

Great South Road corridor optimisation, Takanini

Engagement summary report

Project overview

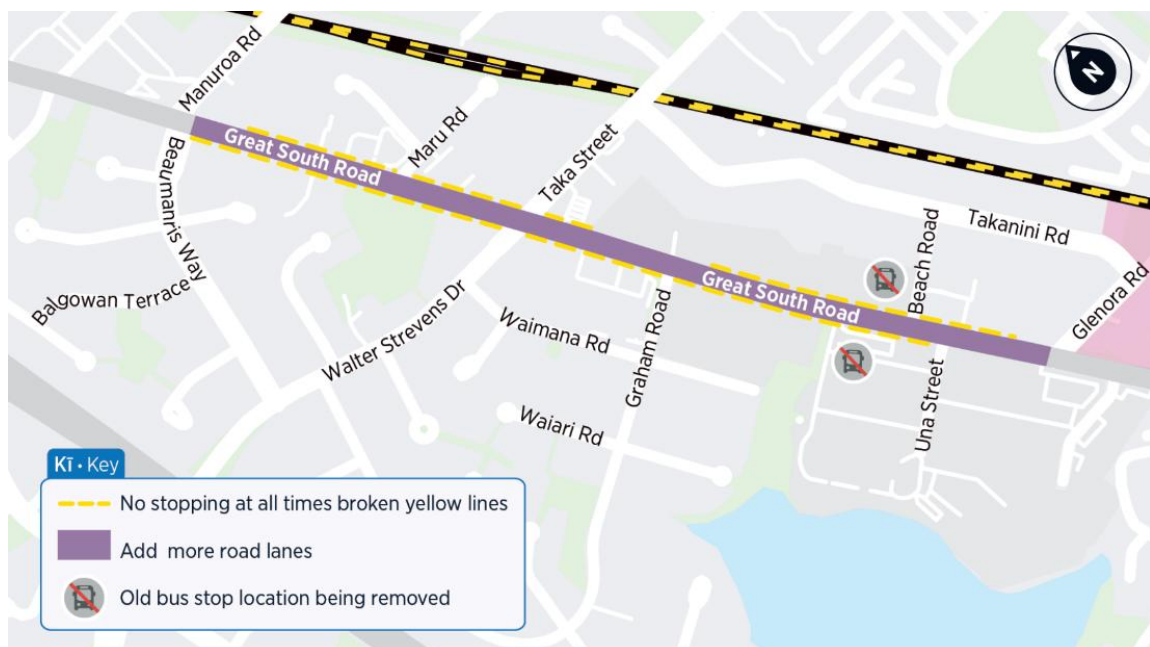
Great South Road is the main way people travel around and through Takanini. Takanini is growing fast, and congestion on the road is already a daily frustration for many people.

Opening City Rail Link will mean more trains, shorter journey times, and it will be easier to connect with people and places. Replacing level crossings with safer connections is a key part of making it happen and allowing even more trains to run in the future. If we don't replace level crossings, people may take more risks as barrier arms are down more often, and there will be increased congestion, impacting economic productivity.

New vehicle and walking and cycling bridges are planned for Takanini, but they won't be built straight away. If we do nothing in the meantime, the roads around the rail crossings will get congested more often, creating more disruption and delays on Great South Road.

To give Great South Road more room to handle the traffic impacts of trains running more often through the rail crossings, create safer, more reliable journeys for everyone who travels along the corridor, and to help futureproof the corridor, we proposed a package of changes on Great South Road between Manuroa Road and Glenora Road that would be divided into two stages of delivery. The Stage 1 changes will be delivered before City Rail Link opens, and the Stage 2 changes will be delivered after City Rail Link opens.

Stage 1 proposed changes



Stage 1 focuses on making better use of the existing road corridor before City Rail Link opens. Proposed changes include creating two continuous traffic lanes on Great South Road (northbound between Graham Road and Manuroa Road and southbound between Manuroa Road and Glenora Road), updating parking restrictions, and removing some bus stop locations.

