



Room to Move in the City Centre

Engagement Summary Report



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Executive summary

In February and March 2025, we asked Aucklanders for feedback on our ideas to improve parking and proposals to adjust on-street parking and kerbside spaces in the City Centre to make it easier to live, visit and do business in the heart of Tāmaki Makaurau.

We shared these ideas and proposals with the public and asked for feedback on those that mattered most to them. We used several methods to engage the community, from media placements and advertising through to surveys and face-to-face interactions. Our efforts drove strong awareness and engagement.

We received 729 formal submissions, which we collected through our online survey, paper surveys, emails, and pin drops on our interactive map.

Most of the proposals had already been workshopped with City Centre stakeholders and interest groups before we asked for public feedback – this public engagement process was designed to test our thinking and check for wider impacts.

Feedback was generally supportive of our proposed approaches to parking management, although there was some concern about general vehicle parking. The most common concern was about proposals that restrict or reduce on-street parking availability.

Here's what we found interesting when reviewing the feedback:

- **Loading zones are a major frustration.** We are already aware that there is high demand for loading zones in the City Centre, but we appreciated hearing that some locations might need time limits modified, especially when they are designed to service tall buildings. We also heard that taxis are monopolising loading zones, taking valuable space away from delivery drivers and tradespeople. Loading zones are frequently used by people with limited mobility, for quick pick-ups and drop-offs – we heard that more are needed to support people with disabilities.
- **Illegal parking is a big concern.** We heard people park on footpaths because there aren't enough loading zones or taxi stands in places where there's demand (such as outside newer hotels and serviced apartments). Electric scooters blocking footpaths was also a concern for people with mobility issues.
- **On-street parking is a premium offering.** We heard support for a shift to get general vehicles off the street and into parking buildings so that premium space can be freed up for people who need to park close to their destination for short periods of time. We were encouraged to see support for proposals that created additional benefit (e.g. converting a parking space into a loading zone or mobility space).
- **Changes to parking can be unsettling.** One of the key reasons we are doing this work is to manage parking so that it the most benefit to the wider community.
- **Events create a lot of traffic.** While we knew that we needed more pick-up and drop off zones, there were flow on impacts. Coach parking is a heavy kerbside requirement for events. Mobility parking near venues is important to people.

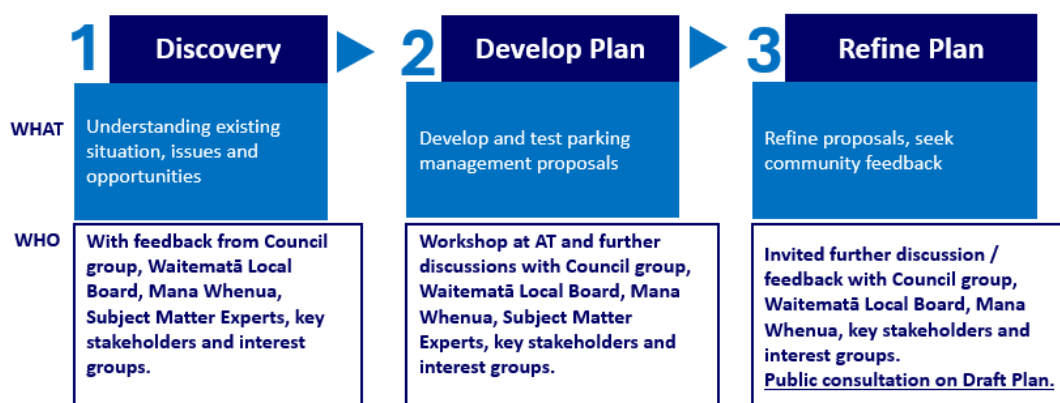
We heard a lot more than this brief summary – thank you to everyone who shared feedback with us, our project team has listened to and reviewed everything you've told us, we're using this to refine the proposals.

If you made suggestions on other improvements outside the scope of our project, we will also share your suggestions with our wider organisation to consider for future projects.

Project overview

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.

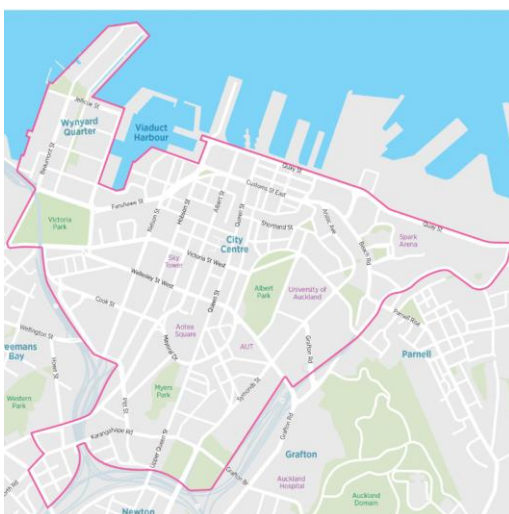
During 2023 and 2024 we talked to a range of key groups to find out what changes they'd like to see in the City Centre. They helped us identify issues and come up with some proposals to fix them. Most of the short-term proposals are low cost, can be implemented quickly, and we are keen to get on with them. The diagram below shows an overview of how we developed the plan.



Before we got going, we wanted to hear a wider range of views. So, we asked the public:

- have we got the issues and proposed responses right?
- what would they do differently?










The feedback provided will be used to help us develop a 10-year plan called Room to Move in the City Centre (R2MCC). It's an action plan that covers how we will use kerbside spaces and council-owned off-street parking areas in the City Centre.



This map shows the boundary for this work.

Engagement activities

We sought out public feedback from 26 February to 30 March 2025.¹





		
Created a project webpage , including an online feedback map and survey	Online advertisements (209,000 people reached)	Ran social media advertisements (857,00 people reached)
		
Ran newspaper advertisements and stories	Advertisements on screens in office buildings and on bus stops (111,000 people reached)	Brochures distributed to pedestrians, taxi and delivery drivers, cyclists, scooter riders, and motorists
		
Sent emails to hundreds of key interest groups	Sent letters to residential premises and businesses near short-term proposals ready for implementation	Held 4 public drop-in information sessions and several meetings with key interest groups

¹ Prior to the public feedback period, we engaged with numerous key interest groups from the City Centre. Using meetings, a workshop, emails, and an online feedback form, they helped us identify issues related to kerbside space and parking, as well as proposal to fix them.

Your feedback: Summary information

Total feedback received

We received 729 submissions across the feedback channels below. We also held four public drop-in sessions; a summary of the sessions is outlined in [Appendix 2](#).

			
510 online survey submissions	87 mailed-in submissions	112 pins drop on our feedback map	20 emailed submissions

Importance of issues identified

Our public survey included tick-box questions to gauge the importance of the issues we've been hearing from city centre interest groups. These are the results:

Importance of addressing R2MCC issues

For easier comparisons between issues, respondents that selected "Not sure" are excluded from this graph



Summary of feedback: Topics

This section provides a summary, by topic, of the feedback received. A more detailed summary is available in the section [Your feedback: Detailed information](#).

Please note:

- For each of the topics outlined below we asked people what they thought of the issues and proposals we had identified with key interest groups. Respondents were also given the opportunity to provide additional comments.
- For the issues, there were tick-box questions where respondents could identify if they thought each issue was “Important to address”, “Not important to address”, or they were “Unsure / had no opinion”. These results are shown in the pie graphs below and the bar graph on the previous page; for easier comparisons between issues “Unsure / no opinion” has been excluded from the reporting.
- There were also open-ended questions for respondents to share their thoughts on the issues, our proposals to respond to them, and to provide further comments. Often multiple respondents would make the same point, but some would frame it as an issue, while others would frame it as a high-level proposal. To avoid ‘diluting’ important themes and to ensure the cohesiveness of reporting, we grouped comments like this into single themes.

Taxis, rideshare/Ubbers, pick-up/drop-off, and mobility parking

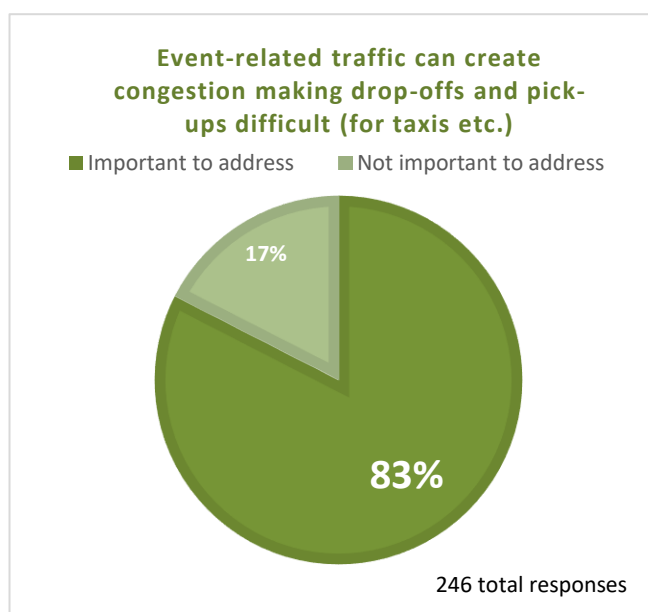
Issues (as shared with the public)

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

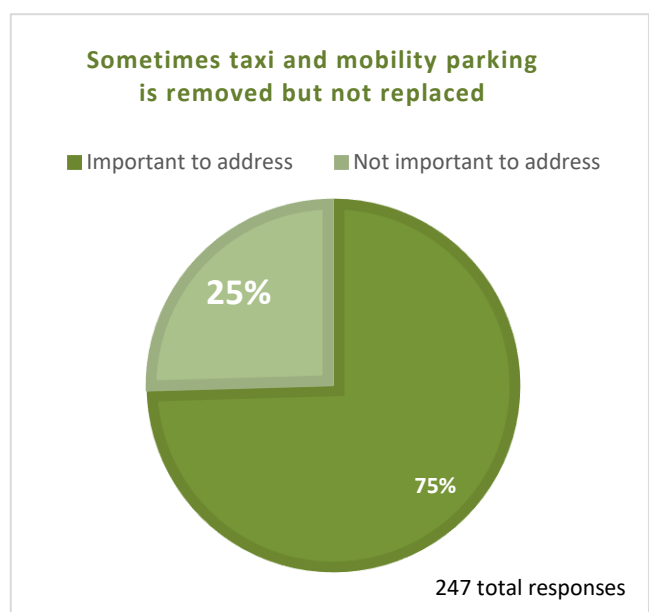
Ideas to respond (as shared with the public)

- Create more time-restricted parking and spaces for taxis and Ubbers, including kerbside spaces that change use throughout the day/night
- Install new mobility parking
- Investigate digital signage to provide real-time information like parking availability and pricing
- Improve customer information like on the website and AT Parking App
- Improve enforcement and compliance, including more CCTV and physical barriers
- When making improvements like wider footpaths, ensure taxi and mobility parking is retained or replaced nearby
- Investigate dedicated pick-up and drop-off zones for Ubbers; in some areas, Ubbers will be restricted to these zones
- Investigate improvements to traffic management plans, particularly for large events

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
275	Suggestions for on the ground changes related to taxi, rideshare/Uber, and/or pick-up / drop-off parking
114	Want more taxi, rideshare/Uber, and/or pick-up / drop-off parking
51	Improve enforcement and compliance (46 people specifically stated non-compliant parking by taxis and rideshare/Uber is an issue)
47	Taxi, rideshare/Uber, and/or pick-up/drop-off parking is important near entertainment venues
41	Need for more mobility parking (it was commonly mentioned that mobility parking near entertainment and event venues is important)
31	More taxi, rideshare/Uber, and/or pick-up/drop-off parking is required near Aotea Square/Centre
30	Taxi, rideshare/Uber, and pick-up/drop-off parking close to key destinations is important for older people and those with disabilities

Freight, couriers, servicing, and tradespeople

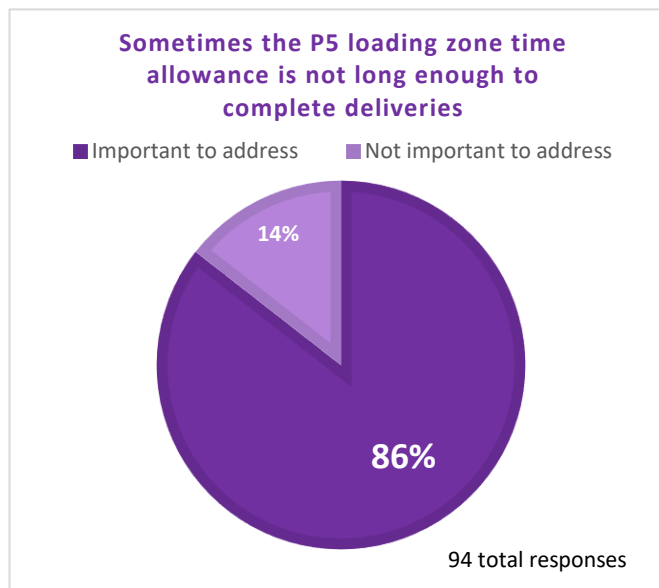
Issues (as shared with the public)

- Due to misuse or shortages of loading zones, it's difficult for some businesses and residents to get deliveries
- Sometimes the P5 loading zone time allowance is not long enough to complete deliveries
- Tradies often struggle to find parking near their job sites, making it difficult to access their tools and supplies
- Often delivery vehicles that can't find loading zones are parking illegally, like on footpaths
- Some areas of the city are hotspots for couriers
- Sometimes loading zones are removed but not replaced when improvements, like wider footpaths, are made
- Can deliveries be made more efficiently

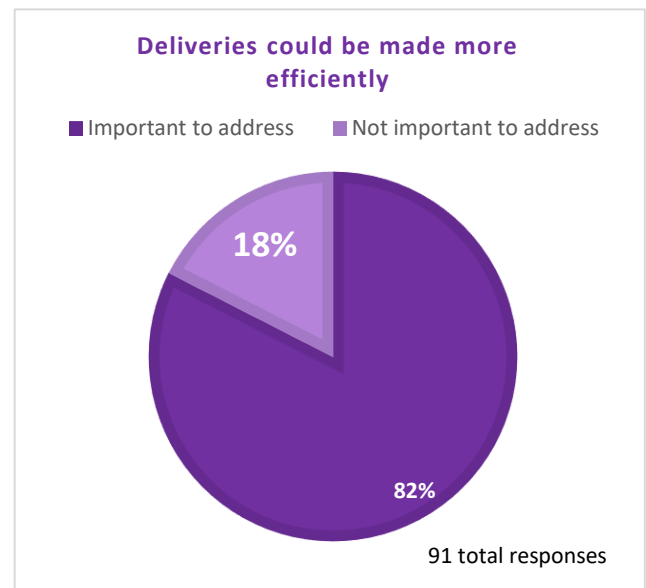
Ideas to respond (as shared with the public)

- Install, upgrade, or extend loading zones, including kerbside spaces that change use throughout the day/night
- Change the permitted use time for loading zones (e.g. P5 to P10) or the operating times (e.g. 9am-3pm to 8am-6pm)
- Investigate bookable loading zones, which could make it easier for tradies to park near their worksite
- Improve enforcement and compliance, including more CCTV and physical barriers
- When making improvements like wider footpaths, ensure loading zones are retained or replaced nearby
- Encourage off-peak deliveries by using incentive-based or voluntary programmes
- Investigate logistics hubs, where goods can be collected, sorted and redistributed for their final destinations
- Encourage deliveries by low-emission vehicles and cargo bikes, such as reserving spaces in premium locations, financial support and/or subsidised training
- Investigate installing digital signage to provide real-time parking information
- Improve customer information on loading and servicing locations and availability

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
31	Suggestions for on the ground changes related to freight, couriers, servicing, and tradespeople
33	Support installing, upgrading, or extending loading zones (most people mentioned that they are needed for deliveries)
26	Support improving enforcement and compliance, including more CCTV and physical barriers (the most commonly mentioned issue was delivery vehicles parking on cycleways and footpaths)
12	Support encouraging off-peak deliveries by using incentive-based or voluntary programmes
11	Support encouraging deliveries by low emission vehicles and cargo bikes
10	Support changing the permitted use time (e.g. P5 to P10) or the operating times (e.g. 9am-3pm to 8am-6pm) for loading zones (increasing the permitted use time was mentioned significantly more than increasing operating times)
9	Tradies need their vehicles for tools/equipment and may refuse jobs in the city centre due to lack of parking options

Buses and bus passengers

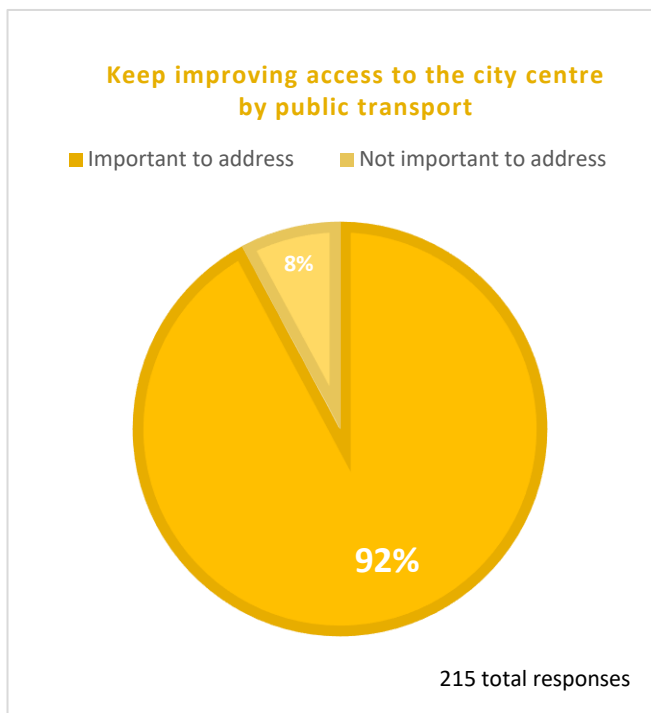
Issues (as shared with the public)

- General vehicles using bus lanes and bus stops is an issue
- Keep improving access to the City Centre by public transport
- Reduce bus delays due to congestion and maximise the efficiency of bus lanes
- Some bus stops need signage, safety and accessibility improvements
- Shortage of pick-up/drop-off spaces for coaches near some destinations

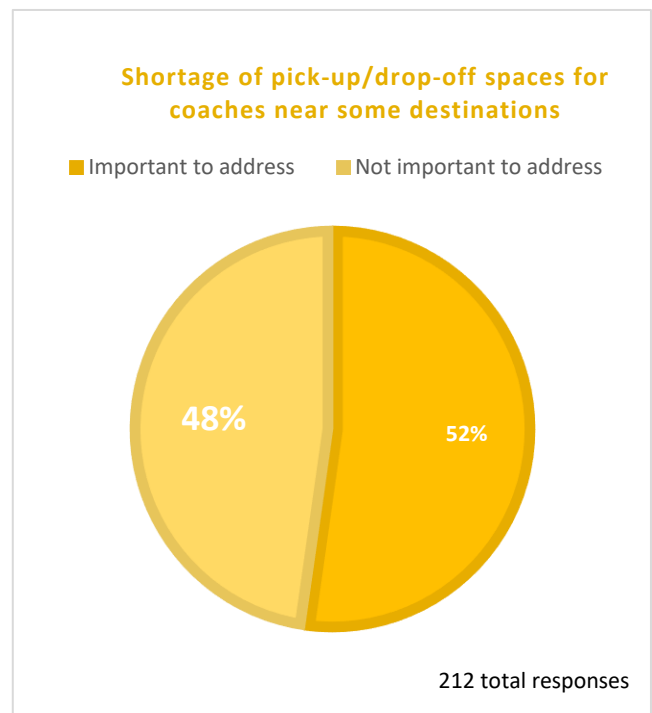
Ideas to respond (as shared with the public)

- Improve enforcement and compliance, including more CCTV
- No further bus proposals were shared in R2MCC, but there are other projects in the City Centre that respond to the issues noted above, including the [City Centre Bus Plan](#), [Wellesley Street Bus Improvements](#), and [Karanga-a-Hape Station precinct integration project](#).

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
41	Suggestions for on the ground changes related to buses and bus passengers
36	Public transport needs improvement / investment and/or is important / a priority
24	Need more bus lanes and/or bus priority at intersections
17	Support improving enforcement and compliance, including more CCTV (several people mentioned increasing fines or applying demerit points for driving/parking in bus lanes)
11	There are too many bus lanes / commit less space to buses (they increase congestion)
8	Need better/ more reliable signage at bus stops for passengers (several people also mentioned that better shelter and seating is required at bus stops)

General vehicles and motorcycles

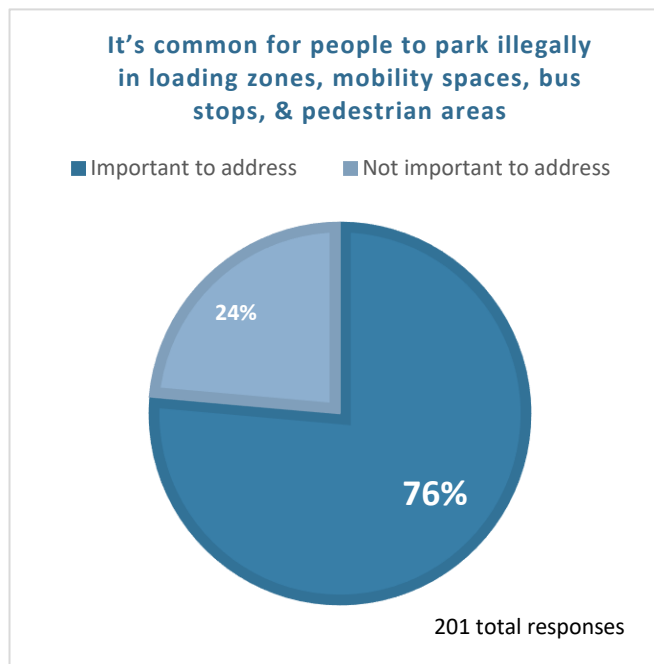
Issues (as shared with the public)

- General vehicle parking is still important for the economy and for access to the City Centre
- Restrictions aiming for 85% occupancy of parking spaces is a good idea. Parking is well-utilised, but spaces are available when needed
- If on-street parking is converted to other uses it needs to create a greater benefit for the community
- Many Aucklanders do not support converting off-street parking areas to other uses
- It's common for people to park illegally in loading zones, mobility spaces, bus stops and pedestrian areas
- The AT parking app could be upgraded and be promoted better
- Often event-related traffic creates congestion making drop-offs and pick-ups difficult
- There needs to be more spaces to park motorcycles and mopeds

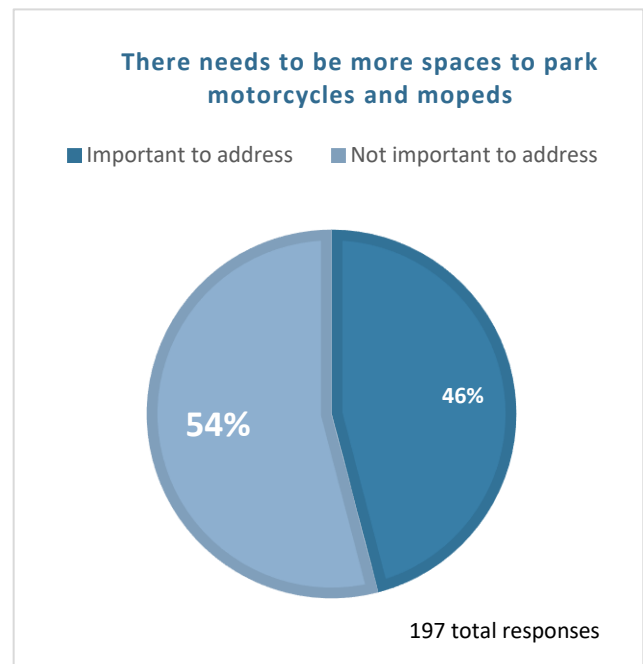
Ideas to respond (as shared with the public)

- Changes to parking restrictions to achieve 85% occupancy, like changing time-limited parking to paid parking or extending parking restrictions into the weekends
- Flexible use of kerbside space, such as unused road space reverting to taxi parking in the evenings when it's not used
- Investigate digital signage to provide real-time information on parking availability and restrictions.
- Repurpose some on-street spaces to higher-value uses to respond to community issues such as short-term parking, mobility parking, and loading zones
- Proposals for Railway Station, Fanshawe Street, Victoria Sports Park, and Beach Road Carparks
- Continue to manage off-street parking in alignment with Council direction
- Improve enforcement and compliance, including more CCTV and physical barriers
- Improve customer information on the AT website and parking app
- Investigate improvements to traffic management plans, particularly for large events
- Install new motorcycle parking

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
58	Suggestions for on the ground changes related to general vehicles and motorcycles
69	Concerned about proposal to repurposing some on-street spaces to higher-value uses (most requested that no more on-street parking is removed)
48	Need more on-street general vehicle parking
47	Concerned at continuing to manage off-street parking in alignment with Council direction (most mentioned that off-street parking is important)
39	They city is worse and/or coming to the City Centre is less attractive due to traffic lane removal, parking removal and/or price increases
36	Support repurposing some on-street spaces to higher-value uses
36	Concerned about managing parking restrictions to achieve 85% occupancy (most said that parking prices need to be reasonable, cheaper, or free)
28	Want more on-street parking removed, don't want any on-street general parking, and/or other uses of space are more important

Pedestrians and spaces for people

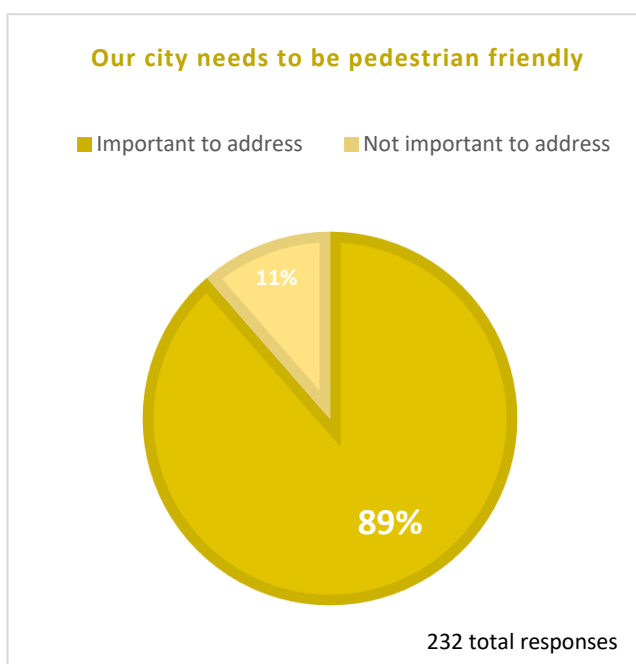
Issues (as shared with the public)

- Our city needs to be pedestrian-friendly – no matter how people arrive in the city centre, they need to get around safely and easily
- Some footpaths are too narrow
- New green spaces would make the city a more attractive place to spend time
- Some businesses want more space for dining, seating, or gardens in front of their premises. These initiatives enhance street activity and vibrancy
- Scooters are blocking footpaths
- Illegal parking on footpaths and in shared spaces is problematic in some areas

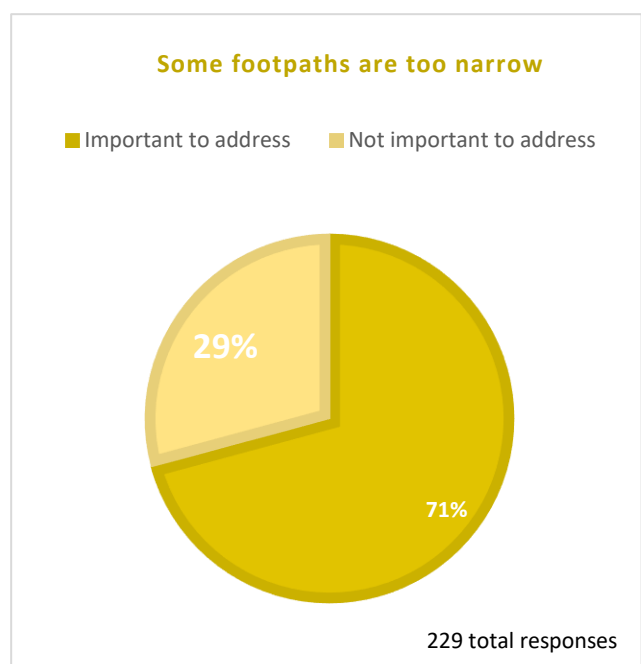
Ideas to respond (as shared with the public)

- Widen narrow footpaths
- Safety improvements for pedestrians, such as installing pedestrian crossings
- Convert kerbside spaces, or space in off-street parking areas, to outdoor dining, seating, or plantings
- More bicycle/scooter parking, including investigating zones where shared e-scooters and e-bikes must be stored between rides
- Improve enforcement and compliance, including more CCTV and physical barriers

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
96	Suggestions for on the ground changes related to pedestrians and spaces for people
49	Support footpath improvements (most said space for pedestrians is more important than space for cars)
37	Support converting kerbside spaces, or space in off-street parking areas, to outdoor dining, seating, or plantings (21 comments supported outdoor dining and seating, 22 comments supported more greenspaces)
32	Support safety improvements for pedestrians, such as installing pedestrian crossings (most said space for pedestrians is more important than space for cars)
21	Want improved maintenance and cleaning of pedestrian spaces (comments raised issues with holes, uneven levels, loose bricks, tree roots, and/or slippery surfaces)
19	Concerned about footpath improvements (most said the city is already friendly enough)
14	Support improving enforcement and compliance (most said better enforcement is required of vehicles parking or driving on footpaths)

Cycling and scootering

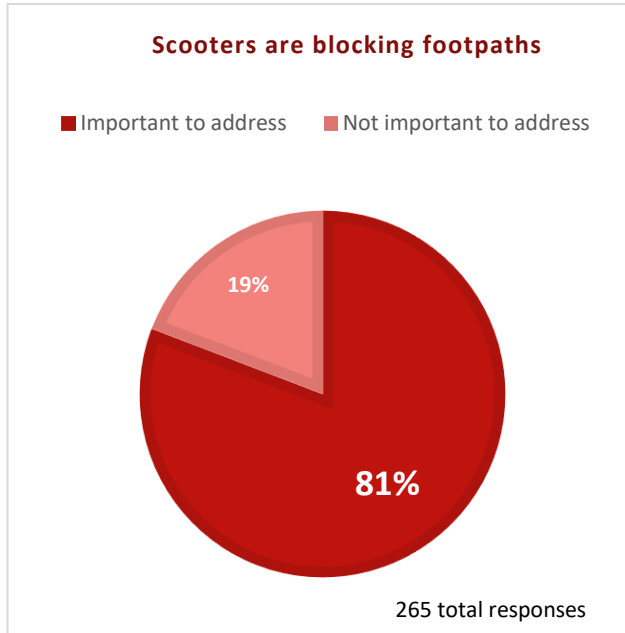
Issues (as shared with the public)

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

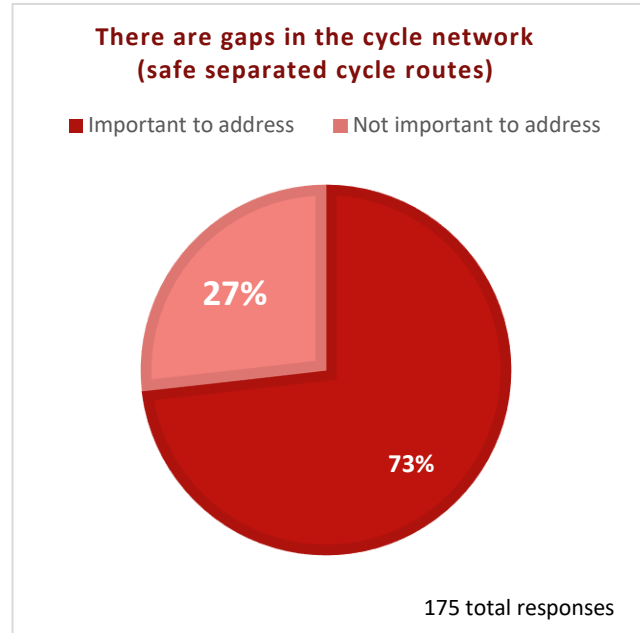
Ideas to respond (as shared with the public)

- More bicycle/scooter parking, including investigating zones where shared e-scooters and e-bikes must be stored between rides
- Safety improvements for cyclists and scooters such as installing “no stopping” lines to improve visibility
- There are no cycle lane proposals in R2MCC. However, other projects do, like [Te Hā Noa - Victoria Street](#) and [Karanga-a-Hape Station precinct integration project](#)

Feedback – Most important issue to address



Feedback – Least important issue to address



Feedback – Key themes & number of mentions

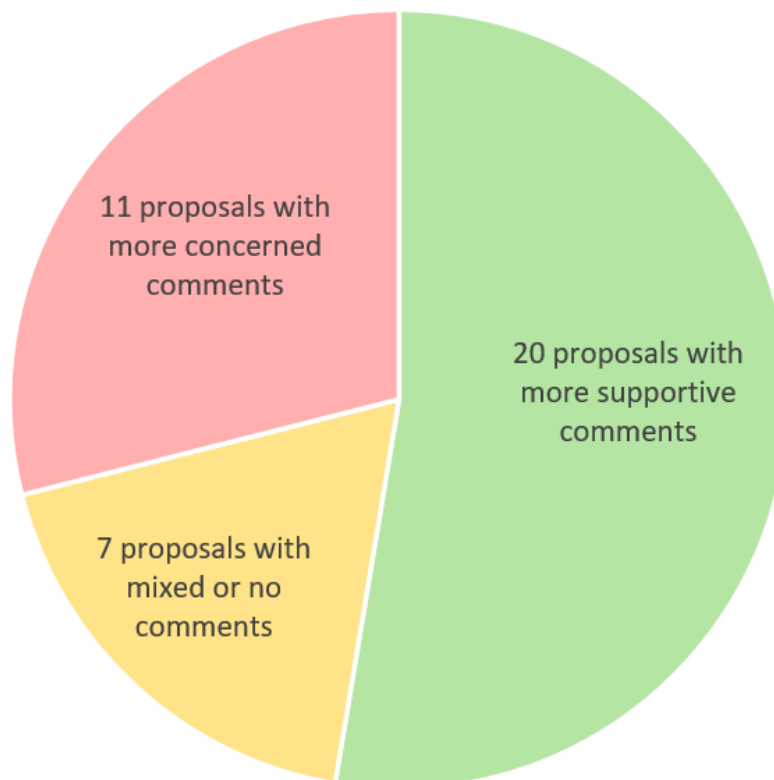
Below are the key feedback insights on this topic, they were drawn from all the feedback on issues, proposals, and other comments. The number next to each theme indicates how many respondents contributed to it.

No. of mentions	Theme
63	Suggestions for on the ground changes related to cycling and scootering
44	Scooters are a danger to pedestrians and/or are dangerous on footpaths (speed and aggressive behaviour were the most frequently mentioned issues)
36	Want the cycle network to be connected (19 new cycleways were suggested and it was commonly mentioned that cycling feels unsafe due to an unconnected network)
27	Cyclists are dangerous (the most frequently mentioned concern was that they ride on footpaths and use pedestrian crossings)
26	Comments supported increasing cycle and scooter parking
21	People requested that scooters be banned from the city centre (14 people requested scooters are banned from riding on the footpath)
20	Comments supported allocated areas where scooters must park (many people mentioned that scooters parked on the footpath are dangerous and an issue for people with disabilities)
20	Support safety improvements for cyclists and scooters (the most frequent comment was that it feels unsafe on unconnected facilities)

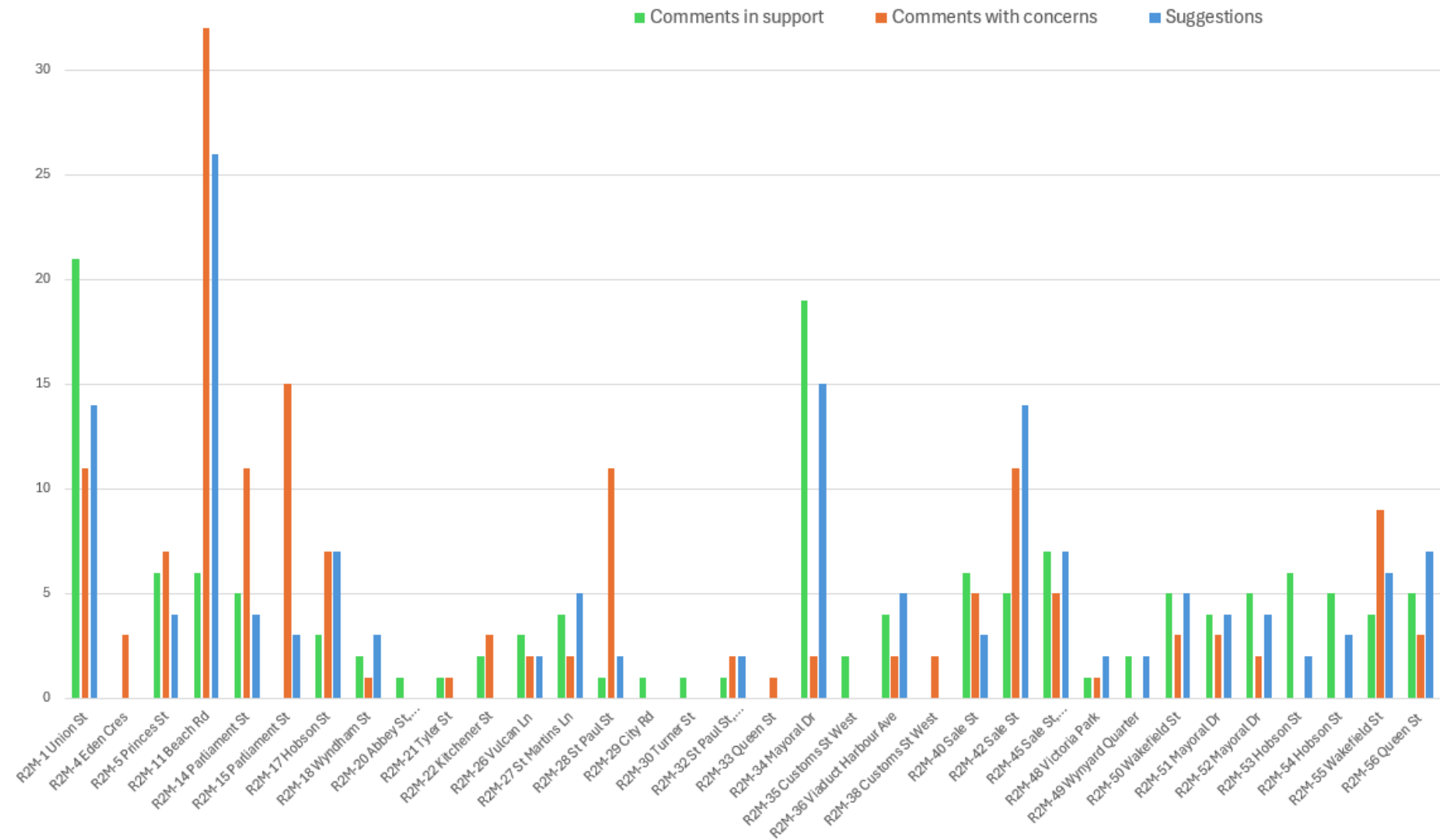
Summary of feedback: On-the-ground proposals

R2MCC contained 46 'on-the-ground' proposals, we received feedback on 40 of them. For most proposals there was a majority of submitters in support. The graph below and on the following page outline the sentiment of comments towards the R2MCC on the ground proposals. A more detailed summary is available in the section [Detailed feedback: On the ground proposals](#).

The sentiment of comments towards on the ground proposals



Sentiment towards each R2MCC on the ground proposal



Next steps

We are using community feedback to inform the City Centre parking management plan.

This feedback gives us a better understanding of community views of transport and access. For instance, confirmation of issues around loading zone provisions and operation; and better insight into low community acceptance of our operational policies for parking management.

We have gathered a better understanding of on-the-ground issues and the way that kerbsides are used by the community. This will inform and refine our designs.

The next steps are to gain approval for the plan to progress to design and delivery, noting that many of the smaller-scale changes (i.e. signage and line-marking) should be able to be progressed and delivered quickly.

June-August 2025

- Seek approvals for this plan
- Communicate the outcome of the public engagement and how it has shaped the plan

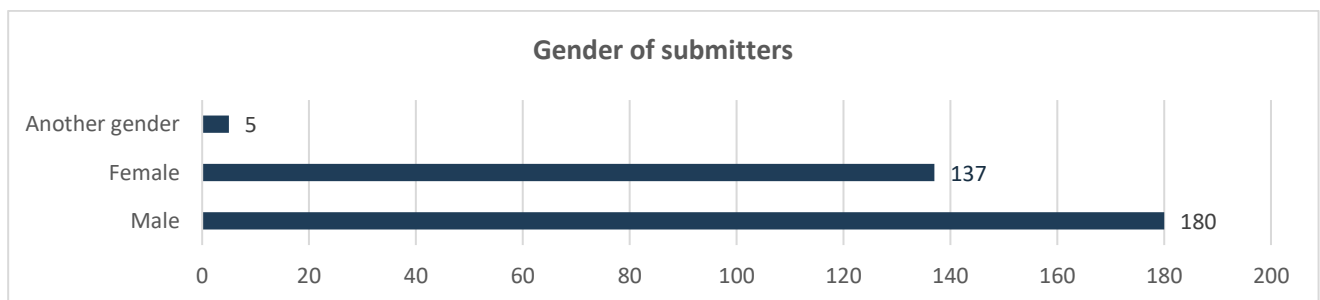
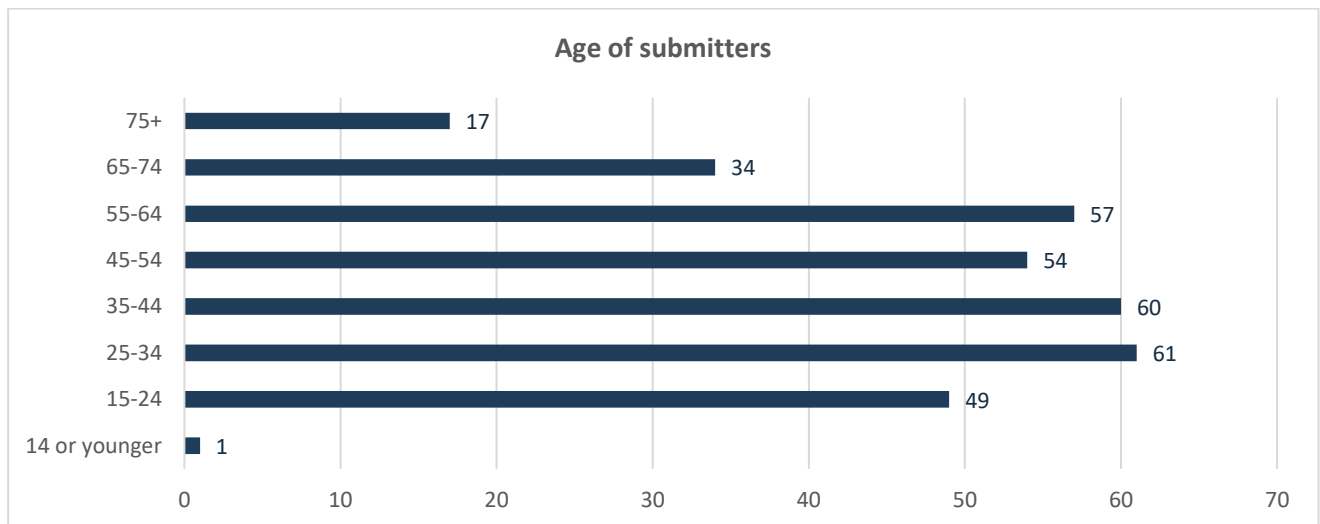
September 2025 onwards

- Start implementing short-term proposals (where owners and occupiers of nearby premises have been consulted)
- Investigate suggestions from public feedback received in March 2025
- Develop other proposals to improve parking and kerbsides
- Update R2MCC as necessary

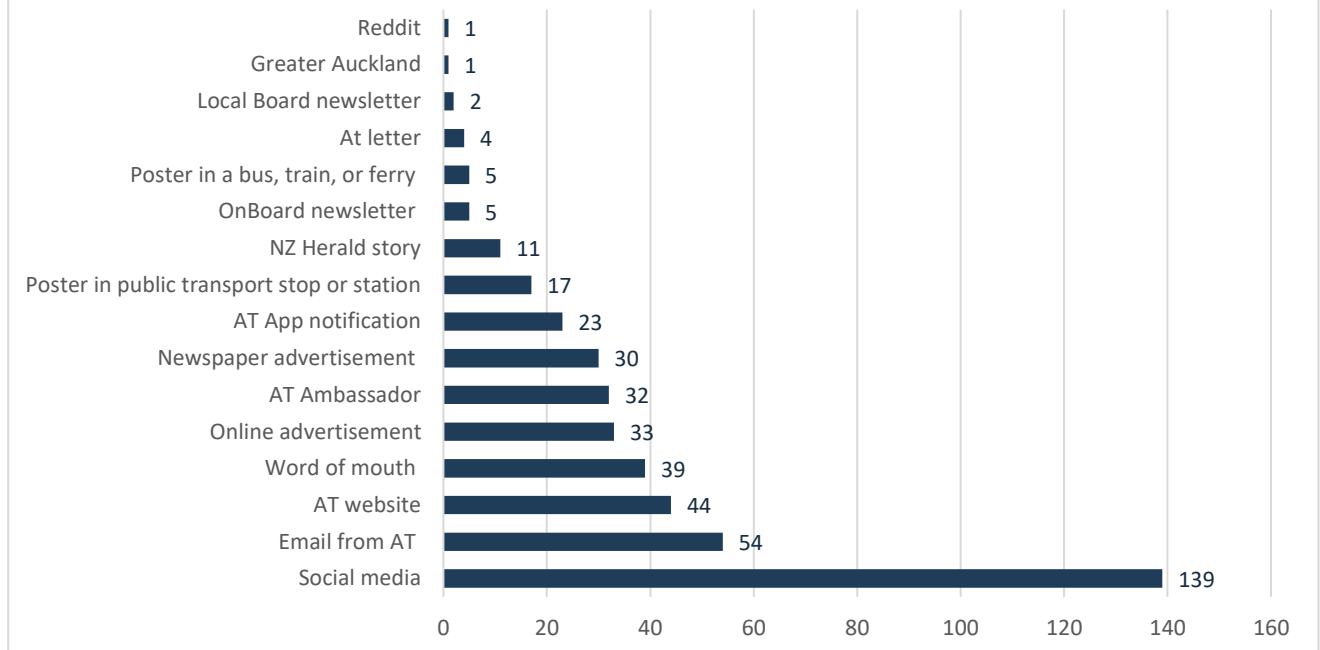
Your feedback: Detailed information

From 26 February to 30 March 2025, we received 729 submissions across several [feedback channels](#).

