

We are proposing a change in your area

Kia Ora,

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

Proposal

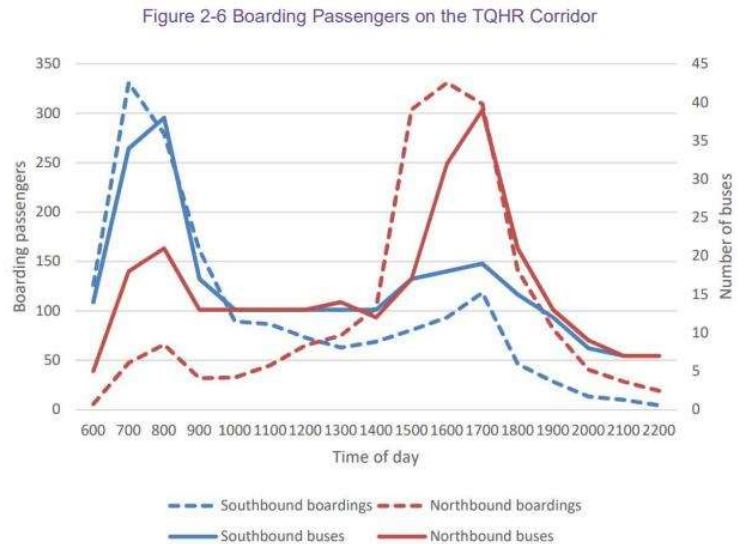
Reference	TR 06-24 – Hutt Road from Aotea Quay overbridge to Jarden Mile intersection with Centennial Highway
What we'd like to do	Proposed changes: • Changes to the existing road corridor layout, lane markings and class restricted movements from Aotea Quay Overbridge 9 (no.87 Hutt Road) to Jarden Mile intersection with Centennial Highway. This includes the following proposed changes: - Install a Bus Lane on the eastern side of Centennial Highway between the hours of 6:30am to 9:30am Monday to Friday - Install a Bus Stop on the eastern side of Centennial Highway - Install a Bus Lane on the eastern side of Hutt Road between the hours of 6:30am to 9:30am Monday to Friday - Install a Bus Lane on the western side of Hutt Road between the hours of 4:30pm to 6:30pm Monday to Friday - Install an extended Bus Stop on the western side of Hutt Road next to #7 Jarden Mile - Install No U-Turn restrictions along Hutt Road at Rangiora Avenue, intersection, prior to Onslow Road, at Onslow Road intersection and at Jarden Mile intersection. - Install No Right Turn restriction on Rangiora Avenue at its intersection with Hutt Road - Install P10 Loading Zone outside no.172 Hutt Road. - Install a Bi-directional Cycle Path from Jarden Mile tying into the existing Cycle Lane outside the Caltex station on Hutt Road. - Install signalised pedestrian crossing points at Rangiora Avenue and Jarden Mile intersection
Why we are proposing the change	• As part of Let's Get Wellington Moving (LGWM) the Hutt Road project for Thorndon Quay and Hutt Road (TQHR project) is proposing to replace the existing traffic lane and road markings to implement an improved shared and safe travel corridor along Hutt Road and Centennial Highway. • With growing numbers of people living and working in Wellington City and the Northern suburbs, more people are expected to travel along Thorndon Quay and Hutt Road. This forecast growth suggests the need to improve safety and travel conditions for people who move through and access the corridor. • Hutt Road is a busy Arterial Road (AADT 18,000 ~ 30,000, HCV 14%). It is a two-way two-lane road with a raised median in the form of a narrow, kerbed (solid) island separated by wide flush (painted) median. The posted speed on Hutt Road is 50 km/h from the intersection of Thorndon Quay with Hutt Road through to the intersection of Aotea Quay Overbridge and Hutt Road and it is 60 km/h to the intersection of Onslow Road and Hutt Road. The posted speed limit is 80 km/h for the rest of the section to the

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Hutt Road and Jarden Mile intersection and along Centennial Highway. There are six major intersections along Hutt Road.

- There are approximately 10,000 bus passengers on an average day, using the corridor (two-way), making it the busiest corridor outside the Wellington City Centre.

Figure 2-6 shows the number of boarding passengers and the number of buses on the TQHR corridor, by time of day and direction.