Stage 2 proposed changes



Stage 2 builds on the Stage 1 changes after City Rail Link opens, with new off-road walking and cycling facilities, bus stop upgrades and relocations, intersection improvements around Taka Street and Maru Road, additional pedestrian and cyclist crossings, and other safety improvements along the corridor.

High-level feedback summaries

The community response to the proposed Great South Road corridor optimisation project was positive overall. Most respondents believed the project would improve or slightly improve their travel experience, while relatively few felt the changes would worsen travel along the corridor. Many respondents were regular users of Great South Road and were familiar with existing congestion and travel challenges along the corridor. Freight stakeholder organisations were also broadly supportive of the project, provided freight and over-dimension vehicle access is maintained.

Stage 1 key feedback themes

- Creating two continuous traffic lanes along most of the corridor received the strongest feedback of any proposal, with many respondents saying the change would help reduce congestion, improve traffic flow and remove bottlenecks on Great South Road.
- Feedback on removing the existing on-road cycle lanes was generally positive. Respondents commonly felt the proposed off-road cycling facilities in Stage 2 would provide a safer environment for people cycling while improving traffic flow on the road.
- Most respondents reported they rarely or never park on Great South Road. However, people who rely on on-street parking between Manuroa Road and Taka Street raised concerns about the availability of convenient alternative parking if broken yellow lines are installed.
- A small number of respondents asked Auckland Transport to clearly communicate upcoming bus stop closures and to minimise the time between delivery of the Stage 1 and Stage 2 changes.

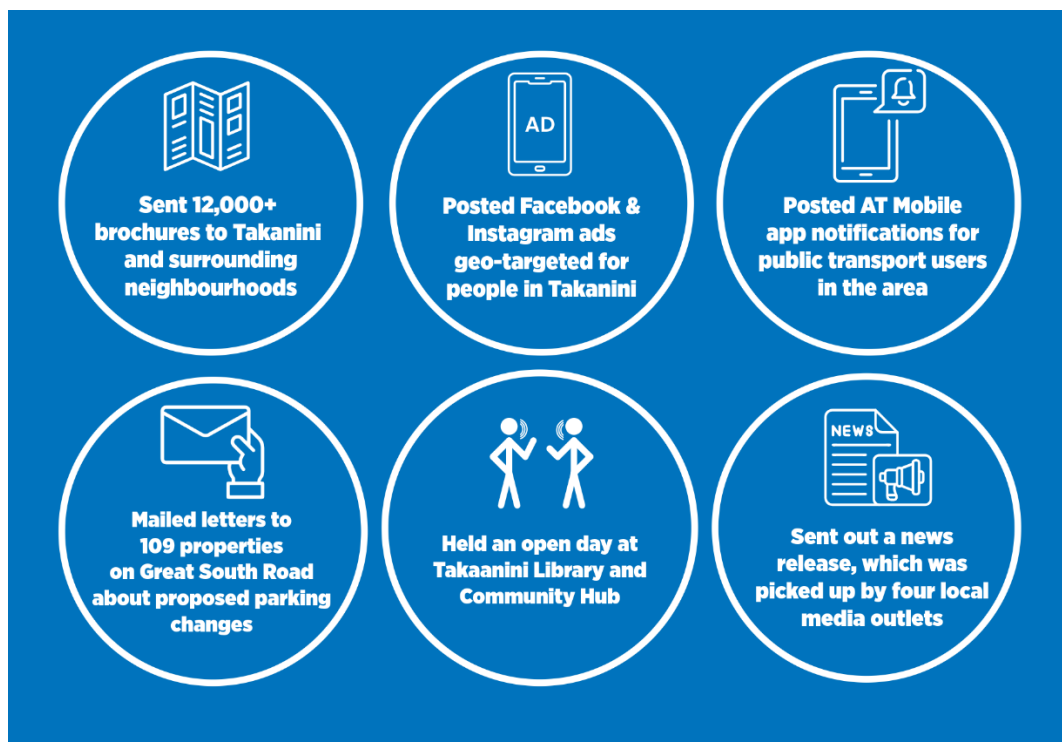
Stage 2 key feedback themes

- Feedback on the new off-road walking and cycling facilities focused on design quality and safety. Respondents commonly requested clear separation between pedestrians and cyclists, sufficient path width, good maintenance, and measures to address potential safety issues.

