

**Room to Move in the City Centre**

**Issues & proposals**  
**Taxis, rideshare/Ubbers,**  
**pick-up/drop-off &**  
**mobility parking**



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# 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](#)

## 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 [R2MCC@at.govt.nz](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](#)

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

# About this document

This document outlines kerbside space and parking issues for taxis, rideshare/Ubbers, pick-up/drop-off, and mobility parking, along with proposals to respond to these issues. There are also R2MCC documents for:

- Freight, couriers, servicing and tradespeople
- Buses and bus passengers
- General vehicles and motorcycles
- Pedestrians and spaces for people
- Cyclists and scooters

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) There's not enough taxi, Uber, short-stay/time limited, or mobility parking near some destinations, like Aotea Centre.
- b) There's widespread misuse of taxi, short-stay/time limited, and mobility parking.
- c) Sometimes taxi and mobility parking is removed but not replaced when improvements like wider footpaths are made.
- d) There's issues from rideshare services, like circling cars and parking on footpaths.
- e) Often event-related traffic creates congestion making drop-offs and pick-ups difficult.

There's not enough taxi, Uber, short-stay/time limited, or mobility parking near some destinations.



# Ideas to respond

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

1

**Create more time-restricted parking and spaces for taxis and Ubers**

Including kerbside spaces that change use throughout the day/night.

2

**Install new mobility parking**

3

**Investigate digital signage to provide real-time information like parking availability and pricing**

4

**Improve customer information like on the website and AT Parking App**

5

**Improve enforcement and compliance, including more CCTV and physical barriers**

6

**When making improvements like wider footpaths, ensure taxi and mobility parking is retained or replaced nearby**

7

**Investigate dedicated pick-up and drop-off zones for Ubers**  
In certain parts of the city centre Ubers will be restricted to these zones.