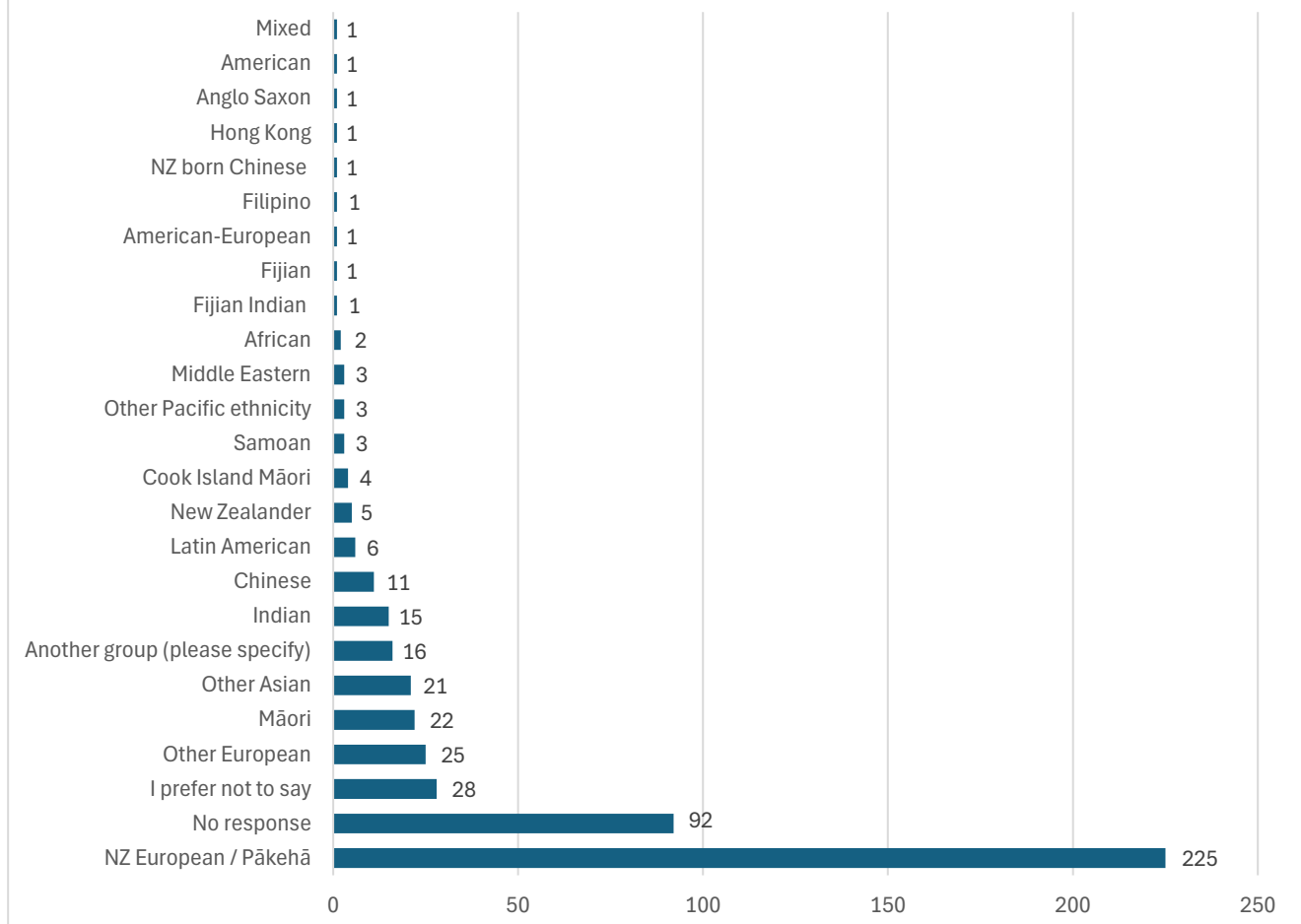
Information about submitters



How submitters heard about the public consultation



Ethnicity of submitters



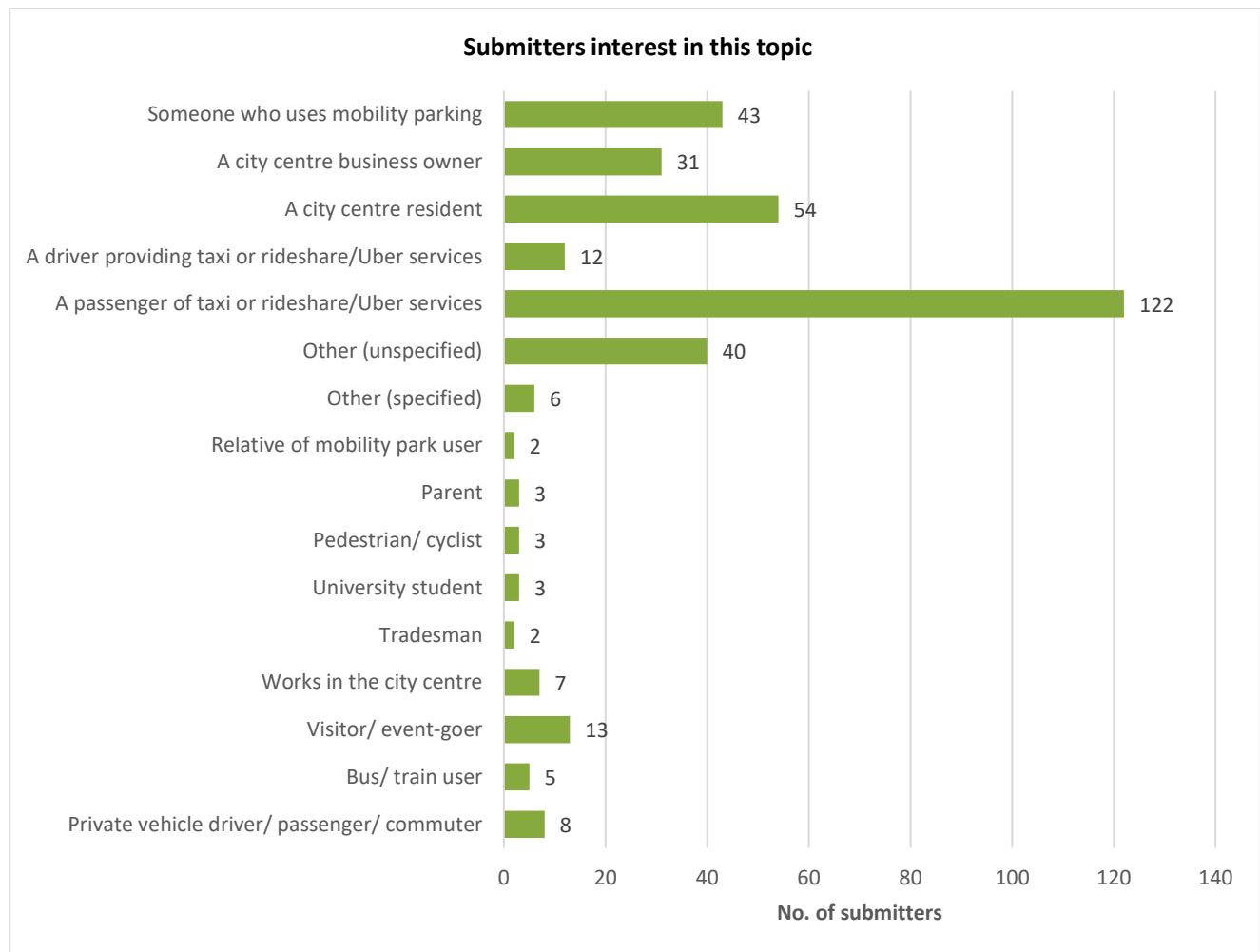
Detailed feedback on each topic

This section provides a detailed overview, by topic, of the feedback received. A less detailed summary of feedback is available in the section [Your feedback: Summary information](#).

Please note:

- For each of the topics outlined below we asked people what they thought of the issues and proposals we had identified with key interest groups. Respondents were also given the opportunity to provide additional comments.
- For the issues there were tick-box questions where respondents could identify if they thought each issue was “Important to address”, “Not important to address”, or they were “Unsure / had no opinion”. These results are shown in the bar graphs throughout this section; earlier in the report is a [bar graph showing the results of all the tick-box questions](#). For easier comparisons between issues “Unsure / no opinion” has been excluded from the reporting.
- There were also open-ended questions for respondents to share their thoughts on the issues, our proposals to respond to them, and to provide further comments. Often multiple respondents would make the same point, but some would frame it as an issue, while others would frame it as a high-level proposal. To avoid ‘diluting’ important themes and to ensure the cohesiveness of reporting, we grouped comments like this into single themes.

Taxis, rideshare/Ubbers, pick-up/drop-off, and mobility parking

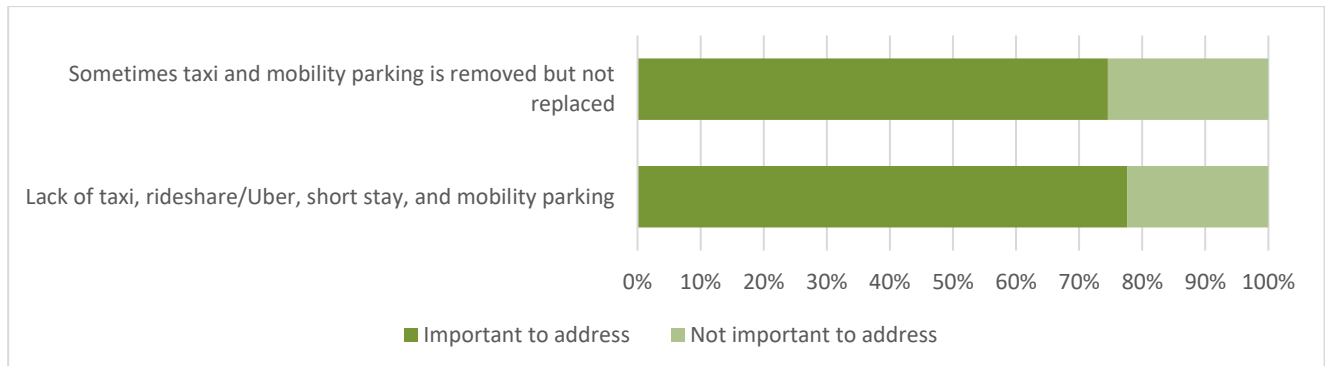


Please note:

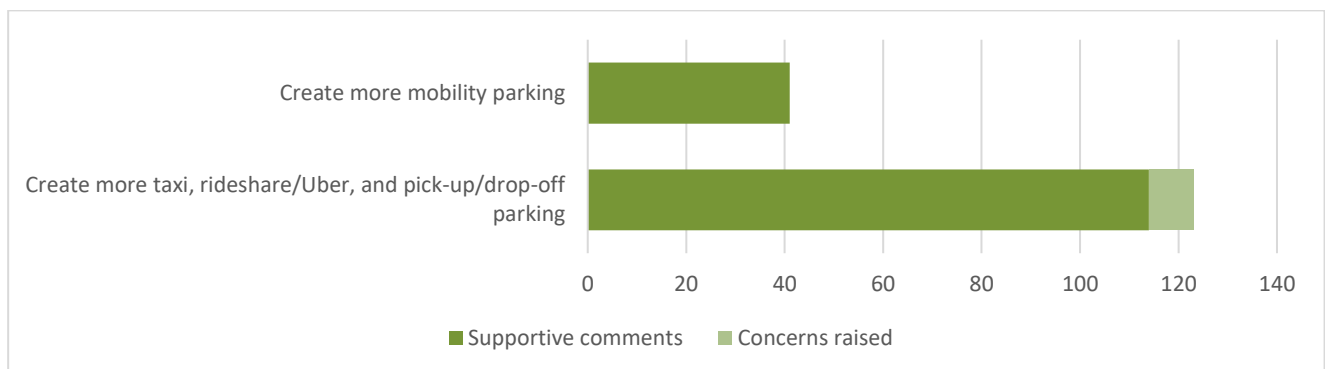
- “Other (specified)” consisted of the following responses: Bus driver; organisation for disabled people; Auckland resident, Wynyard Quarter TMA, organisation for cyclists.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issues 1 and 2




Related proposals



Comments on these issues and proposals

Note: numbers in brackets () indicate how many submitters made that comment



Supportive comments

Mobility parking

- Mobility parking near entertainment and event venues is important. (23)
- On-street mobility parking spaces are more important than spaces in parking buildings. (2)
- R2MCC does not propose enough new mobility parking spaces. (1)
- Turn loading zones into mobility parking spaces at night and on weekends. (1)
- Allow mobility vehicles to park in short-stay and taxi parking spaces (without time restrictions). (1)
- A map showing the location of mobility parking would be helpful. (1)
- Often on Sat night and other peak times, the "carpark full" sign goes up on the Civic car park, but disabled car parks are still available. There needs to be a solution for this problem. (1)

Taxi, rideshare/Ubbers, and pick-up/drop-off parking

- Generally, support more taxi, rideshare/Uber, and/or pick-up / drop-off. (109)
- Taxi, rideshare/Uber, and/or pick-up/drop-off parking is important near entertainment/event venues. (47)
- Taxi, rideshare/Uber, and pick-up/drop-off parking is important for people with disabilities and the elderly (need to be dropped off close to their destinations). (30)

- Provide parking for Uber Eats deliveries. (4)
- Allow taxis to park in loading zones after 6pm. (3)
- Allow taxis to pick-up / drop-off anywhere, even broken yellow lines (like in New York). (1)
- Have holding area where taxis must wait before moving into the pick-up/drop-off areas. (2)
- More P15-30 parking spaces (needed for quick shopping). (5)
- More P5 parking spaces. (3)
- Provide pick-up/drop-off spaces near train and bus stations. (3)
- Create private vehicle drop-off zones. (2)



Concerns raised

- Adding more short-term parks for drop offs will only work if they are monitored. (1)
- Taxis and rideshares/Ubbers should pay to use kerbside spaces. (2)



Suggestions for on the ground improvements

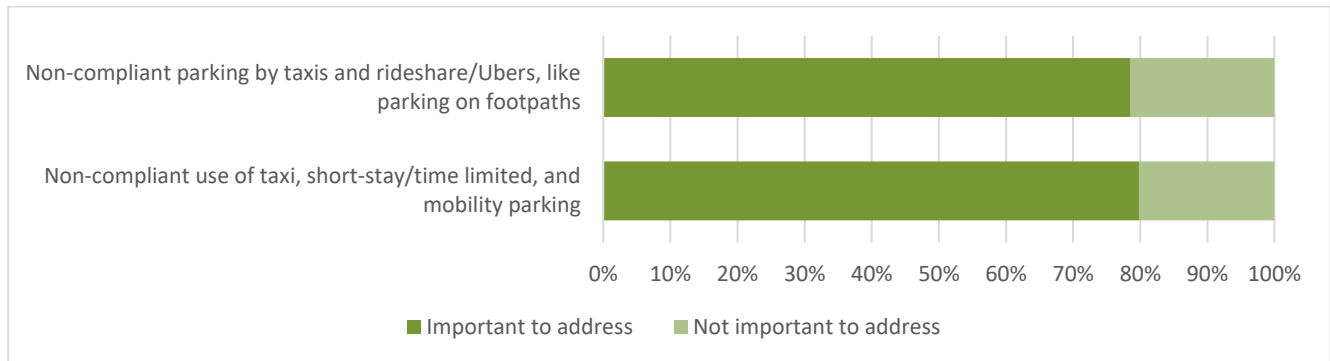
Locations for new mobility parking

- Along Lower Albert Street. (2)
- Near Aotea Square / Centre (note that mobility vans are too tall for the parking building). (11)
- Near Art Gallery. (1)
- Around AUT Campus. (2)
- Near Bledisloe Building on a flat gradient (the old ones were taken away). (1)
- Around Britomart. (1)
- Near the Civic. (6)
- The Civic Car Park. (2)
- Around Commercial Bay. (1)
- Along Customs Street. (2)
- Around Downtown area. (2)
- Ferry terminal. (2)
- Karangahape Road provide raised mobility parking to overcome the raised kerbs and the cycle path. (1)
- Lorne Street (outside library). (1)
- Maritime Museum. (1)
- Along Mills Lane. (1)
- Along Mayoral Drive. (2)
- Along St Paul Street. (2)
- Along Symonds Street from K Rd to University of Auckland. (2)
- Near Q Theatre (the olds ones were taken away). (3)
- Queen Street (outside Smith and Caughey). (1)
- Near Town Hall. (3)
- Near the Viaduct. (3)
- Around Wynyard Quarter (including by the ASB Arena). (2)

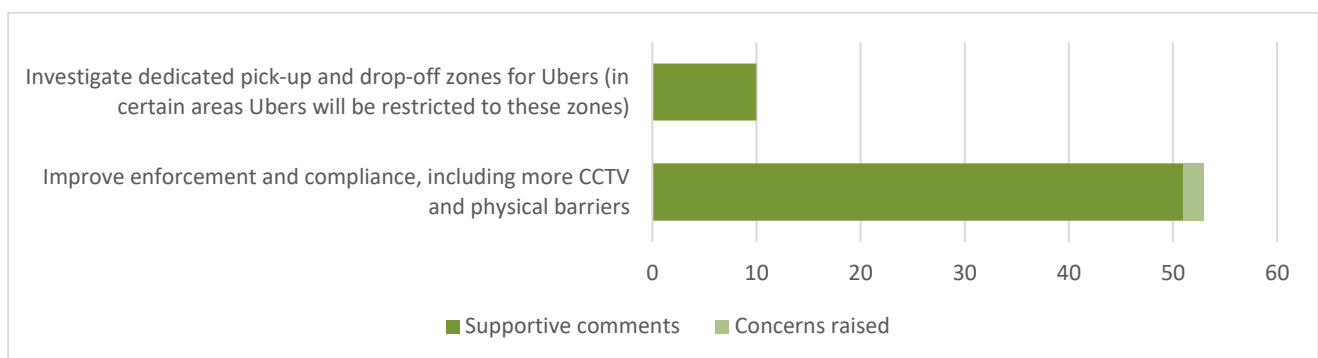
Locations for new taxi, rideshare/Ubbers, and pick-up/drop-off parking

- Airedale Street. (1)
- Along Albert Street (including near the Auckland Council building). (5)
- Near Aotea Square/Centre. (31)
- Beach Road (south side outside Omega Car Hire) needs dedicated taxis and rideshare/Uber parks, as 15 min drop-off zones are used by businesses. (1)
- Near Britomart Station. (4)
- Near the Civic (one suggestion was to make the bus lane on Queen Street a pick-up/drop-off area after 6pm). (24)
- Commercial Bay (including the PWC / H&M area, Broadway). (3)
- Customs Street and Customs Street West (including near the AMP Tower and Mercure Hotel). (2)
- Along Daldy Street (including near the Datacom and Air New Zealand building). (2)
- Customs Street (Emily Place to Albert Street) needs more spaces including ones that are suitable for dropping off people in wheelchairs. (1)
- Graham Street (outside the NZME and Auckland Council buildings). (1)
- Along Hobson Street and at the SkyCity Bus Terminal. (4)
- Keith Street. (1)
- Kingston Street (outside the Ministry of Justice building). (1)
- Kitchener Street (1)
- Lorne Street (including outside library). (2)
- Market Place (NZI building). (1)
- Along Princes Street. (1)
- Along Pitt Street and Karangahape Road. (2)
- Near Q Theatre. (19)
- Around Quay Street (including PWC building) and Intercontinental Hotel. (7)
- Along Queen Street (mainly near concert venues, but also including Grand Windsor Hotel, Smith and Caughey, and west side of road). Consider out-of-hours use of the bus stops near Aotea Square as pick-up/drop-off spaces. (22)
- The EVA area on Queen Street (after 6pm). (1)
- Shortland Street (including outside IAG building). (1)
- SkyCity. (3)
- Spark Arena (removal of pick-up/drop-off spaces means disabled people must now walk an unacceptable distance. Reinstate the spaces). (1)
- Near St James Theatre. (7)
- Near Town Hall. (22)
- Along Tyler Street and around Queen Street: Taxis and rideshare/Ubbers are getting tickets just for dropping people off and are now refusing to drop people off on Tyler Street. People can't even stop to drop off their groceries without getting a ticket. (1)
- Viaduct (including near the AT, KPMG, Microsoft buildings). (5)
- Victoria Street West. (1)
- Wellesley Street West. (1)
- Wyndham Street (between Albert Street and Hobson Street): possible need for more pick-up/drop-off spaces to support Cathedral and hotels. (1)
- Wynyard Quarter (including outside Viaduct Events Centre, Park Hyatt Hotel, ASB Waterfront Theatre). Also, consider using bus stops outside of bus operating hours. (3)

Issues 3 and 4




Related proposals



Comments on these issues and proposals

Note: numbers in brackets () indicate how many submitters made that comment



Supportive comments

Dedicated pick-up/drop-off zones for Ubbers

- Zones would help reduce non-compliant parking. (5)
- Simpler than lots of locations with 1-2 spaces. (2)
- Provide them near entertainment venues/events. (4)

Non-compliant parking / improved enforcement

- Non-compliant parking by Taxi and rideshare/Uber drivers is an issue / improve enforcement (see separate theme). (46)
- Taxis and rideshare/Ubbers are blocking roads and/or vehicle accesses to pick up and/or drop-off passengers. (11)
- Taxis and rideshare/Ubbers are parking or driving on the footpaths. (10)
- Taxis and rideshare/Ubbers are parking or driving on cycle paths. (3)
- Taxis and rideshare/Ubbers are causing congestion and/or circling. (6)
- Taxi and rideshare/Uber drivers commonly use mobility parking spaces. (4)
- Taxis and rideshare/Ubbers are parking are abusing general time limited parking. (4)
- Rideshare/Uber vehicles are dangerous. (5)
- Need more CCTV to prevent non-compliant parking by taxis and rideshare/Ubbers. (3)

- Non-compliant use of mobility parks is an issue / needs better enforcement. (12)
- Increase/large fines for parking in mobility spaces. (3)
- Non-compliant use of taxi, rideshare/Uber, short-stay parking spaces is an issue / needs better enforcement. (4)



Concerns raised

Non-compliant parking / improved enforcement

- Stop ticketing rideshare/Uber eat drivers using loading zones to pick-up or drop-off their orders. (1)
- Don't support bollards/barriers to prevent illegal parking as they create barriers for pedestrians and people with disabilities. Often the bollards are too close together for 1m wide mobility devices to pass through. (1)
- Taxis and rideshare/Ubbers circle and/or park in non-compliant ways due to lack of drop-off spaces. (5)



Suggestions for on the ground improvements

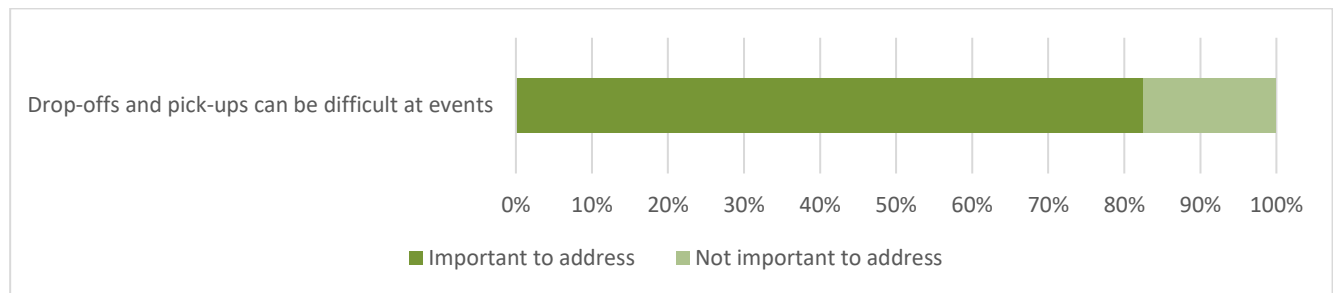
Suggested locations for dedicated pick-up/drop-off for Ubbers

- Britomart / ferry terminal area. (1)
- Mayoral Drive (to service Aotea Centre etc.). (1)
- Wynyard Quarter (outside Viaduct Events Centre, Park Hyatt Hotel, ASB Waterfront Theatre). (1)

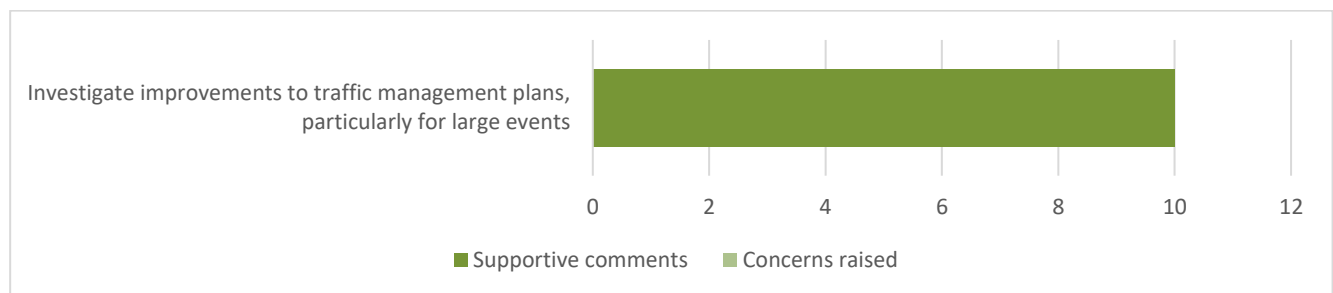
Better enforcement is required at the following locations

- Around Aotea / Civic Theatre (including non-compliant use of mobility parking). (3)
- Beach Road (south side outside Omega Car Hire): 15 min drop-off zones are used by businesses, so there's none left for taxis and rideshare/Ubbers, which is an issue for people with disabilities. (1)
- Around Britomart. (2)
- Customs Street. (1)
- Customs Street West. (1)
- Along Daldy Street, where vehicles are parked in the middle of the road. (1)
- At the ferry terminal. Applies to taxis rideshare/Ubbers, general vehicles, and people using mobility parks. (7)
- Near the hotel by the ferry terminal. (1)
- Lower Hobson Street (next to the overpass, before the street turns right onto Quay Street). (2)
- Along Karangahape Road, where vehicles are parked in the middle of the road). (3)
- Around Project Wave/Lower Nelson Street/Nelson Street. (1)
- Princes Street, as vehicles are often parked on broken yellow lines. (1)
- On Quay Street. (5)
- On Queen Street (including on the footpath on Queen Street between Karangahape Road and Mayoral Drive). (3)
- Symonds Street (between Khyber Pass and Mount Eden Road), taxis and rideshare/Ubbers parking in non-compliant ways. (1)
- In the Viaduct Area, including blocking the walkway. (3)
- In Wynyard Quarter, mobility parks are regularly used by non-permit holders, especially on Sunday afternoons. (1)

Issue 5




Related proposals




Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Need more taxi rideshare/Uber, and short-stay parking at events (including consider creating temporary zones for during the event). (6)
- Events need to clearly communicate where the taxi and rideshare/Uber pick-up / drop-off areas are. (1)
- Taxi, rideshare/Uber, and short-stay parking should be further way from event locations to allow people to disperse quickly. (1)
- Event venue should have well marked and advertised drop-off zones. (1)
- Need enforcement officers during pick-up/drop-off times at events (to monitor taxi and rideshare/Uber behaviour). (2)



Concerns raised

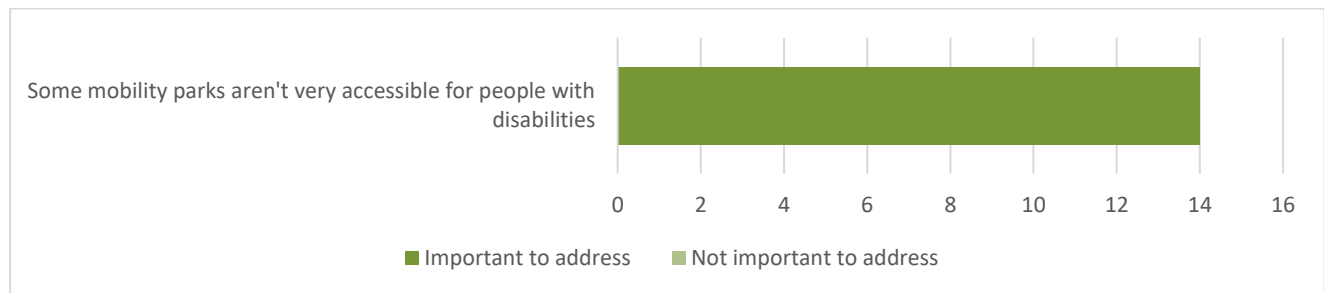
None.



Suggestions for on the ground improvements

None.

Issue 6: NEW issue raised by submitters




Related proposals

None.


Comments on this issue

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Some mobility parks are difficult to park in and/or get in/out of vehicles e.g. on hills. (5)
- Some mobility parks are too small (including being unable to load/unload out the back door, or both side doors at once). (5)
- Mobility parking against kerbs makes it difficult for people with disabilities to get in and out of vehicles. (1)
- Mobility parks on Karangahape Road are very hard to use specifically navigating the raised kerbs and the cycle path. (1)
- Get people with disabilities to test your mobility parking spaces to make sure they are accessible. (2)
- Some mobility vans are too high/tall to enter parking buildings. (5)



Concerns raised

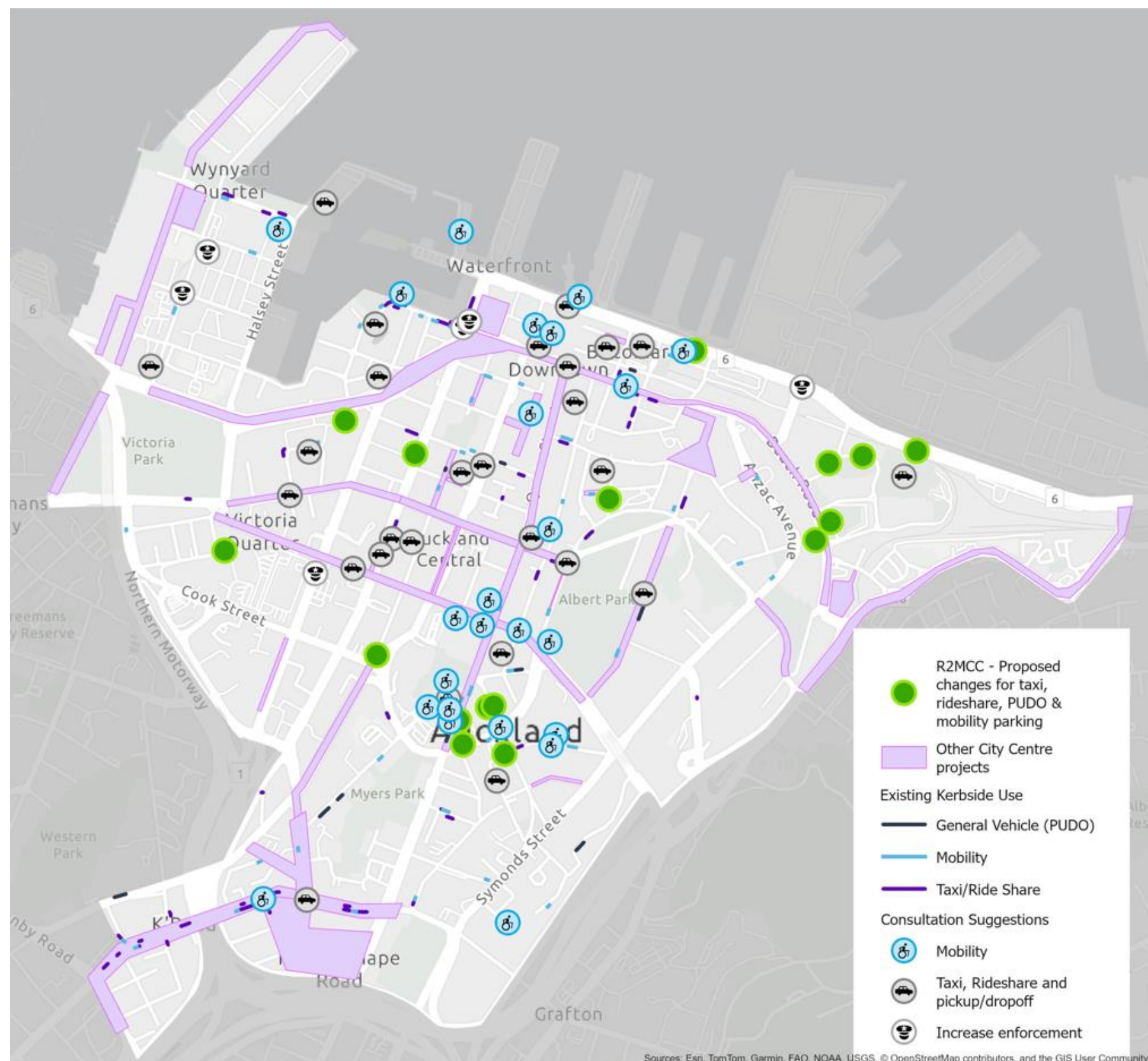
None.



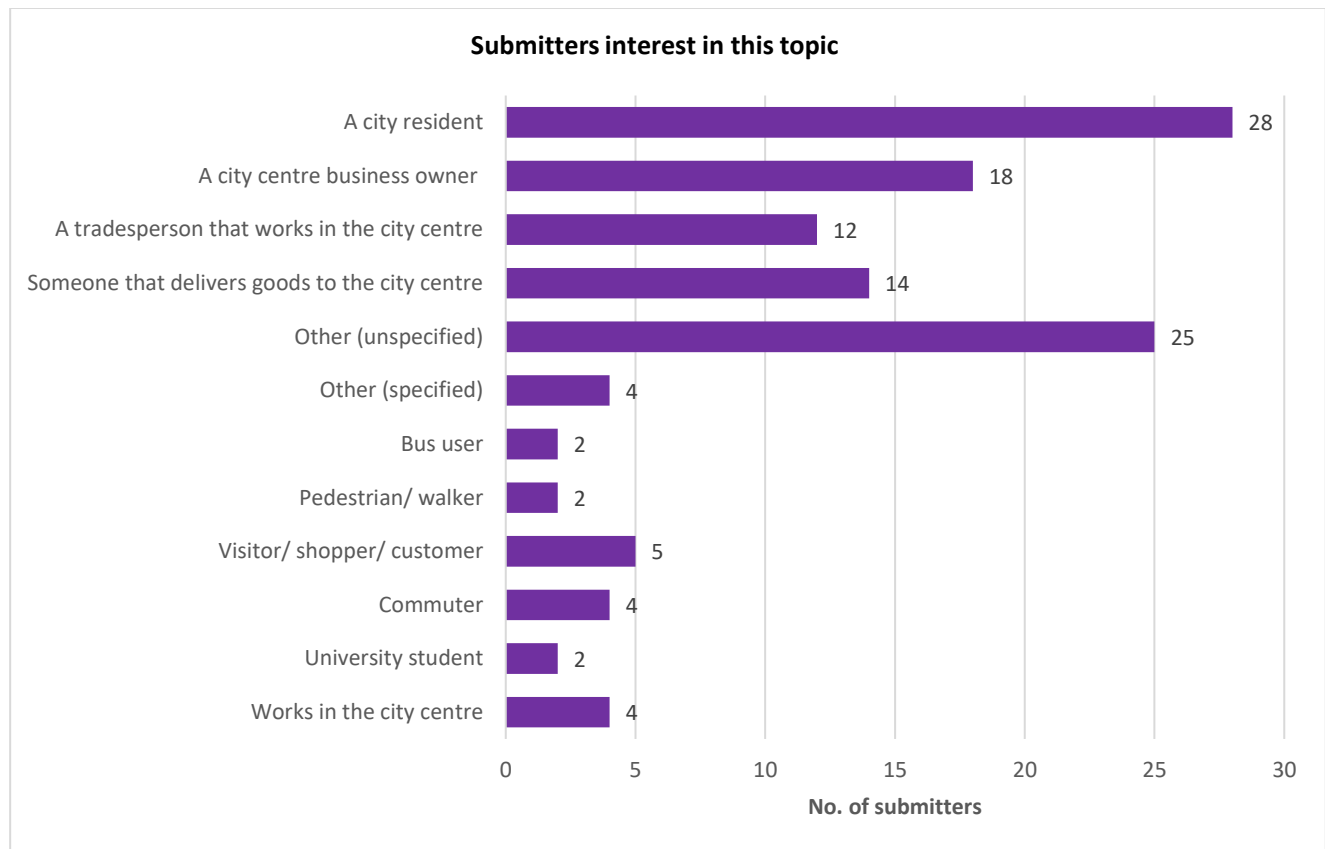
Suggestions for on the ground improvements

None.

Map showing all on the ground improvements suggested for taxis, rideshare/Ubbers, pick-up/drop-off, and mobility parking



Freight, couriers, servicing, and tradespeople

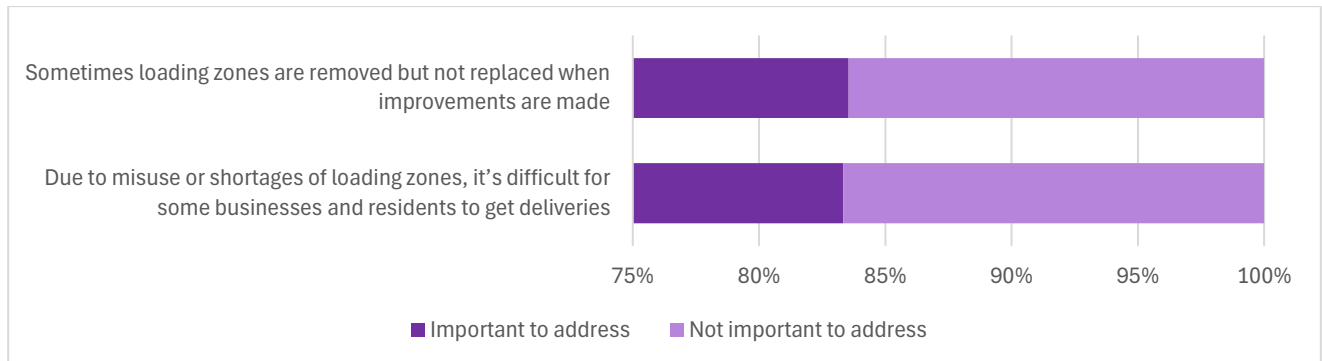


Please note:

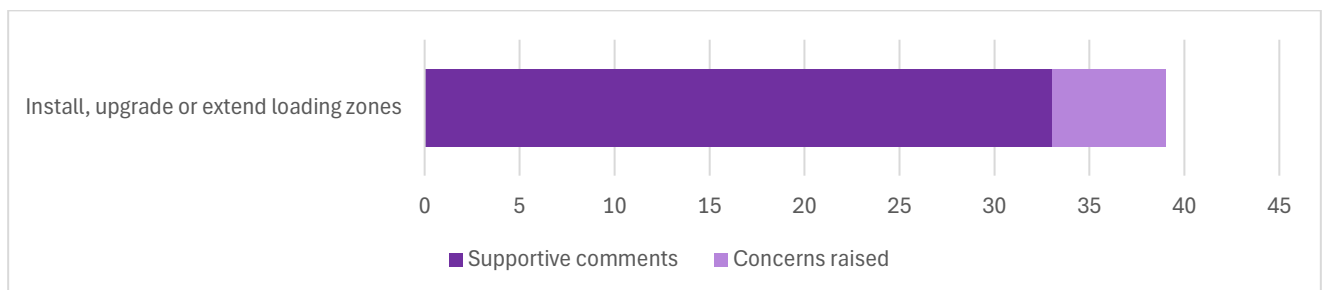
- “Other (specified)” consisted of the following responses: Driver; ratepayer; organisation for cycling; someone with strong urbanist and environmental opinions.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issues 1 and 2 – Note that x- axis does not start from 0




Related proposal




Comments on these issues and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- More spaces need to be made available for deliveries. (26)
- Loading zones for goods vehicles are a higher priority than general vehicles. (5)
- Support digital signage to support dynamic use of kerbside spaces. (1)



Concerns raised

- Businesses should alter delivery times to not compete with parking demand (instead of providing additional spaces). (6)



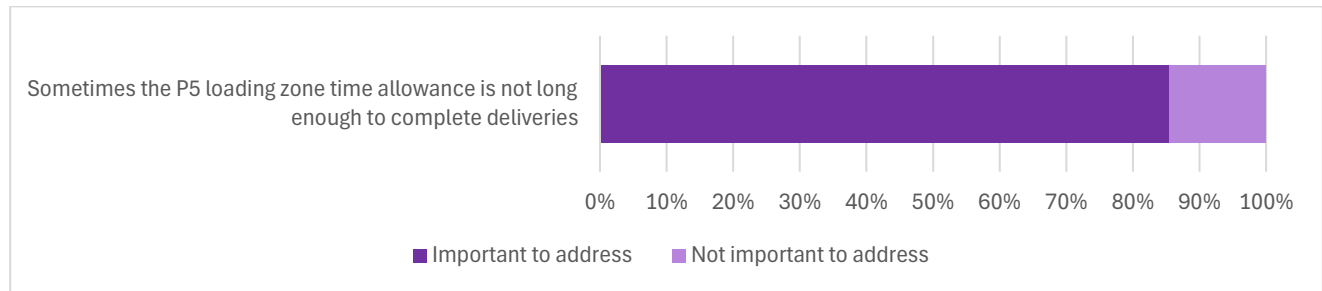
Suggestions for on the ground improvements

- Replace space used for planter boxes with loading zones. (2)
- Allow delivery vehicles to park for up to 15mins in shared spaces. (1)

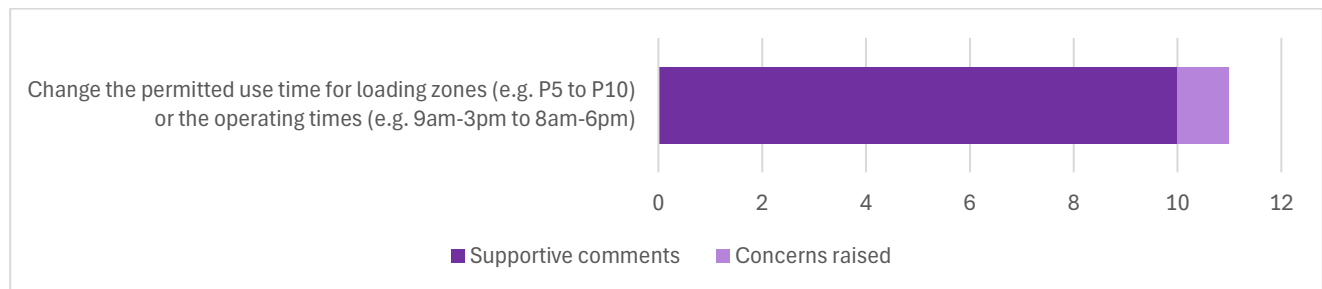
Loading zones are required in the following locations

- Albert Street. (2)
- Beach Road / Tangihua intersection, as lots of delivery vehicles use the footpath. (1)
- At Britomart, replace planter boxes with loading zones. (1)
- Elliot Street. (1)
- Federal Street, between Victoria Street and Kingston Street. (1)
- Greys Avenue (outside the Kainga Ora development). (1)
- Hobson Street. (1)
- Karangahape Road and surrounding area. (2)
- Lorne Street. (1)
- Mayoral Drive needs loading zones in general, and a bus stop should be replaced with P5 loading zone. (1)
- Mills Lane. (2)
- Quay Street near Britomart. (1)
- Queen Street. (4)
- Wellesley Street outside Sudima Hotel (service trucks/buses park on the footpath due to no loading zone). (1)
- Wellesley Street West. (1)
- Wyndham Street between Albert Street and Hobson Street. (1)
- Wynyard Quarter, following engagement with community to determine requirements. Consider use of existing bus stops at appropriate times to maximise existing infrastructure. (1)

Issue 3






Related proposal

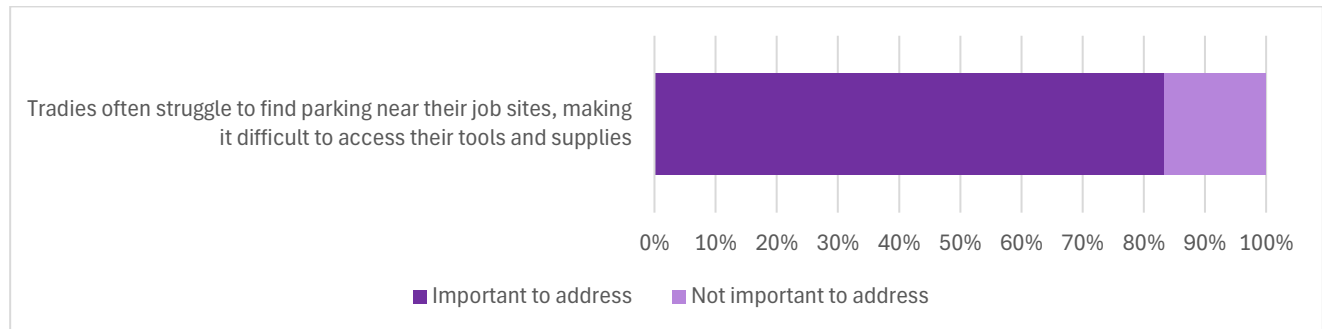


Comments on this issue and proposal

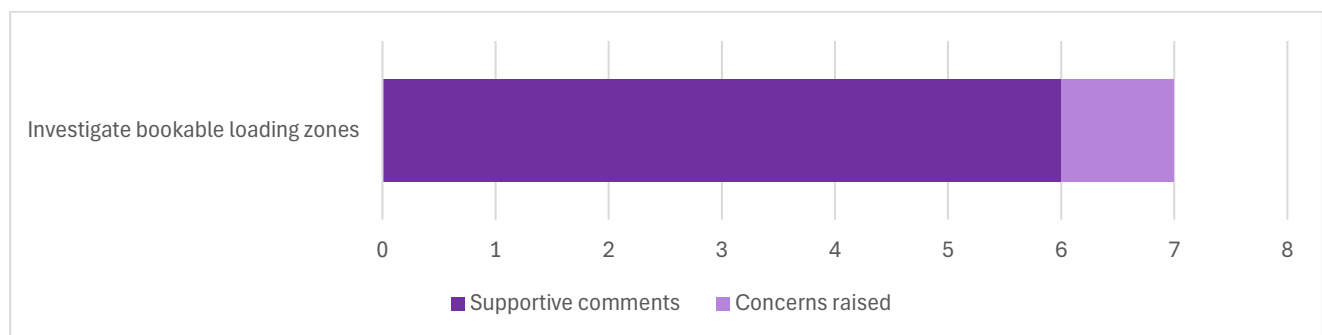
Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4> <ul style="list-style-type: none"> The operating times for many loading zones change use after 11am, but deliveries carry-on all day. (2) Support increasing the permitted use time for loading zones. (9) Support increasing the permitted use time for loading zones to 10mins. (2) Support increasing the permitted use time for loading zones to 15mins. (5) Support increasing the permitted use time for loading zones to 30mins. (4)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> None.
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Loading zones should revert to car parks outside of business hours. (1)

Issue 4




Related proposal



Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Tradies need their vehicles for tools/ equipment and may refuse a job in the CBD for lack of parking options. (9)
- Tradies are passing on the costs of parking and time to customers, which hurts businesses. (5)
- Lack of parking makes business difficult for tradespeople with disabilities. (1)
- Fire and emergency support personnel need parking closer to their worksite to carry equipment like ladders. (2)
- Often parking buildings do not have height enough to allow a van with a ladder on top. (1)
- Tradies need better parking, but they should not use loading zones. (3)

Bookable loading zones

- Bookable loading zones will be good for tradies. (5)



Concerns raised

- This isn't an issue for AT to address. (2)
- Tradies need to adapt to the situation (e.g. use different methods to transport tools, adapt schedules). (2)
- Body corporations and/or building owners should arrange parking for tradies. (2)
- What if you arrive at a loading zone you have booked, and someone is occupying it illegally? (1)



