

Traffic Resolutions

(ATM2025-7-01 to ATM2025-7-05)

Kāpiti Coast District Council
Transport Bylaw 2022

Proposed Traffic Resolution

Proposed Change

Parking restrictions set out in the Traffic Resolutions within this paper address significant safety issues identified by Council Officers, as well as improvements to Bus Stop markings. Bus Stops, parking restrictions and Give Way controls all require public notification under the Kāpiti Coast District Council Transport Bylaw 2022.

Authority for change

The Kāpiti Coast District Council Transport Bylaw 2022 states:

- Council may, by a publicly notified resolution, impose such prohibitions, restrictions, controls, or directions concerning the use by transport of any road or other area controlled by the Council, as are permitted by any relevant enactment. However, where the restriction/ control/ prohibition/ direction is already provided for in a relevant enactment, such as the Local Government Act 1974 or Land Transport Rules, a Council resolution is not required unless the acts or rules specifically require this, (Clause 5.1).
- Resolutions proposed under this Bylaw will be published for at least four weeks before Council considers it, to enable any interested party to provide comments, and it is at Councils discretion whether requests to be heard by Council will be granted (Clause 5.5).

Feedback

You can provide comments on the proposed changes by emailing kapiti.council@kapiticoast.govt.nz.

Subject: Proposed Traffic Resolution ATM2025/7-Reference, e.g. Proposed Traffic Resolution – ATM2025/7-1.

The consultation period opens at 09:00am 25 July 2025 and closes at 4:00pm 25 August 2025.

Your Privacy

All comments received are public information. This supports our approach of being as transparent as possible so please do not include personal details in your feedback. If there is anything in your feedback that you do not want made public, please let us know. For more information on how we deal with personal information please check our webpage here: [Privacy Statement](#).

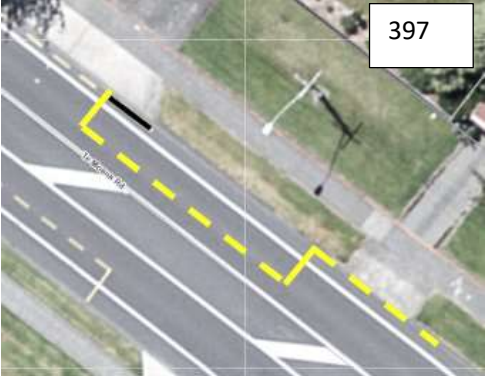

What happens next



All comments will be collated.

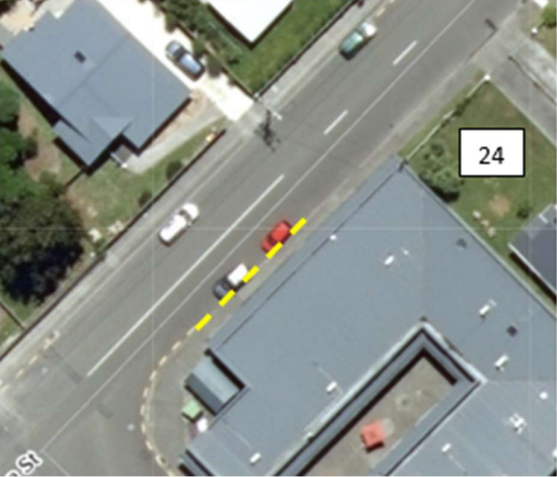
The proposed bus stop changes will go to the Waikanae and Ōtaki Community Boards respectively for approval under delegated authority.

The proposed changes to introduce Give Way and No Stopping road markings will go to the Manager Access and Transport for approval under delegated authority by 29 August 2025.

