Parking in Newmarket

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.

Newmarket is one of Auckland's busiest retail, commercial and residential areas. With more people living, working and visiting, demand for limited street space is growing. With approximately 6,000 parking spaces available in the area (including 3,000 in Westfield), we need to prioritise the remaining public spaces to ensure fair and equitable access for everyone.

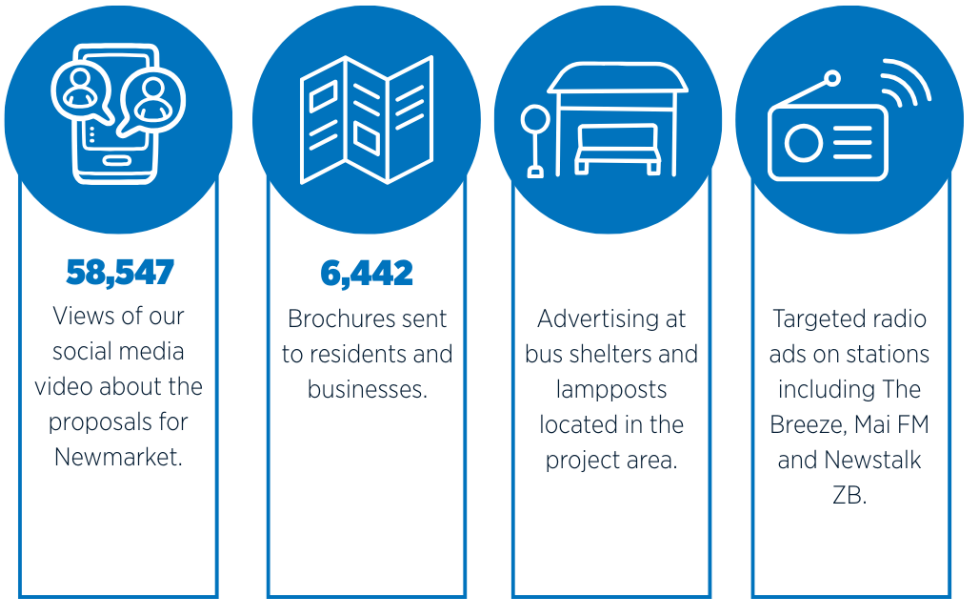
Exciting developments are on the way which will boost foot traffic and add convenience for locals and visitors. We want to improve access with new loading zones and clearly marked pick-up/drop-off areas.

The proposed parking changes in Newmarket were designed to support local businesses, ease congestion, and make Broadway more welcoming for everyone. We want Newmarket's streets and parking to work well for residents, businesses and visitors.

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

- **Changes to public parking**: Including proposing time restrictions on several roads, merging all paid parking areas into one zone, and extending paid parking to include St Marks Road (from Broadway to the SH1 overbridge).
- **Changes to specialty parking:** Including new pick-up and drop-off spaces, improving mobility parking, adding several new loading zones and providing more parking options for options for motorcyles, cycles and scooters.
- **Creating a pedestrian friendly Newmarket:** Including Enhancing Broadway with wider footpaths, providing better access to Maungawhau/Mt Eden and installing wider footpaths on several residential streets.

How people heard about our proposals





The proposals received modest media attention, with a small number of news organisations publishing online stories.

> What AT is proposing to change for car parking in Newmarket – Stuff
> (story no longer live on website)
>
> Changes Proposed to meet high demand for parking In Newmarket – scoop.co.nz

Pre-engagement with elected members and key stakeholders

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

Elected members, stakeholders and organisations we engaged with before the engagement period in November 2025 included:

- Waitematā Local Board
- Albert-Eden Local Board
- Ōrākei Local Board
- Desley Simpson: Ōrākei Ward Councillor
- Christine Fletcher and Julie Fairey: Albert-Eden-Puketāpapa Ward Councillors
- 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
- Westfield Newmarket
- Newmarket Business Association

Councillor Mike Lee (Waitematā and Gulf Ward), Councillor Desley Simpson (Ōrākei Ward Councillor), and Councillors Christine Fletcher and Julie Fairey (Albert-Eden-Puketāpapa Ward Councillors) were 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)
- Mercy Ascot (Allevia Hospital)
- Restaurants Association
- Hospitality NZ

Feedback statistics



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

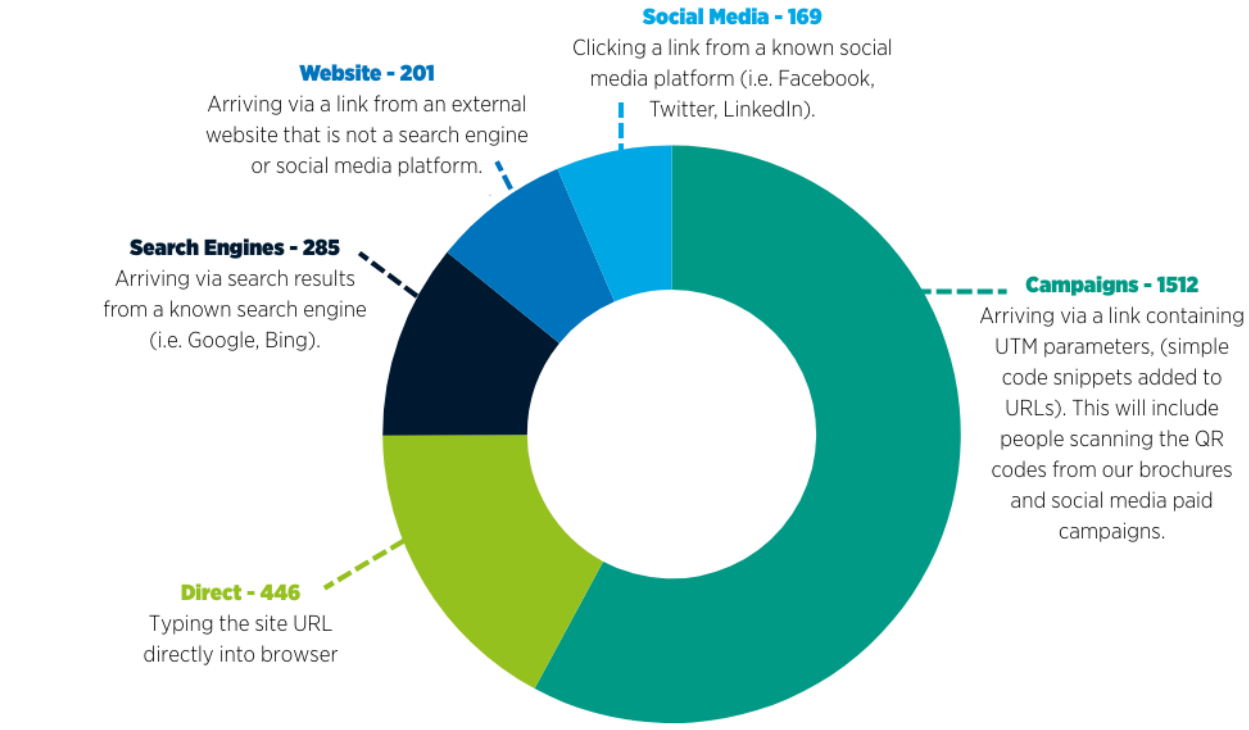
We received a moderate volume of feedback through several channels, including via our online survey, at two drop-in events (one business event and one community event) and email submissions. At the drop-in events, we had supporting collateral including large display boards showing all the proposals on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

Flamingo e-Scooters, Auckland Grammar School and Auckland City Hospital provided feedback.

