
**ORDINARY MEETING
OF
PŪRORO WAIHANGA | INFRASTRUCTURE COMMITTEE
SUPPLEMENTARY AGENDA**

Time: 9:30am
Date: Wednesday, 24 August 2022
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

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2.5 Let's Get Wellington Moving – Aotea Quay Roundabout Notification and Traffic Resolution Approval	3

2. General Business

LET'S GET WELLINGTON MOVING - AOTEA QUAY ROUNDBOUT NOTIFICATION AND TRAFFIC RESOLUTION APPROVAL

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Pūroro Waihanga | Infrastructure Committee is to recommend to Council that it approves TR 133-22.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Relevant Previous decisions

Let's Get Wellington Moving Programme Business Case - 11 December 2019
Thorndon Quay Hutt Road Single Stage Business Case - 24 February 2022

Significance

The decision is **rated medium significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

Risk

- Low Medium High Extreme

Authors	Kylie Hook, Principle Advisor Transport Wendy Ferguson, Project Coordinator Rebecca Adams, Chief Advisor to CIO
Authoriser	Brad Singh, Transport and Infrastructure Manager Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Waihanga | Infrastructure Committee:

- 1) Receive the information
- 2) Approve the Let's get Wellington Moving– Aotea Quay Roundabout and associated Traffic Resolutions
- 3) Note Wellington City Council's partner share of costs (49% WCC, 51% Waka Kotahi) to undertake the work in the construction phase starting September 2022

Whakarāpopoto | Executive Summary

1. Improvements to Thorndon Quay and Hutt Road are proposed as part of Let's Get Wellington Moving (LGWM) Three Year Programme or projects. Council approved the Single-Stage Business Case (SSBC) for this project on 24 February 2022. The SSBC covered three main areas:
 - The Thorndon Quay and Hutt Road corridor
 - The connection between Hutt Road and Te Ara Tupua (Petone to Ngauranga) shared path
 - Aotea Quay intersections
2. This paper seeks Council approval of the Traffic Resolution to legalise the proposed traffic rules and enable the implementation of a roundabout for the Aotea intersection with the access road to the Container Terminal (CT) Yard / Mainfreight site.
3. The roundabout will enable traffic U-turn movements from Hutt Road to Aotea Quay Roundabout and it is a requirement for redevelopment of the Interislander ferry terminal.
4. A roundabout on Aotea Quay will also allow improved access between State Highway 1 (SH1) (northeast) and the ferry terminal. The resulting change in traffic patterns will reduce traffic volume on Hutt Road and benefit freight and ferry travellers. The change is necessary to accommodate ferry operations, which are predicted to increase in future.

Takenga mai | Background

5. The Thorndon Quay Hutt Road (TQHR) corridor is a critical part of the road network in Wellington, providing a key northern connection to State Highway 1 and 2 from the city centre and the main access route to CentrePort Wellington.
6. The corridor carries a significant number of people and goods daily, and is the busiest bus route outside the Golden Mile and the busiest cycle route in the Wellington Region.
7. The proposed improvements to the TQHR corridor target public transport, active travel, and freight movements. As part of the TQHR project, LGWM is seeking to replace the

existing signalised intersection at the CT yard along Aotea Quay with a 24m-diameter metered roundabout. This proposed solution resulted from the investigations detailed below.

8. In February 2022, the TQHR SSBC identified four problems along the corridor:
 - Unreliable bus travel times resulting in poor customer experience, and reducing the attractiveness of, and ability to grow travel by bus.
 - The current state of cycling facilities results in conflict between users and increases risk. This limits the attractiveness of cycling.
 - A poor quality street environment creates an unpleasant pedestrian experience, reducing the attractiveness of walking and spending time in the area.
 - High and growing traffic volumes combined with high speeds increase the likelihood and severity of crashes.
9. Investigations showed the over representation of cycle users in crash casualties, as well as highlighting the lack of dedicated road space for cyclists and buses along Thorndon Quay. This is coupled with growing demand for travel on Hutt Road across travel modes and limited space to accommodate such demands.
10. The result of increasing demand and limited space is congestion at intersections along Hutt Road. This congestion causes delays to traffic including time-critical modes such as bus and ferry/port freight.
11. Forecast future growth in public transport usage will exacerbate the bus-related issues and the opening of the Te Ara Tupua Petone to Ngauranga cycleway will increase the number of cyclists along the corridor.
12. The planned upgrade of the Interislander terminal and KiwiRail's purchase of larger, rail-enabled ferries from mid-2025 will result in changes in demand along Hutt Road and Aotea Quay. This is because Hutt Road (given ramp connection with the state highway) currently serves as the direct link into the Interislander terminal.
13. The SSBC recommended Option 4A as the preferred technical solution (Southbound and Northbound bus lanes with Thorndon Quay bidirectional cycleway, plus left-in / left-out on Hutt Road (central median) and construct a roundabout on Aotea Quay)¹.
14. In 2022, further investigations² into SSBC Option 4A were undertaken to inform LGWM TQHR project. The investigations revealed that the proposed central median along Hutt Road would necessitate a turnaround facility on Aotea Quay to facilitate the removal of ferry traffic from Hutt Road by enabling direct connection to/from the state highways.
15. A metered roundabout is the preferred solution and is being progressed for implementation.

¹ More information on the long/short list options, MCA methodology, scores etc. can be found in the Thorndon Quay Hutt Road SSBC.