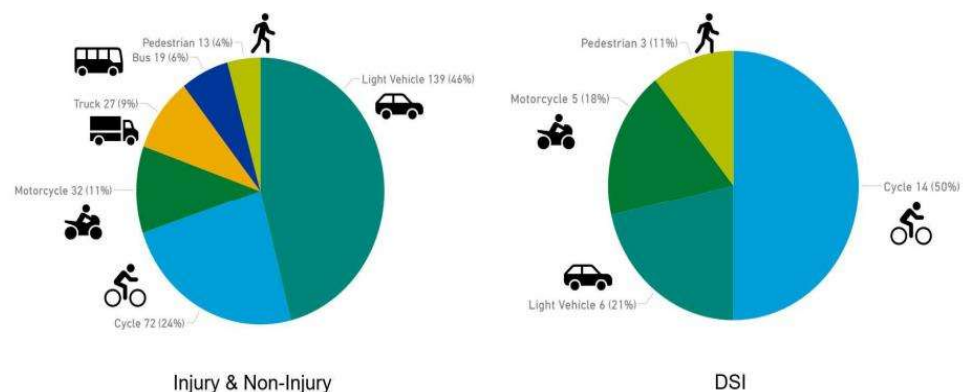
- The chart above shows existing bus numbers travelling towards the City Centre in the morning (AM) peak period and away from the City Centre in the evening (PM) peak period, averaging 40 buses with passengers of around 300 in a day. Demand is greatest at the southern end of the corridor since more bus services join Hutt Road at Onslow Road and Kaiwharawhara Road.
- Bus reliability is most severely affected in the AM peak southbound direction and is caused by a combination of factors (intersection delays, crossing delays and bus stop layouts). At other times of the day the delay is not significant.
- If no improvements are made on Hutt Road, by 2026 bus travel time baseline is approximately 14 minutes travel time in the morning peak 2-hour period (southbound) and with these changes presented, reducing travel time to 5 minutes. And 2026 evening travel time is 9 minutes in the evening peak 2-hour period (northbound) and with changes, reducing to 1 minute in travel time. This was determined by analysing TomTom data for 2019. The data obtained is for private vehicles but gives a good indication of where buses would also experience delays, given that there are no bus priority measures currently on the TQHR corridor.
- The TQHR corridor is also the busiest commuter cycling route in Wellington. On average the weekday cycle flow varies between approximately 700 and 1,300 trips and the weekend average cycle flow varies between 160 and 360 trips per day. The estimates also assume that the number of users will grow by 10% per annum between 2025 and 2030.
- The cycle facilities are located on the eastern side of Hutt Road which has multiple access points to commercial properties, some with high traffic

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volumes across the driveways with turning traffic conflicting with a high and growing number of cyclists travelling through Hutt Road.

- Along Hutt Road the most common cause of cyclist injury crash is interacting with vehicles at an access point across the shared path (19/43 cyclist injury crashes between 2010 to 2019 inclusive). The most common time period for a cyclist injury crash is during the morning peak period and typically involves cyclists in the 40 to 49 age group (i.e. adult commuters). A review of CAS data suggests that there are many cycle crashes that are not captured via police record.

Figure 4-7 All Crashes vs DSI by Mode (Ten Year Period for Thorndon Quay and Hutt Road)



- Growth in cycling demand will therefore not be supported by the current cycle facilities and infrastructure.
- Safe System Assessment was used to highlight key risks on Hutt Road. A significant safety risk for people is the exposure of pedestrians, cyclists and motorcyclists along Hutt Road, is when vehicles are turning right across traffic on Hutt Road to enter and exit the driveways. To improve safety on this Arterial Road, a central raised solid median is adopted to prevent traffic making right turns into and out of the driveways. A turnaround facility will be provided using Aotea Quay Roundabout, a location on Hutt Road and an existing facility at Centennial Highway. Aotea Quay Roundabout and Centennial Highway will provide safe turning location for larger vehicles. A turnaround facility close to Hutt Road for smaller vehicles northbound on Hutt Road wanting to head south to a property on the eastern side along Hutt Road.

Location – where we propose to make the change

Aotea Quay Overbridge 9 at no.87 Hutt Road to Jarden Mile intersection with Centennial Highway

Impact

- The changes will contribute to achieving the four goals of Wellington Towards 2040:
 - People-centred city
 - Connected city
 - Eco-city
 - Dynamic central city
- Support Council's policies such as Te Atakura and the Parking Policy
- Improve the level of service for bus users including improved access, journey times and reliability. Provide increased capacity for growth in public transport.