- Feedback on the proposed bus stop changes was generally constructive, with respondents largely focused on ensuring new bus stops are easy to access and include high-quality shelters, lighting and weather protection.
- The proposed new push button-activated signalised pedestrian and cyclist crossing near Maru Road received positive feedback, with respondents supporting the additional crossing opportunity while recognising the need to balance traffic flow on Great South Road.
- Most respondents thought the proposed Taka Street intersection changes would be easy to navigate. Feedback focused on ensuring traffic signals are optimised for all movements and that clear signs and road markings are provided to help people adapt to the new layout.
- Respondents were generally supportive of the new pedestrian and cyclist crossings at Taka Street, noting the potential safety benefits.

How people heard about our proposals

To raise public awareness of the project, we:



Brochures, ads and push notifications all had links to the main engagement page with information about the project and proposals. People could give feedback by completing the online survey, emailing the engagement team, or by sharing their feedback in person at the open day.

The public feedback period ran between 28 April and 16 May 2026.

Who we heard from

More than 1,200 people visited our engagement webpage. Of these visitors, 181 interacted with the page by clicking a link to a specific section, downloading a document, and/or going to the online survey.



In total, 83 people completed the online survey. Four people gave us feedback at our open day at Takaanini Library and Community Hub, and one person emailed us additional feedback after visiting us at the open day.

We also received feedback from four organisations representing freight groups:

- NZ Automobile Association
- National Road Carriers Association
- NZ Heavy Haulage Association
- Ia Ara Aotearoa Transporting New Zealand

Bike Auckland also made comments about the project on their website and encouraged their members to give feedback.

The next sections discuss what were the key feedback themes and suggestions around the proposed changes. Where relevant, we have incorporated feedback from the open day and emailed feedback from residents into the themes.

How people travel on Great South Road

To help us better understand those who engaged with us and gain some context to their feedback, we asked about people about their travel habits through this part of Great South Road.

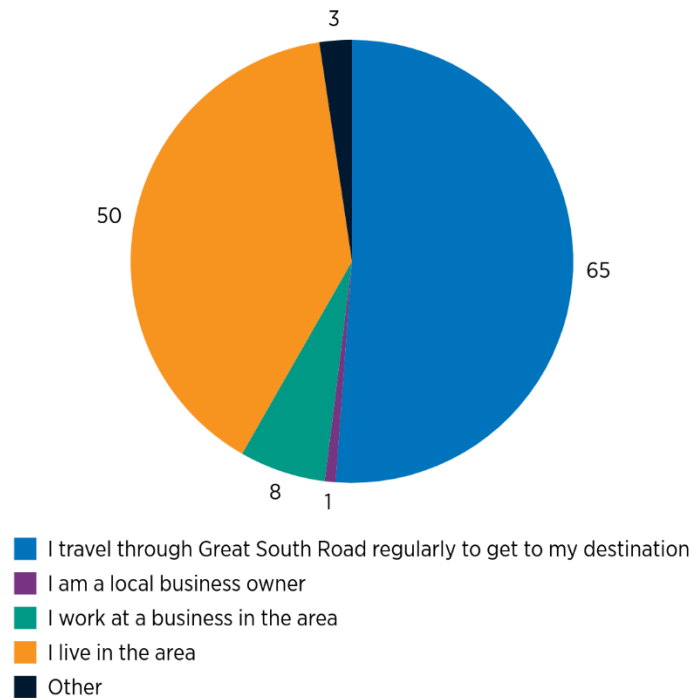
For most of these questions, people could pick more than one option. They could also pick 'Other' as an option for the questions about their relationship with this part of Great South Road and what modes of transport they use when travelling.

