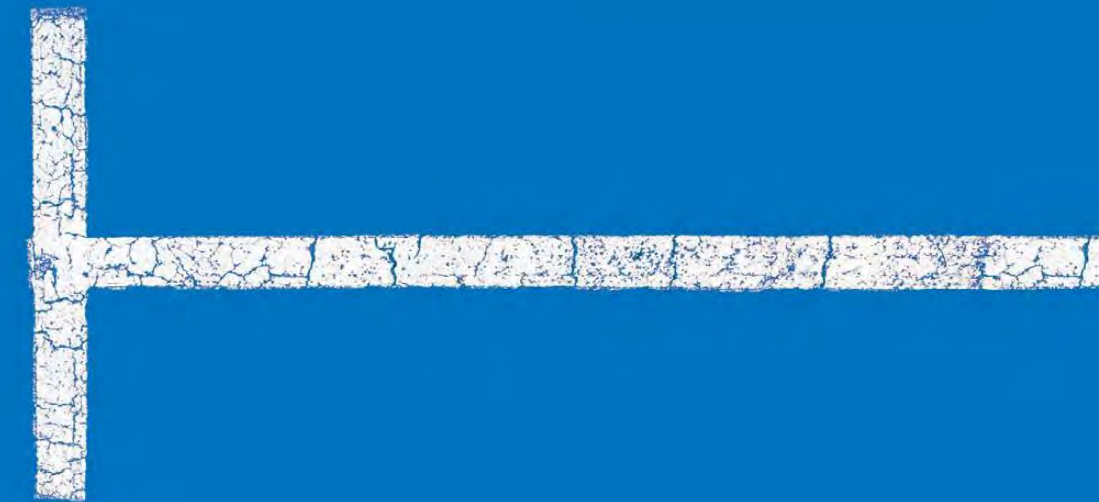




Room to Move in the City Centre

Comprehensive Parking
Management Plan

Your city moving



Auckland City Centre is growing and transforming

The City Rail Link, New Zealand's largest ever transport infrastructure project, is due to open in 2026, doubling the capacity of our rail network and transforming the way people travel to and around our City Centre.






Ahead of its opening, we have taken a good look at how to make the best use of our kerbside spaces, which need to accommodate the diverse needs of pedestrians, motorists, couriers, delivery drivers, buses, taxis, and more.



Improving kerbside spaces and off-street parking areas

We have created this City Centre Parking Management Plan as part of a broader region-wide programme to develop Comprehensive Parking Management Plans for priority areas across Auckland. These examine the existing transport and land use situation, identify issues and opportunities, and develop recommended changes to the public parking supply and kerb-zone space allocation, while also providing a strong strategic lens that links proposed changes to the broader transport and land use system.

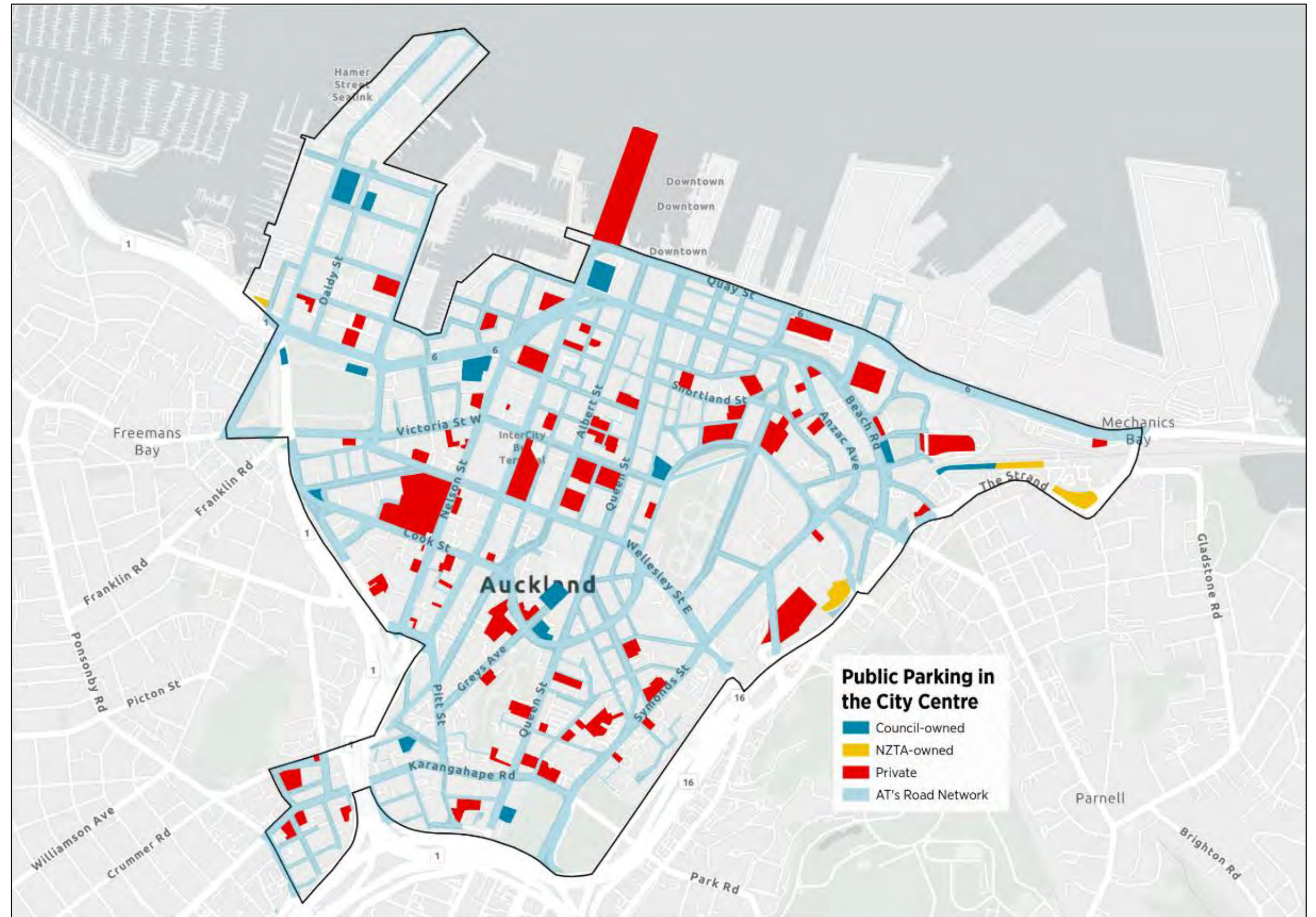
This plan sets out a proactive, 10-year strategy for managing kerbsides and council-owned off-street parking spaces in Auckland's City Centre. It aims to address current challenges and anticipate future pressures, ensuring our kerbside space supports five key objectives:

