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Buses and bus passengers

Room to Move in the City Centre

Issues and proposals

Adapted in 2025 by Accessible Formats Service,
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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.

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>	4
<u>List of proposals — Buses and bus passengers</u>	5

Buses and bus passengers

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/Ubbers 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 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

- **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.
- There's a shortage of pick-up/drop-off spaces for coaches near some destinations.

Ideas to respond

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

1. 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.

List of proposals — Buses and bus passengers

Proposals that relate to buses

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: Mayoral Drive

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.

Reference: R2M-52

Timeframe: Short Term: 2025-2028

Proposal: Wakefield Street

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.

Reference: R2M-55

Timeframe: Short Term: 2025-2028

Other projects

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.”

Proposal: Fanshawe St to Beach Rd

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

Reference: Other-3

Timeframe: Short Term: 2025-2028

Proposal: Beach Road

Beach Road. New bus layover at the eastern end of the road, near 158 Beach Road.

Reference: Other-5

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: 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: 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: Beaumont Street

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

Reference: Other-26

Timeframe: Medium Term: 2028-2031

End of Buses and bus passengers.