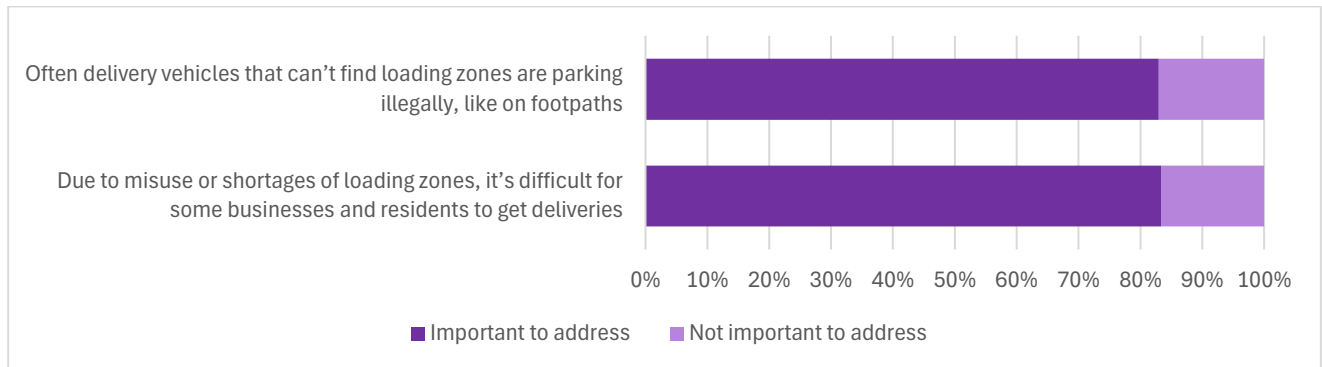
Suggestions for on the ground improvements

- Provide dedicated parking spaces for tradies / service vehicles. (9)
- Allow tradies to park longer than the time limit for loading zones (e.g. 15-30mins). (2)
- Have tradie permits that allow them to park for free in various types of on-street spaces, such as time limited parking. (2)

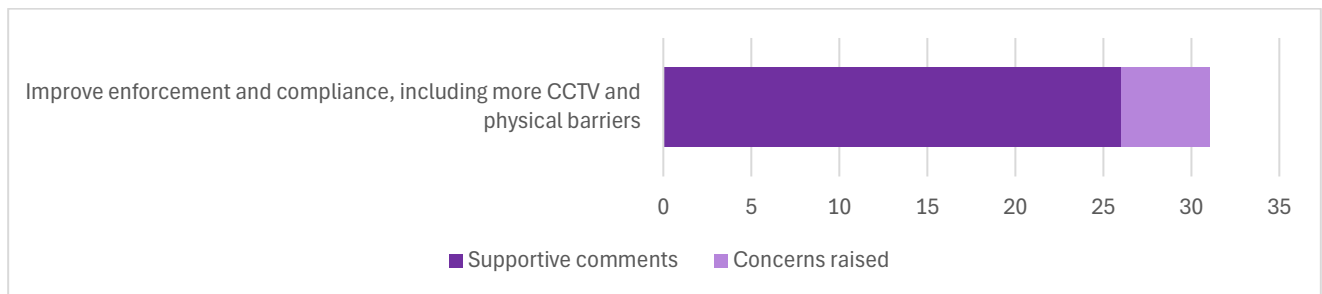
Improved parking for tradies is required in the following locations

- Tyler Street/ Quay Street apartment buildings. (1)

Issues 5 and 6






Related proposal



Comments on these issues and proposal

Note: numbers in brackets () indicate how many submitters made that comment

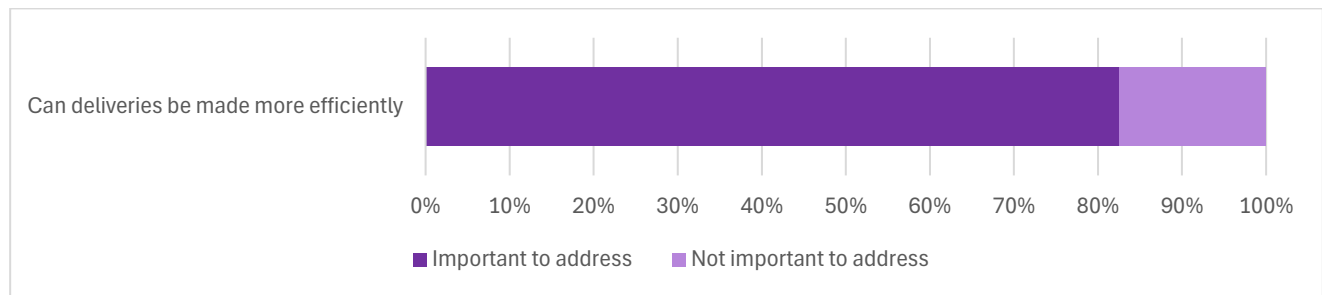
	<h3>Supportive comments</h3> <ul style="list-style-type: none"> General vehicles are misusing loading zones. (7) Taxis and rideshare/Ubbers are misusing loading zones. (2) <h4>Improved enforcement and compliance</h4> <ul style="list-style-type: none"> Better enforcement needed of delivery vehicles parking on cycleways and footpaths. (7) Better enforcement needed of delivery drivers parking in mobility spaces. (2) Ticket vehicles more than once if parked in loading zones for a long time (i.e. every x hours). (1)
	<h3>Concerns raised</h3> <ul style="list-style-type: none"> There's often no other option than for delivery vehicles and tradies to park illegally (fines for this are unfair). (2)
	<h3>Suggestions for on the ground improvements</h3> <ul style="list-style-type: none"> Show a little leniency towards genuine delivery vehicles (when parking for a minute or two with hazards on and engine running). (2) Improve signage and painting of loading zones so it is clearer who can use them. (1)

- Better education as to what constitutes a 'Goods Services Vehicle', would reduce non-compliant use of loading zones. (1)
- Need to provide an exemption system for emergency trades that don't qualify as emergency services e.g. emergency repairs on elevators. (2)

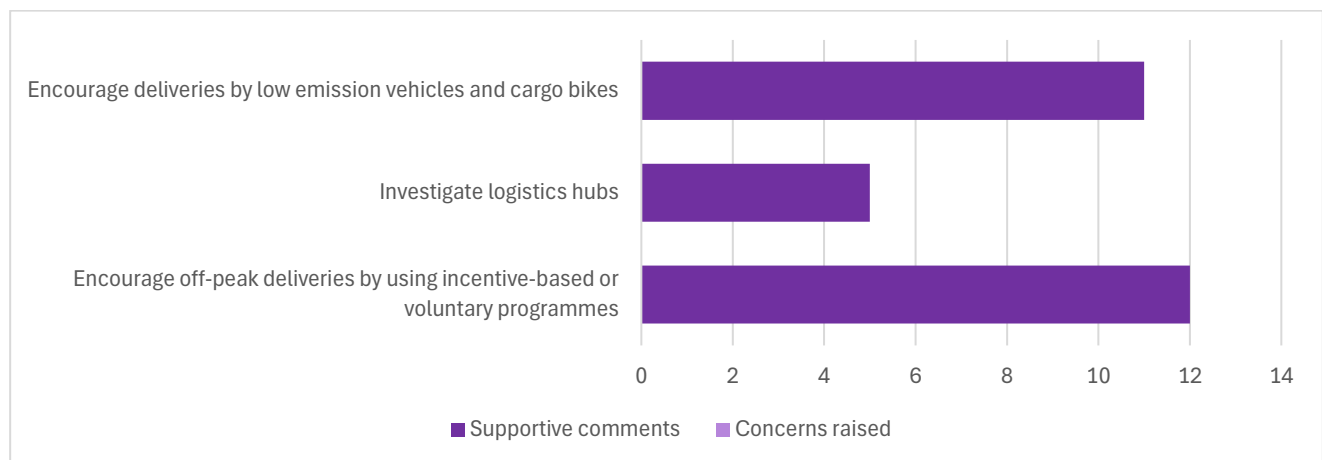
Better enforcement is required at the following locations

- Customs Street West / Project Wave / Viaduct cycleway, as delivery vehicles park across cycleway. (1)
- Elliott Street has become a delivery vehicle highway, due to Wellesley Street bus lanes. (1)
- France Street sees frequent misuse of the loading zone. (1)
- Quay Street sees frequent misuse of the 5-minute drop-off zone. (1)
- At Quay Street (No.204), delivery vehicles block the traffic lane to make deliveries between 4.30pm-5.30pm. (1)
- On Queen Street, delivery vehicles and tradies often park on, or next to, the Queen Street shared path and unload onto shared path. (3)

Issue 7




Related proposals



Comments on this issue and proposals

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

Low emission vehicles and cargo bikes

- Last mile deliveries should be made by e-bikes (more space efficient and better for the environment). (1)


Logistics hubs

- Has been done well overseas. (1)
- Will help support deliveries by smaller vehicles throughout the city centre (e.g. bikes). (1)



Concerns raised

- None.



Suggestions for on the ground improvements

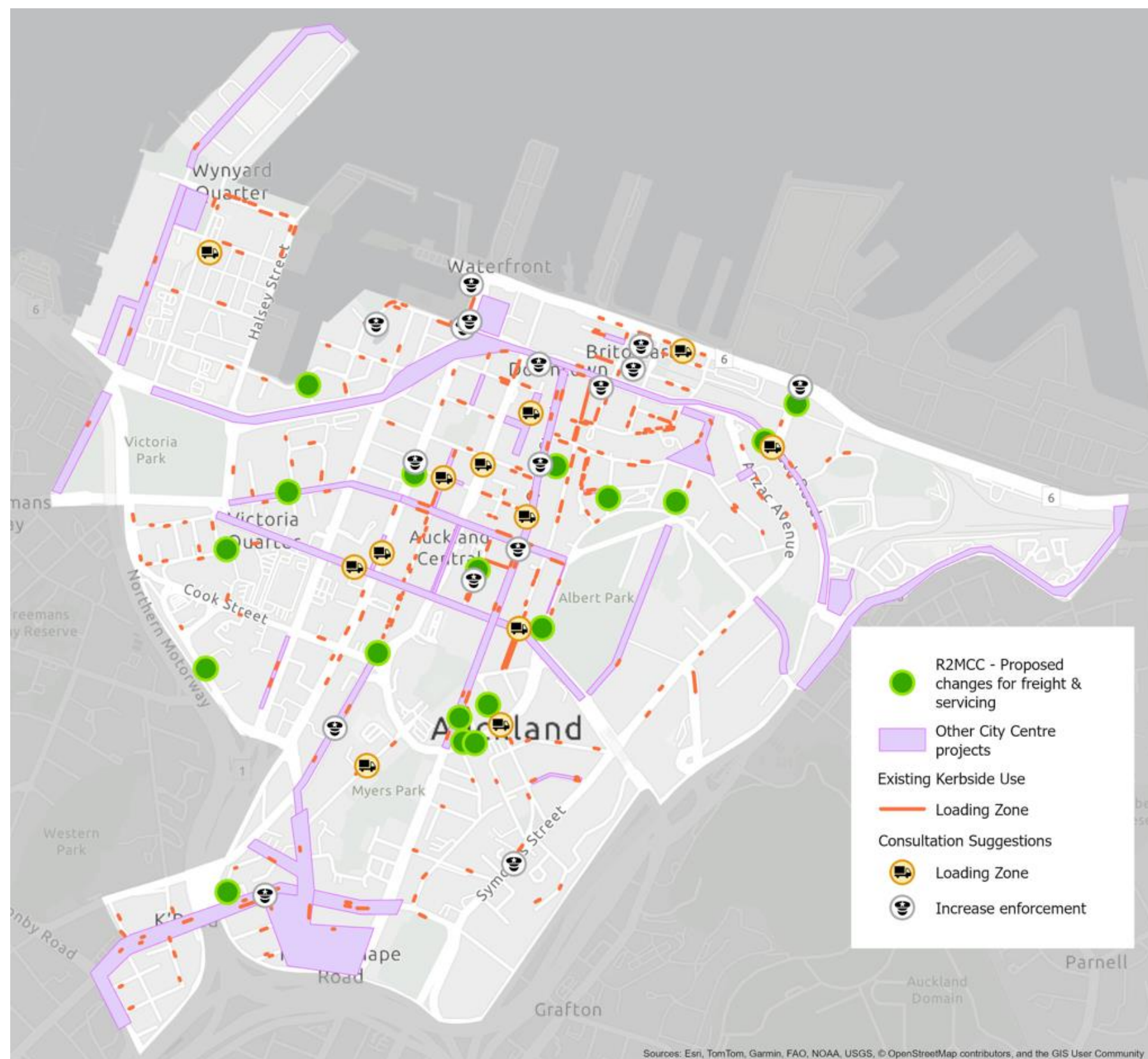
Logistics hubs

- Should include secure pickup and drop off areas for members of the public, like supermarkets. (2)

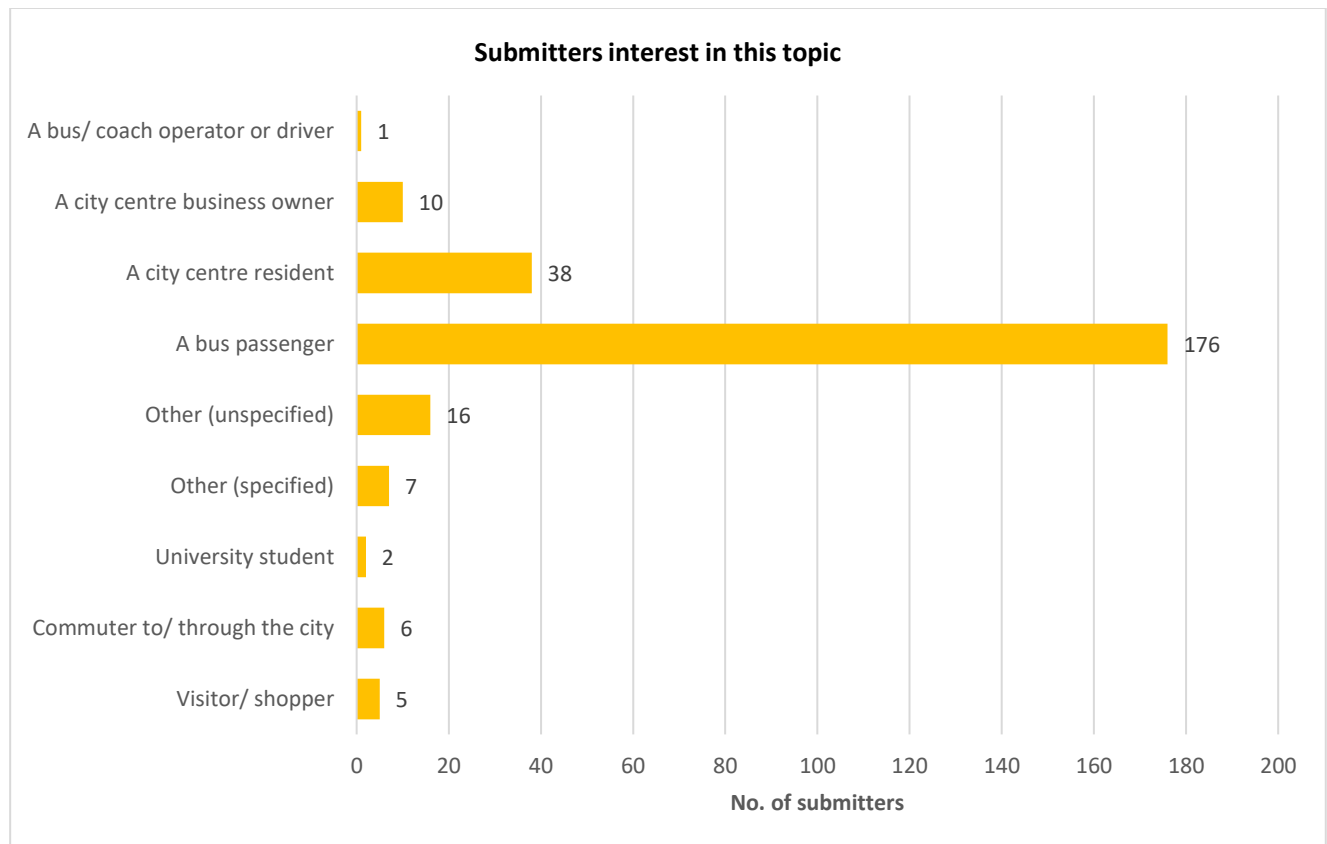
Off-peak deliveries

- Between 7pm and 7am (1)
- Outside of peak commute times. (1)
- All times except 8am-10am, 12pm-2pm, and 4pm-6pm (1)
- Outside of peak pedestrian times. (2)
- Allow use of pedestrian areas for deliveries during off-peak hours. (1)

Map showing all on the ground improvements suggested for freight, couriers, servicing, and tradespeople



Buses and Bus Passengers

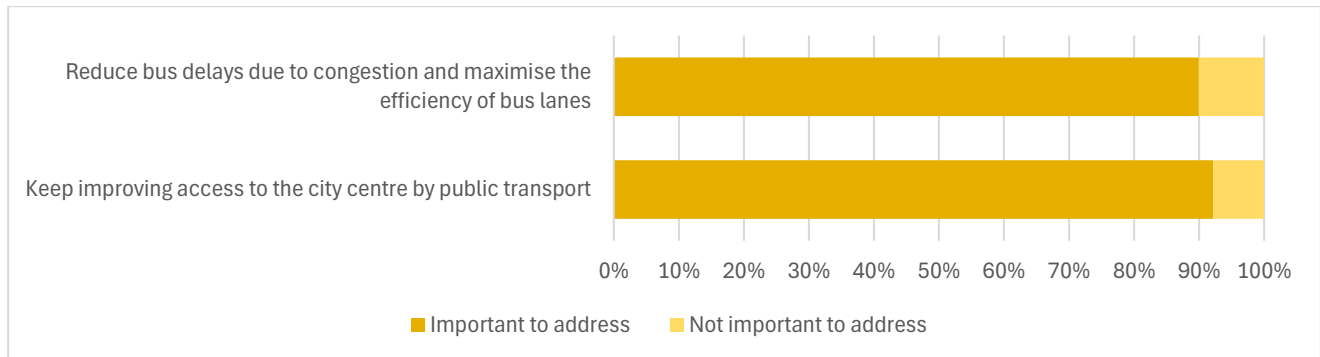


Please note:

- “Other (specified)” consisted of the following responses: Motorcyclist; tradesman; organisation for disabled people; pedestrian/cyclist; relation of person with mobility issues/disabilities; Wynyard Quarter TMA; organisation for cyclists.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issues 1 and 2






Related proposal

None.

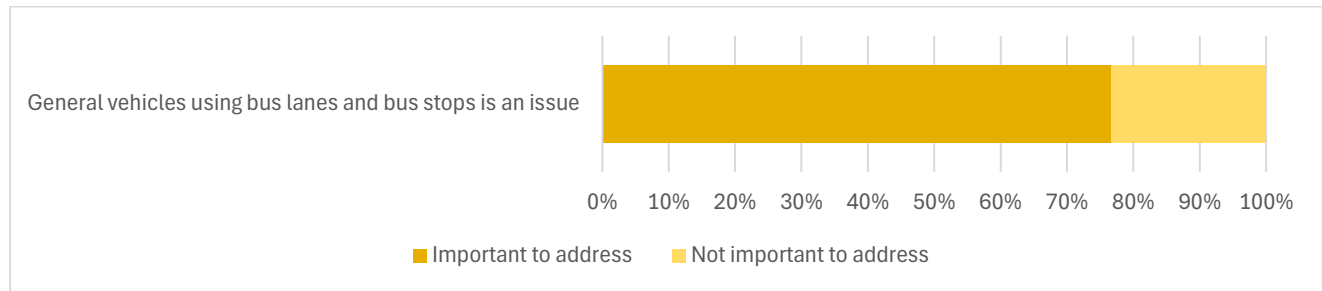
Comments on these issues

Note: numbers in brackets () indicate how many submitters made that comment

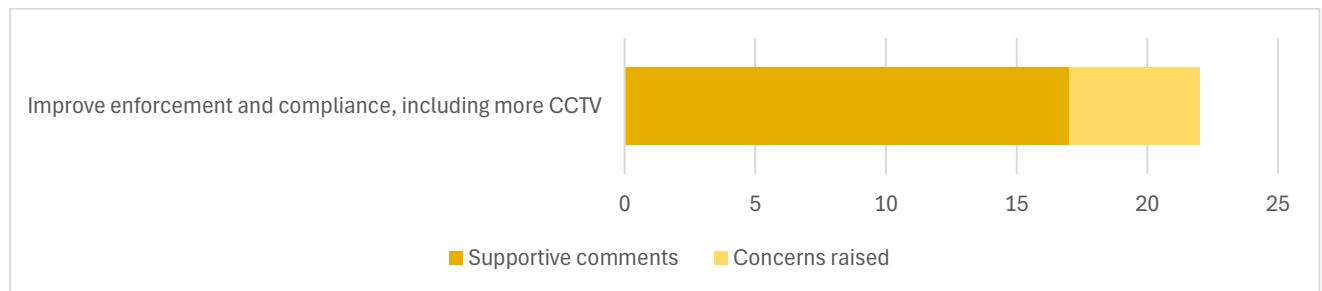
	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Public transport needs improvement / investment and/or is important / a priority. (36) Public transport is an efficient and/or sustainable way to transport people. (5) Need more bus lanes and/or bus priority at intersections. (24) Support bus lanes over on-street parking spaces and/or general traffic lanes. (5)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> There are too many bus lanes/ commit less space to buses (they increase congestion). (11)
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Provide more bus stops, including more outbound stops as far more inbound stops than outbound. (2) Bus stops that aren't recessed cause congestion. (4) Bus lanes should be 24/7 (otherwise it is confusing). (4)
	<h4>Suggestions for bus improvements at specific locations</h4> <ul style="list-style-type: none"> WX1 service should have bus priority from Hobson Street to Karangahape Road. (1) 25L service should let passengers off on Wellesley rather than waiting to get onto Queen Street (save 2mins+). (1) Albert Street needs to stay bus only. (1) Customs Street should have a bus lane down entire road so buses don't get stuck in traffic for 30 minutes instead of 2 minutes. (3)

- Customs Street: connect side streets on one-way or cul-de-sacs to reduce traffic signals and speed up buses. (1)
- Greys Avenue needs a well-lit bus stop near Parkside hotel and opposite Te Matawai. (1)
- The Hobson Street entire bus lane should be 24/7. (1)
- Quay Street to Lower Hobson Street should have bus priority at lights. (1)
- Queen Street should have a bus lane instead of the wide footpath. (1)
- Queen Street should have more outbound bus stops. (1)
- On Symonds Street (No.120), buses need priority at this intersection even if not going via Grafton Bridge. (1)
- On Vincent Street, reinstate bus stops near the Civic theatre - it's a long walk to stops by the Sky Tower. (3)
- Wellesley Street should be bus-only. (1)
- Wellesley Street on-ramp: buses should be allowed to use to get to Symonds Street. (1)
- Wellesley Street needs a new bus stop at the bottom of the hill to avoid hard walk up a steep incline. (1)
- In Wynyard Quarter, remove on-street bus stops / layovers and use the Halsey Street bus depot. (1)

Issue 3






Related proposal



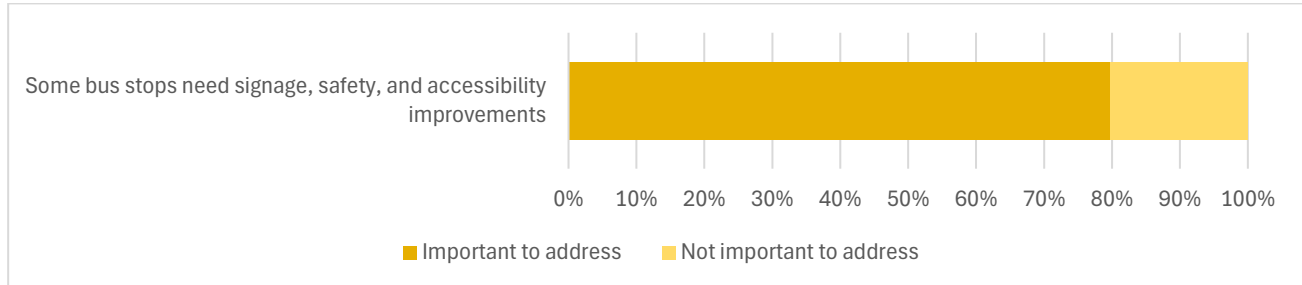
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

	Supportive comments
	<ul style="list-style-type: none"> Improve CCTV enforcement. (3)
	Concerns raised
	<ul style="list-style-type: none"> Fines for genuine mistakes or first-time offences are unfair (regarding bus lanes). (4) Times that bus lanes operate is confusing. (4) Where Anzac Avenue meets Beach Road it's impossible to turn left from Anzac to Beach/Customs without being in the bus lane. (1)
	Suggestions for on the ground improvements
	<ul style="list-style-type: none"> Increase fines and/or apply demerit points for driving or parking in bus lanes. (4)
	Better enforcement is required in the following locations <ul style="list-style-type: none"> Customs Street West by DFS Auckland (at peak times) (vehicles in bus lane). (1) Customs Street (No.23) (vehicles keep driving over the give way lines and blocking the bus lane). (1) Dominion Road (vehicles in bus lane). (1) Karangahape Road (vehicles in bus lane). (2) Hobson Road (vehicles in bus lane). (1)

- Queen Street (vehicles in bus lane). (1)
- Symonds Street (due to confusing signage lots of general vehicles use the bus lane near Pizza Hut). (1)

Issue 4




Related proposal

None.


Comments on this issue

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Many busy stops don't have any shelter. (5)
- Need seating at more bus stops. (6)
- Need better/ more reliable signage for passengers. (8)
- Improved lighting needed at bus stops. (3)



Concerns raised

- None.



Suggestions for on the ground improvements

Bus stops

- Bus stops that required passengers to exit the bus onto a cycleway are dangerous. (2)
- Need seating at more bus stops (some suggested all bus stops) and/or more seating at busy bus stops. (6)
- Need shelters at bus stops (many busy stops don't have any). (5)

Signage/accessibility

- Signage needs to be appropriate for people with visual impairment and intellectual disability. (1)
- All bus stops need timetable information (for all the buses that use that stop). (3)
- Electronic boards often don't work or don't update on time. (2)
- Temporary bus stops need better signage and access for the elderly and people with disabilities. (1)

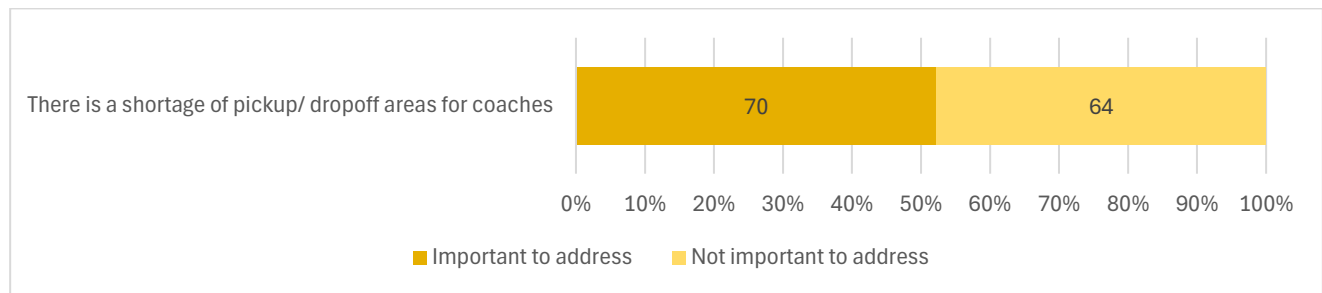
Lighting

Provide push button lights on bus stop sign, so buses don't miss passengers when it's dark. (1)

Suggested locations where bus stops need improving

- Near Aotea Centre (NX2 route) needs seating at bus stops for people with disabilities, as streets are steep. (1)
- Greys Avenue (near Parkside Hotel opposite Te Matawai) needs lighting improved at the bus stop. (1)
- Hobson Street (120 route) bus stop is dangerous outside of peak times. (1)
- Intercity Bus Terminal is horrible and needs better interchanges with bus and train network. (1)
- Queen Street and Fort Street end of Customs Street needs improved safety after dark. (1)
- Customs Street East (outside Four Square) needs seating reinstated. (1)
- Victoria Street West need shelter at the bus stops. (1)
- Wellesley Street bus stop angled platform (opposite council building) needs improvement. (1)
- Wellesley Street East (outside AUT), speeding scooters make it dangerous to step out onto footpath to flag bus. (1)
- Wellesley Street (No.37-69), footpath at bus stop needs upgrading, as holes and narrow footpath are an issue. (1)

Issue 5






Please note that while the results above are divided, it's likely many respondents are not coach users or operators so will have limited knowledge of the issues facing coach operators.

Related proposal

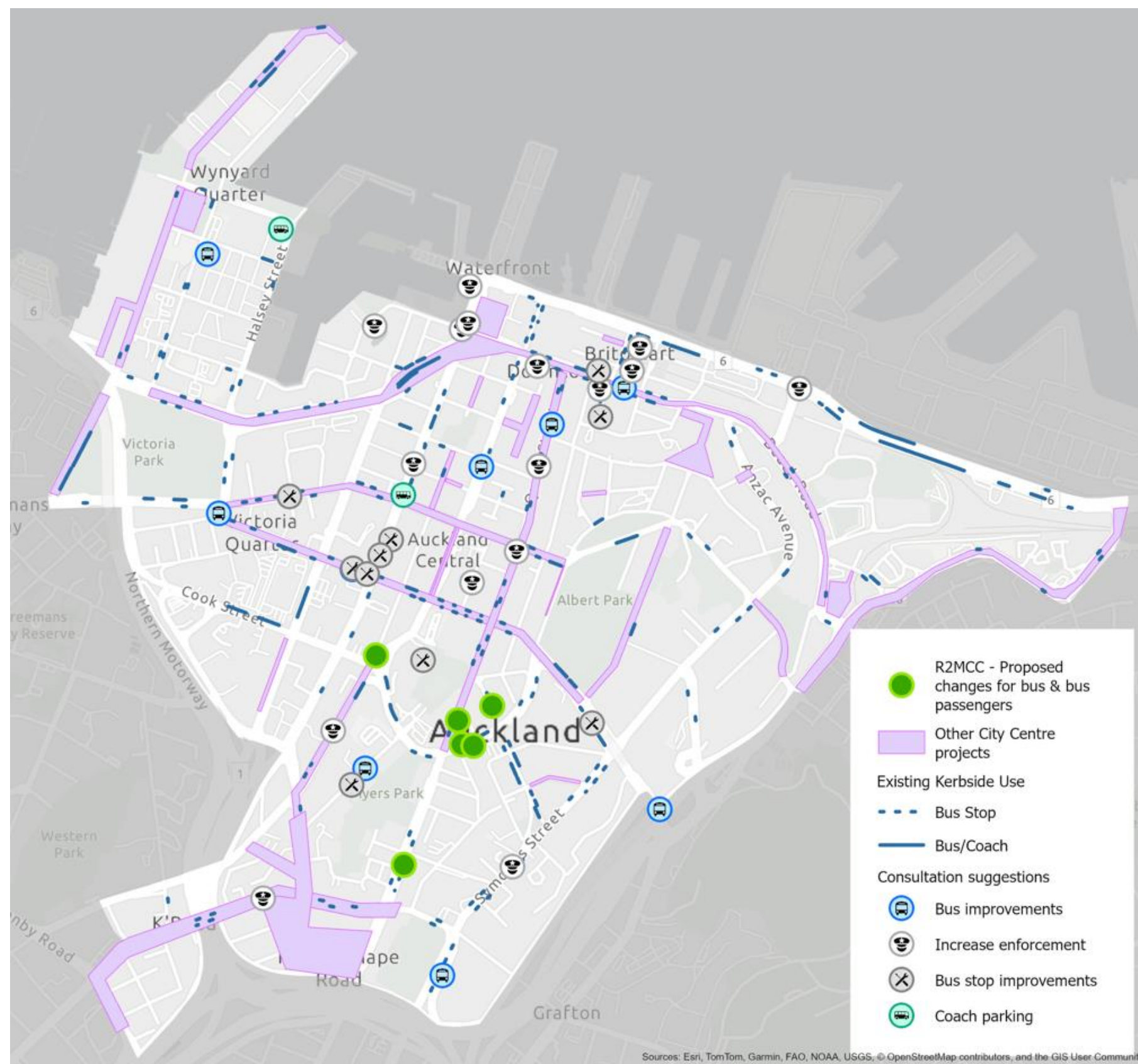
None.

Comments on this issue

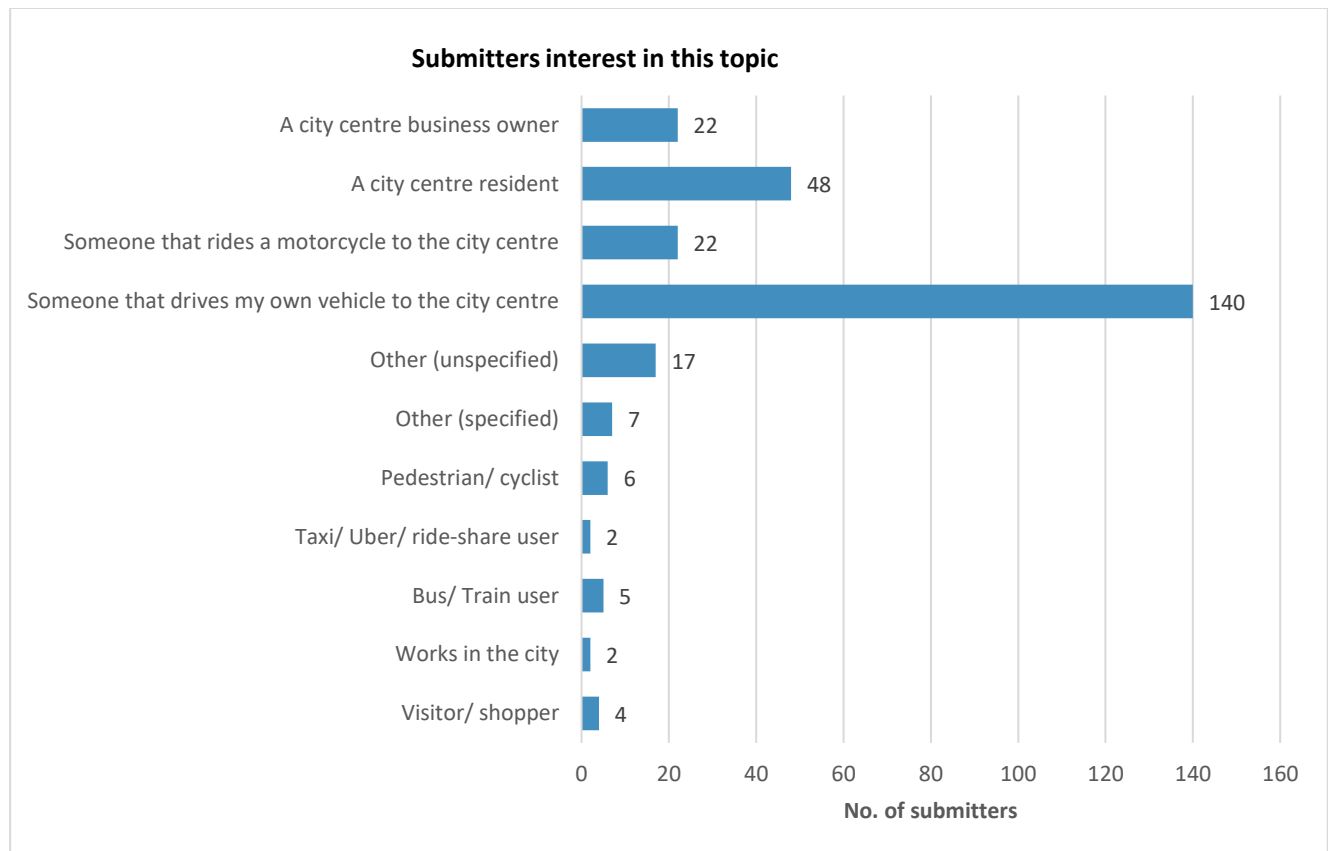
Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Coach parking is good for tourism and city centre businesses. (3) There is a general lack of coach parking in the city centre. (4) Lack of coach parking in the city centre is causing companies to avoid the city centre. (1) Lack of coach parking is causing bus drivers to take risks as to where they park to drop-off customers. (1) Lack of coach parking is an issue for events, particularly the elderly and people with disabilities. (1)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> None.
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Do not remove any more coach parking without replacement that has been agreed with operators. (1) Keep working with coach operators through the Bus and Coach Association, including regular workshops. (1) Make easily accessible a map of available coach parking in the city centre. (1) <h4>Suggested locations for coach parking</h4> <ul style="list-style-type: none"> Hobson Street, remove bus lane and create a pick-up/drop-off zone for coaches. (2) Near the waterfront theatres. (1)

Map showing all on the ground improvements suggested for buses and bus passengers



General vehicles and motorcycles

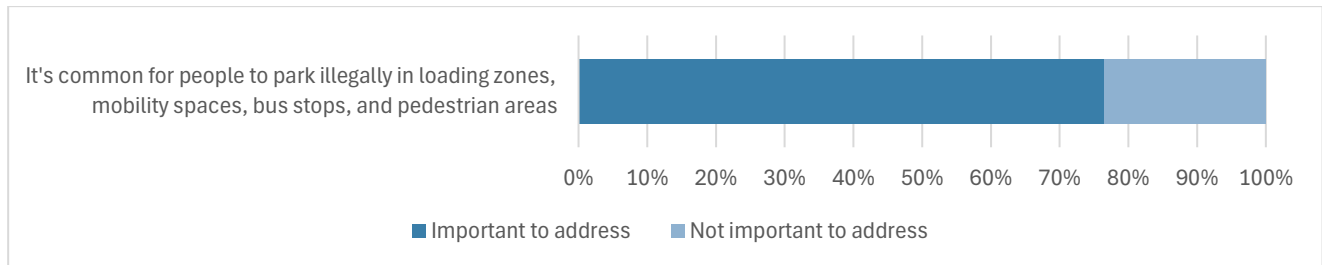


Please note:

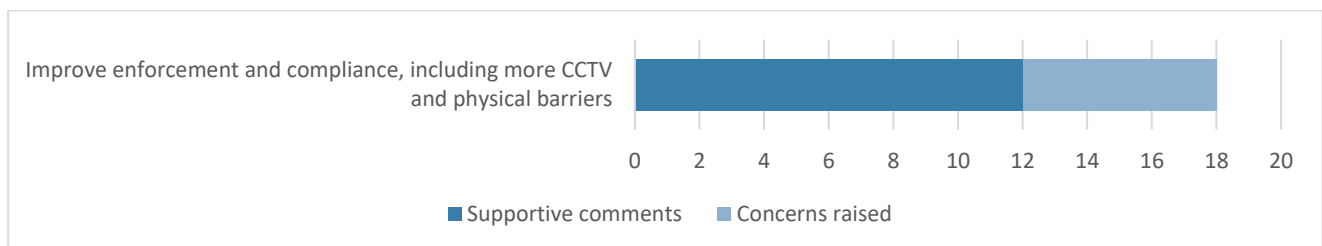
- “Other (specified)” consisted of the following responses: Tradesman; private vehicle passenger; city centre property owner; professional coach driver; relation of person with mobility issues/disabilities; Wynyard Quarter TMA; organisation for cyclists.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issue 1




Related proposal



Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment



Supportive comments

- Stop illegal parking and/or driving on footpaths. (3)
- Stop illegal parking on cycleways. (1)
- Stop illegal parking in bus lanes. (2)
- Stop illegal parking in mobility spaces (including on evening and weekends). (2)



Concerns raised

- Many people are parking illegally because there is not enough parking. (4)
- Bus lanes are important, but issuing of fines should be fair. (1)



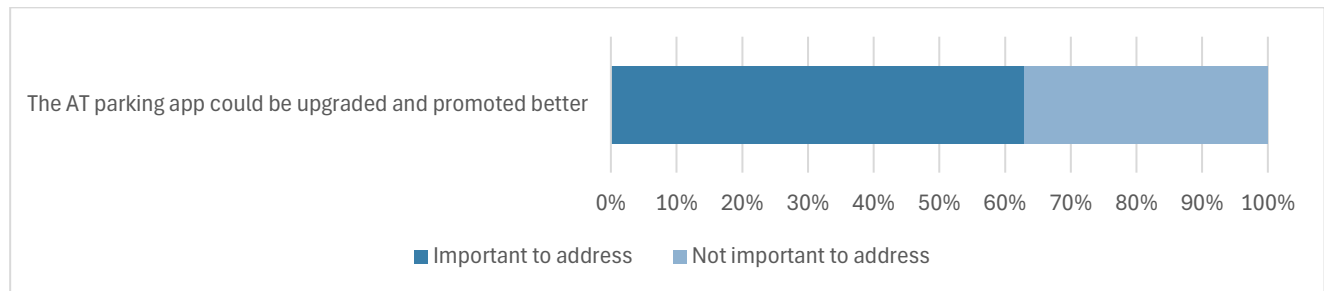
Suggestions for on the ground improvements

- Allow the public to take photos of illegal parking and send them so AT can issue tickets. (1)
- Spaces between bollards should allow for wide cycles to pass through (such as the trishaws or cycle taxis). (1)
- Vehicles should be allowed to park across their own vehicle crossing if they don't impede the footpath. (1)

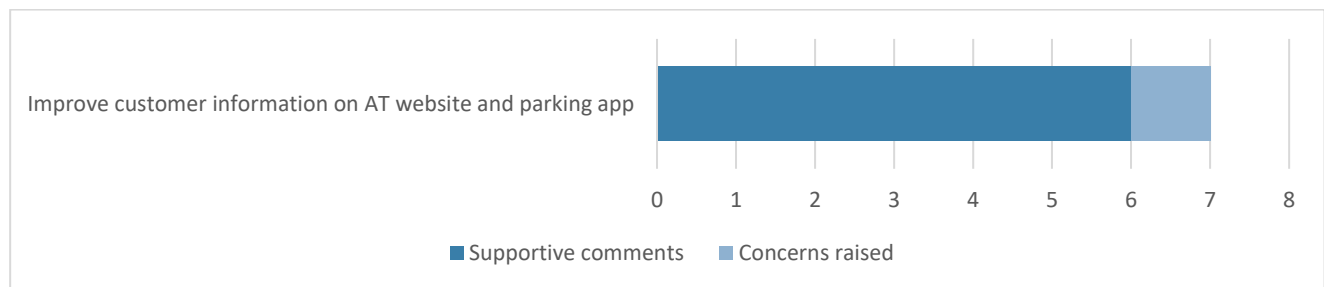
Non-compliant parking needs to be addressed at the following locations

- Customs Street West (parking on cycle lane, parking on bus lane: a small culvert encourages parking). (2)
- Galway Street. (1)
- Lower Hobson Street (parking on cycle lane). (1)
- Queen Street (mopeds using the footpath). (1)
- Tyler Street. (1)
- Vincent Street (particularly on the footpath). (1)

Issue 2




Related proposal




Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Surprised by the lack of people that know about the App. (1)
- AT parking App is great. (2)



Concerns raised

- Use word of mouth to promote AT App, don't spend money on promoting it. (1)



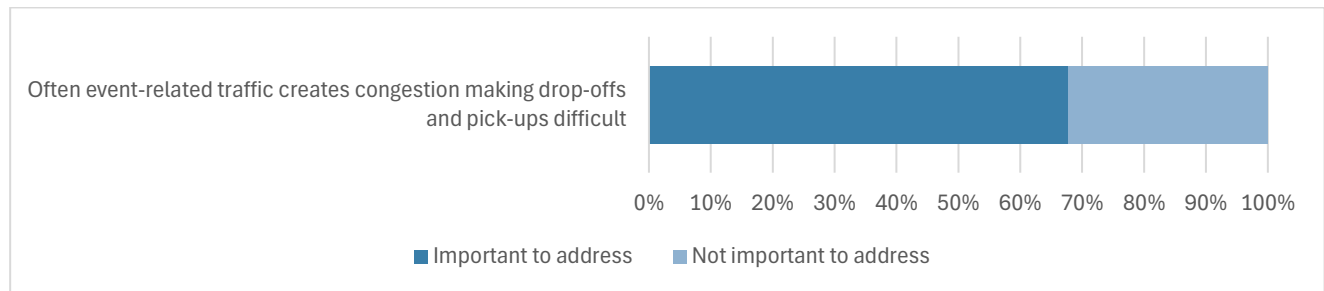
Suggestions for on the ground improvements

- Location of motorcycle parking on AT's website is way out of date. (1)
- App should show motorcycle parking locations. (3)
- App should show pathway linkages (that maintain a flat or gentle gradient) for disabled people. (1)

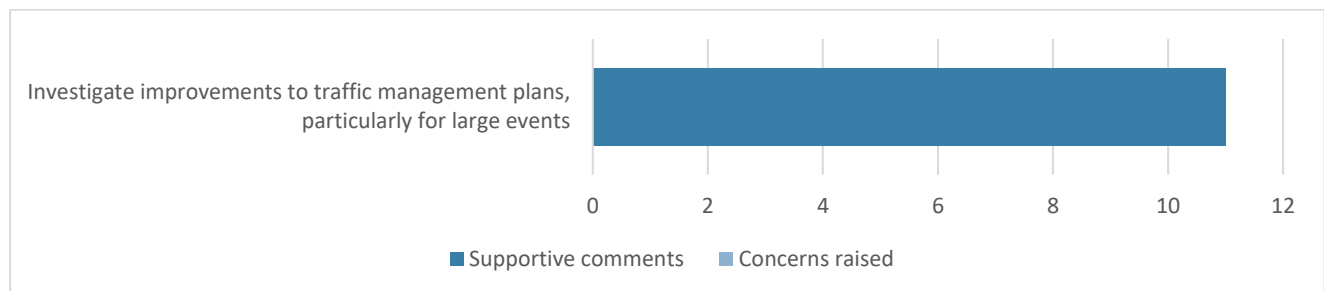
Pathway linkages for App (as per comment above) suggested for the following locations

- Wilson car park on Cross Street either to the overbridge or down to street level, and to Mercury Street station.
- Other vertical linkages include Elliott to Albert Street via Atrium on Elliott and Crowne Plaza Hotel.
- Sky City from Albert Street to Hobson Street.
- Via 246 Queen St to Lorne Street and across to the Wilson car park onto Kitchener Street and the Art Gallery.
- Fanshaw Street car park to Graham Street (but the lift stops inconveniently before the top of the car park).
- There are other linkages as well.

