

18pt



Pedestrians and spaces for people

Room to Move in the City Centre

Issues and proposals

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

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

Notes for the Large Print Reader

Main text is in Arial typeface, 18 point.

Headings are indicated as:

Heading 1

Heading 2

Heading 3

Transcriber's Notes:

Print pages have been omitted in this Large Print version.

All images have been omitted.

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

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

Table of Contents

Contents	Page number
<u>About Room to Move in the City Centre</u>	1
<u>How to get involved</u>	2
<u>About this document</u>	3
<u>What we've heard so far</u>	4
<u>Ideas to respond</u>	5
<u>List of proposals — Pedestrians and spaces for people</u>	6

Pedestrians and spaces for people

About Room to Move in the City Centre

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

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

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

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

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

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

How to get involved

We talked to a range of key groups to find out what changes they'd like to see in the city centre.

They helped us identify issues and come up with some proposals to fix them. Now we want to hear your thoughts.

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

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

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

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

About this document

This document outlines kerbside space and parking issues for pedestrians and spaces for people, along with proposals to respond to these issues. There are also R2MCC documents for:

- Taxis, rideshare/Ubbers, pick-up/drop-off, mobility parking
- Freight, couriers, servicing and tradespeople
- Buses and bus passengers
- General vehicles and motorcycles
- Cyclists and scooters

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

What we've heard so far

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

Ideas to respond

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

1 Footpath improvements

2 Safety improvements for pedestrians, such as installing pedestrian crossings

3 Convert kerbside spaces, or space in off-street parking areas, to outdoor dining, seating, or plantings

4 More bicycle/scooter parking — Includes investigating zones where shared e-scooters and e-bikes must be stored between rides

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

List of proposals — Pedestrians and spaces for people

Footpaths Improvements

Proposal: Day Street

On one-way section of Day Street, investigate widening footpath by creating loading zones near Karangahape Road.

Reference: R2M-19

Timeframe: Medium Term: 2028-2031

Proposal: Tyler Street

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

Reference: R2M-21

Timeframe: Short Term: 2025-2028

Proposal: Saint Paul Street

St Paul Street, northern side, widen the footpath to make the street more people friendly. Achieved by repurposing paid parking spaces. Retain mobility spaces, existing loading zones and add motorcycle parking.

Reference: R2M-28

Timeframe: Medium Term: 2028-2031

Proposal: City Road

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

Reference: R2M-29

Timeframe: Short Term: 2025-2028

Proposal: Customs Street West

Western side of Custom St West, between Market Place and Pakenham St East, convert angled parking to parallel parking and widen footpath.

Reference: R2M-39

Timeframe: Long Term: 2031-2035

Safety improvements for pedestrians

Proposal: Union Street

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

Reference: R2M-2

Timeframe: Long Term: 2031-2035

Proposal: Abbey Street; Gundry Street

Abbey St and Gundry St intersection, remove 2 non-compliant parking spaces (they are too close to the intersection) to improve safety, and sight lines of oncoming traffic and cyclists.

Reference: R2M-20

Timeframe:

Proposal: Saint Paul Street; Airedale Street

Outside 31 Airedale St, convert one paid parking space to yellow no stopping lines to improve sight lines and safety at the intersection. Also implement other safety improvements for pedestrians at the intersection with Saint Paul Street to meet the crossing desire line, such as

installing pram crossings across the street or potential traffic calming measures.

Reference: R2M-32

Timeframe: Short Term: 2025-2028

Proposal: Hardinge Street

Install a pedestrian crossing with traffic calming near the intersection of Hardinge St/Graham St to accommodate the pedestrian desire line. Also rearrange kerbside parking to improve safety and the pedestrian environment. This could include converting some of the angle parking into parallel parking.

Reference: R2M-41

Timeframe: Long Term: 2031-2035

Proposal: Sale Street; Centre Street

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

Reference: R2M-45

Timeframe: Short Term: 2025-2028

Spaces for people e.g. outdoor dining, seating, or plantings

Proposal: Beach Road — R2M-10

Railway Car Park (Te Taou Reserve), investigate the redevelopment of the car park to expand Te Taou Reserve or provide a new public space.

Reference: R2M-10

Timeframe: Medium Term: 2028-2031

Proposal: Beach Road — R2M-13

131 Beach Rd car park, investigate the redevelopment of the car park into a new public space which includes a small pick-up/drop-off area (Two P5 time restricted parking spaces operating at all times) and one mobility parking space.

Reference: R2M-13

Timeframe: Medium Term: 2028-2031

Proposal: Lorne Street

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

Reference: R2M-23

Timeframe: Long Term: 2031-2035

Proposal: Sale Street

Sale Street, investigate street upgrade including parking configuration to better respond to its place function.

Reference: R2M-43

Timeframe: Long Term: 2031-2035

Proposal: Drake Street

Drake Street, investigate street upgrades including parking configuration to better respond to its place function and future needs.

Reference: R2M-47

Timeframe: Long Term: 2031-2035

More bicycle/scooter parking

Please refer to the bicycle/scooter topic-based information pack for locations where bicycle/scooter parking will be installed.

Improve enforcement and compliance

Proposal: Union Street

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.

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.

