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# General vehicles and motorcycles

**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.

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# **General vehicles and motorcycles**

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

## About this document

This document outlines kerbside space and parking issues for general vehicles and motorcycles, 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
- Pedestrians and spaces for people
- Cyclists and scooters

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

## What we've heard so far

- **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

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

- 1 Changes to parking restrictions to achieve 85% occupancy** — Like changing time-limited parking to paid parking or extending parking restrictions into the weekends.
- 2 Flexible use of kerbside space** — For example, when road space is not in use it could revert to taxi parking or general parking.
- 3 Investigate digital signage to provide real-time information on parking availability and restrictions**
- 4 Repurpose some on-street spaces to higher-value uses** — To respond to community issues, some proposals change on-street parking to other uses, such as short-term parking, mobility parking, and loading zones.
- 5 Proposals for Railway Station, Fanshawe Street, Victoria Sports Park, and Beach Road Carparks**
- 6 Continue to manage off-street parking in alignment with Council direction**
- 7 Improve enforcement and compliance, including more CCTV and physical barriers**
- 8 Improve customer information on the AT website and parking app**



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

**10 Install new motorcycle parking**

## **List of proposals — General vehicles and motorcycles**

### **New parking and changes to parking restrictions**

#### **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: Ngaoho Place**

Ngaoho Place, convert all time restricted P30 parking spaces (11 spaces) to paid parking (Zone 2) after implementation of the Strand Optimisation project.

Reference: R2M-3

Timeframe: Medium Term: 2028-2031

## **Proposal: Parliament Street**

Outside 9 Parliament St, repurpose half of the residents holder only parking bays to general paid vehicle parking (residents holder exempt) like the rest of the street.

Reference: R2M-15

Timeframe: Short Term: 2025-2028

## **Proposal: Saint Martins Lane**

6 St Martins Lane, convert 2 P60 parking spaces to paid parking.

Reference: R2M-27

Timeframe: Short Term: 2025-2028

## **Proposal: Hobson Street**

Hobson Street, between Kingston and Victoria Streets, convert Bus Stop to paid parking area when bus services relocate to other streets.

Reference: R2M-54

Timeframe: Short Term: 2025-2028

## **Install new motorcycle parking**

### **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: Fanshawe Street**

Fanshawe St Carpark, convert some parking spaces to mobility spaces and motorcycle spaces to compensate the losses due to redevelopment of Downtown Carpark.

Reference: R2M-46

Timeframe: Medium Term: 2028-2031

# Reduce non-compliant parking

## 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 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: Elliot Street**

Elliott St Shared Zone. Aligned to the new (CRL) train station opening, proactively manage, between 6am-11am,

loading, servicing, and vehicle access to the shared zone. Ensure that people are prioritised in this shared space.

Reference: R2M-25

Timeframe: Medium Term: 2028-2031

## **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. Reinstate adjacent motorcycle parking signage.

Reference: R2M-29

Timeframe: Short Term: 2025-2028

## **Proposal: Queen Street**

On Eastern side of Queen St (between City Road and Karanga-a-Hape Road), tidy up road markings and unused bus bays and replace with yellow no stopping lines to support operation of 24-hour bus lane and reduce instances of vehicles parking within bus lane.

Reference: R2M-33

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, installing barriers/bollards to prevent illegal parking on the footpath and better enforcement.

Reference: R2M-42

Timeframe: Short Term: 2025-2028

## **Proposals for off-street parking**

### **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-12**

Railway Car Park (Te Taou Reserve), investigate short term operational improvements to this carpark including circulation, entry and exit points and addition of pick-up/drop-off spaces for events at Spark Arena.

Reference: R2M-12

Timeframe: Short Term: 2025-2028

### **Proposal: Beach Road**

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: Fanshawe Street**

Fanshawe St Carpark, convert some parking spaces to mobility spaces and motorcycle spaces to compensate the losses due to redevelopment of Downtown Carpark.

Reference: R2M-46

Timeframe: Medium Term: 2028-2031

### **Proposal: Victoria Street**

Victoria Sports Park carpark, next to Grafton United Cricket Club, change from P120 time-restricted parking to paid parking on weekdays. Leave time-restricted weekends.

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

Reference: R2M-48

Timeframe: Short Term: 2025-2028

Some on-street parking spaces will be converted to higher-value uses

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

### **Proposal: Mahuhu Crescent; Quay Street**

Spark Arena (Mahuhu Crescent and Quay Street), review Event Traffic Management Plans to address traffic congestion and safety issues. Also ensure adequate pick up/drop-off zones.

Reference: R2M-8

Timeframe: Short Term: 2025-2028

### **Proposal: Quay Street**

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

Reference: R2M-24

Timeframe: Medium Term: 2028-2031

## **Proposal: Wakefield Street**

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

Reference: R2M-50

Timeframe: Short Term: 2025-2028

## **Install new mobility parking**

### **Proposal: Beach Road**

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: Mahuhu Crescent**

19 Mahuhu Cres, convert one general vehicle space behind existing loading zone into mobility parking.

Reference: R2M-16

Timeframe: Short Term: 2025-2028

## **Proposal: Saint Paul Street; Wakefield Street**

Corner of St Paul Street and Wakefield Street outside the AUT Recreation Centre, convert 1 general vehicle paid parking space into a mobility parking space. Subject to further investigations of gradients.

Reference: R2M-31

Timeframe: Short Term: 2025-2028

## **Proposal: Fanshawe Street**

Fanshawe St Carpark, convert some parking spaces to mobility spaces and motorcycle spaces to compensate the losses due to redevelopment of Downtown Carpark.

