

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	TR82-26 - Eastern Bus Corridor Improvements Park Road Bus Stops Amendments
Location – where we propose to make the change	Four bus stops in Miramar which are along the Route 2 bus services route from the central city to Miramar, specifically: • Stop 6235 (Park Road near Brussels Street, outbound) • Stop 7235 (Park Road near Brussels Street, inbound) • Stop 6234 (Park Road near Byron Street, outbound) • Stop 7234 (Park Road near Byron 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 stops 6235, 7235, 6234, and 7234 on Park Road. 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 the bus stop longer to improve access for two standard buses or one articulated bus to increase 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. These 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 to accommodate more frequent and longer buses and taper size to facilitate bus manoeuvring. 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.
Impact	- Strategic Drivers: Improves safety and accessibility for buses, improves access for bus customers and safety for general traffic. Impacts in Miramar - Stops 6235 & 7235 Park Road near Brussels 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 parallel into and out of the kerb edge at the bus stops. - Impact on parking: Approx 4 (removed) unrestricted parking spaces. - Stops 6234 & 7234 Park Road near Byron Street - Both bus stops are proposed to be removed. - Impact on parking for stop 6234 removal: Approx 2 (added) unrestricted parking spaces added where bus stop 6234 is to be removed. - Impact on parking for stop 7234 removal: Installation of a P10 School Drop-off Zone where bus stop 7234 is proposed to be removed, for the length of kerb between the driveways to #34 and #36 Park Road, approximately 3 parking spaces added within this zone
Other options considered	Option 1: Not making the changes to the 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, 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:

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	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 parallel alongside the kerb edge. 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 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 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>6235</td><td>42</td><td>1276</td></tr><tr><td>7235</td><td>1298</td><td>14</td></tr><tr><td>6234</td><td>58</td><td>1252</td></tr><tr><td>7234</td><td>813</td><td>63</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>6235, 7235</td><td>Park Road</td><td>5282</td></tr><tr><td>6234, 7234</td><td>Park Road</td><td>5667</td></tr></table> - Annual parking revenue impact: No revenue impact	Stop Number	Boarding	Alighting	6235	42	1276	7235	1298	14	6234	58	1252	7234	813	63	Stop Number	Street Name	Both Directions	6235, 7235	Park Road	5282	6234, 7234	Park Road	5667
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	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 on 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	- Feedback collated by Eastern Bus Corridor Project Team. - The proposal will go to the WCC Te Takere Regulatory Processes Committee meeting on 2 December 2026. - 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
Park Road	<i>Bus stop, At All Times</i>	<i>East side, commencing 125.5 metres south of its intersection with Brussels Street and extending in a southerly direction following the eastern kerbline for 22 metres.</i>
Park Road	<i>Bus stop, At All Times</i>	<i>West side, commencing 85.5 metres south of its intersection with Brussels Street and extending in a southerly direction following the western kerbline for 13 metres.</i>
Park Road	<i>Bus stop, At All Times</i>	<i>East side commencing 97 metres from its intersection with rex street and extending in a southerly direction for 12 metres.</i>
Park Road	<i>Bus stop, At All Times</i>	<i>West side, commencing 76 metres south of its intersection with Rex Street and extending in a southerly direction following the western kerbline for 16 metres.</i>

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

Column One	Column Two	Column Three
Park Road	<i>No stopping, At All Times</i>	<i>East side, commencing from its intersection with Brussels Street and extending in a northerly direction following the eastern kerbline for 6.5 metres.</i>

Add to Schedule A (Time Limited) of the Traffic Restrictions Schedule

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Park Road	<i>P10, Monday to Friday during school terms only, 8:30am-9:00am and 2:45pm-3:15pm</i>	<i>East side, commencing 127 metres south of its intersection with Brussels Street (Grid Coordinates X = 1752214.813m, Y = 5424841.139m) and extending in a southerly direction following the eastern kerbline for 17 metres.</i>
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Add to Schedule B (Class Restricted) of the Traffic Restrictions Schedule

Column One	Column Two	Column Three
Park Road	<i>Bus stop, At All Times</i>	<i>East side, commencing 6.3 metres north of its intersection with Brussels Street (Grid Coordinates X = 1752227.061m, Y = 5424861.438m) and extending in a northerly direction following the eastern kerbline for 20 metres.</i>
Park Road	<i>Bus stop, At All Times</i>	<i>West side, commencing 6.2 metres north of its intersection with Brussels Street (Grid Coordinates X = 1752212.112m, Y = 5424871.014m) and extending in a northerly direction following the western kerbline for 20 metres.</i>

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

Column One	Column Two	Column Three
Park Road	<i>No stopping, At All Times</i>	<i>East side, commencing at its intersection with Brussels Street (Grid Coordinates X = 1752227.061m, Y = 5424861.438m) and extending in a northerly direction following the eastern kerbline for 6 metres.</i>
Park Road	<i>No stopping, At All Times</i>	<i>East side, commencing 26 metres north of its intersection with Brussels Street (Grid Coordinates X = 1752227.061m, Y = 5424861.438m) and extending in a northerly direction following the eastern kerbline for 24 metres.</i>

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Brussels Street	No stopping, At All Times	North side, commencing at its intersection with Park Road (Grid Coordinates X = 1752227.061m, Y = 5424861.438m) and extending in a easterly direction following the northern kerbline for 13 metres.
Brussels Street	No stopping, At All Times	South side, commencing at its intersection with Park Road (Grid Coordinates X = 1752213.39m, Y = 5424841.35m) and extending in a easterly direction following the southern kerbline for 17 metres.
Park Road	No stopping, At All Times	West side, commencing at its intersection with Brussels Street (Grid Coordinates X = 1752212.112m, Y = 5424871.014m) and extending in a northerly direction following the western kerbline for 6 metres.
Park Road	No stopping, At All Times	West side, commencing 26 metres north of its intersection with Brussels Street (Grid Coordinates X = 1752212.112m, Y = 5424871.014m) and extending in a northerly direction following the western kerbline for 11 metres.
Brussels Street	No stopping, At All Times	North side, commencing at its intersection with Park Road (Grid Coordinates X = 1752212.112m, Y = 5424871.014m) and extending in a westerly direction following the northern kerbline for 17 metres.
Brussels Street	No stopping, At All Times	South side, commencing at its intersection with Park Road (Grid Coordinates X = 1752200.54m, Y = 5424848.51m) and extending in a westerly direction following the southern kerbline for 15 metres.
Park Road	No stopping, At All Times	West side, commencing at its intersection with Brussels Street (Grid Coordinates X = 1752200.54m, Y = 5424848.51m) and extending in a southerly direction following the western kerbline for 8 metres.

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Approved Date:



02/10/2026