Issue 3






Related proposal



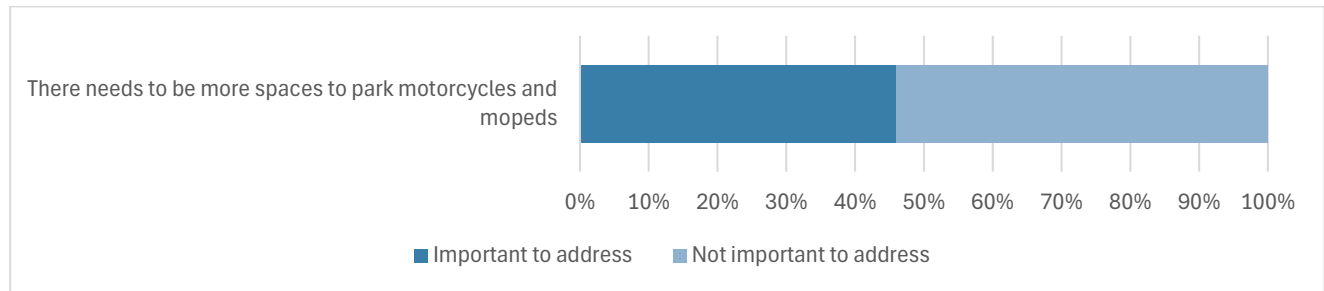
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

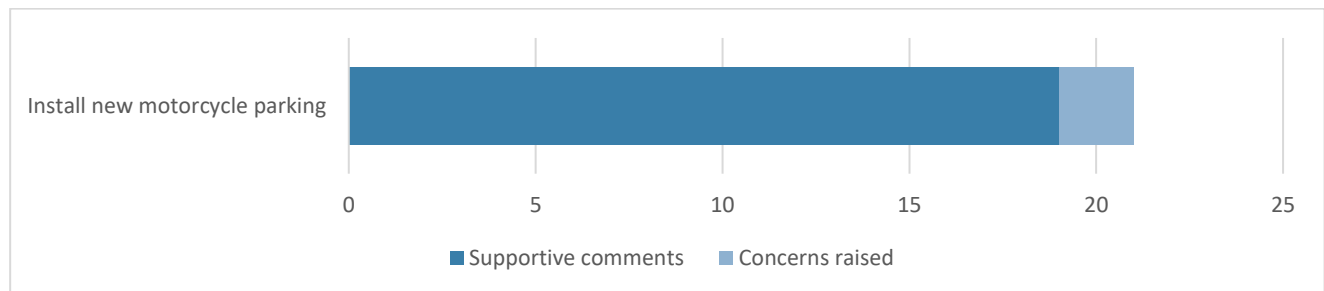
	Supportive comments
	<ul style="list-style-type: none"> • Travel to events by private vehicle, taxi, rideshare/Uber should be managed (not discouraged). (1) • Lack of coach parking is an issue for events, particularly the elderly or people with disabilities. (1)
	Concerns raised
	<ul style="list-style-type: none"> • None.
	Suggestions for on the ground improvements
	<ul style="list-style-type: none"> • Require event organisers to provide free travel via public transport. (3) • Events should have dedicated buses from regional centres. (1)

- Events need better parking for coaches. (1)
- Need more taxi, rideshare/Uber, pick-up/drop-off spaces outside events, such as for the elderly and disabled. (4)
- Use bicycle taxis/valet (potentially free) to get people to/from events. (2)
- Provide better warning to residents of events like the Santa Parade. (1)
- Ensure residents can still access their properties during events. (1)

Issue 4




Related proposal



Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Motorcycles are an efficient form of transport. (3) Parking a motorcycle in the city centre has become harder. (2)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> Want to reduce or eliminate motorcycles from the city centre. (1) Motorcycles can already park where they want, they don't need special parking. (1)
	<h4>Suggestions for on the ground improvements</h4> <p>Motorcycle parking alternatives</p> <ul style="list-style-type: none"> Adopt bylaws similar to those in Melbourne, which allow motorcycles to be parked on the pavement as long as they do not cause any obstruction. (1) Provide motorcycle parking beside bicycle and scooter parking areas. (1) Allow motorcycles to use bicycle parking. (1) <p>General suggestions</p> <ul style="list-style-type: none"> There are many areas in town where there's space for 1 to 3 motorcycles that aren't utilised. (1)

- Provide free parking for motorcycles / mopeds. (2)
- On-street parking is easier for motorcycles, than off-street parking. (2)
- Need more motorcycle parking spaces under cover. (1)
- Need better information about motorcycle parking locations. (2)

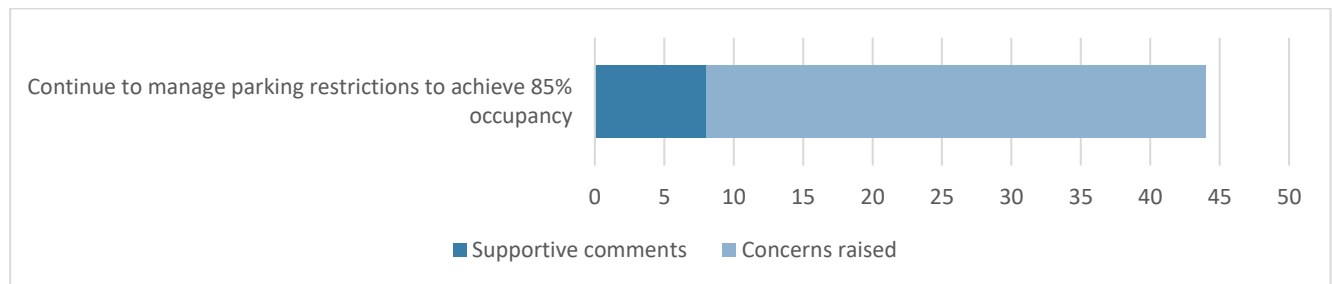
Security

- Theft of motorcycles parked in public spaces is a concern / common. (2)
- Need an immovable object to lock motorcycles to at motorcycle parking (e.g. ground anchor points). (3)
- Would like storage lockers near motorcycle parking. (1)

Locations suggested for more motorcycle parking

- Downtown area. (2)
- Parliament Street. (1)
- Quay Street (No. 161-173) should allow motorcycle parking between the road and the cycle path, including in between the planters. (2)
- Queen Street. (1)
- St Paul's Street (where motorcycle parking was removed). (1)
- Symonds Street. (1)
- Wynyard Quarter. (2)




Manage parking restrictions to achieve 85% occupancy



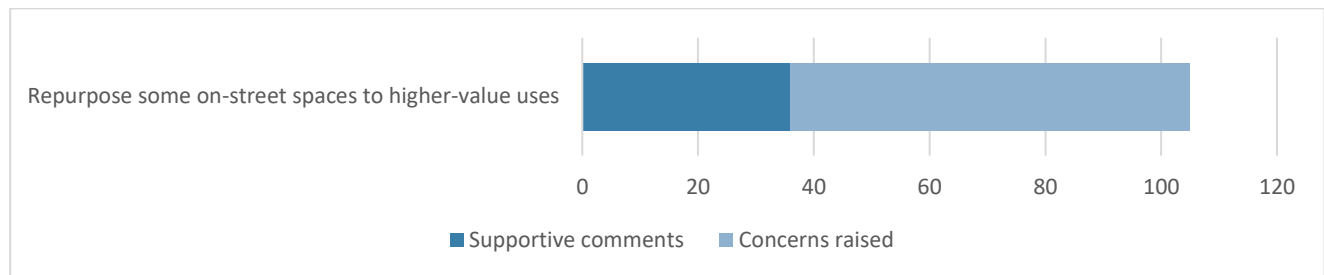
Please note this parking management approach was publicly consulted on in 2022, when we gathered public feedback on the Auckland wide parking strategy ([Room to Move](#)). It was included in this, the R2MCC, consultation for completeness and transparency.

Comments on this proposal

Note: numbers in brackets () indicate how many submitters made that comment

	Supportive comments
<ul style="list-style-type: none"> AT need to make money from on-street parking. (2) 	
	Concerns raised
<ul style="list-style-type: none"> Parking prices are too expensive. (31) 	
	Suggestions for on the ground improvements
<p>Parking prices</p> <ul style="list-style-type: none"> Parking prices need to be reasonable and/or cheaper (some suggested free). (31) Parking should be free in the evening/night on weekdays. (11) Parking should be free on the weekend. (10) <p>Specific locations suggested for changes</p> <ul style="list-style-type: none"> Sale Street car park is underutilised due to the high parking fee (reduce cost). (1) Princes Street P10 restriction (outside the UoA clocktower to Alfred Nathan house) is redundant due to the 10 minutes grace period paid parking offers. For simplicity it should be converted to paid parking like the rest of the street. (1) 	




Repurpose some on-street parking to higher-value uses



Please note this parking management approach was publicly consulted on in 2022, when we gathered public feedback on the Auckland wide parking strategy ([Room to Move](#)). It was included in this, the R2MCC, consultation for completeness and transparency.

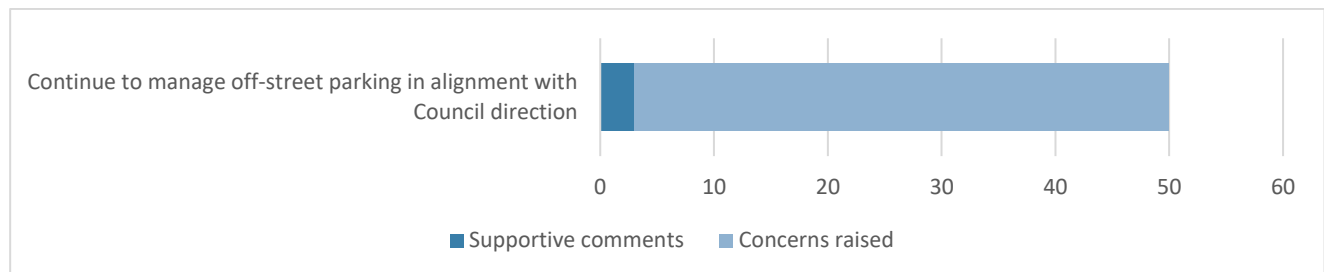
Comments on this proposal

Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Support other uses of kerbside space than car parking. (36) Remove more on-street parking, don't want any on-street parking, and/or use space for other uses. (28) On-street parking for general vehicles is NOT important, but off-street parking IS important. (5) Private vehicle should only be allowed in off-street parking areas. (3)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> Don't remove any more on-street general vehicle parking. (63) Need more on-street general vehicle parking. (48) They city is worse and/or coming to the city centre is less attractive due to traffic lane removal, parking removal and/or price increases. (39) General parking supply and/or affordability is important for businesses and/or lack of is hurting businesses. (14) Need more dedicated free on-street parking for residents (several suggested on-street parking should be cheaper or free for residents). (8) General parking is important for shopping, hospitality, and/or entertainment. (8) General parking is important for the elderly and people with disabilities. (6) Public transport is not good enough yet to remove car parking. (6) Not everyone can use public transport or cycle, need general parking to support their travel. (5)
	<h4>Suggestions for on the ground improvements</h4> <h5>Suggested locations for new general parking</h5> <ul style="list-style-type: none"> Allow parking all the way to the end of the streets (they do in big cities overseas as it slows vehicles down, improves safety, increases kerbside space). (2)

- Need more general vehicle parking in the Downtown area (due to car park closing). (3)
- Allow parking in Fort Lane in the afternoon. (1)
- On Federal Street, repurpose the cycle lane for general parking, as no one uses it. (1)

Continue to manage off-street parking in alignment with Council direction



Please note this parking management approach was publicly consulted on in 2022, when we gathered public feedback on the Auckland wide parking strategy ([Room to Move](#)). It was included in this, the R2MCC, consultation for completeness and transparency.

Comments on this proposal

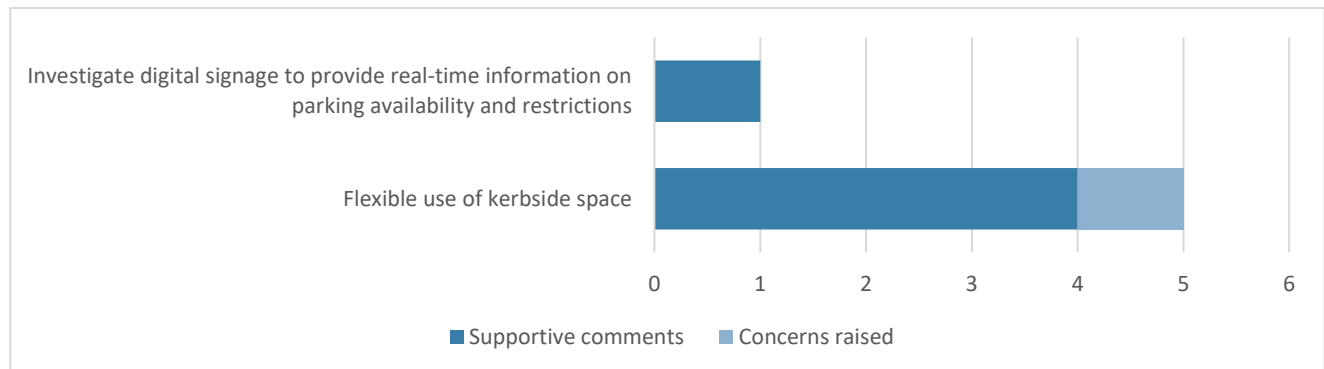
Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4>
	<ul style="list-style-type: none"> • Reduce the number of off-street car parks. (2) • Don't provide anymore car parking in Wynyard Quarter (will create traffic). (1)
	<h4>Concerns raised</h4>
	<ul style="list-style-type: none"> • Off-street parking is important (37) • Provide more off-street parking areas (19) • Do not support selling and/or keep the Downtown Car Park. (10) • Sale Street car park is underutilised due to the high parking fee. (1) • Off-street parking is important for shopping and/or entertainment. (3) • Off-street parking is important for evening, overnight, and/or weekend parking. (1) • Prefer off-street parking provision to on-street to free up kerbside spaces. (5)
	<h4>Suggestions for on the ground improvements</h4>
	<ul style="list-style-type: none"> • Upper Queen Street Carpark should operate 24/7, 8pm closing increases demand for on-street parking. (1) • Traffic signal timings at entrances to car parks need improving as it takes too long to get into them. (1) • Bring back the red and green lights that showed whether car parks were occupied. (1) • Off-street parking areas need to be cleaner/tidier. (1) • Off-street parking needs to be cheaper. (9) • Improve security in off-street parking areas (e.g. Wynyard Quarter). (1)

Locations suggested for new off-street parking areas




- Nelson Street. (1)
- Symonds Street. (1)
- Karangahape Road. (1)
- Britomart. (1)
- Wynyard Quarter. (1)

Proposals for flexible use of kerbside space and digital signage



Comments on these proposals

Note: numbers in brackets () indicate how many submitters made that comment

	Supportive comments
<ul style="list-style-type: none"> • Support investigating digital signage to provide real-time parking information. (1) 	
	Concerns raised
<ul style="list-style-type: none"> • Flexible use of kerbside spaces is confusing. (1) 	
	Suggestions for on the ground improvements

Flexible use of kerbside spaces

- Allow general parking in loading zones outside of their hours of use. (1)
- Bus lanes should only operate during bus lane operating hours. (1)
- Make bus lanes operate 24hrs. (1)
- On Wakefield Street, reduce bus lane operating times to 4pm-6pm, as not many buses use the bus lane. (1)
- On Greys Avenue, reduce bus lane operating hours to 4pm-6pm. (1)

Digital signage

- Information should also be available in sign language. (1)

Other comments related to this topic



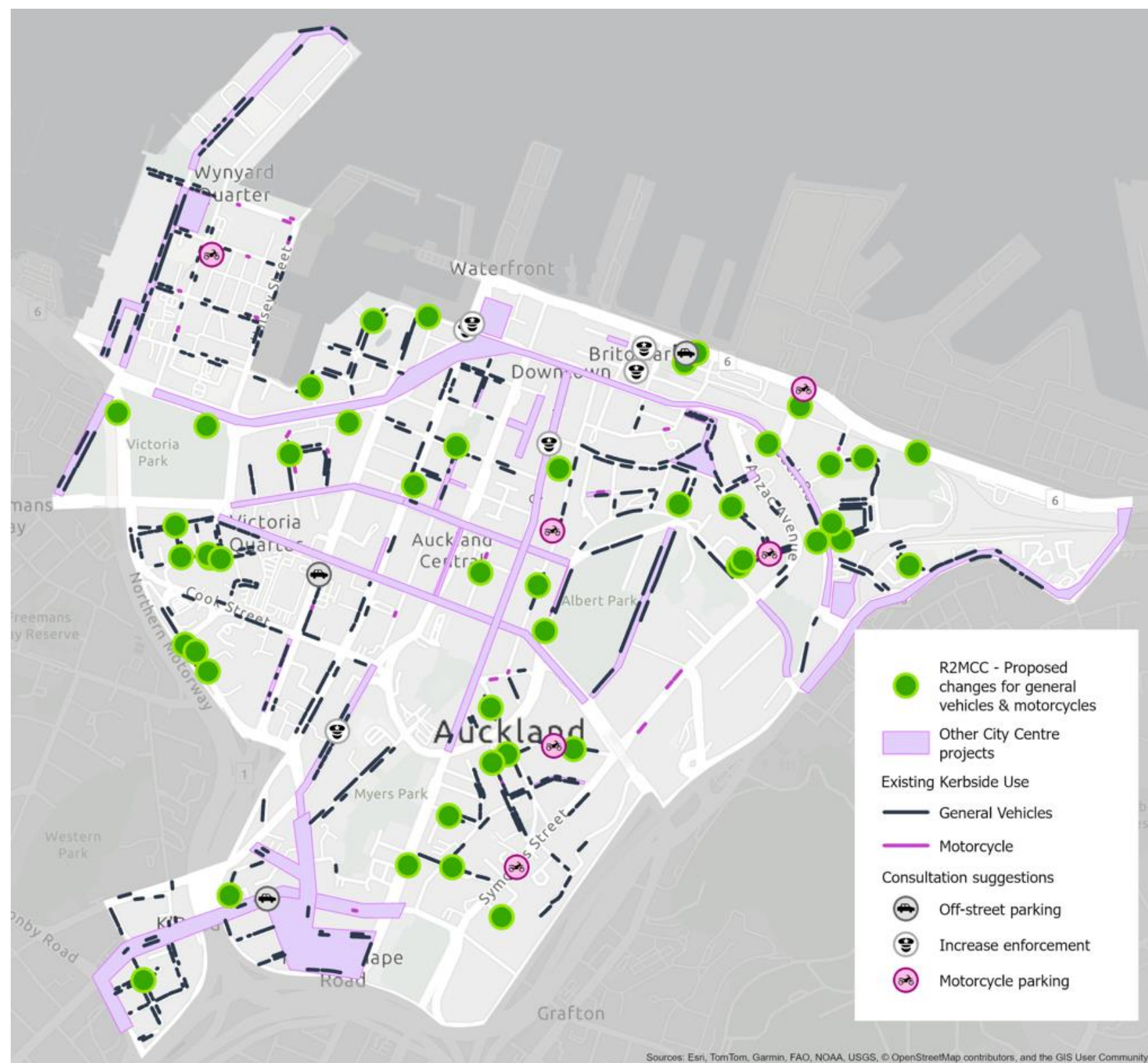
Other comments and suggested improvements

- Improve access to residential properties in the city centre. (1)
- Need to be able to pay for parking by cash or card, not just an App. (1)

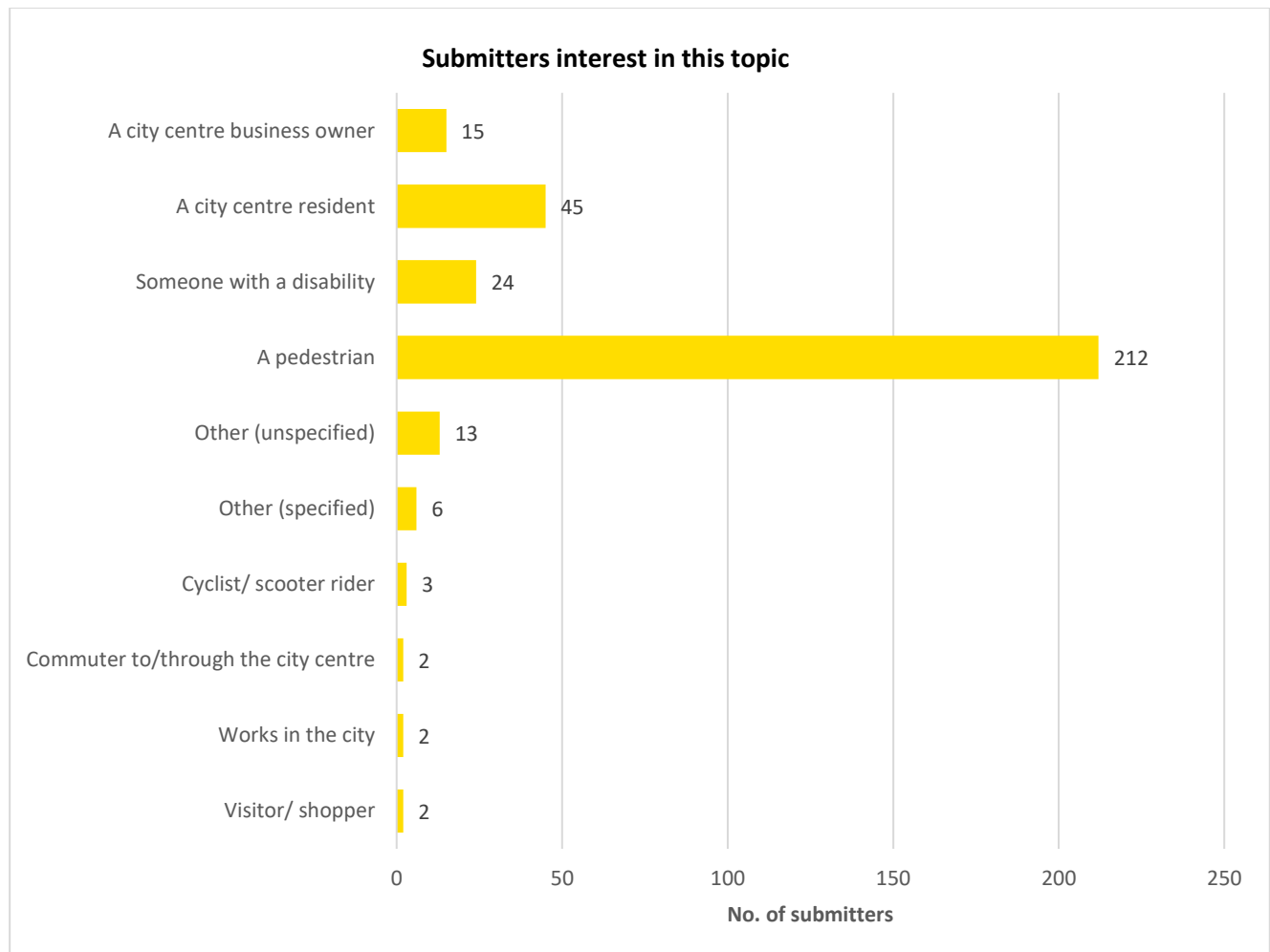
Comments related to navigating, and parking in, the city by car

- Navigating the city by car is difficult/confusing. (14)
- Parking signage is confusing, the restrictions change too much from street to street, and/or there's not enough signage explaining parking restrictions. (1)
- The restrictions for general vehicles on Queen Street are hard to understand/not clear/confusing (suggest improving signage). (5)
- On Queen Street, reinstate the two lanes each way and/or let cars use it again and/or don't support the changes made. (15)
- Don't like changes to Victoria Street. (1)
- At 43 Princes Street, reinstate the left-turn as currently traffic queues all day. (1)
- At the bottom of Bowen Street, the new traffic islands have made it dangerous for emergency vehicles, as they trap cars in. (1)
- On Kitchener Street, reinstate straight-through movement for vehicles, so less cars are forced down Kitchener Street. (1)
- Markings on Grafton Bridge for citybound vehicles to stop before the main intersection are hard to understand for drivers. Often leads to conflicts with turning buses. Needs to be better markings and signage. (1)
- Create more traffic lanes / improve traffic flow. (5)

Map showing all on the ground improvements suggested for general vehicles and motorcycles



Pedestrians and spaces for people

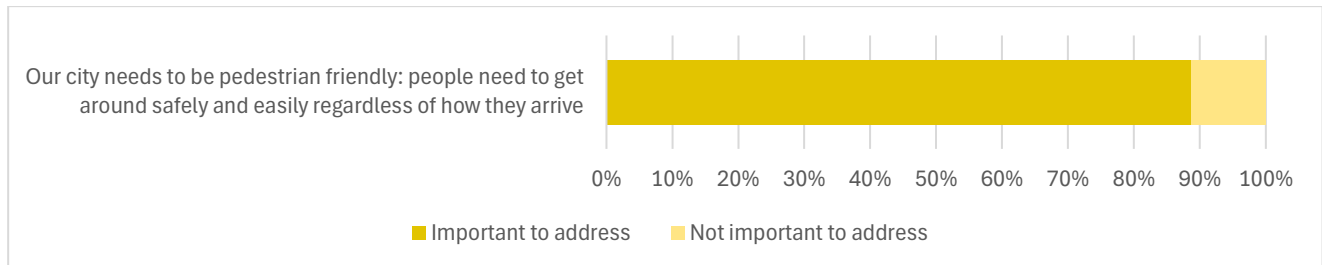


Please note:

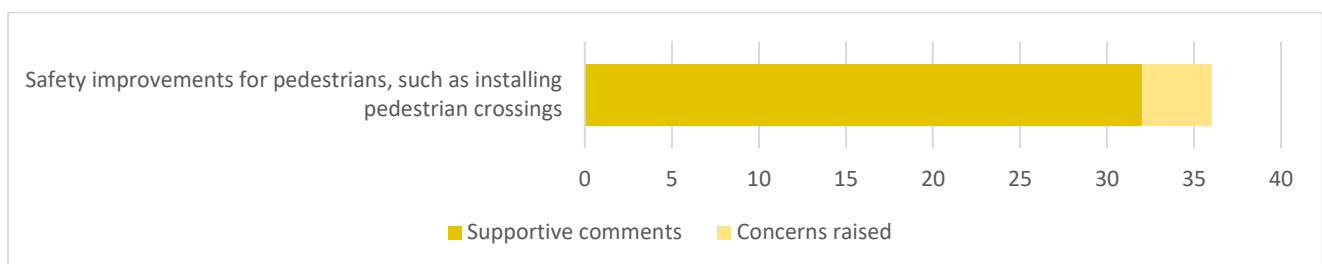
- “Other (specified)” consisted of the following responses: Bus/ train user; professional driver for disabled/ mobility restricted people; relation of person with mobility issues/ disabilities; University student; organisation for disabled people; organisation for cyclists.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issue 1




Related proposal




Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Pedestrian friendly cities are more vibrant, and nicer to live in and/or visit. (11)
- Space for pedestrians is more important than space for cars. (14)
- Want more fully pedestrianised areas/ shared spaces (general). (15)



Concerns raised

- The city is already pedestrian friendly (e.g. footpaths are wide enough). (16)
- Shared zones are unsafe for pedestrians (for example, cars driving too fast). (3)
- Do not support 'Barnes Dance' pedestrian crossings (one submitter pointed out they are bad for pedestrians as they wait longer to cross the road). (2)



Suggestions for on the ground improvements

- Ensure pot plants and art aren't tripping hazards. (3)
- Improve street lighting. (3)

Pedestrianisation suggested for the following streets

- Alfred Street (1)

- High Street. (2)
- Lorne Street. (2)
- Mercury Lane. (1)
- Want more fully pedestrianised areas. (9)

Shared space conversion suggested for the following streets

- Emily Place. (1)

Pedestrian crossing improvements/changes suggested for the following locations

- Need better pedestrian crossings near bus stops. (1)
- The Albert Street crossing at Wyndham Street has a lip in the road causing a trip hazard. (1)
- Anzac Avenue (near Short Street) lights should be changed to a raised zebra crossing – cars drive too fast here and will be slowed by a raised speed table better than lights. (1)
- Bowen Avenue needs more pedestrian crossing facilities. (1)
- Cook Street (No.28A/88) needs a pedestrian crossing as there are no crossings until Hobson Street. (1)
- Daldy Street needs a pedestrian crossing near the bus stop/ intersection. (1)
- Where Galway Street crosses Commerce Street, a safe crossing option is required, as pedestrians don't walk to the traffic lights and back to continue down Galway Street, they just walk straight across the road. (1)
- Kitchener Street (need pedestrian crossing at base of stairs from Lower Albert Carpark). (1)
- Newton Road (pedestrian crossing is unsafe due to cars rat running - at least update signage and repaint pedestrian crossing). (1)
- Upper Queen Street is scary to cross due to cyclists riding very fast. (1)
- Scene Lane can sometimes be dodgy crossing over to Woolworths, as the pedestrian crossing is very small and many don't notice it. (1)
- Symonds Street needs more pedestrian crossing facilities. (2)
- Symonds Street / Karangahape Road intersection near the cemetery is difficult for pedestrians. If crossing from the cemetery side to the South-bound bus stops, you must either cut diagonally across the off ramp or walk along the footpath and cross back onto the bus stop platform. (1)
- Stanley Street and Grafton Road pedestrian crossing needs improving (suggest full 'barnes dance'). (1)
- Queen Street / Victoria Street intersection requires pedestrian improvements. (1).
- Queen Street pedestrian lights are no longer required as street is traffic calmed. (1)

Lighting improvements suggested for the following locations

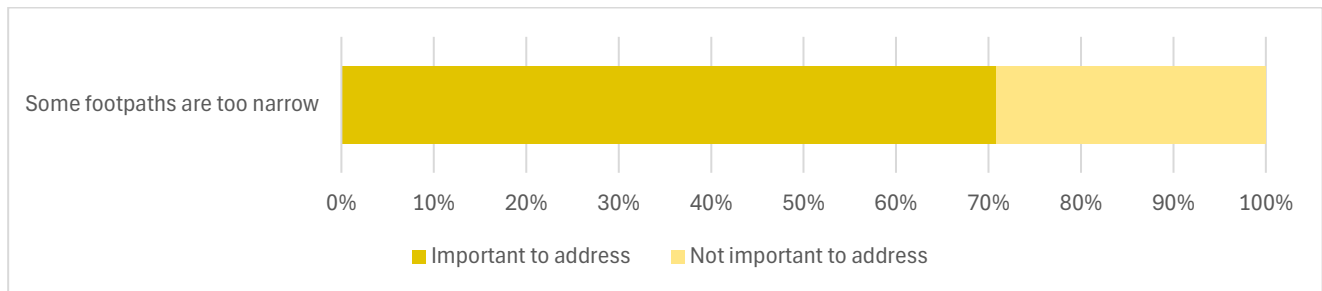
- Aotea Centre needs improved lighting in this area. (1)
- Greys Avenue (No. 18) needs improved lighting, as it's a main link to Aotea Square and is scary at night. (1)

Pedestrian safety concerns/improvements suggested for the following locations

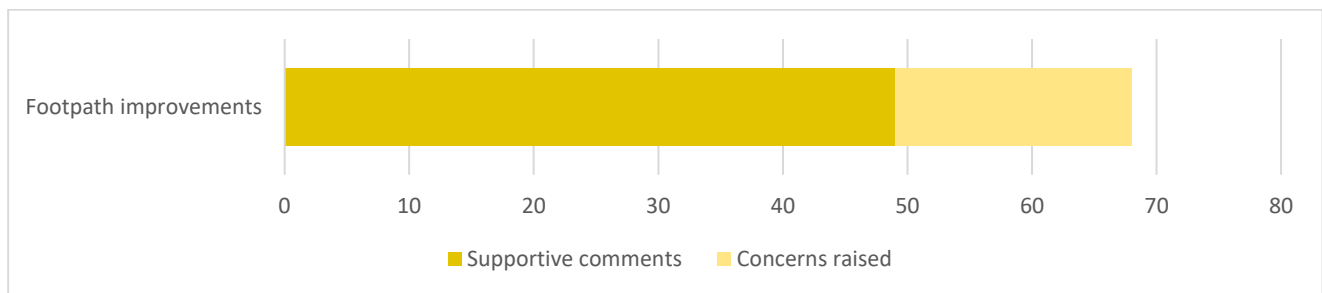
- Customs Street East is dangerous for pedestrians with vehicles entering/exiting car park at speed. (1)
- Gundry Street needs speed calming, as vehicles speed through to avoid traffic on Newton Road. (1)
- High Street is too narrow for vehicles and parked cars and causes issues for pedestrians. (1)
- Karangahape Road art displays are a trip hazard and dangerous for the elderly. (1)
- Quay Street (near Botswana Butcher) needs pot plants removed. (1)
- Queen Street is full of obstacles which make it difficult to walk along. (1)
- Queen Street kerb (from Te Komititanga facing onto Queen Street) should be lowered in additional places to create greater space for scooter/cyclists to move to/from Queen Street during the 'barnes dance'. (1)
- Quay Street (where the cycleway moves onto the footpath, heading east, before the Z station at Tangihua Street) kerb needs to be improved for accessibility, it is currently a tipping hazard for trikes and wheelchair bikes. (1)

- Queen Street (outside Classic Comedy Club 321) kerb beside drop-off space has a wide slope which is difficult for people with disabilities exiting vehicles/taxis. (1)
- The area east of Queen Street is unclear which part of the street is for pedestrians, and which is for vehicles. (1)
- Symonds Street shared path markings need updating. (1)
- Victoria Street (the uphill left-hand cycleway) needs better separation: dangerous pedestrian-cyclist conflicts. (1)

Issue 2






Related proposal



Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

	Supportive comments <ul style="list-style-type: none"> • Space for pedestrians is more important than space for cars. (14) • Narrow footpaths are particularly difficult for people with disabilities. (3)
	Concerns raised <ul style="list-style-type: none"> • The city is already pedestrian friendly (e.g. footpaths are wide enough). (16) • Don't need to widen anymore footpaths at the expense of losing car parking. (5)
	Suggestions for on the ground improvements
	Footpath improvements suggested for the following locations <ul style="list-style-type: none"> • Anzac Avenue narrow footpath should be widened. (1)

- Bowen Avenue narrow footpath should be widened. (1)
- Britomart, Quay Street, Customs Street walkways need to be completed/ upgraded. (1)
- City Road (near Symonds Street) narrow footpath should be widened. (1)
- Court House Lane footpath buildouts should be made permanent. (1)
- Fanshawe Street footpaths are too narrow and two sets of traffic lights to cross the road is unacceptable). (1)
- Grafton Road narrow footpath should be widened. (1)
- High Street narrow footpath should be widened. (2)
- Hobson Street should have wider and nicer footpaths, a shared path, and/or reduce waiting times between pedestrian phases of the traffic signals. (4)
- Hobson Street/Wellesley intersection footpath should be widened and some greenery introduced. (1)
- Kitchener Street needs the footpath widened along entire western side and parking removed: cars currently use part of footpath to manoeuvre into parking spaces. (1)
- Symonds Street narrow footpath should be widened. (2)
- Tamaki Drive narrow footpath should be widened. (1)

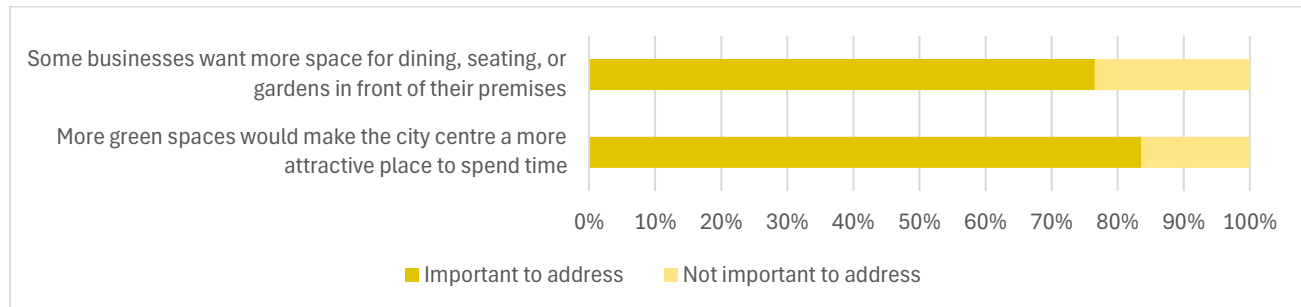
Pedestrianisation suggested for the following streets

- Elliot Street needs bright colours, planters and pedestrianisation. (1)
- High Street should be fully pedestrianised. (2)
- Lorne Street should be pedestrianised. (2)

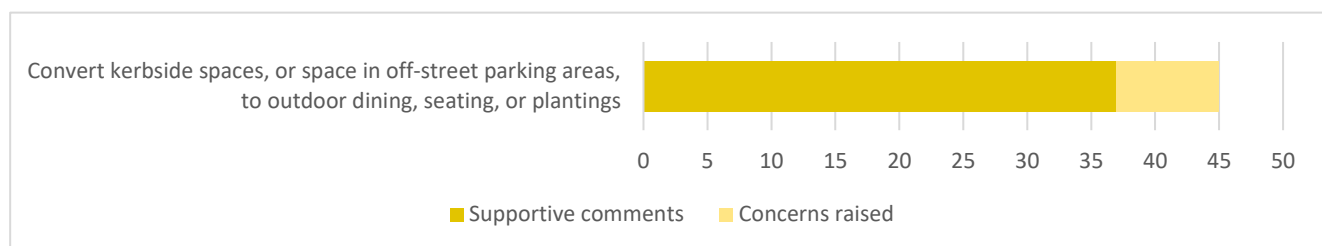
Pedestrian safety/ space improvements suggested for the following locations

- Lorne Street needs pedestrian improvements (did not specify). (1)
- Mayoral Drive needs general pedestrian improvements. (1)
- Queen Street needs the mid-block pedestrian signals changed to crossings: the road has changed significantly. (1)
- Queen Street needs more space needed for pedestrians; there's too much space for bicycles. (1)
- Queen Street should have planters removed so there's more space for pedestrians (and cyclists). (1)
- Scene Lane is a terrible pedestrian experience and is a main route to Spark Arena and Woolworths. (1)
- Victoria Street (uphill left-hand cycleway) needs better separation due to dangerous pedestrian-cyclist conflict. (1)
- Wynyard Quarter to Viaduct needs the crossing issue resolved, as alternative routes are not user-friendly. (1)

Issue 3 and 4






Related proposal



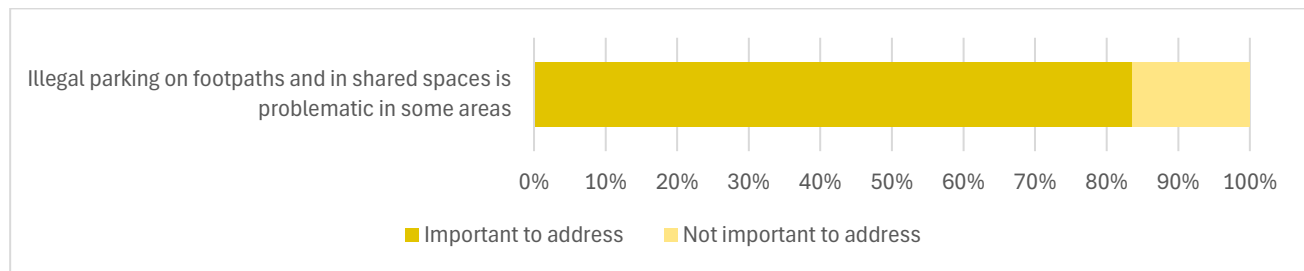
Comments on these issues and proposal

Note: numbers in brackets () indicate how many submitters made that comment

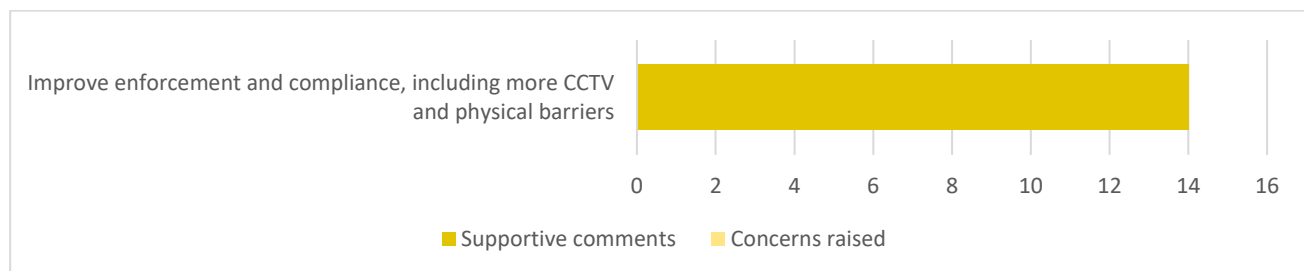
	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Support more outdoor dining and seating. (21) Outdoor dining makes the city centre feel safer and/or more vibrant. (3) Charge businesses less for using kerbside spaces/ footpaths. (2) Support more green spaces (e.g. gardens and/or trees). (22)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> Do not support businesses using the footpath for their activities. (2) Only support businesses taking over footpaths in big, shared spaces. (2)
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Yes, green spaces, but not ugly/worn planter boxes and/or dead plants. (2) Need better shelter from weather in green / pedestrian spaces. (3) Support more outdoor dining but ensure that there is still enough space for pedestrians. (2) <p>More or improved greenspaces/ dining spaces suggested for the following locations</p> <ul style="list-style-type: none"> Emily Place needs the planter boxes upgraded. (2) Hobson Street needs green spaces/ greenery. (1)

- Symonds Street needs green spaces/ greenery. (1)
- Queen Street should have more on-street dining spaces. (1)

Issue 5




Related proposal




Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- Better enforcement needed of vehicles parking or driving on the footpath. (8)
- Better enforcement needed of non-compliant parking and driving in shared spaces. (3)
- Better enforcement needed of people parking on cycle lanes. (1)
- Support use of CCTV and Licence Plate Recognition Vehicles. (2)



Concerns raised

- None.



