

Monitoring and Evaluation Report

Newtown to City Connections

19 September 2024



**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Version	Date	Author	Approver
1	27/08/2024	L.I	J.W

Contents

Executive summary	3
Introduction: The Route and the Network.....	4
Report scope and limitations	5
COVID-19 Limitations.....	5
Monitoring vs evaluation	6
More low-carbon transport trips	8
Collection methodology.....	8
People on bikes.....	8
Counts of people on bikes	8
E-scooter and E-bike share scheme counts and behaviour.....	9
Bus travel times and trips	10
Improved safety	13
Perceived safety.....	13
Actual safety	14
User diversity	17
User diversity – age and gender.....	17
Public participation in the process	18
Adjustments based on feedback.....	19
School engagement.....	20
Helping the community with the changes.....	21
Place making and sites of cultural significance	22
Placemaking	22
Sites of cultural significance	22
Retail Impacts.....	24
Project Timeframes – speed of delivery	25
Ongoing Monitoring.....	27

Executive summary

Paneke Pōneke, Wellington's bike network plan, aims to improve safety and convenience for people on bikes, pedestrians, using public transport, and reduce carbon emissions from transport. The Newtown to city route is one of the first completed sections of the transitional programme delivering improvements through an accelerated delivery approach.

The four goals of the transitional programme are to:

- increase low carbon journeys,
- improve real and perceived user safety,
- increase the diversity of people biking and using other forms of micro mobility,
- deliver improvements faster.

To date, these goals have been achieved. However, we will continue to monitor some data and trends as more data becomes available and connections with other routes and suburbs are installed.

The Newtown to City project took 23 months to deliver from initiation to the end of construction, including a five month pause on construction due to a judicial review. This is significantly faster than comparable projects being delivered using traditional processes although not as fast as originally planned. Comparable projects take between 3 and 6 years.

The street changes included:

- Installation of 24/7 bus lanes along Riddiford Street and both sides of Adelaide Road
- Extending the bus lane hours on Cambridge and Kent terraces from peak-time only to 7am-7pm
- Installing bike lanes on Riddiford Street and Adelaide Road, along with a two-way bike lane along Cambridge Terrace to Kent Terrace and through to the waterfront
- Removing two bus stops and relocating one bus stop to improve journey times.

Since the completion of the street changes, we've seen a growth in the number of low carbon journeys along the route:

- Bus patronage has increased 69% along the corridor, with an extra 2277 people on average per day
- The monthly average number of bike trips has increased 62% from July 21/22 to July 23/24
- People riding have changed their route to use the new bike lanes – with 96% of northbound people on bikes now preferring to travel via the improved changes instead of the alternative side road, compared to 85% previously.
- The proportion of share-scheme scooter and e-bike trips has increased 15% across the project route.

The bus improvements aimed to increase access and improve the efficiency of bus journeys between Wellington Regional Hospital and Courtenay Place. Since the completion of the project, average daily bus patronage within the 2.1km corridor has increased by 69%. Bus travel time has increased just 18 seconds in each direction, which is minimal considering this includes over 2200 extra passengers boarding and exiting daily.

The 62% growth in bike trips on the project route is likely related to the improved perceptions of safety reported since the changes were installed. Since the changes, 85% of people on bikes surveyed felt their experience had improved, as did 11 out of 13 of those using e-scooters or skateboards. There have been no serious crashes reported through the Waka Kotahi Crash Analysis System since 2022.

Although there has been a 17% decrease in ridership of share-scheme scooters and e-bikes citywide, the proportion of trips using the project route has increased by 15%. The ridership patterns in the area appear to show that share scheme riders are attracted to using the new bike lanes as opposed to the streets and paths they were previously using.

There has been an overall increasing trend of women and children on bikes riding within the corridor. This indicates that the changes are providing a safe environment to encourage a diverse group of new riders.

Introduction: The Route and the Network

On 23 September 2021, Councillors gave approval to consult on a connected citywide bike network that will make streets safer and healthier for everyone. At the same meeting, Councillors also voted to get going quickly on two of the critical routes in the bike network - between Newtown and the city and the Botanic Garden ki Paekākā and the city. The plan was to use these routes as a pilot – testing how using adaptable materials to install the street changes quickly could work so people could start using them sooner, and then use their experiences and data to help to refine the design once they were installed.

The Newtown to city route was considered critical as it serves as the main route for the southern and eastern suburbs through to the central city. The corridor is zoned for increased housing density but plans for changes to the route (including a mass rapid transit option) were about a decade away. The route connects major regional destinations, including Wellington Regional Hospital, a large concentration of schools, Oriental Bay, Waitangi Park, Courtney Place, the Basin Reserve, and Newtown town centre.

The Newtown to City route is part of Wellington’s 166km bike network plan and the city’s climate action initiative Te Atakura First to Zero. It provides 2.1km of improved bike, bus, and pedestrian pathways for safer and more efficient travel from Newtown to the city and Oriental Bay. The route is a vital section in the southern corridor and harbour to coast link. It connects from Oriental Bay and the planned central city Golden Mile upgrades, through the in-progress Berhampore to Newtown improvements to the existing connection through Island Bay. The route expands access to the bike network to nearly 10,100 buildings within 500m of the improved walk, bus, and cycle facilities, including a high density of schools, offices, and apartment blocks.

The project also supports the Bus Priority Action Plan and the Spatial Plan, with key upgrades including improved bus lanes, separated cycleways, and enhanced pedestrian intersections.

We used adaptable materials to make street changes so we could take a transitional approach, allowing for a quick roll out of sections of the network over months rather than years. Transitional bike lanes are formed with minimal physical works and can be refined after installation.



Figure 1 Newtown to City connections



Figure 2 Properties within 500m of Newtown to City connection

Planning and design for the Newtown to city route began in September 2021. The project trialed a new method of installation under a temporary traffic management plan. The aim was to install the route as a trial using adaptable materials, meaning the community would get to experience the changes and then give feedback. However, six businesses lodged a judicial review of this process, which was settled out of court when the Council opted to instead follow a traditional traffic resolution process in August 2022.