² Aotea Quay Option Development and Assessment Report, May 2022







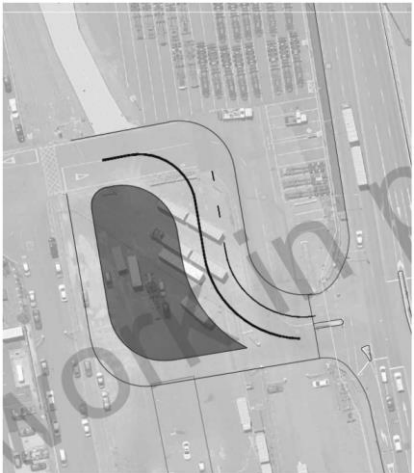
Kōrerorero | Discussion

16. LGWM is seeking to replace the existing signalised intersection at the CT yard along Aotea Quay with a 24m-diameter metered roundabout. The primary purpose of this roundabout is to provide direct access to the ferry terminal from the state highway and access to Hutt Road properties, by facilitating U-turn movements and mitigating the effects of traffic growth.
17. Aotea Quay in the vicinity of the intersection does not have any on-street parking, therefore, changes in intersection configuration will impact hold lines, no-stopping lines, pedestrian crossing position and other general road markings.
18. In addition, to accommodate the footprint of the roundabout property outside the road reserve will need to be acquired.
19. Full description of changes shown in TR133-22 attached and decision process described below.

Kōwhiringa | Options

20. A two-stage process was used to assess the options for a turn-around facility on Aotea Quay. This was carried out in conjunction with LGWM partners and advisors, KiwiRail and CentrePort. The first part of the assessment considered the functional requirements and confirmed that a roundabout in the vicinity of the CT entrance would be the most appropriate facility.
21. The table below describes the proposed roundabout options in the vicinity of the CT entrance that were assessed in terms of their form. There is currently a signalised intersection at this entrance.
22. Roundabout Option 1, a 24m-diameter metered roundabout located close to the existing signals, has been identified as the preferred option.

Option	Layout
<p>Roundabout option 1 - Large roundabout at existing CT yard intersection</p> <ul style="list-style-type: none"> • 24m diameter island • Located at existing intersection • Reconfiguration of internal access roads required • North approach metered 	
<p>Roundabout option 2 - Large roundabout north of existing CT yard intersection</p> <ul style="list-style-type: none"> • 24m diameter island • Optional offset on east side to improve deflection • Aligns with existing internal road • Large impact on trailer storage area • North approach metered 	
<p>Roundabout option 3 - Small roundabout north of existing CT yard intersection</p> <ul style="list-style-type: none"> • 16m diameter island, wider lanes • Aligns with existing internal road • Impact on trailer storage area • North approach metered 	

<p>Roundabout option 4 - Small roundabout north of existing CT yard intersection</p> <ul style="list-style-type: none">• 16m diameter island, wider lanes• Aligns with existing internal road• Impact on trailer storage area• North approach metered	
<p>Turnback Option</p> <ul style="list-style-type: none">• Aligns with existing internal road• Stacking room for approximately nine semi-trailer units	

23. The combined effect of the roundabout and larger ferries for KiwiRail will result in a 13% increase in traffic on SH1 via Aotea Quay off ramp. If Council does not approve Aotea Quay Roundabout and associated traffic resolutions, the effect of the larger ferries will result in a 15% increase in traffic on Hutt Road.

Whai whakaaro ki ngā whakataunga | Considerations for decision-making

Alignment with Council's strategies and policies

24. The Aotea Quay Roundabout aligns with Wellington City Council's strategies is as follows:

Strategies and Policies	Alignment
25. Our City Tomorrow: Planning for Growth and Spatial Plan for Wellington City	Strong
26. Wellington Towards 2040: Smart Capital	Strong
27. Wellington City Council (WCC) Long Term Plan 2021-31	Strong
28. WCC Walking Policy 2008	Strong
29. Paneke Pōneke – Bike Network Plan	Strong
30. Wellington RLTP 2021	Strong
31. Wellington Regional PT Plan 2021	Strong

Engagement and Consultation

32. In advance of the public engagement, from April to July, we consulted directly affected stakeholders around Aotea Quay about our proposals gathering further information for incorporation into the design. These key stakeholders included KiwiRail, CentrePort, Mainfreight, Mainstream, Toll, and Sky Stadium.
33. From 27 June to 17 July 2022, members of the public gave feedback via an online survey on the Let's Get Wellington Moving website on the proposed Traffic Resolution as published on the Wellington City Council website.
34. The survey asked responders if they agreed with the proposed implementation of a roundabout on Aotea Quay. We received 114 responses to the online survey and one direct email, with 69% of 115 responders in favour of the changes and 31% not supporting the changes.
35. Of the 115 respondents, 109 people provided further comments and seven provided a written submission. Seventy-eight of 109 comments (84%) were supportive of the roundabout overall.
36. In particular, comments highlighted the movement of freight to ferry terminal and port improving the safety of Hutt Road by reducing the number of heavy vehicle traffic. Some concerns regarding provisions for pedestrians and cyclists in the roundabout

37. Fourteen of the 108 commenters were not in favour of the roundabout. Reasons for objections were primarily the cost to build for little perceived benefit, and the potential of the roundabout to further slow traffic further rather than ease traffic flow.
38. The feedback has helped identify a number of considerations for further investigation as the TQHR project progresses. Comments have been themed into 16 categories, and recommendations relating to them developed.