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	• Improve level of service and reduce the safety risk for people walking and cycling along and across Thorndon Quay and Hutt Road. • Reduce the frequency and severity of crashes in particular vulnerable road users. • Maintain similar access for people and freight to the ferry terminal. • The parking impact from this project is the removal of 2 x P10 Parking 7am-9.30am, 4pm-6pm Monday-Friday parking spaces to accommodate a new P10 Loading Zone Goods and Service Vehicles Only, At All Times outside no.72 Hutt Road.
Additional Information	Timeline • Discussions with key stakeholders in May/June 2020 to understand the problems and opportunities. • May – June 2021 consultation on Thorndon Quay Hutt Road proposal. • Late 2021 - Consultation report published Preferred option shared • 24 February 2022 - Council approved the Thorndon Quay Hutt Road Single-Stage Business Case (SSBC) confirming the preferred option (option 4A) to take through to detailed design. This includes: ○ peak time bus lanes in both directions ○ upgrading and extending a two-way cycle path ○ dedicated footpath along the entire corridor, ○ bus priority at key intersections, ○ a raised median to prevent right turns between Aotea Quay and Ngā Ūranga (Ngauranga), ○ bus stop optimisation, ○ pedestrian safety and amenity improvements. ○ The preferred option was endorsed by the LGWM Board in August 2021. • 24 August 2022 - The Infrastructure Committee approved TR 133-22 for a roundabout on Aotea Quay in order to create better facilities for freight and ferry terminal traffic at the entrance to the container terminal to provide a more direct route than using Hutt Road • 29 June 2023 - Council approved the funding for the Let's Get Wellington Moving Golden Mile and Thorndon Quay Hutt Road projects. Identification of options • Building on previous consultation and studies, and evidence gathered, the following objectives were defined for Thorndon Quay Hutt Road.  Improve the reliability and attractiveness of bus travel  Improve the quality and safety of walking and cycling facilities  Reduce frequency and severity of crashes along Hutt Road  Improve the place quality of Thorndon Quay  Maintain access for freight and the ferry terminal • The Figure below shows the current problems worsening to a future problematic state if nothing is done to the corridor and the current layout remains in places to 2026.

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PROBLEM ONE

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.

PROBLEM TWO

The current state of cycling facilities results in conflict between users, increases risk and limits cycling attractiveness for increasing volumes of cyclists.

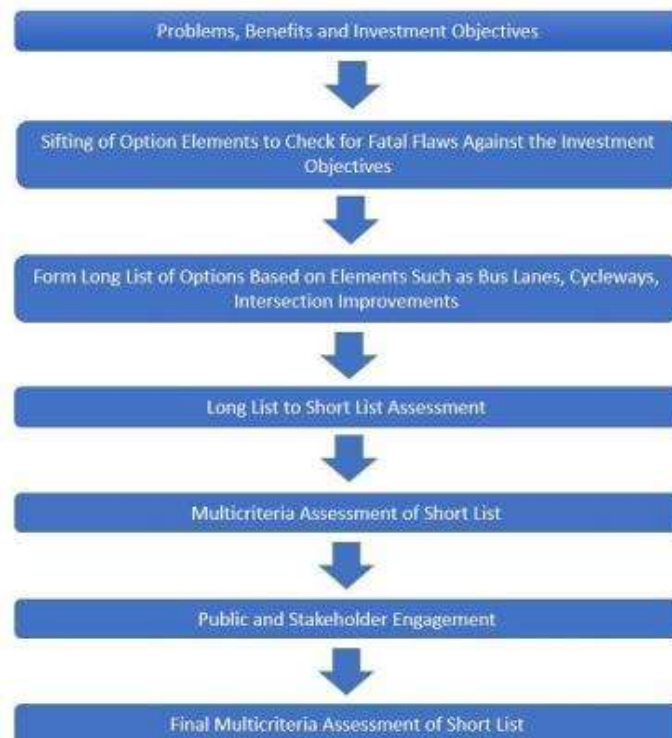
PROBLEM THREE

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.