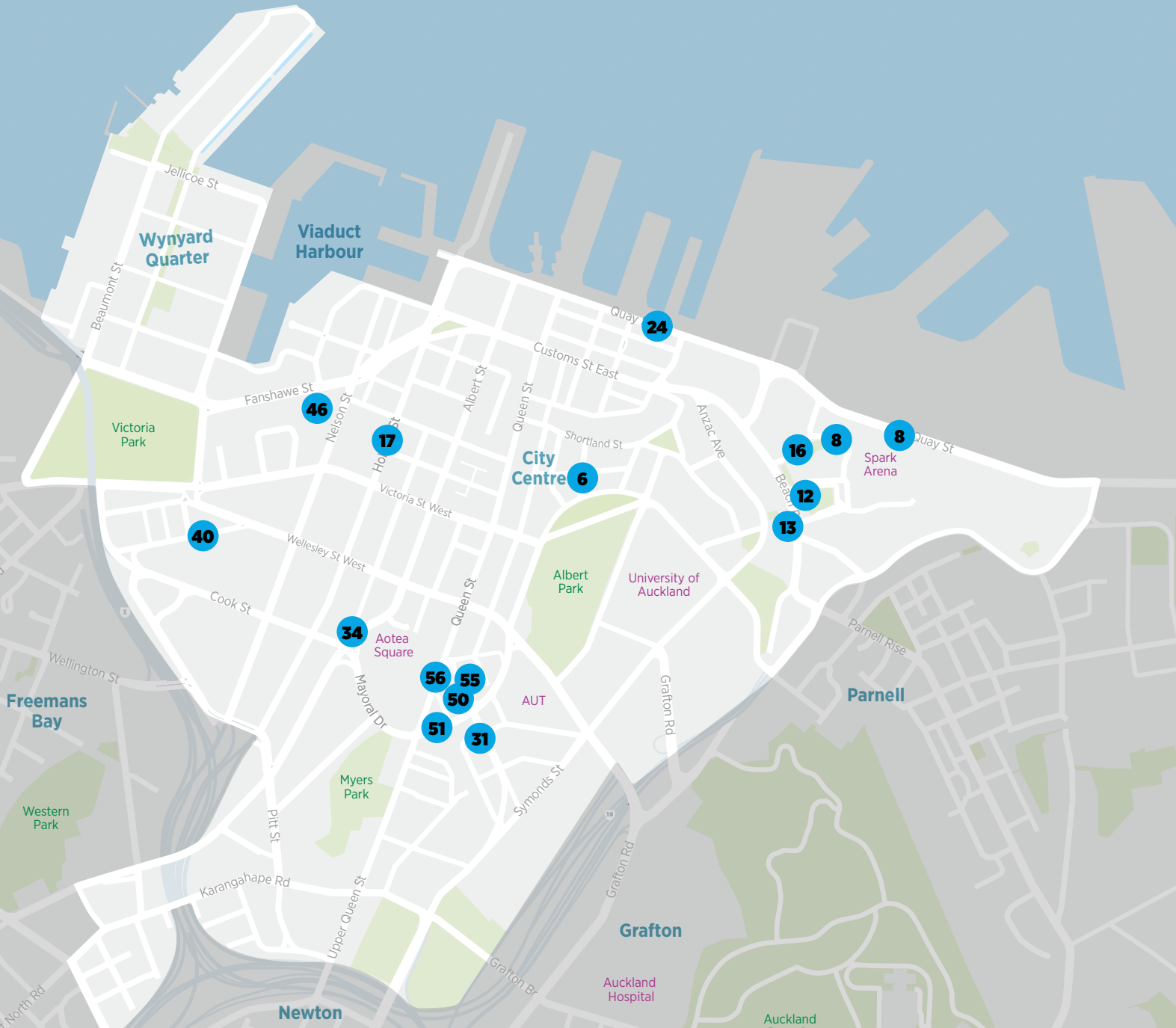
8

**Investigate improvements to traffic management plans, particularly for large events**



# Map of proposals



Short-term proposals will be implemented ahead of City Rail Link opening. Most are low cost and can be implemented quickly.





- Legend**
- 6** Add goods loading zone and taxi stand outside Chancery
  - 8** Add pick-up/drop-off and improve event traffic management plan for Spark Arena
  - 12** Reconfigure car park, add pick-up/drop-off for events at Spark Arena
  - 13** Reconfigure parking spaces by Ernst Davis Steps, add pick-up/drop-off and mobility parking
  - 16** Convert parking space to mobility parking
  - 17** Add Loading Zone outside Heritage Hotel
  - 24** Convert paid parking spaces to P5 parking
  - 31** Convert parking space to mobility parking
  - 34** Add loading zones near Federal St
  - 40** Change goods loading zone to general loading zone, add taxi stand
  - 46** Add mobility and motorcycle parking
  - 50** Add pick-up/drop-off space for Arts Quarter
  - 51** Add loading zone and pick-up/drop-off space for Arts Quarter
  - 55** Add pick-up/drop-off space for Arts Quarter
  - 56** New evening taxi stand for Arts Quarter

Please note: there are other projects planned or underway in the city centre that relate to taxis, rideshare/Ubbers, pick-up/drop-off & mobility parking but are not part of the Room to Move in the City Centre Plan. These projects are outlined at the end of the Proposals list below.

# List of proposals

Location	Reference	Proposal	Timeframe
  <b>Create more time-restricted parking and spaces for taxis and Ubers</b>			
Bacons Lane	6	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.	Medium Term: 2028-2031
Mahuu Crescent Quay Street	8	Spark Arena (Mahuu Crescent and Quay Street), review Event Traffic Management Plans to address traffic congestion and safety issues. Also ensure adequate pick up/drop-off zones.	Short Term: 2025-2028
Beach Road	12	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.	Short Term: 2025-2028
Beach Road	13	131 Beach Rd car park, investigate the 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.	Medium Term: 2028-2031
Hobson Street	17	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.	Short Term: 2025-2028
Quay Street	24	Quay St, between Gore St and Britomart Pl, 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 night time economy.	Medium Term: 2028-2031
Mayoral Drive	34	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.	Short Term: 2025-2028
Sale Street	40	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.	Short Term: 2025-2028
Wakefield Street	50	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.	Short Term: 2025-2028
Mayoral Drive	51	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 PUDO in the evenings. Subject to bus operational needs.	Short Term: 2025-2028
Wakefield Street	55	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.	Short Term: 2025-2028
Queen Street	56	Queen Street, outside the Airedale Hotel opposite to the Town Hall, the existing P5 Goods Vehicle Loading Zone operating at all times, changes to a SPSV/Taxi Stand from 6pm – Midnight. Subject to bus operational needs.	Short Term: 2025-2028



Location	Reference	Proposal	Timeframe
 <b>Install new mobility parking</b>			
Beach Road	13	131 Beach Rd car park, investigate the 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.	Medium Term: 2028-2031
Mahuhu Crescent	16	19 Mahuhu Cres, convert one general vehicle space behind existing loading zone into mobility parking.	Short Term: 2025-2028
Saint Paul Street Wakefield Street	31	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.	Short Term: 2025-2028
Fanshawe Street	46	Fanshawe St Carpark, convert some parking spaces to mobility spaces and motorcycle spaces to compensate the losses due to redevelopment of Downtown Carpark.	Medium Term: 2028-2031
 <b>Other projects</b>			
<p>To provide a full picture, below we have listed projects from other workstreams that relate to taxis, Ubers/rideshare, pick-up/drop-off, and mobility parking. <b>We are not seeking feedback on these projects</b> as they are following their own engagement processes, they may have moved past the feedback phase or have upcoming feedback phases.</p>			
Victoria Street	Other-6	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.	Short Term: 2025-2028
Mount Street	Other-31	<b>This project does NOT have funding</b> , 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.	Short Term: 2025-2028