Theme	Response
Hutt Road	Although the comments on Hutt Road design are out of scope for this consultation on Aotea Quay Roundabout, we have taken note of the feedback and specific comments on aspects of the Hutt Road design (e.g. median and parking) which will be considered within the design.
Speed limit	The project team will look at reducing the speed limit on Aotea Quay to 50kph once the mechanism is in place to do so.
Pedestrians crossing of Aotea Quay	Other projects are underway in the area to address this issue. The Thorndon Quay Hutt Road Corridor is preferred for walking and cycling provision over the Aotea Quay corridor, and therefore we do not propose any further improvements on Aotea Quay other than those shown. Wayfinding signs will refer pedestrians and cyclists to the Thorndon Quay Hutt Road Corridor.
Pedestrians crossing at roundabout	<p>Following feedback from consultation, we have reviewed the location and type of crossing to the west of the roundabout. The original crossing was combined with the traffic signals that are required for emergencies at Sky Stadium. This led to the crossings being signalled and approximately 25m from the roundabout to allow for trucks to safely wait at the signals.</p> <p>After considering feedback, it is proposed to separate the traffic signals from the pedestrian crossing and to provide a courtesy (informal) crossing closer to the roundabout. Pedestrian numbers are low and, as noted above, will be directed towards Thorndon Quay and Hutt Road. The crossing will be monitored to confirm suitability of this crossing type.</p>

Construction disruption	The contractor has been engaged early to provide feedback on how design can minimise construction impact. LGWM, WCC and contractors are working closely to minimise and manage the possible disruption.
Detailed design	Comments on the detailed design are being considered as part of finalising the design.
Ferry intersection	LGWM and partners are working with KiwiRail to co-ordinate work required for both the Thorndon Quay Hutt Road project, and to accommodate new, larger Interislander ferries.
Traffic flow	<p>The purpose of the roundabout is to facilitate U-Turn movements related to the Ferry terminal and businesses on Hutt Road.</p> <p>This will remove traffic from Hutt Road allowing more priority to be given to buses, pedestrians, and cyclists. Traffic analysis has been done for the corridor showing that any queuing that develops at the roundabout will be short lived and will not impact the motorway. Traffic flow will, however, be monitored.</p>
Sky stadium emergencies	<p>Officers met with representatives of Sky Stadium, and are aware of emergency management plan requirements. The roundabout design has traffic signals on the southbound leg and the exit of the CT yard to allow for traffic passing the stadium to be stopped in the event of an emergency.</p> <p>The concept has been reviewed by Stadium management and is compatible with the stadium emergency plan.</p>
Southbound slip	This option was considered but discarded for safety reasons.
Disability	The design for the roundabout applied the current disability standards.

Cycle provision	We acknowledge that Aotea Quay will be a heavy traffic corridor and will also continue to be used by cyclists. As such, the design of the roundabout has been developed to provide safe outcomes for cyclists. However, wayfinding signs will refer pedestrians and cyclists to the Thorndon Quay Hutt Road Corridor.
Freight / traffic diversion	Officers agree there are benefits to taking heavy freight transport off Hutt Road.
Safety	The design of the roundabout has been through a road safety audit and further safety audits will be undertaken for the final design and following construction.
Roundabout too small	The roundabout design accommodates for over-dimensioned vehicles. We have engaged with both Heavy Haulage and Transporting NZ who are comfortable with the design.

39. Officers will be talking further to key stakeholders and several respondents who have provided specific feedback / written submissions and will continue to engage with impacted parties and the public when finalising the design and during construction.

Implications for Māori

40. LGWM is working in partnership with iwi. An iwi partnerships working group has been established to help the programme appropriately consider mana whenua perspectives and support broader iwi engagement.
41. Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa have had briefings on project development and will continue to provide mana whenua perspectives on the TQHR project.

Financial implications

42. Funding for the Aotea Quay roundabout has been approved the LGWM partners.

Legal considerations

43. This traffic resolution will enable the installation of traffic control devices (TCDs) necessary to implement the Aotea Quay roundabout.
44. The KiwiRail land purchase necessary to implement the Aotea Quay roundabout is in progress. Officers are engaged with Kiwirail on options for enabling construction to begin as programmed. Any recommendation on land acquisition will be progressed through the Regulatory Process Committee through to Council for decision, in accordance with the Council's Terms of Reference.

Risks and mitigations

45. LGWM and partners have been working with KiwiRail to coordinate work required for both the Thorndon Quay Hutt Road project, and the new, larger Interislander ferries purchased by KiwiRail. The roundabout has been designed to accommodate future growth, including from these larger ferries. The roundabout has also been designed to work in conjunction with other improvements that have been identified for other infrastructure projects. A monitoring plan will be agreed upon, and monitoring undertaken to determine whether any (interim) improvements are required.
46. FIFA Women's World Cup in July and August 2023 will result in a significant amount of traffic in the vicinity of the Sky Stadium. Construction of the roundabout has been scheduled for completion before this event, however there is a risk of delays due to poor weather and material resource acquisition. To mitigate this risk, a contractor has been engaged early and significant work has been undertaken, in consultation with Council Officers, to develop construction sequencing and methodology, which will minimise construction delays. LGWM is also looking at methods to incentivise early completion.

Disability and accessibility impact

47. The design has been developed to facilitate the safe movement of pedestrians on the western side of the corridor, including a pedestrian care crossing facility over the western leg of the roundabout.

