

*Let's* GET *Wellington* **MOVING**

# Aotea Quay Roundabout

Traffic Resolution Engagement Report

July 2022



# Aotea Quay roundabout engagement report

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## 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

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## **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

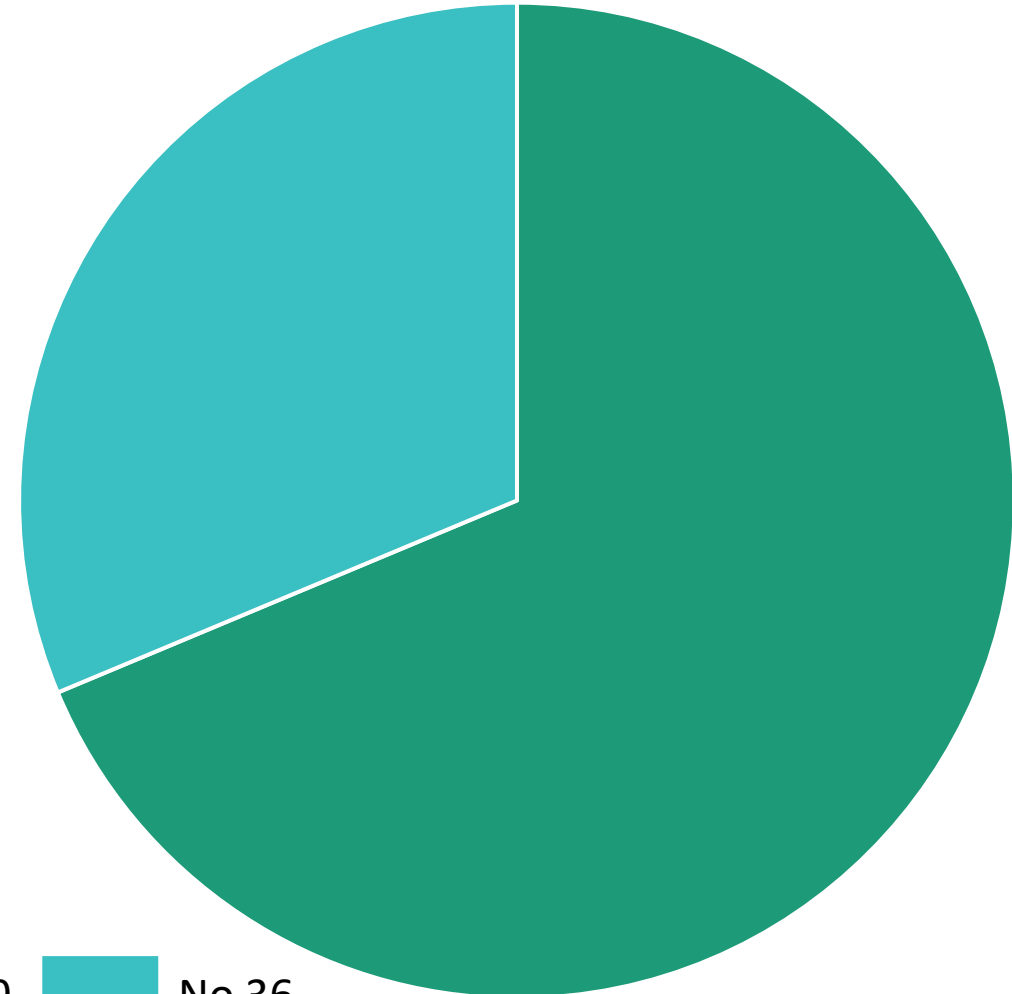
114 responses via online form

1 response by direct email

109 comments

7 written submissions

Do you agree with the proposed changes?



Yes 79 No 36

# Comment Themes

## Aotea Quay roundabout engagement report

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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.

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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.