Relationship to Great South Road

Overall, most of the respondents said their relationship to this part of Great South Road was that they travel through it regularly to get to their destination or they live in the area. Eight people said they worked at a business in the area, and one person said they owned a business in the area.

What is your relationship to this part of Great South Road?

n=127*



**People could select more than one option including adding detail in 'Other'*

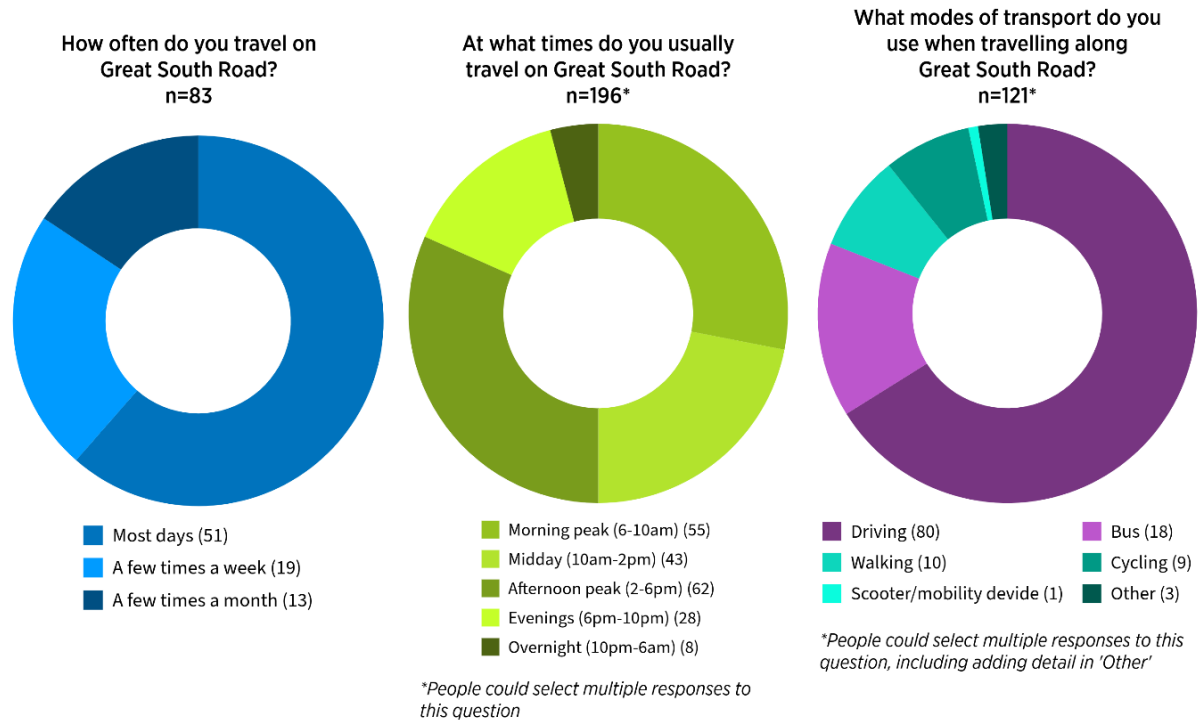
Three people also answered 'Other' to this question. Of those, two specified they managed businesses on Great South Road, and one said they use Great South Road to reach shops in Takanini.

Travel habits on Great South Road

Most of the respondents are very familiar with this part of Great South Road and travel it regularly. Most (51) said they travel on this part of Great South Road most days of the week. Only 32 total respondents said they travel on the road a few times a week or a few times a month. None of the respondents said they rarely travel on Great South Road.

Most of the respondents are also travelling on Great South Road when traffic is typically busiest. When asked what times of day they travel on this part of Great South Road, most said they travel during the afternoon peak (2 to 6pm), during the morning peak (6 to 10am), and midday (10am to 2pm). Twenty-eight people also said they travel on Great South Road in the evening time (6 to 10pm). Only eight people said they travel the road overnight (10pm to 6am).

