## Church Street and Alfred Street – 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

After carefully reviewing the feedback we received, the current Auckland Council recommendation is to proceed with the project as proposed. The project will then progress through the required approval process before construction can begin.
If approvals progress as expected, we anticipate these changes will be implemented by mid-2027.

### What we did

Engagement was held from 14 August 2026 to 4 September 2026.

- 1,217 letters delivered to mailboxes on 14 August 2026
- 1,242 postcards delivered to businesses and properties in the proposal area on 31 August 2026
- Auckland Council social media
- Auckland Council project webpage: https://haveyoursay.at.govt.nz/alfred-church-intersection
- Emails to stakeholders including emergency services, freight operators, NZ Police and schools
- Maungakiekie-Tāmaki Local Board received an email update on 17 August 2026

We received 24 pieces of feedback.

### Community Feedback

People told us:

- The proposed roundabout is supported by residents. The current intersection is considered unsafe by many members of the community, particularly for right-turning vehicles exiting Alfred Street onto Church Street. The safety improvement is needed for all road users.

## Feedback themes and Auckland Council response – Local Community

### Support the proposal

66.7% of respondents supported the proposed safety improvements, either without qualification or with suggestions. A further 8.3% provided suggestions without expressing support or opposition.

**Response:**
Thank you for your feedback.

### Pedestrian crossings and pedestrian and cyclist safety

Some respondents commented on pedestrian or cyclist safety and the proposed crossing arrangements. Some respondents were concerned that the crossings were too close to the roundabout or concentrated in a small area and could require vehicles to stop suddenly while entering or travelling through the intersection. Respondents felt the proposal did not go far enough and suggested additional crossings, median refuge facilities or clearer provision for people cycling.

**Response:**
Formal pedestrian crossings and median islands were considered during the design phase. However, due to site constraints, including a retaining wall, a steep berm and power poles, providing these pedestrian facilities would require significant physical works and is therefore not feasible.

The proposed roundabout is expected to simplify turning movements at the intersection, reduce approach speeds and improve overall safety for all road users, including pedestrians and cyclists.

We know that pedestrians generally take the most direct route when crossing, so it is important to locate pedestrian crossings on desire lines to encourage people to use the facility.

### Traffic flow, roundabout operation and alternative treatments

Some respondents commented on traffic flow, roundabout operation or alternative treatments. Comments expected easier turning movements or improved traffic flow. Some respondents preferred traffic signals to the proposed roundabout. Respondents raised concerns about possible delays, congestion or traffic diversion to nearby streets, and access or manoeuvring concerns for trucks, buses, emergency vehicles or other large vehicles.

**Response:**

| Feedback themes and Auckland Council response – Local Community |
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| **Traffic signals –** Traffic signals were considered during the investigation stage. Traffic modelling was carried out for both the traffic signal and roundabout options. The assessment showed that traffic signals would cause more delays to traffic flow than a roundabout.<br><br>**Heavy vehicle movements (trucks, buses, emergency vehicles and other large vehicles) –** The roundabout has been designed with a mountable central island to accommodate heavy vehicle movements through the intersection. |
| **Parking and no-stopping changes** |
| Some respondents raised concerns about the removal of roadside parking and the extent of the proposed no-stopping areas. Feedback included concerns about displaced parking, reduced available parking and the number of spaces affected by the proposal.<br><br>**Response:**<br>We recognise that on-street parking is a valuable resource and have minimised the loss of parking as much as possible. The parking removal is required to provide adequate visibility so that road users can safely navigate the new roundabout. Our parking surveys show that demand for parking directly at the intersection is relatively low. |
| **Speed cushions** |
| Some respondents suggested changes to the proposed speed cushions. Respondent considered them unnecessary because the roundabout and road layout should already slow vehicles. Comment also suggested limiting speed cushions to intersection entries, or keeping any exit treatment shallow, to reduce noise and vehicle wear.<br><br>**Response**:<br>We confirm that the speed cushions are limited to the approaches to the intersection and will help ensure that vehicles travel at an appropriate speed through the intersection. Due to site constraints, installing traffic islands on the approaches to slow vehicles would require significant physical works and is therefore not feasible. The speed cushions are designed to minimise impacts on heavy vehicles, such as buses. |
| **Construction and delivery** |
| Some respondents commented on construction impacts. Respondents asked that midnight or night works be avoided because of noise. Other respondents preferred night works to reduce daytime traffic congestion.<br><br>**Response**:<br>We will take this into consideration when developing the construction methodology and traffic management plan. We will work closely with the contractor to minimise impacts on the community during construction. |

## Feedback themes and Auckland Council response – Local Community

### Stormwater, drainage and related maintenance

Some respondents asked for existing stormwater or drainage issues around the intersection to be addressed alongside the works. Feedback referred to water rising from drains, blocked drainage and the risk of water pooling near speed cushions. Comment also raised existing kerb damage caused by large vehicles and asked that similar damage be prevented at the new layout.

**Response**:
We will ensure that the proposal does not create stormwater issues at the intersection. Where feasible, we will replace damaged kerbing at the intersection. The design will enable heavy vehicles to manoeuvre safely through the intersection.

### Project necessity and value

Some respondents questioned whether the crash history justified the scale and cost of the proposal and considered several proposed elements unnecessary.

**Response**:
The intersection has a poor safety record, with 15 crashes reported between 2021 and 2025. In the past, we have also received several requests from the community for safety improvements at the intersection.

### Other requested improvements and locations

Some respondents requested additional or different improvements beyond the main proposal. Feedback included wider and clearer roads, further investment in the surrounding area, additional safety measures along Alfred Street to address heavy traffic and speeding, and broader traffic calming across Onehunga.

**Response:**
Unfortunately, due to budget and programme constraints, we are unable to extend the project area beyond the intersection.

| Feedback themes and Auckland Council response – Key Stakeholder |
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| **NZHHA / heavy haulage** |
| The Heavy Haulage Association was contacted as a stakeholder given the intersection's potential impact on heavy vehicle movements. They submitted a report which outlined their support for the project.<br><br>**Response:** We responded that we acknowledge their submission and will let them know of the project outcome. |

## What happens next

After carefully reviewing the feedback received, we recommend that the project proceed to implementation. Our next step is to seek approval from the Local Board.

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

We'll be in touch with residents in the affected work areas before construction begins.

For further information, updates and comments, please visit https://haveyoursay.at.govt.nz/alfred-church-intersection or scan the QR code below.

Plan showing the proposed upgrades:

