



Parking in Ponsonby

Engagement summary report

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Project overview

Auckland is growing and changing, and this impacts our transport system. We know that more cars on our roads leads to more congestion and longer travel times. This also means there is greater demand for places to park our cars.

Ponsonby, Freemans Bay, Herne Bay, and St Marys Bay are some of Auckland's most iconic inner-city neighbourhoods. With their vibrant retail and hospitality scenes, heritage charm, and strong community spirit, they attract residents, workers, and visitors alike.

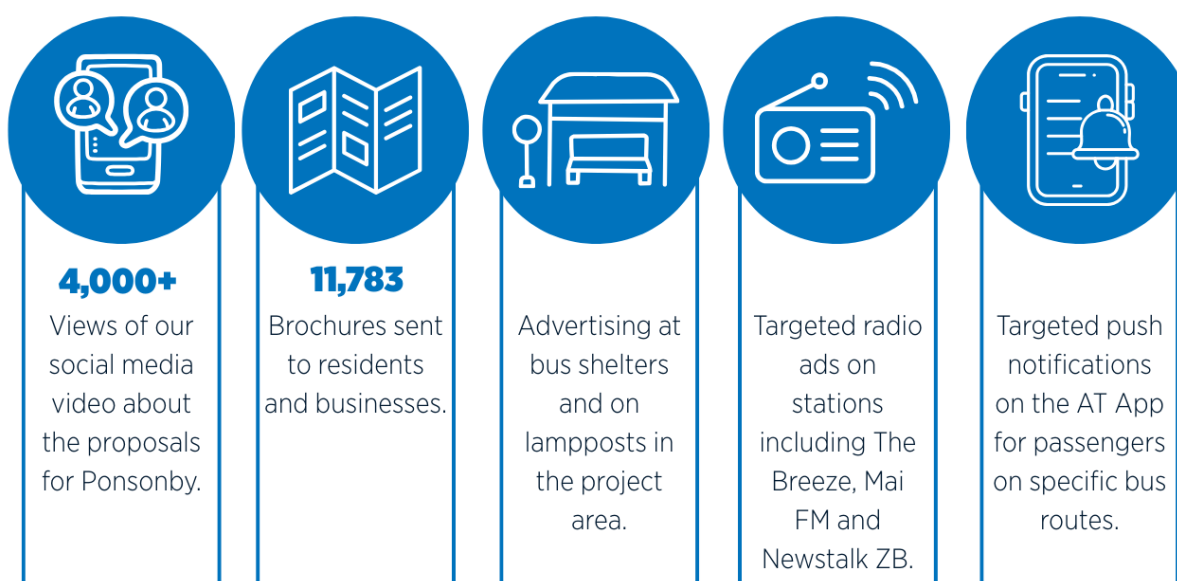
Ponsonby Road alone sees over 20,000 vehicles a day. The residential streets in the area are also narrow and provide access to dense historic neighbourhoods. As a popular area, we need to manage many competing demands for limited road space.

We asked the community, businesses and stakeholders for their feedback on how we can better manage parking, improve safety, and support access while staying true to Ponsonby's unique identity.

As part of the proposals for Ponsonby, we looked at:

- **Changes to public parking:** Including introducing paid parking near Ponsonby Road and extending the Resident Parking Zone.
- **Changes to specialty parking:** Including more pick-up-and drop-off spaces, changes to current loading zones, changes to how rental scooters are parked and improving mobility parking.
- **Bus improvements:** Including a new bus stop on Curran Street to improve connectivity for people travelling to and from the North Shore, St Marys Bay, Ponsonby, Karangahape Road and Newmarket.

How people heard about our proposals:





In the media



The proposals attracted considerable media attention, with several news organisations publishing online stories.

[Auckland Transport's Ponsonby parking plan sparks frustration, fears businesses could be impacted - NZ Herald](#)

[Auckland Transport to introduce evening paid parking for central Ponsonby | RNZ News](#)

[Evening paid parking proposed for Ponsonby under Auckland Transport plan | Stuff](#)

[Paid parking planned for evenings in Auckland's Ponsonby-One News](#)

[Fit for purpose parking proposed for Ponsonby – Ponsonby News](#)

Pre-engagement with elected members and key stakeholders

We committed to early engagement with elected members, impacted businesses, and affected groups to ensure their insights help shape the direction of the project and proposals from the outset.

Groups and organisations we engaged with before and during the public engagement period in November 2025 included:

- Waitematā Local Board
- Manawhenua
- Accessibility groups (PTAG - The Public Transport Accessibility Group and CTAG - Capital Projects Accessibility Group)
- Freight Working Group
- Schools and other education institutions
- E-scooter operators
- AA
- Ponsonby Business Association

Councillor Mike Lee (Waitematā and Gulf Ward) was also provided with briefings throughout the project.

In addition to the above stakeholders, we contacted the following organisations, but did not receive formal feedback:

- Fire and Emergency NZ (FENZ)
- Small Passenger Service Association (SPSA)
- Restaurants Association
- Hospitality New Zealand

Feedback statistics



Between Monday 3 November and Monday 1 December 2025 we asked people what they thought of the proposed changes for parking in Ponsonby.

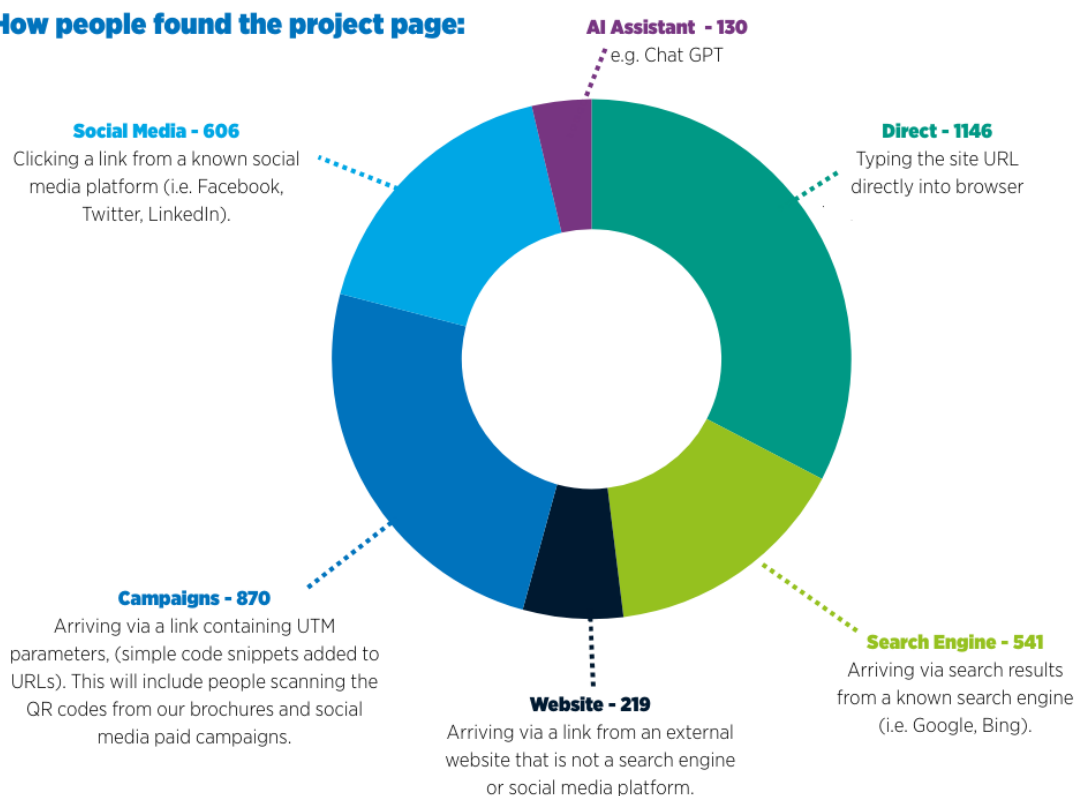
We received a high volume of feedback through multiple channels, including via our online survey, at two drop-in events (one business event and one community event) and email submissions. At the drop-in events, we had supporting collateral including large display boards showing all the proposals on a map, hardcopy feedback forms and brochures.

Four organisations/institutions (Ponsonby Business Association, Flamingo e-Scooters, Richmond Road School and Ponsonby Primary School) provided feedback. We also heard from 22 Tole Street residents, who shared a petition on the potential impact of changing parking on their street.

For the first time, we used the online platform Social Pinpoint to share information and collect online feedback during the public engagement period. Submitters could complete the online survey and explore an interactive map, to see what was being proposed for specific streets and areas.

4,426 Views of the Ponsonby project page on Social Pinpoint

How people found the project page:





High-level feedback summaries

Community response to the proposed changes was wide-ranging, with more support for some change proposals than others.