Climate Change impact and considerations

48. The Council's ongoing development of the transport network encourages the use of public transport, walking, and cycling rather than the private car thereby reducing greenhouse gas emissions. Aotea Quay Roundabout enhances traffic efficiencies and opportunities for mode shift on adjacent Wellington City corridors.

Communications Plan

49. LGWM may choose to release details on the project website with associated key messages and high-level timeline of the next steps with the public, stakeholders, and business engagement. Construction of the Aotea Quay Roundabout is planned to start in September 2022. Submitters will receive replies to their submissions.



Health and Safety Impact considered

50. A Road Safety Audit (audit) has been completed for the design of the roundabout.
51. Sky Stadium's emergency procedures have been accounted for in both the design and construction sequencing for the roundabout.
52. The Aotea Quay Roundabout is expected to have a positive impact on health and safety by encouraging people to active modes, public transport and by reducing reliance on private motor vehicles.

Ngā mahinga e whai ake nei | Next actions

53. Following approval of the Traffic Resolutions, construction on the roundabout will commence as soon as possible for completion before the FIFA Women's World Cup.

Attachments

Attachment 1.	Aotea Quay Roundabout Traffic Resolution Engagement Report July 2022 ↓ 	Page 15
Attachment 2.	TR133-22 -Aotea Quay, Pipitea – Metered spiral roundabout ↓ 	Page 26



Aotea Quay Roundabout

Traffic Resolution Engagement Report

July 2022



Aotea Quay roundabout engagement report

Executive summary

Many people live and work on Thorndon Quay and Hutt Road. It's also an important commuter route; it's the busiest bus route outside of the city centre and the busiest cycle route in the city with more than 10,000 bus passengers and up to 1,300 cyclists over an average weekday.

Within the next 10 years, about 130,000 to 200,000 people are forecasted to live in the Wellington Region. To accommodate this growth, we are making changes to Thorndon Quay and Hutt Road to improve bus priority, intersections and pedestrian crossings, provide better walking and cycling facilities and improve the streetscape.

The project seeks to deliver improvements to the Thorndon Quay and Hutt Road corridor, to provide safe and reliable travel choices for everyone and create a more attractive street environment.



Aotea Quay

As part of the Thorndon Quay and Hutt Road (TQHR) project, we're planning construction of a roundabout on Aotea Quay to replace the existing signalised intersection. The design of a roundabout adjacent to the Mainfreight entrance was originally proposed in 2014.

Through the Let's Get Wellington Moving programme, and the approval of the Single Stage Business Case by all three partners, the funding is now available for a safe turning solution to be built.

The proposal for a roundabout on Aotea Quay will improve safety for all modes of travel on Hutt Road by:

1. providing a safe turning location for all vehicles (trucks in particular) that want to travel north from a property on Hutt Road.
2. providing direct access to the ferry terminal from State Highway 1, thereby reducing the amount of freight and ferry traffic on Hutt Road by allowing these vehicles to stay on the highway and exit at Aotea Quay rather than at Ngauranga.

Aotea Quay roundabout engagement report

Executive summary

Constructing the roundabout at Aotea Quay will be the first step in helping us to address existing problems identified along the Thorndon Quay / Hutt Road corridor, the predicted growth in population, housing, jobs, public transport usage, traffic volumes and plans to upgrade the Kaiwharawhara ferry terminal.

We have been engaging with directly affected stakeholders at Aotea Quay about our proposals and to gather technical information for incorporation into the design.

From 27 June to 17 July 2022, we asked the public to provide their feedback online via a survey on [LGWM website](#) on the [Traffic Resolution](#) to change the existing signalised intersection to a roundabout located in Aotea Quay, outside no. 75/81.

In the online survey we asked people if they agreed with the changes in TR133-32 Aotea Quay, Pipitea proposed roundabout.

What people told us

We received 114 responses to the online survey and 1 by direct email, with 69% in favour of the change. Those in support thought it would assist in the movement of freight to the ferry terminal and the port and improve the safety of Hutt Road by reducing the number of heavy vehicles on this road.

From the 115 respondents, 109 people provided further comments and seven people provided a written submission. Some submitters (14%) raised concerns about the provisions for pedestrians and cyclists in the roundabout design. Of those that did not support the proposal, the key concern was the cost relative to the perceived benefit as well as the potential to further slow traffic. 78 of the 109 commenters (85%) were supportive of the roundabout overall.

Some commenters were in support of the roundabout but went on to comment on other TQHR proposals. 11 of the commenters did not comment on the Aotea Quay roundabout at all but provided feedback on other TQHR proposals.

Hearing

Five people requested to talk to their submission and will be given the opportunity to do so on 24 August at the Council meeting.

Next steps

The project team and the Wellington City Council will consider all the feedback received and use it to finalise the detailed design.

If approved construction is due to begin in late 2022.

Aotea Quay roundabout engagement report



Engagement

How many responses did we get?