Reference: R2M-1

Timeframe: Short Term: 2025-2028

Proposal: Beach Road — R2M-9

Next to Railway Car Park, implement measures to better prohibit illegal parking (such as barriers/bollards on kerb etc).

Reference: R2M-9

Timeframe: Short Term: 2025-2028

Proposal: Beach Road — R2M-11

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

Loading zone proposed as part of the Customs Street Bus Improvements project.

Reference: R2M-11

Timeframe: Short Term: 2025-2028

Proposal: Wyndham Street

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

Reference: R2M-18

Timeframe: Short Term: 2025-2028

Proposal: Vulcan Lane

Vulcan Lane, investigate installing rising bollards at each end to control access outside of the overnight loading and servicing periods.

Reference: R2M-26

Timeframe: Medium Term: 2028-2031

Proposal: City Road

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

Reference: R2M-29

Timeframe: Short Term: 2025-2028

Proposal: Customs Street West

Between 85-117 Customs St West, CCTV surveillance of loading zones to prevent over-stay and parking on footpath and cycle path.

Reference: R2M-35

Timeframe: Short Term: 2025-2028

Proposal: Sale Street

Along Sale St, both sides, comprehensive investigation of non-compliant parking and implement measures to prevent vehicles encroaching

onto footpath. This includes better delineation of public parking spaces, installing missing signage, engaging with business owners, barriers/bollards to prevent illegal parking on the footpath and better enforcement.

Reference: R2M-42

Timeframe: Short Term: 2025-2028

Other projects

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

Proposal: Emily Place

Emily Place, widen the footpath, remove 10 on-street residential parking permit spaces and replace with 7 paid on-street parking spaces.

Reference: Other-2

Timeframe: Short Term: 2025-2028

Proposal: Victoria Street

Te Ha Noa Project/Victoria St Linear Park (between Hobson Street and Albert Park), repurposing on-street

parking spaces, protecting loading zones along the corridor where possible or reallocating them nearby. West side of Kitchener near intersection with Victoria Street, create new loading zone.

Reference: Other-6

Timeframe: Short Term: 2025-2028

Proposal: Albert Street

Western side of Albert St, convert a section of footpath to an off-peak loading zone.

Reference: Other-9

Timeframe: Short Term: 2025-2028

Proposal: Karanga-a-Hape Station precinct

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

Reference: Other-10

Timeframe: Short Term: 2025-2028

Proposal: Wellesley Street Bus

Wellesley Street Bus Improvements, staged upgrades to bus infrastructure, streetscape, pedestrian environment

between Victoria Park and the Learning Quarter (AUT and UoA). Involves parking repurposing.

Reference: Other-16

Timeframe: Short Term: 2025-2028

Proposal: Wynyard Quarter West

Along sections of Beaumont St and Westhaven Dr, streetscape upgrade to improve access (including marine operations) and bus operations. Likely to repurpose some on-street parking spaces. Developing concept design with key stakeholders.

Reference: Other-17

Timeframe: Medium Term: 2028-2031

Proposal: Hamer Street

Hamer Street upgrade, part of Te Ara Tukutuku project. Likely general vehicle restrictions and repurpose on-street parking and bus layover spaces. Developing concept design with key stakeholders.

Reference: Other-18

Timeframe: Medium Term: 2028-2031

Proposal: Anzac Avenue and Short St intersection

Anzac Avenue and Short St intersection signalisation to address history of safety issues to vulnerable users. Four paid general parking spaces close to the intersection will be removed.

Reference: Other-21

Timeframe: Short Term: 2025-2028

Proposal: Mills Lane and Swanson Street

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

Reference: Other-22

Timeframe: Short Term: 2025-2028

Proposal: Queen Street

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

Reference: Other-23

Timeframe: Short Term: 2025-2028

Proposal: Tyler Street

This project does **not** have funding. Tyler Street, between Te Komititanga and Commerce St: In conjunction with the reinstatement of the Waitematā Station plaza, upgrade the section of Tyler St from a road corridor to a high-quality pedestrian focused street, similar to Galway St.

Reference: Other-24

Timeframe: Long Term: 2031-2035

Proposal: Alten Road

Alten Road (eastern side), widen the footpath (approx 230 m) utilising space within the road reserve.

Reference: Other-27

Timeframe: Medium Term: 2028-2031

Proposal: Chancery Street

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

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

- Wider footpaths.
- Repurposing general parking.

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

Reference: Other-28

Timeframe: Long Term: 2031-2035

Proposal: Federal Street — FYI-29

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

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

Reference: Other-29

Timeframe: Medium Term: 2028-2031

Proposal: Federal Street — FYI-30

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

Federal St, from Wyndham St to Victoria St West, full streetscape redesign with implementation of a shared

space similar to other sections of Federal St. Repurpose all paid parking with some areas reserved for authorized vehicles and loading zone (subject to a comprehensive needs assessment).

Reference: Other-30

Timeframe: Medium Term: 2028-2031

Proposal: Mount Street

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

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

Reference: Other-31

Timeframe: Long Term: 2031-2035

Proposal: Princes Street

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

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

Reference: Other-32

Timeframe: Medium Term: 2028-2031

End of Pedestrians and spaces for people.