-  Improve access and choice
-  Enhance servicing and delivery
-  Boost economic and social activities
-  Ensure safety of all road users
-  Manage parking through a flexible and sustainable operating model

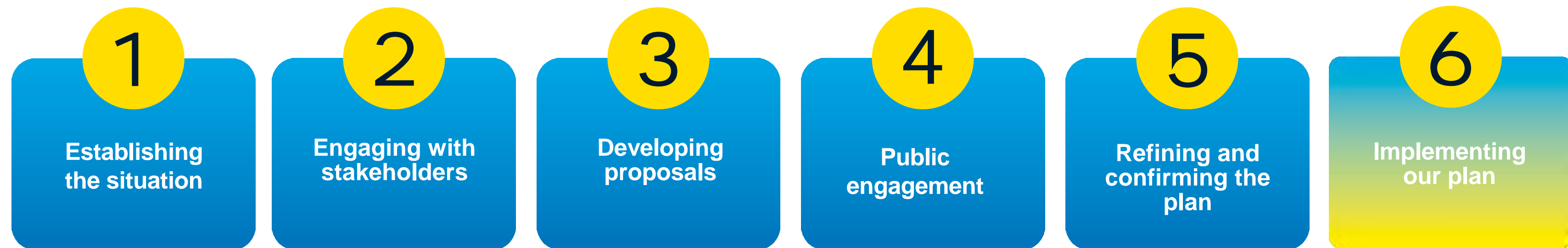
This work aligns with wider Auckland Council plans to improve our City Centre

This plan supports broader transport and urban development goals outlined in Government and Council plans. In particular, it contributes to Auckland Council's vision in the [City Centre Masterplan](#), including Auckland Transport's vision for a connected, people-focused City Centre. It also aligns with [Room to Move: Tāmaki Makaurau Auckland' Parking Strategy](#).

This map shows the scope of this work, including local roads and Council-owned carparks that AT manage within the City Centre.



Key steps in developing our City Centre Comprehensive Parking Management Plan



1. Setting the vision and objectives (from already-agreed direction), then establishing the existing situation.
2. We engaged with partners, key stakeholders and representatives of our City Centre community to understand all the issues and opportunities.
3. We developed initial change proposals – both City Centre-wide and location-specific. We tested these proposals with partners, key stakeholders and interest groups to refine the plan.
4. We undertook public consultation on the plan, through surveys, drop-in sessions, and online feedback, which helped shape both our City Centre-wide and location-specific proposals.
5. We built in feedback to refine the plan and ensure alignment with community needs and technical feasibility. We confirmed the plan and are now moving toward implementing the plan.
6. Implementing and next steps.

1

Existing situation

To understand how to optimise kerbsides and parking, first we needed to understand the existing situation.

This involved data collection and analysis related to land use, transport and access. It included understanding the safety issues, future projects, kerbside and parking provisions, and demand.

To understand current issues and future opportunities, we engaged with Council-group partners, key stakeholders, representatives of the City Centre Community and interest groups. This helped us to understand where there are currently issues with the parking system, as well as how our community needs to use this space.

We did this through hui, discussions and a workshop for people to 'share and hear' each other's perspectives. This was important to understand tensions in the transport system, and to acknowledge that the outcome may not suit everyone and that a balance of parking provision is needed for wider community good.



2 Key issues and opportunities

At a high level, we identified three core network issues:

- Restricted access and choice due to substantial allocation of kerbside space to general parking, limiting sustainable transport uptake and carbon reduction efforts
- Inefficient use of valuable City Centre space
- Poor amenity, safety and health caused by the prevalence of traffic and parking compliance issues

Stakeholders and interest groups discussions highlighted specific concerns, including:

- Illegal parking
- Challenges with passenger pick-up and drop-off
- Shortage of loading zones

Combined, these challenges present opportunities to enhance access, reallocate space more efficiently and to support broader transport and urban development goals.

Stakeholders helped us identify issues and come up with some proposals to fix them.

3 Developing the plan with stakeholders

To address these issues, we developed proposals for change:

- Location-specific interventions: immediate, geographically focused changes and some longer-term location-specific initiatives and;
- City Centre-wide initiatives: medium- and long-term planning, such as studies or policy changes.

Proposals were assessed against project objectives and technical feasibility to determine the best delivery timeframe and identify impacts and risks.

We tested these with our partners and stakeholders to understand what would and wouldn't work for them.



4

Public engagement

After developing the location-specific proposals and City Centre-wide initiatives through extensive partner and stakeholder engagement, we consulted the public on our draft plan in early 2025.

This public feedback helped shape the initiatives outlined later in this document. It helped us identify where there are concerns or localised issues that will need further design consideration and where proposals should not proceed.



5

What we heard and how we responded

Consultation was through a mail-drop, surveys, drop-in sessions, and online. It showed that:

- Most of the issues that we thought were important (i.e. what we'd heard from stakeholders) are important to our wider community too.
- Feedback was generally supportive of proposed approaches to parking management, except for managing general vehicle parking. On this, people continue to be concerned about repurposing kerbside space, where this impacts availability of general vehicle parking, and people do not want further regulation of parking.
- Most of the 'on-the-ground' proposals that we can deliver in the short-term received comments of support.
- Some short-term proposals, along with all medium- and long-term proposals, will require further development and refinement before implementation.
- Medium-term (2028-2031) and long-term (2031-2035) proposals will require further coordination and planning, as many other projects and initiatives in the City Centre will also shape the future parking environment.
- Two location-specific proposals were discontinued due to other future kerbside needs.

6 Implementation and next steps

With Waitematā Local Board endorsement and AT Board approval of the final list of proposals, we will design and progressively deliver short-term initiatives, ahead of the City Rail Link (CRL) opening in 2026.

Progress on the City Centre-wide initiatives will depend on funding, alignment with other city centre projects, and evolving demand.

