

We are proposing a change in your area

Kia ora,

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

Proposal:

Reference	TR75-26 Eastern Bus Corridor Improvements Moxham Ave and Kupe St Bus Stop Amendments
Location – where we propose to make the change	Six bus stops in Hataitai which are along the Route 2 bus services route from the central city to Miramar, specifically: • Stop 6219 (Moxham Avenue near Goa Street, outbound) • Stop 7219 (Moxham Avenue near Goa Street, inbound) • Stop 6218 (Moxham Avenue at Raupo Street, outbound) • Stop 7218 (Moxham Avenue at Raupo Street, inbound) • Stop 6220 (Kupe Street at Hamilton Road, outbound) • Stop 7220 (Kupe Street at Moxham Avenue, inbound)
What we'd like to do	• We consulted on the Eastern Bus Corridor proposed improvements recently (TR58-26), this TR was approved at Te Takere Regulatory Processes Committee on 2 September, with amendments which included the changes proposed in this TR. As a result of public feedback, we have updated and amended the proposed design for the bus stops on Moxham Avenue and Kupe Street. This proposed traffic resolution is for those updated changes which we are seeking further feedback on. Specific changes to these stops are highlighted in the impact section of this report. • The Eastern Bus Corridor project proposed improvements are part a corridor that runs from the central city to Miramar. The Eastern Bus corridor is Metlink's busiest and most frequent route, carrying a high number of passengers every day. Route 2 is the main service that uses this corridor and links Karori in the west to Miramar in the east via the central city. Other bus routes using this corridor include the 4, 14, 18, 24, 30x, 31x, 35, 36, 38x, AX, and school bus services. • To accommodate more frequent or longer buses, changes will include making some bus stops longer, removing or consolidating some bus stops to improve bus stop spacing and reduce bus journey times, and some bus shelter changes. • This will include some bus shelter removals on Kupe Street • The changes will make these bus stops more accessible. Buses will be able to lower to kerb height if needed, and drivers will be able to extend the ramp for wheelchair users.
Why we are proposing the change	• Current passenger demand for travelling by bus on the Eastern Corridor creates difficulties at bus stops as there are more buses than the current infrastructure can handle. The bus stops are not long enough for more

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	than one bus. This means buses are queueing or stopping in the middle of the road and sometimes leaving passengers behind due to insufficient bus stop box size and taper size. These issues cause safety concerns for passengers and general traffic, reduce the efficiency of service, and result in a reduced level of service for passengers. Passenger growth on Route 2 (the largest bus service on the eastern corridor with 3.4 million annual passenger trips on the full route from Karori to Miramar/Seatoun in the 2024/2025 financial year) is continuing to increase and to meet demand Metlink needs to operate more buses and/or longer buses. Some intersections need changes to enable the use of longer articulated buses (the preferred solution for providing more bus and passenger capacity).
Impact	- Strategic Drivers: Improves safety and accessibility for buses, improves access for bus customers and safety for general traffic. Impacts in Hataitai - Stops 6218 & 7218 Moxham Avenue at Raupo Street - Stop 6218 and 7218 are now proposed to be relocated to further north on Moxham Ave, near the intersection with Tapiri Street. Both stops will be lengthened to accommodate longer and/or additional buses and provide entry and exit tapers to allow buses to pull into and out of the kerb edge at the bus stops. - Impact on parking: Approx 7 (removed) and 3 new parking spaces (added) where the existing bus stops are currently in place. - Stops 6219 & 7219 Moxham Avenue near Goa Street - Both bus stops are to remain in place and to be lengthened to accommodate longer and/or additional buses and provide entry and exit tapers to allow buses to pull into and out of the kerb edge at the bus stops. - Impact on parking: Approx 4 (removed) parking spaces. - Stops 6220 & 7220 Kupe Street - Both bus stops are proposed to be removed and the shelter will be relocated to other parts of the network. - Impact on parking: Approx 3 (added) parking spaces.
Other options considered	Option 1: Not making the changes to bus stops (i.e. do nothing): As the current bus timetable already creates impacts to general traffic (including queueing and stopping in the middle of the road due to insufficient bus stop box size and taper size) and affects bus patrons experience while also not futureproofing for higher capacity buses, this option was not progressed. Option 2: Paint interventions only: We considered only making changes at bus stops which could be improved through remarking with road marking paint for improvements which incur minimal cost and impact. However,

