

Room to Move in the City Centre

Issues & proposals Buses and bus passengers



Contents

<u>About Room to Move in the City Centre</u>	3
<u>How to get involved</u>	3
<u>About this document</u>	4
<u>What we've heard so far</u>	5
<u>Ideas to respond</u>	6
<u>Map of proposals</u>	7
<u>List of proposals</u>	8



About Room to Move in the City Centre

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

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

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

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

How to get involved

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

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

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

For more information, visit at.govt.nz/R2MCC, 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](#)

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

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

About this document

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

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

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



What we've heard so far

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

General vehicles using bus lanes and bus stops is an issue.



Ideas to respond

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

1

Improve enforcement and compliance, including more CCTV



Please note: Other initiatives that respond to these issues include upgrading bus stops, installing new bus lanes, extending the operating times of bus lanes, and improving, or providing new, coach parking.

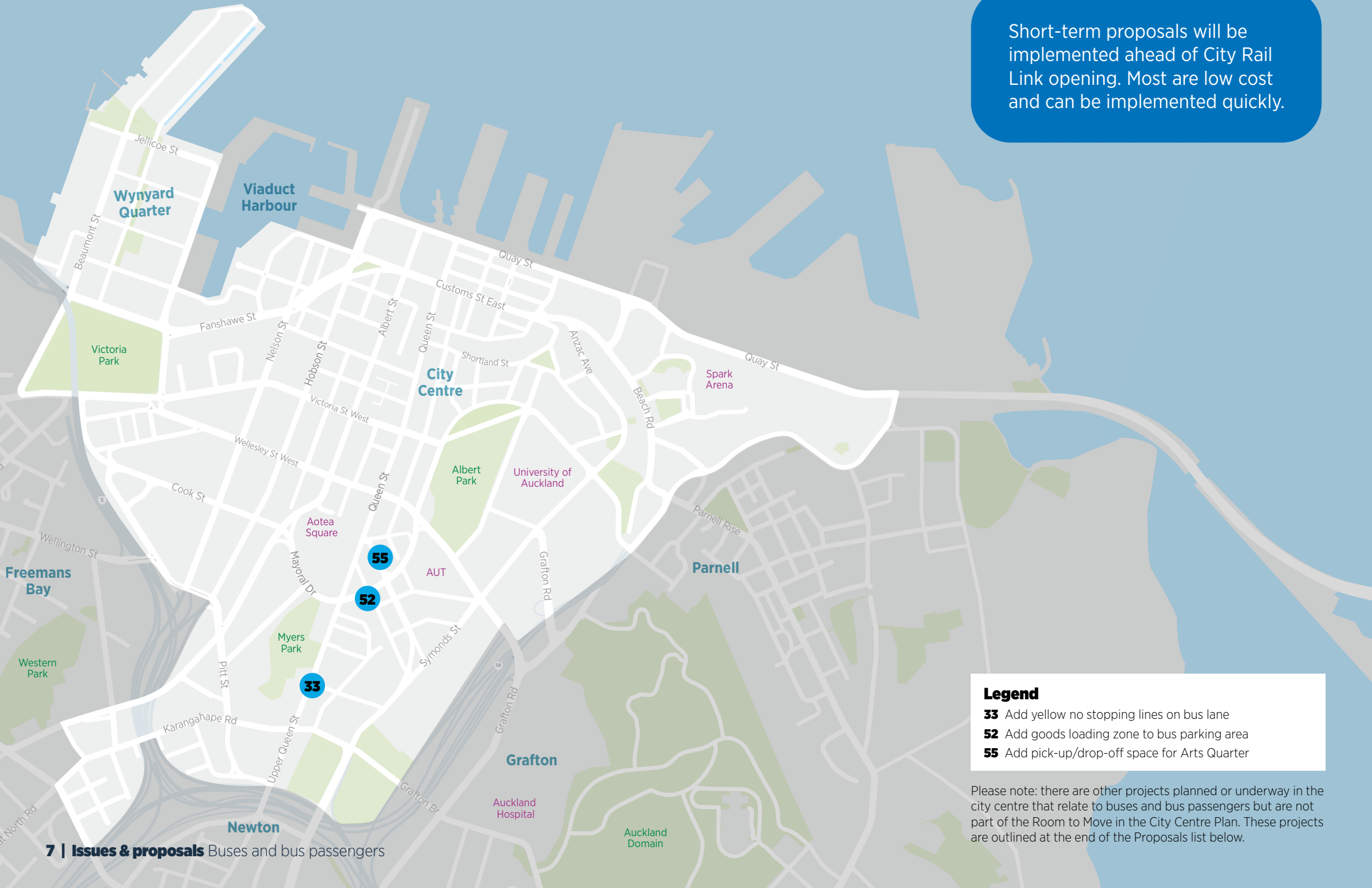
At this stage, the Room to Move in the City Centre project does not have any of these proposals, however, there are other projects in the City Centre that benefit bus passengers. Here's a few:

- [City Centre Bus Plan](#)
- [Wellesley Street Bus Improvements](#)
- [Karanga-a-Hape Station precinct integration project](#)

In terms of coach parking, we will continue to work with coach operators to find suitable locations as required.

Map of proposals

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





Legend

- 33** Add yellow no stopping lines on bus lane
- 52** Add goods loading zone to bus parking area
- 55** Add pick-up/drop-off space for Arts Quarter

Please note: there are other projects planned or underway in the city centre that relate to buses and bus passengers but are not part of the Room to Move in the City Centre Plan. These projects are outlined at the end of the Proposals list below.

List of proposals

Location	Reference	Proposal	Timeframe
 Proposals that relate to buses			
Queen Street	33	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.	Short Term: 2025-2028
Mayoral Drive	52	On the southern kerb of Mayoral Drive, between Queen Street and Airedale St, convert 20m of P120 bus parking area to a new Goods Vehicle P15 Loading Zone. Loading Zone will operate 6am – 11am and then revert to Bus Parking at all other times. Subject to bus operational needs.	Short Term: 2025-2028
Wakefield Street	55	On the eastern kerb of Wakefield St, outside 18 Wakefield Street, convert existing coach layover to a P15 from 7pm to 6am to allow additional capacity for pick-ups and drop-offs near the Town Hall, Civic, Library and Aotea centres. Subject to bus operational needs.	Short Term: 2025-2028
 Other projects			
<p>To provide a full picture, below we have listed projects from other workstreams that relate to buses and bus passengers. 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.</p>			
Fanshawe St to Beach Rd	Other-3	Fanshawe St to Beach Rd, bus improvements along this route.	Short Term: 2025-2028
Beach Road	Other-5	Beach Road. New bus layover at the eastern end of the road, near 158 Beach Road.	Short Term: 2025-2028
Karanga-a-Hape Station	Other-10	Around Karanga-a-Hape CRL Station, streetscape and safety improvements for pedestrians and cyclists. Improvements for buses.	Short Term: 2025-2028
Karangahape Road Queen Street Pitt Street	Other-11	Improvements for Western Express (WX1) buses. <ul style="list-style-type: none"> Karangahape 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. 	Short Term: 2025-2028
Vincent Street	Other-15	Vincent St, bus and cycle improvements.	Long Term: 2031-2035
Wellesley Street Bus	Other-16	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.	Short Term: 2025-2028
Wynyard Quarter West	Other-17	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.	Medium Term: 2028-2031
Hamer Street	Other-18	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.	Medium Term: 2028-2031
Beaumont Street	Other-26	Beaumont Street, both sides, kerbside space likely to be required for Metro bus layover, until nearby off-street layover facility in operation.	Medium Term: 2028-2031