Changes to public parking

- 62% of respondents told us they support additional parking spaces being added to **Hargreaves Street** and 66% of respondents support additional parking spaces being added to **Islington Street**.
- There is some support (44%, 44 people) for changing parallel to angled parking on **Fitzroy Street** and **Brown Street**. However, some people (including Richmond Road School) told us about potential safety issues for school children and cyclists. **Brown Street was mentioned 79 times** in people's comments in our online survey, showing the high level of interest in this proposal.
- Extending the **paid parking zone** and **hours** received the most feedback (60% and 45% of all submitters respectively):
 - Of the people who gave feedback on the extending paid parking, 37% told us the proposed days of the week are right and 32% told us the proposed hours of operation cover the times when it's most challenging to find a park in Ponsonby. 44 people (7% of all submitters) voiced general support for extending the paid parking zone.
 - Some people told us the proposal will discourage people from visiting businesses and reduce foot traffic (172 people including 45 businesses, 28%).
 - Some people also told us the proposals will affect accessibility and in turn Ponsonby's vibrancy, character and community (66 people, 11%), and impact staff parking (9 businesses).
 - Three businesses voiced general support, but suggest prices are lowered or changes made to the timing.
 - Some residents told us they (or their visitors) shouldn't have to pay to park outside their homes, with some noting affordability and/or cost of living concerns with paid parking (60 people, 10% of all submitters).
- 8 out of 10 residents on **Kelmana Avenue** and **Buller Street** told us that introducing the resident parking zones will improve parking near their residence. 32 people on some surrounding streets also indicated that they would like the Resident Parking Zone extended to their streets, noting potential increased parking congestion as commuters and people working locally look to find unrestricted parking close by.

Changes to specialty parking

- In general, people told us that the proposed locations for the **new loading zones, mobility and bike parking** are appropriate and will be convenient for people who will use them.
- For the **pick-up and drop off zones**, about half of the people who responded told us that P10 is an appropriate amount of time.



- More than half of the people who responded about proposed **e-scooter parking** told us **the new parking** will be helpful. Some people told us they were not supportive due to pedestrian safety concerns.

Bus improvements

- In general, people told us that the proposed location for the **new bus stop on Curran Street** is appropriate and will be convenient for people who will use buses.
- 75% of respondents told us the proposed **College Hill clearway** would make buses more reliable and improve traffic flows.

Who we heard from

We heard mostly from residents (67%-416 people from a total of 623) as well as 55 businesses.

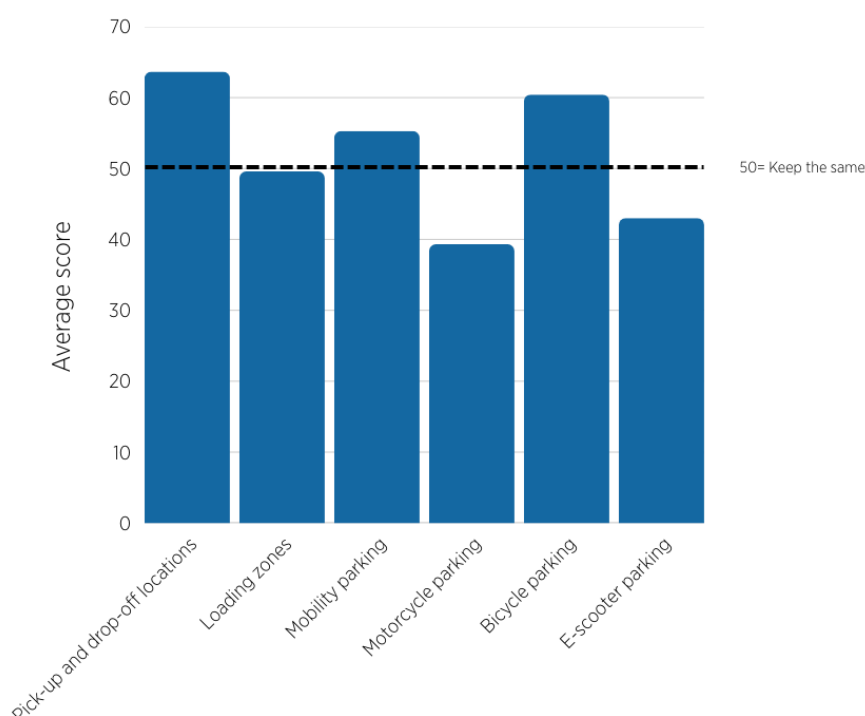
Three quarters of respondents identified themselves as Pākehā/NZ European, with the rest identifying themselves as from a range different ethnic groups including Māori.

Where people shared which local board area they live in, two thirds live in the Waitematā Local Board and 18% in Albert-Eden Local Board area.

What is important to the Ponsonby community

We asked survey respondents when thinking about parking in Ponsonby now, to share what they would like to see less or more of, with regards to pick-up and drop-off locations, loading zones, mobility parking, motorcycle parking, bike parking and e-scooter parking.

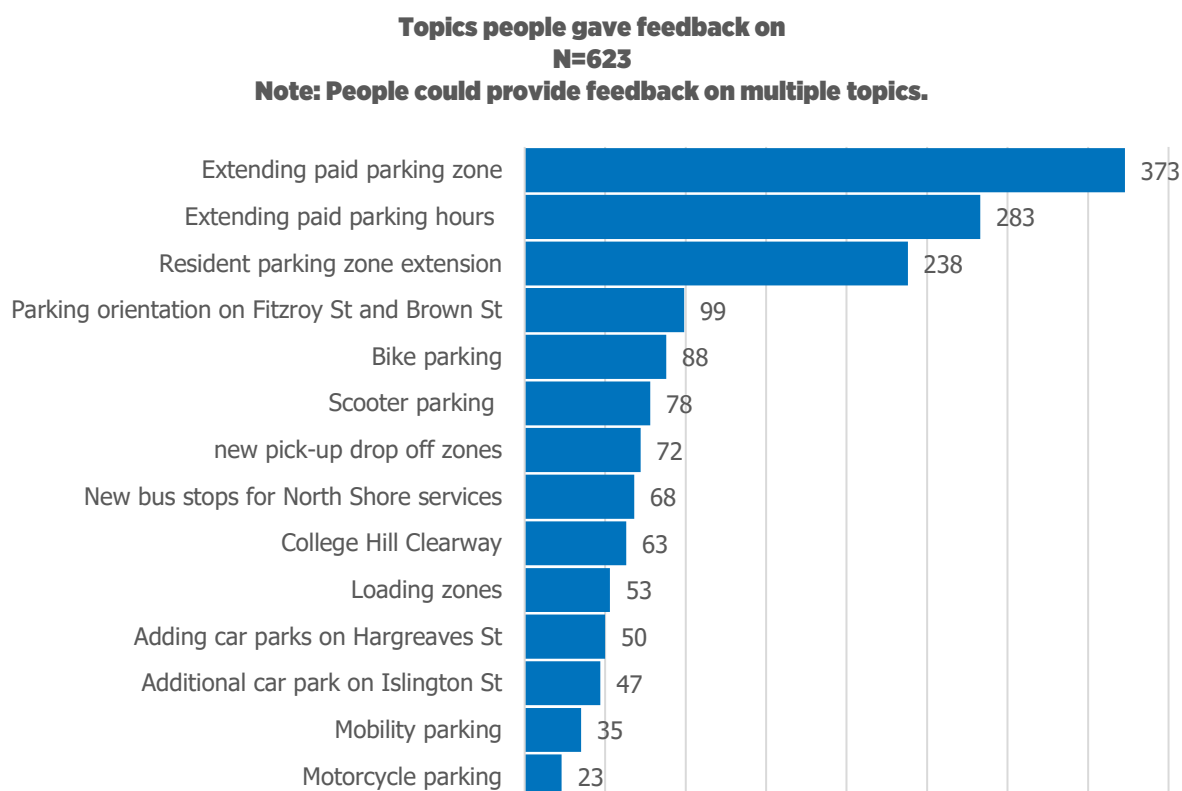
People were asked to use a slider to rank their choices on a scale between 1-100, with over 50 meaning they wanted to see more, 50 to keep the same and under 50 to see less. An average score for each option was then generated.





People then had the opportunity to choose which proposals they wanted to give feedback on.

Respondents could select as many proposals as they wished. Once they had made their selections, the survey would only show questions related to these proposals.



The next section covers the survey feedback in detail. Wherever applicable, emailed feedback and feedback from drop-in sessions has been incorporated into the key themes.

Please note: Sometimes the total number of responses isn't the same as numbers shown in the graphs. This is because people skipped questions and/or commented in the wrong place or only at the end of the survey.

We have accurately reflected people's views and ideas in the relevant topic area rather than based on how well they used the online survey form.

Changes to public parking

Many people rely on their cars to get to Ponsonby for work, shopping or to enjoy the vibrant nightlife.

The proposed changes to public parking are intended to help ensure there is reliable access to parking when it's needed the most, easing congestion and keeping parking turning over in the right places to support businesses.

New parking spaces on Hargreaves Street

50 responses

We proposed creating four new parking spaces at the end of Hargreaves Street. The road layout allows enough room for light vehicles to turn safely without needing this space, so formalising it for parking would make better use of the area and improve access for visitors and locals.