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

3,117 Views of the Newmarket 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 proposals than others.

Public Parking

85 people gave feedback about **on street parking** (37% of all respondents including nine businesses).

- 21% of people who shared feedback (18 people) told us the changes will improve accessibility to Newmarket.
- Others told us that people may be less inclined to stop and shop if they need to pay to park (11 people, 13%).
- We also received a range of suggested changes including making weekends unrestricted (14 people) and removing all street parking from Broadway (9 comments) to reduce traffic congestion and bottlenecks.
- There was a range of views about P120 time limits on Omana Avenue, Gilgit Road and parts of Almorah Road, Savannah Street, Lion Place and St Marks Road.
    - 58% of people who responded about P120 time limits on **Gilgit Road and parts of Almorah Road** told us a longer parking time limit would be more appropriate (9 people). 10 people (26%) told us that time limit parking is unnecessary here as there are enough car parks in the area.
    - 40% of people who responded about P120 time limits on **Omana Avenue and Savannah Street** (6 people) told us a longer parking time limit would be more appropriate, and 33% (5 people) told us that P120 is about right.
    - On **Lion Place,** of those who responded**,** one third of people (6 people, 33%) told us that time limits could be shorter, one third (5 people) told us P120 is about right, and one third (5 people) told us that longer limits would be more appropriate.

      One resident mentioned there are competing parking needs in the area including residents, school students, people working at the hospital and going to the gym.
    - 60% of respondents told us P120 on **St Marks Road** (19 people) is about right.

Specialty parking

- Most people told us they are supportive of proposed **pick-up/drop off zones**, **loading zones, e-scooter parking, mobility parking, motorcycle and bike parking**, noting this will improve accessibility to Newmarket for a range of people.

Creating a pedestrian friendly Newmarket

- Broadway footpaths attracted the most interest with 87 people (38% of respondents, including nine businesses) giving feedback on this aspect of the proposal.

- 32 people (37% of people who shared-feedback about Broadway footpaths) told us they supported the changes to enhance the area.

- Others told us the footpaths are wide enough as they are (25 people, 29%) and/or a more constrained road space will negatively impact traffic flow (10%).

- 17 people told us that other **residential footpath improvements** are needed (40%), while 26% (11 people) voiced support for the proposal. Some people suggested additional improvements including increasing shade/greenery and removing impediments on the footpath.

- 58% of people who responded to the pedestrian improvement on **Glenfell Place** (7 people) agreed the changes are in the right place.

Who we heard from

Over half of the people we heard from are residents (58%, 135 people from a total of 231 respondents), and 21 business owners. 65 people chose 'other interest'.

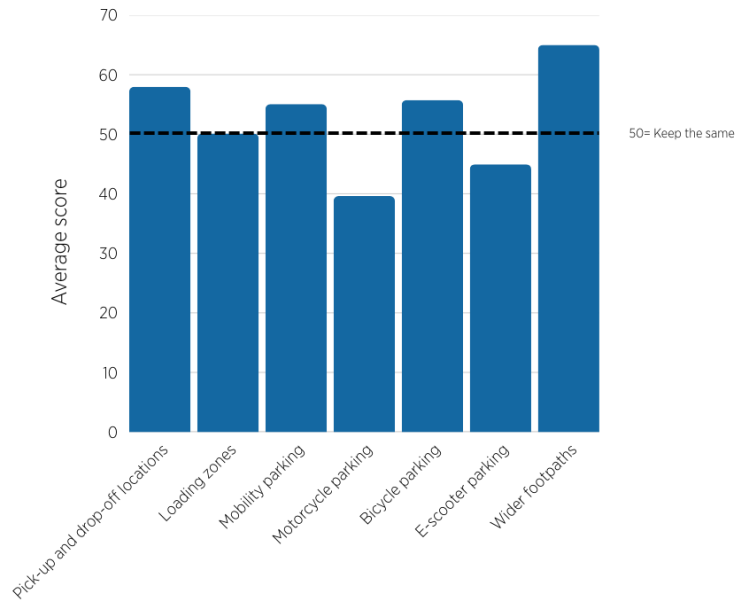
People identified themselves from a range of different ethnic groups, with about 66% being Pākehā/ NZ European, and about 10% Chinese.

Just over half of the people who told us they live in the Albert-Eden, Ōrākei or Waitematā Local Board areas.

