We are proposing a change in your area

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

Kia ora,

We would like to inform you about a proposed change in your neighbourhood.

Proposal:

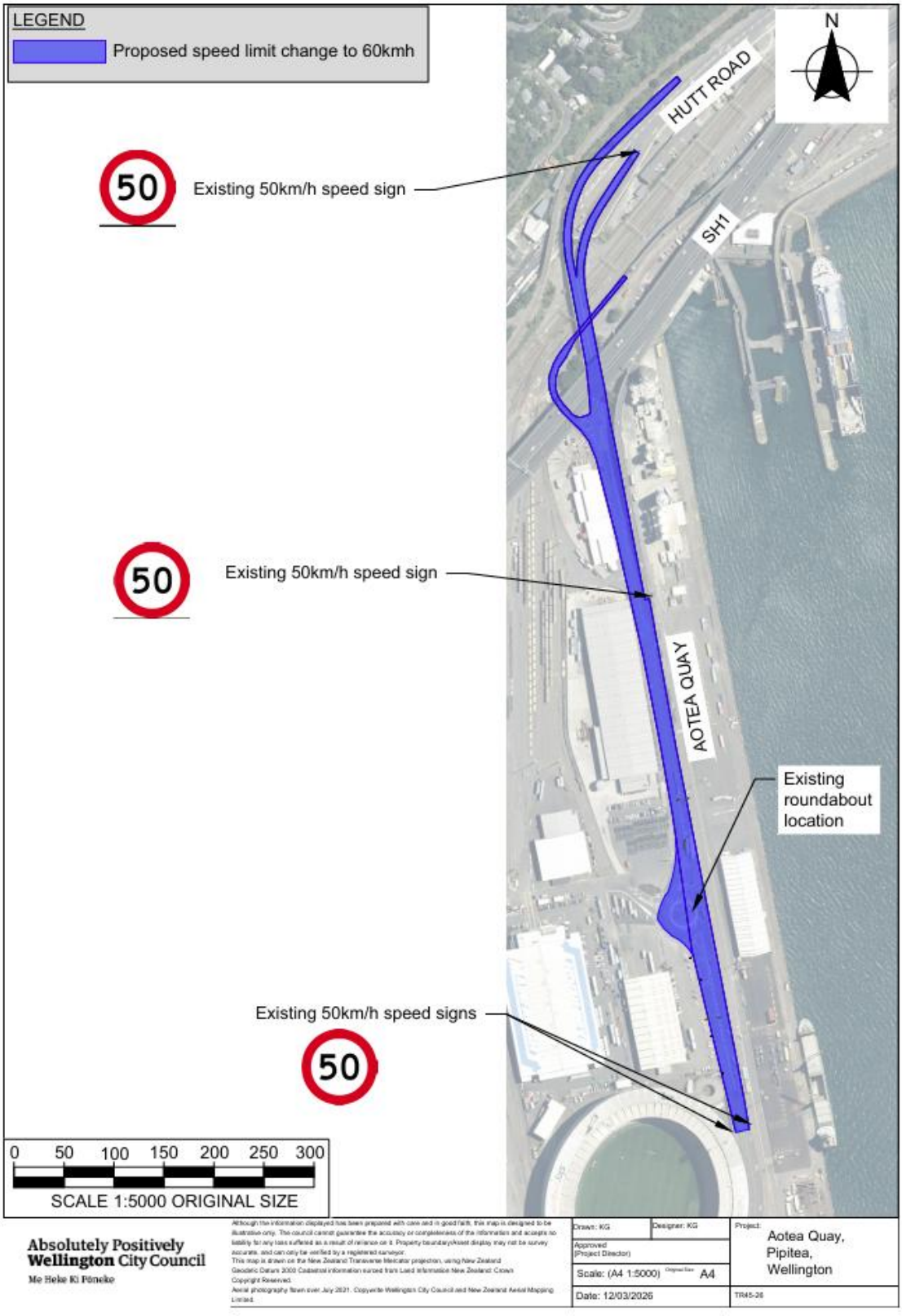
Reference	TR45-26 Aotea Quay, Pipitea – Proposed Speed Limit Change
Location – where we propose to make the change	Aotea Quay, Pipitea
What we'd like to do	• This letter is seeking feedback on changing the permanent speed limit on Aotea Quay from 70km/h to either 50km/h or 60km/h. • Since the installation of the roundabout on Aotea Quay, the current applicable speed limit on Aotea Quay is a temporary speed limit of 50km/h. • The permanent speed limit in the National Speed Limit Register (NSLR) is 70km/h. • We propose to change the permanent speed limit on Aotea Quay within the NSLR to either 50km/h or 60km/h.
Why we are proposing the change	• The signalised intersection of Aotea Quay with the Container Terminal (CT) yard was redesigned with a roundabout as part of the Let's Get Wellington Moving (LGWM) Thorndon Quay and Hutt Road improvements. The primary purpose of the roundabout was to improve ferry terminal access and turning opportunities for heavy vehicles and mitigate the effects of traffic growth on Hutt Road and Thorndon Quay. • The design of the roundabout went through public consultation in 2021 and 2022. Due to land acquisition constraints, the diameter of this roundabout was designed by LGWM for a 50km/h operating speed. The Pūroro Waihanga | Infrastructure Committee approved the final design for these changes on 24 August 2022, with agreement from Councillors that the 70km/h speed limit on Aotea Quay will be reviewed in the draft Speed Management Plan. • The draft Speed Management Plan was withdrawn from further consideration by Council in June 2023. The roundabout construction was completed in April 2024. However, the speed limit on Aotea Quay still needed to be reviewed to address the safety risk of heavy vehicles travelling through the roundabout at a higher speed than the 50km/h design speed. • In June 2024, Wellington City Council consulted on changing the speed limit on Aotea Quay from 70km/h to 50km/h (TR86-24). TR86-24 did not receive any public feedback and was approved by the Koata Hātepe | Regulatory Processes Committee on 8 August 2024. • Following the Committee approval, this speed limit change was not submitted to the NSLR (National Speed Limit Register) in time before the new Land Transport Rule: Setting of Speed Limits 2024 (the Rule) was signed by the Minister of Transport on 28 September 2024. Therefore,