We asked people to tell us what they thought about the proposal to create new parking spaces in Hargreaves Street:

- 31 people (62% of respondents to this question) told us they agreed with the proposal.
- One person suggested making these parks for small vehicles only as larger vehicles might make these parks difficult to use.
- Two people told us there should be less, not more car parking and the time and disruption of creating these four car parks outweighs the positives around the car parks being created.
- One person told us they didn't see any reason for this change to be made.



More parking in Ponsonby is a big win for all of the businesses and patrons visiting the area and very much needed.





The problems that will be caused for everyone in the time spent doing this work for only four spaces is not worth it.



Converting parallel parking to angle parking on Fitzroy and Brown Streets

99 responses

Parking demand is high on both Fitzroy Street and Brown Street, especially with spillover from nearby businesses and activities. We proposed converting parallel parking to angle parking in four locations along Fitzroy Street and Brown Street to increase the number of car parks in the area.

Brown Street was mentioned 79 times in people's comments in our online survey.

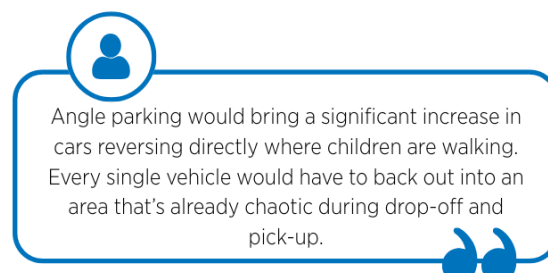
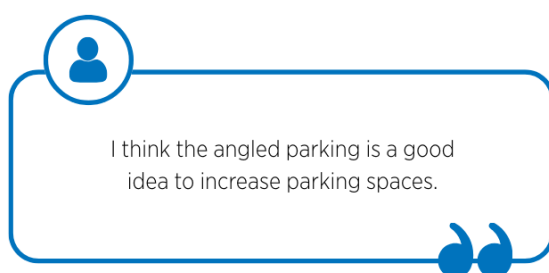
We asked people to tell us what they thought about the proposal to convert parallel parking to angle parking in four locations along Fitzroy and Brown Street:

- 44 people (44% of people who responded to this question) told us they agreed with the proposal and felt positively towards increasing the number of car parks on these streets.

- 14 people (14%) told us they conditionally supported the proposal, provided the new car parks are P120, consistent with existing surrounding car parking.
- Two people told us they conditionally support the proposal if the car parks are for small vehicles only, noting limited space on already narrow streets.

Some people told us why they do not support the proposals:

- Eight people (8%) told us the changes would increase risks for pedestrians (including school children) and cyclists.
- Two people told us that the proposed angled parking is potentially more dangerous for vehicles.
- Five people (5%) told us the changes would be intrusive and negative for the people who live on these streets as well as narrowing of the roads reducing safety, impacting the character and amenity of the area.



Feedback from Richmond Road school

We heard from Richmond Road School about the proposed changes on Fitzroy and Brown Street who told us they are concerned about the safety of school children navigating around reversing cars.

They noted parallel parks make it easier for kids to see cars, and there is less reversing, making it less dangerous around a key pick up and drop off point. The school also recommended keeping the current parking design near school entrances and drop-off and pick-up areas to ensure least possible risk to school children.

Extra parking space on Islington Street

47 responses

We proposed a small change to the no-stopping line outside 17 Islington Street, reducing it to create one extra on-street parking space. The space would still allow safe turning for rubbish trucks and help reduce unnecessary road markings.

We asked people to tell us what they thought about the proposal to make a small change to the no-stopping line outside 17 Islington Street, which would create one extra on-street parking space:

- 31 people (66% of people who responded to this question) told us they agreed with the proposal.
- One person told us they conditionally support the proposal, mentioning if the change was going to take longer than one day to implement, that it is unnecessary, as it will impact drivers while it was being completed.



- Of those who raised concerns, two people told us that the change isn't necessary, two told us it would create more congestion, and the street is too narrow for more parking. Two people told us they were generally opposed to the changes e.g. "No extra parking".
- Some people included suggestions and requests such as designating the new parking space a mobility space, enforcing vehicles parking over the footpath, better tree management on the street because they are hit by trucks, and lighting and security cameras at public parking on the northern end of the street.

Introducing paid parking near Ponsonby Road

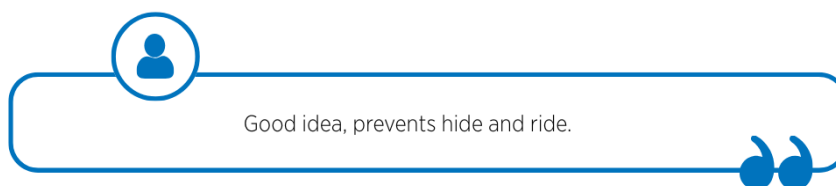
373 responses

Parking demand is growing across Ponsonby Road, and some nearby streets are already busy throughout the day with over 85% occupancy for extended periods of time. To help manage this, we proposed the introduction of paid parking on a few streets in the residential permit zone, with residents still exempt.

This change would help balance demand across the area, improve turnover and make it easier for people to find a park when they need one in high-demand streets, including parts of Tole Street, O'Neill Street, Pember Reeves Street, Summer Street, Vermont Street, Lincoln Street, Norfolk Street, Douglas Street, Brown Street, Fitzroy Street, Anglesea Street, Picton Street, and Richmond Road.

We asked people to tell us what they thought about the proposed area extension of paid parking in Ponsonby:

- 373 people (60% of people who contributed to the CPMP Ponsonby engagement overall) shared feedback on these proposals.
- 44 people (12% of people who responded to this question and 7% of all submitters) told us they supported the changes.
- Most shared general support, however, some people shared reasons they support the proposal: increasing turnover (six comments), carparks are valuable public space and should be charged for (3 comments) and this approach will encourage people to take alternative modes of travel (3 comments).



- 302 people (81% of people who responded to this question) told us they had concerns about these proposals.
- 39% of people who responded to this question told us there were concerned **about potential negative impacts on businesses**, noting parking costs could discourage people from visiting Ponsonby because people may be more likely to shop where parking is free (e.g. Westfield), and there could be a reduction in spontaneous foot traffic.



This change poses a direct threat to the viability of my business at a time when many small operators are already struggling to survive in the current recession. Free two-hour parking is one of the key drawcards that supports our customer accessibility.



- 90 people (24% of people who responded to this question) told us the **changes are unnecessary**, that there is plenty parking currently available and status quo should be retained.
- 48 people (13%) told us that they think the proposal will **make Ponsonby less accessible and less attractive to visit**, having a detrimental impact on the local and community character and vibrancy of the area.
- Residents (52 people, 14% of question respondents as well as a petition submission of 22 people who live on Tole Street) told us they and their **friends/families/visitors should not have to pay to park outside their homes**.
- 40 people (11% of question respondents) also raised **parking affordability** and/or cost of living concerns.



It's not necessary. I live on Tole St, and the parks never properly fill up. There's a 2-hour limit, so people still get tickets and are incentivised to move on, but residents (myself included) never have to park more than a few metres down the road.



Without accessible parking, Ponsonby Road will lose the character, vibrancy, and economic diversity that make it unique.



Residents who already pay property taxes and parking permits should not have to pay again simply to park near their homes.



Evening paid parking

283 responses

To ensure everyone can enjoy Ponsonby's popular nightlife, we proposed to extend paid parking from 6pm to 9pm on Thursdays to Saturdays in busy streets within the central part of Ponsonby, including parts of Ponsonby Road, Tole Street, O'Neill Street, Pember Reeves Street, Summer Street, Vermont Street, Lincoln Street, Norfolk Street, Douglas Street, Brown Street, Anglesea Street, Picton Street, Richmond Road, Mackelvie Street, Pollen Street, and Rose Road.

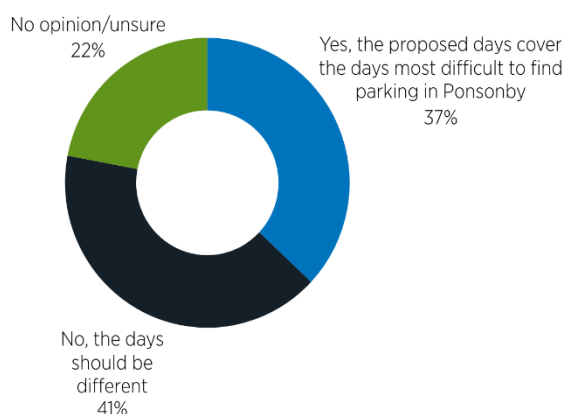
We asked people to tell us if the proposed days of the week and proposed operating hours cover the days and hours it is most difficult to find parking in Ponsonby:

- Over one third (37%, 98 people) told us the days of the week for paid parking in the evenings cover the days that are most difficult to find parking in Ponsonby.
- Nearly one third of people who responded (32%, 84 people) told us the proposed operating hours cover the times of day that are most difficult to find parking.

- 41% (109 people) told us the days should be different, and 48% (126 people) told us the hours should be different.