What is important to the Newmarket community

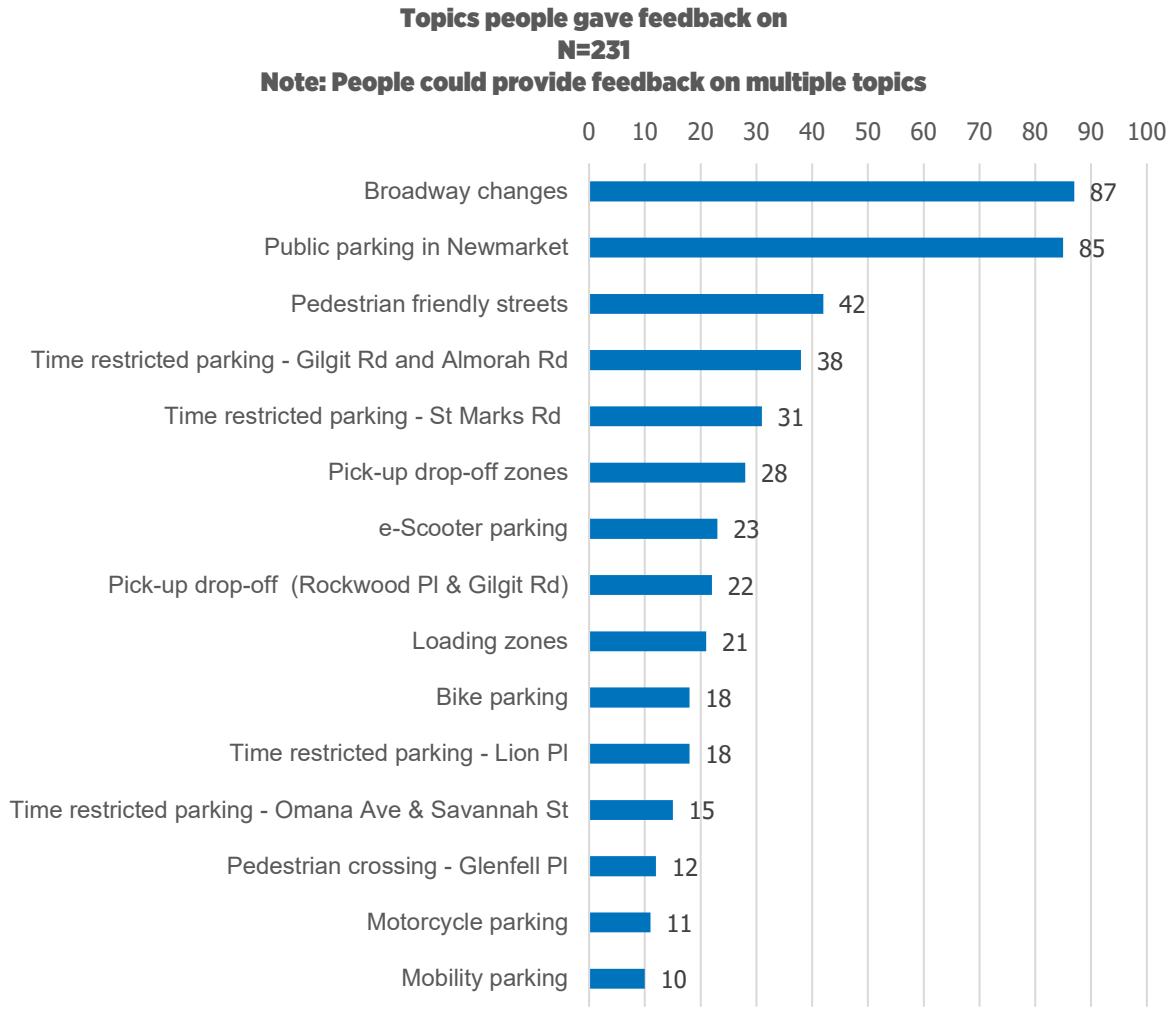
We asked survey respondents when thinking about parking in Newmarket now, to share what they would like to see less of or more of, with respect to pick-up and drop-off locations, loading zones, mobility parking, motorcycle parking, bike parking, e-scooter parking and wider footpaths.

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 fewer than 50 wanting to see less.



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 sections cover 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 idea in the relevant topic area rather than based on how well they used the online survey form.

Public parking

We know many people rely on their cars to get to Newmarket, whether for work, shopping or appointments. So, we want to make sure there's reliable access to parking where and when it's needed the most, easing congestion and keeping parking turning over in the right places to support businesses.

Parking on Gilgit Road and parts of Almorah Road

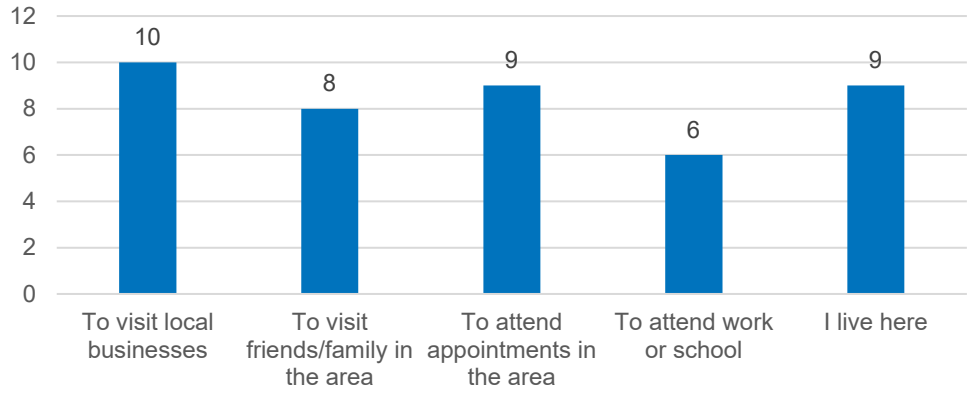
39 responses

Parking on Gilgit Road and Almorah Road is often full, making it hard for visitors to Auckland Grammar School and Allevia Hospital to find a spot. We proposed implementing P120 time restrictions (all day, every day) on the western side (between Gilgit Road and Mountain Road) to improve turnover and make short-term parking more available.

We asked people what they would use the parking for:

N=29

Note – people could select more than one answer.



We also asked people if the proposed P120 time limit is appropriate in this area:

- People generally told us that more time is needed, with nearly 60% of respondents (18 people) selecting longer than P120 options.
- People shared a range of other feedback. Some people told us it will affect where they will be able to park for the day (seven comments), while others told us there is enough parking in the area currently and the changes aren't necessary (ten comments).
- Some people (including people who support the changes) recommended that parking remain unrestricted during evenings and weekends (seven comments).

> The rationale for the proposed changes in Gilgit Road is to support access to Auckland Grammar and Allevia hospital (and presumably St Peters as well). As a resident, I support this goal.

> Where do the people requiring all day or longer parking times go if you reduce all parking in this zone?

- One resident mentioned that this parking is used by nurses with a shuttle that picks them up and takes them to the hospital and drops them back.

> The majority of the people in the all-day parking are nurses from Auckland Hospital. There is a shuttle that gets them to work. I'd be lying to say it hasn't annoyed me over the years as it shouldn't be hospital overflow parking, but there is no where else for them, so I think it is good to make life a little bit easier and cheaper for our essential workers.

Feedback from Auckland City Hospital

In response to the above comment regarding Auckland City Hospital staff parking on these roads to access a shuttle service, we sought clarification from the hospital. They told us that although staff can board and alight the shuttle service that runs between Auckland City Hospital and Greenlane Clinical Centre here, as there is a stop on the route in this area, the primary purpose of this stop is to support clinical staff who work at and support the hospital. Collecting staff who park on nearby streets is a secondary benefit.

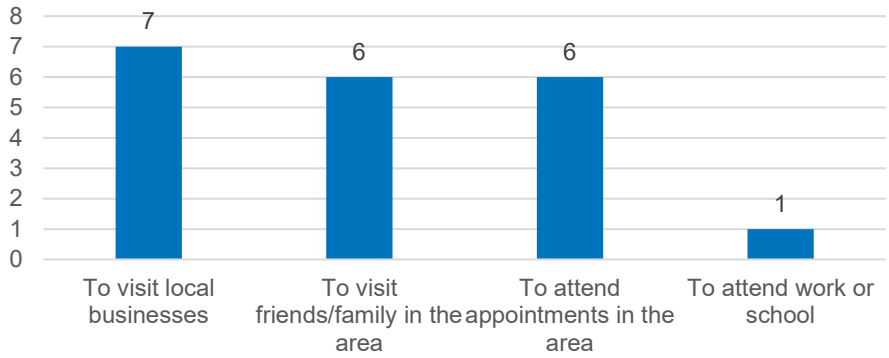
If our proposal proceeds, their shuttle service will continue to operate as usual, as its primary purpose will not be affected.