115

Responses

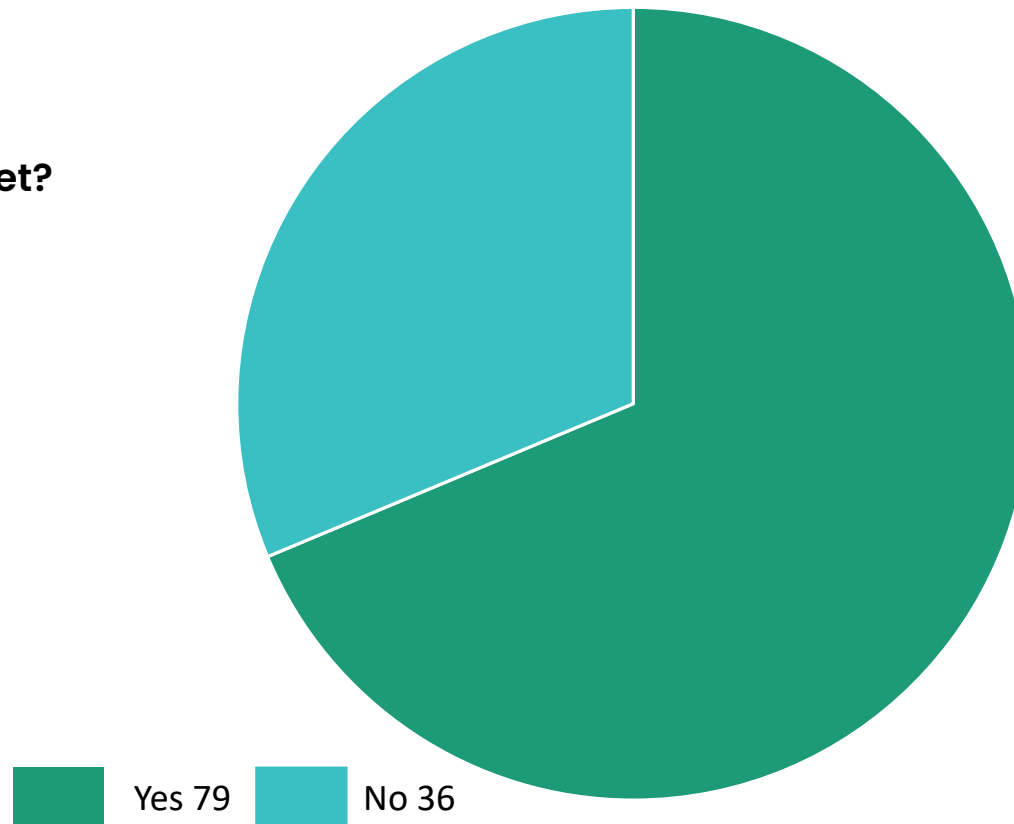
114 responses via online form

1 response by direct email

109 comments

7 written submissions

Do you agree with the proposed changes?



Comment Themes

Aotea Quay roundabout engagement report

Theme	Response
Hutt Road	Although the comments on Hutt Road design are out of scope for this consultation on Aotea Quay Roundabout, we have taken note of the feedback and specific comments on aspects of the Hutt Road design (e.g. median and parking) will be considered within the design.
Speed limit	The project team will be looking to reduce the speed limit on Aotea Quay to 50kph once the mechanism is in place to do so.
Pedestrians crossing of Aotea Quay	Other projects are underway in the area that aim to address this issue. The Thorndon Quay Hutt Road Corridor is preferred for walking and cycling provision over the Aotea Quay corridor and therefore we do not propose any further improvements on Aotea Quay other than those shown. Way finding signs will refer pedestrians and cyclists to the Thorndon Quay Hutt Road Corridor.
Pedestrians crossing at roundabout	Following feedback from the consultation, we have reviewed the location and type of crossing to the west of the roundabout. The original crossing was combined with the traffic signals that are required for emergencies at Sky Stadium. This led to the crossings being signalled and approximately 25m from the roundabout to allow for trucks to safely wait at the signals. Following feedback, it is proposed to separate the traffic signals from the pedestrian crossing and to provide a courtesy (informal) crossing closer to the roundabout. Pedestrian numbers are low and, as identified above, pedestrians will be directed towards Thorndon Quay and Hutt Road. This crossing will be monitored to confirm suitability of this crossing type.
Construction disruption	The contractor has been engaged from early in the design process to provide feedback into how the design can minimise construction impact. Let's get Wellington Moving, Wellington City Council and the contractors are working closely together to minimise and manage the possible disruption.