Travel habits on Great South Road responses breakdown



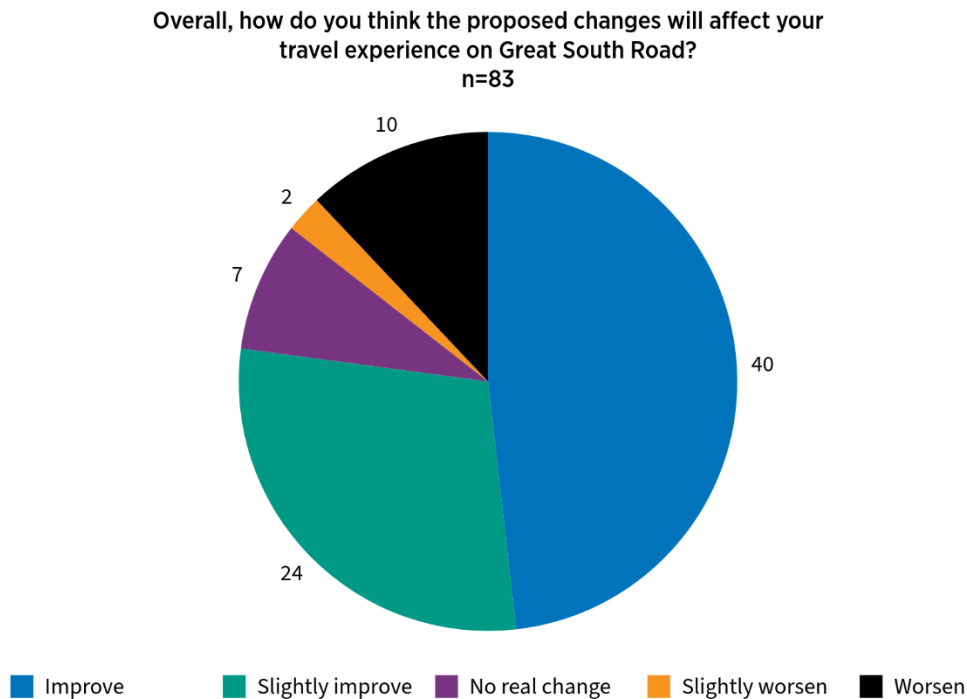
When asked what modes of transport they use when travelling along Great South Road, almost all of the respondents said they drive (80). Only 18 people said they take the bus, and 20 people total said they walk, cycle or ride an e-scooter or mobility device.

Three people also answered 'Other.' Of those, two wrote in that they take the train in addition to driving as part of their journey, and one said they use a wheelchair.

Feedback themes

Overall feedback

The community's response to the proposed changes to optimise travel on Great South Road in Takanini was positive overall.



We asked people how they believed the project would impact their travel experience - whether it would improve, slightly improve, worsen, slightly worsen, or would have no real change. Most respondents (64 total) said they believed the project would improve or slightly improve their travel experience.

Twelve people total said they felt the changes would worsen or slightly worsen their travel experience. Seven believed the changes would have no real impact on their travel experience.

Stage 1 detailed feedback

When we asked people about how they believed the project would impact their travel experience, we also gave them the opportunity to elaborate on their answer in an essay question. Sixty-five people left feedback elaborating on their answer around the project's impacts. Below are the most common themes we heard about the changes proposed in Stage 1.

Creating two continuous lanes will help ease congestion

Forty people left comments expressing their support for creating more lanes on Great South Road. They believed the additional lane capacity would help to ease congestion, eliminate bottlenecks and long queues at busy times, and result in overall smoother traffic flow.

Support for moving cycle lanes off the road

Fifteen people left comments specifically about removing the on-road cycle lanes. Most of these comments were supportive of the change. They mentioned there was low usage of the current on-road cycle lanes and that replacing them with shared paths and off-road cycle lanes would be generally safer and better for traffic flow.

Two of these commenters had mixed feelings about the on-road cycle lanes being removed. They said, as more experienced cyclists, they preferred on-road cycle lanes for smoother travel, but they acknowledged shared paths and off-road cycle lanes might be more appealing to less experienced cyclists.

