

The transitional programme approach uses adaptable materials so that interim improvements can be installed quickly, and people can start using the routes faster, and then give feedback so the route changes can be refined further for future permanent improvements.

This new approach and the full bike network plan, [Paneke Pōneke](#), went out for consultation in November 2021, and was approved by Councillors on 10 March 2022.

Through Paneke Pōneke and the Bus Priority Action Plan, the transitional programme is rebalancing how we use our existing street space to give people more options for how they get around.

These changes will make it easier for people on bikes, scooters, and buses to move safely around the city.

Scope and rationale for speed limit reductions

While the transitional programme aims to deliver safe, protected bike lanes wherever possible, there are some areas where this is not able to be delivered. In these areas, where no physical protection can be provided, safer speeds are sometimes sought to reduce the risk of conflict between people on bikes and vehicles. These safer speeds also benefit people walking in the area.

Endorsement by Waka Kotahi was obtained to make small speed changes to support improved safety as part of the rapid roll-out of the some of the transitional bike network projects.

The maps below indicate the Berhampore to Newtown route that has been approved by Wellington City Council for speed limit reductions, following public consultation in September and October 2023.

The table below outlines that the proposed changes in Newtown and Berhampore align with the Safe and Appropriate Speed (SAAS) in MegaMaps. The Newtown and Berhampore changes are in areas that MegaMaps identifies as having a mostly 30kph SAAS, with two short sections of 40. For this section of narrow road, 30kph is sought to align with best practice for safe cycling in shared environments and to provide consistency on the network for road users.

Safe and appropriate speeds

Area	Street	Current speed limit	Safe and Appropriate Speed	Proposed speed limit
Newtown	Rintoul Street from Riddiford Street to Luxford street	50	30 and short section of 40	30



	Luxford Street from Rintoul Street to Adelaide Road	50 changing to 30 at number 10 Rintoul	30	30
	Adelaide Road from Luxford Street to Dee Street	30 changing to 50 at number 493 Adelaide Rd	30 and short section of 40	30

Results of public consultation

Public consultation was recently undertaken on the speed limit reductions, as part of the traffic resolution consultation for the street layout changes.

We originally proposed extending the 30kph zone around into Rintoul Street near number 210. This proposal received 66% support (noted support or strongly support) with calls from quite a few people to extend this further to the Riddiford Street intersection and down to Chilka Street pedestrian crossing. This covers two school crossings, two shopping areas and a crossing between a hospital and a retirement village. It also covers most of the shared spaces along the route where there is not separation for people on bikes.

The Wellington City Council Regulatory Processes Committee – Koata Hātepe – considered oral submissions on November 15 and 16 and then voted at their committee meeting on December 13th to amend this to a speed limit reduction along the whole length of the route based on public feedback. Submissions received can be found in the agenda document at:

<https://wellington.govt.nz/your-council/meetings/committees/regulatory-processes/2023/12/13>



MAP OF BERHAMPORE TO NEWTOWN SPEED CHANGE PROPOSALS



Approval sought

Wellington City Council are seeking approval from the Director of Land Transport, Waka Kotahi to approve these changes, as outlined in the Setting the Speed Limit Rule, 2022.

