

Marne Road and Onslow Road Intersection Improvement Engagement Summary

Thank you for helping us make better decisions for your neighbourhood, informed by your local knowledge.

Community feedback showed support for the safety intent of the project, while some respondents also raised suggestions or concerns. These matters have been reviewed and are addressed below.

Project outcome

Following consultation, Auckland Council recommends proceeding with the updated proposal.

The design was amended to

- Install an at-grade zebra crossing on the eastern leg of Onslow Road to replace the previously proposed raised pedestrian crossing to avoid potential vibration and noise issues within the peat zone.
- Provide an indented parking space on Onslow Road outside BestStart Marne Road Kindy to help offset parking loss while maintaining the required sightline towards the pedestrian crossing. P15 parking restrictions are proposed from 8:30–9:30 am and 2:30–3:30 pm for the parking space.
- Reduce the extent of broken yellow lines outside 25 Onslow Road (BestStart Onslow Road), 35 Marne Road (BestStart Marne Road Kindy), Mansell Field and 41 Marne Road, reducing the number of on-street parking spaces removed from 35 to 27.
- Retain all other elements of the original proposal without change.

The project will progress through the required approval process before construction can begin.

If approvals progress as expected, we expect to have these changes implemented by mid-2027.

What we did

Engagement was held from 20 July 2026 to 18 August 2026.

- 1,086 letters delivered to mailboxes on 20 July 2026
- 1,551 postcards delivered to businesses and properties in the proposal area on 27 July 2026
- AT social media
- AT project webpage: <https://haveyoursay.at.govt.nz/marne-onslow-intersection>
- Emails to stakeholders including emergency services, freight operators, NZ Police and schools

- Papakura Local Board received an email update on 16 July 2026. A workshop for the original proposal was held on 31 July 2026. The updated proposal was reported to local board and was endorsed at its business meeting on 23 September 2026.

We received 7 pieces of feedback.

Community Feedback

People told us:

- The proposed roundabout and pedestrian crossings are supported by residents. The current intersection is considered unsafe by many members of the community. These safety improvements are needed for pedestrians, especially elderly residents, or those with disabilities.

Feedback themes and Auckland Council response – Local Community
<p>Support the proposal</p> <p>71.4% of respondents supported the proposed roundabout as a necessary improvement to control the traffic flow, provide safe crossing points for vulnerable users and reduce crash risk.</p> <p>Response: Thank you for your feedback.</p>
<p>Pedestrian Crossing Facilities</p> <p>Some respondents requested more zebra crossings generally, particularly because of the nearby early childhood facilities. Some respondents requested an additional crossing at a specific location: near Onslow Road, and between Arawa Street and Onslow Road. Comments questioned whether the crossing needed to be raised and concerned that vehicles could stop on the crossing or block the refuge areas. Respondents listed raised speed-control features as a concern but did not provide further details.</p> <p>Response: We have listened to the community's feedback and have amended the proposal so that the raised zebra crossing will now be provided at road level.</p> <p>Zebra crossings have not been proposed on the other three legs because they would need to be raised to provide a safe pedestrian crossing facility. Following further investigation, the existing ground conditions may not be suitable for constructing speed tables at these locations. For this reason, the current proposal is to provide pedestrian refuge islands. We will continue to monitor the site after the project is delivered and will consider any additional safety measures if they are needed.</p>

Feedback themes and Auckland Council response – Local Community

We have also noted the request for additional crossing locations near Onslow Road and between Arawa Street and Onslow Road. This feedback will be shared with the relevant teams for their consideration and further investigation.

Roundabout Location and Layout

Some respondents questioned whether another roundabout was suitable because it would be close to the existing Marne Road/Settlement Road roundabout. Respondents requested a smaller mountable central island to make the roundabout easier to drive around. Comments were concerned that the proposed layout would not slow north–south traffic because drivers could travel relatively straight through. Some respondents suggested traffic signals at Marne Road/Settlement Road, while the comment also suggested restricting right turns at Onslow Road.