Suggestions for on the ground improvements

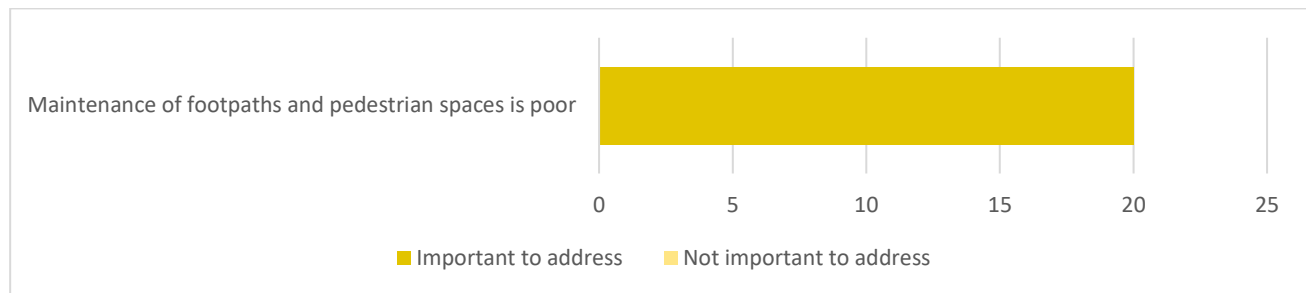
- Bollards should be spaced at least 1.2m apart so they don't block mobility scooters (NZS 4121). (1)

Better enforcement is required at the following locations

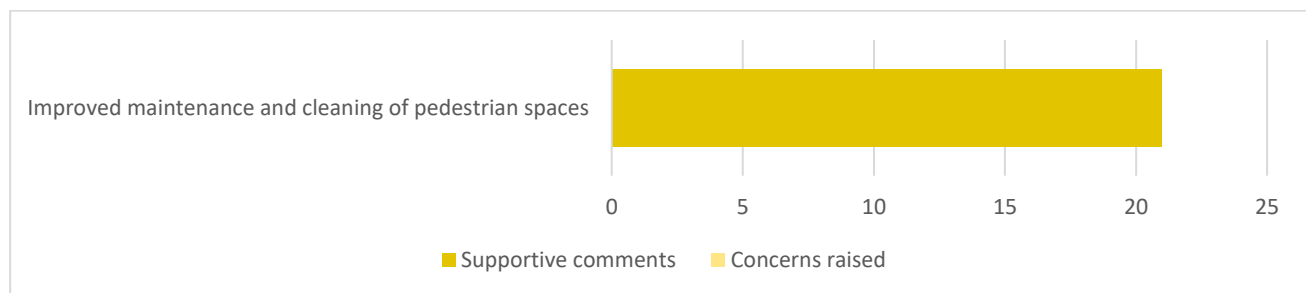
- On Anzac Avenue, vehicles are parked on the footpath. (1)
- On Fort Street, vehicles are parked on the footpath. (2)
- On Galway Street, vehicles are parked in pedestrian areas. (1)
- High Street (back entrance to Farmers) constantly has cars parked on kerb. (1)
- On O'Connell Street, vehicles are parked in pedestrian areas. (1)

- On Tyler Street, vehicles are parked in pedestrian areas. (1)
- Wellesley Street (outside Sudima Hotel) service trucks/buses park on footpath as there's no loading zone. (1)

NEW issue raised by submitters






NEW proposal suggested by submitters



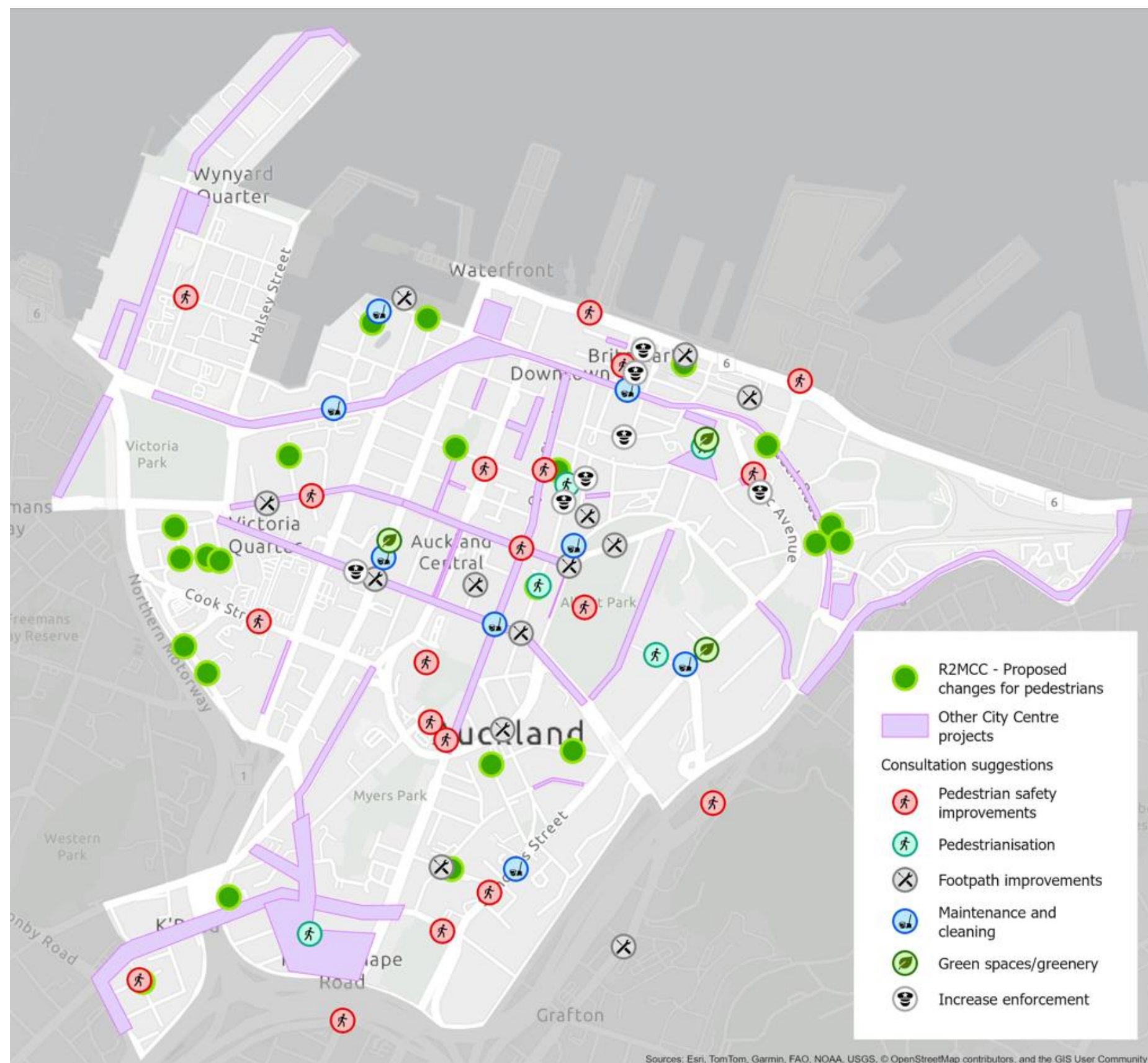
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

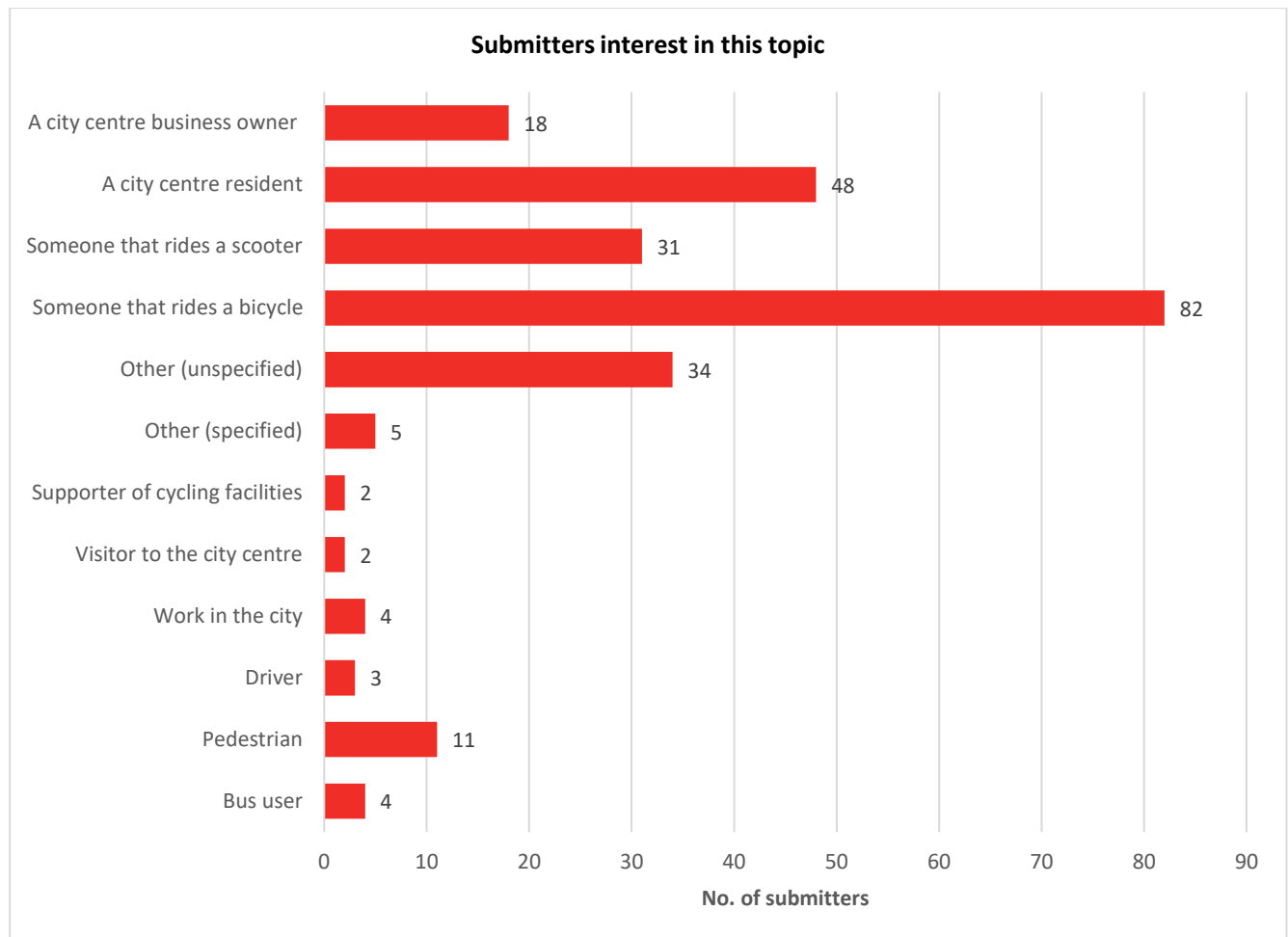
	<h3>Supportive comments</h3> <ul style="list-style-type: none"> Footpaths and pedestrian areas need better maintenance. (15) Well-maintained footpaths are important for people with disabilities. (5) Need to get better at cleaning pedestrian areas (e.g. dirt, human filth, rubbish). (6)
	<h3>Concerns raised</h3> <ul style="list-style-type: none"> None.
	<h3>Suggestions for on the ground improvements</h3> <ul style="list-style-type: none"> Footpaths and pedestrian areas need better maintenance (issues with holes, uneven levels, loose bricks, tree roots, and/or slippery surfaces, including yellow markings near intersections and pedestrian crossings). (15) Need more rubbish bins. (4) <p>Improved maintenance and/or cleaning was suggested for the following locations</p> <ul style="list-style-type: none"> Customs Street needs better/ more frequent cleaning of footpath. (2) Eastern footpath along University of Auckland. (1) Fanshawe Street. (1)

- Hobson Street needs maintenance, cleaning, and rubbish removal/bins. (2)
- Kitchener Street (outside Victoria Street Car Park), the footpath is in terrible condition. (1)
- Kyber Pass Road (outside Grafton Station). (1)
- Lower Queen Street needs better/ more frequent cleaning of footpath. (2)
- On Symonds Street (south of Wellesley Street), the pavers are uneven. (1)
- Viaduct Harbour. (1)
- The Wellesley Street footpath has been raised by tree routes. (1)
- Western part of the city. (1)

Map showing all on the ground improvements suggested for pedestrians and spaces for people



Cycling and scooting

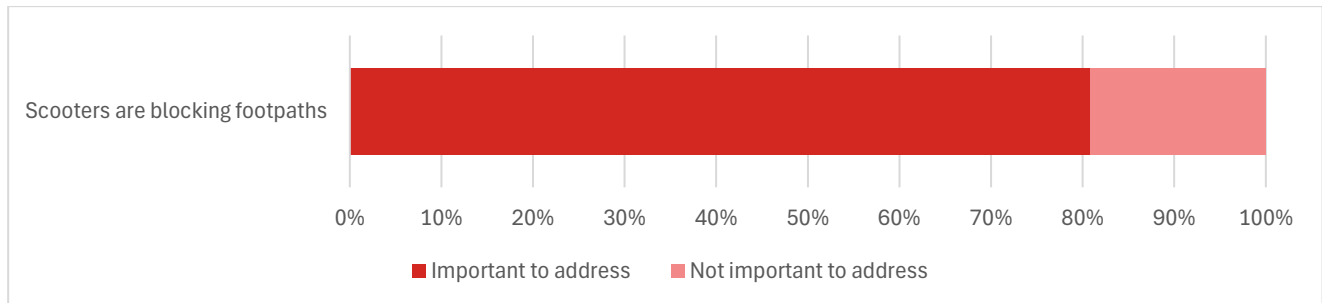


Please note:

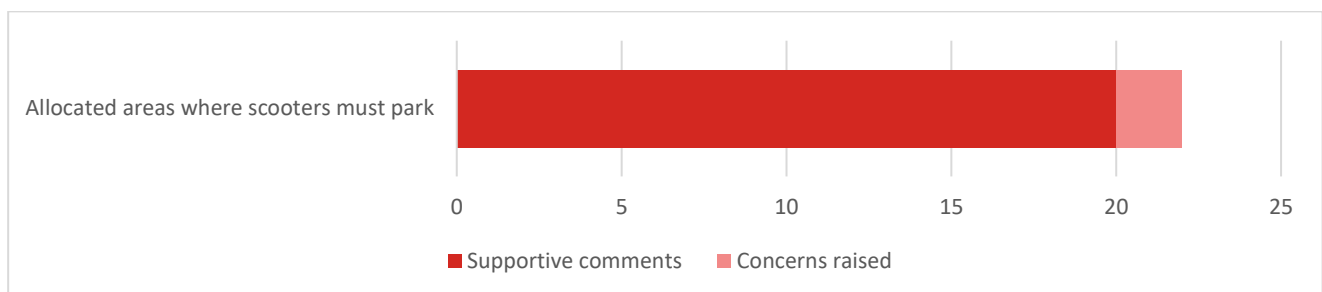
- “Other (specified)” consisted of the following responses: University student; organisation for disabled people; organisation for cyclists; Wynyard Quarter TMA; city fringe resident.
- “Other (unspecified)” are submitters that selected “Other” but did not provide further information.
- Submitters could select multiple interests in each topic.

Feedback on issues and proposals for this topic

Issue 1






Related proposal



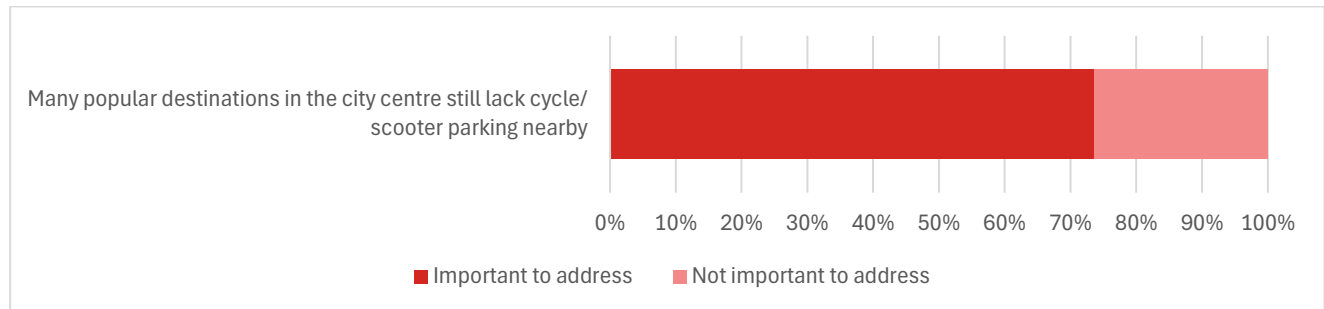
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

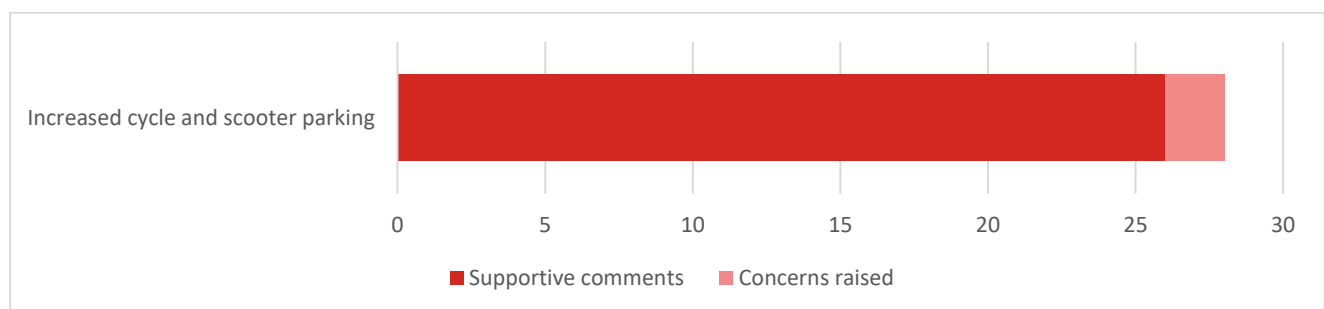
	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Scooters parked on footpaths are dangerous / a hazard / inconsiderate. (14) This is a particular issue for people with disabilities and/or the elderly. (8)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> Lack of scooter parking results in scooters being parked on the footpath. (1) E-scooter users could be nudged or encouraged towards parking in designated painted areas, but they should not be penalised. (1)
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Need to charge the scooter companies to remove scooters from footpaths. (1) Ban scooters from parking in front entrances to buildings (e.g. Emily Place). (1)
	<h4>Suggestions for scooter parking areas</h4> <ul style="list-style-type: none"> Include charging facilities at scooter parking areas. (1)

- Dedicated scooter parking should be enforced (e.g. fine hire company for infringements). (2)

Issue 2


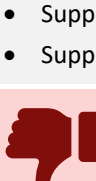
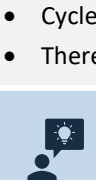


Related proposal



Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

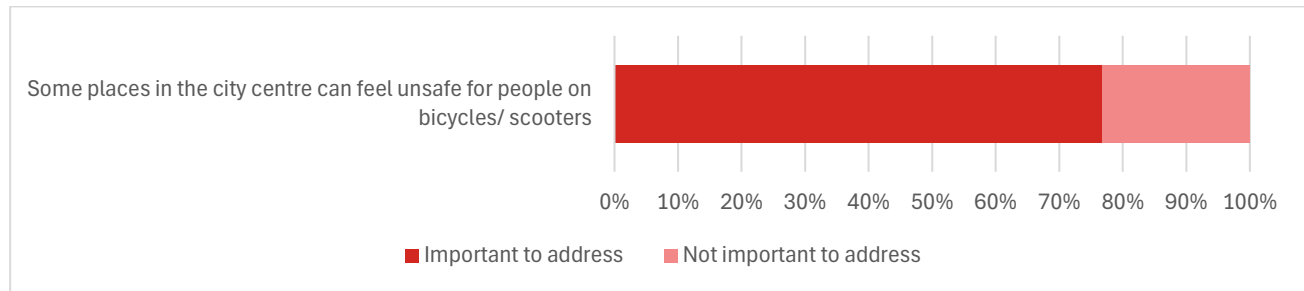
	<h3>Supportive comments</h3> <ul style="list-style-type: none"> Support more cycle parking in the city centre. (18) Support more scooter parking. (11)
	<h3>Concerns raised</h3> <ul style="list-style-type: none"> Cycle parking in Te Komititanga Square is unused and ugly. (1) There is sufficient cycle and scooter infrastructure in the city centre (do not need more). (1)
	<h3>Suggestions for on the ground improvements</h3> <p>Cycle parking was suggested for the following locations</p> <ul style="list-style-type: none"> Areas that have not had recent work/projects. (1) Parking buildings would provide a secure and sheltered cycle parking option. (1) Secure bike parking needed at train stations. (1) Aotea Centre and Te Komititanga cycle parking is unfit for e-bikes (impossible to lift e-bikes to second level height; awkward to manoeuvre e-bikes and fit into steel gaps designed for narrow wheels). (1) On Fort Street, motorcycles and mopeds use cycle parking so there's not enough parking for cycles. (1)

- Quay Street (no. 161-173), cycle parking is blocked regularly by motorcycles and mopeds. (1)
- Wynyard Quarter. (1)

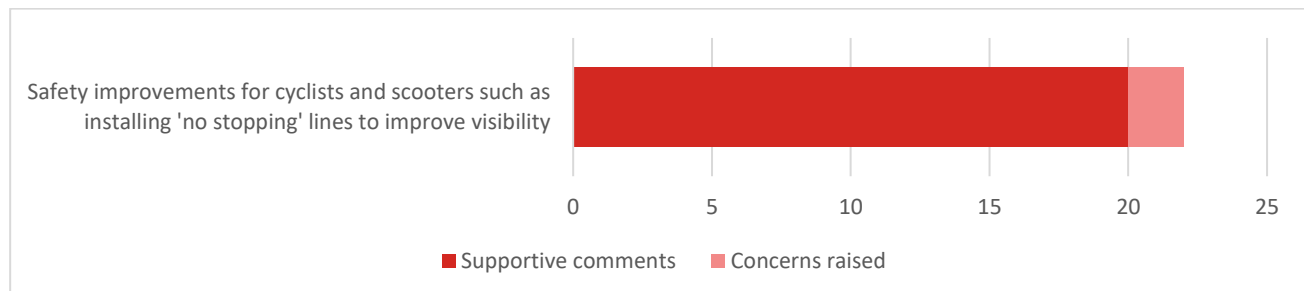
There were also suggestions to improve the design of scooter/cycle parking

- Some cycle parking is not designed for e-bikes. (1)
- Add charging points to cycle parking. (2)
- Use cycle racks to save space. (1)
- Can't lift e-bikes on to second level of cycle racks. (1)
- Need more secure cycle parking, such as Locky Docks and secure bike lockups. (7)
- Use 'staple' bike parking. (1)
- Need more sheltered cycle parking. (1)
- Parking areas should not block the footpath. (1)
- Scooter collection areas need to be larger. (1)
- Cycle parking areas need to look nice (not ugly). (1)
- Improve maintenance of cycle parking. (1)
- Scooter corrals should be on the road, not on the footpath (Queen Street an obvious exception). (1)

Issue 3






Related proposal



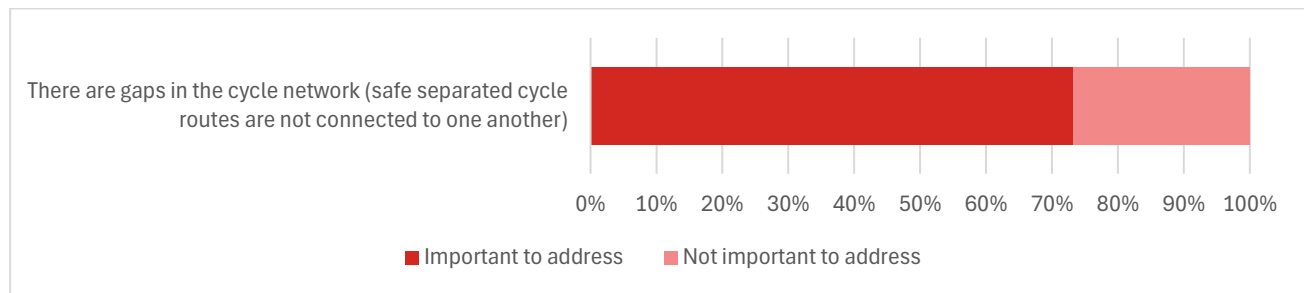
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Cycling feels unsafe without connected facilities. (5) Pavers are slippery and dangerous for cycles/scooters. (1) Cycle lanes need more markings to highlight lane direction and separation from pedestrian walkways. (1)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> Cyclists should be responsible for their own safety (no safety improvements required). (2)
	<h4>Suggestions for on the ground improvements</h4> <p>Safety improvements suggested for the following locations</p> <ul style="list-style-type: none"> Albert Street (repair the bike lane so it can be used). (1) In Britomart Square there needs to be a clearer pathway for cyclists between the train station and Commercial Bay as it's a key cycle connection from Queen Street to the waterfront bike paths. (1) Customs Street is unsafe to cycle on. (1) Fanshawe Street is unsafe to cycle on. (2) On the Franklin Road route to the inner city, despite cycle lanes, cyclists/scooters ride opposite the traffic flow. (1) Hobson Street is unsafe to cycle on. (1)

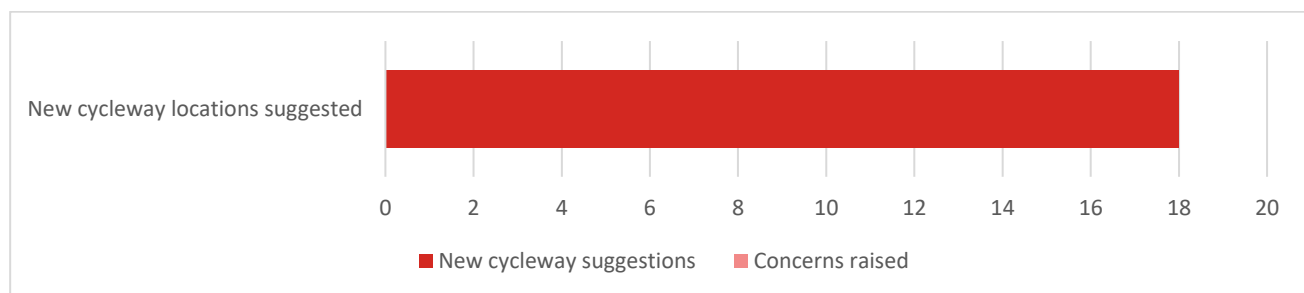
- Hopetoun Bridge does not have enough room for pedestrians and scooters together. (1)
- Karangahape Road cycleway surface quality is terrible. (1)
- Quay Street (near Spark Arena) there is a strange sideways ramp up to the footpath that is hazardous and needs fixing. (1)
- On Quay Street (at the driveway entrance to the ferry terminal/ Queens' Wharf), vehicles often block footpath, thinking it is a right-of-way for vehicles. Smarter design needed for drivers to check for pedestrians/ cyclists. (1)
- On Queen Street, cycling has become more dangerous since the recent upgrade - Uber drivers are particularly hazardous with illegal parking, u-turns, lack of pedestrian/ cyclist awareness. (1)
- On Queen Street, to get across Customs Street, it is unclear what cyclists are supposed to do. (1)
- Queen Street planters should be removed so there's more space for pedestrians (and cyclists). (1)
- Beach Road cycleway (past Scene Three Apartments) constantly has pedestrians walking in it, because it's nicer than the footpath. (1)
- In the Waterfront area, cyclists need to be separated from motorists. (1)

Issue 4




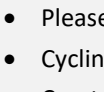
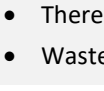
Suggested new proposal

No cycle lanes were proposed in R2MCC, however there were new cycleway locations suggested by submitters.



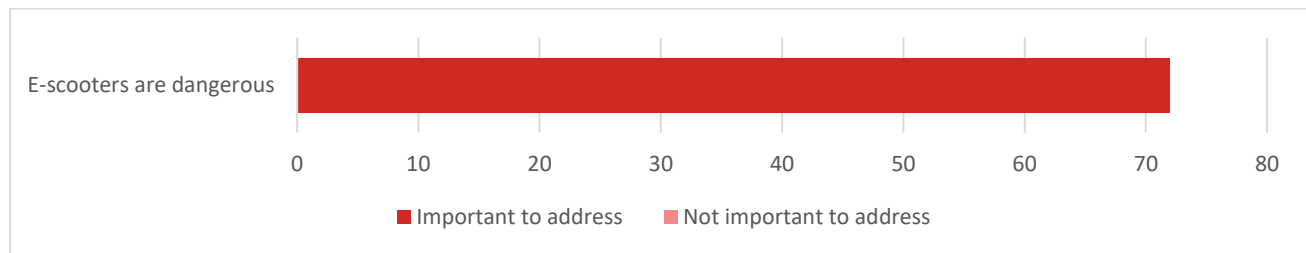
Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment

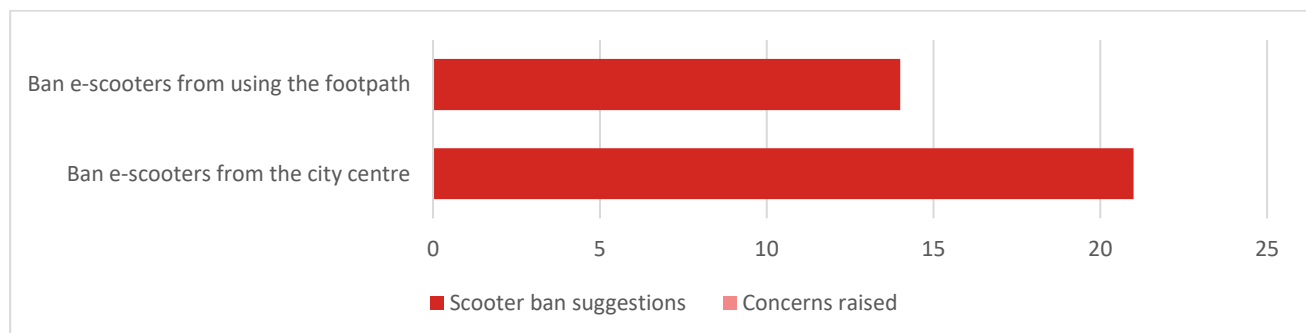
	<h3>Supportive comments</h3> <ul style="list-style-type: none"> • Please connect the cycle network. (36) • Cycling feels unsafe with unconnected facilities. (13) • Create physically separated/ protected cycle lanes. (8)
	<h3>Concerns raised</h3> <ul style="list-style-type: none"> • There are already too many cycle/ scooter facilities. (12) • Waste of money as only benefits, or are used by, a small number of people. (5)
	<h3>Suggestions for on the ground improvements</h3> <p>New cycleways/ cycle links suggested for the following locations</p> <ul style="list-style-type: none"> • Alex Evans Street. (3) • Britomart square (between the train station and Commercial Bay), cyclists need to get from Queen Street to the waterfront bike path. (1) • Fanshawe Street. (1) • Federal Street cycleway terminating at the Sky Tower is awkward and could be better linked to Te Ha Noa. (1)

- Federal Street (No. 60) should be a permanent dual direction cycleway: too tight at the moment. (1)
- Hobson Street/ Nelson Street/ Queen Street need better connection to the Quay/Waterfront route. (1)
- Mayoral Drive between Hobson St and Queen St. (1)
- Nelson Street to Queen Street. (2)
- Quay Street/ Waterfront route has insufficient connecting infrastructure. (1)
- Queen Street to Karangahape Road. (1)
- Upper Queen Street is a poor experience on a bike. (1)
- Upper Queen Street to Waihorotiu Path. (3)
- Union Street is dangerous. (1)
- Vincent Street needs to connect Nelson Street to midtown. (1)

NEW issue raised by submitters (e-scooter behaviour)


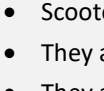
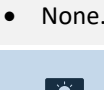


NEW proposals suggested by submitters



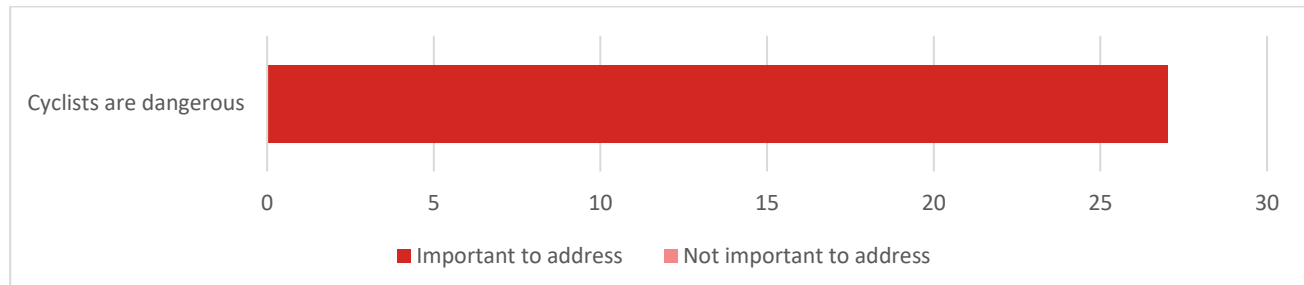
Comments on this issue and proposals

Note: numbers in brackets () indicate how many submitters made that comment

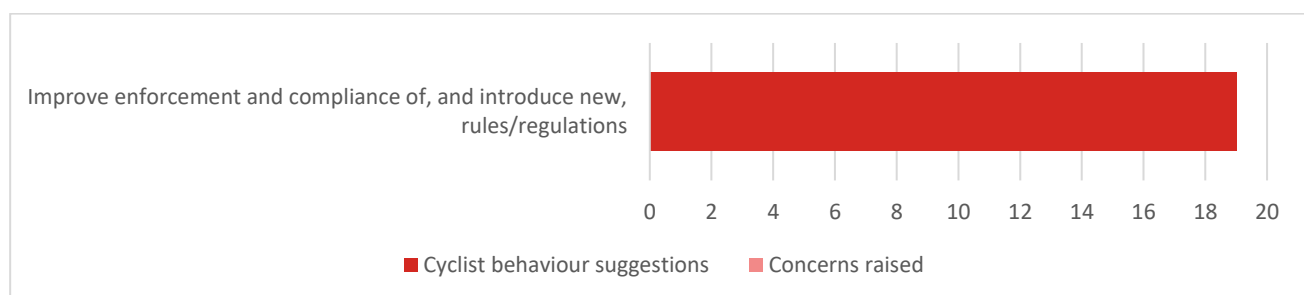
	<h4>Supportive comments</h4> <ul style="list-style-type: none"> Scooters are a danger to pedestrians and/or on footpaths (speed and aggressive behaviour most mentioned). (44) They are dangerous to cyclists. (4) They are a danger to the elderly and people with disabilities. (8) Scooter-riders break the road rules. (16)
	<h4>Concerns raised</h4> <ul style="list-style-type: none"> None.
	<h4>Suggestions for on the ground improvements</h4> <ul style="list-style-type: none"> Scooters drive too fast, and/or there should be speed limits for scooters on footpaths and/or shared paths. (3) Scooter companies should be fined (or similar) for scooters parked inappropriately. (5) Scooters should be restricted to cycle lane, road use, or designated scooter lane only. (14)
	<h4>Specific locations of concern</h4> <ul style="list-style-type: none"> Aotea Square and surrounding areas. (1) Between Commercial Bay and Britomart. (1)

- Queen Street. (1)
- Wellesley Street/ Queen Street intersection (pedestrian-scooter conflicts). (1)

NEW issue raised by submitters (cyclist behaviour)




NEW proposal suggested by submitters




Comments on this issue and proposal

Note: numbers in brackets () indicate how many submitters made that comment




Supportive comments

- They ride on footpaths and use pedestrian crossings. (13)
- Cyclists are a danger to pedestrians on the footpath/ shared paths. (6)
- Bicycles are left on the footpath create a hazard for pedestrians. (1)
- Cyclists ride through red lights on cycle lanes which is dangerous for pedestrians. (1)
- Need better enforcement of poor cyclist behaviour and/or poor behaviour is common. (7)



Concerns raised

- None.



Suggestions for on the ground improvements

Rules/ regulations/ enforcement suggested for people on bikes

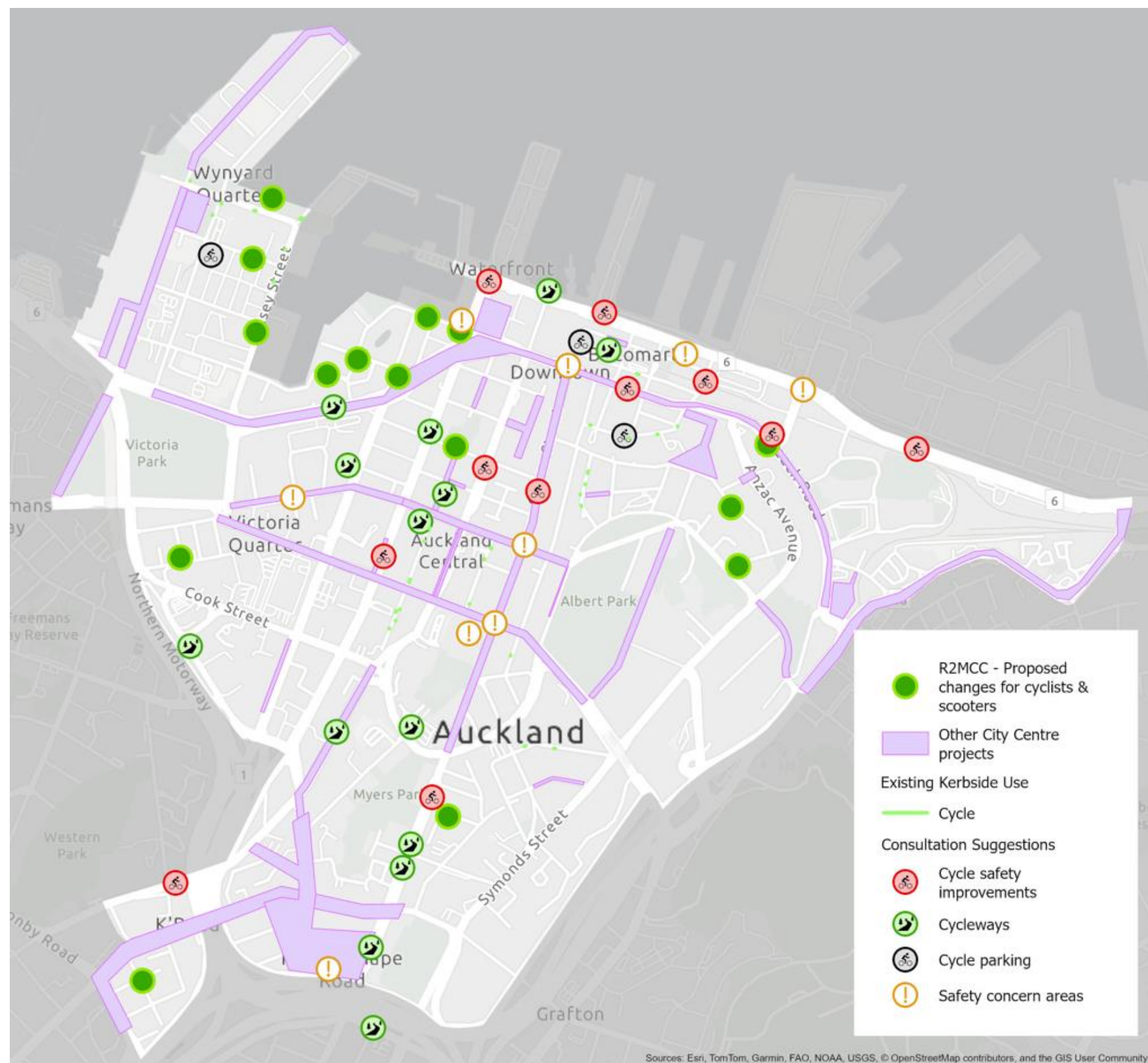
- Prohibit cycling on the footpath when there are cycle lanes present. (3)
- Establish speed limits on shared paths and in shared zones. (3)

- Ensure they comply with the road code/ road rules. (4)
- Require them to dismount when crossing roads with pedestrians. (1)
- Require compulsory bell or warning system required for all bikes. (1)
- Need better enforcement of poor cyclist behaviour and/or poor behaviour is common (blocking lanes; riding too fast in shared spaces; riding the wrong direction; not following other traffic regulations like red lights). (7)

Specific locations of concern

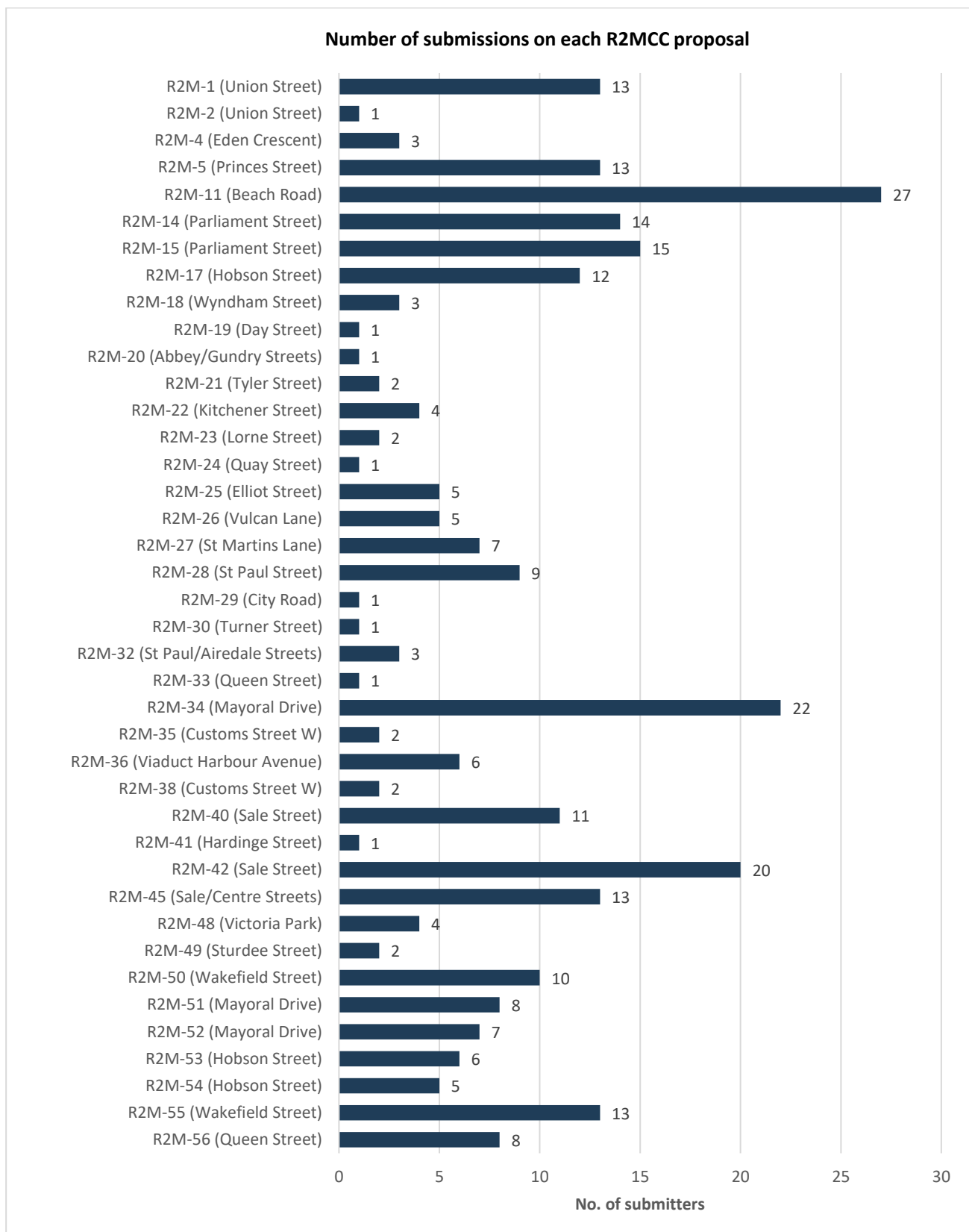
- Cananda Street has excessive cyclist speeds. (1)
- On Quay Street, cyclists are using the footpath, creating danger for pedestrians. (1)
- On the corner by the Sebel Hotel (opposite Tepid Baths), the traffic light location and signage needs improving - cyclists don't stop and there have been many near misses with pedestrians. (1)
- Victoria Street cyclists are compromising pedestrian safety as the paths are too narrow. (1)
- Waihorotiu Path sees frequent conflict between pedestrians and cyclists. (1)

Map showing all on the ground improvements suggested for cycling and scooting



Detailed feedback: On the ground proposals

R2MCC contained 46 'on-the-ground' proposals, we received feedback on 40 of them, which are shown in the graph below (and on page 24). The feedback received on each proposal is summarised in the pages that follow.



R2M-1: Union Street

Proposal

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.

Outside 29 Union Street, remove the broken yellow lines and replace with a clearway that operates 4pm-7pm (Mon-Fri).

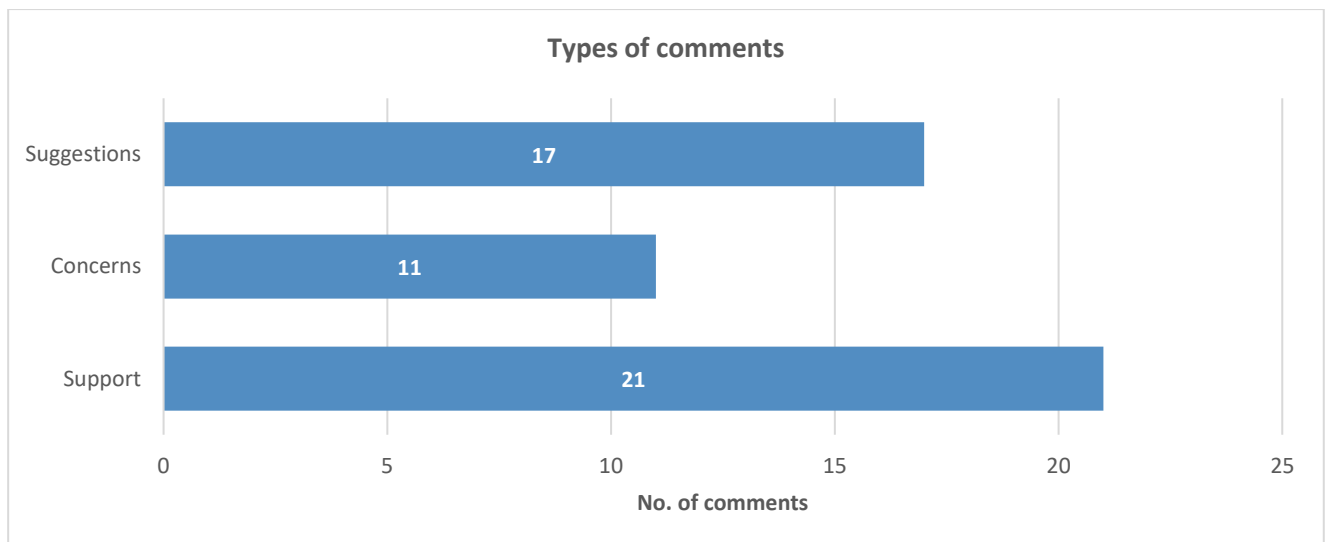
When the clearway is not operating, the space will be divided into:

- 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.

We will also formalise measures to prevent parking on the footpath.

Feedback

13 submitters provided feedback about proposal R2M-1, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed Loading Zone/clearway (at 29 Union) (8)

- Provides alternative to parking on the footpath. (1)
- Good for deliveries, Uber Eats, moving furniture. (3)
- This location has good visibility of/from oncoming traffic. (1)

Like/support proposed new parking (at 29 Union) (7)

- Parking is needed on this side of street. (5)
- Free parking in the evenings allows residents to have visitors. (1)
- This location has good visibility of/from oncoming traffic. (1)

Like/support proposed new parking (at 47 Union) (7)

- Parking is needed on this side of street. (6)
- Needed for pick-ups/drop-off and/or loading. (1)
- Free parking in the evenings allows residents to have visitors. (1)



Concerns raised

Concerns about proposed Loading Zone/clearway (at 29 Union) (2)

- Do not support proposal. (2)
- Will block traffic (do not remove traffic lane). (2)

Concerns about proposed new parking (at 29 Union) (3)

- Do not support proposal. (2)
- Will block traffic (do not remove traffic lanes). (2)
- Do not support paid parking: people will park on footpath to avoid paying (did not specify which location they referred to). (1)

Concerns with proposed new parking (at 47 Union) (6)

- Do not support proposal. (2)
- Will block traffic (do not remove traffic lanes). (2)
- Too close to traffic turning onto Union Street from side street. (2)
- Do not support paid parking: people will park on footpath to avoid paying (did not specify which location they referred to). (1)
- People will double park and block the traffic lane. (1)



Suggestions for proposal

Suggestions about proposed Loading Zone/clearway (at 29 Union) (4)

- Proposed loading zone should be 24/7. (1)
- Narrow footpath to create a 24/7 loading zone without reducing traffic lanes. (1)
- Outside 29 Union Street there is traffic queues in the morning. Clearway should operate during both the morning and afternoon peak hours. (1)
- If you stop the Ubers/delivery drivers parking on the footpath, you need an alternative, especially between 4pm-7pm when you propose a clearway. They will just double park and impede traffic. (1)

Suggestions about proposed new parking (at 29 Union) (4)

- Make paid parking times consistent across both proposals (8am-4pm Mon-Sun). (2)
- Parking should be free on the weekend. (1)
- Should all be short-term parking. (1)

Suggestions about proposed new parking (at 47 Union) (5)

- Make paid parking times consistent across both proposals (8am-4pm Mon-Sun). (2)
- Should all be short-term parking. (1)
- Provide more P5 parking. (1)
- Parking should be free on the weekend. (1)
- If you stop the Ubers/delivery drivers parking on the footpath, you need an alternative, especially between 4pm-7pm when you propose a clearway. They will just double park and impede traffic. (1)

Additional/ other suggestions for proposal (4)

- Remove trees across the road (x3 areas) and provide P5 general loading zone only. A lot safer, and by a large footpath. (2)
- Also have a clearway outside 27 Union Street. (1)
- Cars parked on the western side of Union Street (across the road from Sugartree, Union Green and Placemakers) are often broken into. Street lighting and/or security cameras might help. (1)




R2M-2: Union Street (West)

Proposal

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

Feedback

1 submitter provided feedback about proposal R2M-2, their comments are outlined below.

	Supportive comments
Proposed changes will improve safety (1) <ul style="list-style-type: none"> Union Street is wide and encourages high vehicle speeds. (1) More space and safety for bikes and pedestrians. (1) 	
	Concerns raised
<ul style="list-style-type: none"> None. 	
	Suggestions for proposal
Increase priority of this proposal (1) <ul style="list-style-type: none"> Accelerate the project (currently 'Medium-term'). (1) 	

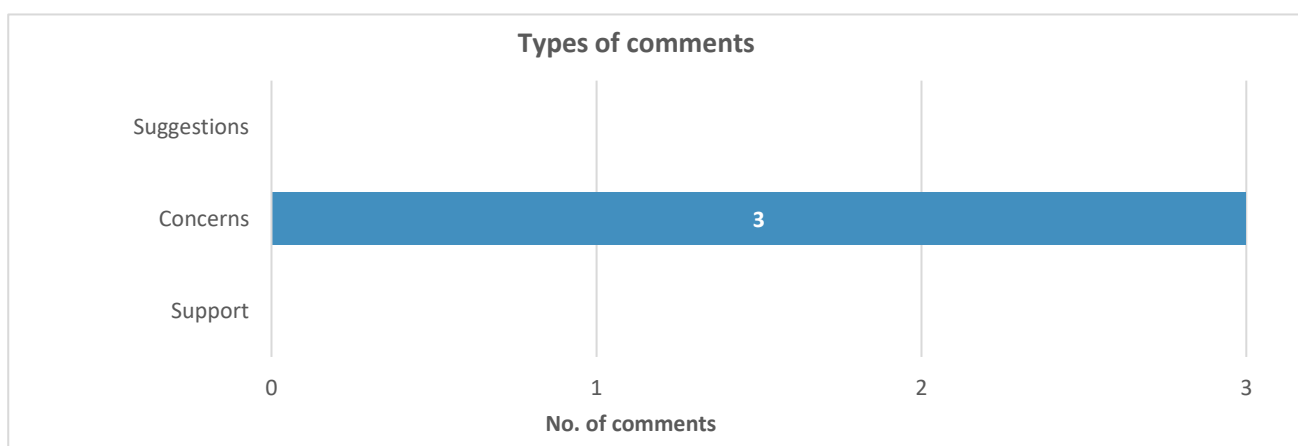
R2M-4: Eden Crescent

Proposal

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

Feedback

3 submitters provided feedback about proposal R2M-4, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

- None.



Concerns raised

Dislike all proposed changes (3)

- Don't like anything. (3)
- Don't like losing another car park (there's a shortage of parking, it's useful for business). (2)
- There is already MOTORBIKE parking across the road (which is underutilised and needs better signage). (1)
- There is already BICYCLE parking on the other side of the road. (1)



Suggestions for proposal

- None.