Removing parking could impact people between Manuroa Road and Taka Street

In the survey, we asked people about their parking habits on Great South Road. We asked people if they generally park their vehicle on Great South Road. Of the 80 people who answered this question, 67 people said they never (57) or rarely (10) park on Great South Road. Eight people said they occasionally park on the road, and five said they regularly do, mainly because they were visiting a business or because they had a home on Great South Road without enough off-road parking space.

When we asked this group if they believed they could find an alternative place to park nearby if we installed broken yellow lines on Great South Road, the responses were split. Of the 23 people who answered, 11 said they believed they could find another place to park. Twelve said they believed they would not be able to. Most of those concerned about finding alternative parking were concentrated in the section of Great South Road between Manuroa Road and Taka Street. They said it was difficult to find convenient alternative parking on nearby side streets that was close enough to their home or business.

Communicate closure of Beach Road bus stops well to customers

Only two people left feedback around the proposal to close the two bus stops on Great South Road by Beach Road. They both had no concerns about the closures, but they did ask that we communicate the closures and alternative stop locations to customers through lots of different channels and with plenty of advance notice.

Keep timing between Stage 1 and Stage 2 as short as possible

Two people left feedback encouraging us to keep the timing between delivery of Stage 1 and Stage 2 of the project as short as possible. Keeping the timeline between stages short would ensure cyclists are not heavily impacted and that the community is not frustrated.

Stage 2 detailed feedback

Here are the most common themes we heard about the changes proposed in Stage 2:

Make sure new bus stops by Graham Road are easy to get to

Three people left feedback for us to consider around relocating the bus stops by the Taka Street intersection to closer to Graham Road. They suggested we make sure the stops were placed in an area that is easy for customers to get to. Two of the commenters also suggested we make sure the new stop in front of the Bunnings carpark doesn't obstruct views or access for drivers entering and exiting the driveway.

Bus stops by Maru Road need better bus shelters

Eight people gave feedback on the new bus stop near Maru Road (replacing the indented bus stop by Manuroa Road) and the proposal to upgrade the bus stop by St Aidan's Reserve. Most of them said these stops should have new, better quality bus shelters as part of the changes. They said the existing bus shelter at the St Aidan's Reserve stop was prone to vandalism and needed more lighting. They suggested new bus shelters be installed that have more lighting, are more resilient against vandalism and are large enough to protect customers from the elements (i.e., rain days). One commenter envisioned these stops becoming key access points to Takaanini Station and encouraging more multi-modal journeys.

Positive feedback for Maru Road-area signalised crossing

Five people gave feedback on the new dual pedestrian-cyclists signalised crossing north of Maru Road. Overall, their feedback was positive. They appreciated how the crossing being push button activated minimised the impacts to traffic flow on Great South Road while also offering pedestrians and cyclists another safe crossing point. One commenter suggested we design the signal to activate automatically when detecting cyclists approaching the crossing so that they have a more seamless travel experience.

Suggestions for new shared paths

In the survey, we asked people if there were any features that would make the new shared path and off-road cycle lanes easier or more appealing to use. We also asked if new off-road facilities might make people more likely to travel by active modes (i.e., walking, cycling, using a scooter).

Most of the respondents (57 out of 78) the new infrastructure would not change how they currently travel. Fifteen people said it would encourage them to travel more often by active modes, and six people said they already walk, cycle or ride a scooter as part of their journey. Since most people who took the survey also said they were driving through Great South Road to get to their destination, it's possible travelling by active modes isn't feasible for their regular commute.

Although most respondents said the new features would not change the way they currently travel, many of them (39) offered suggestions on features that would help make the shared paths more appealing or easier to use.

Here were the most mentioned themes and suggestions:

What we heard about shared paths



Clear separation needed

People wanted separate space for pedestrians and people on bikes or scooters. Suggestions included markings, signage, or physical barriers.



Smooth, well-maintained paths

People wanted smooth paths with minimal bumps to ensure accessibility and safe travel year-round. Paths should also be cleaned regularly and lined with rubbish bins.