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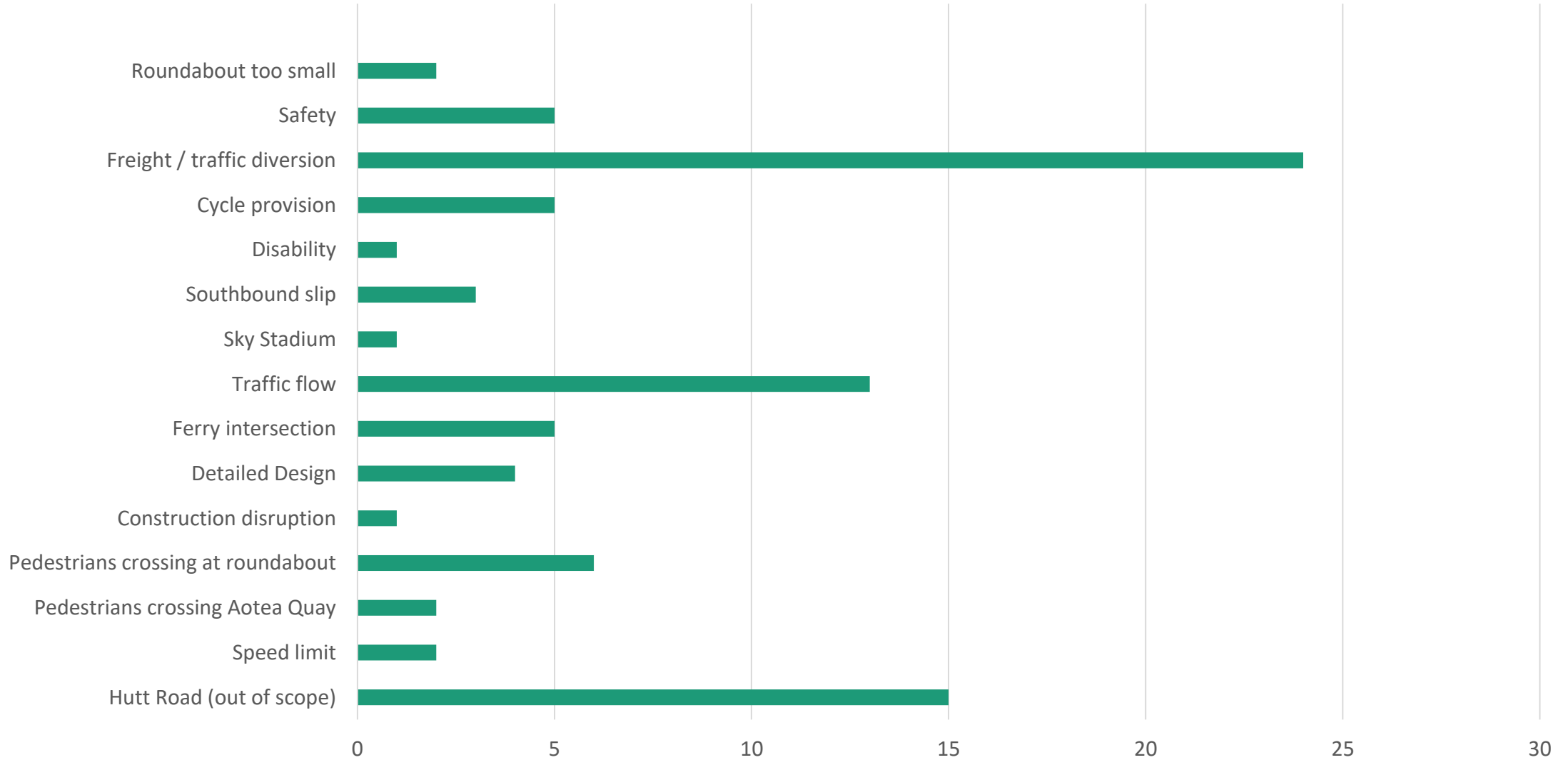
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Theme	Response
Cycle provision	We acknowledge that Aotea Quay will be a heavy traffic corridor and will also continue to be used by cyclists. As such, the design of the roundabout has been developed in a manner providing safe outcomes for cyclists. 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.



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■ Number of comments on themes



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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**