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Cycling and Scootering

Room to Move in the City Centre

Issues and proposals

Adapted in 2025 by Accessible Formats Service,
Blind Low Vision NZ, Auckland

Transcriber's Note: The logo at the top of the page is
Auckland Transport.

Notes for the Large Print Reader

Main text is in Arial typeface, 18 point.

Headings are indicated as:

Heading 1

Heading 2

Heading 3

Transcriber's Notes:

Print pages have been omitted in this LP version.

The information in the tables has been listed. "Proposal" and "Location" have been combined, and the other details are included below this. Where there is more than one location they are separated by a semicolon.

Where two proposals share the same location, the location will be followed by a dash and the reference number.

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Cycling and Scootering

About Room to Move in the City Centre

We're developing a 10-year plan called Room to Move in the City Centre. It's an action plan that covers kerbside spaces and council-owned off-street parking areas. We'll update it regularly to meet our city's changing needs.

Our city centre is transforming. The City Rail Link is set to open next year, and will transform the way people travel to and around our city centre. With all the changes, we're looking at how to make the best use of our kerbside spaces. They need to accommodate our diverse community needs, like deliveries, tradespeople, pedestrians, motorists, buses and taxis.

We regularly make small changes, but now it's time to do a comprehensive review to ensure these spaces meet Aucklanders needs, today, and well into the future. The plan will include short-term actions before City Rail Link opens along with some longer-term ideas. We also need changes to align with the strategic guidance for Auckland's transport network and the city centre, including:

- [City Centre Masterplan](#)
- [Room to Move: Tāmaki Makaurau Auckland's Parking Strategy](#)
- [Loading and Servicing Management Plan.](#)

There are many competing demands for kerbside and parking spaces in the city centre, like:

- Deliveries and rubbish collection
- General and mobility parking, traffic clearways, driveways
- Bus and bicycle lanes, bus stops, bicycle and motorcycle parking
- Drop-off spaces for taxis and rideshare/Ubbers vehicles
- Spaces for pedestrians

How to get involved

We talked to a range of key groups to find out what changes they'd like to see in the city centre. They helped us identify issues and come up with some proposals to fix them. Now we want to hear your thoughts.

- Have we got the issues and proposed responses right?
- What would you do differently?

We'd like to hear your thoughts by **30 March 2025**.

For more information, visit [AT.govt.nz/R2MCC](https://at.govt.nz/R2MCC), or share your thoughts by:

- Emailing <mailto:R2MCC@at.govt.nz>
- Heading to our [survey](#). Select the topics you are interested in and share your thoughts
- Share your ideas by dropping pins on our [feedback map](#)

About this document

This document outlines kerbside space and parking issues for cycling and scootering, along with proposals to respond to these issues. There are also documents for:

- Taxis, rideshare/Ubbers, pick-up/drop-off, mobility parking
- Freight, couriers, servicing and tradespeople
- Buses and bus passengers
- General vehicles and motorcycles
- Pedestrians and spaces for people

We need a coordinated approach to kerbside spaces and parking across the city centre, rather than project-by-project changes.

What we've heard so far

- a) **Many popular destinations in the city centre still lack cycle/scooter parking nearby.**
- b) Scooters are blocking footpaths.
- c) Some places in the city centre can feel unsafe for people on bicycles/scooters.
- d) There are gaps in the cycle network (safe separated cycle routes are not connected to one another).

Ideas to respond

We've been looking into the issues in the city centre and have developed some ideas to respond:

1. **More cycle/scooter parking** — On-street or off-street parking for bicycles and scooters, including an initiative to investigate dedicated zones where shared e-scooters and e-bikes must be stored between rides.
2. **Safety improvements for cyclists and scooters** — Such as installing "no stopping" lines to improve visibility for cyclists.

3. **There are no cycle lane proposals in R2MCC —**
Other projects that featuring cycle lanes include [Te Hā Noa—Victoria Street](#) and [Karanga-a-Hape Station precinct integration project](#).

List of proposals—Cycling and scootering

More cycle/scooter parking

Proposal: Eden Crescent

9 Eden Crescent (outside the Faculty of Law UoA), convert one general parking space to on-street bike and scooter parking.

Reference: R2M-4

Timeframe: Short Term: 2025-2028

Proposal: Beach Road

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.

Reference: R2M-11

Timeframe: Short Term: 2025-2028

Proposal: 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

Reference: R2M-14

Timeframe: Short Term: 2025-2028

Proposal: Turner Street

On Turner Street, outside Youth Hostel (YHA) at the front of the taxi/rideshare spaces, convert 1 general vehicle spaces to provide bicycle/micro mobility parking.

Reference: R2M-30

Timeframe: Short Term: 2025-2028

Proposal: Viaduct Harbour Avenue

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.

Reference: R2M-37

Timeframe: Short Term: 2025-2028

Proposal: Customs Street West

At the “island” between Sturdee Street and Pakenham Street, trial a large double stack bicycle/scooter parking facility.

