

We are proposing a change in your area

Kia ora,

We're getting in touch about the Freyberg Street neighbourhood street trial near Lyall Bay School.

The trial has now been in place since November 2023, and we need to decide what happens next. We need to decide whether to make the features of the trial permanent, change them, or remove them altogether.

The trial was introduced to make the area safer, particularly for children and families travelling to and from Lyall Bay School, by reducing traffic speeds and volumes, and the use of local streets as through-routes (colloquially called rat runs). It also aimed to increase the use of active modes for students, and create a more pleasant environment for people who live and go to school here.

Now that it's been in place for over two years, we have good data and community feedback to help inform an evidence-based decision. Overall, the results show the trial has made a difference including:

- Traffic volumes on Freyberg Street have significantly reduced
- Speeds have reduced on Freyberg Street, Onepu Road and Queens Drive
- More people, especially children, are walking, scooting and biking to school

We know the experience hasn't been the same for everyone. Some people have raised concerns, particularly about traffic on Queens Drive and changes to how they travel through the area. We've made adjustments during the trial period to respond to this, including installing a raised crossing on Queens Drive and improving visibility at the intersection of Tavistock Road, Queens Drive, and Wha Street.

This is the final consultation before a decision is made. We want to hear from you so we can take both the data and lived experience into account.

Submissions are open from 9am Thursday 14th May till 9am Thursday 11th June.

If you have questions about the proposed changes or need help making a submission, pop in and chat to the team at Lyall Bay School on Tuesday 19th May 5:30pm-7:30pm.

Find out more and have your say at transportprojects.org.nz/freyberg-street

This letter outlines what's proposed, why the trial was introduced, and how you can have your say.

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

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Proposal:

Reference	TR50-26 Freyberg Street and Wha Street, Lyall Bay – No Through Traffic and No Stopping at All Times
Location – where we propose to make the change	Outside 19 and 21 Freyberg Street and at the Freyberg Street and Wha Street intersection
What we'd like to do	<p>Under the Traffic and Parking Bylaw and s 334 of the Local Government Act 1974, we're proposing to:</p> <ul style="list-style-type: none"> • Make the current pedestrianised area outside 19 and 21 Freyberg Street permanent • Make the current planter boxes and furniture in the pedestrianised area permanent. • Install permanent 'No Stopping At All Times' markings at the turn around areas north and south of the closed in pedestrian crossing area • Install permanent protective pedestrian islands at each corner of the crossing area, replacing the current temporary ones. • Formalise the Stop Control at the intersections of Wha and Freyberg Street • Extend the current 'No Stopping At All Times' zone on the western side of Freyberg Street south by 3 metres outside number 56 to allow for a pedestrian crossing point. In total, this makes the restriction 13 m.
Why we are proposing the change	<ul style="list-style-type: none"> • The Freyberg neighbourhood street trial is coming to an end, and a decision is needed on its future. • The trial was introduced to make the area safer, particularly for children and families travelling to and from Lyall Bay School, by reducing traffic speeds and volumes, and the use of local streets as rat runs. It also aimed to increase the use of active modes for students, and create a more pleasant environment for people who live and go to school here. • The opportunity for a neighbourhood street trial emerged through consultation on the Kilbirnie Connections transitional project, where several side streets were identified as potential rat runs. The Freyberg Street community and Lyall Bay School community expressed strong interest in improving safety in the area. • The school board, local residents, and wider community were actively involved in shaping the trial. As part of this, the scope of the trial was extended to include improvements to the Wha Street and Freyberg Street intersection, which had been identified as overly wide and difficult to cross. These changes aimed to make it safer and easier for families, particularly those south of the intersection, to access the school. • The trial began in November 2023, alongside a community launch event with the school. Since then, we've monitored how the trial is working and have found: <ul style="list-style-type: none"> • Speeds have reduced on Freyberg Street, Onepu Road, and Queens Drive.