Following the consultation process which showed broad support for the project, Councillors approved the street changes and construction was completed between September 2022 and July 2023. Feedback was gathered from August 2023, with most changes to the route completed by May 2024.

Report scope and limitations

The purpose of this report is to present trends emerging from the street changes and their effectiveness eleven months on from the official opening in September 2023.

For some data sets, a year is not enough time to meaningfully or accurately gauge trends. Where this is the case, we have used other methods in the short term, and/or identified opportunities for longer-term monitoring and evaluation of the broader programme objectives.

Because of the limited time the section has been open, this report presents emerging data and trends, rather than conclusive outcomes.

COVID-19 Limitations

During the time leading up to and during the construction period, New Zealand was in the red and orange traffic light setting of the COVID-19 protection framework. The largest impact these settings have on the survey results is that people are encouraged to work and study from home where

possible. Therefore, it is expected that there is less commuter demand into the city. This may impact the quantity of numbers during prior installation data collection and post.

Monitoring vs evaluation

Monitoring and evaluation are put in place to understand the impacts and benefits of the project. Monitoring data is used to track impacts and see whether any corrective action is needed. Evaluation data helps us understand whether the project has met its objectives.



Riddiford St outside Wellington Regional Hospital before and after changes, WCC

More low-carbon transport trips

Collection methodology

We've collected data about people riding bikes through multiple sources to capture different aspects of the movements along the route.

Our collection methods include manual observational surveys as well as digital monitoring provided by BeCounted, Viva City, and FOLKL Vision Camera (third party providers).

Viva City AI cameras were installed November 2023 with the intention to extend and upgrade the level of detailed counting, in place of the original BeCounted continuous counting technology.

People on bikes

Counts of people on bikes

Our data shows that the monthly average number of people riding bikes along the route increased 62% from July 21/22 to July 23/24. Once the full route was completed, we could observe the 93% increase in ridership comparing August 2022 to August 2023.

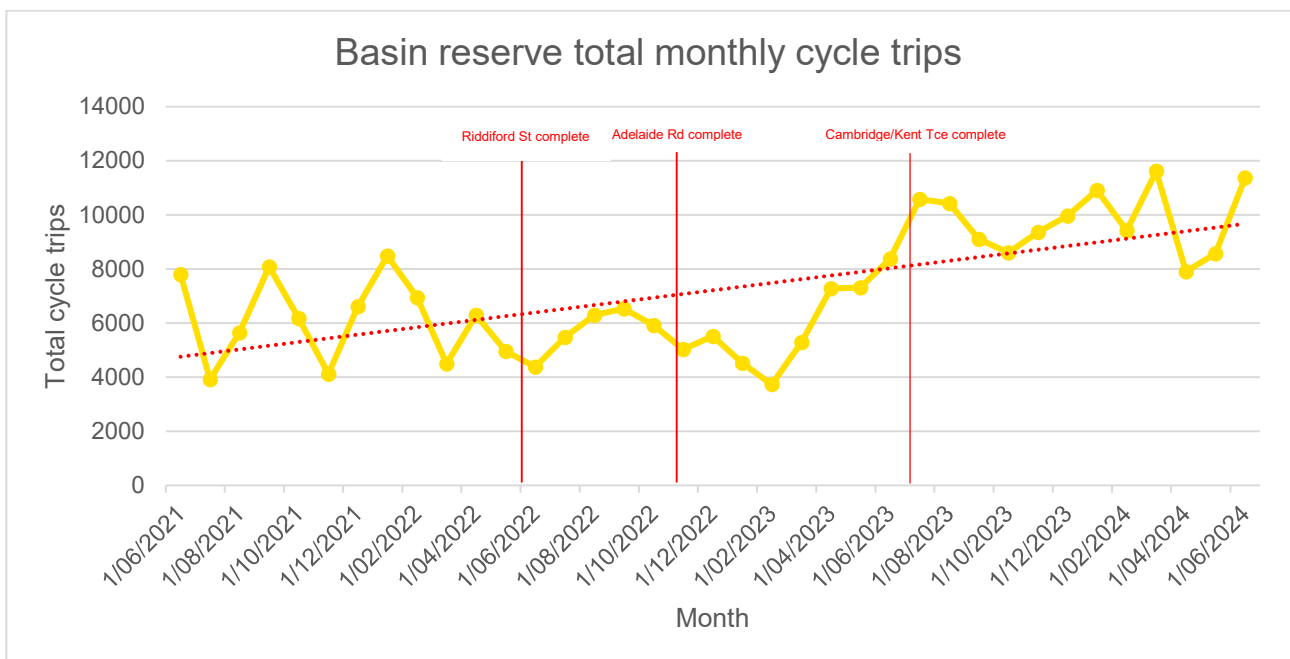


Figure 3 Basin reserve total monthly cycle trips – BeCounted (1/6/2021 – 1/7/2024)

How people on bikes changed their route

Once the changes were installed, we saw a change in travel behaviour for people travelling between the city and the southern suburbs.

Our data was gathered using a Folkl Vision camera placed on the Adelaide Road, Riddiford Street and John Street intersection for two weeks in February 2022 (pre-change) and October 2023 (post-change).

96% of northbound cyclists now use Adelaide Road rather than John Street – an 11% increase. Only 4% now choose John Street.

A small shift for southbound cyclists showed that while a greater proportion of cyclists still use Riddiford Street (79%), there was a 4% increase in cyclists heading straight through to Adelaide Road (from 17% to 21% post-change).

The camera also recorded an overall 62% increase in total cyclist movements at the intersection – which most likely reflects an overall increase in bike use in Wellington between February 2022 and October 2023.



Figure 4 FOLKL Vision cycle lines

The new bike infrastructure provides a preferable route for existing cyclists as well as supporting new riders. We can see this through the change in route choice (from John Street to Adelaide Road) and the increased number of cyclists along the route.

The feedback survey distributed to assess experiences of the changes also found 73% of respondents say they are likely to use the route as a commute to the city since opening the route.