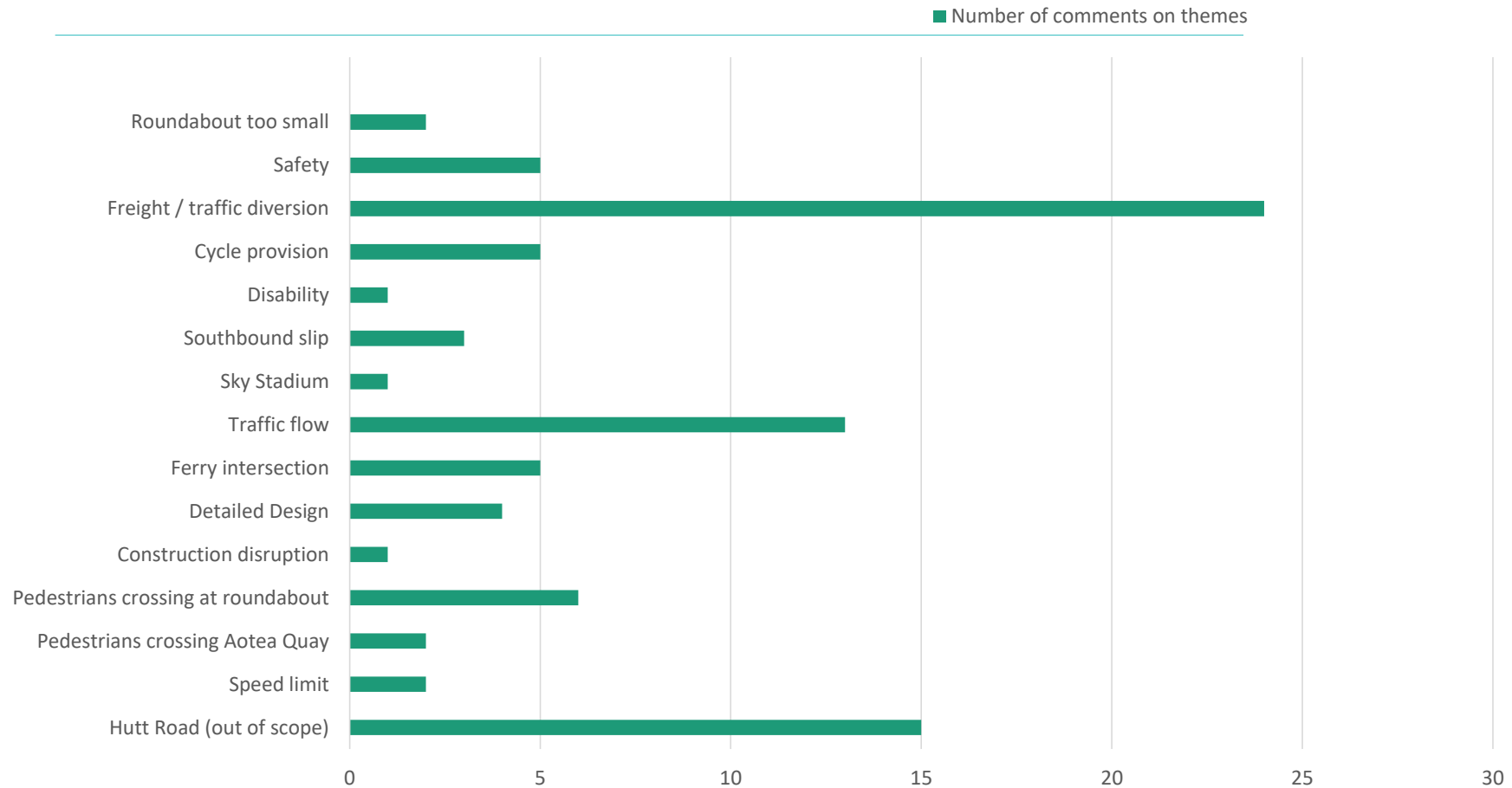
Aotea Quay roundabout engagement report

Theme	Response
Detailed design	Comments on the detailed design are being considered as part of finalising the design.
Ferry intersection	LGWM and partners are working with KiwiRail to co-ordinate work required for both the Thorndon Quay Hutt Road project, and the new, larger Interislander ferries that have been purchased by KiwiRail.
Traffic flow	The purpose of the roundabout is to facilitate U-Turn movements related to the Ferry Terminal and the businesses on Hutt Road. This will remove traffic from Hutt Road allowing more priority to be given to buses, pedestrians, and cyclists. Traffic analysis has been done for the corridor showing that any queuing that develops at the roundabout will be short lived and will not impact the motorway. Traffic flow will be monitored.
Sky Stadium Emergencies	We've met with representatives of Sky Stadium, and we are aware of the emergency management plan requirements. The roundabout design has traffic signals on the southbound leg and the exit of the CT yard to allow for traffic past the stadium to be stopped in the event of an emergency. The concept has been reviewed by Stadium management, and it is compatible with the stadium emergency plan.
Southbound Slip	This option was considered but discarded for safety reasons.
Disability	The design for the roundabout applied the current disability standards.

Aotea Quay roundabout engagement report

Theme	Response
Cycle provision	We acknowledge that Aotea Quay will be a heavy traffic corridor and will also continue to be used by cyclists. As such, the design of the roundabout has been developed in a manner providing safe outcomes for cyclists. However, way finding signs will refer pedestrians and cyclists to the Thorndon Quay Hutt Road Corridor.
Freight / traffic diversion	We agree that there are benefits of taking heavy freight transport off Hutt Road.
Safety	The design of the roundabout has been through a road safety audit and further safety audits will be undertaken for the final design and following construction.
Roundabout too small	The roundabout design accommodates for over-dimensioned vehicles. We have engaged with both Heavy Haulage and Transporting NZ who are comfortable with the design.

Aotea Quay roundabout engagement report



Aotea Quay roundabout engagement report

I agree with the proposal, particularly the concept of taking trucks and other users off Hutt Road to enable direct access to and from the ferry terminal to SH1.

It seems a much safer option and would be better for traffic flow as well.

Yes and no really, I think a roundabout is an ok idea, but how about keeping the very left line heading south, a free-moving lane so that you're not impacted by the roundabout.

Why is there no provision for cyclists? This is already a dangerous stretch of road for me on my bike.

I suggest a modified form of the proposal. Keep the roundabout concept so vehicles can only turn there, but retain lights. This spot has queues back past the Stadium in the evening and anything that has traffic continually giving way and/or vehicles entering the queue is going to be a mess.

Thank you for your feedback

We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

Kia ora,

This leaflet is to let you know about a change we are proposing to make in your neighbourhood.