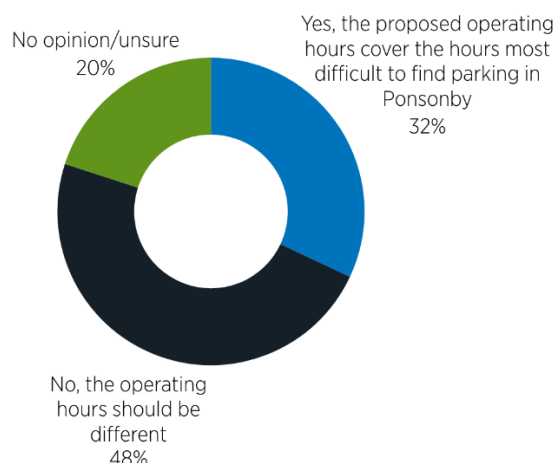
Do the proposed days of the week for paid parking in the evenings cover the days that are most difficult to find parking?

N=264



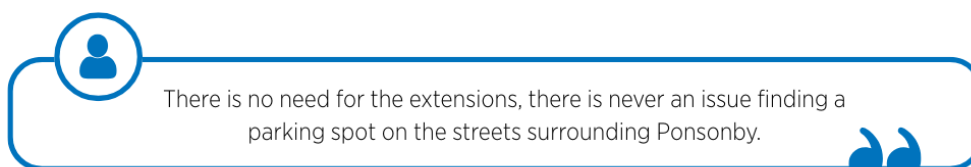
Do the proposed operating hours for extended paid parking cover the hours that are most difficult to find parking?

N=264

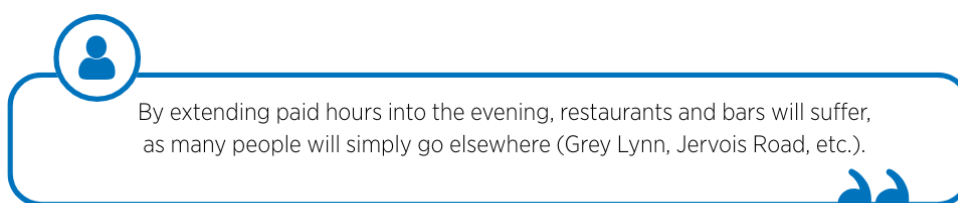


We also asked people to tell us anything else they wished to share about the proposed operating hours extension:

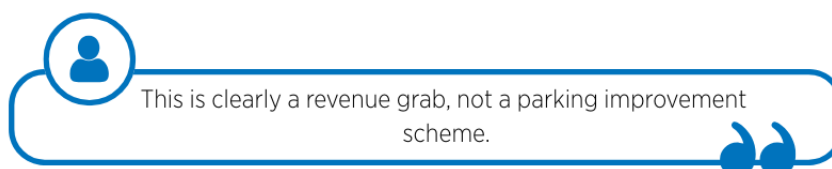
- 18 people (6% of people who responded to this question) told us they supported the proposal.
- Over a quarter of respondents (27%, 76 people) told us the **changes aren't necessary**, as they think that it is not difficult to find parking around Ponsonby in the evenings.



- 20% (57 people) told us they are concerned about **potential negative impacts on businesses**, particularly the restaurants and bars. Some people told us the current 6pm limit encourages people to come to Ponsonby after work and/or to dine early, and evening paid parking will deter customers, driving them to other nightlife areas that have free parking like Grey Lynn, Jervois Road, Kingsland.



- 31 people (11% of respondents) told us the **proposal was a money grab/revenue gathering** rather than solving a parking problem.



Suggested changes to days of the week/hours of operation from submitters:

13 people suggested changes to the days of the week and/or hours of operation for evening paid parking:

Days of the week

- 7 days for simplicity/consistency (three comments)
- Extend to Sundays/weekends only (three comments)
- Friday and Saturday only (two comments)
- Only Saturday (one comment)
- Only Friday – until 8pm (one comment)

Operating hours

- Extend to 10pm/11pm (two comments)
- 6pm – 8pm only (two comments)
- Longer operating hours (one comment)
- Extend to midnight (one comment)

Feedback from Ponsonby Business Association

Ponsonby Business Association supported most of the changes however they told us that they had reservations around some aspects of the proposals, particularly the introduction of paid parking on some roads.

While they accepted the extension of paid parking from 6pm-9pm on Thursdays to Saturdays on busy streets; the association mentioned it is preferred to retain time-restricted parking. The association felt the conversion of time-restricted parking to paid parking in the current economic environment will stifle business recovery and impact the overall customer experience in the Ponsonby retail and hospitality scene.

Ponsonby Business Association also told us they prefer that Margaret Street off-street car park remain time restricted to support the business and economic environment in the Three Lamps area.

Extending the Resident Parking Zone (RPZ) **(238 responses)**

We proposed extending the Resident Parking Zone to include Kelmarna Avenue and Buller Street to prevent commuter parking from limiting access for residents.

We asked people if they live on either Kelmarna Avenue or Buller Street and 10 respondents (4% of people who answered this question) told us they live in these streets.

We then asked the residents of these streets if they thought the proposal would improve parking near their residence during the day:

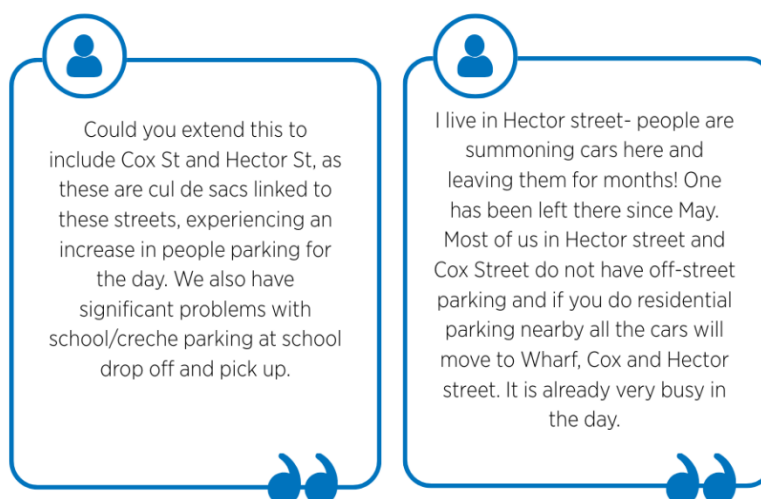
- 80% (8 people) told us it would improve parking near their residence during the day. One resident told us the change would support better traffic flow and safety. They also noted

there is currently a large amount of commuter parking on those roads.

- Regarding the two residents who told us it would not improve parking, one commented they will have nowhere to park for the day if this change is implemented, as they are unable to park on their driveway due to being fined for blocking the footpath.

We also offered the opportunity for both residents and non-residents of these streets to let us know if there was anything else they would like to tell us about the proposed changes:

- Non-residents and people living nearby (40 people, 12% of people who responded to this question) told us the change was generally positive, with five people noting commuters should be discouraged from parking and riding at the expense of residents.
- 38 people (16% of people who responded to this question) told us they were worried about implementing residents parking **only** on these streets, because it may increase parking congestion on nearby streets as people look for alternative unrestricted parking. 32 people suggested extending the proposed residential zone to the following streets/areas to mitigate this:
 - Cox Street
 - Hector Street
 - Wharf Road
 - Bayfield Road
 - To the corner of Rose Road and Pollen Street
 - Clifton Road
 - Masons Ave
 - Jervois Road (near Salisbury Street)/Jervois Road Extension
 - Burgoyne Street



In the wider area people suggested residents parking zones be extended to:

- Mackelvie Street from Crummer Road to Great North Road
- All streets up to West End Road
- Crummer Road
- Renall Street
- Sheehan Street
- All of Grey Lynn and Ponsonby.

Changes to specialty parking

Regular parking spaces don't work for everyone. We provide other types of parking, in place of general vehicle parking, where it is needed. This includes pick-up drop-offs, mobility, loading and servicing, motorcycle, bicycle and scooter spaces. We understand that there is high demand for rideshare and food delivery services in the area.

We need to make sure there's enough short-term parking spaces available for quick pick-ups and drop-offs so there isn't disruption to the road.

To support the need for specialty parking, we proposed several changes in Ponsonby.

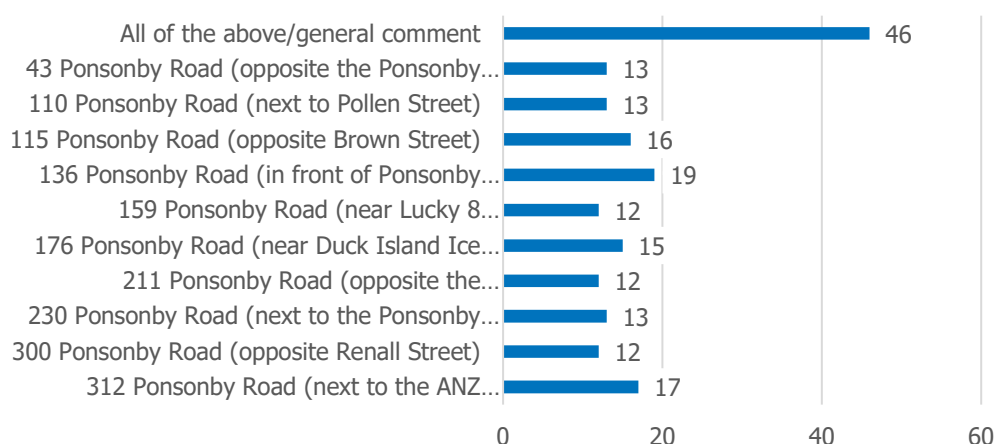
Pick-up and drop-off spaces

72 responses

We proposed adding 10-minute pick-up/drop-off spaces at key locations along Ponsonby Road for ride-share vehicles and general use.