	the Committee approved permanent speed limit of 50km/h could not legally be changed. • Wellington City Council consulted on a 50km/h proposed speed limit in TR08-26 from 28 October 2025 to 9 December 2025 to meet the new mandatory consultation requirements set out by the Rule. • Due to the public feedback received on TR08-26, we are reconsulting with two options for the proposed permanent speed limit - 50km/h and 60km/h. We are not considering retaining the 70km/h speed limit. This is because: • In the Rule, Schedule 1 sets out the minimum lengths for different speed limits. The minimum length for a 70km/h speed limit is 700m. • The length of road from the speed limit sign on the SH1 southbound off-ramp to the existing 50km/h speed limit change at the Stadium is less than 700m. As we are reviewing the speed limit on Aotea Quay and have found that the length is not legally compliant, we will not be retaining this speed limit. • We cannot safely increase the length of the 70km/h speed limit on Aotea Quay further south. There was a relatively high crash rate on the bend by the Stadium, where the speed limit was previously 70km/h, prior to being reduced to the current 50km/h in the late 1990s. Reducing the speed from 70km/h to 50km/h resulted in a significant drop in recorded crashes. Increasing the speed limit to 70km/h would increase crash likelihood and severity on this bend, even if a curve warning sign with an advisory speed limit were installed.
Supporting Documents	• As per clause 2.6(2)(iv) of the Rule, to change a speed limit under the alternative method, the Territorial Authority must: (iv) *have recently consulted on the proposed speed limit in accordance with clause 3.8 and included in the consultation documentation the cost benefit disclosure statement and an explanation of how the road safety aspects of the GPS have been had regard to;* • The cost benefit disclosure statement and the statement of how we have had regard to the road safety aspects in the Government Policy Statement on Land Transport (GPS) can be found on https://www.letstalk.wellington.govt.nz/.
Impact	• Strategic Drivers: Improves safety for all vehicles and accessibility to freight • Net parking impact: No change • Pedestrian impact: No change to the existing pedestrian facilities
Options considered	**Option 1: 50km/h speed limit on Aotea Quay.** • The current temporary speed limit signs are compliant regulatory signs. The only changes would be to remove the 'temporary' supplementary signs from the existing speed limit signs. This cost can be absorbed by the existing maintenance budget. Implementation costs are minimal. • In comparison to the current applicable speed limit of 50km/h, there are no expected changes to safety impacts or travel time impacts.