Proposal:

Reference	<p>TR133-22 - Aotea Quay, Pipitea - proposed roundabout:</p> <ul style="list-style-type: none"> • Remove traffic signals control. • Install Metered spiral roundabout with give-way controls • Install lane control signals. • Install a pedestrian refuge crossing. • Remove and relocate No Stopping At All Times.
What we'd like to do	<ul style="list-style-type: none"> • Change the existing signalised intersection to a roundabout located in Aotea Quay, outside no. 75/81.
Why we are proposing the change	<ul style="list-style-type: none"> • Let's Get Wellington Moving (LGWM) as part of the Thorndon Quay Hutt Road (TQHR) is seeking to replace the existing signalised intersection at the Container Terminal (CT) yard along Aotea Quay with a 28m diameter metered roundabout. • The primary purpose of this roundabout is to provide direct access to the ferry terminal from the state highway and access to Hutt Road properties by facilitating U-turn movements and mitigating the effects of traffic growth. • The proposal will also help reduce the amount of freight and ferry traffic on Hutt Road by allowing these vehicles to stay on State Highway 1. • The changes will improve safety and help mitigate the following issues: <ul style="list-style-type: none"> - Unreliable bus travel times result in a poor customer experience for existing and potential bus users which reduces the attractiveness of and ability to grow travel by bus. - The current state of cycling facilities results in conflict between users, increases risk and limits cycling attractiveness for increasing volumes of cyclists. - Poor quality of the street environment creates an unpleasant experience for a growing volume of people reducing its attractiveness to walk and spend time in the area. - High and growing traffic volumes combined with high speeds increases the likelihood and severity of crashes.
Location – where we propose to make the change	Aotea Quay, Pipitea – outside no. 75/81
Impact	<ul style="list-style-type: none"> • Strategic Drivers – Improves safety and accessibility for large vehicles. • Net parking impact – no change. • Pedestrian impact - no change.
How this relates to the parking policy	<ul style="list-style-type: none"> • Support safe movement – facilitate the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles.
Additional Information	<ul style="list-style-type: none"> • Average monthly passenger number – N/A • Average daily traffic count – 35,529. • Annual parking revenue impact – N/A