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	this level of change would leave several bus stops unimproved and decrease benefits to the project while still not futureproofing for the planned introduction of higher capacity buses. Option 3: Preferred option: WCC and GWRC are proposing to proceed with the preferred option which delivers changes that ensure all bus stops and adjacent intersections can accommodate high-capacity bus services. This means all bus stops between the central city and the Miramar terminus can accommodate 2 standard buses or 1 high-capacity vehicle to be able to fully stop alongside the kerb edge. Option 4: Extensive kerb change and street furniture realignment: the fourth option which included larger impacts to each bus stop was also considered. This version would improve accessibility through realigning power poles, Real Time Information (RTIs) and shelters. Add more in-lane bus stops to improve bus performance and also review areas where bus jumps and bus lanes could be included. The spread of impacts from this option and additional costs meant it was not feasible to be progressed in the future.																					
How this relates to the parking policy	- Support shift in type of transport used – facilitate a shift to using public transport through parking management and pricing, to move more people driving fewer vehicles. - 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. - Support becoming an eco-city – facilitate the uptake of other transport with low carbon emissions. Manage parking and incentivise a decrease in vehicle use to contribute to a reduced carbon 12 Parking Policy August 2020 emissions, better water quality, air quality, stormwater management and biodiversity outcomes - Support access for all – ensure disabled people, older people, people who are pregnant, and people with babies can access the city, Council facilities, and venues.																					
Additional Information	Average monthly passenger number - (bus patronage number) from March 2026: <table><tr><th>Stop Number</th><th>Boarding</th><th>Alighting</th></tr><tr><td>6218</td><td>485</td><td>2078</td></tr><tr><td>6219</td><td>623</td><td>1914</td></tr><tr><td>6220</td><td>142</td><td>1557</td></tr><tr><td>7218</td><td>2115</td><td>468</td></tr><tr><td>7219</td><td>2899</td><td>503</td></tr><tr><td>7220</td><td>1606</td><td>256</td></tr></table>	Stop Number	Boarding	Alighting	6218	485	2078	6219	623	1914	6220	142	1557	7218	2115	468	7219	2899	503	7220	1606	256
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- Average daily traffic count: (7-day, both directions count)

Stop Number	Stop Number	Street Name	Both Directions
6218	7218	Moxham Avenue	4911
6219	7219	Moxham Avenue	4911
6220	7220	Moxham Avenue (near Kupe St)	6708

- Annual parking revenue impact: No revenue impact
- An electronic copy of the report will be available on the Council's website from **9.00am Monday 12th October 2026** at <https://www.transportprojects.org.nz/bus>

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, 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 linked at <https://www.transportprojects.org.nz/bus>, downloading a printable submission form or emailing us at citydesignprojects@wcc.govt.nz
Please note if you are giving feedback the consultation period opens at 9.00am Monday 12th October 2026 and finishes at 5.00pm Sunday 25th October 2026.

Next Steps

1. Feedback collated by Eastern Bus Corridor Project Team.
2. The proposal will go to the WCC Te Takere | Regulatory Processes Committee meeting on 2 December 2026.
3. If approved, the proposal will be installed by December 2027.