Parking on Omana Avenue and Savannah Street

15 responses

Omana Avenue and Savannah Street are seeing long-term parking that makes it hard for others to find a spot. We proposed introducing P120 time limits (all day, every day), which would free up space and support fairer access for residents, visitors, and those running errands nearby.

We asked people what they would use the parking for:
N=12



We also asked if the proposed P120 time limit was appropriate for the parking area:
N=14

- Over one third of the 14 respondents (6 people) suggested a longer length of time is required.

- Another one third told us that P120 is an appropriate length of time to park.

Feedback from Eden Garden

Eden Garden located on Maungawhau Mt Eden, with access via Omana Ave, told us that they run many events that can run as long as five hours and raised concerns with the P120 limit making it difficult for people to attend.

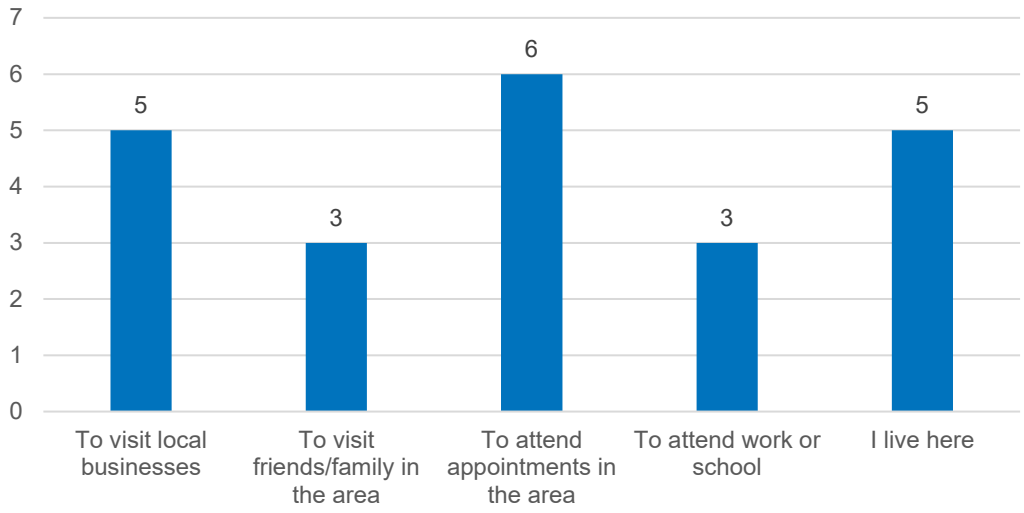
They suggested a more focussed approach is needed, as they also noted that hospital staff and students often park on the side streets, taking up spaces.

Parking on Lion Place

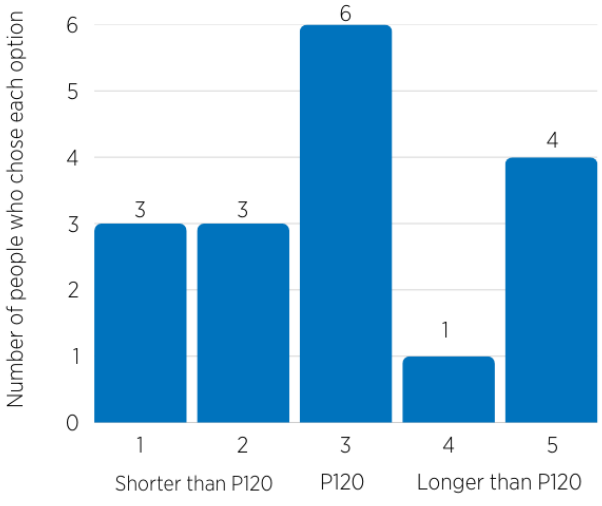
18 responses

Parking around Lion Place is often used for all-day stays, making it harder for others to find a parking spot. We proposed weekday P120 limits (8am to 6pm) to support fairer access and better turnover for residents, visitors, and local services.

We asked people what they would use the parking for:
N=17



We also asked if the proposed P120 time limit was appropriate for the parking area:
N=17



- Nearly one third of respondents (29%, 5 people) told us a longer length of time is required with one person suggesting the limit change to P240.
- Just over one third (35%, 6 question respondents) told us that P120 is an appropriate length of time to park.
- One resident told us they are competing against the many different people who park in this area including school students, people who work at the hospital or Newmarket and Les Mills members.
- One resident told us they should be able to park outside their homes without restrictions, and two residents requested resident permits.

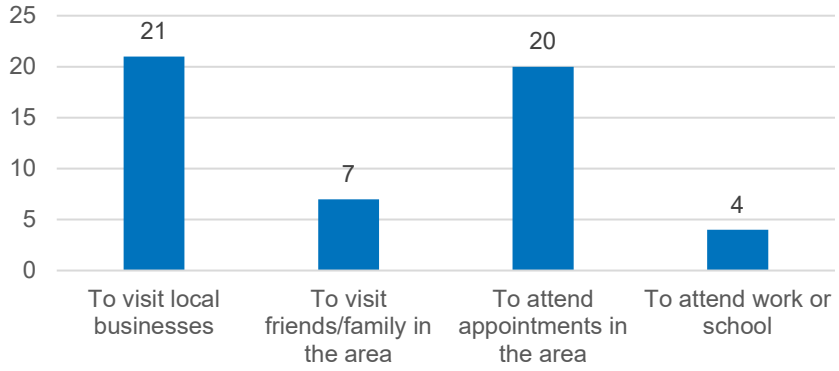
Parking on St Marks Road

31 responses

To improve parking availability on St Marks Road, we proposed P120 time restrictions (daily from 8am to 6pm) for 24 spaces between Robert Hall Avenue and Remuera Road. These would encourage turnover and support short-term parking needs.

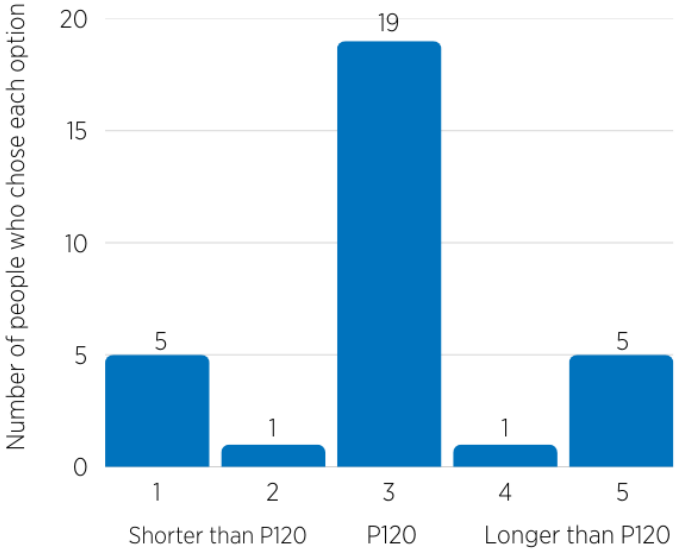
We asked people what they would use the parking for:

N=29



We also asked if the proposed P120 time limit was appropriate for the parking area:

N=31



- Nearly two thirds of respondents (19 people, over 60%) told us that P120 is an appropriate length of time to park.