Reference: R2M-38

Timeframe: Medium Term: 2028-2031

Proposal: Sturdee Street

Wynyard Quarter, install secure cycle/scooter parking across the precinct in locations clear of desire lines and main pedestrian thoroughfares

Reference: R2M-49

Timeframe: Short Term: 2025-2028

Safety improvements

Proposal: Union Street

Union Street (western side), reconfigure road to improve transport access, safety for people on cycles/scooters, and amenity.

Reference: R2M-2

Timeframe: Long Term: 2031-2035

Proposal: 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.

Reference: R2M-20

Timeframe: Short Term: 2025-2028

Proposal: Sale Street; Centre Street

Centre and Sale St intersection, northwestern side, shift parking limit line (i.e. remove the car park closest to the intersection) to improve safety. This will improve sight lines and provide a safer crossing environment for pedestrians.

Reference: R2M-45

Timeframe: Long Term: 2031-2035

Reduce non-compliant parking

Proposal: 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.

Reference: R2M-35

Timeframe: Short Term: 2025-2028

Other projects

To provide a full picture, below we have listed projects from other workstreams that relate to bicycles and scooters. **We are not seeking feedback on these projects** as they are following their own engagement processes, they may have moved past the feedback phase or have upcoming feedback phases.

Proposal: Victoria Street

Te Ha Noa Project/Victoria St Linear Park (between Hobson Street and Albert Park), repurposing on-street parking spaces, protecting loading zones along the corridor where possible or reallocating them nearby. West side of Kitchener near intersection with Victoria Street, create new loading zone.

Reference: Other-6

Timeframe: Short Term: 2025-2028

Proposal: Karanga-a-Hape Station

Around Karanga-a-Hape CRL Station, streetscape and safety improvements for pedestrians and cyclists.
Improvements for buses.

Reference: Other-10

Timeframe: Short Term: 2025-2028

Proposal: Vincent Street

Vincent St, bus and cycle improvements.

Reference: Other-15

Timeframe: Long Term: 2031-2035

Proposal: Anzac Avenue and Short Street intersection

Anzac Avenue and Short St intersection signalisation to address history of safety issues to vulnerable users. This safety improvement will require the removal of four general parking spaces.

Reference: Other-21

Timeframe: Short Term: 2025-2028

Proposal: Mills Lane and Swanson Street

Mills Lane and Swanson Street improvements will include a new shared space, wider footpaths and new space for loading. Includes networking for CCTV to be installed by Council/AT.

Reference: Other-22

Timeframe: Medium Term: 2028-2031

Proposal: Queen Street

Queen St, between Customs Street and Mayoral Drive. A 12-month trial for approximately 30 geo-fenced e-device parking zones is underway, where scooters on Queen St cannot park outside these zones. If trial is successful, these zones will be made permanent.

Reference: Other-23

Timeframe: Medium Term: 2028-2031

Proposal: Jellicoe Carpark

Jellicoe at-grade carpark. intended redevelopment to residential uses which will include secure bike parking.

Reference: Other-25

Timeframe: Short Term: 2025-2028

Proposal: Chancery Street

This project does **not** have funding, it's shown here for information as it is a possible project for the future.

Create shared space on Chancery St from O'Connell Fields.

- Wider footpaths.
- Repurposing general vehicle parking.
- Keep underground carpark access.

- Retain some motorcycle and mobility parking.
- Retain loading and servicing (at certain times of day).
- Possibly increased loading/delivery opportunities.

Reference: Other-28

Timeframe: Long Term: 2031-2035

Proposal: Federal Street

This project does **not** have funding, it's shown here for information as it is a possible project for the future.

Federal St, between Wolfe St and Swanson St, staged approach to redesign streetscape. First trial footpath build-out extension with an intention for a full build of shared space in the medium to long term similar to other sections of Federal St. Ensure adequate loading zones (P5, General Purpose, all times) is retained.

Reference: Other-29

Timeframe: Short Term: 2025-2028

Proposal: Federal Street

This project does **not** have funding, it's shown here for information as it is a possible project for the future.

Federal St, from Wyndham St to Victoria St West, full streetscape redesign with implementation of a shared space similar to other sections of Federal St. Repurpose

all paid parking with some areas reserved for authorized vehicles and loading zone (subject to a comprehensive needs assessment).

Reference: Other-30

Timeframe: Short Term: 2025-2028

Proposal: Mount Street

This project does **not** have funding, it's shown here for information as it is a possible project for the future.

Mount St. Convert all northern side parking to footpath extension, planters, seating, cycle parking and some southern side spaces into a mobility space, motorcycle parking, and a Loading Zone (P5, General Purpose, All Times) with CCTV to prevent overstay.

Reference: Other-31

Timeframe: Medium Term: 2028-2031

Proposal: Princes Street

This project does **not** have funding, it's shown here for information as it is a possible project for the future.

Princes Street, entire length, change road layout to provide safe facilities for cyclists and connect the cycle network.

Reference: Other-32

Timeframe: Long Term: 2031-2035

End of Cycling and Scootering.