PROBLEM FOUR

High and growing traffic volumes combined with high speeds increases the likelihood and severity of crashes on Hutt Road.

- Hutt Road project used a multi-stage process to develop and assess options that would achieve the above objectives. This process is summarised below.

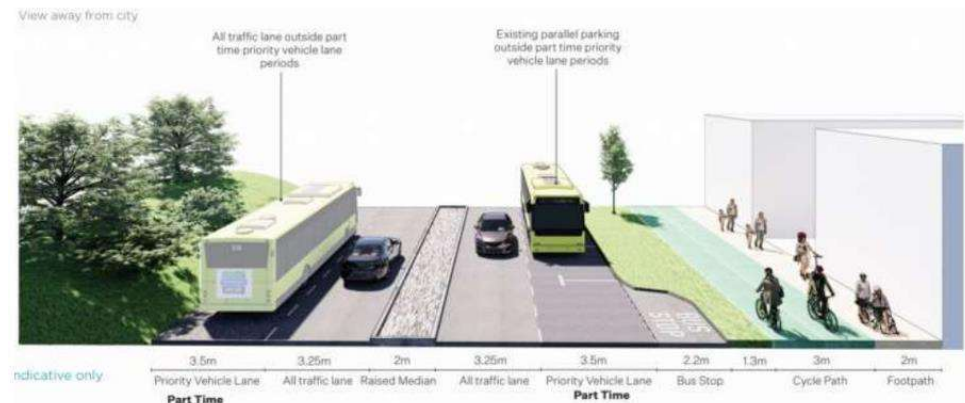


- Four Short list core options were therefore defined as follows:
- Option 1 – Southbound bus lane on Thorndon Quay/ Special Vehicle Lane (SVL) on Hutt Road, with a bi-directional cycleway on Thorndon Quay (A Special vehicle lane means a lane defined by signs or markings and restricted to a specified class or classes of vehicle. Defined in TQHR as a traffic lane which can be used only by buses and trucks)
- Option 2 – Bus lanes on Thorndon Quay/ SVLs on Hutt Road in both directions, with a unidirectional cycleway on Thorndon Quay
- Option 3 – Southbound bus lane on Thorndon Quay/ SVL on Hutt Road, with a uni-directional cycleway on Thorndon Quay
- Option 4 – Bus lanes on Thorndon Quay/ SVLs on Hutt Road in both directions, with a bidirectional cycleway on Thorndon Quay

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- The assessment also identified that the provision of a bus or SVL on Hutt Road added additional risks, therefore sub options that included a central median (option A) and a service lane sub-option (option B) were developed and assessed.
- Option 4A was identified as the preferred option

Preferred Option 4A



- Aotea Quay Roundabout, at the KiwiRail container terminal entrance, would provide a safe place to turn for drivers of large vehicles intending to travel north from a business on Hutt Road. It would also reduce the amount of traffic on Hutt Road by providing alternative access to the Kaiwharawhara ferry terminal from State Highway 1.
- Public engagement on TQHR was undertaken between 11th May and 8th June 2021. Over 1,600 responses were received, largely via an online survey, which is considered as an adequate response rate. The proposed Traffic Resolution incorporates responses to feedback received during previous consultation.
- Following consultation, a decision was made by the full Council in February 2022 on the preferred option to take through to detailed design.
- More detail on the identification and analysis of options can be found in the Approved Single Stage Business Case Documents at <https://lgwm.nz/all-projects/tqhr/related-documents/>
- Average daily traffic count – 19,865

This proposed Traffic resolution does not address speed reduction proposals. It is currently planned to address speed reduction proposals as part of the Speed Management Plan process.

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

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	Terrace, Wellington, with submitters having the right to access and correct personal information. For more information regarding our Privacy Statement please check our webpage: https://wellington.govt.nz/contact-us/privacy-statement.
Feedback	- To view the legal description for this Traffic Resolution, an electronic copy of the report will be available on the Council's website from 13th November 2023 at https://www.letstalk.wellington.govt.nz/ or you can call (04) 499 4444 and we will send one out to you - If you would like to provide us with specific feedback 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 13th November 2023 and finishes at 11:59 pm 8th December 2023
Next Steps	- Feedback collated by 9th February 2024. - The proposal will go to the Regulatory Processes Committee by 4th April 2024. - If approved, the proposal will be completed in 2025