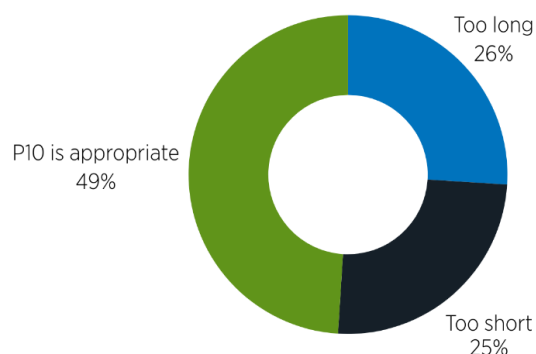
Pick-up and drop-off locations people selected to provide feedback on:

N=61 Note: People could select multiple options



We asked people to tell us if they thought that P10 was an appropriate amount of time for these pick-up and drop-off spaces:

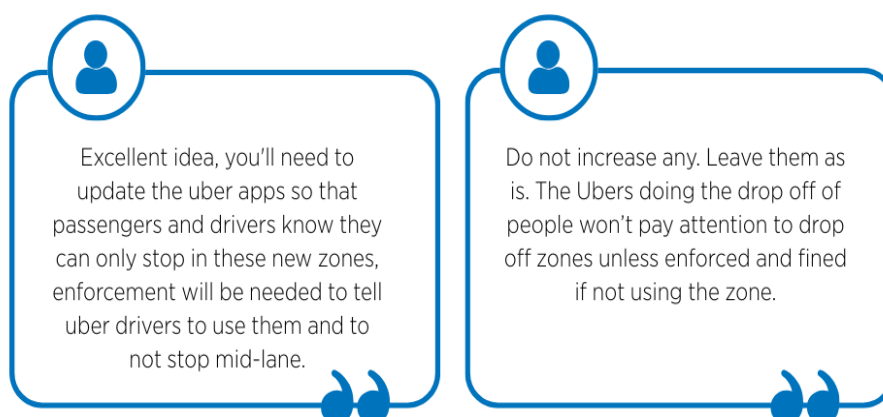
N=61



Nearly half the people we heard from thought the 10 minutes was an appropriate amount of time.

We also asked people to share any other thoughts on the proposed new pick-up and drop-off zones:

- 26 people (36% of respondents) told us they supported the pick-up and drop off spaces with some noting they will help reduce congestion and improve safety (ten people) and only affects a small number of existing car parks (two people).
- Of the 16 people (26% of submitters) who told us that P10 is too long, five suggested the pick-up and drop-off parking limit should be reduced to P2 or P5. Of the 15 people who told us it was too short, three people suggested extending the time limit to P15 or longer.
- 4 people (9%) had reservations about the new zones and told us it is better to retain as much existing parking as possible.
- One person told us that cars may potentially queue to use these spaces, especially in wet weather, causing congestion.
- Two people told us that rideshare companies may not use them because people will want to be picked up/dropped off at specific location rather than walking to/from a designated space.
- Two businesses suggested they be in places on Ponsonby Road with the most hospitality to be well utilised.
- People also shared four suggestions including adding two extra drop-off and pick-up spaces, one the same side as Ponsonby Central and one outside Ponsonby Manor.
- Six people (14%) told us that enforcement would be an important factor in the success of the new initiative ensuring the spaces are used correctly.



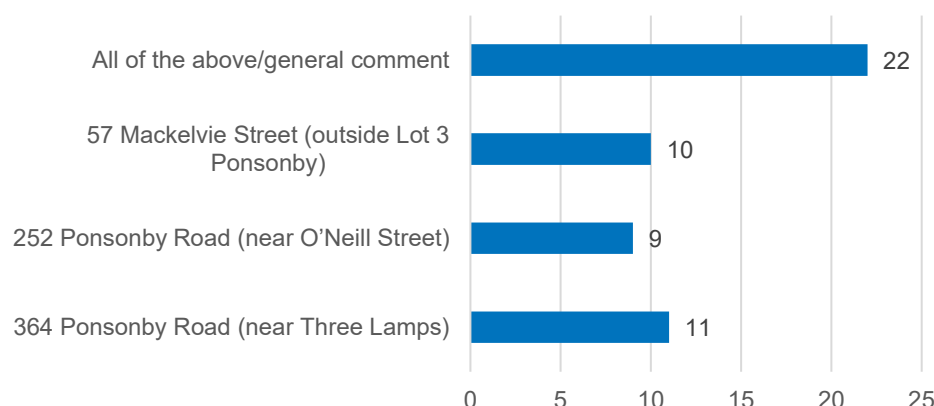
Changes to existing loading zones

34 responses

We looked at adjusting existing loading zones for evening use to better support demand. These changes could help reduce parking in driveways or on no-stopping lines and make things safer and more convenient for everyone.

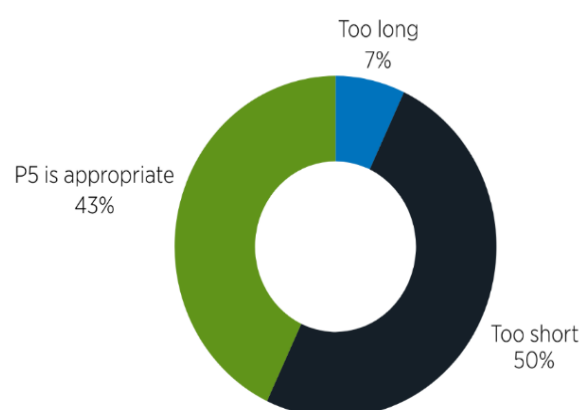
Loading zone changes people decided to provide feedback for

N=33



We asked people to tell us if they thought that P5 was an appropriate amount of time to pick-up and drop-off in these zones?

N=28



People shared a mix of feedback.

Half of the respondents told us that P5 is too short (50%, 14 people), 43% told us that P5 is appropriate (12 people). Two people (7%) told us that P5 is too long.

Of the people who felt P5 was too short, two people suggested extending to P10 as P5 isn't long enough to unload a truck in these areas or enough time pick up orders from busy restaurants in the area.

We also asked people to share any other thoughts on the changes to existing loading zones:

57 Mackelvie Street

One person told us that a 24/7 loading zone on Mackelvie Street will be disruptive for residents and suggested the hours of operation be restricted to 6am to 6pm Monday to Sunday.

One person told us that they support the new loading zone because they see trucks using the flush median to load from which is a safety issue. This person also suggested redesigning the street, converting the parallel parking into angled parking with a loading bay and removing the flush median to further improve safety in the area.

252 and 364 Ponsonby Road/General feedback

One person told us the loading zones are fine as they are locally, and one person told us they were worried about displacement of parking.

One person told us they are in favour of increasing the number of loading zones.

Proposed new loading zones

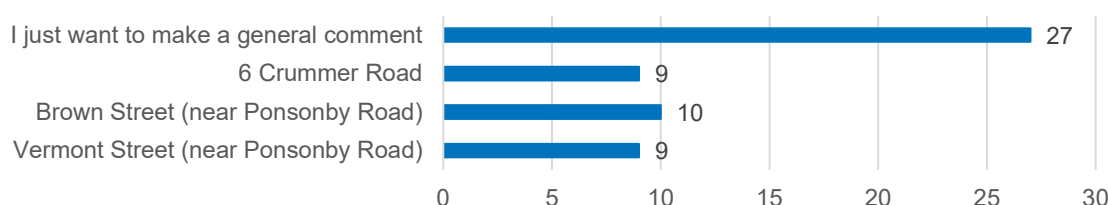
45 responses

We proposed creating evening general loading zones (6pm–10pm) on Vermont Street and Brown Street, near their intersection with Ponsonby Road, which can also be used by food-delivery vehicles to cater to the high demand for short-term parking in these locations.

We also proposed a new daytime loading zone at 6 Crummer Road for goods vehicles only.