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	<ul style="list-style-type: none"> • Traffic volumes on Freyberg Street have decreased while traffic volumes on Queen St have increased. • Feedback has generally supported the safety improvements. • Some concerns were raised about increased traffic volumes and speeds on Queens Drive (and some of those concerns pre-dated the trial). In response, we installed a raised pedestrian crossing on Queens Drive outside the school in December 2023 to improve visibility and slow traffic. That pedestrian crossing is permanent and is not part of this proposed change. • Further changes, as a result of feedback through the trial, were made in November 2025 to improve visibility at the Tavistock Rd/ Queens Dr / Wha St intersection and together with the installation of speed humps have helped to reduce speeds in the area. Those measures are permanent and are not part of this proposed change. • The trial was extended to monitor the collective impact of these changes before making a final decision on whether to make it permanent or not. • This project aligns with Te Atakura by supporting safer, low-carbon travel. It encourages children and families to walk, scoot, bike, and move more freely around their neighbourhood, while creating a slower-speed environment outside the school. It also supports national direction on school speed zones and reduces the use of local streets as through-routes. • Over the course of the trial, speeds have reduced on Freyberg Street, Onepu Road, and Queens Drive, helping address broader concerns about speeding in the Kilbirnie area raised during consultation and making the school and neighbourhood environment safer for everyone. • The trial was done under a Temporary Traffic Management Plan (TTMP) which is due to expire. This traffic resolution proposes to make the temporary changes permanent including: <ul style="list-style-type: none"> • the ‘no stopping at all times’ restrictions that are already in place in the turnaround areas on either side of the closed crossing area. • The ‘no stopping at all times’ restrictions that are already in place around the corners of the Wha Street/Freyberg Street intersection associated with installing pedestrian islands. These islands narrow the intersection making it easier for pedestrians to cross, especially our tamariki. • We are seeking your feedback on this proposal.
Impact	<ul style="list-style-type: none"> • Improves safety and accessibility for pedestrians and cyclists particularly the children from all over Kilbirnie and Lyall Bay who travel to and from Lyall Bay school. • Net parking impact:

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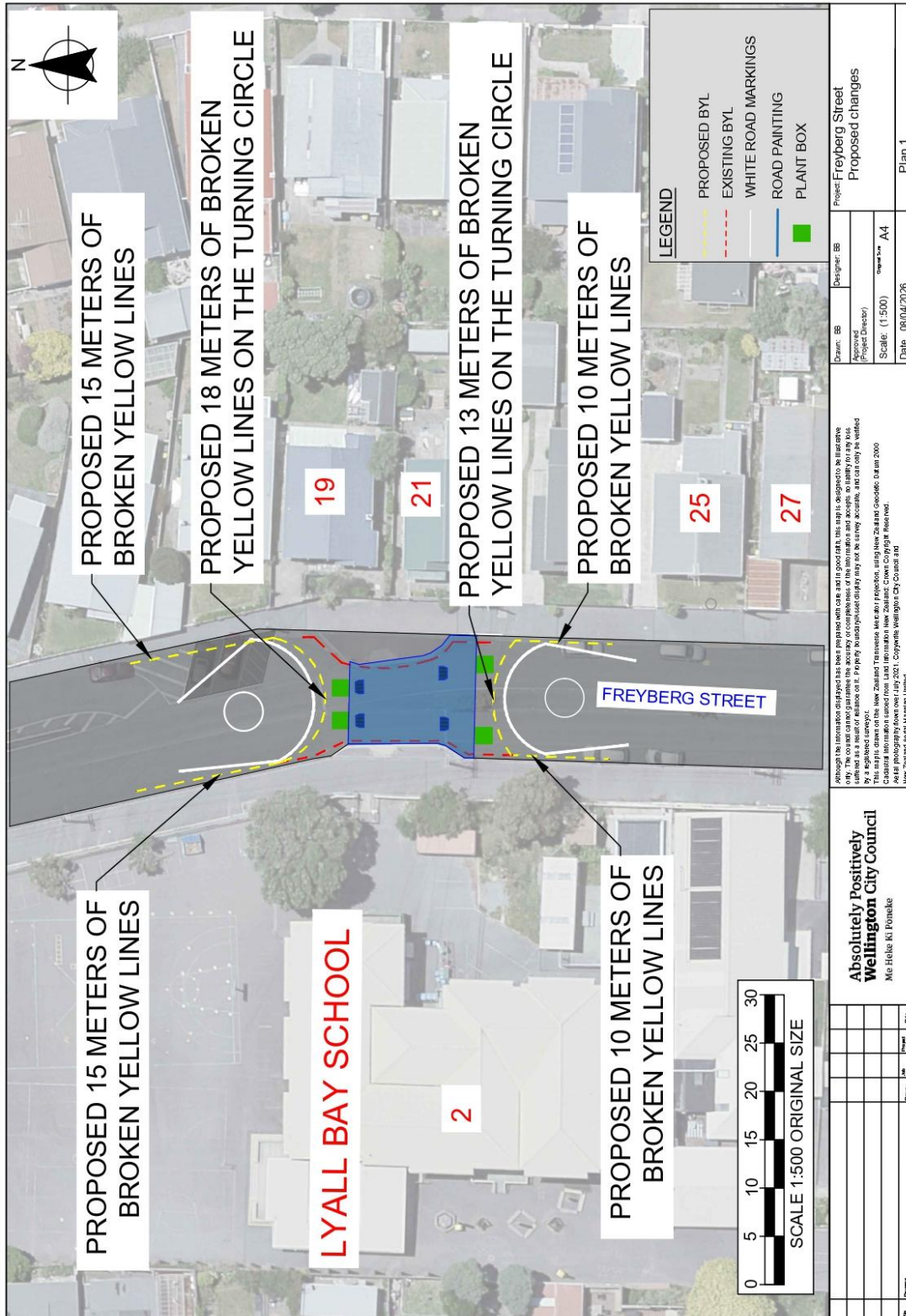
	<ul style="list-style-type: none"> ○ removal of seven unrestricted parking spaces at the closed crossing area. ○ removal of four unrestricted parking spaces on Freyberg Street at the Wha Street intersection <p>(Note that all of these were already removed in 2023 under the TTMP, so this traffic resolution is not proposing any additional change from the current state, just formalising it.)</p> <ul style="list-style-type: none"> ● Pedestrian impact – positive. Provides a safe crossing space to Lyall Bay school for parents and children as well as for residents. Provides a shorter and safer crossing for pedestrians at the Wha Street/Freyberg Street intersection.
<p>Other options considered</p>	<p>Option 1: Return the street to how it was before the trial This option is not preferred as it would increase traffic speeds and volumes again, reducing safety for school children and their families, as well as for local residents.</p> <p>Option 2: Remove the road closure and leave the intersection changes in place. This option is not preferred as, although it retains improved crossing distances at the intersection, it does not lower speeds or volumes of traffic along Freyberg Street and in front of the school. The key speed and volume reductions seen from this trial and improved safety in front of the school are a direct result of the road closure to through traffic.</p> <p>Option 3: Leave the Temporary Traffic Management Plan in place. This is not a preferred solution as these are only intended for trialling road layouts and are not considered a permanent solution. This also does not provide certainty for the community.</p>
<p>How this relates to the parking policy</p>	<ul style="list-style-type: none"> ● Support shift in type of transport used – facilitate a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles. ● Support city place-making, amenity and safety – ensure on-street parking design and placement supports overall city amenity, safety, community building, heritage, creative arts, good urban design outcomes and attractive streetscapes. ● Supports move to becoming an eco-city – facilitates the uptake of other transport with low carbon emissions.
<p>Additional Information</p>	<ul style="list-style-type: none"> ● 85th percentile speeds reduced on all three roads between 2023 and 2025: <ul style="list-style-type: none"> ○ Freyberg St - reduced from 49.8km/h to 40.4m/h ○ Queens Drive – reduced from 46.7km/h to 40km/h ○ Onepu Road –reduced from 50 km/h to 44.1km/h <p>(85th percentile speed is the speed at which 85 percent of drivers are driving under – 15 %, or around 1 in 6 drivers, are driving faster than this)</p> ● On Freyberg Street between Queens Drive and Wha St the average daily traffic reduced from 1258 vehicles (2023) to 422 vehicles.