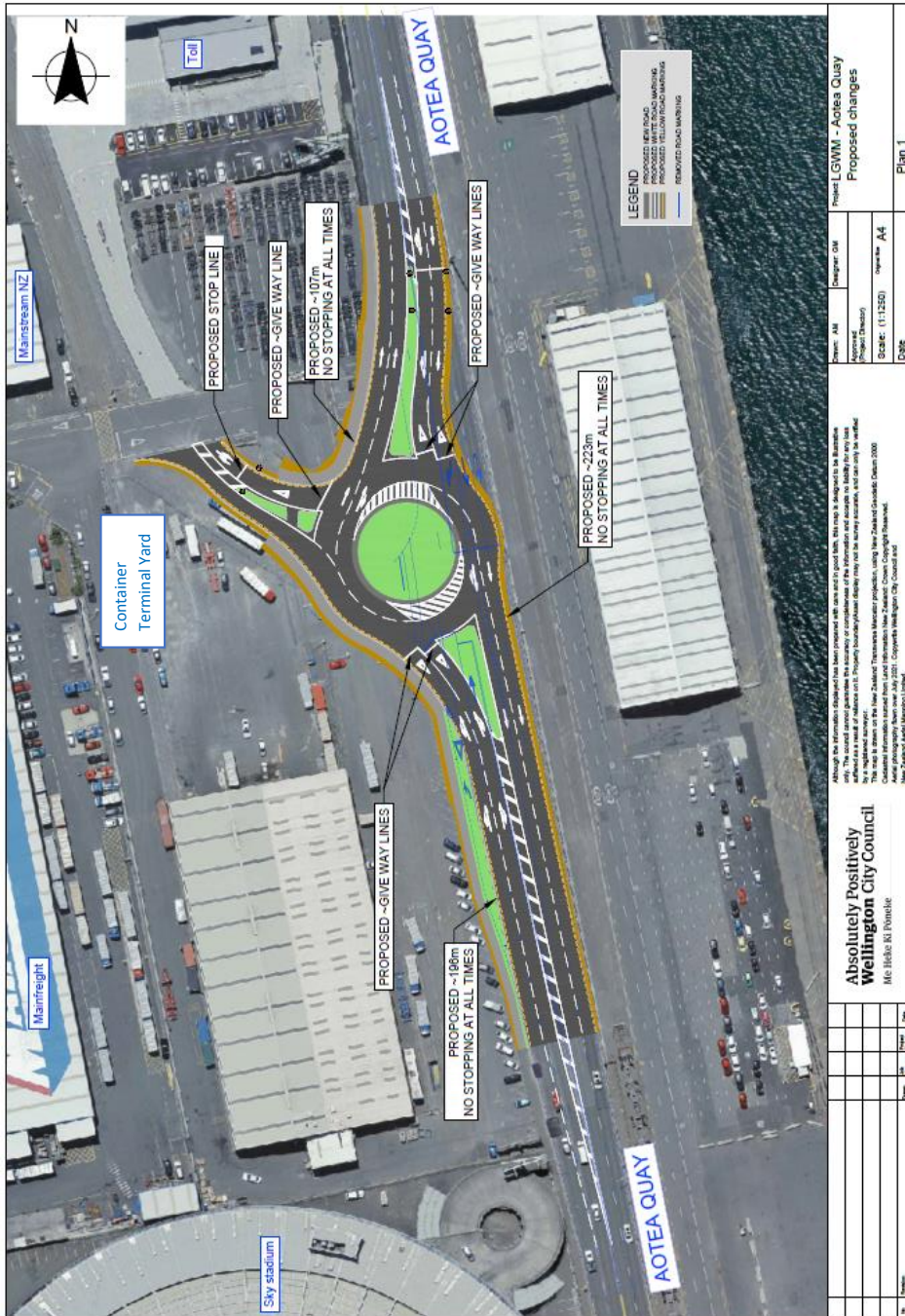
We are proposing a change in your area

**Absolutely Positively
Wellington City Council**
Me Heke Ki Pōneke

	<ul style="list-style-type: none"> To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council’s website from 9.00am Monday 27 June 2022 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you.
Feedback	<ul style="list-style-type: none"> If you would like to provide us with specific feedback, which will be added to the Traffic Resolution following consultation and made public in full, you can do so by filling out an online submission form, downloading a printable submission form on https://www.letstalk.wellington.govt.nz/ or emailing us at trfeedback@wcc.govt.nz. Please note if you are giving feedback the consultation period opens at 9.00 am Monday 27 June 2022 and finishes at 5.00 pm Sunday 10 July 2022. What we do with your personal information: All submissions (including your name, but not contact details) are provided in their entirety to elected members and made available to the public on our website and at our office. Personal information (including contact details) will also be used for the administration of the consultation process including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.
Next Steps	<ol style="list-style-type: none"> Feedback collated by 18 July 2022. The proposal will go to the Infrastructure Committee on Wednesday 24 August. If approved, the proposal will be installed within the following three months.

We are proposing a change in your area Absolutely Positively Wellington City Council
 Me Heke Ki Pōneke

Traffic Resolution Plan: TR133-22 -Aotea Quay, Pipitea – Metered spiral roundabout



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Legal Description:

Delete from Schedule G (Traffic signals control) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aotea Quay	<i>Traffic Signal</i>	Northbound, at its intersection with the Container Terminal Yard. East Side, intersection with Container Transfer Yard entrance, 301.7m north of property boundary Part Lot 1 DP 10606 and Lot 16 DP 406642, traffic light (Grid coordinates x= 1,749,645.50m, y=5,429,686.80m)
Aotea Quay	<i>Traffic Signal</i>	Southbound, at its intersection with the Container Terminal Yard. East Side, intersection with Container Transfer Yard entrance, 301.2m north of property boundary Part Lot 1 DP 10606 and Lot 16 DP 406642, traffic light (Grid coordinates x= 1,749,636.90m, y= 5,429,685.00m)
Container Terminal Yard (Private access)	<i>Traffic Signal</i>	Eastbound, at its intersection with Aotea Quay. East Side centre island, intersection with Container Transfer Yard entrance, 297.0m north of property boundary Part Lot 1 DP 10606 and Lot 16 DP 406642, traffic light (Grid coordinates x= 1749637.70m, y= 5429680.50m)

Add to Schedule G (Traffic signals control) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aotea Quay	<i>Lane control signals</i>	Southbound, East Side, intersection with Container Transfer Yard entrance, 378.m north of property boundary Part Lot 1 DP 10606 and Lot 16 DP 406642, traffic light 1 (Grid coordinates x= 1,749,629.90m, y= 5,429,761.30m)

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Container Terminal Yard	Lane control signals	Eastbound, North Side, intersection with Container Transfer Yard entrance, 340.7m north of property boundary Part Lot 1 DP 10606 and Lot 16 DP 406642, traffic light 2 (Grid coordinates x= 1749581.4, y= 5429709.2)
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Aotea Quay	No stopping at all times	From North to south, approximately 223m along the eastern edge of the carriageway. From (1749626.7 5429779.5) to (1749668.9, 5429562.9)
Aotea Quay	No stopping at all times	From North to northwest, approximately 76.3m along the north-western edge of the carriageway From (1749610.8, 5429777.2) to (1749599.9, 5429702.5)
Aotea Quay	No stopping at all times	From South to northwest, approximately 106m along the edge of the carriageway From (1749651.8, 5429559.1) to (1749618.9, 5429659.4)
Container Terminal Yard	No stopping at all times	From Northwest to east, approximately 30.7m along the north-western edge of the carriageway From (1749599.9, 5429702.5) to (1749571.5, 5429715.6)
Container Terminal Yard	No stopping at all times	From South to northwest, approximately 90m along the of the carriageway From (1749550.6, 5429711.5) to (1749618.9, 5429659.4)

Add to Schedule G (Give Way & Stop Control) of the Traffic Restrictions Schedule

Container Terminal Yard	Give way	At the roundabout, on the north-western leg of the intersection. The give way line is extending in a northern direction following the northern kerb line for 8.5m. From (1749596.5, 5429694.8) to (1749599.9, 5429702.5)
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Aotea Quay	<i>Give way</i>	<i>At the roundabout, on the northbound approach leg of the intersection. The give way lines are extending in an eastern direction following the northern kerb line for 4.7 and 4.8 m. From (1749618.9, 5429659.4) to (1749622.5, 5429662.5) and from (1749623.6, 5429661.4) to (1749627.1, 5429664.5)</i>
Aotea Quay	<i>Give way</i>	<i>At the roundabout, on the Southbound approach leg of the intersection. The give way lines are extending in a western direction following the southern kerb line for 4.9 and 5.0m. From (1749632.1, 5429712.8) to (1749627.4, 5429711.3) and from (1749626.9, 5429713.0) to (1749622.3, 5429711.6)</i>

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Date: 17/08/2022