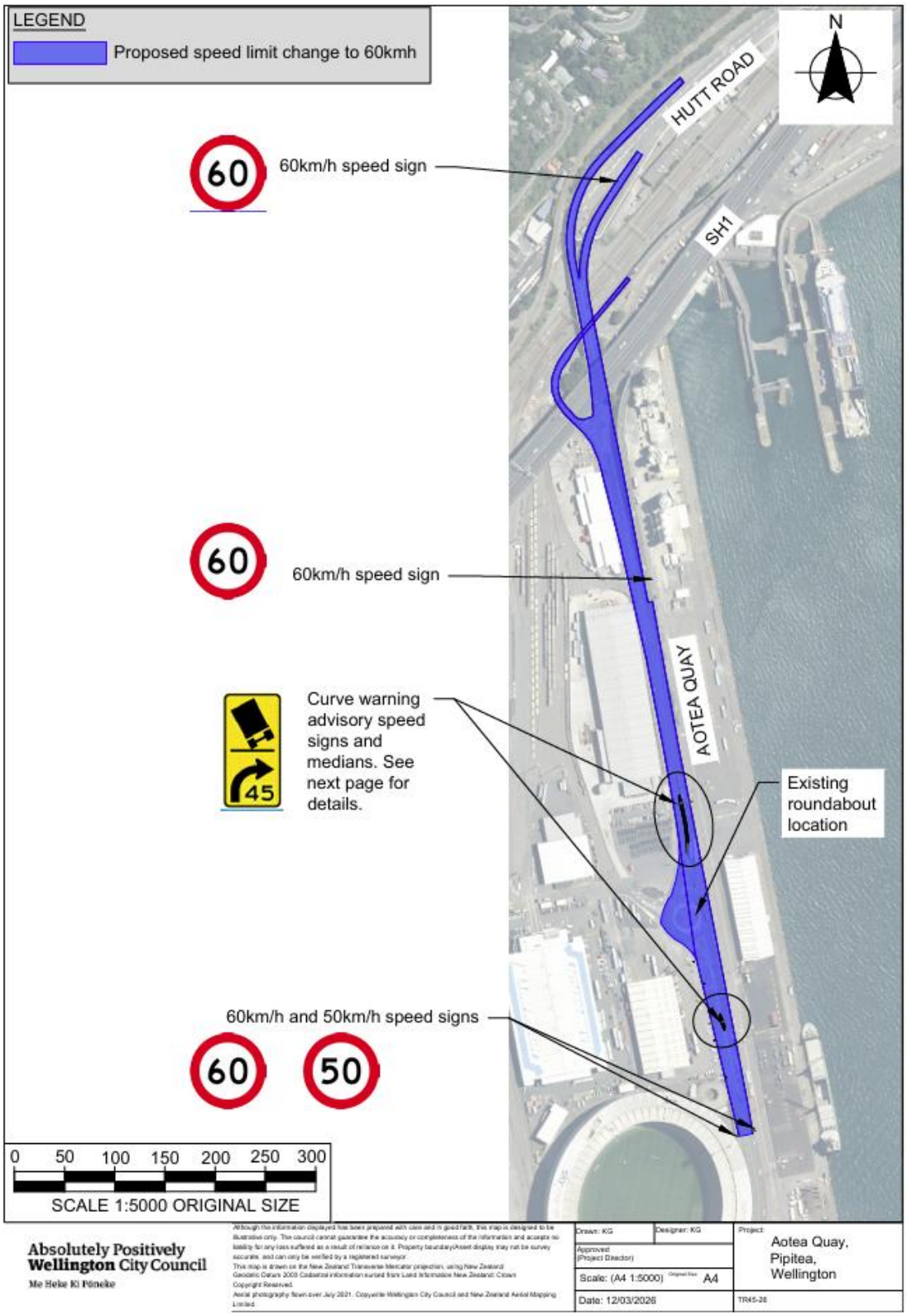
	• See the attached Cost Benefit Disclosure Statement for more information. **Option 2: 60km/h speed limit on Aotea Quay, with horizontal curve advisory speed signs of 45km/h for the roundabout.** • Due to the vehicle approach speed to the roundabout being higher than the design speed of the roundabout, to implement this option we would need to mitigate the risk of a high sided heavy vehicle tipping over while travelling around the roundabout. • Horizontal alignment truck advisory speed curve warning signs with a 45km/h advisory speed limit should be installed as a mitigation measure to advise drivers to manoeuvre the roundabout at a lower speed. • These advisory speed curve warning signs will need to be gated to ensure unobstructed visibility for drivers as Aotea Quay is a four lane two-way road. To meet minimum lateral and longitudinal distances as set out in the Traffic Control Devices Manual, this will require new raised medians to be installed, and the footpath north of the roundabout to be reduced to retain the minimum required lane width. • We are primarily concerned about the safety issue of a heavy vehicle navigating the roundabout at 60km/h, therefore we are taking measures to promote the safest travel speed through the roundabout. We are not proposing to gate the 60km/h speed limit signs on a raised median as speeds prior to the roundabout are not as significant a safety risk due to the straight road alignment at the speed limit change locations. • Additional safety concerns have been identified in this option due to vehicles travelling at a higher speed through the roundabout, including hitting the six pou in the centre and sides of the roundabout, and that there is a 1m drop behind the fence on the north-western end of the roundabout. • The physical works to address all the identified safety concerns in this option, the associated project management costs and to install the new 60km/h speed limit signs will cost approximately $500k which is currently unbudgeted for. • In comparison to the current applicable speed limit of 50km/h, increasing the speed limit to 60km/h results in an expected increase of 0.3 minor injury crashes and 1.2 non-injury crashes per year. There is an expected decrease of 3 seconds travel time for individual vehicles and a decrease of 9,929 hours of annual aggregate travel time. • See the attached Cost Benefit Disclosure Statement for more information.
How this relates to the parking policy	• 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	• Role and function of the road – Aotea Quay is classified as an urban connector in the One Network Framework. The purpose of urban connectors is to provide efficient movement from A to B. There are low levels of interaction between the adjacent land use and the street – the