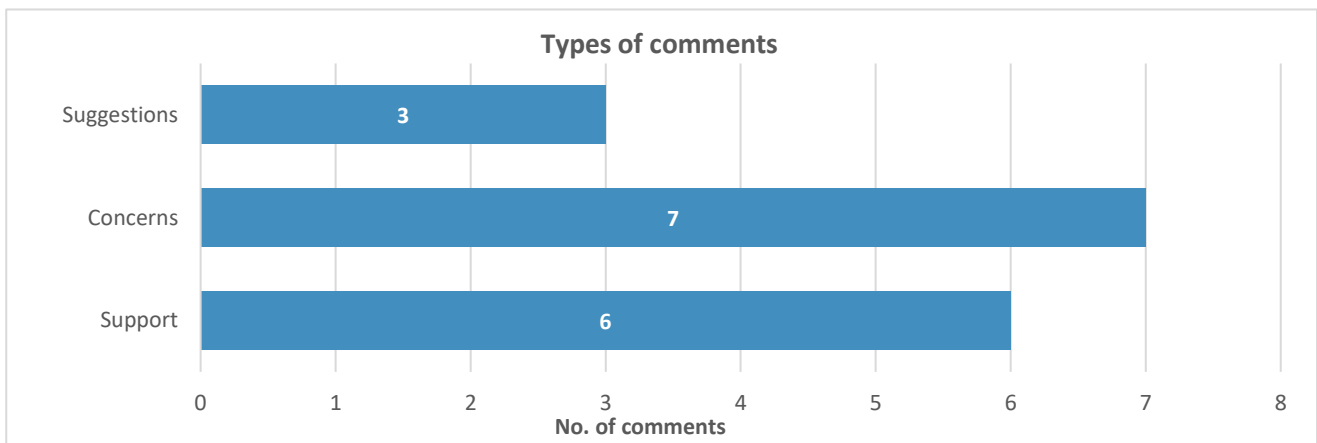
R2M-5: Princes Street

Proposal

Convert four angled parking spaces outside 11 Princes Street (between the vehicle accessways for No.19 and No. 9) into a parallel parking loading zone (P5, General Purpose, all times).

Feedback

13 submitters provided feedback about proposal R2M-5, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (6)

- Support proposal (with no changes). (5)
- Support proposal but would prefer only 2 car parks are converted to a loading zone. (1)
- Good for deliveries (there's a shortage of loading zones). (4)
- Good for tradies. (1)
- Improved visibility of vehicles exiting carpark. (2)
- Will stop delivery vehicles parking across vehicle entrance, on footpath, and/or in traffic lane. (2)



Concerns raised

Concerns about proposed changes (7)

- Dislike all/ Like nothing/ Leave it alone. (6)
- Oppose car parking removal (often stated there is already a shortage). (7)
- Oppose AT's ongoing removal of car parking in the city centre and/or area. (5)
- Oppose proposal, but if it must go ahead would prefer only 2 car parks are converted to a loading zone. (1)



Suggestions for proposal

Additional/ other suggestions for the proposal (7)

- Suggest that only 2 car parks are removed, and only 2 are converted to a loading zone. (2)
- If any car parks must be lost to this proposal, redesignate the Taxi Stand across the road to general parking spaces. (1)
- Also convert 2-3 angled parking spaces across the road to loading zone. (1)
- Add broken yellow lines in front of the driveway. (1)

Consider access request before parking changes proceed (1)

- We are applying for a vehicle crossing at 11 Princes Street, within the proposed loading zone. As our plans involve vehicle access, we ask that our application be reviewed before any changes to the current parking layout. (1)

R2M-11: Beach Road

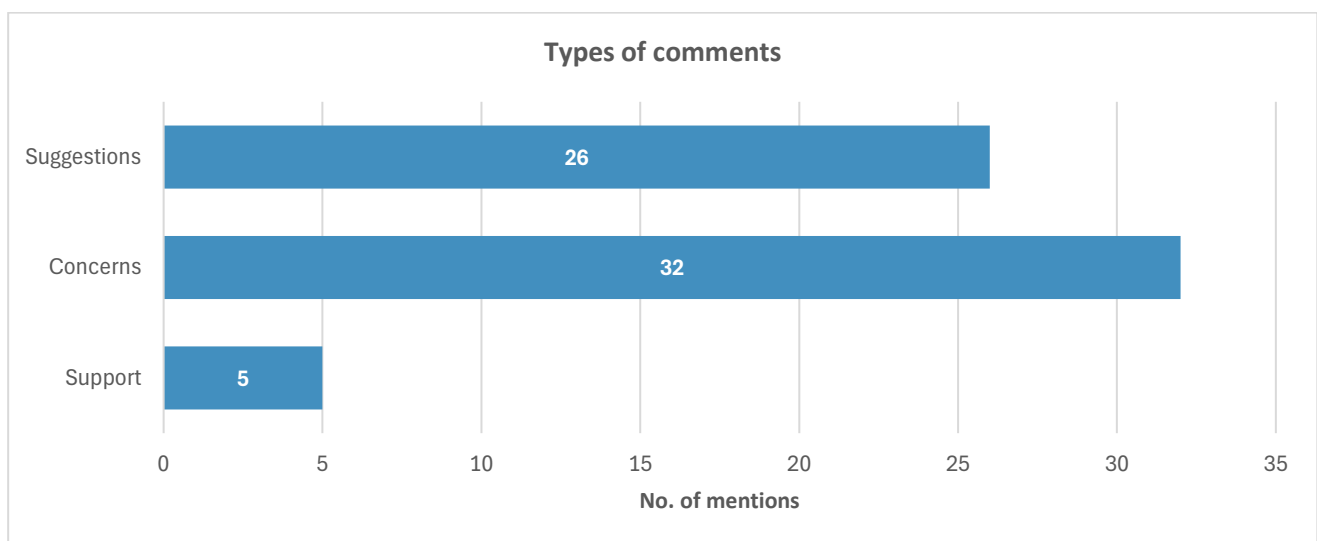
Proposal

Implement measures on Beach Road (next to the intersection with Tangihua Street) to prevent illegal parking, such as barriers, bollards, creating cycle parking, and providing seating.

A Loading Zone is proposed as part of the Customs Street Bus Improvements project.

Feedback

27 submitters provided feedback about proposal R2M-11, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment. This proposal received the most feedback in the consultation.



Supportive comments

Like/support proposed changes (5)

- Support proposal. (3)
- Like that it prevents illegal parking on the footpath. (5)
- Will improve pedestrian safety. (1)
- Will improve safety for people with disabilities (e.g. low vision). (1)

Like/support proposed seating (1)

- Seating is better than bollards (provide seating to block vehicle entry to footpath). (1)



Concerns raised

Dislike proposed changes (14)

- Like nothing about this proposal / don't want it to go ahead. (12)
- Things are working fine as they are / there's no problem to solve. (3)
- Will negatively affect residents (e.g. nowhere to unload items, nowhere for moving and tradie vans, nowhere for deliveries/couriers). (7)

- Will negatively affect hotel (e.g. need to receive deliveries, pick-up/drop-off people, be service by tradies). (1)
- Footpath is wide and current arrangement of vehicles using it to park works fine (e.g. no impediments to pedestrians). (3)
- Preventing vehicle access to footpath will mean vehicles double park blocking the traffic lane. (4)
- Illegally parked cars are removed quickly anyway. (1)
- Concerned about impacts of construction works. (1)
- Oppose AT's ongoing removal of car parking in the city centre and/or area. (5)
- Oppose proposal, but if it must go ahead would prefer only 2 car parks are converted to a loading zone. (1)

Concerns about proposed bollards (5)

- Use seating to create the barrier, not bollards. (1)
- Use planter boxes, gardens, or trees as bollards. (2)
- Bollards will make the road feel even narrower. (1)
- Don't like bollards blocking access to footpath. (1)
- Will be expensive. (1)

Concerns about proposed cycle parking (5)

- There's no/not enough demand for bicycle parking in this area. (4)
- Cycleway is on the other side of the road, why encourage cyclists to this side of the road. (1)

Concerns about proposed seating (5)

- There's already seating at the bus station. (1)
- No one will use it (e.g. who wants to sit next to this busy road). (5)
- There is already seating on the other side of Beach Road. (1)
- Will attract homeless people. (2)



Suggestions for proposal

Loading zones are required here (16)

- Loading zone or zones required to service apartments. (13)
- Loading zone or zones required to service hotel. (7)
- Loading zones required to service both the apartments and hotel. (6)
- Use part of the wide footpath to provide a loading zone(s). (6)
- Make sure loading zone is big enough for trucks. (1)
- Permitted time for loading zone should be 15-30mins. (1)

Taxi and/or pick-up/ drop-off parking is required here (or nearby) (7)

- Taxis and/or pick-up/drop-off parking required for apartments. (6)
- Taxis and/or pick-up/drop-off parking required for hotel. (6)
- Taxis and/or pick-up/drop-off parking required for apartments and hotel. (5)
- Use part of the wide footpath to provide taxis and/or pick-up/drop-off parking. (3)
- There is nowhere for taxis to stop on Beach Road. (2)

Additional/ other suggestions for proposal (3)

- Need improved provision for deliveries and pick-up/drop-off on north side of Beach Road (as well as south side of road). (1)
- Tow offending vehicles from project area/location. (1)
- Provide paid parking in front of apartments. (1)

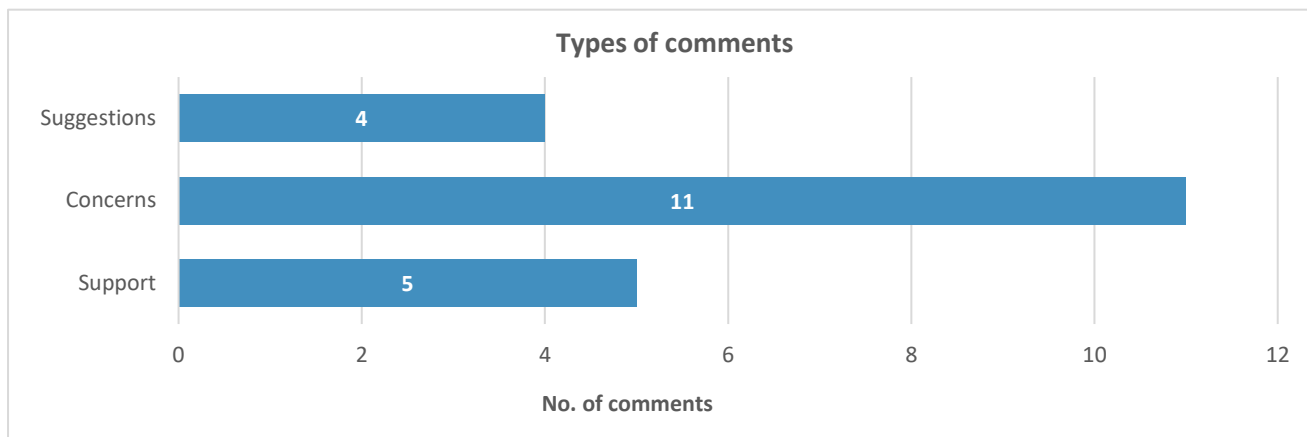
R2M-14: Parliament Street

Proposal

Convert two general paid parking spaces on the corner of Parliament Street and Waterloo Quadrant (southern side) next to the mobility spaces, to create a new bike/scooter parking zone.

Feedback

14 submitters provided feedback about proposal R2M-14, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Support proposal as presented. (2)
- Support creation of more bike/ scooter parking (but not removal of general parking to provide it). (3)
- Cycle parking will stop the footpath being littered with bikes and scooters. (1)



Concerns raised

Dislike proposed changes (11)

- Oppose removal of car parks (e.g. it's difficult for residents to find a car park as it is, spaces are used by people attending the high court). (11)
- Bike/scooter parking will not be well used here. (6)
- Support proposed bike/scooter parking, but do not support converting general paid parking spaces to provide it. (3)"



Suggestions for proposal

Alternative cycle/ scooter parking location suggested (4)

- Provide cycle parking on the footpath on the northern corner of Parliament Street and Waterloo Quadrant. (1)
- Provide cycle parking on the footpath on the southern corner of Parliament Street and Waterloo Quadrant. (2)

- If alternative locations suggested can't work (see two bullets above), then would prefer you to use the two car parks on the downhill side of the mobility spaces, so the first three parks can be accessed by residents needing to park adjacent to their building when loading and unloading their cars. (1)
- Put bike parks at the university. (1)

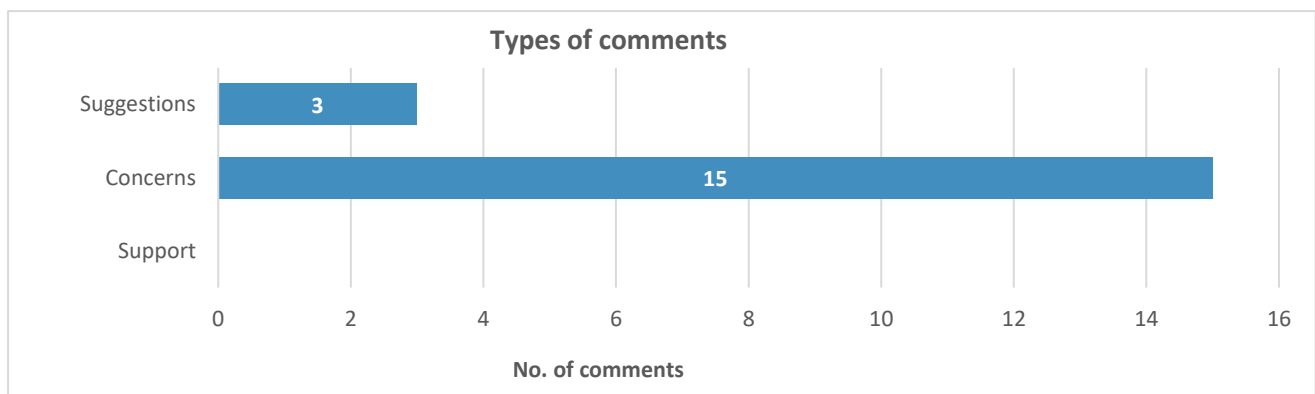
R2M-15: Parliament Street

Proposal

Repurpose half of the residents-holder-only parking bays outside 9 Parliament Street to be general paid vehicle parking (residents-holder exempt), like the rest of the street.

Feedback

15 submitters provided feedback about proposal R2M-15, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

- None.



Concerns raised

Dislike proposed changes (15)

- Like nothing about this proposal / don't want it to go ahead. (13)
- Do not support parking removal. (15)
- It's difficult for residents to find parks as it is. (12)
- Leave the residential parking for the residents. (6)
- There is already a lack of parking for the number of permits issued and this will simply exacerbate the problem. (3)
- Please do not ignore legacy parking arrangements for heritage buildings which cannot provide parking for residents. (2)
- Reduce the number of parking spaces to be removed. (1)
- If you reduce the resident parking spaces, then you need to widen the permit holders' exemption area to nearby streets. (1)
- Residents have purchased or rented their properties knowing they have parking permits. (1)



Suggestions for proposal

Additional/ other suggestions for project (3)

- Improve enforcement: The residents-only parking spaces outside 9 Parliament are not monitored enough and non-permit holders frequently park in these spaces with no regard to the signs. (2)
- Allow more parking in Waterloo Quadrant at certain times of the day. (1)

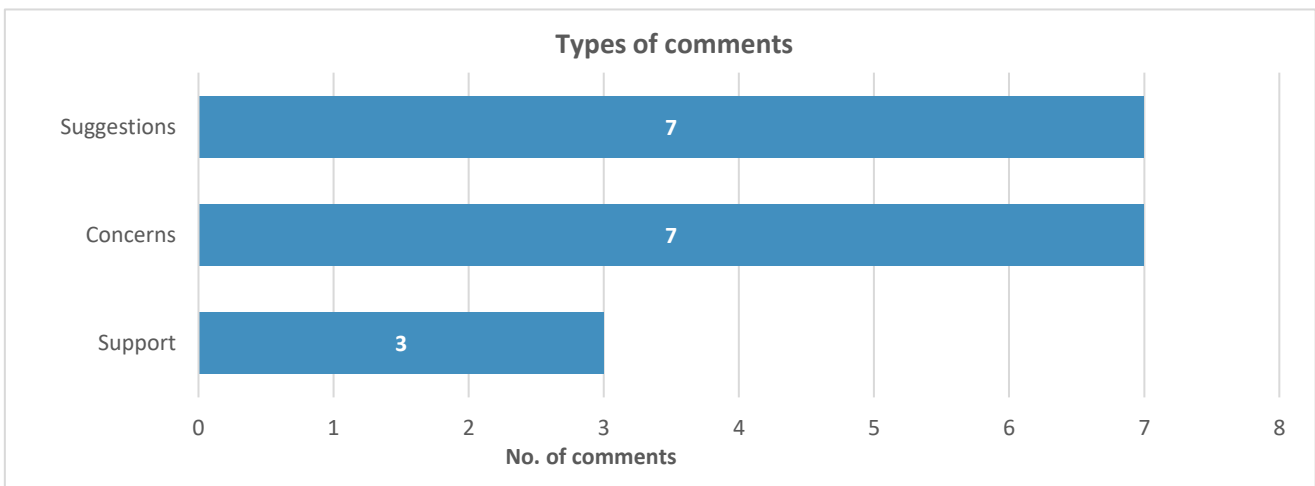
R2M-17: Hobson Street

Proposal

Confirm the kerbside space outside 35 Hobson Street as one P5 Loading Zone At All Times, with 'no stopping' lines leading in and out of the Loading Zone.

Feedback

12 submitters provided feedback about proposal R2M-17, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (3)

- Support proposal. (2)
- Taxis currently use this space a lot. (2)
- Will clarify the use of this space. (2)
- Stop taxis using this space with their associated dangerous driving. (1)
- Will prevent delivery/ courier vehicles double-parking, causing traffic issues. (1)
- Will facilitate loading/ unloading into Heritage Apartments for owners. (1)
- Will unclog the loading zone. (1)



Concerns raised

Dislike proposed changes (7)

Note: all submissions counting towards this theme come from a proforma submission, all with 'hotel' in their email address: likely organised massed submission.

- Like nothing about this proposal / don't want it to go ahead. (7)
- May cause congestion issues on Hobson Street, particularly at peak times. (6)
- Proposal is unnecessary, as the Heritage Hotel has access to 2 loading bays on Gorst Lane. (6)
- Will create restrictions for residents, short-term accommodation guests, and hotel guests arriving at Heritage Hotel. (5)

- The canopy will hinder access to proposed loading zone and/or be prone to damage. (5)
- This has always been used as the hotel loading zone, no need to formalise it. (1)



Suggestions for proposal

Additional/ other suggestions for project (7)

Note: first two points come from a proforma submission, all with 'hotel' in their email address: likely organised massed submission.

- Move the proposed loading zone to the first parking bay(s) past Gorst Lane (45 Hobson Street): more sensible location as no parking behind it and it near many businesses. Submitter emailed a plan of this proposal to R2MCC. (6)
- Move proposed loading zone to the mobility parking spaces on the east side of Hobson Street, outside the Cut Restaurant (Rydges Hotel). Relocate accessible parking to Kingston Road, which is a safer location as it's flat and off a main road. (5)
- Permitted time limit for loading zone should be longer than 5 minutes (long enough to unload to the 7th floor and back). (1)

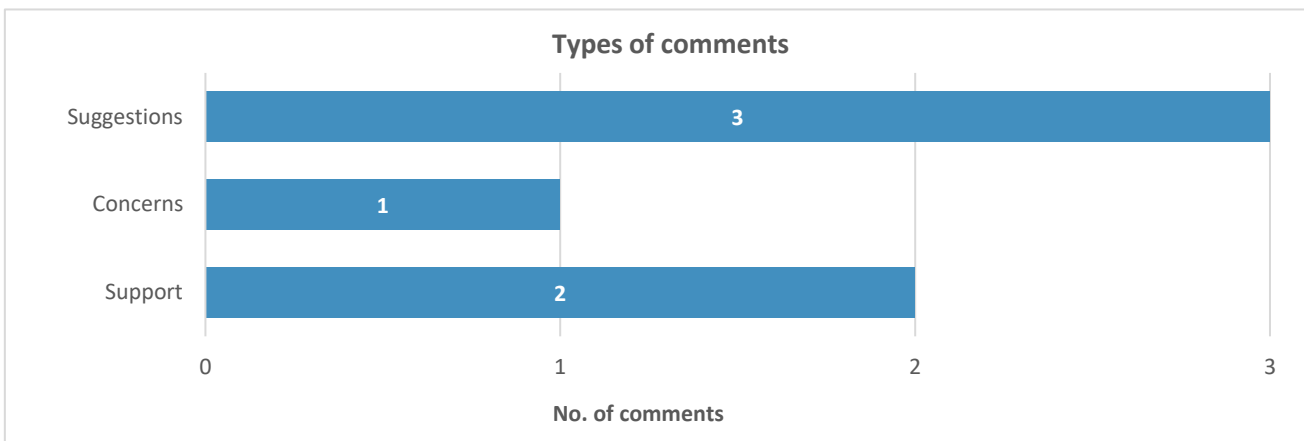
R2M-18: Wyndham Street

Proposal

Implement measures on the northern kerb of Wyndham Street and within St Patrick Square, to prevent illegal parking on the pavement, such as planting trees, installing barriers/bollards, creating cycle parking, and providing seating.

Feedback

3 submitters provided feedback about proposal R2M-18, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (2)

- Support proposal but specified using bollards to prevent illegal parking. (1)
- Support proposal, subject to The Bishop's concerns being actioned. (1)
- Non-compliant parking is an issue in this location. (2)



Concerns raised

Dislike proposed changes (1)

Note: these concerns all came from The Bishop, who supports the proposal if these comments are actioned.

- Do not support planting trees:
 - Leaf litter will increase the landscape maintenance costs for the Cathedral.
 - The root systems could create issues for underground services and pose a risk of disturbing the foundations of the heritage scoria wall and the south transept of the church.
 - When St Patrick's Square was upgraded in 2009, including the Wyndham Street footpath, there were purposely no trees planted on the south side of the church, so sightlines of the Category A heritage building were not diminished.
- The proposed bollards should not detract from the heritage aspects of the Cathedral.



Suggestions for proposal

Additional/ other suggestions for project (3)

- Improve enforcement in this area to reduce illegal parking. (2)
- Current designations of parking on Wyndham Street between Albert Street and Hobson Street should be reviewed: ensure it is meeting the needs of the immediate area (loading and servicing, pick up/drop off). Currently a car-share spot here that may not be the best use of space. (1)

R2M-19: Day Street

Proposal

Investigate widening the footpath on the on-way section of Day Street, and investigate creating Loading Zones near Karangahape Road.

Feedback

1 submitter provided feedback about proposal R2M-19, their comment is outlined below.

	Supportive comments
Like/support proposed changes (1)	
<ul style="list-style-type: none">Will improve pedestrian experience, particularly when CRL opens. (1)	
	Concerns raised
<ul style="list-style-type: none">None.	
	Suggestions for proposal
<ul style="list-style-type: none">None.	



R2M-20: Abbey Street and Gundry Street

Proposal

Remove two non-compliant parking spaces that are too close to the Abbey Street and Gundry Street intersection, to improve safety, and sight lines of oncoming traffic and cyclists.

Feedback

1 submitter provided feedback about proposal R2M-20, their comment is outlined below.

	Supportive comments
Like/support proposed changes (1)	
<ul style="list-style-type: none">If parking is non-compliant and a health and safety issue, it should go ahead without needing consultation. (1)	
	Concerns raised
<ul style="list-style-type: none">None.	
	Suggestions for proposal
<ul style="list-style-type: none">None.	

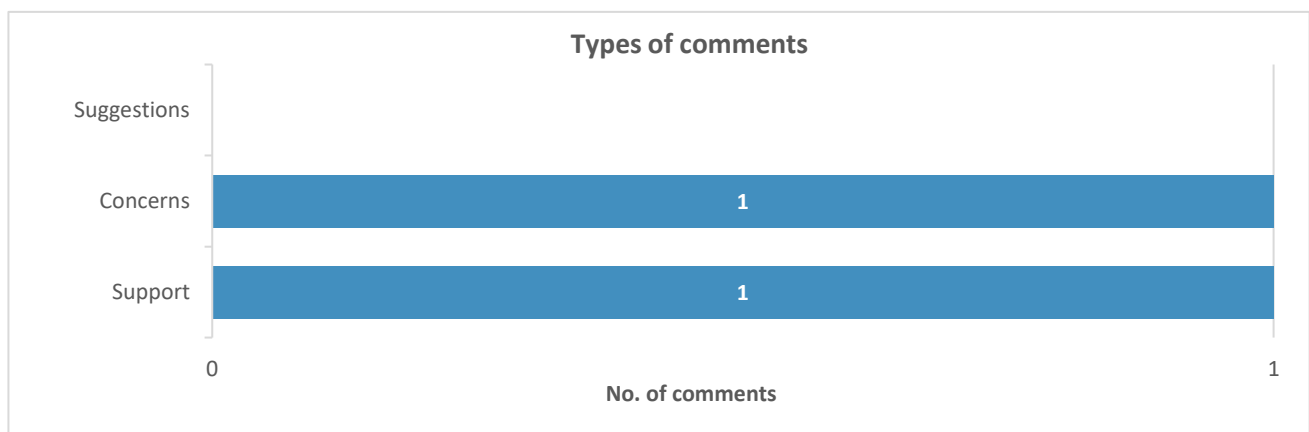
R2M-21: Tyler Street

Proposal

Extend the footpath on the northern kerb of Tyler Street (between Gore Street and Britomart Place) by 1 metre on a trial basis, to improve pedestrian experience (similar to High Street). Retain on-street parking.

Feedback

2 submitters provided feedback about proposal R2M-21, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (1)

- Current pedestrian experience is terrible. (1)
- Submitter also said: it's important to have loading zones and pick-up / drop-off spaces but it's not clear why parking has to be preserved here when there are several paid parking buildings in close proximity. (1)



Concerns raised

Dislike the proposed changes (1)

- Like nothing about this proposal / don't want it to go ahead. (1)
- There are not pedestrian numbers enough to warrant extended footpath. (1)
- The perceived issue is due to awkwardly placed parking meters and streetlights. (1)



Suggestions for proposal

- None.

R2M-22: Kitchener Street

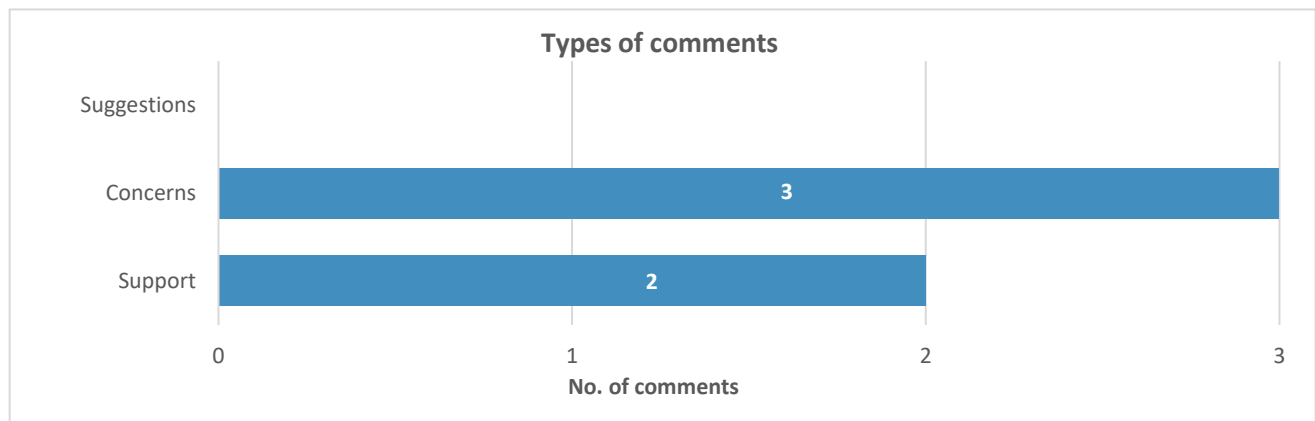
Proposal

Extend Loading Zone operating times to all day, on the western side of Kitchener Street (outside the Art Gallery).

Proposed control is LZ P5 (general purpose), At All Times.

Feedback

4 submitters provided feedback about proposal R2M-22, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (2)

- Like that it improves pick-up/drop-off options. (1)
- Only support extending the operating hours to 7:30am-5:30pm. (1)



Concerns raised

Dislike the proposed changes (3)

- Keep current operating times. (2)
- Loading zone reverting to general parking for parts of the day/night benefits residents. (3)
- Suggest loading zone operating hours are only extended to 7:30am-5pm. (1)



Suggestions for proposal

- None.

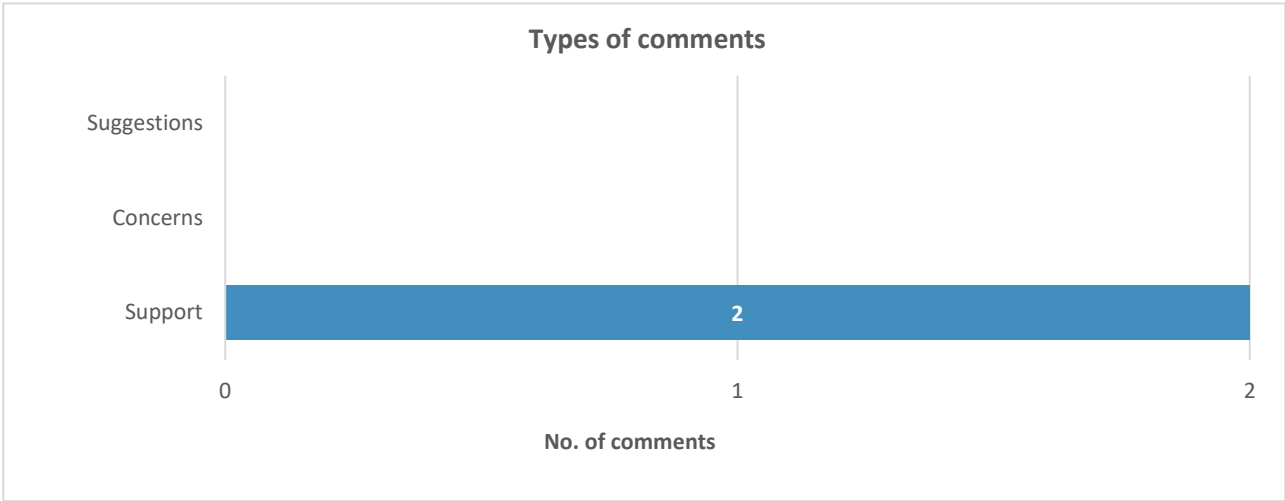
R2M-23: Lorne Street

Proposal

Consider improving place, function and amenity at 2-34 Lorne Street. Consider property access and loading needs as well as public realm. Opportunity to repurpose paid parking spaces.

Feedback

2 submitters provided feedback about proposal R2M-23, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



	Supportive comments
Like/support proposed changes (2)	
<ul style="list-style-type: none">Bring this project forward as CRL opening soon and private developments planned. (2)Lorne Street is busy with restaurants, bars (etc.), apartments, and more development planned. (1)Too much of Lorne Street is taking up by car parking. (1)	
	Concerns raised
<ul style="list-style-type: none">None.	
	Suggestions for proposal
<ul style="list-style-type: none">None.	

R2M-24: Quay Street

Proposal

Change parking controls on Quay Street (between Gore Street and Britomart Place) for half the parking bay (6 spaces) from paid parking to P5 time-restricted, outside Bus/Coach layover operating times, to support local night-time economy.

Feedback

1 submitter provided feedback about proposal R2M-24, their comment is outlined below.

	Supportive comments
<ul style="list-style-type: none"> None. 	
	Concerns raised
<ul style="list-style-type: none"> None. 	
	Suggestions for proposal
<ul style="list-style-type: none"> Submitter did not explicitly raise concerns about the proposal but did 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. 	

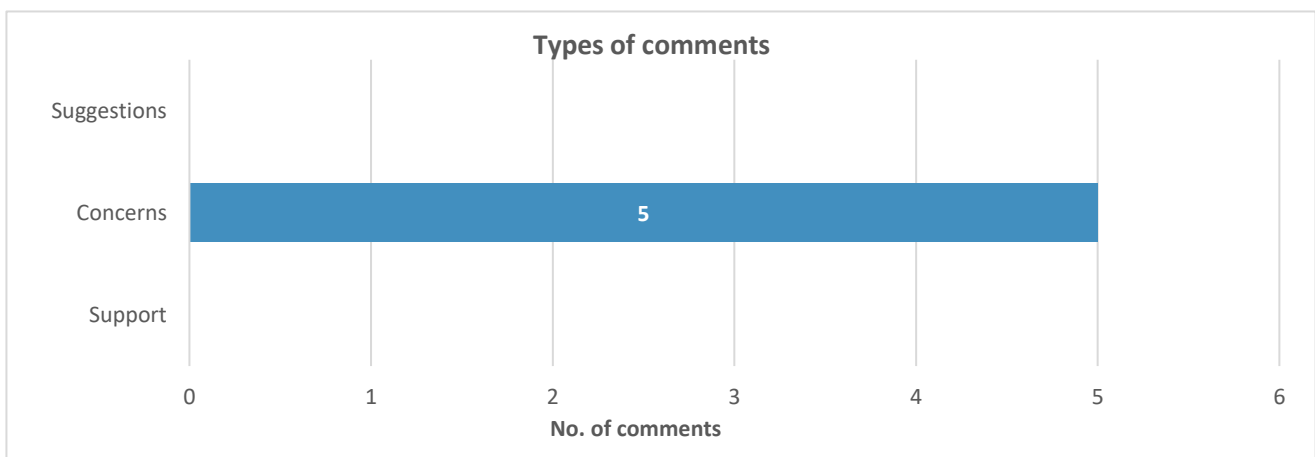
R2M-25: Elliot Street

Proposal

Aligned to the new (CRL) train station opening, proactively manage, between 6am-11am, loading, servicing, and vehicle access to the Elliot Street Shared Zone. Ensure that people are prioritised in this space.

Feedback

5 submitters provided feedback about proposal R2M-25, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

- None.



Concerns raised

Support improvements to this street, but concerned about lack of scope and/or urgency of proposal (5)

- Illegal parking is very common. (3)
- Enforcement needs improving. (3)
- Specifically requested bringing forward the timeframe for enforcement / prevention of illegal parking / action. (2)
- Install bollards here to prevent illegal parking (2 submitters specifically stated rising bollards). (4)
- Pedestrianise street (one submitter said outside of loading times). (2)
- A comprehensive review of Elliott Street is required, and it needs brought forward to better align with CRL opening. (1)



Suggestions for proposal

- None.

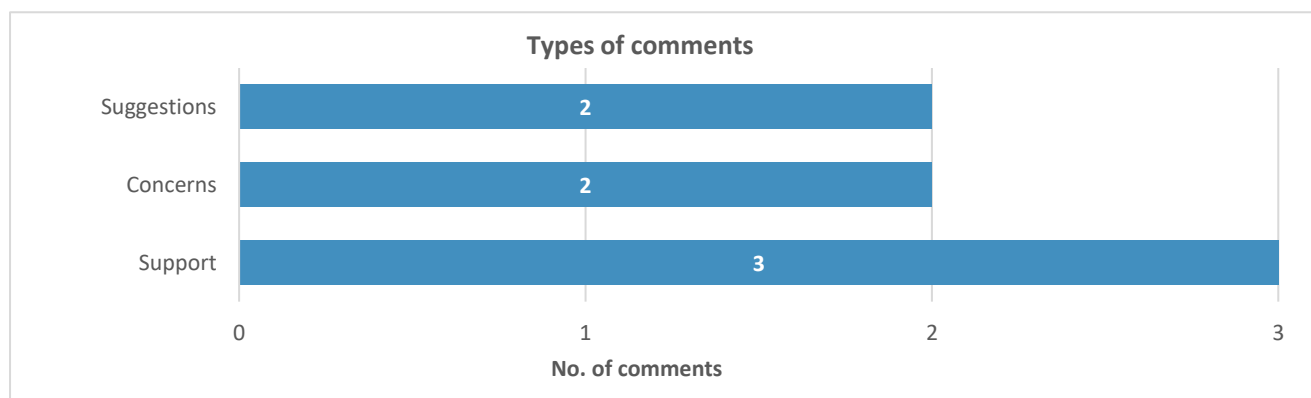
R2M-26: Vulcan Lane

Proposal

Investigate installation of rising bollards at each end of Vulcan Lane to control access outside of the overnight loading and servicing periods.

Feedback

5 submitters provided feedback about proposal R2M-26, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (3)

- Support proposal. (3)
- Illegal parking is an issue (bollards are needed). (3)
- Will make street safer and better for pedestrians and businesses. (1)



Concerns raised

Dislike the proposed changes (2)

- Concerned about the proposal (one submitter specifically said they don't want it to go ahead). (2)
- Cars do not park in the lane (as observed by a frequent visitor). (1)
- Concerns that bollards will affect the historic character of the lane. (1)
- Need daytime access for furniture moving, food deliveries, and building / maintenance work. (2)
- Concerned access will be difficult while they complete after-hours seismic works. (1)"



Suggestions for proposal

Additional/ other suggestions for project (2)

- Must comply with agreed hours for access under the definitions of Pedestrian Mall previously consulted with businesses. (1)
- This proposal needs to consider any High Street project. (1)
- Consider the current approach to vehicle access to the Lane. (1)

- The bollards that will be at the Queen Street end, should be right beside the kerb, between the cycleway and the cars (will help stop illegal parking across Queen Street footpath). (1)
- Will need to consider emergency and extraordinary access requirements. (1)

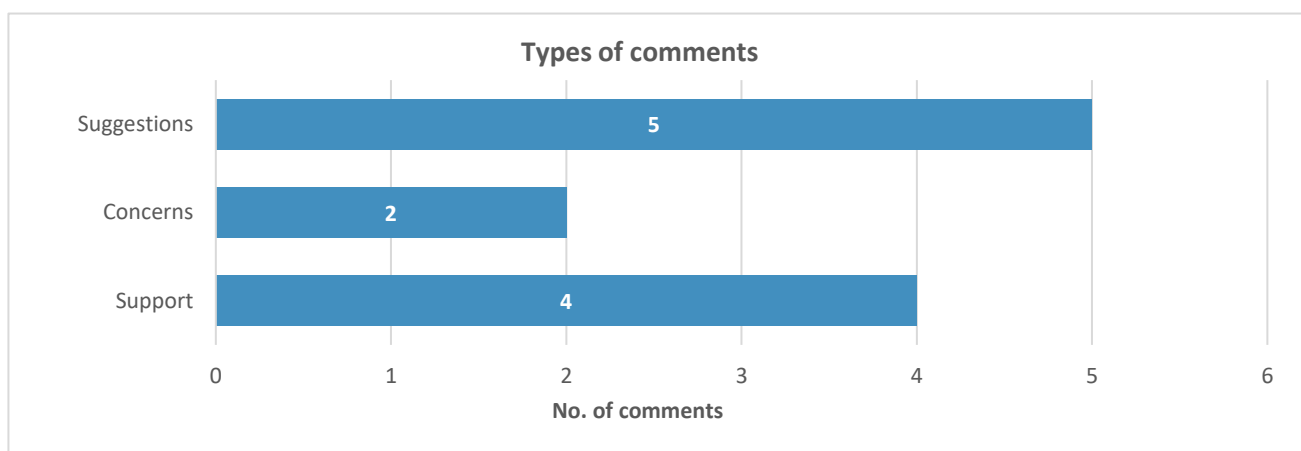
R2M-27: St Martins Lane

Proposal

Convert two P60 parking spaces to paid parking at 6 St Martins Lane.

Feedback

7 submitters provided feedback about proposal R2M-27, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (4)

- Support proposal. (4)
- Will help ensure there are more parking spaces available (there's a shortage). (1)
- Hope proposal will mean that enforcement will be increased in the area. (2)



Concerns raised

Dislike the proposed changes (2)

- Like nothing about this proposal / don't want it to go ahead. (2)
- If it has to change, change it to P30 (serves pick-up/drop-off for hotel). (2)



Suggestions for proposal

Additional/ other suggestions for project (2)

- I do not oppose the proposal, but I do not believe parking demand is exceeding parking supply in this location. (1)

- Better enforcement required (e.g. vehicles park on broken yellow lines including overnight). (2)
- Convert more P60 spaces in the area to paid parking (one submitter suggested changing all three P60 spaces in that location to paid parking (not just two of the spaces). (2)

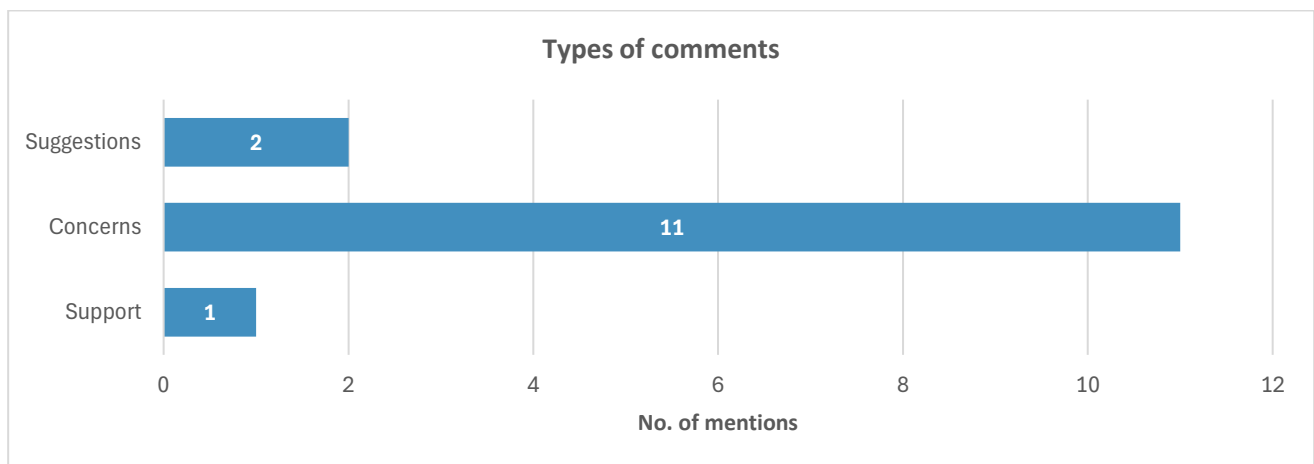
R2M-28: St Paul Street

Proposal

Widen the footpath on the northern side of St Paul Street to make the street more people-friendly. Achieved by repurposing paid parking spaces. Retain mobility spaces, existing Loading Zones, and add motorcycle parking.

Feedback

9 submitters provided feedback about proposal R2M-28, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (1)

- Support proposal. (1)
- Will improve the quality of St Paul Street. (1)



Concerns raised

Dislike the proposed changes (6)

- Like nothing about this proposal/ don't want it to go ahead. (6)
- Want to keep general parking (e.g. general parking is limited and/or needed by residents). (6)
- Footpath isn't busy enough to justify footpath widening / footpath is wide enough. (2)
- There's a real wide footpath on the south side of the street. (1)

Concerns about proposed motorcycle parking (3)

- Not many motorcycles on the weekend. (1)
- There are already several motorcycle parks on this street (although this submitted stated that the new parking isn't necessarily a bad thing). (1)
- University should provide motorcycle parking on campus to meet demand. (1)

Concerns about mobility parking (3)

- There's enough mobility parking spaces and/or general parking is more important. (2)

- Consider motorcycle parking 8am-6pm weekdays, and general parking outside these hours. (1)



Suggestions for proposal

Alternatives suggested for parking (2)

- Retain parking and turn it into angled parking as it's a one-way street that fits two vehicles side-by-side (in addition to existing parking). (1)
- Make a shared space like Fort Street - huge pedestrian numbers crossing the road. Ideally remove all vehicle access, but if not, bring the roadway to the same level as the footpath, restrict loading zone times, and have marked out boxes for mobility/motorbike access. (1)

R2M-29: City Road

Proposal

Install kerb build-outs/ footpath widening at 9 City Road, to improve pedestrian accessibility and deter illegal parking on the yellow 'no stopping' lines. This could be done through tactical urbanism techniques (such as removable barriers or bollards) on a trial basis. Reinstate adjacent motorcycle parking signage.

Feedback

1 submitter provided feedback on proposal R2M-29, their comment is outlined below.

	Supportive comments
Like/support proposed changes (1) <ul style="list-style-type: none"> 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. (1) 	
	Concerns raised
<ul style="list-style-type: none"> None. 	
	Suggestions for proposal
<ul style="list-style-type: none"> None. 	

R2M-30: Turner Street

Proposal

Convert one general vehicle space at the front of the taxi/rideshare spaces on Turner Street (outside the Youth Hostel) to provide bicycle/ micro-mobility parking.

Feedback

1 submitter provided feedback on proposal R2M-30, their comment is outlined below.

	Supportive comments
Like/support proposed changes (1)	
<ul style="list-style-type: none">Support proposal. (1)	
	Concerns raised
<ul style="list-style-type: none">None.	
	Suggestions for proposal
<ul style="list-style-type: none">None.	

R2M-32: St Paul Street and Airedale Street

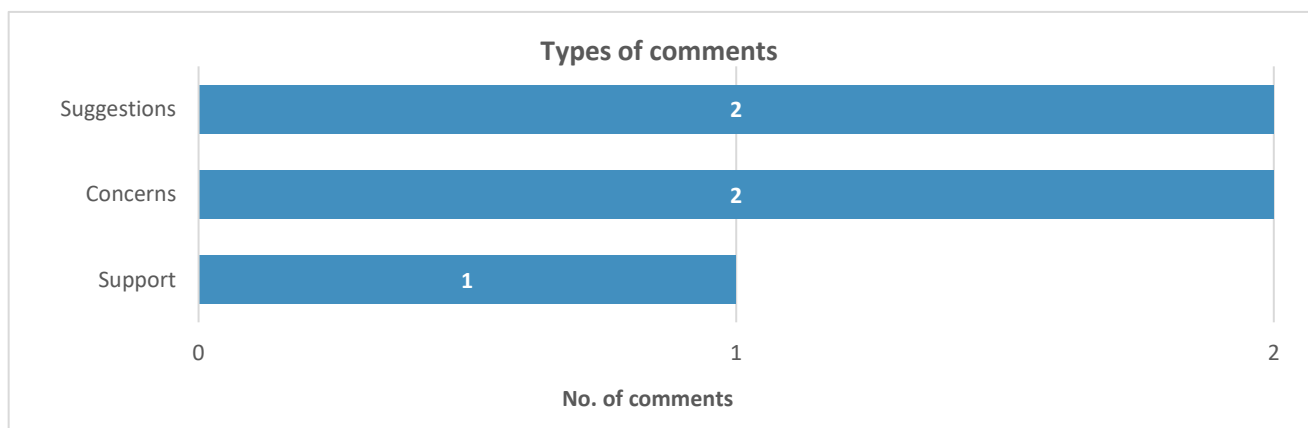
Proposal

Convert one paid parking space outside 31 Airedale Street to yellow 'no stopping' lines, to improve sight lines and safety at the intersection.

Also implement other safety improvements for pedestrians at the intersection with St Paul Street to meet the crossing desire line, such as installing pram crossings across the street, or potential traffic calming measures.