Attachment 1: Resolution Summary

Reference: ATM2025/7-1	Location: BUS STOP and NO STOPPING AT ALL TIMES ROAD MARKINGS – 397 Te Moana Road, Waikanae
Rationale for the proposed change - a new bus stop has been proposed by GWRC/Metlink at 397 Te Moana Road. This will be the complimentary eastbound stop to match the existing westbound stop across the road at 394 Te Moana Road. This location will fill in a significant gap in bus stop provision along Te Moana Road, with there being an 800m gap between eastbound stops at present. This stop will serve the adjacent rest home and provide a closer stop for residents and school bus users.	
	Description <ul style="list-style-type: none"> Te Moana Road, north side, a 15m long bus box will be marked commencing 3.6m southeast of where the prolongation of the boundary between 395 and 397 intersects the kerb, followed by 9m of no stopping road markings. A sign and standing pad will be installed by GWRC/Metlink but no shelter at this time.
Reference: ATM2025/7-2	Location: BUS STOP and NO STOPPING AT ALL TIMES ROAD MARKINGS – Queens Road, Waikanae Beach
Rationale for the proposed change - this has been an operational bus stop since the early 2000's which is currently only defined by the standard signpost. GWRC are continuing their improvement programme to improve safety at bus stops by ensuring buses can access bus stops, pull in parallel, close to the kerb allowing safe passenger access and minimise the impact on following traffic. Currently vehicles can park too close to the stop blocking bus access and reducing visibility through the bend. Installing 'No Stopping' road markings and the bus box will improve safety, access, and visibility.	
	Description <ul style="list-style-type: none"> Queens Road, south side commencing opposite where the prolongation of the boundary of 44 and 46A intersects the kerb, 9m of no stopping road markings followed by a 15m long bus box, and then a further 9m of no stopping road markings.

Reference: ATM2025/7-3	Location: BUS STOP and NO STOPPING AT ALL TIMES ROAD MARKINGS – Kirk Street, Ōtaki
Rationale for the proposed change - this is an operational pair of bus stops on the 290 Route. A recent subdivision proposal at 37 Kirk Street led the developers to consulting with GWRC over adjusting the bus stop; specifically installing formal bus stop road markings to define the stop locations along with no stopping lines to protect bus movement which has the additional benefit of keeping driveways and sight lines clear for the proposed development.	
	Description <ul style="list-style-type: none"> • Kirk Street, north side commencing 11m northwest of where the prolongation of the boundary between 40 and 42 Kirk intersects with the kerb, proceeding in a southeast direction, 9.0m of No Stopping Road markings, followed by a 15.0m long bus box, and a further 9.0m of no stopping road markings. The bus stop sign will be relocated 8m southeast of its current position to sit at the head of the bus stop. • Kirk Street, south side commencing 10m northwest of where the prolongation of the boundary between 35 and 37 Kirk intersects the kerb, proceeding in a southeast direction 9.0m of No Stopping Road markings, followed by a 15.0m long bus box, and a further 9.0m of no stopping road markings.
Reference: ATM2025/7-4	Location: GIVE WAY CONTROL – Arthur Street, Ōtaki
Rationale for the proposed change - significant safety issues exist: specifically, 1) vehicles parked on the southeastern side of Dunstan Street north of Arthur Street restricts visibility between vehicles turning right out of Arthur Street and southbound vehicles on Dunstan Street 2) motorists stop in Arthur Street at a location that doesn't maximise visibility to the north due to the lack of any road markings.	
	Description <ul style="list-style-type: none"> • Give Way (signs and markings) at the Northwestern approach of Arthur Street to its intersection with Dunstan Street.

Reference: ATM2025/7-5	Location: NO STOPPING AT ALL TIMES ROAD MARKINGS - Dunstan Street, Ōtaki
Rationale for the proposed change - significant safety issues exist: specifically, 1) vehicles parked on the southeastern side of Dunstan Street north of Arthur Street restricts visibility between vehicles turning right out of Arthur Street and southbound vehicles on Dunstan Street 2) motorists stop in Arthur Street at a location that doesn't maximise visibility to the north due to the lack of any road markings.	
	Description <ul style="list-style-type: none"> Dunstan Street, southeastern side commencing 11m southwest of the point where the prolongation of the southwestern boundary of 24 Dunstan Street intersects with the kerb extending 16m in a southwest direction.