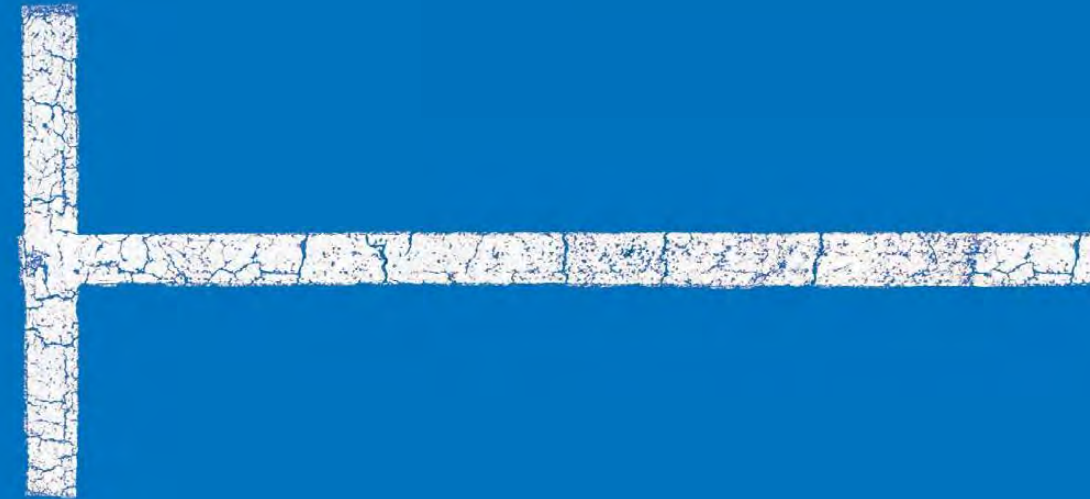
This plan will be reviewed as needed to ensure the next set of proposals are still relevant, and AT will continue to implement changes to prepare for the future needs of the City Centre.





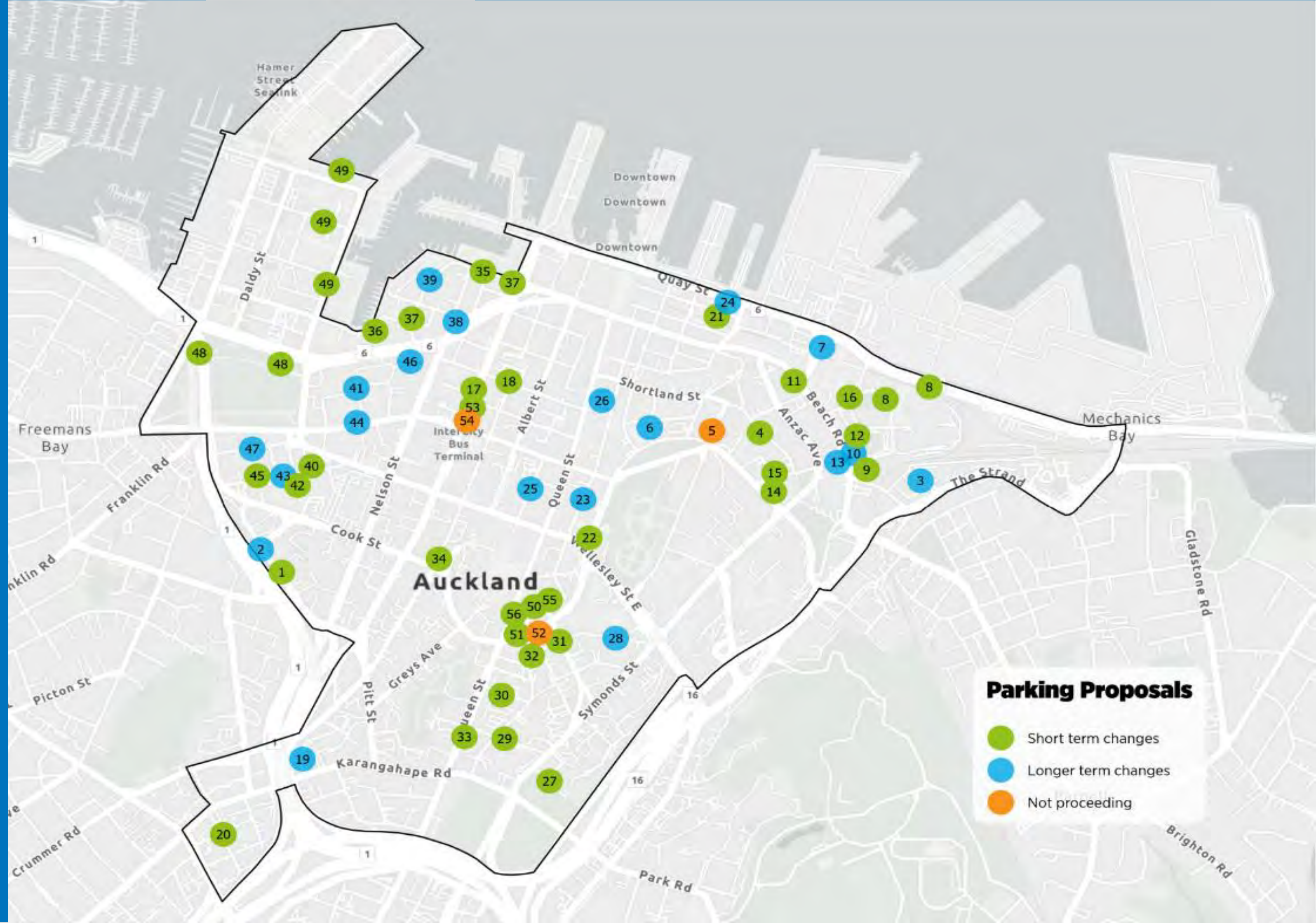
Location-specific initiatives

Your city moving





This map shows the location of our parking proposals, which are outlined in the following pages.





Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-1	Union St	Outside 29 Union Street, remove the broken yellow lines and replace with a clearway that operates 4pm-7pm (Mon-Fri). When the clearway is not operating, the space will be divided into: <ul style="list-style-type: none"> • A new P5 general loading zone. And • New paid parking that operates 8am-4pm (Mon-Fri) and 8am-6pm (Sat-Sun). Outside these hours (and the clearway hours) paid parking reverts to general parking. Prevent parking on the footpath. Outside 47 Union Street, remove a segment of broken yellow lines and replace with paid parking 8am-6pm (Mon-Sun), which reverts to general parking at all other times.	Support for loading zone and pick up/drop off space. Support for additional parking. Opposition to removing vehicle travelling lanes. Opposition to creating more general vehicle parking. Many suggestions for things to be aware of / adjustments to the proposal.	We are taking into account the issues raised and proceeding with the change.
R2M-4	Eden Cres	Outside the Faculty of Law University of Auckland at 9 Eden Crescent, convert one general parking space to on-street bike and scooter parking.	Concern at loss of carparking. Confusion between micromobility/scooter and motorbike parking.	We will create the bike and scooter parking without loss of onstreet parking.
R2M-5	Princes St	Outside 11 Princes Street, between the vehicle accessways for No.19 and No. 9, convert 4 angled parking spaces into a parallel parking loading zone (P5, General Purpose, all times)	Some support for proposal, some opposition, many suggestions for amendments. Adjacent landowner applying for vehicle crossing so proposal will not proceed. Acknowledged need for loading zone in vicinity. Concern about loss of general vehicle parking.	Will not proceed.
R2M-8	Mahuhu Crescent Quay Street	Spark Arena (Mahuhu Crescent and Quay Street), review Event Traffic Management Plans to address traffic congestion and safety issues. Also ensure adequate pick up / drop-off zones.	Feedback on this proposal was not sought. AT will engage with stakeholders as this progresses.	Progress.
R2M-9	Beach Road	Next to Railway Car Park, implement measures to better prohibit illegal parking (such as barriers/bollards on kerb etc).	Feedback on this proposal was not sought. AT will engage with stakeholders as this progresses.	Proceed.
R2M-11	Beach Rd	Beach Road next to the intersection with Tangihua Street, implement measures to prevent illegal parking (such as barriers/bollards, creating cycle parking, and providing seating). Loading zone proposed as part of the Customs Street Bus Improvements project.	Support to prevent vehicles driving on the footpath, needed for pedestrian safety. Some consider current situation with people driving on the footpath as not a problem. Concern about lack of kerbside space for loading and passenger pick-up/drop-off, currently not possible, needed. Suggestion to consider indented parking bay on footpath, which is very wide. Suggestions for things to be aware of / adjustments to the proposal.	Progress as part of the Custom Street Bus Improvements project, taking into account the issues raised to find and implement a solution.



Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-12	Beach Road	Railway Car Park (Te Taou Reserve), investigate short term operational improvements to this carpark including circulation, entry and exit points and addition of pick-up/drop-off spaces for events at Spark Arena.	Feedback on this proposal was not sought. AT will engage with stakeholders as this progresses.	Proceed (linked to Mahuhu Cres and Beach Rd initiatives above).
R2M-14	Parliament Street	Corner of Parliament St and Waterloo Quadrant, southern side, convert two general paid parking spaces next to the mobility spaces into a new bike/scooter parking zone.	Support for more bike parking, others believing it won't be well used outside the High Court. Concern about loss of general vehicle parking, particularly for residents. Suggestions for things to be aware of / adjustments to the proposal.	Relocate bike parking to adjacent footpath/furniture zone.
R2M-15	Parliament Street	Outside 9 Parliament St, repurpose half of the residents only permit holder parking bays to general paid vehicle parking (residents holder exempt) like the rest of the street.	Concern at loss of carparking for residents. Improve parking compliance monitoring here. The Waitematā Local Board support progressing this proposal, and recommend that we make it clear that this will increase general parking.	Proceed. Feedback shows that people don't understand how the current traffic control should be used. It only allows parking by those with a residents only permit, not all residents. AT is not proposing revocation of residents only parking permits. Make these points clear in communications, when implemented.
R2M-16	Mahuhu Crescent	19 Mahuhu Cres, convert one general vehicle space behind existing loading zone into mobility parking.	No feedback received.	Proceed.
R2M-17	Hobson St	Outside 35 Hobson St, confirm the kerbside space here as one P5 Loading Zone At All Times, with no stopping lines leading in and out of the Loading Zone.	Some views that this space doesn't need formalising, other views that it does. Concern that 5 minutes is not long enough to perform unloading/loading tasks. The Waitematā Local Board support progressing this proposal, and recommend that we make it clear that the Heritage Hotel now supports the proposal.	Concerns from adjacent property cleared-up through discussions. We are taking into account the issues raised and proceeding with a change to formalise this parking space.
R2M-18	Wyndham Street	Northern kerb of Wyndham St and within St Patrick Square, implement measures to prevent illegal parking on the pavement such as planting trees, installing barriers/bollards, creating cycle parking, and providing seating.	Any barrier to traffic mounting the footpath should not detract from the heritage aspects of the Cathedral. Concern that if trees are planted in the ground, they may impact on the Cathedral.	The special character of St Patrick's Cathedral will be taken into account in design, will proceed. Will also take into consideration needs to manage the surrounding pedestrian mall.
R2M-20	Abbey Street Gundry Street	Abbey St and Gundry St intersection, remove 2 non-compliant parking spaces (they are too close to the intersection) to improve safety, and sight lines of oncoming traffic and cyclists.	Support for this proposal, that non-compliant parking should be clarified.	Proceed.



Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-21	Tyler Street	Tyler Street, between Gore St and Britomart Place, extend the footpath on the northern kerb by 1 metre on a trial basis to improve pedestrian experience (similar to High Street). Retain on-street parking.	Feedback in support of improving pedestrian environment and also some opposed, noting lack of pedestrians on Tyler St to justify widening footpath.	Note that Council is progressing, involving adjacent landowners/occupiers in design.
R2M-22	Kitchener Street	Western side of Kitchener Street outside the Art Gallery, extend loading zone operating times to all day. Proposed control is LZ P5, (general purpose), At All Times.	Support that it improves pick-up and drop-off options, concern that the proposal would limit residents from parking here and that it may impact other adjacent land users negatively too, if they cannot park for longer. The Waitematā Local Board support progressing this proposal, and recommend that a longer time limit than 5 mins be used.	Proceed with proposal, considering P10 or P15 control to better-enable loading.
R2M-26	Vulcan Lane	Vulcan Lane, investigate installing rising bollards at each end to control access outside of the overnight loading and servicing periods.	Support for preventing illegal parking, that this is needed. Concerns that loading is needed here - e.g. access for furniture moving, food deliveries, and building / maintenance work.	This would need further engagement and design, including: -how it ties-in with the High Street project -consideration of emergency and extraordinary access requirements -any prior consultation and agreements -design and location of bollards to fit with the character of the area.
R2M-27	Saint Martins Lane	6 St Martins Lane, convert 2 P60 parking spaces to paid parking.	Support for the proposal to make this parking more readily available as there's a shortage. Support for more enforcement in the area. Some opposition, no reason given. Suggestions for things to be aware of / adjustments to the proposal.	Proceed.
R2M-29	City Road	9 City Road, install kerb build outs / footpath widening to improve pedestrian accessibility and deter illegal parking on the yellow no stopping lines. This could be done through tactical urbanism techniques or similar on a trial basis. Reinstate adjacent motorcycle parking signage.	Support footpath widening and parking removal (City Road is a tight space and has three parking areas/buildings within a block). However, do not support the new motorcycle space as it is on the corner of a steep hill with low visibility.	Progress, in conjunction with other transport network operational plans. Note that Motorcycle Parking is already confirmed here, the signage just needs reinstating.
R2M-30	Turner Street	On Turner Street, outside Youth Hostel (YHA) at the front of the taxi / rideshare spaces, convert 1 general vehicle space to provide bicycle / micro mobility parking.	Support for proposal.	Proceed, consider space in the furniture zone (only if doesn't compromise footpath), to reduce loss of parking.
R2M-31	Saint Paul Street Wakefield Street	Corner of St Paul Street and Wakefield Street outside the AUT Recreation Centre, convert 1 general vehicle paid parking space into a mobility parking space. Subject to further investigations of gradients.	Some concern about gradients - no other feedback through public consultation.	With agreement that mobility parking is required in the vicinity but steep gradients, consider how mobility parking can be provided as part of R2M-32.



Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-32	Saint Paul Street Airedale Street	Outside 31 Airedale St, convert one paid parking space to yellow no stopping lines to improve sight lines and safety at the intersection. Also implement other safety pedestrian improvements at the intersection with Saint Paul St to meet the crossing desire line, such as install pram crossings across the street or potential traffic calming measures.	Support to improve safety for pedestrians. Concern about loss of parking, that the proposal is unnecessary because it's a quiet road, that the proposed changes "will not improve visibility or change reckless driver or pedestrian behaviour".	Progress design concept, consider incorporation of mobility parking.
R2M-33	Queen Street	On Eastern side of Queen St (between City Road and Karanga-a-Hape Road), tidy up road markings and unused bus bays and replace with yellow no stopping lines to support operation of 24-hour bus lane and reduce instances of vehicles parking within bus lane.	This is 24-hour bus lane, this should be clarified.	Proceed to tidy up road markings.
R2M-34	Mayoral Drive	On the western side of Mayoral Dr (near Federal St), adding in new general loading zone (approx. 12m), P15 at all times, subject to bus operational needs.	Support for more loading space here. Concern that this wouldn't be useful for Federal St residences, that closer to Federal St would be better. Suggestions for things to be aware of / adjustments to the proposal.	This is proceeding as part of CRL reinstatement work.
R2M-35	Customs Street West	Between 85-117 Customs St West, CCTV surveillance of loading zones to prevent over-stay and parking on footpath and cycle path.	Support for proposal.	Progress - add to programme.
R2M-36	Viaduct Harbour Avenue	Next to the shared vehicle zone outside 12-14 Viaduct Harbour Ave, convert 2 parking spaces to a loading zone (P5, LZ) to service nearby hotels and apartments.	Support for the loading zones to support deliveries, homeowners and businesses. Concern about loss of parking. Suggestions for things to be aware of / adjustments to the proposal.	Proceed.
R2M-37	Viaduct Harbour Avenue Customs Street West	General area but particularly along Viaduct Harbor Avenue, Customs Street West, and by the Tepid Baths, increase the level of bike parking to support cycle and PT network upgrades.	Support for more bike parking in the vicinity.	Progress, in discussion with Council regarding Wynyard streetscapes.
R2M-38	Customs Street West	Trial a double-stack bicycle/scooter parking facility at the 'island' between Sturdee Street and Pakenham Street.	Support for more bike parking in the wider vicinity but a view that this location was not suitable and that the double-stack parking is unsuitable for e-bikes.	Find suitable locations for more bike parking.



Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-40	Sale Street	Outside 13 Sale St, existing P5 Loading Zone Goods Vehicles Only bay, becomes P5 Loading Zone 6am-6pm Mon-Sun, SPSV Stand 6pm-6am Mon-Sun.	Support to enable more loading and pick-up/drop-off. Concern about loss of parking. Suggestions for things to be aware of / adjustments to the proposal.	Proceed.
R2M-42	Sale Street	Along Sale St, both sides, comprehensive investigation of non-compliant parking and implement measures to prevent vehicles encroaching onto footpath. This includes better delineation of public parking spaces, installing missing signage, engaging with business owners, installing barriers/bollards to prevent illegal parking on the footpath and better enforcement.	Support to tidy up the footpath, improve clarity and help with illegal parking on the footpath. Concern about loss of parking (note that no legitimate parking is proposed to be removed), noting that parking is necessary for local businesses, apartments, residents and visitors. Concern about loss of berm (note that this is not proposed), which is important for city dwelling dogs, on their way to Victoria Park. Other suggestions for things to be aware of / adjustments to the proposal.	Progress, with more consideration of design to improve clarity for safety, amenity, parking compliance, and minimise parking reduction.
R2M-45	Sale Street Centre Street	Centre and Sale St intersection, northwestern side, shift parking limit line (i.e. remove car park closest to the intersection) to improve safety. This will improve sight lines and provide a safer crossing environment for pedestrians.	Support for the proposal to clarify the road rules here and facilitate pedestrian access. Concern about loss of parking, that there is insufficient parking currently. Residents/ businesses need parking for themselves, customers and visitors. Suggestions for things to be aware of / adjustments to the proposal.	Proceed.
R2M-48	Victoria Park	Victoria Sports Park carpark, next to Grafton United Cricket Club, change from P120 time-restricted parking to paid parking on weekdays. Leave time-restricted on weekends. Victoria Park, parking area beside the skate park, change from time-restricted parking to paid parking on weekdays. Leave time-restricted on weekends.	Support for proposal to manage this parking consistent with other nearby parking, there is significant illegal parking here, enforcement required. Note that parks should be for public use, not for revenue-generating. If changes must go ahead, only charge for parking after 10am, to allow use of park for morning exercise.	Proceed, with Council and local board support.
R2M-49	Wynyard Quarter	Wynyard Quarter, install secure cycle / scooter parking across the precinct in locations clear of desire lines and main pedestrian thoroughfares.	Support for more bike parking in the vicinity, particularly near the Hyatt and public pool.	Progress, in discussion with Council regarding Wynyard streetscapes.
R2M-50	Wakefield Street	Outside 15 Wakefield St, convert three angled general parking spaces to P5 Loading Zone from 6pm to 11pm to enable pick-up and drop-off in the evenings.	Support for more pick-up/drop-off space near the Town Hall. Concern about loss of parking, it is well-used here. Concern that parking here will disturb adjacent properties and people trying to sleep. Suggestions for things to be aware of / adjustments to the proposal.	Proceed with converting 4 paid angle carparks to P5 6pm-11pm Mon-Sun Remains paid parking at all other times.