Feedback

3 submitters provided feedback about proposal R2M-32, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (1)

- Support proposal - safer for pedestrians. (1)



Concerns raised

Dislike the proposed changes (2)

- Like nothing about this proposal / don't want it to go ahead. (2)
- Proposal is unnecessary: quiet road with easy pedestrian access. (1)
- Proposed changes will not improve visibility enough or change reckless driver or pedestrian behaviour. (1)
- Oppose parking removal. (1)



Suggestions for proposal

Suggestion for addition to proposal (1)

- Extend broken yellow lines a few metres either end to increase visibility around corners. (1)

Suggestion for alternative to proposal (1)

- Instead of proposal - add a big, curved mirror or two at the turning point would be more effective in improving visibility of/from pedestrians/ drivers. (1)

- Install a pedestrian safety island at top of southern side St Paul Street where it meets Wakefield Street. (1)

R2M-33: Queen Street

Proposal

Tidy up road markings and unused bus bays on the eastern side of Queen Street (between City Road and Karanga-a-Hape Road), and replace with yellow 'no stopping' lines to support operation of a 24-hour bus lane and reduce instances of vehicles parking within the bus lane.

Feedback

1 submitter provided feedback about proposal R2M-33, their comment is outlined below.



Supportive comments

Get on with it (1)

- This is a 24hr bus lane - proposal should not be required to stop parking here. Road marking and signage preferred. (1)



Concerns raised

- None



Suggestions for proposal

- None.

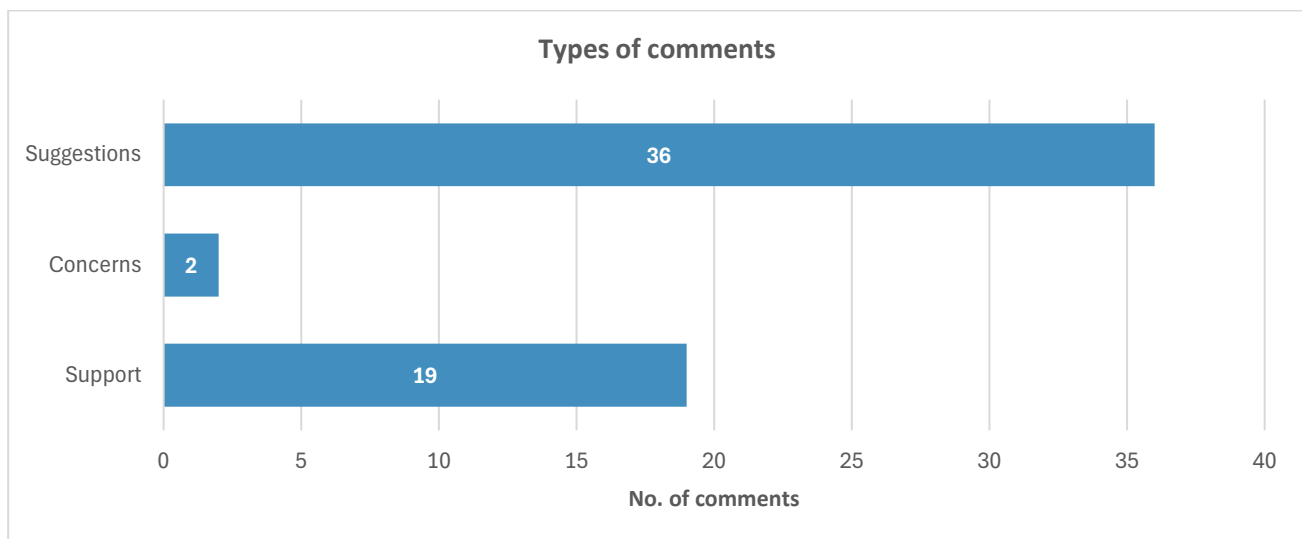
R2M-34: Mayoral Drive

Proposal

Add a new general Loading Zone (approximately 12m), P15 At All Times on the western side of Mayoral Drive (near Federal Street). Subject to bus operational needs.

Feedback

22 submitters provided feedback about proposal R2M-34, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (19)

- Like proposed changes. (19)
- Proposed changes are good if the adjacent roads have cycling lanes. (1)
- Like that loading/ servicing issues are being addressed. (2)
- Need more Loading Zones/ short term parking in this area. (12)
- Like time-limited restrictions instead of commercial-only Loading Zone. (1)



Concerns raised

Dislike the proposed changes (2)

- Like nothing about this proposal / don't want it to go ahead. (1)
- * Not useful for Federal Street residences (who have been requesting convenient loading zones). (2)



Suggestions for proposal

Increase size of proposed Loading Zone (6)

- Loading Zone area should be larger/ need more than 12m. (2)
- Needs to be big enough for moving vehicles/ more than one large truck at a time. (2)
- Make it bigger and make the last part a drop-off/ pick-up area only. (1)
- Extend the proposed Loading Zone further north. (1)

Time restrictions suggested for proposed Loading Zone (5)

- There is nowhere nearby for trades/ services to park (for 1-3hrs): dedicated space required. (1)
- 15min too short a time limit, suggest 30min instead. (1)
- Suggest P20 instead as previous (Cook Street) zones were P20. (1)
- Needs to be longer than P15 to allow for trades and services. (1)
- Don't allow people to park there for too long. (1)

Suggest Loading Zone for Federal Street (19)

- Need Loading Zone closer/ on Federal Street itself (unsafe for deliveries to go via Mayoral Drive). (6)
- Proposed location too far away from 209 Federal Street. (1)
- Remove some unused bike stands outside dairy at 207 Federal Street to add new Loading Zone. (5)
- Remove some scrubs on Federal Street to add another P5 or P10 loading zone. (5)
- Loading Zone needed close to 182 Federal Street (heritage building with no parking). (1)
- Need a Loading Zone opposite 209 Federal Street. (1)

Additional/ other suggestion for project (6)

- Proposed location is dangerous as deliveries need to be trolleyed around the top of the road and down on a U-bend to Mayoral Drive. (2)
- Too near the intersection (unsafe, inconvenient): recommend further from the junction. (1)
- Need more Loading Zones/ short-term parking in this area (general). (3)

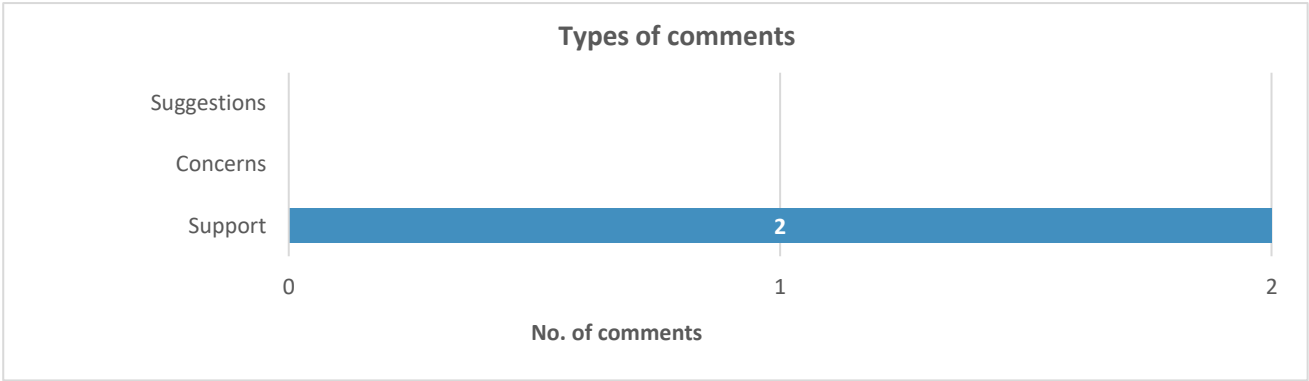
R2M-35: Customs Street West

Proposal

CCTV surveillance of Loading Zones between 85-117 Customs Street West, to prevent over-stay and vehicles parking on the footpath and cycle path.

Feedback

2 submitters provided feedback about proposal R2M-35, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (2)

- Specifically stated they support proposal. (1)
- Illegal parking by taxis and delivery vehicles is an issue in this area (e.g. on footpaths and cycle lanes). (2)



Concerns raised

- None.



Suggestions for proposal

- None.

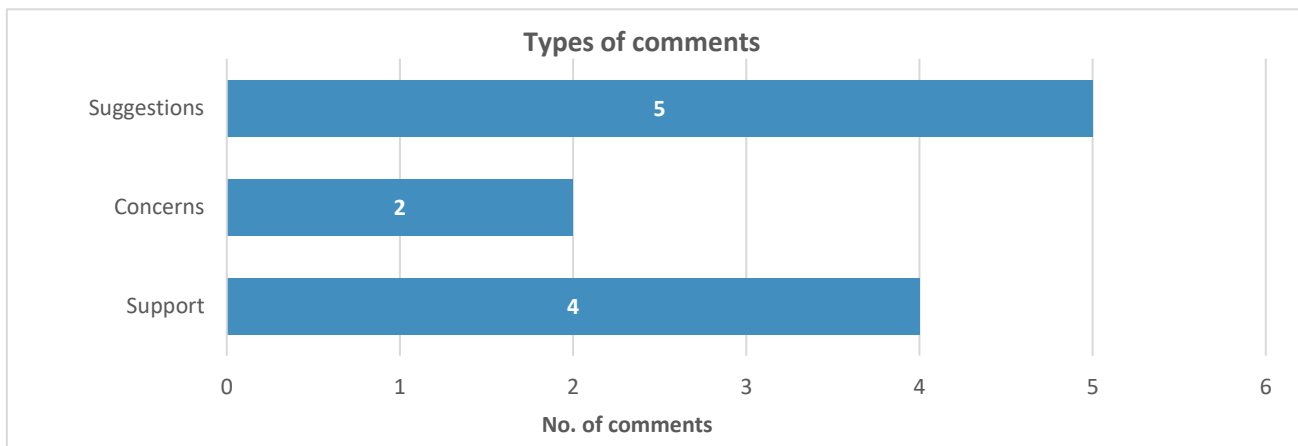
R2M-36: Viaduct Harbour Avenue

Proposal

Convert two parking spaces next to the shared vehicle zone (outside 12-14 Viaduct Harbour Avenue) to a Loading Zone (P5, LZ) to service nearby hotels and apartments.

Feedback

6 submitters provided feedback about proposal R2M-36, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (4)

- Support proposal. (4)
- Need loading zone here. (3)
- Will help deliveries, homeowners, businesses. (3)



Concerns raised

Dislike the proposed changes (2)

- Like nothing about this proposal / don't want it to go ahead. (1)
- Not useful for Federal Street residences (who have been requesting convenient loading zones). (2)



Suggestions for proposal

Additional/ other suggestion (5)

- Convert (unused) cycleway into loading zone instead of car parking spaces. (1)
- Loading Zone should be outside pedestrian throughfare (between 16 and 18 Viaduct Harbour Avenue), instead of losing car parks. (1)
- Being on a curved part of the road (as proposed) limits the capacity of the Loading Zone to one truck or two cars at a time. (1)

- Create new parking by reducing boarded areas for trees by half a metre (allowing two car spaces between trees). (1)

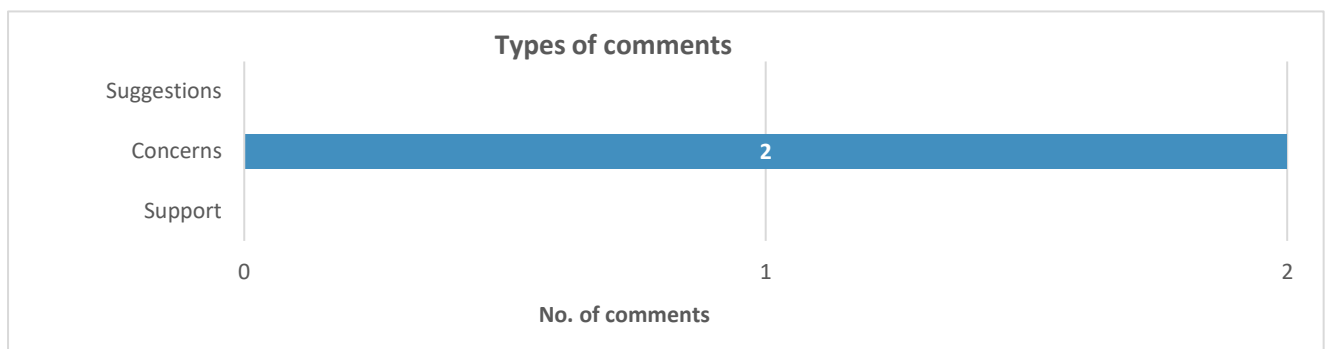
R2M-38: Customs Street West

Proposal

Trial a double-stack bicycle/scooter parking facility at the 'island' between Sturdee Street and Pakenham Street.

Feedback

2 submitters provided feedback about proposal R2M-38, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

- None.



Concerns raised

Dislike the proposed changes (2)

- Dislike double-stack parking design: unsuitable for e-bikes, too narrow, ugly (will be underutilised like in Aotea Centre and Te Komititanga). (2)
- There is not enough demand for cycle parking here to warrant proposed changes. (1)



Suggestions for proposal

- None.

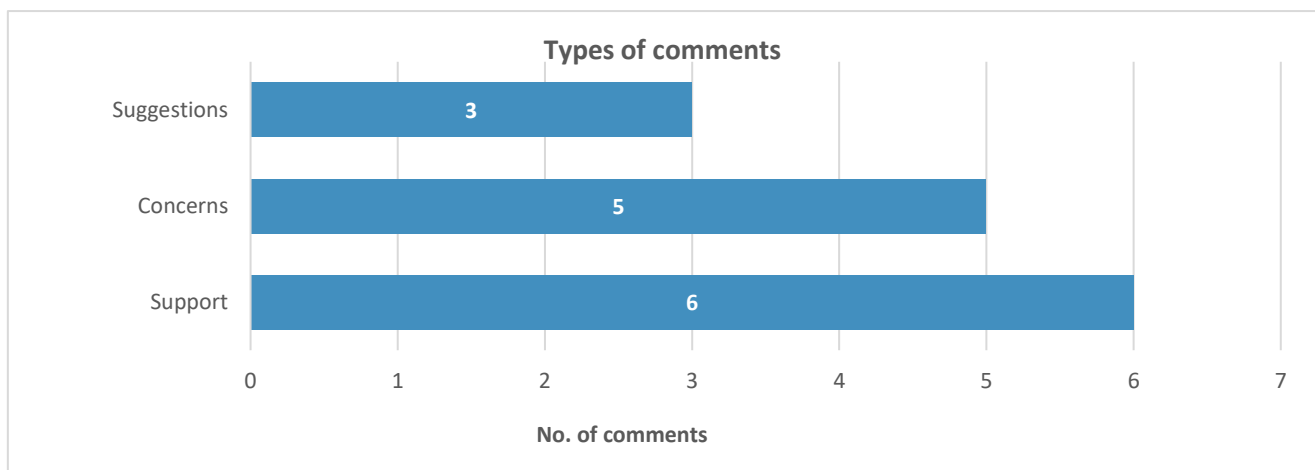
R2M-40: Sale Street

Proposal

Convert the existing P5 Loading Zone Goods Vehicles Only bay outside 13 Sale Street, to a P5 Loading Zone, 6am-6pm Monday-Sunday, and a SPSV Stand 6pm-6am Monday-Sunday.

Feedback

11 submitters provided feedback about proposal R2M-40, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (6)

- Support loading zone. (6)
- Support taxi stand. (3)



Concerns raised

Dislike the proposed changes (5)

- Do not support proposal at all. (2)
- Proposal reduces parking, and all parks are required. (2)
- Proposed changes are unnecessary: not a busy street for traffic or pedestrians. (2)
- Do not support taxi stand (support loading zone though). (2)
- Is taxi stand required 7-days a week. (1)



Suggestions for proposal

Additional/ other suggestion (3)

- Create three new car parks in front of 15 Sale Street. (1)
- Create angle parking down one side of the street, particularly on the lower part. (1)

- Provide more Loading Zones than proposed (particularly near apartments at 70 Sale Street). (1)

R2M-41: Hardinge Street



Proposal

Install a pedestrian crossing with traffic calming near the intersection of Hardinge Street/Graham Street 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.

Feedback

1 submitter provided feedback about proposal R2M-41, their comment is outlined below.

	Supportive comments
Like/support proposed changes (1) <ul style="list-style-type: none"> Will improve visibility and safety of/for pedestrians crossing the road. (1) 	
	Concerns raised
<ul style="list-style-type: none"> None. 	
	Suggestions for proposal
<ul style="list-style-type: none"> None. 	

R2M-42: Sale Street

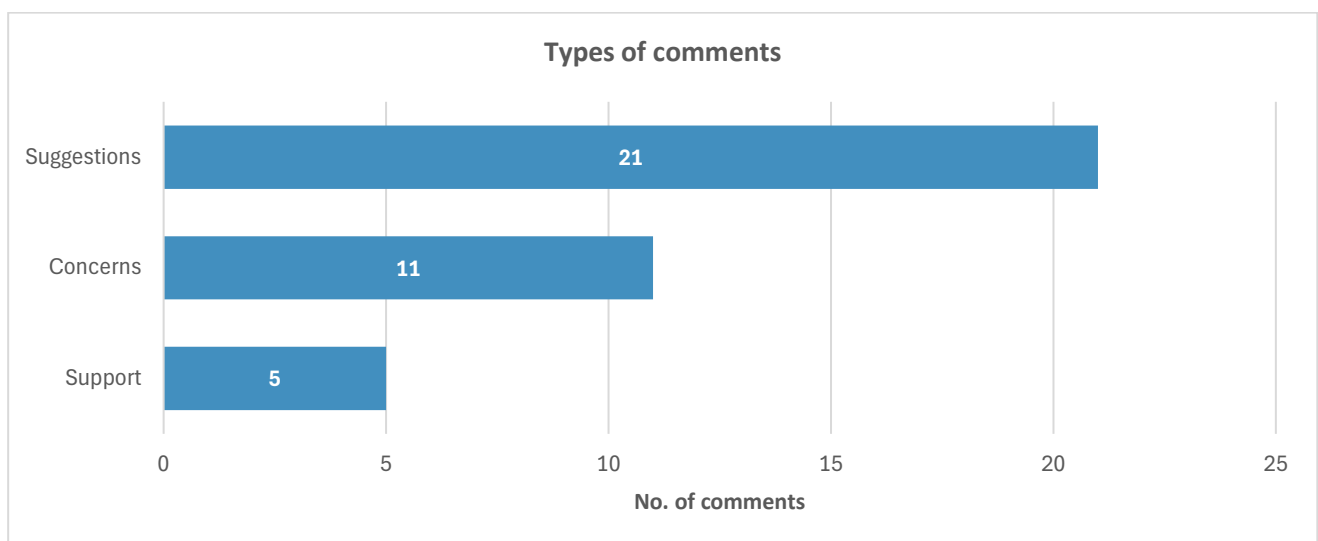
Proposal

Conduct a comprehensive investigation of non-compliant parking on both sides of Sale Street, and implement measures to prevent vehicles encroaching onto the 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 increased/ improved enforcement.

Feedback

20 submitters provided feedback about proposal R2M-42, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Support entire proposal. (1)
- Like the goal to prevent illegal parking on footpath/off-street. (5)
- Support the intention to delineate public parking spaces, install missing signage, engage with businesses. (1)"



Concerns raised

Dislike the proposed changes (11)

- Do not support proposed changes. (11)
- Footpath width is ample to allow current arrangement. (4)
- The current parking is necessary for local businesses, apartments, residents and visitors. (5)
- There is no issue with residents/ workers/ trades/ business vehicles parking here (they do not obstruct pedestrians). (5)
- Proposal will penalise responsible businesses/residents (e.g. that park on footpath without obstructing pedestrians, or park across their own driveways). (4)
- There are insufficient parks already/ oppose removal of car parks (general). (2)

- Dislike proposal to remove the grass strip, which is important for city dwelling dogs, on their way to Victoria Park. (1)
- Existing parking outside 13 Sale Street must remain. (1)"



Suggestions for proposal

Suggestions for improvements to prevent illegal parking (3)

- Install kerbs and carpark with wheel stops outside Sale Street businesses (delineate footpath and parking, prevent illegal footpath parking). (1)
- Only address the areas where there is parking on footpath (not the whole street). (1)
- Several redundant driveways need reinstating with new kerb. (1)

Suggestions for additional car parking (5)

- Need short-term parking to facilitate apartment building 70 Sale Street. (3)
- Create three new car parks in front of 15 Sale Street. (1)
- Create new angle parking along one side of the road, particularly on the lower portion. (1)

Suggestions for parking permits/ allowances (11)

- Allow service/ delivery vehicles to park kerbside in properly marked spaces, ideally specific for immediate businesses. (1)
- Allow both walking and parking on the sufficiently wide footpath (officially). (2)
- Allow specific parking permits for owners/businesses to park in front of their own garage, without obstructing the footpath. (2)
- Consider parking availability or permits for residents and their visitors. (6)

Additional/ other suggestion (2)

- Footpaths are in poor condition with trip hazards between 25 - 7 Sale Street. (1)
- Better signage is needed. (1)

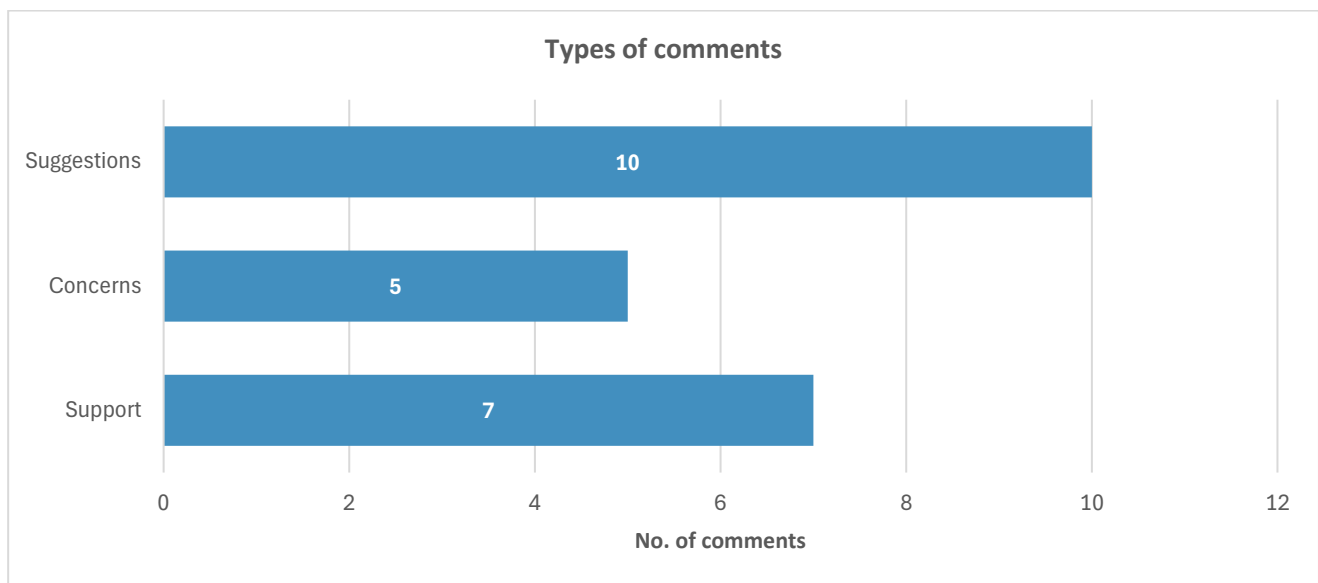
R2M-45: Sale Street and Centre Street

Proposal

Move the parking limit line on the northwestern side of the Centre and Sale Street intersection (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.

Feedback

13 submitters provided feedback about proposal R2M-45, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (7)

- Like proposed changes/ makes sense. (7)
- Sensible changes that will benefit the community. (1)
- Will facilitate pedestrians crossing the road without obstruction of parked vehicles. (4)



Concerns raised

Dislike the proposed changes (5)

- Dislike proposed changes. (5)
- Proposal is unnecessary: road not busy/ plenty of visibility/ works fine as is. (4)
- Insufficient parking currently/ dislike any loss of parking. (3)
- Residents/ businesses need parking for themselves, customers and visitors. (3)



Suggestions for proposal

Suggestions for pedestrian safety (6)

- Suggestions for pedestrian safety: (1)
- Improve the kerb and surrounding lighting to enable easier crossing. (1)
- Rubbish and recycling bins are unsightly and smelly, and force pedestrians onto the road. Does the footpath need to be widened? (3)
- Footpath condition: several trip hazards especially between 25 - 7 Sale Street. (1)
- AT parking meter 101507 is right in the middle of the footpath. (1)"

Additional/ other suggestion (4)

- The subject parking space could be reduced closest to the intersection. (2)
- Add three car parks in the space in front of 15 Sale Street. (1)
- Consider introducing angled parks on one side of the road, particularly the lower portion of the street. (1)

R2M-48: Victoria Park

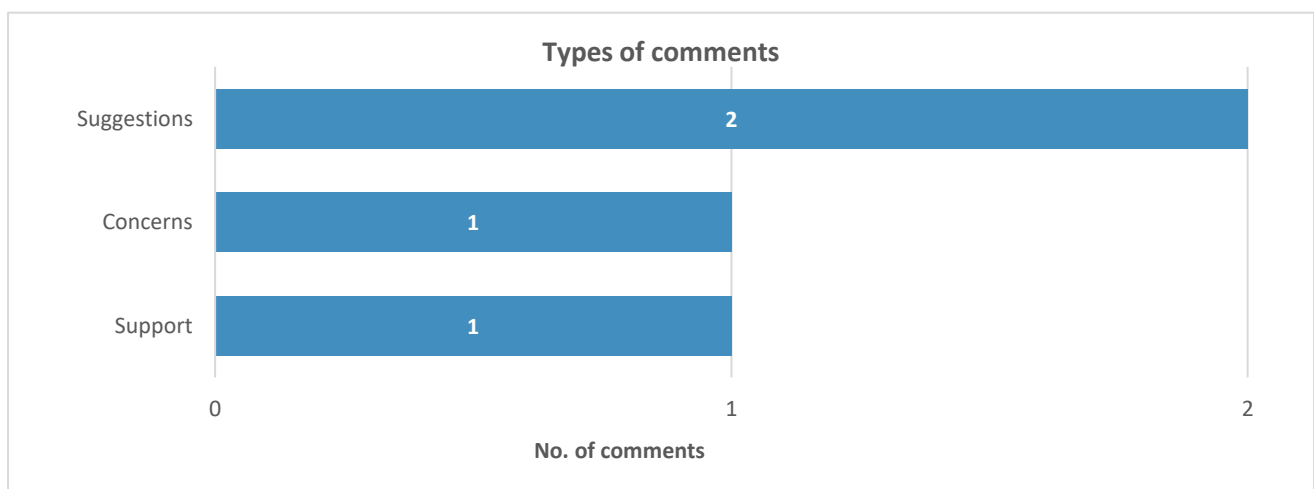
Proposal

Change P120 time-restricted parking at the Victoria Sports Park carpark (next to Grafton United Cricket Club), to paid parking on weekdays. Leave time-restricted on weekends.

At the Victoria Park parking area next to the skate park, change from time-restricted parking to paid parking on weekdays. Leave time-restricted on weekends.

Feedback

4 submitters provided feedback about proposal R2M-48, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (1)

- Like the consistency with other nearby parking. (1)



Concerns raised

Dislike the proposed changes (1)

- Many residents rely on free short-term parking. (1)
- Parks should be for public use, not for revenue-generating. (1)
- If changes must go ahead, only charge for parking after 10am, to allow use of park morning exercise. (1)



Suggestions for proposal

Additional/ other suggestion (4)

- Significant illegal parking here - enforcement required regardless of changes. (2)

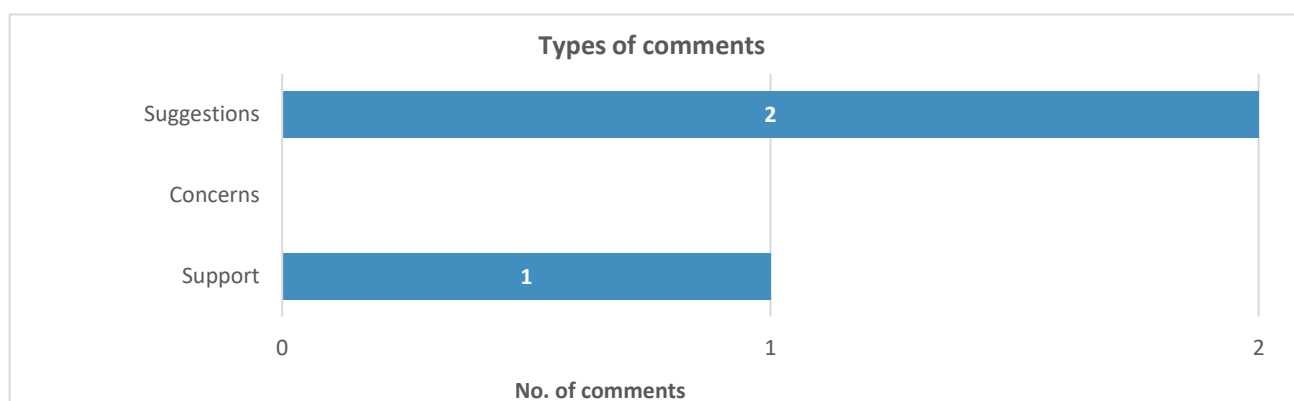
R2M-49: Sturdee Street

Proposal

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

Feedback

3 submitters provided feedback about proposal R2M-49, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (1)

- More bike/scooter parking is welcome. (2)



Concerns raised

- None.



Suggestions for proposal

Additional/ other suggestion (2)

- Should have covered/ enclosed, secure parking options. (2)
- More cycle/scooter parking required, particularly at Wynyard Quarter, close to the Hyatt and new pool. (1)

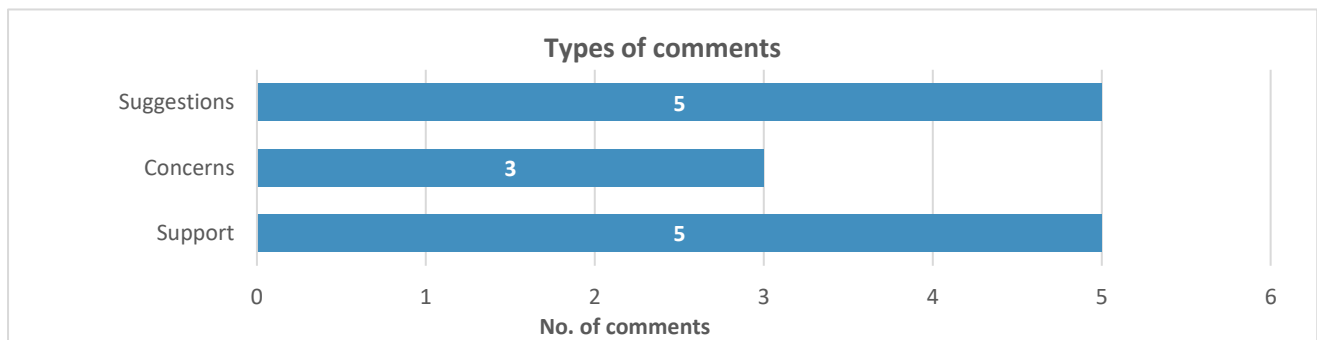
R2M-50: Wakefield Street

Proposal

Convert three angled general parking spaces outside 15 Wakefield Street to P5 Loading Zone, from 6pm to 11pm, to enable pick-up and drop-off in the evenings.

Feedback

10 submitters provided feedback about proposal R2M-50, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Like proposed changes. (5)
- Will help residents with deliveries and short-term parking requirements. (2)
- No more idling diesel buses parked in Wakefield Street (pollution, noise). (1)
- Less likely to disturb residents and will better meet demand. (1)



Concerns raised

Dislike the proposed changes (3)

- Dislike proposed changes. (3)
- Proximity to residential apartments will disrupt residents trying to sleep. (1)
- Proposed changes will discourage use of public transport and alternative modes (which are well provided for). (1)
- Oppose loss of car parks: well-utilised with good turnover and are necessary to this location. (1)



Suggestions for proposal

Additional/ other suggestion (5)

- Extend the P5 restriction duration until midnight to cater for events finishing later. (1)
- Create short-term spaces outside event venues for ease of accessibility. (1)
- Consider undesirable gradient/ slope for short-term parking, particularly regarding disabled/ elderly people. (1)
- Suggest parallel parking Loading Zone (for goods and pick-up/ drop-off) on downhill to minimise acceleration noise. (1)
- Consider staggering peak or bus operation times with Loading Zone operation (swapping so LZ is always on quiet side). (1)
- Recommend any pick-up/drop-off zones be further away from event spaces to help clear crowds after events. (1)

- Charging for overnight parking will create more short-term parking availability. (1)
- Footpath here needs improvement, high use but terrible quality. (1)

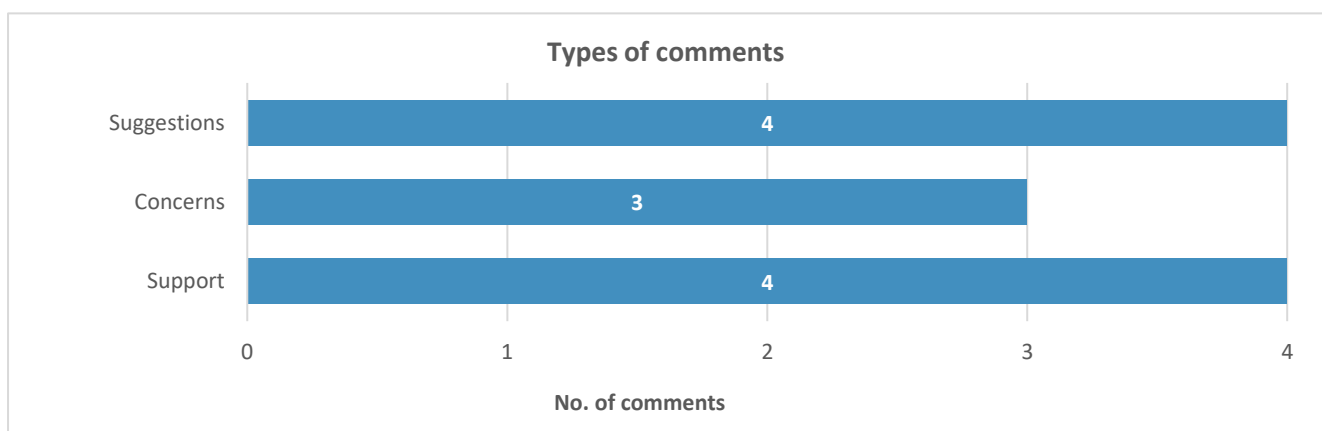
R2M-51: Mayoral Drive

Proposal

Replace the bus stop on the northern kerb of Mayoral Drive (between Queen Street and Airedale Street) with a new general P5 Loading Zone. This could be used for pick-up/drop-off in the evenings. Subject to bus operational needs.

Feedback

8 submitters provided feedback about proposal R2M-51, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (4)

- Like proposed changes. (4)
- Current lack of safe short-term parking to facilitate apartment residents/ many retail outlets here. (2)



Concerns raised

Dislike the proposed changes (3)

- Dislike proposed changes. (3)
- Proposed location is too busy for a loading zone, with significant traffic in/out of businesses. (1)
- Proposed changes will discourage use of public transport and alternative modes. (1)



Suggestions for proposal

Additional/ other suggestion (4)

- Agree with parking but not to cut down the trees. (2)
- Make Mayoral Drive more pedestrian-friendly with more trees and better landscaping. (1)
- Ensure adequate lighting if an official pick up/ drop off zone. (1)

- There should be more parking spaces. (1)

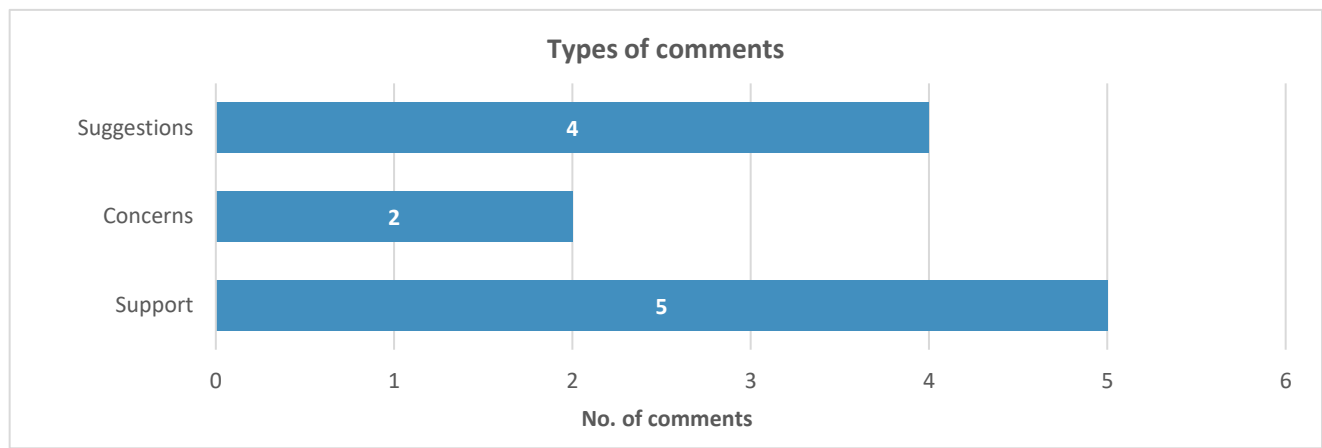
R2M-52: Mayoral Drive

Proposal

Convert 20m of P120 bus parking area on the southern side of Mayoral Drive (between Queen Street and Airedale Street) to a new Goods Vehicle P15 Loading Zone, which will operate 6am-11am, and then revert to Bus Parking at all other times. Subject to bus operational needs.

Feedback

7 submitters provided feedback about proposal R2M-52, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Like proposed changes. (5)
- Like the proposed location (less busy than other side of the road). (1)
- Current lack of safe short-term parking to facilitate apartment residents/ many retail outlets here. (2)



Concerns raised

Dislike the proposed changes (2)

- Dislike proposed changes. (2)
- Dislike loss of coach parking with no alternative offered. (1)



Suggestions for proposal

Additional/ other suggestion (4)

- Agree with proposed parking changes but not to cut down the trees. (2)
- Make Mayoral Drive more pedestrian-friendly with more trees and better landscaping. (1)
- Add more general parking spaces. (1)
- Proposed removal of coach parking should require consultation with coach operators and offer a suitable alternative. (1)

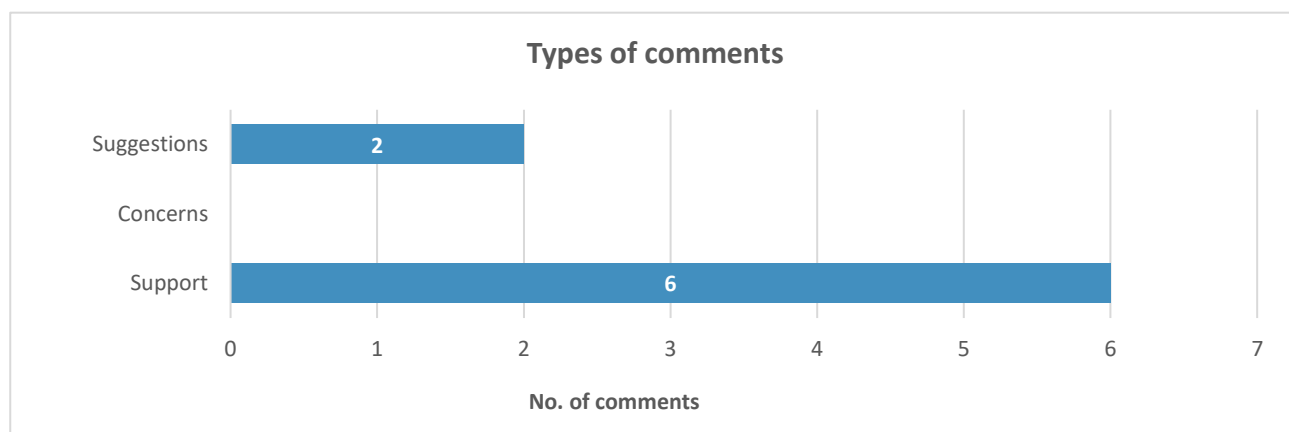
R2M-53: Hobson Street

Proposal

Install a new Goods Vehicle P15 Loading Zone At All Times, on the eastern kerb of Hobson Street (between Kingston Street and Victoria Street; between the tree and Kingston Street). Subject to bus operational needs.

Feedback

6 submitters provided feedback about proposal R2M-53, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (6)

- Like proposed changes/ makes sense. (6)
- Will facilitate the big supermarket and other shops. (1)



Concerns raised

- None.



Suggestions for proposal

Additional/ other suggestion (2)

- The bus lane and the Loading Zone should have dedicated areas for better traffic flow (not sharing space). (1)
- Ensure time-limited park is enforced. (1)

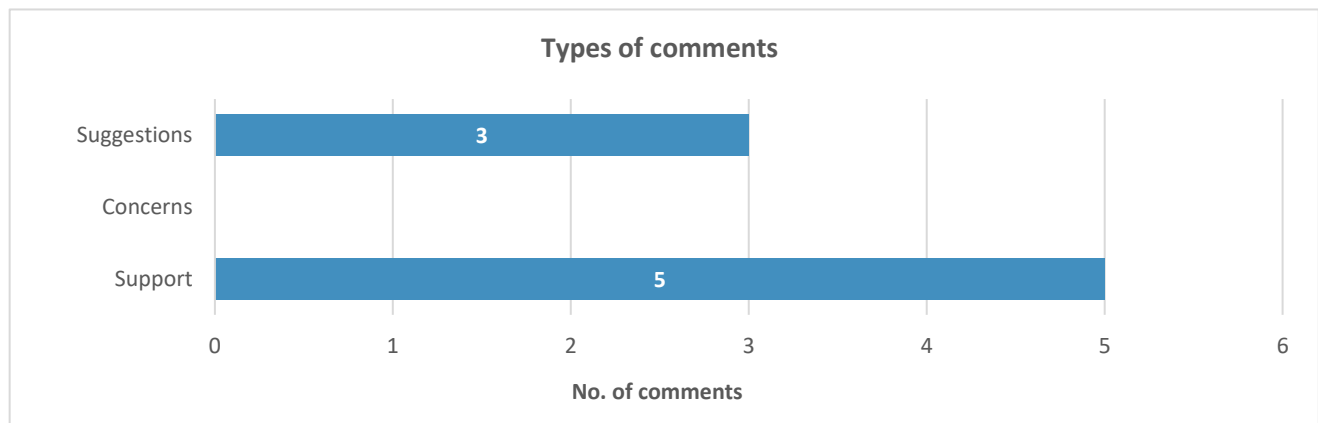
R2M-54: Hobson Street

Proposal

Convert bus stop on Hobson Street (between Kingston and Victoria Streets) to paid parking area when bus services relocate to other streets.

Feedback

5 submitters provided feedback about proposal R2M-54, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Like proposed changes/ makes sense. (5)



Concerns raised

- None.



Suggestions for proposal

Additional/ other suggestion (3)

- Suggest paid parking be 'residents-only' between midnight and 7.00am (residents could get permits). (1)
- Advise users where the bus stops will be relocated to. (1)
- Ensure parking spaces have time limits and are enforced. (1)

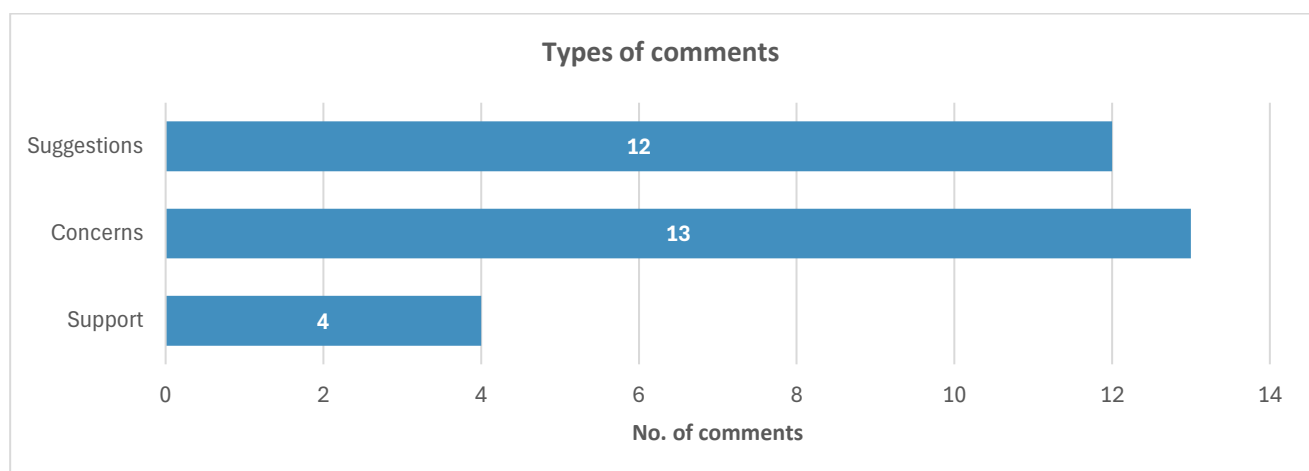
R2M-55: Wakefield Street

Proposal

Convert existing coach layover on the eastern kerb of Wakefield Street, outside 18 Wakefield Street, to a P15 from 7am 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.