- Two people added that there should be more enforcement in the area, and one person told us that weekends should remain unrestricted.

Simplifying the paid parking zones
85 responses

Newmarket currently has several different paid parking zones. To make parking in Newmarket simpler, we proposed to combine these zones into one to provide consistency of price and hours of operation.

Paid parking will operate all days of the week, and the zone will also be extended from Broadway to include St Mark's Road (Broadway to SH1 overbridge).

- 25% (of question respondents) told us they supported for the changes, with some echoing the proposal aim of simplifying parking, improving consistency and making Newmarket more accessible.

- Others told us that the increased parking costs for customers would affect businesses, as people will be less inclined to stop and shop if they have to pay to park (18%, 15 people).

- Nine respondents (11%) told us the paid parking zone shouldn't change as it works well currently.

People also suggested other changes:

- Weekends free/unrestricted (16% of submitters),

- Remove all street parking on Broadway to reduce traffic congestion and bottlenecks (11%).

- Free parking after hours (i.e. after 6pm) (8%)

Some locals who live in the proposed zone told us about the impacts on parking for residents of Carlton Gore Road, Railway Street and George Street, and that they should be able to continue park on these streets unrestricted (9% of submitters).

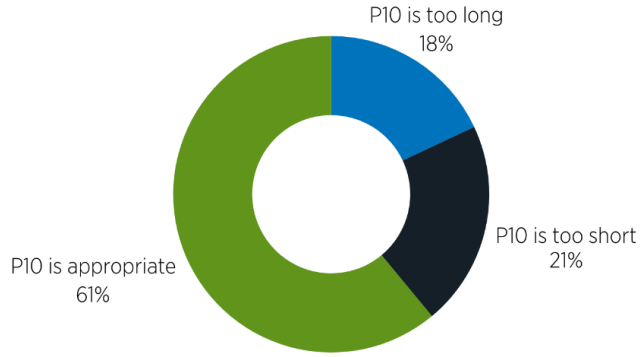
Specialty Parking

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 space

10-minute pick-up and drop-off spaces in the Newmarket shopping district
28 responses

Pick-up and drop-off spaces in Newmarket's shopping precinct are in high demand, but options are limited. To better support quick visits and smoother access, we proposed adding more dedicated spaces on 14 Morrow Street, between 239 and 265 Broadway, and outside 6 Remuera Road.

We asked people if the proposed P10 time limit was an appropriate amount of time to pick-up and drop-off passengers in these zones:
N=27

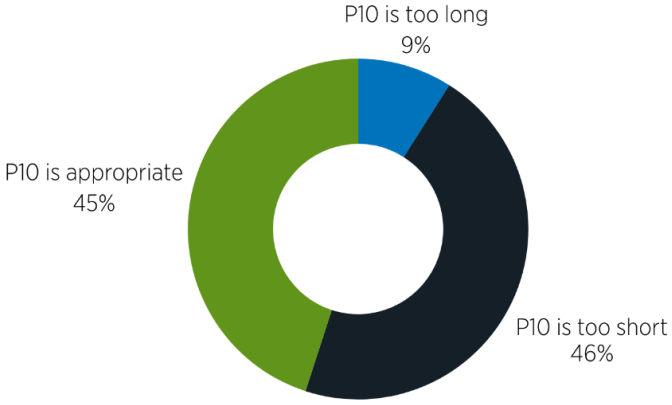


10-minute pick-up and drop-off spaces in the broader Newmarket area

23 responses

School pick-up and drop-off times can be busy and stressful, especially when safe stopping spots are hard to find. We proposed dedicated areas to make drop-offs easier, safer and more convenient for parents and for children.

We asked people their thoughts on whether P10 is an appropriate amount of time to pick up and drop off passengers in 1 Rockwood Place (southern end) and Gilgit Road (between Mountain Road and No. 4) for safer student drop-offs near Auckland Grammar School.
N=22



Feedback from Auckland Grammar School

Auckland Grammar School told us that if 10-minute drop-off zones reduce parking for staff, students and local workforce (e.g. hospital staff), in the proposed streets then they were not in favour.

They also told us that Mountain Road is a busy road at congested times (before and after school), and this would only add to the congestion. The school advised that they attempt to 'train' parents (if driving) to drop their son off further away from school, thus reducing congestion. E.g. walk the last 10 minutes to school or the first 10 minutes after school.

They also told us that currently, many Grammar parents (EGGS and AGS) as well as Diocesan parents use Albury Ave as a drop-off and pick-up zone (unofficially), and this works well. That would be their alternative suggestion.

Improving mobility parking

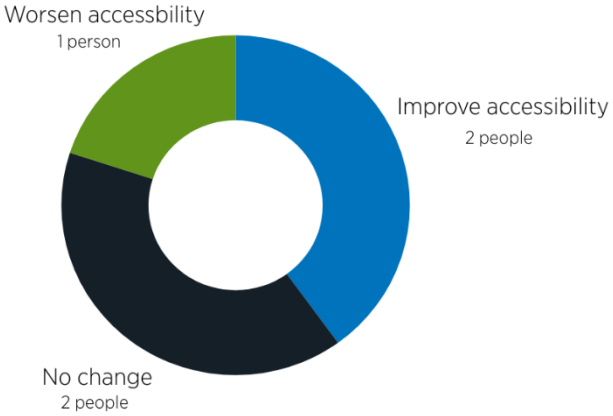
10 responses

Mobility parking plays a key role in making Newmarket accessible to everyone. We looked at ways to improve availability and ease of access for those who need it most.

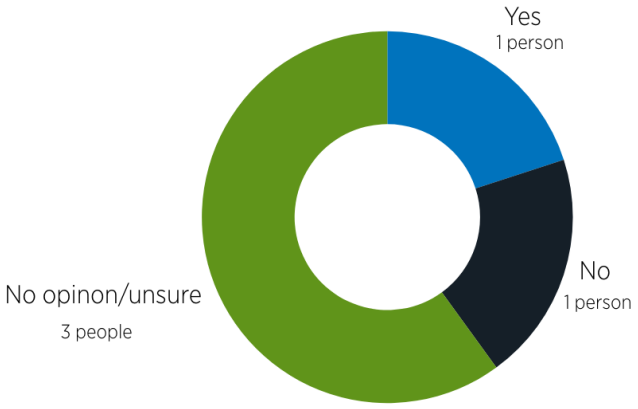
We proposed increasing mobility spaces, relocating one space and upgrading another to meet current accessibility standards and improve footpath access for wheelchair users.