“I used to cycle down Taranaki or Tory St to get to the waterfront, I now travel down the new dedicated bike lanes, even if it takes a little longer, it is so much safer and less stressful having that separated space away from the threat of car drivers. On Cambridge & Kent Terrace, the bike lanes are lovely and wide, which allows cyclists moving at different speeds to comfortably pass. I've also noticed quite how popular the route is - there is a really solid level of traffic in the mornings and evenings - it is nice to see how well used it is.”

E-scooter and E-bike share scheme counts and behaviour

While the use of e-scooters and e-bikes has decreased 17% across the city, the data patterns show that users are attracted to using the new bike lanes as opposed to the streets and paths they were previously using.

The RideReport data (an external source of e-scooter and e-bike share ride data), shows an overall decrease of 17% across the city in the use of share-scheme e-bikes and e-scooters trips when comparing Quarter One 2022 to Quarter One 2024. This is likely due to the rising cost of living and significant public sector cuts. However, using the proportion of ridership usage instead of trip counts as a metric, helps eliminate the impact of demand fluctuations on usage data.

Multiple sections of each street within the project corridor analysed shows an increased proportion of usage utilising the route. Over the whole project route, there is an estimated 15% increase in route usage compared to before the changes. Cambridge Terrace has the highest increase of usage at 30% where bike and bus lanes have been installed.

On neighbouring side streets and alternative paths without bike lanes, the proportion of usage has decreased on all streets or showed no change (John Street).

Together, these patterns appear to show that share scheme e-scooter and e-bike riders are attracted to using the new bike lanes as opposed to the streets and paths they were previously using.

Table 1 Ride Report Newtown to City connections - Q1 2022 vs Q1 2024 usage difference

Section	Proportion difference of street usage within the Wellington city area
Riddiford St (project route)	7%
Adelaide Rd North (project route)	6%
Cambridge Tce (project route)	30%
Basin Reserve (project route)	15%
Newtown to City Project route	15%
Kent Tce	-14%
Adelaide Rd South	-23%
Tasman St	-4%
John St	0%
Hania St	-24%

Bus travel times and trips

Overall, since the changes have been installed, there has been a 69% increase in average daily passengers, while travel time along the 2.1km corridor has increased by about 36 seconds.

This minor travel time increase can be accounted for as this includes the time for the extra passengers (2277 people on average daily) to board and exit buses.

- Southbound public transport had a 68% increase in average daily passengers with a travel time increase of 18 seconds.
- Citybound public transport had a 71% increase in average daily passengers with a travel time increase of 18 seconds.
- During the weekday peak hour (3pm to 4pm), there has been an increase of 77% in passengers on the bus through this corridor.

Our data further shows that the monthly average travel time variance has decreased from around 13 seconds to 4 seconds comparing between 22/23 July and 23/34 July. This means that as the changes were installed, journey times have become more reliable.

Data provided by Greater Wellington Regional Council and The Wellington Analytics Unit.



Figure 5 Average daily bus passenger count – Jan to Jul 2022 & 2024

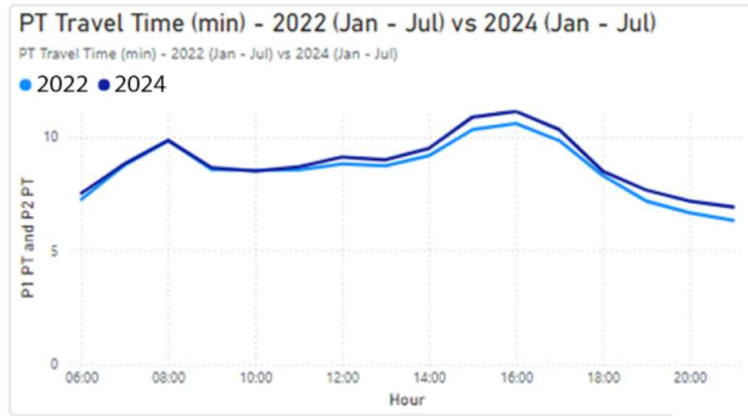


Figure 6 Public transport travel time - Jan to Jul 2022 & 2024



Adelaide Road before and after the changes, WCC

Improved safety

Perceived safety

A feedback survey post-installation was distributed to assess people’s experiences of the changes once they were installed. The graph below shows the responses to the survey question ‘How would you rate your experience compared to before the changes were made?’.