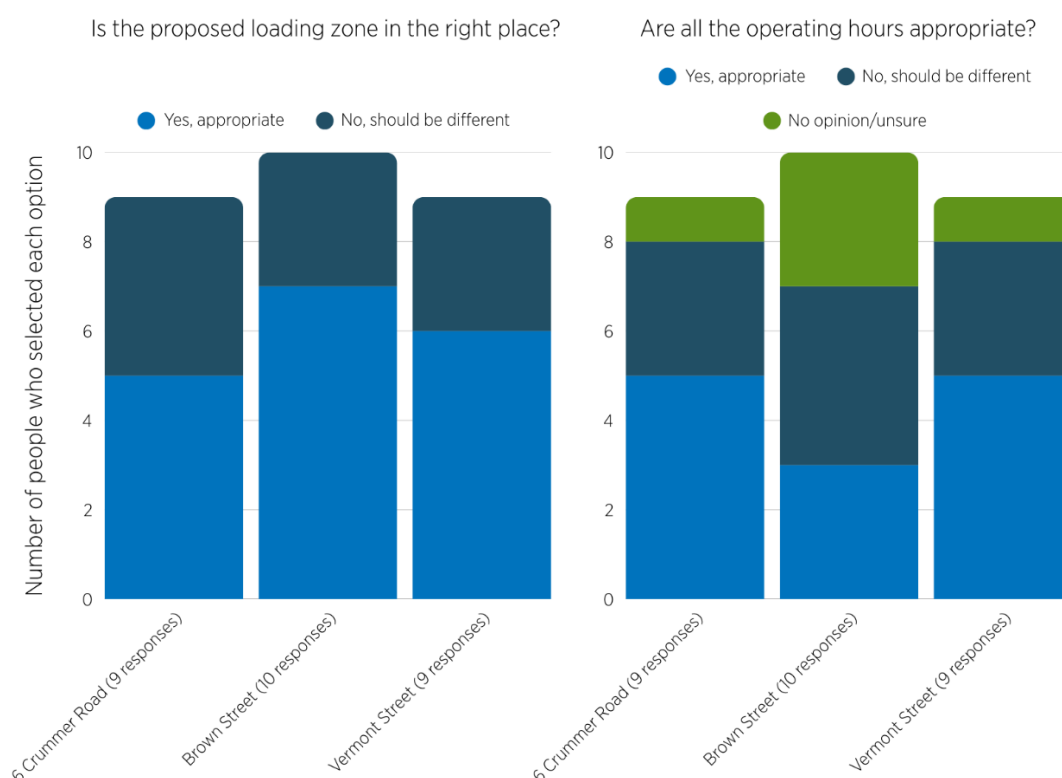
New loading zone locations people chose to give feedback on

N=38



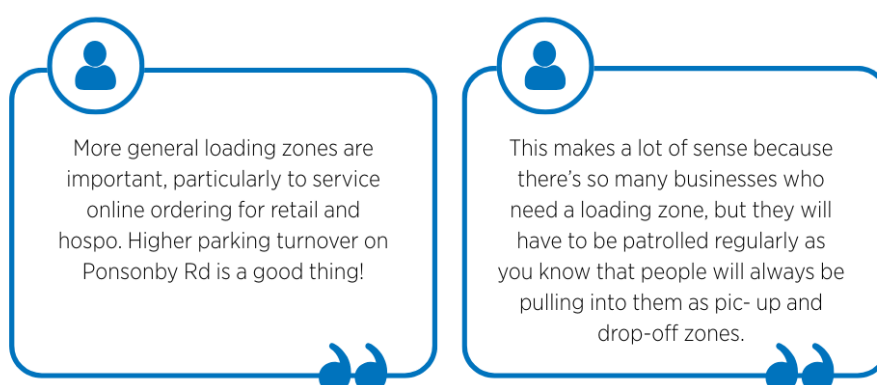
People told us they were generally supportive of loading zones at all three locations, however there was mixed feedback around the hours of operation.

The following graphs outline what people told us about the location and hours of operation per loading zone.



We also asked people to share any other thoughts on the proposed new loading zones:

- 10% of respondents told us the loading zones must be monitored and strongly enforced; otherwise, people will use them as drop-off/pick-up spaces.
- Four people (4%) told us they are concerned about the displacement of existing parking, and some thought the new loading zones aren't needed.
- One person told us that the Crummer Road loading zone should not be included as there aren't enough businesses on the road that would use one.
- One person suggested an extra loading zone on Richmond Road on the Ponsonby Central side of the road and another person suggested the corner of Summer Street, because these are busy areas for delivery vehicles.



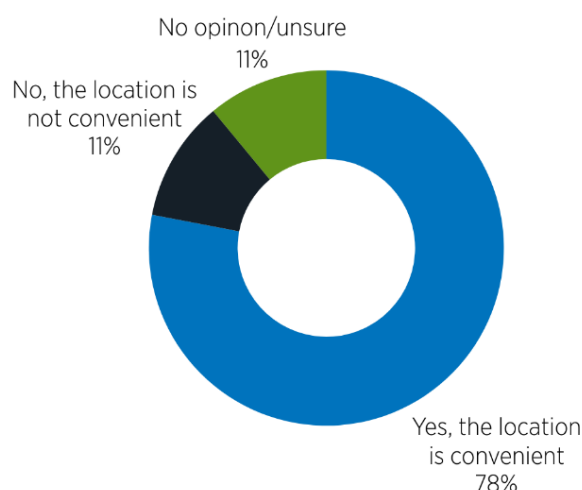
Improving access - mobility parking

35 responses

We proposed a new mobility parking space on Brown Street near 146 Ponsonby Road for easier access to nearby retailers. We also proposed formalising signage and improving road markings for existing mobility spaces on Pollen Street (near 50 and 56) and Vermont Street. These updates will help increase visibility and availability of these spaces for those who need them.

We heard from 35 people (32% of question respondents) about mobility parking in Ponsonby, **including 9 who use mobility parking currently.**

People who confirmed they use mobility parking were then asked for feedback on whether the new mobility park location is convenient for them to access Ponsonby.



We also asked mobility and non-mobility parking users to tell us if there was anything else we could do to improve mobility parking in Ponsonby:

- 11 people (31% of people who responded about mobility parking) told us they were positive about the new location and mobility parking in general.
- Three people suggested mobility parking accessibility improvements including raising mobility parking to the kerb and ensuring there is enough space behind the vehicle in these spaces to allow for wheelchair access.
- Three people suggested increasing the number of spaces on Ponsonby Road.
- One person noted previous spaces have been removed as part of a new property development and they should be reinstated (location was not provided by the submitter.)
- One person suggested a mobility park on Richmond Road (which has more space) close to Ponsonby Road, rather than Brown Street which is potentially not the easiest place for a mobility vehicle to park and have adequate space.
- One person told us that mobility parking is in paid areas only and felt mobility parking should be added in areas without paid parking.
- One person told us that mobility parks could be better enforced.



Motorcycle parking

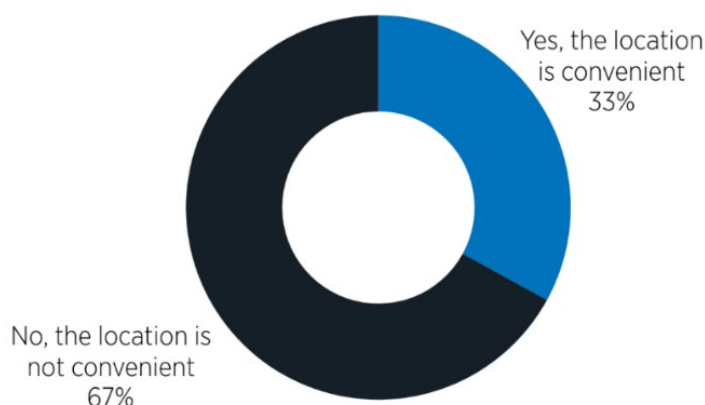
23 responses

Motorcycles are a common sight around Ponsonby, but with limited dedicated parking, many end up parked on footpaths or in yellow-hatched areas which can create safety issues for pedestrians.

We proposed new designated motorcycle parking to add new motorcycle parking for 1 Richmond Road and 39 Brown Street to give riders safer more convenient options, and to help keep footpaths clear for everyone.

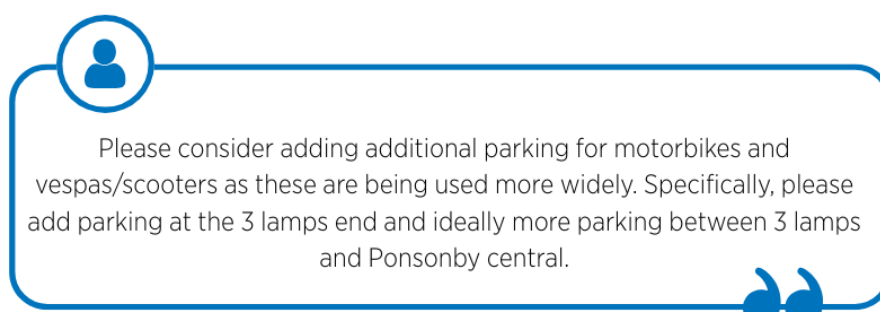
23 people shared feedback with us about motorcycle parking in Ponsonby, with six people (32% of question respondents) themselves using motorcycle parking in the area.

People who confirmed they use motorcycle parking were then asked for feedback on whether the new motorcycle park locations are convenient for them to access Ponsonby.



We also asked both motorcycle park and non-motorcycle park users if there was anything else we could do to improve motorcycle parking in these locations:

- One person recommended the Three Lamps end of Ponsonby Road and between Three Lamps and Ponsonby Central as possible locations.
- Three people told us there should be more parking included in the proposal for both motorbikes and smaller scooters (e.g. Vespas).
- Six people who don't use motorcycle parking (26% of people who responded about motorcycle parking) told us they supported increasing motorcycle parking.
- One person suggested motorbikes could share bike parking.
- Two people told us there would be low utilisation of motorcycle parking and therefore more parks aren't needed.



Bike parking

88 responses

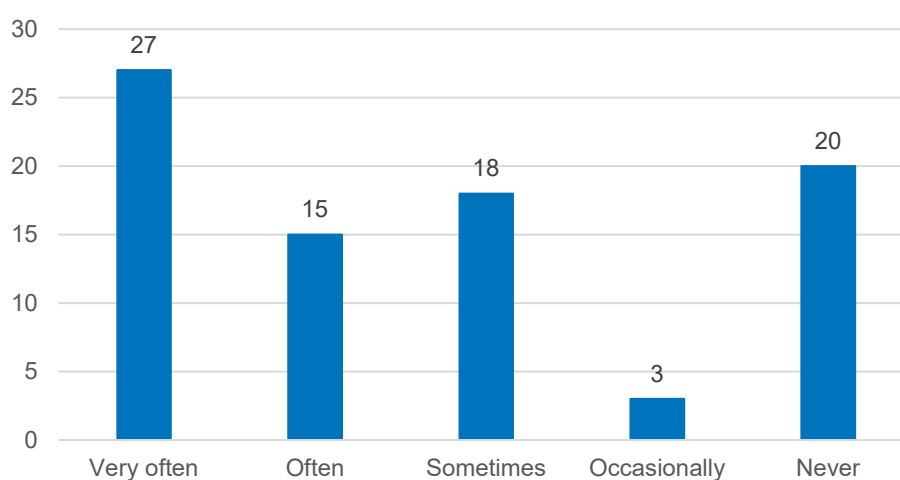
We proposed to add bicycle racks at:

- Albany Road, Wanganui Avenue, Ardmore Road (near Jervois Road).
- Ponsonby Road & Vermont Street intersection.
- Brown Street (near Fitzroy Street).

We asked people if they biked to Ponsonby, how often, and to tell us if they thought the proposed locations were convenient for them.

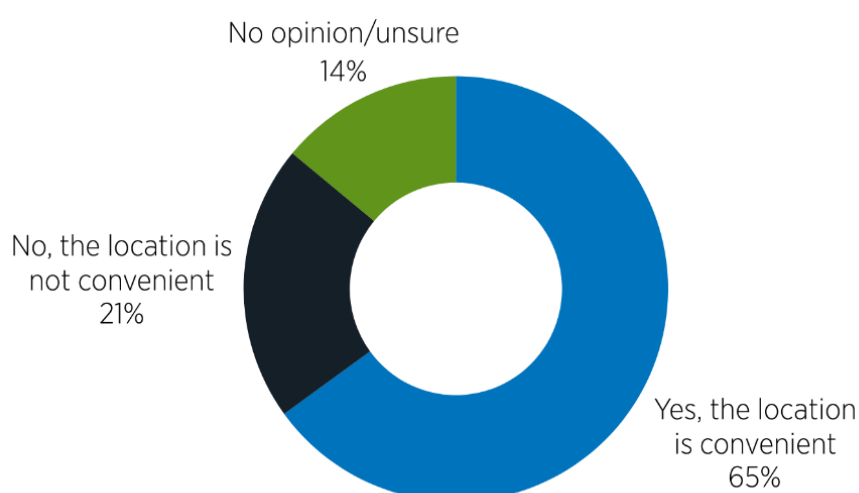
How often do people bike to Ponsonby?

N=83



Are the proposed locations for bicycle parking convenient to access Ponsonby?

N=63



People were there asked for any other feedback about the proposed bicycle parking in Ponsonby:

- 11 people (13% of people who shared feedback on bike parking) told us they generally supported the proposal.
- 15 people (17%) told us more bike parking is needed.
- People also told us they would like bike parking added at the following locations:
 - Near East/West Yoga at the Karangahape Road end of Ponsonby Road
 - Freemans Bay Medical Centre (bottom of Wellington Street)
 - Near Western Park
 - Near Victoria Park
 - Three Lamps
 - By the supermarket on Williamson Ave
 - On Ponsonby Road-particularly between Franklin Road and Richmond Road, or generally every 20m-30m
 - Near the Herne Bay beaches
- Seven people suggested including a variety of bike parking formats including more U or hoop parking, parking for larger cargo bikes/bikes with trailers, multi-bike parks, covered/weather protected parking, as well as Locky Docks especially in busy places such as Ponsonby Central.
- Two people suggested ensuring bike parking is monitored by security or CCTV and well lit.
- One person mentioned support for the planned bike parking on Brown Street but noted the proposed change to angled parking on this street may reduce cyclist visibility.
- One person told us the planned bike park in Jervois Road is too far from Ponsonby Road to be convenient for cyclists.
- Five people told us additional bike parking isn't needed in Ponsonby.



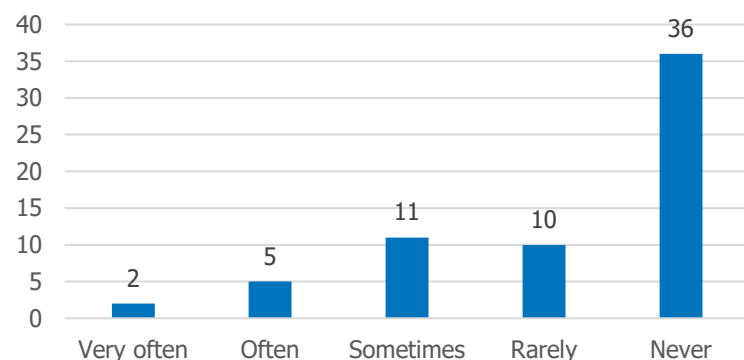
E-scooter parking

78 responses

To make footpaths safer and reduce clutter, we proposed adding dedicated e-scooter parking for rental scooters at intersections along Ponsonby Road.

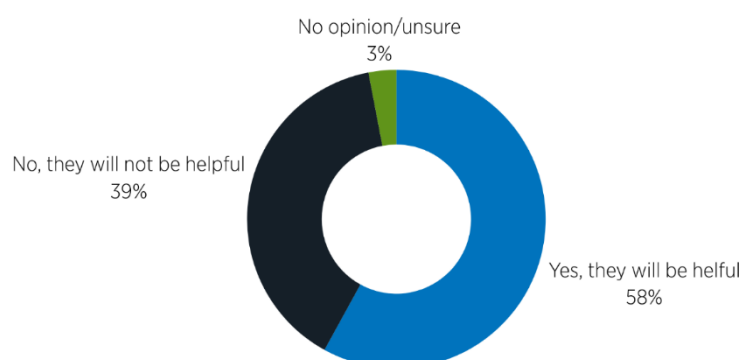
We asked people how often they use e-scooters in Ponsonby:

N=64



We then asked if the proposed e-scooter parking would be helpful in Ponsonby:

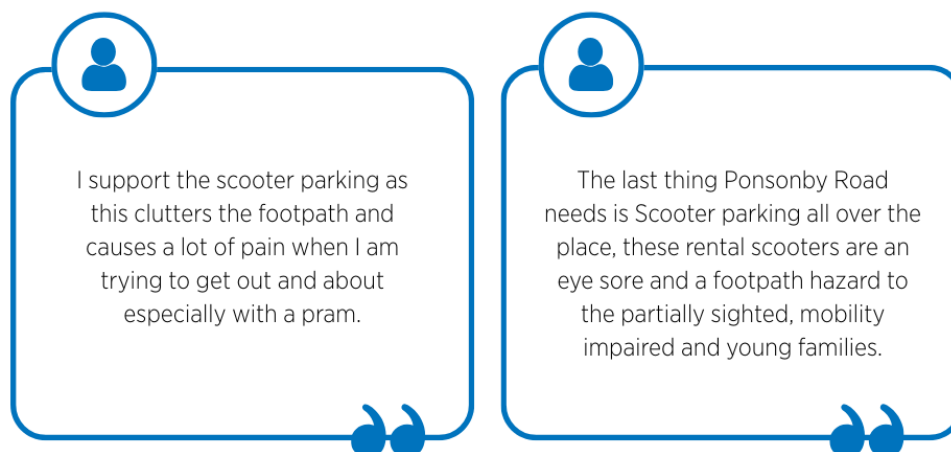
N=64



37 people (58%) who responded to our survey question about proposed e-scooter parking told us the planned e-scooter parking would be helpful to them.

People also shared other comments about the e-Scooter parking in the survey, by email and at our community events.

