

# Fast facts

## There's a lot of parking spaces in the city centre

Auckland's city centre has a huge number of parking spaces. There are approximately 50,000 parking spaces across the city – you'll find half of these in apartment and office buildings, and the other half are publicly available, either on the street or in parking buildings.

Auckland Transport manages around 9,000 of the publicly available on-and-off-street parking spaces on behalf of Auckland Council.



## Aucklander's parking preferences

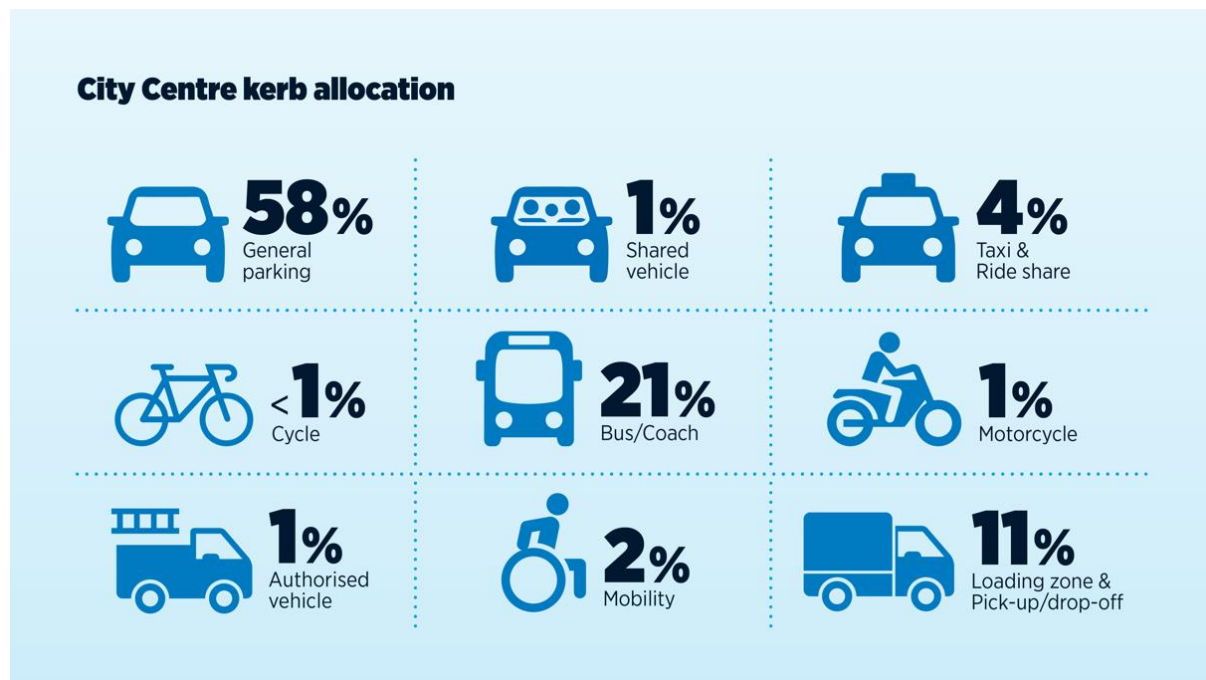
In December last year, we surveyed 600 Aucklanders asking for their preferences about parking in the city centre.

- Most people we heard from (71%) prefer to park in a parking building, with cost an important factor in people deciding where to park.
- Most people also told us (75%) that they strongly supported ensuring that there is sufficient mobility parking to allow people with disabilities to find a park near their destination.
- We heard a strong desire (79%) for AT to balance the needs of all people who travel in the city - public transport users, cyclists, pedestrians and cars.

## Looking for an on-street parking space?

Our kerbside spaces are managed to provide access for those with the greatest needs, to maximise their use (for example, we aim for around 85% occupancy of parking spaces), and to ensure those using these spaces are paying a share of the associated costs.