Reference: R2M-46

Timeframe: Medium Term: 2028-2031

## **Install, upgrade, or extend loading zones**

### **Proposal: Princes Street**

Outside 11 Princes Street, between the vehicle accessways for No.19 and No. 9, convert 4 angled parking spaces into a parallel parking loading zone (P5, General Purpose, all times).

Reference: R2M-5

Timeframe: Short Term: 2025-2028

## **Proposal: Tangihua Street; Quay Street**

Corner of Tangihua St and Quay St, convert 1 general vehicle parking space into a loading zone (P5, General Purpose, all times).

Reference: R2M-7

Timeframe: Medium Term: 2028-2031

## **Proposal: Day Street**

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

Reference: R2M-19

Timeframe: Medium Term: 2028-2031

## **Proposal: Viaduct Harbour Avenue**

Next to shared vehicle zone outside 12-14 Viaduct Harbour Ave, convert 2 parking spaces to a loading zone (P5, LZ) to service nearby hotels and apartments.

Reference: R2M-36

Timeframe: Short Term: 2025-2028

## **Proposal: Wakefield Street**

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

Reference: R2M-50

Timeframe: Short Term: 2025-2028

**Change the permitted use time for loading zones (e.g. P5 to P10) or the operating times (e.g. 9am-3pm to 8am-6pm)**

## **Proposal: Kitchener Street**

Western side of Kitchener Street outside the Art Gallery, extend loading zone operating times to all day. Proposed control is LZ P5, (general purpose), At All Times.

Reference: R2M-22

Timeframe: Short Term: 2025-2028

# **Safety improvements for cyclists and 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 paid parking spaces (i.e. removal of car parks too close to the intersection) to improve safety, sight lines of oncoming traffic and cyclists.

Reference: R2M-20

Timeframe: Short Term: 2025-2028

## **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



# Footpaths Improvements

## **Proposal: Day Street**

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

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.

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

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

### **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**

### **Proposal: Eden Crescent**

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

Reference: R2M-4

Timeframe: Short Term: 2025-2028

## **Proposal: Parliament Street**

Corner of Parliament St and Waterloo Quadrant, southern side, convert two general paid parking spaces next to the mobility spaces into a new bike/scooter parking zone.

Reference: R2M-14

Timeframe: Short Term: 2025-2028

## **Proposal: Turner Street**

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

Reference: R2M-30

Timeframe: Short Term: 2025-2028

## **Other projects**

To provide a full picture, below we have listed projects from other workstreams that relate to general vehicles and motorcycles. **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: Nelson Street slip lane**

Nelson Street slip lane:

- Repurpose of all paid parking.
- Retention of loading zones and shared vehicles (car share) parking spaces.
- Implement monitoring/enforcement of loading zones to prevent misuse.

Reference: Other-1

Timeframe: Short Term: 2025-2028

## **Proposal: Emily Place**

Emily Place, widen the footpath, convert 10 on-street residential parking permit spaces to 7 paid on-street parking spaces.

Reference: Other-2

Timeframe: Short Term: 2025-2028

## **Proposal: Fanshawe St to Beach Rd**

Fanshawe St to Beach Rd, bus improvements along this route.

Reference: FYI-3

Timeframe: Short Term: 2025-2028

## **Proposal: The Strand**

The Strand, 6 x on-road parking spaces will be retained on the northern side and 18 parking spaces will be repurposed to improve traffic flow. On the southern side 21 spaces will be repurposed to improve traffic flow and some parking spaces formalised.

Reference: Other-4

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: Karanga-a-Hape Station**

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

Reference: Other-10

Timeframe: Short Term: 2025-2028

## **Proposal: Karanga-a-Hape Road; Queen Street; Pitt Street**

Improvements for Western Express (WX1) buses

- Karanga-a-Hape Road, new eastbound bus lane between Pitt — Queen St, extended bus lane hours between Pitt — Newton Rd.
- Pitt St between Greys Ave and Karangahape Rd, new bus lanes on portions of the road.

Reference: Other-11

Timeframe: Short Term: 2025-2028

## **Proposal: Downtown Car Park**

Downtown Carpark redevelopment to a mixed-use precinct.

Reference: Other-12

Timeframe: Short Term: 2025-2028

## **Proposal: Vincent Street**

Vincent St, bus and cycle improvements.

Reference: Other-15

Timeframe: Long Term: 2031-2035

## **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: Long Term: 2031-2035

## **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: Long Term: 2031-2035

## **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: Short Term: 2025-2028

## **Proposal: Albert Street**

Albert Street, eastern side outside of Huawei Building, install new P5 Loading Zone Goods Vehicles Only At All Times, as part of corridor upgrade.

Reference: Other-19

Timeframe: Medium Term: 2028-2031

## **Proposal: Kingston Street**

On the northern kerb of Kingston Street (between Albert Street and Federal Street), create 2 loading zones (P5, Goods Vehicles Only, All Times).

Reference: Other-20

Timeframe: Medium Term: 2028-2031

## **Proposal: Anzac Avenue and Short Street intersection**

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

Reference: Other-21

Timeframe: Short Term: 2025-2028

## **Proposal: Mills Lane and Swanson Street**

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

Reference: Other-22

Timeframe: 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: Jellicoe Carpark**

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

Reference: Other-25

Timeframe: Short Term: 2025-2028

## **Proposal: Beaumont Street**

Beaumont Street, both sides, kerbside space likely to be required for Metro bus layover, until nearby offstreet layover facility in operation.

Reference: Other-26

Timeframe: Short Term: 2025-2028

## **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.

- 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: Medium Term: 2028-2031

## **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: Long Term: 2031-2035

## **Proposal: Mount Street**

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

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

Reference: Other-31

Timeframe: Medium Term: 2028-2031

## **Proposal: Princes Street**

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

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

Reference: Other-32

Timeframe: Medium Term: 2028-2031

## **End of General vehicles and motorcycles**