	road is used to move vehicles along them rather than accessing adjacent properties. • How this road is used – The Annual Average Daily Traffic count is 28,400 vehicles per day, and the road has a relatively high Heavy Commercial Vehicle (HCV) percentage of 8 – 22%. • The road is used by HCV accessing the ferry terminal, the CT yard, other freight companies and CentrePort. • The road is also used by light private vehicles accessing Hutt Road, State Highway 1, the ferry terminal and the northern end of the CBD. • An electronic copy of the report will be available on the Council's website from 25 March 2026 at https://www.letstalk.wellington.govt.nz/
Privacy	• Your privacy is important to us. Please **DO NOT** add specific personal details to your feedback (i.e.: full name, address, etc) • What we do with your personal information: All submissions (**including your first 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. • For more information regarding our Privacy Statement please check our webpage: Privacy statement - Wellington City Council.
Feedback	• 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 9:00am Wednesday the 25 March 2026 and closes at 5:00pm Wednesday the 6 May 2026**
Next Steps	1. Feedback collated by Thursday the 7 May 2026 2. The proposal will go to the first available Te Takere|Regulatory Processes Committee on Wednesday the 3 June 2026. 3. If approved, the proposal will be added into the NSLR within the following two months.

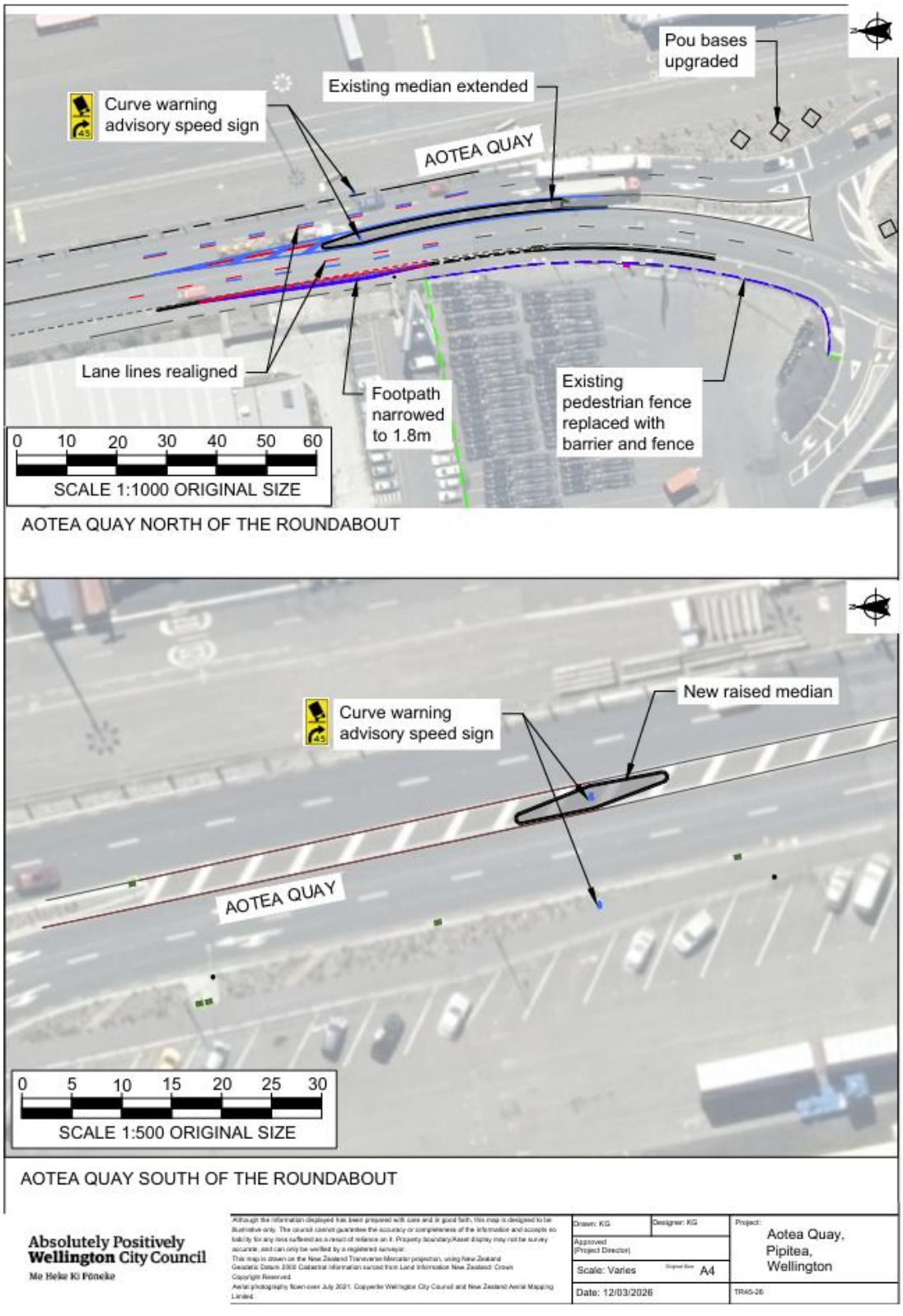
Traffic Resolution Plan: TR45-26 Aotea Quay, Pipitea – Proposed 50km/h Speed Limit Change