Of the 10 respondents, **five people they used mobility parking**

We asked the five people who use mobility parking if the proposed changes would improve their accessibility to Newmarket:



We then asked the five people who use mobility parking if the proposed changes would give them enough room to use the mobility parking:



- 40% of people voiced support for the changes to mobility parking.
- 30% requested better enforcement of mobility parking.
- 30% told us there should be mobility parking on Teed Street, Kent Street and Nuffield Street.

> Having more mobility parks is needed but there also needs to be harsh enforcement for those that abuse them. Many a time we have tried to go to Newmarket only to turn around and go home because there are parks used by people who don't have a mobility pass.

> There needs to be mobility parking in Teed, Kent and Nuffield Streets.

Supporting business – loading zones

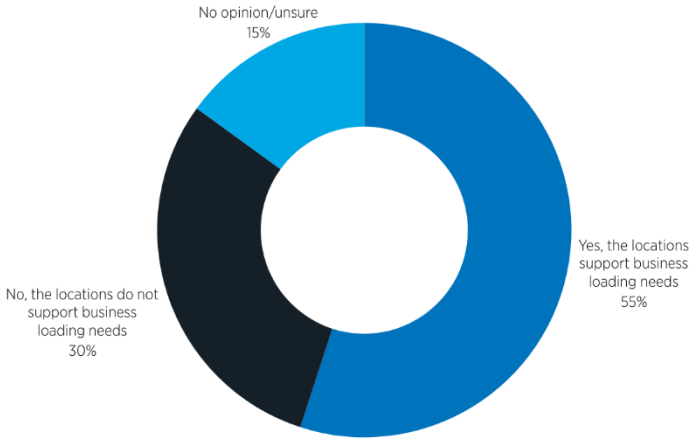
21 responses

Loading zones in Newmarket's shopping district are essential for keeping goods and services moving, but space is tight.

To better support local businesses and service providers, we proposed adding loading zones operating Monday to Friday from 8am to 6pm at several locations in the shopping precinct to improve access and efficiency:

- 2 Clayton Street.
- Kingdon Street (near Carlton Gore Road)
- 8 Roxburgh Street
- 1 McColl Street
- 3B Melrose Street
- 5 Kent Street
- 142 Broadway
- Between 239 and 265 Broadway (on the western side).

We asked people if the proposed locations supported business loading needs?
N=20

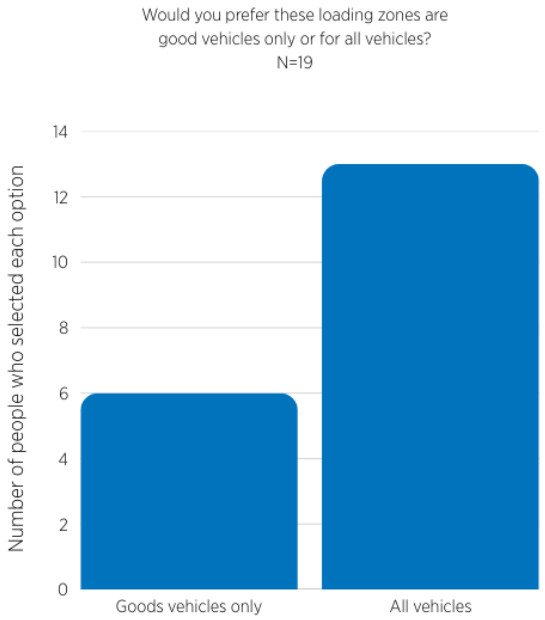


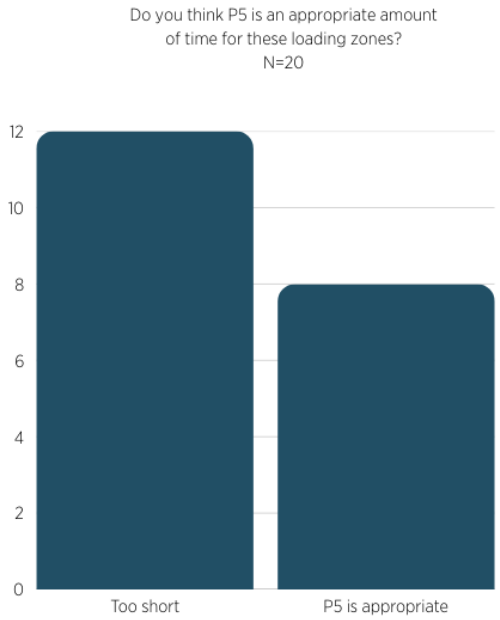
- (11 people, 55%) of the respondents told us the locations are appropriate for business needs.

- Of the 29% (six respondents) who did not, two people told us there are enough loading zones and no more are needed.

- Suggestions for improvements included making the loading zones P10 so they can be utilised more, adding more loading zones on both sides of Broadway, and positioning the spaces closer to businesses that need loading zones the most.

We also asked if people would prefer these loading zones to be good vehicles only or for all vehicles, and if they thought P5 was an appropriate amount of time for these loading zones:





Need Loading Zones on both sides of Broadway in the vicinity of the Rialto to meet the future needs of the Rialto's redevelopment.

We do not need so many loading zones in Newmarket it's already too hard to get around

More parking options for everyone: Motorcycle, cycle and scooter parking

Motorcycle parking

11 responses

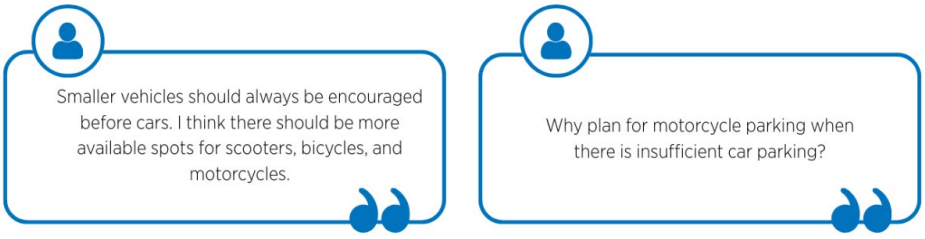
Motorcycle parking in Newmarket is limited and often hard to find. We looked at ways to improve access and make it easier for riders to park safely and conveniently.

We proposed new spaces at 11 McColl Street and Carlton Gore Road (north side near George Street).

- Of the 11 people who shared feedback, two told us they currently use motorcycle parking in the area.

- The two current motorcycle park users both suggested increasing the number of motorcycle parks, mentioning near the pools and near Balm Street as potential locations.