Short term proposals - to proceed through due process

Reference	Street	What we proposed to change	What we heard from feedback	How we're proceeding, how we're addressing/mitigating concerns
R2M-51	Mayoral Drive	On the northern kerb of Mayoral Drive, between Queen Street and Airedale St, replace the Bus Stop with a new general P5 Loading Zone. This could be used for pick-up/drop-off in the evenings. Subject to bus operational needs.	Support and concern about the proposal. Noted concern about potential loss of coach parking. Suggestions for things to be aware of / adjustments to the proposal.	Proceed with P15 bus parking 3pm-7pm Mon-Fri P5 LZ at all other times
R2M-52	Mayoral Drive	On the southern kerb of Mayoral Drive, between Queen Street and Airedale St, convert 20m of P120 bus parking area to a new Goods Vehicle P15 Loading Zone. This will operate 6am-11am and then revert to Bus Parking at all other times. Subject to bus operational needs.	Support for proposal and location, concern about loss of coach parking. Suggestions for things to be aware of/adjustments to the proposal.	Will not proceed. AT has since determined that this space is needed for bus layover.
R2M-53	Hobson Street	On the eastern kerb of Hobson St, between Kingston and Victoria St, between the tree and Kingston Street, install a New Goods Vehicle P15 Loading Zone At all times. Subject to bus operational needs.	Support for proposal to enable more loading space.	Progress, with consideration for bus needs, and for adjacent land development/plans.
R2M-54	Hobson Street	Hobson Street, between Kingston and Victoria Streets, convert Bus Stop to paid parking area when bus services relocate to other streets.	Support for proposal from some. Adjacent site has consent for hotel and residential. Kerbside likely needed for other purposes aside from general vehicle parking.	Will not proceed. An adjacent site has consent for hotel and residential development. This kerbside is needed for other purposes aside from general parking.
R2M-55	Wakefield Street	On the eastern kerb of Wakefield St, outside 18 Wakefield Street, convert existing bus/coach layover to a P15 from 7pm to 6am to allow additional capacity for pick-ups and drop-offs near the Town Hall, Civic, Library and Aotea centres. Subject to bus operational needs.	There was support for more pick-up and drop-off in the area and for this enabling residential deliveries. Concerns from some adjacent landowners about engine idling noise, disturbance to adjacent properties, including to vehicle access. Someone opposed noted that providing for more vehicle space "will discourage public transport and active modes". Also concerns that the road gradient is too steep for pedestrian access, particularly elderly or disabled. Other suggestions for things to be aware of / adjustments to the proposal. Need to confirm bus/coach needs with PT planning. The Waitemātā Local Board support progressing this proposal, and recommend that we make clear the strong need for pick-up and drop-off in the midtown area.	Proceed with P30 bus parking 8am-8pm Mon-Sun P5 LZ at all other times. Need to remove illegal traffic control signage. Consider including supplementary "No Idling" signage.
R2M-56	Queen Street	Outside the Airedale Hotel, opposite the Town Hall. The existing P5 Goods Vehicle Loading Zone, which operates at all times, changes to a SPSV/Taxi Stand from 6pm-Midnight. Subject to bus operational needs.	Support for the proposal and some concerns about this discouraging public transport use and increasing through-traffic. Noted that goods vehicles don't need this space at all times and that pick-up/drop-off demand starts from around 3pm. Suggestions for things to be aware of / adjustments to the proposal.	Proceed with P5 LZ at all times

Longer term proposals - to be investigated further, designed, consulted and approved through due process

Reference	Street	What we proposed to change	What we heard from feedback
R2M-2	Union Street	Union Street (western side), reconfigure road to improve transport access, safety for people on cycles/scooters, and amenity.	Support for proposal (do it sooner), to make more space and safety for pedestrians and cyclists. The street is currently wide and encourages high vehicle speeds.
R2M-3	Ngaoho Place	Ngaoho Place, convert all time restricted P30 parking spaces (11 spaces) to paid parking (Zone 2) after implementation of the Strand Optimisation project.	No feedback received.
R2M-6	Bacons Lane	West side of Bacons Lane just south of Chancery Square access point, reconfigure road markings to create 2 loading zones (P5, Goods Vehicles Only, 6am – 6pm). Outside those hours (i.e. 6pm – 6am) it will revert to a taxi/small passenger vehicle stand.	No feedback received.
R2M-7	Tangihua Street Quay Street	Corner of Tangihua St and Quay St, convert 1 general vehicle parking space into a loading zone (P5, General Purpose, all times).	No feedback received.
R2M-10	Beach Road	Railway Car Park (Te Taou Reserve), investigate the redevelopment of the car park to expand Te Taou Reserve or provide a new public space.	No feedback received.
R2M-13	Beach Road	131 Beach Rd car park, investigate redevelopment of the car park into a new public space which includes a small pick-up/drop-off area (Two P5 time restricted parking spaces operating at all times) and one mobility parking space.	No feedback received.
R2M-19	Day St	On one-way section of Day Street, investigate widening footpath and creating loading zones near Karangahape Road.	Support for proposal, will improve pedestrian experience particularly once CRL opens.
R2M-23	Lorne St	2-34 Lorne Street, consider improving place, function and amenity. Consider property access and loading needs as well public realm. Opportunity to repurpose paid parking spaces.	Support for proposal (do it sooner), view that too much of Lorne St is taken up by carparking, it's a busy place already, with more development planned.
R2M-24	Quay St	Quay St, between Gore St and Britomart PI, change parking controls outside Bus/Coach layover operating times for half of the parking bay (6 spaces) from paid parking to P5 time-restricted to support local nighttime economy.	suggest raising the price for paid parking and charge 24/7. This will free up spare spaces, and with a 10mins free parking grace period there would be plenty of spaces for pick-ups and drop-offs.



Longer term proposals - to be investigated further, designed, consulted and approved through due process

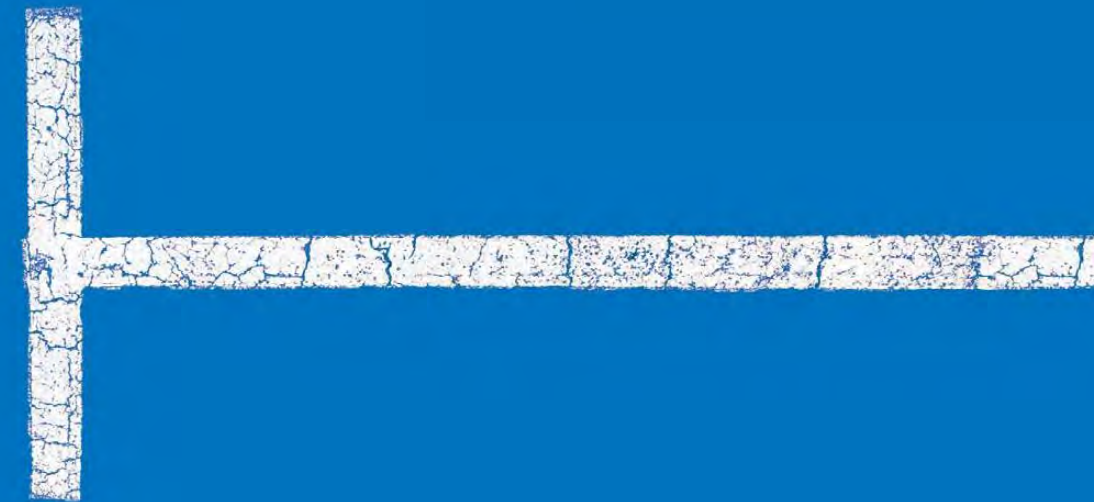
Reference	Street	What we proposed to change	What we heard from feedback
R2M-25	Elliot St	Elliott St Shared Zone. Aligned to the new (CRL) train station opening, proactively manage, between 6am-11am, loading, servicing, and vehicle access to the shared zone. Ensure that people are prioritised in this shared space.	View that a comprehensive review of Elliott Street is required and needs to align with CRL opening. Illegal parking is very common, need enforcement. Suggestions to install (rising) bollards to prevent illegal parking, pedestrian space.
R2M-28	Saint Paul Street	St Paul Street, northern side, widen the footpath to make the street more people friendly. Achieved by repurposing paid parking spaces. Retain mobility spaces, existing loading zones and add motorcycle parking.	Some support to improve quality/amenity. Most submitters were opposed to losing residents and visitor parking, think footpath widening isn't justified. Suggestions for things to be aware of / adjustments to the proposal.
R2M-39	Customs Street West	Western side of Custom St West, between Market Place and Pakenham St East, convert angled parking to parallel parking and widen footpath.	No feedback received.
R2M-41	Hardinge Street	Install a pedestrian crossing with traffic calming near the intersection of Hardinge St / Graham St to accommodate the pedestrian desire line. Also rearrange kerbside parking to improve safety and the pedestrian environment. This could include converting some of the angle parking into parallel parking.	Support, will improve visibility and safety for pedestrians.
R2M-43	Sale Street	Sale Street, investigate street upgrade including parking configuration to better respond to its place function.	No feedback received.
R2M-44	Victoria Street	On Victoria Street (between Halsey St and Nelson St), increase the loading and servicing spaces from 2 to 4 as part of Victoria Street Linear Park. Specific location tbc.	No feedback received.
R2M-46	Fanshawe Street	Fanshawe St Carpark, convert some parking spaces to mobility spaces and motorcycle spaces to compensate the losses due to redevelopment of Downtown Carpark	No feedback received.
R2M-47	Drake Street	Drake Street, investigate street upgrades including parking configuration to better respond to its place function and future needs.	No feedback received.





City centre-wide initiatives

Your city moving



Investigate bookable loading zones



Allows private companies and individuals to reserve a loading zone for a period of time.

Short-term timings and key steps (2025-28)

- Investigate legislative changes
- Find & partner with tech providers.
- Establish criteria, time limits and enforcement measures.
- Engage and collaborate with end users
- Develop implementation and monitoring plans. Identify pilot locations
- Launch marketing campaign.
- Test for a minimum of six months
- Evaluate benefits

Medium-term timings and key steps (2028-31)

- Identify whether to stop or continue.
- Rollout across other locations as per the Implementation plan.

Investigate logistics hubs and consolidated centres



Logistics hubs allow deliveries to be consolidated to specific areas, and consolidation centres are 'drop and collect' facilities.

Short-term timings and key steps (2025-28)

- Investigate legislative changes required
- Engage and collaborate with businesses
- Develop guidelines

Medium-term timings and key steps (2028-31)

- Assess suitability of new locations and support implementation if feasible

Long-term timings and key steps (2031-34)

- Review the results and update relevant legislations and guidelines.
- Continue if benefits are realised.

Support more efficient delivery vehicles



Encourage and support delivery companies to adopt greener last-mile delivery options utilising low-emission vehicles and cargo bikes.

Short-term timings and key steps (2025-28)

- Continue to engage with interested businesses to help encourage the use of low-emission vehicles and cargo bikes
- Identify the promotion strategies with the most potential

Medium-term timings and key steps (2028-31)

- Identify the businesses that would be most suitable and interested in participating in a pilot
- Pilot the new strategy, gathering data and feedback from participants.
- Make any necessary changes and implement the improved strategy

Optimise shared spaces for loading and servicing



This initiative proposes increasing and standardising loading zone operating times to allow for more efficient delivery of goods.