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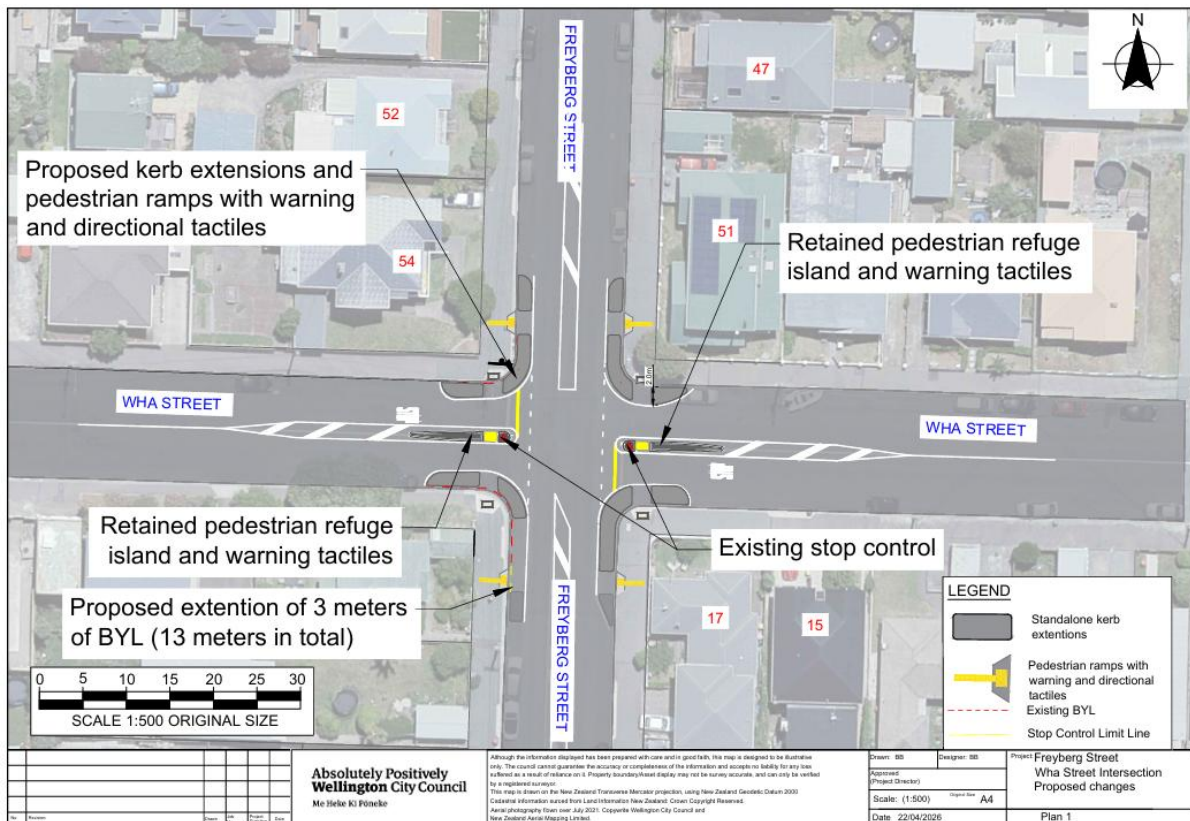
	<ul style="list-style-type: none"> • On Onepu Road traffic initially increased but has now returned to 2023 levels. Queens Drive traffic has increased by 21% from 2023 levels. • Data from the trial period can be found at: https://www.transportprojects.org.nz/current/kilbirnie-connections/supporting-documents • Annual parking revenue impact – none • An electronic copy of the report will be available on the Council’s website from 9.00am Friday 15 May, 2026 at https://transportprojects.org.nz/freyberg-street
<p>Privacy</p>	<ul style="list-style-type: none"> • 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, 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.
<p>Feedback</p>	<ul style="list-style-type: none"> • Have your say. We’d like to hear what you think. To find out more about the project and to provide feedback via the online form go to https://transportprojects.org.nz/freyberg-street. Feedback is open from 9.00am Thursday 14 May to 9.00am Thursday 11 June. • If you have questions about the proposed changes or need help making a submission, pop in and chat to the team. Come join us at Lyall Bay School, Tuesday 19 May 5:30pm-7.30pm. • All feedback will be handled in line with our privacy policy for submissions: https://www.transportprojects.org.nz/why/privacy • If you have any questions, you can email the project team at trfeedback@wcc.govt.nz
<p>Next Steps</p>	<ol style="list-style-type: none"> 1. Feedback to be collated by the end of June. 2. The proposal will go to the Te Takere Regulatory Processes Committee meeting on 5 August, 2026. 3. If approved, the proposal will be installed within the following six months.