Traffic Resolution Plan: TR45-26 Aotea Quay, Pipitea – 60km/h Proposed Speed Limit Change



Traffic Resolution Plan: TR45-26 Aotea Quay, Pipitea – 60km/h Proposed Speed Limit Change proposed details



Legal Description:

Table 1: Proposed speed limits for road sections on Aotea Quay.

Carriageway Section	Proposed speed limit	Description
Aotea Quay	*TBC*	*Commencing 139 metres north of its intersection with Waterloo Quay (Grid coordinates X= 1,749,672.94m Y=5,429,336.91m) and extending in a northerly direction for 1,100 metres, including the roundabout to its intersection with the northbound lane of Hutt Road.*
Aotea Quay South	*TBC*	*Commencing at its intersection with Hutt Road (Grid coordinates X= 1,749,568.71m, Y= 5,430,445.82m) in a southerly direction for 440 metres.*
Aotea Quay-South-Slip	*TBC*	*Commencing at its intersection with Aotea Quay South (Grid coordinates X=1,749,537.87, Y=5,430,215.37) following the slip lane in a south-westerly direction for 53 metres.*
Aotea Quay - Slip	*TBC*	*Commencing at its intersection with Aotea Quay On Ramp State Highway 1 (Grid coordinates X=1,749,572.64 m Y= 5,430,336.50 m) in a south-westerly direction for 236 metres.*
State Highway 1 off-ramp to Aotea Quay	*TBC*	*Commencing at its boundary in the NSLR with State Highway 1 (Grid coordinates X=1,749,578.10, Y = 5,430,029.23) in a southerly direction for 102 metres.*

Prepared By:	Kaylie Gleeson	**(Intermediate Transport Engineer)**
Approved By:	Ross Balfour	**(Manager Transport Infrastructure & Operations)**
Approved Date:	12/03/2026	