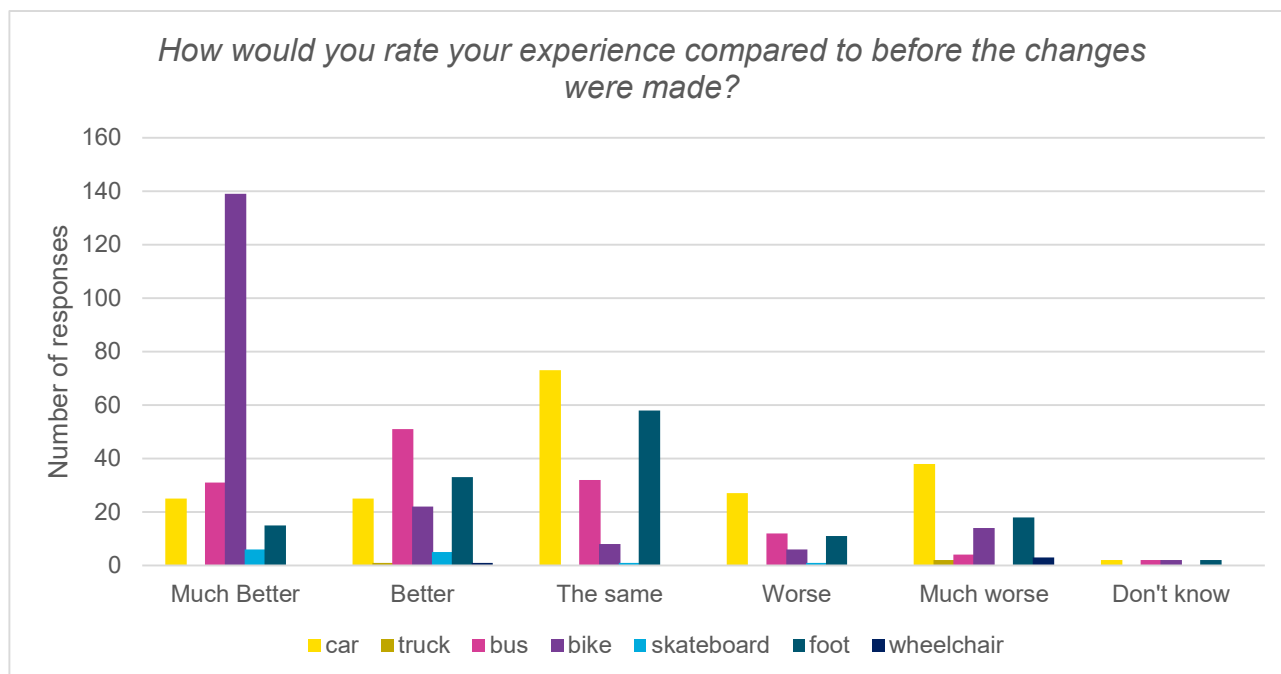


Figure 7 Feedback survey post-installation – How would you rate your experience compared to before the changes were made?

People on bikes

About 85% (161) of people on bikes thought the changes improved their experience. Of these people, 43% commented that due to the protected designs, the route felt safer:

“It’s fantastic having a dedicated bike lane along Cambridge Terrace. This is the route I use to get to and from town from Hataitai (as well as going around the bays). Having a safe option like this has meant I’m less likely to take the bus on a windy day as I have TWO safe options to take to get to work.”

Around 10% (20) of people on bikes thought the changes made their experience worse. The main negative feedback from this group was that the cycle lane on Adelaide Road was too narrow:

“Much safer on Cambridge, love that part, it’s so wide and easy. Adelaide road cycle lane is extremely narrow and still has lots of obstacles, like cars or road work signs.”

Pedestrians

Around 42% (58) of pedestrians felt the changes were the same. 11 out of 22 pedestrians who chose to comment felt the changes had not created any noticeable change for their experience:

“It never has been a pleasant space to walk along simple because there’s nothing worthwhile along the route. But that is a zoning issue rather than related to this project.”

About 29 pedestrians felt the changes made their experience worse. Around 24 of these people expressed navigating crossing spaces that are shared with cyclists feeling unsafe:

“It is terrible trying to cross the road now amongst bikes and cars and having to stand in the middle of the cycle lane to see when its safe to cross.”

People on e-scooter and skateboards

11 out of 13 people on e-scooter and skateboards found the changes improved their experiences. All the people who commented felt the protected lane provided a safe space to ride on the road:

“I’d never escoot on the road without a separate bike path - and it is a bit awkward on the footpath to be nice to pedestrians as I have to slow down heaps to safely overtake. So using the bike path is great.”

People with mobility aides

We heard from four people with mobility aids. Three of these people found the changes were much worse for their experience. Their comments talked about the lack of parking close to businesses and cyclists beating lights by riding on the footpaths.

Wellington City Council Residents’ Monitoring Survey 2024

The Residents’ Monitoring Survey is an annual survey conducted by Wellington City Council to gather a statistically representative sample of Wellington City’s residents’ engagement and satisfaction with Council’s delivery services, facilities, Council Controlled Organisations, and perceptions of the city. For the 2024 survey, approximately 1,100 residents responded.

Wellington City Council’s 2024 Residents’ Monitoring Survey shows a continued increased in residents’ ease to get around the city by bike (Figure 8). There is also an increase in public transport ease for getting around the city higher than the past three years at 58%.

These findings indicate a possible emerging trend that corresponds to the addition of this route to Wellington’s walk, bike and bus improvements implemented and work underway planned on other routes.

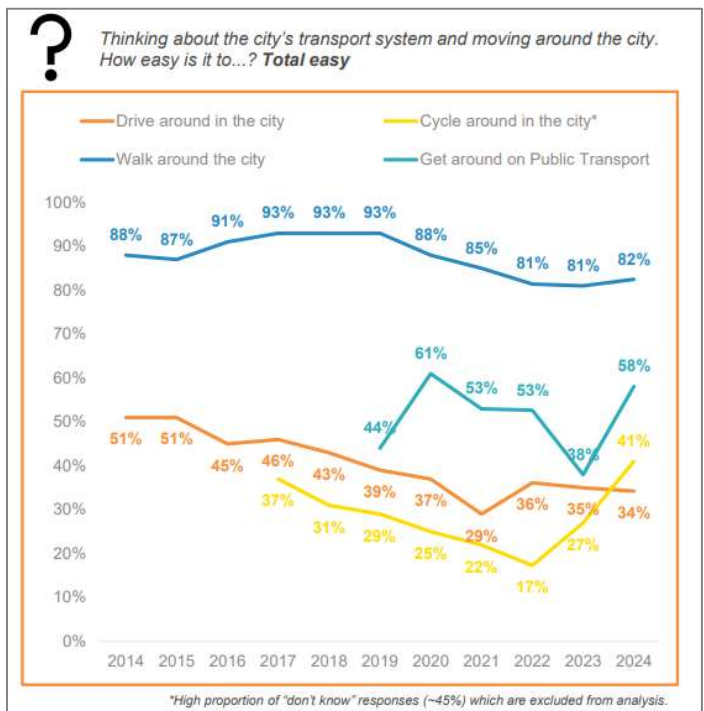


Figure 8 Wellington City Council Residents’ Monitoring Survey 2024

Actual safety

The national Crash Analysis System (CAS) only reports on crashes reported to the police and is updated up to nine months after an incident has occurred.

The early results show a total decrease of all crash types from 2022 compared with previous years within the corridor. This is reflected in each crash type except serious crashes recording two incidents in 2022 before going back down to zero in 2023.

As the system continues to record incidents, CAS will provide a future data source for tracking longer-term safety trends.