Here is how the city centre's kerbsides are currently allocated.



**Did you know** we provide a 10-minute grace period for people stopping quickly at paid on-street parking spaces, but this is not widely known.

# FAQs

## Why do we need Room to Move in the city centre?

Space in the city centre is limited and there is already strong, and often conflicting, demand for kerb side space and off-street parking areas. As Auckland's population continues to grow, competition for this space will increase.

We can't create more space, so we need a plan for the use of our kerb zones and off-street parking areas that utilises this space in safe and efficient ways, supports local businesses and residents and is of benefit to the wider community, while supporting Auckland's strategic direction.

## How many changes are proposed and what are they?

There are 56 proposals included in the plan out for public feedback. Most of the plan focuses on more pick-up and drop-off spaces in the arts quarter, more taxi stands, more mobility spaces, more loading spaces for midtown businesses, and more space for motorcycles and bicycles. Getting vehicles off the city's footpaths is also part of this plan.

The plan also signals changes that we might make in future, though we will need to check these at the time to make sure we've got them right.

## How well utilised are the council owned parking buildings and spaces on the street?

On-street parking spaces are in high demand. Occupancy is generally sitting around 90% most of the time – which means that it is very hard to find a space, quickly. Very rarely do parking spaces sit empty for long periods of time.

Our parking buildings are generally 50-60% full but from time to time, they exceed 80% occupancy. Generally, these buildings have capacity for more vehicles.

## What would happen if we kept the status quo?

We've heard there aren't enough specialty spaces, including mobility spaces, spaces for taxis and Ubers, loading zones, or places for tradespeople to park for extended periods of time. Buses also need space along our kerbsides, and we need more spaces to park scooters and motorbikes too.

We hear complaints about people parking in bus stops, on footpaths, and on broken yellow lines. Often because they can't find a space to drop-off people or make deliveries.

We're trying to fix these problems by allocating more kerbside space for things like deliveries and taxis, while also implementing measures to ensure existing facilities are used as intended.

## How does AT prioritise who gets to use kerbside spaces?

Generally, if there's no issue or competing demand, then kerbside space will remain the same. If there are competing demands, we consider the following priorities (in order) which are outlined in Auckland's Parking Strategy.



These are our principles of parking management.

## What will happen when Downtown Carpark closes?

There are 1,944 parking spaces available in the Downtown Carpark. These spaces are a combination of leaseholder and casual.

We anticipate Downtown users will take up opportunities within other parking facilities across the city (including nearby publicly available parking provided by private companies).

## Why is AT shifting to paid overnight parking in the city centre?

Introducing overnight charging for on-street parking spaces in March 2026 will help ensure our limited road space can be used by everyone fairly.

The 2026 implementation date is nearer to the City Rail Link opening date. This implementation date was preferred by the majority of stakeholders during follow-up consultation in 2024.

## How will AT make the final decision about how the city centre's kerbsides are allocated?

Once public consultation closes, we will:

- Assess feedback on current proposals and make any necessary changes.
- Investigate new issues and suggested changes

We will need to balance feedback with the strategic guidance for Auckland's transport network and the city centre, including:

- [City Centre Masterplan \(opens in a new tab\)](#)
- [Room to Move: Tāmaki Makaurau Auckland's Parking Strategy \(PDF, 16MB\)](#)
- [Loading and Servicing Management Plan.](#)

We will need to balance feedback with the strategic direction previously consulted on and agreed within Room To Move: Tāmaki Makaurau Auckland's Parking Strategy. We will refer to our 'principles

of parking management prioritisation chart (see figure above) when faced with competing priorities and requests.

The final proposal will be considered by others, including the Wāitemata Local Board, Eke Panuku Development Auckland, mana whenua, other partners and stakeholders, before it is approved.

Any information or feedback that we receive that is not relevant to this consultation will be shared with other project teams within AT or our council partner agencies.