Short-term timings and key steps (2025-28)

- Identify shared spaces suitable for operating time increases
- Evaluate the effects of any changes in loading zone operating times
- Modify loading zone operating times
- Communicate changes with delivery companies and relevant businesses

Medium-term timings and key steps (2028-31)

- Monitor loading zone utilisation
- Continue to update loading zone operating times where appropriate

Support off-peak delivery for large vehicles



Encourage deliveries at off-peak times, typically overnight or early morning hours, to reduce peak hour congestion and use the available time and space on our busy City Centre streets more efficiently.

Medium-term timings and key steps (2028-2031)

- Investigate legislative changes
- Gather data regarding delivery-related congestion at peak times to determine whether or not further measures are necessary.

Long-term timings and key steps (2031-34)

- Develop plan for implementation
- Engage with businesses and delivery companies, and refine plan as required
- Implement delivery strategy
- Monitor and update

A data-led approach to kerbside management



A strategic approach that's in line with Room to Move, backed by data, which is collected regularly and shared openly.

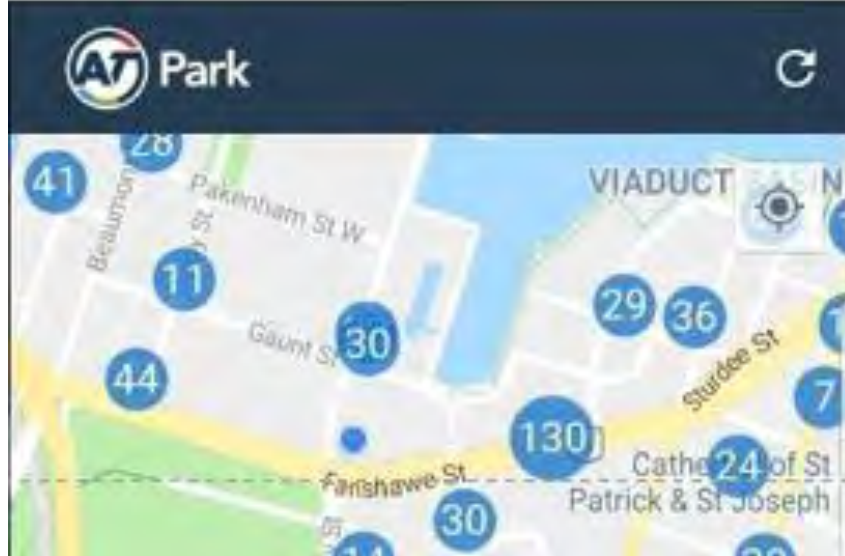
Short-term timings and key steps (2025-28)

- Establish a robust data collection system.
- Integrate data from various sources
- Analyse to understand usage patterns.
- Develop policies using data insights.
- Establish an internal Parking and Kerbside governance group.
- Increase parking and transport data that is available on our open data platform.
- Promote benefits and participation.
- Implement - considering short- and long-term goals.

Medium-term timings and key steps (2025-28)

- Continuously monitor data to adapt policies as needed and improve.

Improve customer information on parking



Improve current communication channels to provide better information to drivers regarding parking location, availability and pricing.

Short-term timings and key steps (2025-28)

- Continue to operate current parking information communication channels
- Review potential information and communication improvements, including require data sources
- Collect any additional data required to implement proposals

Medium-term timings and key steps (2028-31)

- Implement new tools/solutions
- Campaign to encourage the public to make use of the new system.
- Establish continuous improvement process to review and update tools.

Improve customer info with digital signage



Display parking availability, restrictions, directions, pricing, and other messages in real-time. Digital signage could be supported by the use of digital line-markings to visually display changes in restrictions.

Short-term timings and key steps (2025-28)

- Investigate changes in legislation.
- Find and partner with technology providers.
- Identify initial locations for trials
- Launch education and marketing campaign.
- Collect data and feedback from the public, delivery companies and businesses from trials to further improve signage.
- Evaluate benefits of Digital Signage and roll out across other areas of the City Centre.
- Establish a maintenance programme for digital signage

Continually work on compliance monitoring



To make the best use of resources, AT will move to automate more parking enforcement with technology, including CCTV, License Plate Recognition (LPR) cars, and automatic number plate recognition systems to automatically detect if a vehicle is not complying with current parking regulations.

Short-term timings and key steps (2025-28)

- Plan and identify priority locations for CCTV enforcement (e.g. PUDO and Loading Zones)
- Implement the plan by gradually rolling out more CCTV cameras across the City
- Procure and equip teams with LPR equipped vehicles.
- Maintain high quality of monitoring and increase frequencies of patrols or periods of continuous monitoring with new technologies.

Regulate rideshare pick-up/drop-off areas



Uber and other rideshare services are restricted to conducting pick-up and drop-off in certain locations within the City Centre.

Short-term timings and key steps (2025-28)

- Investigate mechanisms to create restrictions, e.g. bylaws, agreements with rideshare providers
- Identify areas where restrictions should apply, and where rideshare activities should be consolidated
- Develop monitoring and evaluation plan
- Develop plan and identify triggers
- Identify pilot location and implement trial

Medium-term timings and key steps (2028-31)

- Evaluate benefits
- Identify whether to continue
- Rollout across other City Centre locations

Regulate micromobility/ scooter drop-off areas



Provide and enforce more dedicated parking spaces for shared e-scooters and e-bikes.

Short-term timings and key steps (2025-27)

- Continue the current pilot scheme
- Evaluate data and feedback to confirm benefits and areas of improvement
- Update trading conditions based on outcomes of pilot to implement when Street Trading Licenses are renewed

Medium-term timings and key steps (2027-31)

- Identify areas of high demand
- Communicate changes to operators, riders, nearby businesses, and residents
- Physically designate the space available for shared micromobility parking
- Continue to review effectiveness and compliance

Review event area Traffic Management Plans



Managing the negative impacts of major events on parking, loading and servicing.

Short-term timings and key steps (2025-28)

- Identify key initiatives required for future Event traffic management plans (TMPs)
- Engage with major event organisers to understand needs and requirements
- Develop updated TMP requirements guidelines for future TMP applications.
- Investigate development of more generic area based TMPs for smaller scale events that can be used without needing approval each time.

Medium-term timings and key steps (2028-31)

- Monitor loading zone utilisation
- Continue to update loading zone operating times where appropriate