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Legal Description:

Delete from Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Moxham Avenue	<i>Bus Stop, At All Times</i>	<i>West side, commencing 136.5 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 21 metres.</i>
Moxham Avenue	<i>Bus Stop, At All Times</i>	<i>East side, commencing 6.5 metres north of its intersection with Goa Street and extending in a northerly direction following the eastern kerbline for 12 metres.</i>
Moxham Avenue	<i>Bus Stop, At All Times</i>	<i>West side, commencing 9.5 metres north of its intersection with Goa Street (Grid Coordinates X= 1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 16 metres.</i>
Kupe Street	<i>Bus Stop, At All Times</i>	<i>North side, commencing 9.5 metres west of its intersection with Hamilton Road and extending in a westerly direction following the northern kerbline for 12 metres.</i>
Kupe Street	<i>Bus Stop, At All Times</i>	<i>South side, commencing 12 metres east of its intersection with Moxham Avenue and extending in an easterly direction following the southern kerbline for 12 metres.</i>

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

Column One	Column Two	Column Three
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Tapiri Street and extending in a northerly direction following the eastern kerbline for 24 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 315 metres west of its intersection with Goa Street and extending in a northerly direction following</i>

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		<i>the western kerbline for 5.5 metres to its intersection with Tapiri Street.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 262 metres north of its intersection with Goa Street and extending in a northerly direction following the western kerbline for 34 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing from its intersection with Goa Street and extending in a northerly direction following the eastern kerbline for 6.5 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing from its intersection with Goa Street (Grid Coordinates X=1,750,043.8 m, Y=5,425,410.3 m) and extending in a northerly direction following the western kerb line for 9.5 metres.</i>

Add to Schedule B (Class restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Moxham Avenue	<i>Bus stop, At All Times</i>	<i>East side, commencing 22 metres north of its intersection with Tapiri Street (Grid Coordinates X = 1750138.781m, Y = 5425721.072m) and extending in a northerly direction following the eastern kerbline for 20 metres.</i>
Moxham Avenue	<i>Bus stop, At All Times</i>	<i>West side, commencing 6 metres south of its intersection with Tapiri Street (Grid Coordinates X = 1750126.882m, Y = 5425717.495m) and extending in a southerly direction following the western kerbline for 20 metres</i>
Moxham Avenue	<i>Bus stop, At All Times</i>	<i>East side, commencing 7 metres north of its intersection with Goa Street (Grid Coordinates X = 1750053.273m, Y = 5425407.163m) and extending in a northerly direction following the eastern kerbline for 20 metres.</i>
Moxham Avenue	<i>Bus stop, At All Times</i>	<i>West side, commencing 17 metres north of its intersection with Goa Street (Grid</i>

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		<i>Coordinates X = 1750042.957m, Y = 5425410.165m) and extending in a northerly direction following the western kerbline for 20 metres.</i>
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Add to Schedule D (No Stopping) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with Tapiri Street (Grid Coordinates X = 1750138.781m, Y = 5425721.072m) and extending in a northerly direction following the eastern kerbline for 22 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing 42.3 metres north of its intersection with Tapiri Street (Grid Coordinates X = 1750138.781m, Y = 5425721.072m) and extending in a northerly direction following the eastern kerbline for 26 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Tapiri Street (Grid Coordinates X = 1750126.882m, Y = 5425717.495m) and extending in a southerly direction following the western kerbline for 6 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 26 metres south of its intersection with Tapiri Street (Grid Coordinates X = 1750126.882m, Y = 5425717.495m) and extending in a southerly direction following the western kerbline for 31 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing at its intersection with Goa Street (Grid Coordinates X = 1750053.273m, Y = 5425407.163m) and extending in a northerly direction following the eastern kerbline for 7 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>East side, commencing 27 metres north of its intersection with Goa Street (Grid Coordinates X = 1750053.273m, Y = 5425407.163m) and extending in a northerly direction following the eastern kerbline for 15 metres.</i>

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Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing at its intersection with Goa Street (Grid Coordinates X = 1750042.957m, Y = 5425410.165m) and extending in a northerly direction following the western kerbline for 17 metres.</i>
Moxham Avenue	<i>No Stopping, At All Times</i>	<i>West side, commencing 37 metres north of its intersection with Goa Street (Grid Coordinates X = 1750042.957m, Y = 5425410.165m) and extending in a northerly direction following the western kerbline for 19 metres.</i>

Prepared By:

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Approved By:

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(Manager Transport Infrastructure
& Operations)

Approved Date:

10-SEPT-2026

