

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	TR81-26 - Eastern Bus Corridor Improvements Rongotai Road Bus Stop Amendments
Location – where we propose to make the change	One bus stop in Kilbirnie which is along the Route 2 bus services route from the central city to Miramar, specifically: • Stop 7027 (Rongotai Road near Ross Street, inbound)
What we'd like to do	• We consulted on the Eastern Bus Corridor proposed improvements recently (TR58-26), this Traffic Resolution (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 bus stop 7027 on Rongotai Road. This proposed traffic resolution is for that updated change which we are seeking further feedback on. Specific changes to this stop 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 the bus stop longer to improve access for two standard buses or one articulated bus to provide more PT capacity and make journey times shorter. The proposed layout adjustments will also allow buses to stop closer to the kerb, allowing for improved access/egress for users. • 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 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 to accommodate more frequent and longer buses and taper size for bus manoeuvring.

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	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 has plans to operate more buses and/or longer buses.
Impact	- Strategic Drivers: Improves safety and accessibility for buses, improves access for bus customers and safety for general traffic. Impacts in Kilbirnie - Stop 7027 Rongotai Road - This bus stop is 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 3 (removed) unrestricted parking spaces.
Other options considered	Option 1: Not making the changes to the bus stop (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, 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 to improve access while alighting and boarding the bus. Option 4: Extensive kerb change and street furniture realignment: This option 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 reliability performance and also review areas where bus jumps and bus lanes could be included. The wider impacts from this

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	option and additional costs meant it was not feasible and could 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 reduced carbon 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>7027</td><td>1174</td><td>2184</td></tr></table> - Average daily traffic count: (7-day, both directions count)<table><tr><th>Stop Number</th><th>Street Name</th><th>Both Directions</th></tr><tr><td>7027</td><td>Rongotai Road</td><td>6328</td></tr></table> - 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	Stop Number	Boarding	Alighting	7027	1174	2184	Stop Number	Street Name	Both Directions	7027	Rongotai Road	6328
Stop Number	Boarding	Alighting											
7027	1174	2184											
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7027	Rongotai Road	6328											
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												

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

	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 Monday 26th 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
Rongotai Road	<i>Bus Stop, At All Times</i>	North side, commencing 158.5 metres east of its intersection with Tacy Street and extending in an easterly direction following the northern kerbline for 12 metres.
Rongotai Road	<i>Bus Stop, At All Times</i>	South side, commencing 35 metres east of its intersection with Mahora Street (Grid Coordinates x = 401804m, y = 798068m) and extending in an easterly direction following the southern kerbline for 11 metres.

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

Column One	Column Two	Column Three
Rongotai Road	<i>No stopping, At All Times</i>	<i>South side, commencing 11 metres east of its intersection with Mahora Street (Grid Coordinates x = 401776m, y = 798081m) and extending in an easterly direction following the southern median kerbline for 78 metres.</i>
Rongotai Road	<i>No stopping, At All Times</i>	<i>South side, commencing 6.0 metres west of its intersection with Ross Street (Grid coordinates X= 1,750,533.47 Y= 5,424,313.44) and extending in a westerly direction following the southern kerb line for 15.0 metres.</i>

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

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Column One	Column Two	Column Three
<i>Rongotai Road</i>	<i>Bus stop, At All Times</i>	South side, commencing 18.4 metres east of its intersection with Mahora Street (Grid Coordinates X = 1750447.927m, Y = 5424331.711m) and extending in a easterly direction following the southern kerbline for 20 metres.

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

Column One	Column Two	Column Three
<i>Rongotai Road</i>	<i>No stopping, At All Times</i>	<i>South side, commencing 4 metres east of its intersection with Mahora Street (Grid Coordinates X = 1750447.927m, Y = 5424331.711m) and extending in a easterly direction following the southern kerbline for 15 metres.</i>
<i>Rongotai Road</i>	<i>No stopping, At All Times</i>	<i>South side, commencing 38metres east of its intersection with Mahora Street (Grid Coordinates X = 1750447.927m, Y = 5424331.711m) and extending in a easterly direction following the southern kerbline for 43 metres.</i>

Prepared By: Megan McDonald (Team Lead Project Development)

Approved By: Ross Balfour (Manager Transport Infrastructure & Operations)

Approved Date:  02/10/2026