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Traffic Resolution Plan 1: TR50-26 Freyberg Street and Wha Street, Lyall Bay – No Through Traffic and No Stopping at All Times



Traffic Resolution Plan 2: TR50-26 Freyberg Street and Wha Street, Lyall Bay – No Through Traffic and No Stopping at All Times



Legal Description:

Pursuant to:

- the Traffic and Parking Bylaw at the following clauses:
 - Clause 7.1 which provides that Council may by resolution impose prohibitions, controls or directions concerning the use by traffic or otherwise of any road controlled by Council.
 - Clause 7.3 which provides that any resolution may be made in respect of any defined part of a road.
- Section 334 of the Local Government Act 1974 which allows Council to erect structures on the road;

Wellington City Council proposes the following changes:

- Retain the pedestrianised area at 19 – 21 Freyberg Street which uses structures to close the street to through traffic except for bicycles and scooters
- Make the temporary pedestrian areas at the four corners of Wha Street and Freyberg Street permanent with freestanding protective pedestrian islands

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Delete from Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Freyberg Street	No Stopping At All Times	West side, commencing from its intersection with Wha Street (Grid coordinates X=1750089.04m Y=5423524.23m) and extending in a southerly direction following the western kerb line for 8.5 metres.

Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Freyberg Street	No Stopping at all Times	West side commencing 86 metres south of its intersection with Queens Drive (Grid coordinates X=1750071.278m Y=5423848.745m) and extending in a southerly direction following the Western kerb line for 15 metres.
Freyberg Street	No Stopping at all Times	East side commencing 108 metres south of its intersection with Queens Drive (Grid coordinates X= 1750077.193m Y=5423861.713m) and extending in a southerly direction following the eastern kerb line for 15 metres.
Freyberg Street	No Stopping at all Times	West side commencing 101 metres south of its intersection with Queens Drive (Grid coordinates X=1750071.278m Y=5423848.745m) and extending in a direction following the kerb line from west to east for 18 metres.
Freyberg Street	No Stopping at all Times	West side commencing 179 metres north of its intersection with Wha Street (Grid coordinates X= 1750090.448 m Y=5423537.908m) and extending in a northerly direction following the western kerb line for 10 metres.
Freyberg Street	No Stopping at all Times	East side commencing 179 metres north of its intersection with Wha Street (Grid coordinates X= 1750102.393m Y=5423537.338 m) and extending in a northerly direction following the eastern kerb line for 10 metres.

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Freyberg Street	<i>No Stopping at all Times</i>	<i>West side commencing 189 metres north of its intersection with Wha Street (Grid coordinates X=1750090.448 m Y=5423537.908m) and extending in a direction following the kerb line from west to east for 13 metres.</i>
Freyberg Street	<i>No Stopping at all Times</i>	<i>West side commencing at its intersection with Wha Street (Grid coordinates X=1750089.04m Y=5423524.23m) and extending in a southerly direction following the western kerb line for 13 metres.</i>

*Add to Schedule G (Give way and Stop Control) of the Traffic Restrictions Schedule
(note this is an existing Stop Control which is being formalised alongside this project)*

Column One	Column Two	Column Three
Wha Street	<i>Stop Control</i>	<i>At its intersection with Freyberg Street</i>
Wha Street	<i>Stop Control</i>	<i>At its intersection with Freyberg Street</i>

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Approved Date: 14 May 2026
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