



Monmouth Street and Newton Central School Safety Improvements Engagement Summary

Kia ora

In May 2026, we consulted with the community on a proposal to improve safety for all users at the around Newton Central School and Monmouth Street. Thank you for helping us make better decisions for your neighbourhood, informed by your local knowledge.

We received 25 submissions: 22 online survey responses and three emails from community members.

People told us:

- The proposed pedestrian safety improvements at all four locations on Monmouth Street, Burns Street, and the Waima Street intersections are welcomed and supported by the majority of respondents.
- Many respondents noted that the area around Newton Central School has been unsafe for a long time, describing near misses at intersections, a lack of formal crossings, and no school zone signage to alert drivers.
- The proposed zebra crossings and kerb buildouts are supported as practical and overdue improvements, particularly at the Waima Street/Putiki Street intersection and along Burns Street toward Great North Road.
- The Grey Lynn Residents Association submitted in support of the proposal, noting that the improvements align with community advocacy for better pedestrian safety and traffic calming in the area, and that the loss of four car parking spaces is acceptable given the safety benefits.

People also shared concerns regarding the proposal, including:

Loss of on-street car parking

- Several residents raised concerns about the removal of on-street parking in the area, noting that many properties have no off-street parking available. Some respondents also raised concerns about paid parking being introduced as part of the changes.
- *In response to one local business respondent, the decision was made to retain one existing parking space on Waima St (between Great North Road and Putiki St). This was agreed to be possible because the main removal reason was due the complexity of getting larger vehicles through the area, but this was rechecked and determined to be manageable for the largest expected vehicle types (rubbish trucks).*



Proposal may encourage more car use near the school

- Some respondents felt that providing a dedicated pick-up and drop-off zone outside the school gates could increase car traffic near the school at start and finish times, rather than reducing it.
- *We considered this carefully. Rather than preventing pick-up and drop-off activity near the school, our project has focused on making it safer. At present, parents stopping outside the school do so informally, without a designated space and in a way that creates conflicts with other road users and with children crossing the road. The new design formalises this activity: it provides a dedicated space for parents to stop safely, ensures children enter and exit vehicles from the footpath side rather than the road side, and removes the need for vehicles to cross the footpath to reach the stopping area. The improved zebra crossing is positioned closer to the school gate, meaning more students will cross at a patrolled, formal crossing point rather than crossing the road informally. The project also improves walking connections to the Great North Road bus stops, giving families a safe alternative to driving to school.*

Concern about the diagonal crossing and three-way stop signs at the Waima Street/Putiki Street intersection

- Some respondents questioned whether the roundabout would adequately address the safety problems, and suggested alternatives such as four-way stops, speed humps, or improved road markings.
- *The diagonal crossing was determined to be the best option for providing a priority “zebra” crossing for school children navigating the Waima and Putiki intersection. This is for several reasons including the tight geometry and narrow footpaths and conflicts historic private parking arrangements. By going diagonal, we can provide crossing children with the best possibility intervisibility with vehicles, and an efficient design which improves safety for students not only crossing diagonally but in all directions with minimal parking loss.*

People also had suggestions regarding the proposal, including:

School zone signage and road markings

- Several respondents noted that there is little signage in the area to indicate the proximity of a school, and suggested adding school zone road markings, painted road surfaces, or clearer signage at key entry points to Monmouth Street.
- *We have noted this feedback and are working with our internal team that looks after school zones to assess what improvements might be made to improve the visibility of the school zone for those entering. If opportunities are identified these will be reflected in the final design.*

Clarification on parking zone hours and the P10 zone near the school

- Respondents asked for further detail on how the new parking zones will operate, including the hours of the T10 and P10 zones. One respondent suggested a permanent P10 zone outside Gate A of the school.



- *There are no changes to the existing P10 school commute hour parking spaces along Monmouth St. These remain as an alternative for parents who arrive early or wish to leave their vehicles to meet their children inside the school. The exception is the new Pickup and Dropoff space adjacent the patrolled crossing. This space is in effect at the same times as the P10 carparks but is marked yellow like a bus stop or loading zone. Drivers may not leave their vehicles when stopping here and are expected to depart the moment their children enter or exit their parents' vehicles. This is the same as how the school's informal pickup and drop-off activities presently operate.*

Cycling and active travel connections

- A number of respondents suggested that the project represents an opportunity to improve cycling connections in the area, specifically a direct connection on Monmouth Street as it sits between the Great North Road cycleway and the Northwestern shared path.
- *We have noted this feedback. The current project scope is focused on pedestrian safety improvements at the four identified locations. We have passed on the feedback to the relevant team for investigation. Initial feedback suggests only minor line marking changes and wayfinding signage may be potential opportunities. If the decision is made for the project to deliver these changes, this will be reflected in the final design.*

School Road designation

- Several respondents suggested that Monmouth Street be designated a School Street, restricting vehicle access during school start and finish times.
- *A School Street designation would place significant restrictions on access to Monmouth Street that go beyond what the current demand warrants, namely that pickup and drop-off by car would not be possible – something the school is heavily reliant on, and the space for which only exists on Monmouth St. Monmouth Street also serves as a through route for local residents and businesses. We believe the improvements proposed will achieve the safety outcomes sought without the need for access restrictions of this kind.*

Engagement Outcome

We want to thank the Monmouth Street and Grey Lynn community for their feedback. After carefully reviewing the submissions received, we are proceeding with the project with the following change made in response to community feedback:

- Retain one existing parking space on Waima St (between Great North Road and Putiki St).

We expect construction to take place this financial year. We will contact residents and businesses in the affected areas before any work begins.