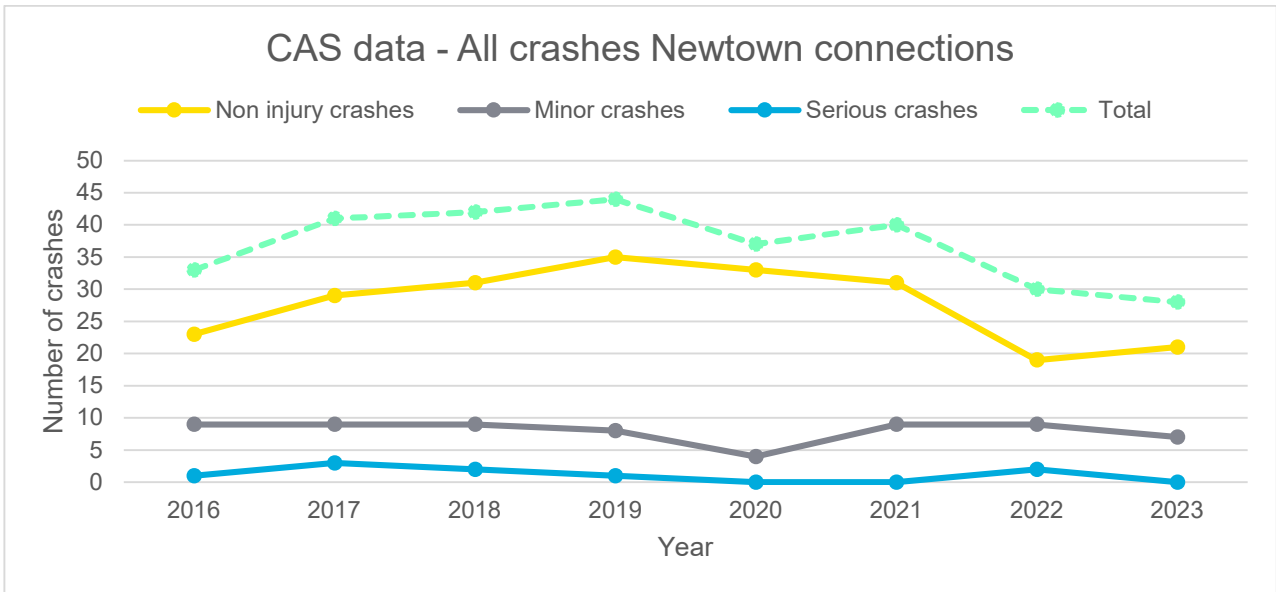


Figure 9 CAS data - All crashes on Newtown to City Connections



Kent Tce before and after changes, WCC

User diversity

User diversity – age and gender

There has been a rise in overall people on bikes, and we’re starting to see an increase in children and women riding along the corridor. This indicates the changes on the route to provide a safe environment is encouraging a diverse group of new riders.

“Overall, the changes have transformed my experience when riding this route. My daily commute is calmer and less stressful. I can now ride almost all of the route with my 7-year-old daughter.”

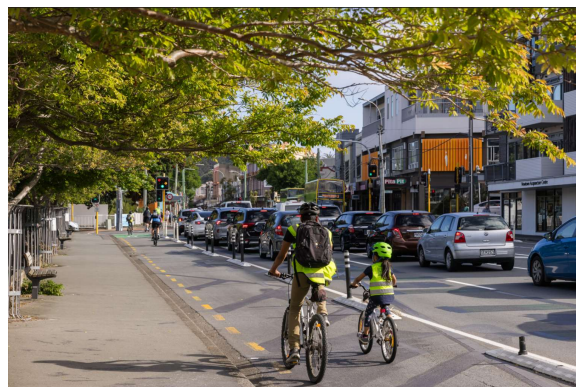


Table 2 Observation survey total counts – Nov 2021 vs Nov 2023

Figure 10 People riding Riddiford St post installation

Observational Survey total numbers comparing Oct/Nov 2021 to Nov/Dec 2023												
	E-bike		Change	Manual bike/mountain bike		Change	E-scooter		Change	Total		Change
	Nov-21	Nov-23	%	Nov-21	Nov-23	%	Nov-21	Nov-23	%	Nov-21	Nov-23	%
Male adult	91	119	31%	348	302	-13%	65	60	-8%	504	481	-5%
Female adult	102	104	2%	140	148	6%	20	26	30%	262	278	6%
Male Child	4	8	100%	4	9	>100%	5	6	20%	13	23	77%
Female Child	12	8	-33%	2	10	>100%	1	7	>100%	15	25	67%

Observational survey methodology

Observational surveys were conducted over two-hour periods on weekdays with good weather, with the intention of capturing a snapshot of usage during peak times. The pre-change surveys were completed between 18 October and 13 November 2022, and the post-change surveys were completed between 30 November and 7 December 2023.

Surveys were conducted in four locations along the route:

- Outside Wellington Regional Hospital
- Outside Wellington Regional Hospital
- On Adelaide Road outside Jaycar (76 Adelaide Road)
- Outside the Embassy Theatre

The gender diversity of people riding bikes or using other micro-mobility devices like scooters is manually collected through observational surveys.

We acknowledge this gender data will have some potential for inaccuracy as it is based on observations, rather than self-identification. Observations only allow categorisation based on

appearance so are limited to male and female. We recognise this limitation, and that gender identity and expression is broader than these binary categories.

It is also not possible to assess ethnicity through observational surveys. We recognise the limitations of this survey method and are working towards more suitable methods of collecting demographic data, such as through a city-wide transport survey. This may mean that, in future, we report at a network level, rather than a route level.

Public participation in the process

We captured a wide range of engagement throughout the project – from early designs through to traffic resolution and beyond.

We received over 4700 pieces of feedback from the community throughout the process:

- 826 people provided feedback on how things were working pre-installation.
- More than 1200 pieces of feedback informed the designs that went out for consultation.
- 1875 people made a submission on the proposed designs through public consultation.
 - This included 1811 individuals and 64 organisations including businesses, residents' associations, cycling and accessibility advocates, sports groups, and beautification/historic preservation groups.
- 558 people gave feedback once the changes were installed.

The community had opportunities to talk with Council staff about the project at workshops and meetings. During community consultation from 11 to 31 August 2022, we held a number of webinars and drop-in sessions with approximately over 300 people attending.