- 15 people (19% of people who shared feedback on e-scooters) expressed support for the e-scooter parking proposal, with two people noting how this will reduce footpath clutter. Four people went on to suggest enforcement or incentives to ensure e-scooters park in the correct areas.
- 15 people (19%) told us they were concerned that e-scooters are a pedestrian safety risk; particularly for people who use mobility aids, partially sighted people and for young children, and should not be encouraged. Four people told us they should be banned from footpaths.
- Three people told us additional scooter parking is not needed in Ponsonby and two people told us the number of scooter parks in the proposal could be reduced.
- Two people told us these spaces should be dedicated car parks rather than e-scooter parks. These comments show there was confusion in some cases around where the e-scooter parking would be located.



Feedback from Flamingo (e-scooter operator)

Flamingo supported the introduction of designated parking areas in Ponsonby and Newmarket and confirmed their commitment to working with Auckland Transport on solutions that improve parking outcomes while supporting access, safety and sustainable transport.

Flamingo provided two options for consideration on how e-scooter parking could be implemented in Ponsonby:

- **Option 1: Implement the proposed designated parking areas without introducing a Designated Parking Zone**

Under this approach, Auckland Transport would adopt the designated parking areas already identified but would not enforce a Designated Parking Zone at this stage.

- **Option 2: Increase the number of designated parking areas to meet spacing requirements**

If a Designated Parking Zone is required, Auckland Transport would need to increase the number of designated parking areas in both Ponsonby and Newmarket to meet the recommended density:

- 30 to 50 metres between locations
- Sites positioned on both sides of the road

Flamingo recommended adopting **Option 1** as the most practical and low impact path forward. If a Designated Parking Zone is still preferred, **Option 2** sets out the additions needed for the zone to operate safely and successfully.

Flamingo told us they were happy to provide further data, mapping or on-the-ground assessment to help finalise locations and support the next steps.

Bus improvements

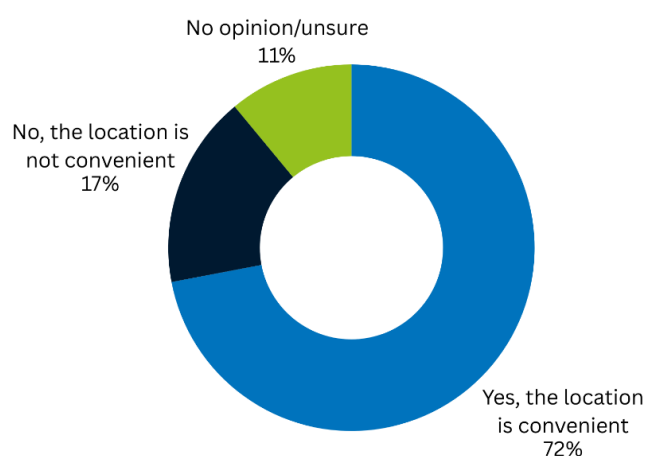
New bus stop location on Curran Street

68 responses

We proposed adding a bus stop on Curran Street to improve connectivity for people travelling to/from the North Shore, St Marys Bay, Ponsonby, Karangahape Road and Newmarket.

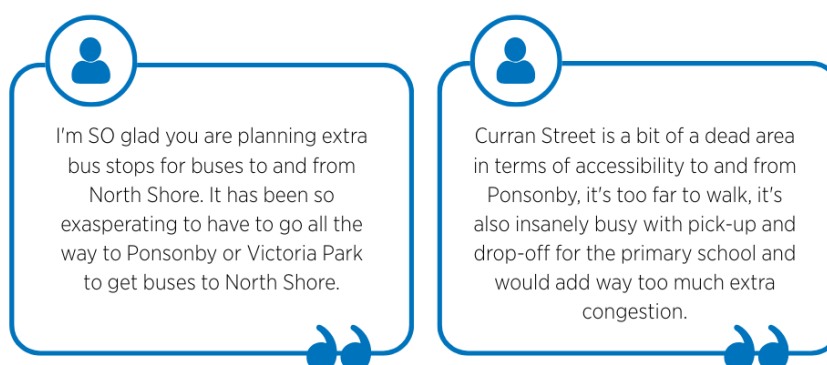
We asked people if the location of the bus stop was convenient for them to access the North Shore from Ponsonby (and vice versa?)

N=65



We also asked people to provide alternative locations for the bus stop if the proposed location was not convenient, in addition to any other comments:

- 11 people (17%) suggested other locations, including Jervois Road, Three Lamps, or Shelly Beach Road.
- Four people told us that the bus stop may increase congestion, noting the street is essentially an onramp to the motorway.
- Other people questioned the necessity of the bus stop (will it be used), it's distance from Ponsonby Road, and proximity to the primary school and reducing car parking for school pick-up and drop-off.



Six people also provided other feedback about North Shore bus services including:

- Increasing the number and frequency of buses on this route
- Adding more stops in the area along Ponsonby Road.
- Converting Curran Street to a bus or T3 lane for its entire length to support public transport efficiency.
- Adding the phrase "Last stop before the bridge" to audio bus announcements to help travellers taking this route.

Feedback from Ponsonby Primary School

Ponsonby Primary School (located on Curran Street) provided their feedback about the new bus stop. They told us:

- It would reduce car park parking spaces for parents.
- Having a bus stop and buses travelling down the road would have a safety impact.
- There would be potential anti-social behaviour from more adults congregating around the school gates.

There also raised queries about the frequency of buses that travel down this street.

The school asked us to consider reviewing alternative locations, provide user number projections for the stop and potential impacts on traffic flow. They also wanted more information about how school areas are monitored for safety when new infrastructure like this is installed near schools.

A response answering the school's queries was sent to the school board in January 2026.

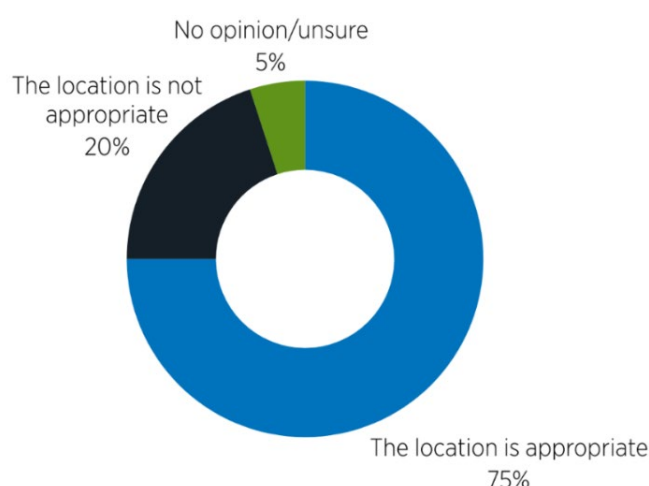
College Hill intersection peak clearway

63 responses

We proposed creating a clearway near 100 College Hill during peak times (7-9am and 4-6pm) Monday to Friday to improve travel times for buses.

We asked people if the proposed location of the clearway was appropriate to reduce congestion at this intersection:

N=59



We also asked people what could be done to improve this proposal and to provide additional comments:

- Just over three quarters of respondents to this question (44 people, 75%) told us the location is appropriate, some noting it will improve traffic flow and ease congestion in the area.
- Those who don't think the location is appropriate (20%) told us the clearway may contribute to congestion and/or questioned the necessity.

- Seven people (16%) suggested the clearway be extended; both the times of operation (i.e. 24/7, 7am-6pm, 3pm start) and length (from Margaret Street, or to include all of College Hill).



Next steps

The project team will meet with Waitemātā Local Board to discuss the public feedback in the first half of 2026. Afterwards, the local board will make the final decisions on our design plans.

Confirmation of what changes will be made and when they will take effect will be communicated to all submitters, elected members and other stakeholders.



Appendix: Other feedback

We also received feedback and suggestions about other improvements and changes that were not within the scope of this project. We will keep these suggestions in mind, and where appropriate, they will be passed onto the relevant team to investigate.

- **North Shore bus services** and ideas for additional services were suggested by a number of people. We also received suggestions to convert Curran Street to a bus or T3 lane for its entire length to support public transport efficiency and to add the phrase “Last stop before the bridge” to audio bus announcements to help travellers taking this route.
- **Suggestions about other public transport changes were also received** including adding bus lanes on Ponsonby Road, and changes to existing bus routes. More local bus services were also suggested particularly buses from Westmere and Herne Bay travelling to Ponsonby and Karangahape Road.
- Additional suggestions and ideas on **how to make Ponsonby more pedestrian friendly** were submitted, including widening footpaths, more pedestrian crossings and fixing footpaths that are broken or uneven.
- **Enforcement of parking in Ponsonby** had comments from multiple submitters, some requesting more enforcement and others requesting more leniency, particularly for tradespeople or other users who may need to park on a berm.
- More **parking in Ponsonby overall** was also a theme from the feedback and suggestions of building a new car park/car park building.
- More streets being included in the **Residential Parking Zone** was suggested as well as an increase in the number of coupons and the number of vehicles that can be included in a permit. In addition, we received feedback from a permit holder who highlighted that ongoing roadworks and nearby construction results in workers occupying most of the available spaces and despite paying for permits, residents are often forced to park on surrounding streets.