- People who do not use motorcycle parking provided mixed feedback on the proposed new spaces. Some people questioned why motorcycle parking was being prioritised over car parking or why more motorcycle parking was required.

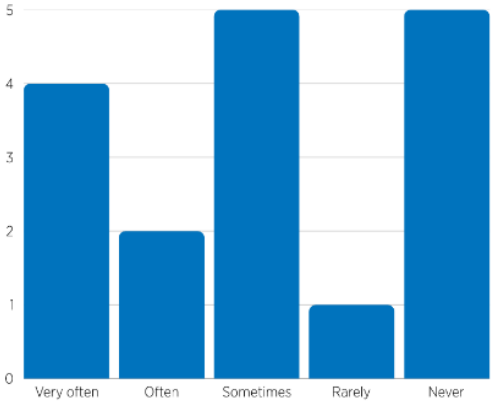


New cycle parking on Kingdon Street
18 responses

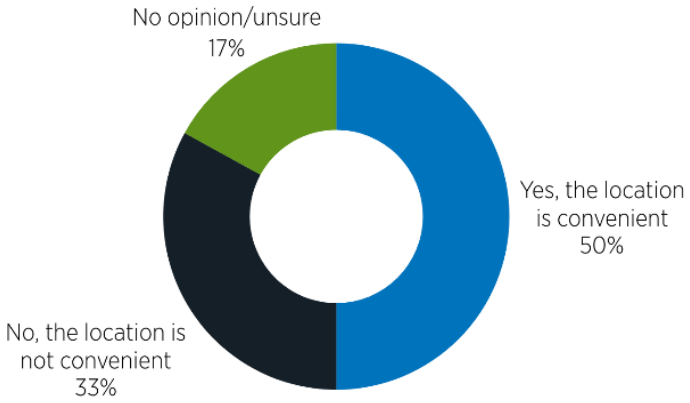
Cycling is a growing way to get around Newmarket, but finding a space to park a bike isn't always easy. We looked at ways to improve bicycle parking so it's more secure, accessible, and convenient, by adding new cycle parking on Kingdon Street.

- 18 people gave feedback, with 12 (67%) telling us they cycle to Newmarket

We asked people how often they cycle to Newmarket:
N=17



We then asked people who currently cycle to Newmarket if the proposed location for bicycle parking was convenient:
N=12



- 11 cyclists (39% of submitters to this question) requested more bike parking and/or secure bike parking be added to the proposal (e.g. Locky Docks).

- Two cyclists added that there is no bike parking at the mall, creating spillover onto Morrow Street and Broadway.

We also asked both cyclists and non-cyclists if there is anything else we can do to improve bicycle parking in Newmarket:

- Three people (17%) told us the new bike parking locations aren't needed, mentioning they don't see people cycling or using existing bike parking locations currently.

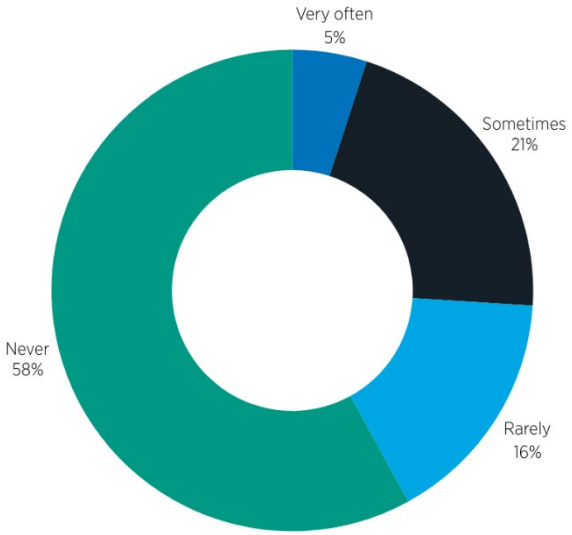
> More would be better, to accommodate growth. Automated security locks like locky docks would be great to see also, particularly at the mall.

> I rarely see the existing bicycle parking being used, and I see very few cyclists using the cycle lanes. I believe these facilities are underutilised and that the space dedicated to cycle lanes could be better used for other purposes, such as additional car parking or wider footpaths.

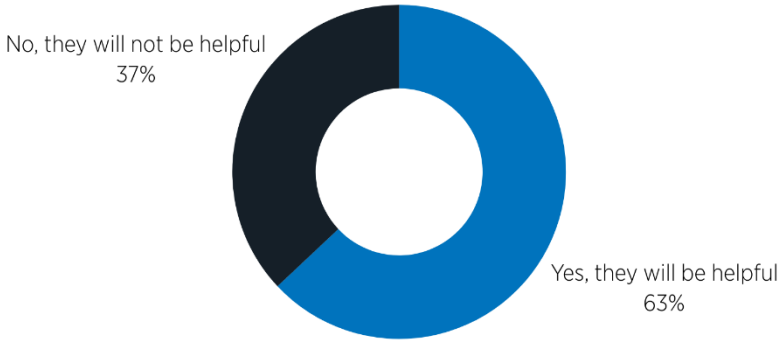
New designated scooter parking
23 responses

E-scooters are a popular way to get around Newmarket, but they can clutter footpaths when left without clear parking spots. We proposed creating dedicated parking areas to keep footpaths clear and safe for everyone.

We asked people how they use e-scooters in Newmarket:
N=19



We then asked people if they would find the proposed e-scooter parking helpful for e-scooters in Newmarket:
N=19



- Some respondents are concerned about pedestrian safety (17%), with two requesting e-scooters be banned from footpaths.
- One person told us the planned parking location at the corner of Remuera Road and Broadway is not convenient due to this being the busiest corner in the area.

> It's really hard to find scooters in Newmarket, partly because there's not many, and the ones there are very dispersed due to lack of parking facilities.

> I strongly disagree with more parking provision for e-scooters - this will only encourage their use: footpaths should be reserved for pedestrian traffic only. They are a safety hazard and I for one, will be less inclined to frequent Newmarket if they are increased.

Feeback 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.

Creating a pedestrian friendly Newmarket

We've heard how important it is for Council to invest in Newmarket's future. Making Newmarket easier and safer to walk around in supports local businesses. Thoughtful changes to Newmarket's footpaths, kerbsides and intersections can foster a people-friendly environment and make the area more accessible.

We proposed several improvements to make Newmarket more accessible, welcoming, and easier to navigate:

Enhancing Broadway with wider footpaths

88 responses

We are working with the Newmarket Business Association on proposals to make Broadway even better. Over the next few years, we'll be widening the footpath between Remuera Road and Khyber Pass to give people more room to move and enjoy the area.

We asked people if there was anything we should consider to make Broadway more pedestrian friendly:

- 23 people (27% of question respondents) support widening the footpaths, highlighting how it will make Newmarket a more accessible and inviting place to visit; often referring to other streets in Tāmaki Makaurau Auckland that have had similar pedestrian-led improvements such as Queen Street.