Response:

Thank you for taking the time to share your valuable feedback with us.

During the investigation, we considered several alternative options, including traffic signals and movement restrictions. After assessing both safety and traffic operations, a roundabout was recommended as the preferred option. Traffic modelling indicates that the proposed roundabout is unlikely to affect the operation of the existing roundabout at Settlement Road and Marne Road. In comparison, traffic signals are expected to result in longer queues and delays, particularly on the southern approach of Marne Road, which could affect the roundabout at Settlement Road.

The current design takes the existing road layout into account and is considered the most appropriate option for managing vehicle speeds through the intersection. Once the safety improvements are in place, we will monitor how the intersection is operating and consider further measures if needed.

Construction and Delivery Concerns

Some respondents were concerned that closing the full intersection during construction could cause significant delays, particularly during peak periods. The respondent also requested advance notice of any road closures.

Response:

Thank you for taking the time to share your valuable feedback with us.

We understand the community may be concerned about traffic disruption during construction. Wherever possible, we will keep the area open to traffic and maintain access for residents, businesses and other road users.

Feedback themes and Auckland Council response – Local Community

A full intersection closure is not currently expected to be the preferred construction approach. However, the project team is considering whether some key activities could be completed during a dedicated Super Weekend using a temporary full road closure. This could allow the work to be completed more efficiently and help shorten the overall construction period.

If a temporary closure is required, it would be carefully planned to avoid peak periods where practicable. Suitable detours would be clearly signposted to maintain access and minimise impacts on nearby residents and the road network. A communication programme would also be implemented, including advance notifications to residents, businesses, and key stakeholders, supported by Variable Message Sign (VMS) boards on each approach to the roundabout to advise motorists of upcoming closures and alternative routes.

The final construction methodology and Traffic Management Plan will be confirmed by the contractor before works begin. These plans help to ensure traffic impacts are managed safely and effectively throughout the construction.

Traffic Congestion and Flow

Some respondents raised concerns about existing congestion and traffic flow near the Marne Road/Settlement Road roundabout. Comments included difficulty travelling through the intersection and queues on Settlement Road affecting vehicles entering or crossing from Marne Road.

Response:

Thank you for taking the time to share your valuable feedback with us. This feedback will be shared with the relevant teams for their consideration and further investigation.

Parking Loss and Local Access

Some respondents raised concerns about the proposed removal of on-street parking. Comments referred to the effect on local residents, while others noted that parking is also used by people visiting the childcare centres and rugby field.

Response:

Thank you for taking the time to share your valuable feedback with us.

We are proposing safety improvements at this location because the intersection has been identified as high-risk, particularly for vehicles crossing or turning from Marne Road and for people walking or cycling. Therefore, our proposal also includes safer pedestrian crossings for the surrounding land uses, like childcare centres, school and Mansell Field. These safety improvements are intended to reduce crash risk, slow vehicles through the intersection, and provide safer places for people to cross the road.

Feedback themes and Auckland Council response – Local Community

To help people crossing the road see and be seen clearly, some parking spaces near the crossings need to be removed. Parking surveys undertaken on a weekday and a weekend found that most parking spaces near the intersection are not frequently used. Based on these findings, we do not expect the proposed parking changes to have a significant effect on nearby residents.

However, we have carefully considered your feedback and revised the proposal to retain more on-street parking while maintaining safe sightlines at crossings. The number of parking spaces proposed for removal has been reduced from 24 to 19 on Marne Road and from 11 to 8 on Onslow Road. We believe this revised approach provides an appropriate balance between improving safety for everyone and responding to the concerns raised.

Driver Behaviour and Road Safety

Some respondents raised concerns about drivers speeding, failing to give way, closing gaps to prevent other vehicles from turning and failing to stop for pedestrians. Respondents considered that trucks would continue to drive over the mountable roundabout and would not slow down.