After the route was installed, we hosted guided rides along the route with several large organisations, including NZ Police, women's focused community group Frocks on Bikes, and the Ministry of Business, Innovation and Employment (MBIE). This route was included in numerous themed, guided bike tours, including an arts tour, secret parks of Wellington tour, and a Rainbow tour.

Targeted engagement with key stakeholders

From the early stages of the project, we engaged with key stakeholders including:

- Blind and Low Vision Foundation
- Businesses along the route
- CCS Disability Action Group
- Cycle Wellington
- Fire and Emergency New Zealand
- Greater Wellington Regional Council
- Living Streets Aotearoa
- Local schools
- New Zealand Transport Agency Waka Kotahi
- Taxi companies
- Wellington After Hours Accident and Emergency Care
- Wellington Regional Hospital
- Wellington SCL (now Awanui Labs)



Figure 11 Newtown to City connections community drop-ins chalk board

Fire and Emergency New Zealand (FENZ)

We actively engaged with FENZ from the early outset of the project. This included:

- A series of meetings to go over designs and walk through the project route
- Regular meetings to discuss project progress.

In response to their feedback on the designs, we installed speed humps across the two-way bike lane outside the Wellington Central Fire Station to ensure cyclists would slow down and be aware of any fire appliance movements.

As a trial, we also adapted one of the closed u-turn bays along Kent/Cambridge terraces, moving street furniture and installing flexible bollards to make sure FENZ could use the u-turn bay as required when responding to emergencies.

Blind and Low Vision Foundation

We have engaged with the Blind and Low Vision Foundation during planning and post-changes monthly. Leading up to installation we kept an open email communication with representatives. Council officers also called the Blind and Vision phone line to communicate these changes in advance for members to call the line and hear about the details of the works.

We also had an onsite meeting at the bus platform directly outside Blind and Low Vision on Adelaide Road to further discuss their thoughts on the existing platform and proposed changes. This engagement included developing a 3D model of the Adelaide Road bus stop platform in a 1:100 ratio so that representatives with low vision could feel the widths and textures of the proposed new platforms.

- For more info: <https://wellington.govt.nz/news-and-events/news-and-information/our-wellington/2024/05/accessible-bus-stop-bypass>

Adjustments based on feedback

By using lower-cost materials that can be adjusted once in place, transitional improvements like these ones can be installed and in use more quickly. Early feedback from people using the route helps with minor adjustments and future permanent changes. As a pilot for the transitional approach, Newtown to city showed how we could adapt the changes both during and after installation to improve the experience for all road users.

Adaptations made to designs during installation:

- Mein Street intersection redesigned to realign bike lane with the kerb,
- Changed traffic light signal phasing to provide protected phase for bikes,
- Installed hook turn box for cyclists wanting to turn right into Mein Street from Riddiford Street,
- Reinstate right lane advanced stop box at John Street intersection,
- Reinstate Adelaide Road right-turn bay for Hospital Road and installed footpath ramp to pull off Adelaide Road.

Adaptations to be made based on community feedback after installation:

- Adapt the Adelaide Road bus stops to improve experience for people getting on and off the bus especially those with disabilities,
- Coordinating u-turn bay access trial for fire engines responding to an emergency,
- Improved signage and pavement markings to indicate shared nature of the Basin Reserve space.



Figure 12 Community engagement and 3D printed 1:100 ratio bus platform

School engagement

Throughout the process, it was important for us to engage with schools. There are eight schools either on or adjacent to the route (Figure 13), and over 5400 students enrolled across these schools. Three of the largest high schools in Wellington city are included on this transport corridor.

Our objectives for engaging with school communities for this route were threefold:

- Engage with school senior leadership to understand current school operations and travel behaviours, how the proposed route changes could present impacts and opportunities, and where design amendments can be made to better serve school community needs.
- Student engagement on city-shaping projects has been historically difficult without targeted efforts, therefore increasing youth voice and participation throughout this project was prioritised.
- Increasing the accessibility, visibility, and uptake of active transport within school communities.



Figure 13 Schools located near the project route

School engagement during consultation phase:

- Students attending high schools near the route were engaged to explore the opportunities of the street changes and invited to have their say.
- Hosted a BBQ, collaborated to explore project objectives with Y11-13 Geography/Social Studies students, and supported student leadership creating internal travel surveys.
- A drop-on session was hosted at Newtown School for parents and staff.

School engagement during post installation:

- Hosted bike tours with high school students from Wellington High and Wellington East Girls College. Over 140 students participated.
- Implemented bike parking and lockers to support school ridership informed by student feedback and transport surveys. Funded by the School Cycling Support Programme (SCSP).
- Behaviour change support for active transport through route rides, skills clinics and school/community led riding groups.
- Bike racks pilot monitoring for student ridership numbers.

“Using an e-bike made biking much more accessible!”

“Lots of space, not feeling squished or pushed together.”



Figure 14 School engagement- Ride through (top, left), Bike box racks from SCSP (top, right), Wellington High lesson (bottom, left) and Wellington College BBQ (bottom, right).

Helping the community with the changes

A series of behaviour change initiatives were implemented to help people adjust to the changes:

Get There Together Campaign

We launched the Get There Together road safety campaign in consultation with road safety stakeholders including the NZ Police, ACC and Waka Kotahi NZ Transport Agency. The campaign includes a range of different applications to provide clear road messaging for new infrastructure and a reminder to share the road with all users.

- To read more about the campaigns objectives: <https://wellington.govt.nz/parking-roads-and-transport/roads/road-safety/get-there-together>

Bus Lane Informative Videos

Part of the changes was the introduction of new and more full-time bus lanes. We released informative videos to help people understand how enforcement works.

- For the social media video and further information: <https://wellington.govt.nz/parking-roads-and-transport/transport/bus-lanes/how-bus-lanes-work>

Hook Turn Education

After the changes, new cycle traffic signalling and road marking was incorporated for safety. Traffic signal education and awareness was produced through various applications including hook turn social media awareness, new informative signs, and marshals within the first few weeks of the completed changes to educate users.