People shared a variety of other improvements and suggestions:

- Add spaces for food carts, outdoor dining and buskers (four comments)
- Include more planter boxes and greenery (six comments)
- Add more high-quality places to sit (three comments)
- Footpath widening could extend between Clovernook Road and Railway Street, or to Short Street (Lumsden Green)
- Convert parking to extended footpath space like on Queen Street next to Waitematā Station (Te Komititanga Square)

- Simplify footpath clutter by including multiple messages on single signs.
- Add a canopy to protect pedestrians from rain.
- Widen pinch points around Morrow Street – as currently pedestrians bunch up at the lights waiting to cross into the mall, making it difficult for people traveling around the corner.
- Increase the pedestrian light phase length at the Broadway/Remuera Road crossing.
- Create pedestrian subways or overbridges from Newmarket Station.
- Ban e-scooters from footpaths to increase pedestrian safety in the area.

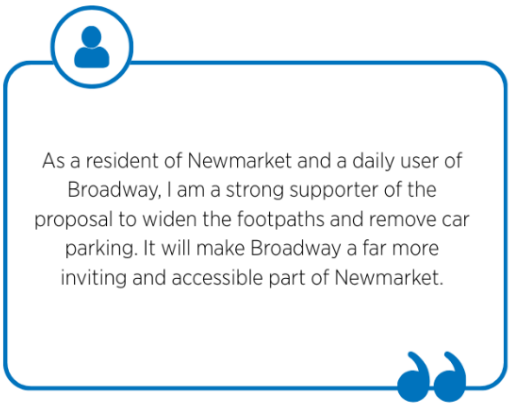
Some people also told us why they don't support the proposal:

- The footpaths are wide enough already (29%, 25 people)
- The costs/benefits don't stack up (14%)
- Road narrowing to widen footpaths could worsen traffic congestion (10%).
- People also raised business-related concerns; there may be negative impacts from construction disruption making it more difficult for people to visit shops and businesses (seven people), and these changes won't be enough to incentivise people to visit Newmarket (three people).

Feedback from Rialto Cinema

Rialto Cinema (located at 167/169 Broadway) told us that the proposed replacement of paid parking outside their business with a wider footpath and streetscaping would not have a negative impact on them, as their customers mostly access the cinema from Osborne Street via the walk-through mall.





Better access to Maungawhau/Mt Eden

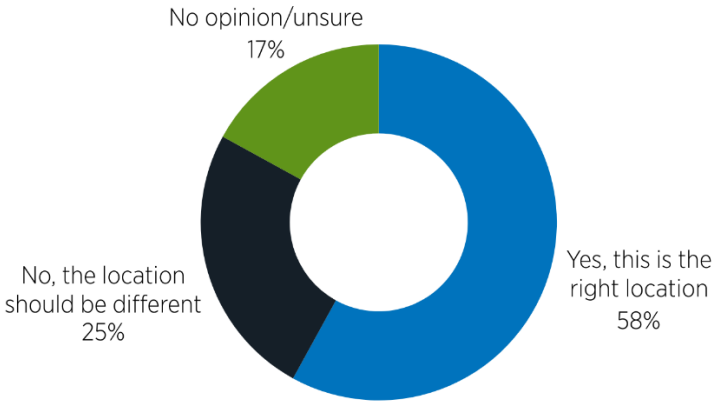
12 responses

Getting to Maungawhau (Mt Eden) from Glenfell Place should be simple but right now, it's not. There's no proper crossing point, and parked cars make it harder to access the entrance.

We proposed removing one or two parking spaces and to lower the kerb to create a more accessible

connection between the footpath and Mt Eden. This proposal was not intended to be the implementation of a full pedestrian crossing

We asked people if they thought the proposed location for the pram ramp* was the right location in the area:



*The majority of people who told us the location should be different potentially thought we were proposing a full pedestrian crossing at this location.

Wider footpaths in residential streets

42 responses

We proposed to widen footpaths on several residential streets around Newmarket, including Melrose, Roxburgh, McColl, Ada, Belmont Terrace, Lauriston Avenue, Middleton Road, and Mamie Street.

These changes will make it easier for people to walk, use mobility aids, and move around safely, while also preparing the area for future upgrades as the neighbourhood grows.

We asked people if there is anything we should consider to make Newmarket's residential streets more pedestrian friendly?

- 11 people (26% of respondents to this question) told us they supported the proposal.
- 17 people (40% of question respondents) told us the footpaths are adequate and did not need widening.

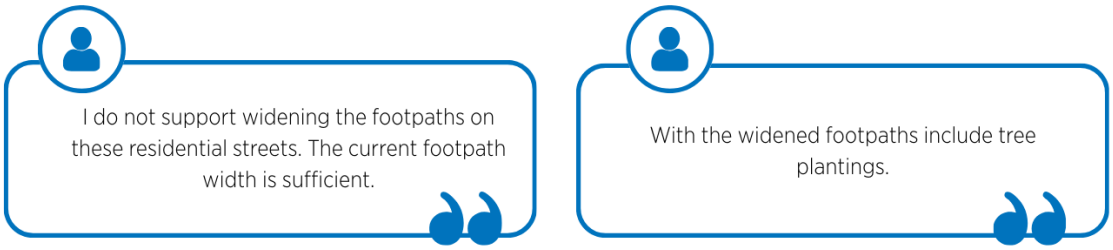
People suggested a range of enhancements to make the area even more pedestrian friendly:

- Adding trees to create more shade/greenery in the area (three comments)
- Trimming trees in the area so they do not impede access (two comments)
- Repairing cracked asphalt (two comments)
- Ban e-scooters/bikes from footpaths (three comments) and add dedicated bike lanes (two comments)
- More pedestrian crossings (one comment)
- Ensuring surfaces are nonslip (one comment)

- Removing trees so more bus stops and pick-up/drop-off zones can be added (one comment)

Other suggestions included:

- Lowering speeds in the area
- Reducing street parking
- Enforcing berm/pavement parking infractions



Next steps

The project team will meet with the Waitematā Local Board to discuss the public feedback in the first half of 2026. Memos will also be sent to the Albert-Eden and Ōrākei Local Boards to provide an update on the change proposals in their areas.

Afterwards, the local boards 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: Out of scope 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.

We received multiple suggestions about **public transport in the area** including suggested bus route and stop changes.

Suggestions to improve **cycle infrastructure** were also received including better connectivity and a cycleway on Khyber Pass Road and Broadway.

Many people told us about **congestion and light phasing** in busy areas including Remuera Road, Broadway and Gillies Avenue, and we also received feedback on improvements to **wayfinding and signage** on bus lanes, clearways and parking restrictions.

Some people also gave feedback on **specific roads in the area and interventions that could increase safety and improve access**, including repainting of broken yellow lines, implementing speed limits and changing streets to one-way.