Feedback

13 submitters provided feedback about proposal R2M-55, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (4)

- Like proposed changes/ makes sense. (4)
- Proposed changes will help residents with deliveries and short-term parking requirements. (2)
- Changes will mean no more idling diesel buses parked in Wakefield Street (pollution, noise). (1)
- Like more pick-up/ drop-off utility in the area. (1)



Concerns raised

Dislike the proposed changes (9)

- Do not support proposed changes. (8)
- Want layover removed due to bus idling noise (one submitted stated they oppose this proposal, the other did not state their position). (2)
- Will cause disturbance to people in apartments trying to sleep. (6)
- Return the space to broken yellow lines. (2)
- Concerned cars queuing to use spaces will block vehicle entrances. (1)

Location is unsuitable for proposed change (4)

- Gradient is too steep for pedestrian access, particularly elderly or disabled. (2)
- Should be closer to key destinations (Aotea Centre, The Civic, St James, Library, Queen Street). (2)

- Will discourage public transport and active modes (currently well provided for near event spaces). (1)



Suggestions for proposal

Additional/ other suggestion (1)

- Ensure good lighting and footpath amenity for short-term parking. (1)

Suggestions for short term parking locations (5)

- Western side of the road. (1)
- Outside key locations/ venues would be better (e.g. Town Hall, Civic, Aotea Square, Queen Street). (2)
- On an easier gradient/ slope to traverse late at night. (2)
- Reinstate original kerb-line outside Town Hall and extend pick-up/ drop-off parking there. (1)
- Use another spot along Queen Street instead (that will not create nuisance for residents). (1)
- It would help disperse post-event crowds if all short-term parking were further away from venues. (1)

Issues with bus layover and noise nuisance (6)

- Buses are a nuisance for residents on Wakefield Street (engine noise, pollution, buildings shaking, triggering car alarms). (6)
- Should not be a layover outside residences due to noise. (4)
- Double decker/ old/ poor quality/ diesel buses are not designed for this dense residential environment. (2)
- Buses need to be removed from Wakefield Street. (1)
- Buses idle even though they aren't allowed: layover does not have 'no idling' signage or enforcement. (2)

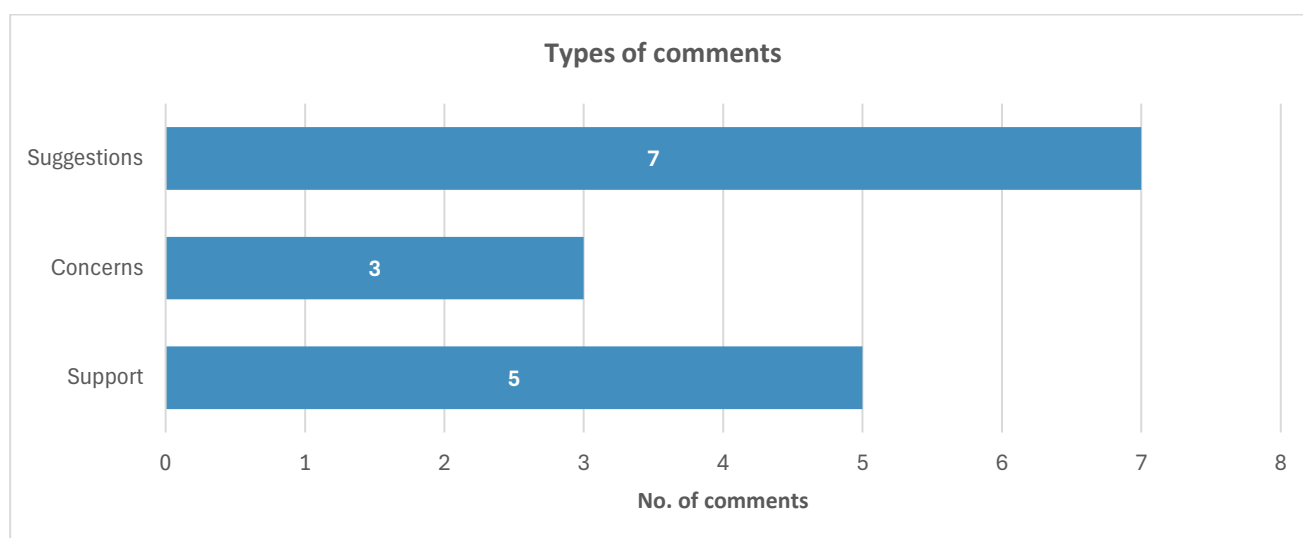
R2M-56: Queen Street

Proposal

Change existing P5 Goods Vehicle Loading Zone on Queen Street (outside the Airedale Hotel, opposite to the Town Hall) to a SPSV/ Taxi Stand from 6am to midnight. Subject to bus operational needs.

Feedback

8 submitters provided feedback about proposal R2M-56, but their comments could contribute to more than one of the themes below. The numbers in brackets () in the table below indicate how many submitters made that comment.



Supportive comments

Like/support proposed changes (5)

- Support proposal. (5)
- Proposal will work for the Airedale Suites' operations. (5)



Concerns raised

Dislike the proposed changes (3)

- Changes will discourage public transport use and increase unwanted through-traffic. (1)
- This location is impractical for people with disabilities, requiring they cross the road to/from events (often needing assistance). (1)
- The lighting is insufficient for a SPSV/Taxi Stand at night. (1)
- The Hotel requires public pick-up/ drop-off facility beyond 6pm. (1)



Suggestions for proposal

Additional/ other suggestion (7)

- Change GSV park to Loading Zone instead, so everyone can use the pick-up/ drop-off facility, not just Taxis. (1)

Alternative/ additional Loading Zone suggested (6)

- The two car parks closest to Queen Street/Airedale intersection would be better as Loading Zones than all-day parking. (5)
- Instead create/ reinstate short-term parking on the opposite side of the road (nearer to events/ attractions for disabled people). (1)

Issues with bus layover and noise nuisance (6)

- Buses are a nuisance for residents on Wakefield Street (engine noise, pollution, buildings shaking, triggering car alarms). (6)
- Should not be a layover outside residences due to noise. (4)
- Double decker/ old/ poor quality/ diesel buses are not designed for this dense residential environment. (2)
- Buses need to be removed from Wakefield Street. (1)
- Buses idle even though they aren't allowed: layover does not have 'no idling' signage or enforcement. (2)

Key stakeholder feedback

In addition to public feedback, we also received submissions from several key interest groups.

Disabled Persons Assembly New Zealand Inc. (DPA)

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and Te Tiriti o Waitangi as a founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the Social Model of Disability as the guiding principle for interpreting disability and impairment;
- the United Nations Convention on the Rights of Persons with Disabilities as the basis for disabled people's relationship with the State;
- the New Zealand Disability Strategy as Government agencies' guide on disability issues; and
- the Enabling Good Lives Principles, Whāia Te Ao Mārama: Māori Disability Action Plan, and Faiva Ora: National Pasifika Disability Disability Plan as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

- **Rangatiratanga / Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Pārongo me te tohutohu / Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Kōkiri / Advocacy:** supporting disabled people to have a voice, including a collective voice, in society. Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),¹ a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

- **Article 3** – General principles
- **Article 9** – Accessibility
- **Article 11** – Situations of risk and humanitarian emergencies
- **Article 19** - Living independently and being included in the community
- **Article 20** – Personal mobility

New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy² to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

- **Outcome 5** – Accessibility
- **Outcome 6** – Attitudes

The Submission

DPA welcomes this opportunity to give feedback on Auckland Transport's Room to Move in the City Centre Plan for Improving Kerbside Spaces and Off-street parking areas.

DPA's primary priority for Auckland Transport is ensuring that shared spaces are well integrated, reliable, safe and accessible.

We consistently highlight the importance of public transport to disabled people. Good public transport provides access to community, services, cultural events, education, employment and social connections. As many disabled people don't drive or have easy access to modified vehicles, hence a large proportion use public transport for both accessibility and affordability reasons.

We would like to start with positive feedback around Auckland Transport's (AT) engagement that happened in the last year. These include:

- engagement with Capital Projects Accessibility Group around the development plan
- providing accessible formats in NZSL, large print and audio files for the consultation documents
- AT commitment to review the Accessibility Action Plan and cross references to other plans such as Auckland Council Disability Operational Action Plan.

Disability demographics

According to Statistics New Zealand's 2023 Disability Survey, Auckland had a disability population rate of 14%, which is slightly lower than the national disability population rate of 17%.²

This number is set to increase further as the population ages as there is a strong correlation between ageing and disability.

In 2023, 219,750 people in Auckland were aged 65 or older, which is 13.3% of the total Auckland population.³ By 2030, it's projected that around 1 in 5 people in Aotearoa New Zealand will be aged 65 or older, with the number of people in this age group expected to increase significantly, reaching 1.2 million by 2034.⁴

The increasing number of disabled and older people is why Auckland Transport should plan and invest in the development of fully accessible, inclusive communities.

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

For accessibility, it's crucial that Auckland Transport continue to work on making shared accessible spaces.

² <https://www.whaikaha.govt.nz/news/news/17-percent-of-new-zealanders-are-disabled>

³ <https://rep.infometrics.co.nz/auckland/census/drill-down/broad-age-group/65-years-and-older>

⁴ <https://www.stats.govt.nz/information-releases/national-population-projections-2020base2073/>

Disabled people often want to take a taxi to bus stops, and some drivers need to be able to drop off people and guide them to the bus, but many are concerned with being towed because they may be parked in a bus lane. Most Aucklanders know that there is a lot of construction in the central city, meaning that taxi drivers need to get out and walk people to their venue.

To mitigate this issue, we recommend ensuring that space is created for taxis and other vehicles to temporarily park by creating more pickup, drop off points so that taxi drivers can assist disabled passengers if needed safely. It has been suggested that disabled people can use mobility parking for rideshare options, but the current permit rules set out that only mobility parking permit holders can park in these spaces and not all disabled people have permits.

There were other specific issues raised by the Auckland disability community with some being raised in the AT consultation document:

- a lack of safe places for disabled passengers to get in and out of private cars, taxis and rideshare options along with unloading bicycles, trikes, handcycles and mobility equipment;
- drivers parking illegally over driveways and footpaths so disabled passengers cannot disembark safely;
- key areas where mobility parking is frequently full - Customs Street, Aotea Square, AUT campus - Mayoral Drive and St Paul Street, Symonds Street from Karangahape Road to University of Auckland, Lower Albert Street, and the Viaduct amongst others;
- the lack of mobility spaces for high top vans as some cannot fit in parking buildings with some vans requiring space on both sides and to the rear of the vehicle.

Recommendation 1: That taxi drivers transporting Total Mobility card holders be given an exemption for parking in bus lanes.

Recommendation 2: That Auckland Transport consult with CCS Disability Action regarding mobility parking permit regulations.

Buses and bus passenger

Disabled people visiting Queen Street can find it difficult and daunting when in shared spaces. Undertaking tasks, such as catching buses, can be difficult for disabled people. Waka Kotahi research in 2022⁵ undertaken in collaboration with DPA illustrated the ongoing accessibility challenges faced by disabled people when using public transport. Examples of these challenges include bus audio announcements being turned off affecting visually impaired or no visual signage for D/deaf and hearing impaired or poor communication around changes in their bus services.

As mentioned above, there are taxis and rideshare options that are utilised by disabled people when getting themselves to buses. The need for drivers to assist disabled people means they may need to illegally park temporarily. We are aware this can impact on bus schedules and cause delays, but the safety of disabled people is paramount. Disabled people have also told us that sometimes, for example, bus drivers have driven past wheelchair users or not lowered the bus or put the ramp down upon request.

These experiences reinforce the need for bus drivers to undergo mandatory disability responsiveness training where they can be taught in how to more appropriately support disabled customers.

However, DPA has also heard that disabled people really appreciate the service provided by responsive, experienced bus drivers who drive to the kerb, lower the ramp, communicate with disabled people, support them and then drive carefully to their next destination.

⁵ <https://www.nzta.govt.nz/assets/resources/research/reports/690/690-Transport-experiences-of-disabled-people-in-Aotearoa-New-Zealand.pdf>

Recommendation 3: That AT bus drivers receive mandatory disability responsiveness education.

General vehicles and motorcycles

When it comes to general vehicles and motorcycles, an Auckland Disability Advisory Panel member who is a wheelchair user shared with us his positive experience that some of the newly opened cycle ways are smooth and easy to access given that the surfacing is better, and that there are also limited egresses, making them better and safer.

Another issue is that there may not be enough loading zones available, making it hard for some businesses to get deliveries but an issue raised by disability community and within the consultation documents is delivery drivers illegally parking in mobility parking permit spaces.

DPA asks that action is undertaken to tackle the issue of delivery drivers and other motorists illegally parking in mobility spaces, especially after the increase in maximum fines to \$750 per offence in October last year.

Recommendation 4: That AT look into the legalities and other issues around wheelchair users using the cycle lane.

Recommendation 5: That AT find more effective methods of parking wardens monitoring mobility parking permit spaces.

Pedestrians and spaces for people

DPA has raised previously that disabled people have concerns around spaces being unsafe and not supporting their wellbeing.

The safety of scooters and other micromobility devices needs to be the responsibility of the users, not passing pedestrians.

E-scooters are used by disabled people too but the injuries sustained by e-scooter users in are a serious concern.⁶ E-scooter businesses also need to be responsible for the management of their scooters, as people with mobility impairments as well as blind and low vision people are often forced onto roads when they find access blocked by scooters strewn across footpaths or driveways.

DPA supports the Public Transport Accessibility Group (PTAG) Auckland plan governing the use of e-scooters and other micromobility vehicles to protect the physical safety and wellbeing of all people.

Recommendation 6: That all motorised vehicles are removed from the footpath or when on the footpaths, the rider walks and pushes the e-scooter like cyclists for the safety of disabled people, children and elderly.

Auckland disability community provided further feedback as follows:

- wide cycling and walking paths like Tamaki Drive⁷ would be good in areas of high traffic congestion so mobility equipment users do not risk using the road to move around
- there is currently no speed limit for motorised mobility equipment, so a suggestion was for a speed limit on wide cycling and walking paths⁸
- NZS 4121 stipulates a width envelope of 1.2m for mobility scooters, so bollards on walkways that are lesser than 1.2m are inaccessible for motorised mobility devices⁹

⁶ <https://www.nzta.govt.nz/assets/regulatory/docs/E-Scooters-Declaration-Not-to-be-Motor-Vehicles-Notice-2018-Review-Safety-review-report.pdf>

⁷ <https://at.govt.nz/cycling-walking/cycling-walking-paths>

⁸ <https://www.stuff.co.nz/national/108518118/mobility-scooters-reaching-speeds-of-up-to-49kph-transport-ministry-struggling-to-keep-up#:~:text=Mobility%20scooter%20users%20are%20set%20to%20slow,up%20and%20safety%20concerns%20have%20been%20noted.>

⁹ <https://nzta.govt.nz/resources/21-06-horizontal-geometric-design-for-mobility-scooters/>

- Auckland disability community are rarely considered when plans are made regarding construction, business signs, business street furniture and artwork installations leading to risk of safety¹⁰
- reports of injuries and fatalities on pedestrian and railway crossings highlights the need for engineers and environment planners to integrate accessibility advisors into their design process
- financial priorities need to be given to pedestrian and railway crossings that are high risk for Auckland disability community¹¹
- average walking speed is 1.2m per second but disabled people can take longer to move across roads, so again engineers and environment planners need to consult with accessibility advisors when designing pedestrian crossings¹²
- disabled people need to be considered in relation to the design of footpath pedestrian through-route on footpaths especially with cycle and walking pathways¹³
- inclusion of accessibility features in design plans such as raised pedestrian crossings, mobility kerb cuts, smoother footpaths and audio signals

In conclusion, improving the safety for disability across the Auckland transport network is essential across all transport modes, footpath and road crossing networks, walkways and cycleways.

Auckland City Centre Residents' Group (CCRG)

CCRG thank Auckland Transport for the opportunity to contribute to the Room to Move in the City Centre (R2MCC) plan.

While we understand R2MCC is focused on short term projects and fixes, CCRG has concerns about the recurring failure of Auckland Transport to develop and implement supported and agreed upon strategies and plans. In this context, our feedback will focus on a higher level vision and aims, rather than specific projects.

CCRG supports projects which achieve the aims and outcomes of the agreed City Centre Masterplan 2020 (CCMP), City Centre Action Plan 2023 (CCAP), and Access for Everyone 2020 (A4E), plans and strategies that were consulted on and adopted by Auckland Council. Making the City Centre a better place for residents is key in these changes, and therefore CCRG supports projects which contribute to increased access for pedestrians, cyclists, and public transport users, as well as developing people focused places.

CCRG also support the flow on effects of such initiatives - cleaner air, quieter and safer streets, and streets that people want to linger in. The sorts of streets that people will want to call home, and businesses and others will want to set up shop in.

Access for Everyone in particular should have been developed in the 5 years since it was endorsed by council, as this circulation plan would then inform and influence how CCR2M would work. It is concerning, if not frustrating and bewildering, that this is not the case.

¹⁰ <https://www.nzherald.co.nz/nz/disabled-community-ask-for-safer-detours-when-aucklands-footpaths-are-blocked/OAG4VGJOYQBMQKMD4B6RM66HM/>

¹¹ <https://www.nzherald.co.nz/nz/wheelchair-user-suffers-accident-on-pedestrian-crossing-says-auckland-transport-needs-to-improve-citys-pavements/WMVV3ZLOABAFITFSK52Y4GVCTE/>

¹² <https://www.nzherald.co.nz/nz/wheelchair-user-suffers-accident-on-pedestrian-crossing-says-auckland-transport-needs-to-improve-citys-pavements/WMVV3ZLOABAFITFSK52Y4GVCTE/>

¹³ [https://at.govt.nz/media/309956/Section_12_Footpaths_and_Pedestrian_Facilities.pdf#:~:text=There%20are%20four%20distinct%20Footpath%20Spatial%20Zones,the%20Frontage%20Zone%20\(against%20the%20property%20boundary\)](https://at.govt.nz/media/309956/Section_12_Footpaths_and_Pedestrian_Facilities.pdf#:~:text=There%20are%20four%20distinct%20Footpath%20Spatial%20Zones,the%20Frontage%20Zone%20(against%20the%20property%20boundary))

Additionally, R2MCC must recognise that the needs of business properties in our city centre, is the same as the needs of residential properties in relation to loading zones, space for tradespeople, taxis, pick-up/drop off, mobility parking spaces, management of scooters, safe pedestrian streets, etc.

The city centre has the highest proportion of no-car households in the country, a majority in fact, and most vehicle traffic is from those arriving from elsewhere in the city. However, most off street parking is underutilised. Additionally, the number of those entering the city centre by car has stagnated, and expected to decline. Therefore, it is important kerbside use is shifted away from cars and parking.

Because of this, CCRG supports the development of a larger strategic area plan for the city centre, rather than over consultation on specific projects. This should be guided by the aims and outcomes sought in the CCMP and A4E, and we would highlight pages 54-56 from the CCAP, particularly the focus of delivering an integrated transport network. Kerb space should be reallocated from cars and parking to people, placemaking, active modes of travelling, and public transport.

Examples include:

- pedestrianising spaces and roads,
- wider footpaths
- outdoor dining
- cycle lanes
- bus lanes
- street vegetation.

Projects in R2MCC should be consistent with these aims, and be implemented with haste, while ensuring it benefits everybody equally.

Additionally, while CCRG supports dynamic usage of space and charging for overnight parking, CCRG would like to see the development of a broader night time economy strategy, instead of just piecemeal projects. Not having a vision and aims for the City Centre at night, means projects are not coordinated in the outcomes they seek. For example, a broader strategy would be able to better inform dynamic usage of kerb space, such as loading zones, into night time uses such as outdoor dining and pick-up, rather than needing a large number of specific projects that may have contradictory aims. **Night time usage needs to take into account residents in regard to noise, particularly late at night and in the early hours of the morning.**

CCRG has also been extremely concerned about the failure to protect pedestrian prioritised space, and the delay and walk back in implementing pedestrian malls. CCRG supports increased enforcement, particularly in shared spaces. Current enforcement is inadequate and means frequent improper usage of loading zones, shared areas such as Elliot Street, and bus lanes.

Frequent improper use of kerbside spaces has a knock on effect to the rest of space in the City Centre, causing problems such as; congestion, decreased accessibility, less vibrancy, and inefficient public transport. Increased usage of technology, such as CCTV, more parking wardens, and higher fines are needed to alleviate this. Additionally, pedestrian malls provide placemaking, safety, and a wide range of benefits that are frequently ignored in favour of a vocal minority of voices and users.

Overall, projects should be focused on making the City Centre a better place for people and residents and reducing reliance on cars and parking. Projects should be aligned with the outcomes and aims of the CCMP, A4E, and CCAP, and increase the allocation of space in the City Centre for people. When projects align with these outcomes, they should be implemented as soon as possible.

Ngā mihi

Greater Auckland Inc.

Greater Auckland Inc. was established in 2015 to provide evidence-based commentary and encourage informed debate on transport and urban form issues. The Greater Auckland website began in 2008 as the “Auckland Transport Blog”, later simply “TransportBlog”.

We provide commentary and encourage informed and intelligent debate about transport and urban form issues in order to create a Greater Auckland. One which is a better place to live in, to move around, and to connect with others.

Submission on Room to Move in the City Centre 2025

Greater Auckland, in principle, supports the basis of Room to Move in the City Centre (R2MCC). However, we are concerned about how this plan has been developed.

The City Centre Masterplan 2020 (CCMP) and Access for Everyone (A4E) set out the vision and strategy for Auckland’s City Centre. Key to this is implementation of circulation plans, aimed at removing through traffic from the city centre, in A4E, as well as the creation of a Zero Emissions Zone (ZEZ).

In order to understand how kerbside space is used, it is vital to understand how different transport modes, most importantly vehicle travel, operate. Without this, R2MCC risks going against supported and official strategies, and failing to progress the accepted vision for the City Centre. In fact, the effort taken to decide kerbside use may conflict with the goals of A4E and a ZEZ, and undermine these strategies in the future due to over consultation and public opposition to more changes - even if they align with A4E and the CCMP.

Auckland Transport has delayed and failed to develop and implement A4E and its circulation plans. We understand this is not necessarily the fault of the R2MCC team, but without traffic circulation plans R2MCC has fundamental flaws that hamper its ability to achieve the goals it sets out, while following CCMP and A4E.

With this in mind, we do support short term and small scale changes *if* they do not conflict with A4E. These should facilitate the removal of general parking and vehicle traffic on side streets, with exceptions for loading zones, increased priority for active modes, public transit, more placemaking, enforcement of illegal parking/kerbside use by cars, and decarbonisation of freight.

In this manner, we support R2M as an input to A4E, but not as preceding it. Kerb use cascades down from space availability, which is derived from higher order decisions, such the bus plan, the circulation plan, the active mode networks, and place use. This is because both loading zones and ride hail hubs can be in multiple places to serve a given demand area, but networks must be continuous therefore have less flexibility.

The most useful information that could come from work would be to accurately map likely demand for this infrastructure by area and time. Remembering that this can be re-shaped in the future, and that kerb use is always a subset of the circulation plan (no one can use a LZ that is not on a traffic route).

We appreciate the extensive engagement from the R2MCC team, and do believe there is good work in this plan that can contribute to A4E in the future.

Thank you for the opportunity to submit.

Bus and Coach Association (BCA)

About the Bus and Coach Association of New Zealand

1. The Bus and Coach Association (BCA) has been the voice of the bus and coach industry since 1931. We consist of around 160 full members providing road passenger transport services and around 71 associate members that are generally manufacturers or industry related suppliers.
2. BCA members deliver all Public Transport bus services in Aotearoa, 98% of the Ministry of Education school bus services and most tour coach/charter services. Our members employ over 13,000 people and provide critical road transport connections for New Zealanders to access employment, education and social opportunities; as well as providing visitors (domestic and international) a safe, efficient and enjoyable way to move around New Zealand.
3. Our mission is to foster efficient and sustainable growth of road passenger transport for the mutual benefit of Association members and all New Zealanders.

Our Submission

4. Thank you for the opportunity to provide feedback on the issues facing the Auckland CBD and the proposed responses. We will focus primarily on the bus and bus passenger's topic but note many of these topics interact or end up in direct conflict for space and/or resources.
5. Not all these interactions can be foreseen, and we consider it important that Auckland has some principles and potentially an organising hierarchy that can be the basis for framing discussions on competing demands. We expect to look to documents like the Regional Land Transport Plan, the Regional Public Transport Plan and the City Centre Masterplan (in that hierarchical order) to see that these decisions or proposed responses are consistent with policy and future direction of travel.

The current state of the Auckland CBD as we see it

6. We like significant elements of Auckland's higher level planning documents including the City Centre Masterplan. However, there is a stark difference between aspirations in these documents and the current state of the CBD. This would be ok if all actions were aligned to closing this gap. However, too often we end up having interactions with Auckland Transport on point issues that show a lack of alignment with the future desired state. Take this example:

BCA is the peak body representing all AT Metro bus operators and the majority of tour coach, charter and long-distance service providers (e.g. Intercity) operating in the city. We and our members spend considerable time engaging with AT on ensuring we can do our part on getting passengers to where they need to be safely and efficiently.

Access for Everyone (A4E) should drive a coordinated response that limits motorised through-traffic, prioritises access to city centre destinations, improves access for servicing and favours public transport.

In March 2025 we needed to justify retention of a critical charter, tour and explorer bus pick-up and drop-off location. This was due to a few politicians making noise about how installation of a cycleway has reduced a lane on Victoria Street West resulting in longer private vehicle drive times when exiting carparks.

While successful in making our case to retain this specific stop, we shouldn't need to have these conversations if the higher-level planning documents are driving decision making. We would like to see an arrangement with Auckland Transport like the one we have with Wellington City Council where no coach parking is removed without alternative provision being provided.

This should be the bare minimum. With national aspirations to grow tourism in New Zealand, we want to see Auckland Transport prioritise Tourism related infrastructure including public toilets, shelters, stops and layover/overnight parking. This can be achieved not only by allocation of adequate curb space but also by encouraging Auckland Council to require appropriate off-street coach parking when hotels and attractions are seeking resource consent.

What we would like to see in the plan and the subsequent execution of the plan

7. We would like to see the following recognised in R2MCC and then consistently pursued through subsequent change projects:
 - a. We support your proposed response of improving enforcement and the use of more CCTV. CCTV coverage of bus stops and bus parking will be a powerful deterrent if drivers can advise AT of the data/time of an offence and that enforcement based on CCTV coverage will follow. This should be supported by an awareness campaign for the general public that the BCA could support.
 - b. The best solution to the coach parking shortages you have acknowledged is to work with coach operators through the BCA. This means continuation of the regular workshops that have commenced in August 2024.
 - c. Coach parking efficiency will be assisted by having an accurate map or listing of what is available in the city centre. This has not been available for some time now despite repeated requests from the BCA since 2023.
 - d. AT needs to understand the consequences of their having reduced coach stops and parks over the last decade. The highest priority in your Principles of Parking Management¹⁴ is "To ensure and improve safety of the people using the transport system". By not prioritising coach stops, AT is forcing drivers to make daily risk assessments of how best to deliver customers to hotels and destination attractions in a less safe environment. As a PCBU, we are not convinced AT is meeting its responsibilities as a PCBU to consult, cooperate and coordinate when it comes to the safety of passengers alighting or boarding charter and tour coaches in some parts of the city.
 - e. We consider the proposals in the document (e.g. R2M-52 which proposes to convert an exclusive **P120 Tour Coach** park into a P15 loading zone between 6am and 11am) is yet another example of the ongoing assault on coach parking, without any consultation with operators. AT should adopt a principle (like Wellington City Council) that there will be no reduction to coach parking without consultation with operators and provision of suitable replacement elsewhere.
 - f. R2MCC needs much more concrete detail than is contained in the lists of proposals presented. Most of the information provided is inadequate to meaningfully engage with.
8. BCA finds the consultation documents difficult to meaningfully engage with. As an example of this, Reference Other-15 lists Vincent Street, bus and cycle improvements in 2031-2035 but contains no detail and no link to where greater detail can be found. How is the public (or interest groups like BCA) meant to engage on a plan

¹⁴ <https://at.govt.nz/media/1991931/auckland-transport-room-to-move-t%C4%81maki-makaurau-aucklands-parking-strategy-may-2023.pdf>

that lacks detail around most of the proposals? Most other items on the list of proposals are similar to this example.

Summary

9. Despite talking about a 10-Year Plan that needs to be aligned to other strategic guidance, no draft plan was presented. Some proposals are presented but with no assessment of how far these go in addressing the problem statements, and insufficient information for the reader to make an informed self-assessment. While some proposals are presented as unfunded, for others the status is unclear. If this resulting plan (at least in the short to medium term) is only going to pull together a list of decisions already made, the bit to focus on is the residual gaps and the options available to close those gaps.
10. That would have made for a much easier consultation to engage with if a draft plan had been presented. If that is the next step, signalling that in the consultation material would have been helpful. We believe the best way to engage on bus and bus passenger issues with the supplier side is via a workshop forum. We are looking to schedule the next regular coach related workshop with AT in May and those developing the R2MCC plan might want to engage with Edward Wright to be included on the agenda.

Heart of the City (HOTC)

Introduction:

Heart of the City (HOTC) is the business association for Auckland's city centre. We represent the interests of businesses and property owners. Our purpose is to champion a successful city centre, working for the economic benefit of city centre businesses.

With a mandate to support business, we have been concerned with decisions that have been made access for customers and suppliers difficult. With this in mind, we stress the following key principles:

- Needs for all users must be considered in a fair and balanced way.
- Evaluation of results is essential and must be used to inform future decisions, for example relating to servicing, loading, pick up and drops offs that are problematic in mid-town.

Outlined below is list of additional opportunities we would like Auckland Transport (AT) to investigate as well as feedback related to specific proposals. In addition, the need to:

- Continue to look at innovation to better support kerbside management. This includes the use of dynamic signage – better enabling flexible kerbside use that can be very responsive to changing needs; parcel lockers and use of off-street parking spaces for different use to reduce demand on the kerbside.
- Ongoing evaluation and planning for kerbside activity on a 24/7 basis, adjusting use as required.
- Note the importance of the use of these insights (including needs/land use assessment) gathered from this project to inform wider city centre network and circulation planning.

1. OTHER LOCATIONS NOT IDENTIFIED IN THE PLAN REQUESTED TO BE INVESTIGATED:

- **Aotea Arts Quarter:** Access for customers, arts-related suppliers and people with mobility disabilities is a serious issue in this area and needs urgent action. In addition to the proposed PUDO on Wakefield Street, AT must conduct the review we have requested since the EVA/AVO was implemented. One option is to utilise bus stops on Queen Street, located in the AVO (between Wakefield Street and Wellesley Street) for PUDO activity, particularly in the evenings and outside of peak bus times. This would require a change in access for the AVO.
- **PUDOs in Wynyard Quarter:** Investigate opportunities for PUDOs based on needs and engagement with the community, including WQTMA. This should consider use of existing bus stops at appropriate times to maximise value returns of existing infrastructure.
- **Lorne Street (between Wellesley Street and Wakefield Street):** Investigate needs to support future St James operation.
- **Increase capacity for kerbside use by considering the use of bus stops for alternative uses at times when they are not in service for bus use & kerb space located within bus lanes in the city centre.** This could allow for use such as PUDOS or loading zones at key times of the day to support either goods or people pick up and drop off without compromising on bus priority when needed. This is a good opportunity to maximise existing assets and kerbside activity. AT has previously confirmed to us that it would be unlikely that bus lanes on Albert Street and Wellesley Street would operate 24/7, to support this use. Key areas for consideration for this approach must be **Wellesley Street (between Queen Street and Albert Street), and Albert Street.**

- **Federal Street, between Victoria Street and Kingston Street:** Maximise support for loading and servicing, and the right balance of GSV and LZ achieved to support small business activity.
- **Albert Street:** Ensure adequate provision of loading & servicing.
- **Airedale Street:** Review current parking designations to better support land use and visitor activity, including supporting PUDO activity in the arts quarter.

2. COMMENTARY BY SPECIFIC LOCATION, NUMBERED AS PER THE LIST OF PROPOSALS:

18. Prevent parking on St Patrick's Square/Wyndham Street

It has been clarified that this only relates to issues of vehicles parking on the footpath on Wyndham Street North – impacting pedestrian safety and amenity.

Further to this, the current designations on Wyndham Street between Albert Street and Hobson Street should be reviewed to ensure it is best meeting the needs of the immediate area, which will include loading and servicing, and likely people pick up/drop off to support the Cathedral and hotel activities. For example, there is currently a parking spot allocated for car-share, and this is unlikely to be a relative priority over other use.

23. Lorne Street: Improve pedestrian space and loading opportunities

A comprehensive assessment of Lorne Street is required. Recommend looking at bringing the timeline forward given the private sector development currently underway in the area.

25. Manage Elliott Street

A comprehensive review of Elliott Street is required. The proposed timeframe is currently Medium Term. AT should bring this forward, so it is more aligned with CRL opening.

26. Vulcan Lane Investigate installing barriers/bollards

This is a positive idea which could lead to an improved environment for pedestrian and business activity particularly outdoor dining (outside of the agreed hours for access under the definitions of Pedestrian Mall previously consulted with businesses in the area). This could also support improved safety outcomes for the area. Considerations will need to be given to both emergency and extraordinary access needs. It is logical that this is reviewed in the context of any High Street project. AT should also consider the current approach to vehicle access into the Lane.

34. New loading zones on Mayoral Drive subject to bus requirements

This would seem logical to progress.

38. Trial double stack bike/scooter parking

We can see several issues with this proposal, including:

- The type of parking infrastructure proposed – “a double stack bike parking.” This infrastructure on both Queen Street and Te Komitanga has delivered a poor outcome – bringing significant visual encroachments and underused bike parking. There would be better design options to support secure bike parking.

- Not a clear rationale as a priority location for this activity, including likely levels of demand for this function in this location.
- It would be appropriate to integrate planning for this location as part of the Downtown West programme to determine the best use going forward.

40. Sale Street

Explore whether the SPSV/Taxi Stand is required 7 days a week (based on demand/need).

51. Mayoral Drive bus stop replaced with general P5 loading zone.

This is logical to progress. Ensure adequate lighting if to be used as an official PUDO.

53. Loading Zone on Hobson Street

This would seem logical to progress.

55. Wakefield Street

Opportunities to provide PUDO in this area should be investigated, trialled, and evaluated, ensuring good lighting and footpath amenity is in place to support this activity required.

56. New evening taxi stand for Arts Quarter

Do not support a dedicated taxi stand in this area due to the requirements to support pick up and drop off for the adjacent hotel which extends into the evenings. Review the current GSV only restriction to be LZ to better support visitation in the area, as well as hotel pick up and drop off.

Blind Citizens New Zealand

Introducing the Auckland Branch of Blind Citizens NZ

1. Founded in 1945, Blind Citizens NZ is the oldest disability consumer advocacy group – disabled people's organisation – in New Zealand. We write on behalf of blind, deafblind and vision impaired members of the Auckland Branch. Our members want to thrive in an inclusive Auckland. We appreciate the opportunity to make this submission.
2. New Zealand signed the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) in 2007 and ratified it in 2008. The purpose of the Disability Convention is to promote, protect, and ensure universal human rights and fundamental freedoms for disabled people, and promote respect for their dignity. It recognises the right of disabled people to make free and informed decisions about their own lives. It sets out in practical terms how the rights of disabled people can be realised. All rights discussed in the Disability Convention are also established in current New Zealand law. Local government, including Auckland Council and its council-controlled organisations, is bound to honour the Disability Convention.
3. The Disability Convention articles most relevant to our submission are:
 - Article 4.3 Involving disabled people and our organisations in decisions that affect us;
 - Article 9: Accessibility;

- Article 19: Living independently and being included in the community;
 - Article 20: Personal mobility;
 - Article 30: Participation in cultural life, recreation, leisure and sport
4. The New Zealand Government policies and strategies which are relevant to this submission include:
- New Zealand Disability Strategy 2016-2026:
 - Outcome 3 - Health and wellbeing;
 - Outcome 5 – Accessibility;
 - Outcome 7 – choice and control.
5. We strongly support the submission made by the Disabled Persons assembly (DPA).

The Submission

6. Blind, Deafblind, and vision-impaired individuals depend on taxis and ride-share services as their primary means of transportation, as driving is not an option. However, this plan fails to adequately address the need for safe, accessible, and convenient pick-up and drop-off locations in the central city.

7. The Entertainment Precinct

This area includes key venues such as the Town Hall, Q Theatre, Aotea Centre, and The Civic. While Auckland Council and Auckland Live have made commendable efforts to increase the number of audio-described performances, accessibility to these locations remains a growing challenge. Auckland Transport's restrictions on where taxis and ride-share services can pick up and drop off passengers make it increasingly difficult for our community to attend and enjoy events at these venues.

8. Town Hall and Q Theatre

The Proposal that the designated pick-up and drop-off location be in the loading zone outside the Airedale Hotel, on the opposite side of the road from our destination. This is unacceptable for the following reasons:

- A. Many members of our community rely on driver assistance to reach their destination. Since drivers cannot leave their vehicles to cross the road, those requiring support will be left without help. Additionally, individuals with mobility impairments would be forced to walk a greater distance, potentially causing pain or making the journey impossible. As a result, some may decide not to attend events at this location at all.
- B. Blind, Deafblind, and vision-impaired individuals would require orientation training to navigate this new location safely. However, due to long waiting lists for this service, many would be unable to receive the necessary training, significantly limiting or even eliminating their ability to travel independently to attend shows.
- C. The lighting on the proposed side of the street is poor compared to the Town Hall and Q Theatre side. A safe, well-lit, and accessible pick-up and drop-off location is essential to ensure individuals with disabilities can receive assistance for the final part of their journey, both when arriving and after events.
- D. In conclusion, we strongly recommend reinstating the pick-up and drop-off area outside the Town Hall and Q Theatre. This would ensure a safe, accessible, and convenient location for community members to attend and enjoy events at these venues.

9. Spark Arena

Spark Arena has become increasingly difficult for our community to access. The removal of the pick-up and drop-off area near the main entrance, requiring us to navigate across a footbridge independently, is unacceptable. This change means that many of us can no longer attend events alone and must rely on a support person for assistance. As a result, many members of our community will simply choose not to attend events at this venue.

10. Civic Theatre

In late 2023, discussions at the Public Transport Accessibility Group meeting focused on improving access to the Civic Theatre for the disabled community. A formal agreement was reached, including the following:

- Taxis and ride-share services would be permitted to pick up and drop off passengers outside Smith & Caughey's on Queen Street. Our community accepted this compromise in good faith.
- However, Auckland Transport later revoked this access, restricting taxis and ride-share services from entering Queen Street below Wellesley Street. Instead, the designated pick-up and drop-off location was moved to Elliott Street, behind Smith & Caughey's, significantly farther from the Civic Theatre.

This change is unacceptable for the following reasons:

- A. Drivers are unable to leave their vehicles to assist disabled passengers to their destination.
- B. Wellesley Street's steep terrain presents a major barrier for individuals with mobility impairments, making travel to and from the Civic Theatre extremely difficult.

Request: We strongly urge Auckland Transport to reinstate the pick-up and drop-off location on Queen Street, where the terrain is more accessible for those using the Total Mobility service.

11. General Comments

The proposal includes several key changes, but we have concerns about their practical impact:

The Proposal: Create more time-restricted parking and spaces for taxis and Ubers.

- While this sounds beneficial, in practice, we are seeing a reduction in accessible parking and designated taxi/Uber spaces. Many of these spaces are located too far from key destinations.
- Additionally, some essential health services are located in the central city, and disabled people must be able to access them easily. Restricting taxi and Uber access to large sections of Queen Street is not acceptable.

The Proposal: Create more Mobility Parking.

- We welcome this initiative but request that these spaces be strategically placed near major public facilities.
- They should be located on level terrain for accessibility and be large enough to accommodate mobility vehicles, as many standard parking buildings cannot accommodate their size.

The Proposal: Investigate digital signage to provide real-time information on parking availability and pricing.

- We support this initiative and request that the information also be made available in New Zealand Sign Language (NZSL) to ensure accessibility for the Deaf community.

Conclusion

Auckland's central city must be accessible to all residents, including blind, Deafblind, and vision-impaired individuals. The current and proposed changes to pick-up and drop-off locations significantly reduce our ability to navigate the city safely and independently. Accessibility should not be an afterthought—it is a fundamental right, protected by both national policies and international conventions.

We urge Auckland Transport to prioritize accessibility by:

- Reinstating the pick-up and drop-off location on Queen Street for the Civic Theatre.
- Ensuring pick-up and drop-off locations at the Town Hall, Q Theatre, and Spark Arena are safe, well-lit, and easily accessible.
- Maintaining and increasing practical, strategically placed mobility parking options.
- Allowing taxis and ride-share services to operate conveniently near key destinations.

If these concerns are not addressed, many blind, Deafblind, and vision-impaired individuals will be effectively excluded from attending events, accessing essential services, and fully participating in city life. We appreciate the opportunity to provide this submission and strongly urge Auckland Transport to take action to create a truly inclusive Auckland.

Appendix 1 – Questions asked

Feedback form

Below are the questions we asked the public through our online feedback form. The questions were repeated for all six topics, Questions 1 and 2 were tick-box questions with options specific to each topic.

Question 1: Are you providing feedback as.....

(Tick-box question with different answers for each topic)

Question 2: What do you think of the issues we've been hearing?

(Tick-box question with different answers for each topic. Respondents could select "Important to address", "Not important to address", "Unsure / no opinion")

Question 3: Do you have any comments on these issues?

Question 4: Do you encounter any other issues in the city centre related to this topic? Are there any locations of specific concern?

Question 5: What improvements would you suggest to our proposals (including any new ideas)?

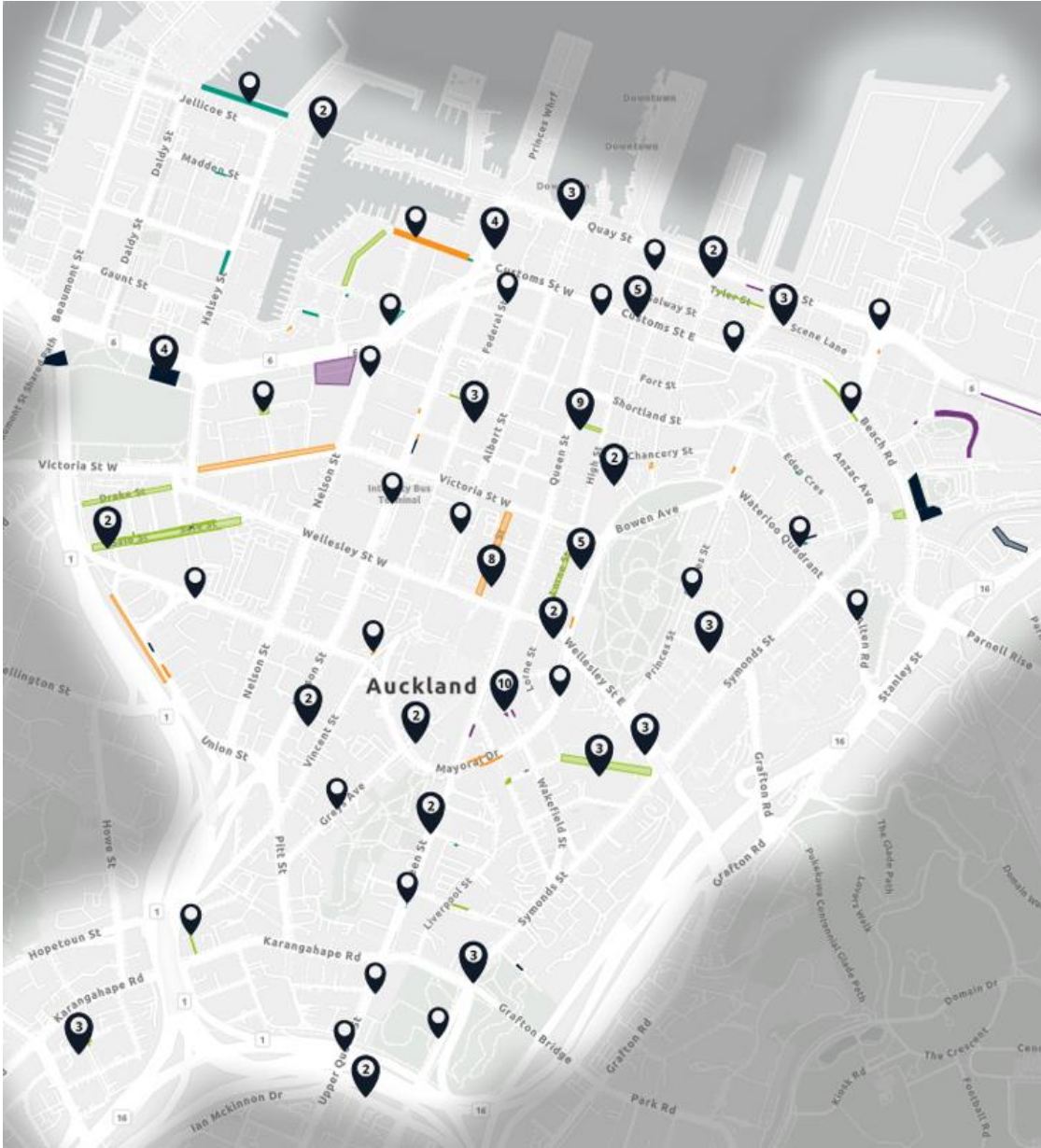
Question 6: Do you have any additional comments on kerbside spaces and off-street parking in the city centre?

Feedback map

When a feedback pin was dropped on our online feedback map, the questions below popped up.

Question/query	Drop-down box options
Are you commenting on an issue or proposal AT has suggested?	Yes Raising a new issue or proposal Other comments
What are your comments?	*Free text*
Which topic does your feedback <u>best</u> relate to?	Freight, couriers, servicing/trades Buses and bus passengers Taxis, rideshare, pick-up/drop-off Mobility parking General vehicles and motorcycle Pedestrians, attractive streets, spaces for people Cyclists and scooters Other
What's your <u>main</u> interest in the City Centre?	Resident (I live in the City Centre) Business owner (I own a business in the City Centre) Worker (I work in the City Centre) Student (I study in the City Centre) Tradie (I am a tradie that works in the City Centre) Visitor (I visit for shopping, entertainment etc.) Deliveries (I deliver goods to the City Centre) Taxi or rideshare driver Person with a disability Other
I consent to the Terms and Conditions and acknowledge that the feedback I provide might be viewed by others using this service	

This is the populated feedback map:



Appendix 2 – Public drop-in session feedback

Four public drop-in sessions were held at Auckland Central Library to give people an opportunity for face-to-face discussions on the R2MCC issues and proposals. The drop-in sessions were advertised as part of our marketing campaign, we directly notified our key interest group database, and promoted the events on the project webpage.

AT staff were situated near the front entrance to the library with the AT flag and signage advertising the project. A summary of each drop-in session is provided below:

Date, time	No. of attendees	Key feedback points (Each bullet represents feedback from a different attendee)
Tuesday 4/03/25, 3pm-7pm	8	<ul style="list-style-type: none"> • The Kāinga Ora housing on Greys Ave does not have onsite loading for larger trucks. A tenant suggested that an on-street loading zone (perhaps just at set times of day/week) would be helpful, including for road safety. Perhaps with a kerb build-out to enable a truck tailgate to be lowered. • Scooters are an issue in the City Centre. Users are not aware / considerate of others, travel on footpaths at high speed, and can behave inconsiderately. • Potentially dangerous angled parking along 348 New North Rd. • The footpath disappears along the western side of the Dominion Rd underpass (below the bridge), which is unsafe for pedestrians.
Thursday 6/03/25, 10am-2pm	5	<ul style="list-style-type: none"> • AT should provide more/better information on public transport options to visitors and tourists. Suggested offering maps and schedules to people coming off cruise ships, also in libraries and other prime spots. • A few customers required assistance in setting up their HOP cards, and came to the library for assistance. Information on the AT website suggests that the Central Library is a AT customer service centre location. • A single parent living in the City Centre without car, regularly uses buses and wanted to express support for buses / bus operations and pedestrian access in the City Centre.
Wednesday 12/03/25, 3pm-7pm	10	<ul style="list-style-type: none"> • A group of customers attended to discuss and raise concerns about bus plans on Wellesley Street. Key points were : <ul style="list-style-type: none"> ○ Vehicle access to site, potentially in conflict with bus operations.

Date, time	No. of attendees	Key feedback points <i>(Each bullet represents feedback from a different attendee)</i>
		<ul style="list-style-type: none"> ○ Deteriorated road surface. ○ Audio announcements too loud in a residential area. ○ Want someone to get back to them about these issues. ● Waitemata Local Board Member Alex Bonham dropped by to discuss the proposals, what we had heard so far, and how the consultation was going.
Tuesday 25/03/25, 3pm-7pm	5	<ul style="list-style-type: none"> ● A customer (Accessibility Advisor, member of Capital Projects Accessibility Group (CPAG)) attended for in-depth discussions on the needs of people with accessibility requirements. ● Customer discussed their resource consent which may impact on R2M-54 (Hobson St). ● Developer of an Auckland events venue dropped in to discuss their plans.

Appendix 3 – Engagement materials

The A5 flyer that we distributed to Taxis/Uber/courier drivers and in key locations around the City Centre:

Room to Move in the City Centre

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 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.

Most of the short-term proposals are low cost, can be implemented quickly, and we are keen to get on with them.

Before we get going, we want to hear your thoughts. We want you to tell us:

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

Kōrero mai
Have your say

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



Scan the code
or visit **at.govt.nz/R2MCC**
to provide your feedback



Your city moving 