- To see hook turn media: <https://wellington.govt.nz/news-and-events/news-and-information/our-wellington/2023/03/how-to-complete-a-hook-turn>

Place making and sites of cultural significance

Placemaking

To create two new inner city parklets in the former u-turn bays between Kent and Cambridge terraces, we installed new seating and planter boxes. We also installed more bike parking in various locations including the Basin Reserve and on Adelaide Road near the John Street intersection.

Sites of cultural significance

The route itself travels above the Waitangi Awa, which now flows through pipes below Adelaide Road, and Kent and Cambridge terraces, then through the recreated wetland in Waitangi Park to the harbour.

Waitangi Awa and its many tributaries fed the original Waitangi Pūroto (lagoon), where Waitangi Park is now. The pūroto at the harbour edge was used for centuries by Māori for food-gathering, as a source of fresh water, and as a place to launch waka.

On this route, starting in Riddiford Street near Wellington Regional Hospital and heading towards the waterfront, blue niho taniwha designs mark:

- Ngā Puna Waiora
- Hauwai Mahinga Kai
- Ngā Whenu o te Whāriki
- Waitangi Pūroto



Figure 15 Locations of Awa markings

More information about the awa markings is available here: <https://wellington.govt.nz/arts-and-culture/heritage/cultural-and-historical-sites-along-bike-network/newtown-to-waterfront>



School ride through (top), Placemaking furniture (bottom), WCC

Retail Impacts

The retail activity analysis uses EFTPOS data to provide insights into the immediate and ongoing impact of street changes and infrastructure works on retailers.

The biannual Changing Lanes reports can be found on the Council website here: <https://wellington.govt.nz/wellington-city/about-wellington-city/poneke-pulse>

Newtown to Courtenay spend compared to city benchmark

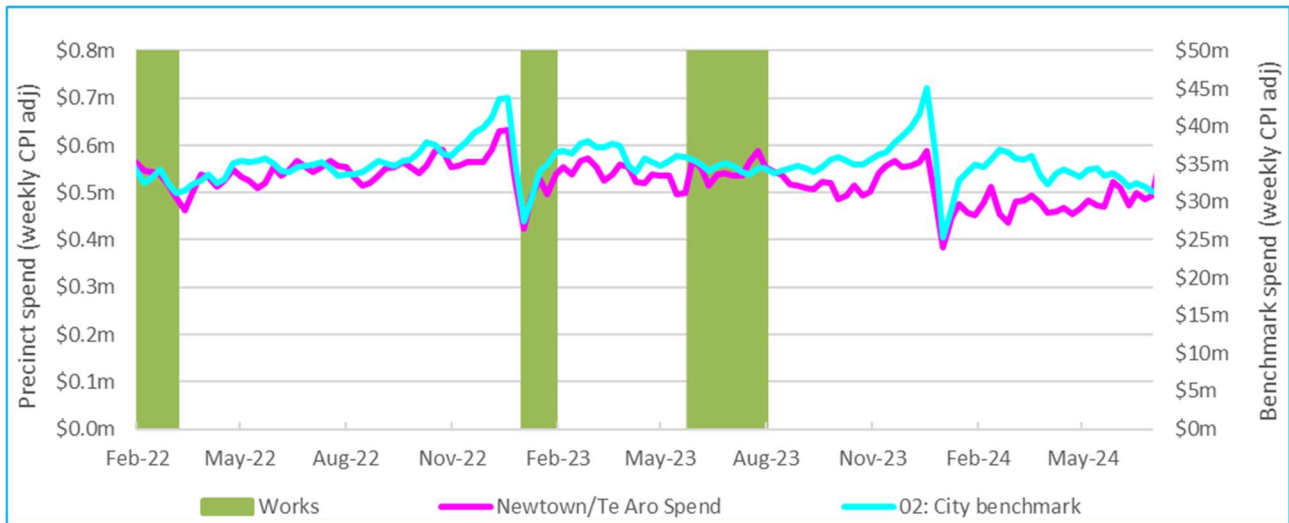


Figure 16 Newtown to Courtenay retail activity – February 2022 to June 2024

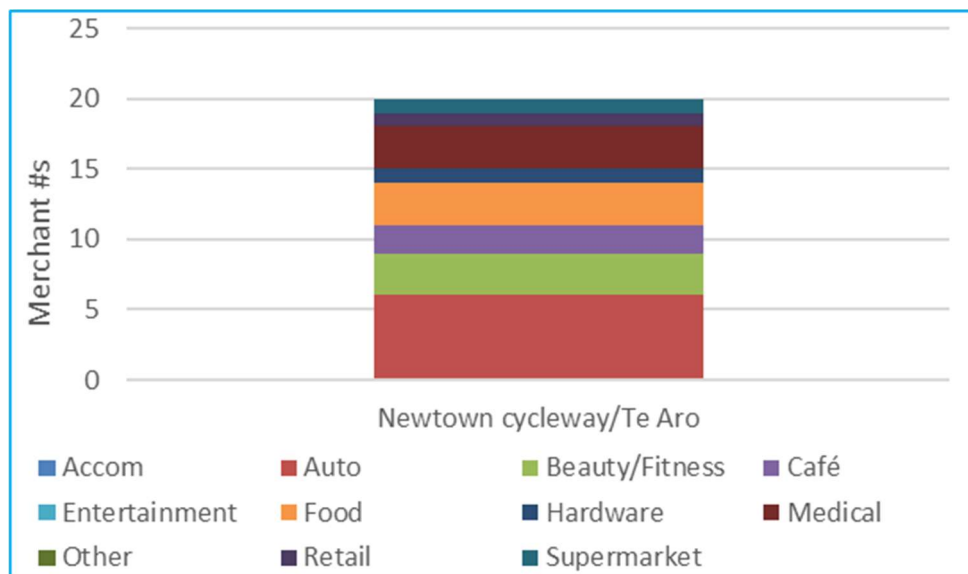


Figure 17 Number of merchant types along the Newtown to City route

Observations

The natural 'heartbeat' of this corridor generally follows the city benchmark, with a relatively subdued Christmas peak in 2023 and into 2024.

This area is semi-industrial shifting to a more residential land use. This is one of the areas where a shift in merchant types is possible as land use changes.