Response:

Thank you for taking the time to share your valuable feedback with us.

We appreciate you raising your concerns about traffic operation and driver behaviour. These concerns align with our investigation findings, which identified these factors as contributing to the elevated crash risk at the Marne Road and Onslow Road intersection.

Our investigation found that a roundabout with appropriate pedestrian crossing facilities is the recommended option for addressing these safety issues. It would help reduce vehicle speeds when approaching and travelling through the roundabout, making it easier for motorists and pedestrians to find gaps and improving safety for all road users.

Although the central island is fully mountable to accommodate larger vehicles, its height is designed to encourage trucks to track over it slowly and carefully. Similar treatments have been used successfully at other locations, including the Arthur Street and Hill Street intersection.

Project Cost and Value

Some respondents considered that the additional roundabout was unnecessary and would be a waste of public funding.

Response:

Thank you for taking the time to share your valuable feedback with us.

Feedback themes and Auckland Council response – Local Community

We are proposing safety improvements at this location because the intersection has been identified as high-risk, particularly for vehicles crossing or turning from Marne Road and for people walking or cycling.

Marne Road / Onslow Road is a busy intersection, with more than 13,500 vehicles a day on Marne Road and over 3,000 vehicles a day on Onslow Road. Childcare centres, school and Mansell Field are also nearby creating a need for safer pedestrian crossings. The proposed safety improvements are intended to reduce crash risk, slow vehicles through the intersection and provide safer places for people to cross the road.

Feedback themes and Auckland Council response – Key Stakeholders

NZHHA / heavy haulage

The Heavy Haulage Association was contacted as a stakeholder given the intersection's potential impact on heavy vehicle movements. While the NZHHA's submission indicated support for the project overall, it opposed the proposed raised table on the eastern approach of Onslow Road.

Response:

Thank you for supporting the project.

We have listened to your feedback and have amended the proposal so that the raised zebra crossing will now be provided at road level.

BestStart Marne Road Kindy / BestStart Onslow

As part of the consultation process, Auckland Council consulted with BestStart Marne Road Kindy and BestStart Onslow regarding the proposal on 11 August 2026. Initial email submissions were received from the manager of the two early childhood centres, with concerns raised about the loss of on-street parking.

Auckland Council subsequently followed up with BestStart Marne Road Kindy and BestStart Onslow to better understand the concerns raised and to provide further information where required. Auckland Council assessed various options and shared these with the manager on 31 August and 1 September 2026. On 24 September 2026, Auckland Council also met with the manager on site to discuss the available options and address other concerns raised by the centres. In conclusion, designs were amended in response to the concerns raised and no further feedback was received.

What happens next

Following consultation, Auckland Council recommends proceeding with the updated proposal.

- Install a new fully mountable roundabout to help slow traffic and support safer crossing and turning movements from Onslow Road.
- Install three refuge crossings on Onslow Road west and Marne Road, and an at-grade zebra crossing on Onslow Road east, with directional and warning tactile pavers to improve pedestrian safety and accessibility.
- Provide an indented parking space on Onslow Road outside BestStart Marne Road Kindy to help offset parking loss while maintaining the required sightline towards the refuge crossing. P15 parking restrictions are proposed from 8:30–9:30 am and 2:30–3:30 pm for the parking space.
- Install new widened footpaths, realign kerbs and berms and new road markings and signs to accommodate the safety proposal.
- Improve street lighting so the crossings and roundabout are easier to see, especially at night.
- Install new broken yellow lines (NSAAT) to keep parked vehicles clear of the crossings and improve visibility for pedestrians and drivers. As a result, 19 on-street parking spaces will be removed on Marne Road, and 8 on-street parking spaces on Onslow Road.

The project will progress through the required approval process before construction can begin.

We expect to have these changes implemented by mid-2027.

For further information, updates and comments, please visit

<https://haveyoursay.at.govt.nz/marne-onslow-intersection> or scan the QR code below.