EFTPOS spend in this area has declined relative to the benchmark since the completion of the new street layout, but the precinct spend has recently recovered. This initial decline might have been a temporary adjustment period related to the changes in infrastructure and land use.

We'll continue to monitor this area to determine longer term trends, particularly as this area is identified for growth and is already experiencing some change in land use.

Project Timeframes – speed of delivery

This project was delivered according to the June 2021 Council decision in the 2021-2031 Long Term Plan to accelerate and rapidly roll out a Wellington bike network. The Newtown City project took 22 months from initiation to the end of construction. This is significantly faster than comparable projects being delivered using traditional processes but not as fast as originally conceived.

Planning began in September 2021 – with final designs completed in February 2022. Construction got underway briefly in March but was then put on hold for five months due to legal proceedings relating to a judicial review and a shift to a more traditional consultation process, which pushed the installation out. The project then went out for public consultation in August 2022, with Councillors approving the street changes for installation in September.

Construction got underway again in October 2022, with the full route in use by July 2023. The construction period was extended due to longer than expected civil works and resourcing constraints due to Cyclone Gabrielle.

Despite the five months pause, the timeframe for this project is significantly faster than comparable projects being delivered using traditional processes although not as fast as originally planned. Comparable projects take between 3 and 6 years.

For comparison, the delivery timeframes of other cycling projects led by Wellington City Council and other agencies can be seen in the summary here from 2021 (Figure 18):

Past/ongoing project timelines

Project	Timeline	Status
Island Bay (current layout)	2013 – 2016	3 yrs In use
Newtown Connections	2014 – present	7 yrs+ On hold (LGWM)
Evans Bay (Carlton Gore Rd to Greta Point)	2015 – present	6 yrs+ Under construction
Evans Bay (Greta Point to Cobham Dr)	2015 – present	6 yrs+ Planning
Kilbirnie Connections (Crawford Rd, Evans Bay Pde, Rongotai Rd, Te Whiti St, Upper Wilson St)	2015 – 2019	4 yrs In use
Kilbirnie Connections (Childers Tce, Coutts St, Lower Constable St, Queens Dr, Rongotai Rd (town centre), Tirangi Rd)	2015 – present	6 yrs+ On hold (funding)
Miramar Connections	2015 – present	6 yrs+ On hold (funding)
Cobham Drive	2016 – 2021	5 yrs In use
Island Bay (redesign)	2016 – present	5 yrs+ On hold (funding)
Miramar town centre (Shelly Bay Rd to Tauhinu Rd)	2016 – present	5 yrs+ Under construction
Miramar town centre (Tauhinu Rd to Park Rd)	2016 – present	5 yrs+ On hold (funding)
Hutt Road	2017 – 2019	3 yrs In use
Oriental Bay	2017 – 2018	2 yrs In use
Thorndon Quay	2017 – present	4 yrs+ Planning
Wakely Road shared path	2017 – 2020	3 yrs In use
Brooklyn Road (Innovating Streets)	2020 – present	1 yr+ Trial

Figure 18 Past/ongoing project timelines



Newtown to City opening (top), Cambridge Terrace after changes (below), WCC

Ongoing Monitoring

Additional monitoring and evaluation will be required following the delivery of other related projects in this part of the city. This project is part of the southern corridor coast-to-coast connection in Figure 19 connecting to the upcoming Berhampore to Newtown bus and bike route and The Parade.

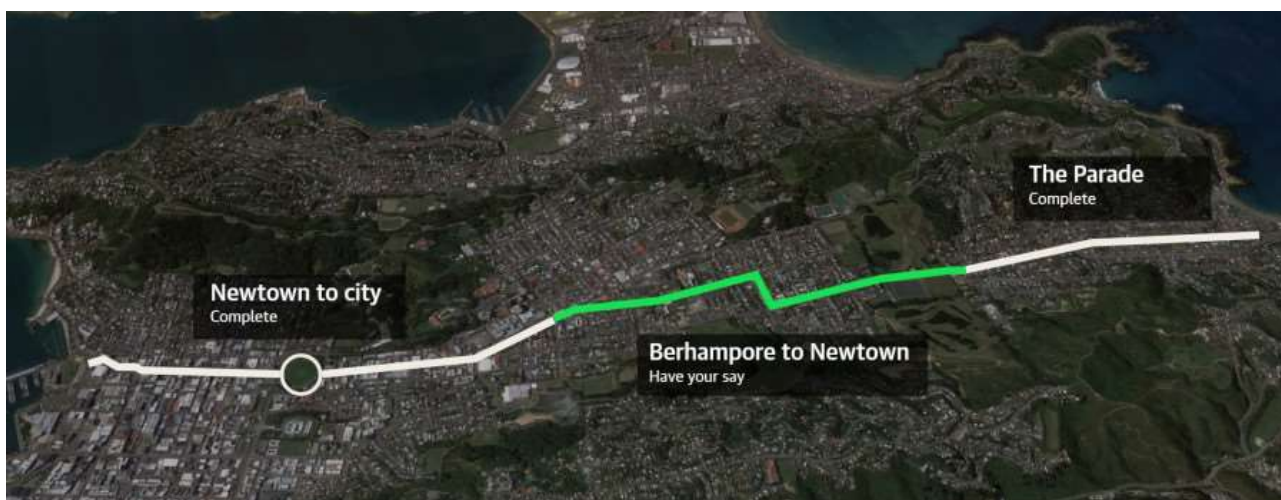


Figure 19 Coast to coast connection.

The following data sources will be used for ongoing monitoring:

- New digital sensors will replace electronic loop counters and observational snapshot counts for providing data on the number of users on the route.
- Crash Analysis System (CAS) only reports on police reported crashes and is updated six to nine months after an incident has occurred. CAS data will provide a future data source for more long-term safety trends.
- City transport surveys and other data sources will be considered as a more suitable source of information on micro mobility user diversity.
- The annual Residents' Monitoring Survey and a Pōneke travel survey will continue to be conducted yearly to track travel perceptions of the Wellington region.
- Retail data will continue to be monitored and future Changing Lanes reports will analyse retail trends in other parts of the city.



Cambridge Terrace before and after changes, WCC

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

transportprojects.org.nz/