Additional safety considerations

People told us to be mindful of driveway sightlines and visibility along the paths. They also suggested protection from hazards, such as illegal parking and misuse.

There needs to be clear separation between cyclists/e-scooter riders and pedestrians:

Many commenters (19) said the shared paths should be made with clearly indicated, separate paths for pedestrians and for people on bikes or scooters to reduce potential conflict points between the groups and ensure everyone could travel safely. At minimum, this should be done with markings and signage on and along the paths, but some suggested putting in physical barriers as well. Many also said to make sure the shared path is built wide enough that there's room to mark separate lanes for pedestrians and for people on bikes and scooters.

Shared paths must be good quality and well maintained: Five people left suggestions around quality and maintenance of the shared paths. Most of these commenters said the shared paths needed to have as few bumps and dips (at driveways, for example) as possible to ensure smooth, seamless travel. Some also pointed out this was important for people on wheelchairs or using other mobility assistance devices. Three of the five commenters also suggested the paths be fitted with rubbish bins to reduce litter on the paths. One person also pointed out that the paths would need to be cleaned regularly of foliage from surrounding trees, especially during autumn and wintertime when acorns fall off the trees, so that they don't get too slippery.

Additional safety considerations: Four people left additional points for us to keep in mind around keeping the shared paths safe. Two commenters said people riding dirtbikes on the existing footpaths was a concern in their neighbourhood and suggested we include measures to deter people from riding dirtbikes on the new shared paths, either through enforcement or physical features. Two people also said there should be good sight lines for driveways along the shared paths and there should be enough room for residents to put out their rubbish bins for collection somewhere that's not on the paths. One person was also concerned about the possibility of people parking illegally on the shared paths and asked that we include measures to prevent this.

Taka Street intersection feedback and suggestions

For the proposed changes around the Great South Road and Taka Street intersection, we asked people if they would find new intersection layout easy to understand and navigate. Forty-six out of 83 people said they thought the new layout would be easy or very easy to navigate. Twenty-seven people answered neutrally, and 10 people total said the layout would be difficult or very difficult to navigate.

We also asked if there were additional features that would help people navigate the new layout. Thirty-two people left comments for this question.

Here were the biggest themes:

What we heard about Taka Street intersection



Balanced traffic signals

People wanted signals to work well for all directions, with concerns about right-turn signals causing delays for others.



Clear signage and road markings

People said clear, visible signs and road markings were key to navigating the new layout. Some also suggested wayfinding and clear communications about the changes.



Support for new and upgraded crossings

Some people supported the new/upgraded crossings and safer pedestrian and cycling access. Some also suggested more accessible ramps and good lighting for nighttime visibility.

Make sure traffic lights are optimised for all travel directions: Seven people were concerned removing the left-turn slip lane on Walter Strevens Drive and creating two right-turn lanes from Taka Street to Great South Road would lead to people who are driving in other directions (i.e., going straight or turning left) getting stuck in queues for right-turning traffic. They suggested the traffic signal phases be set up in a way that doesn't too heavily favour right-turning traffic onto Great South Road so that people driving in other directions are negatively impacted. Two people suggested we fit the traffic lights with smart technology to further optimise journeys through this intersection. Two people also suggested we install enforcement cameras to deter red light runners.

Clear, easy to see signs and road markings will help people navigate intersection changes: Six people said putting navigational signage where it would be highly visible to drivers along with clear lane markings would help people navigate the changes. One commenter suggested we also advertise the new intersection layout to locals shortly after completing the changes. Another

suggested we include wayfinding signage indicating the left turn from Walter Strevens Drive leads to the motorway.

Positive feedback for new pedestrian-cyclist crossings: Three people left comments praising the removal of the left-turn slip lane from Walter Strevens Drive and adding new dual pedestrian-cyclist crossings on all four sides of the intersection. They said these changes would make the intersection much safer and easier for people to cross. One commenter also asked us to ensure the crossing ramps were sloped gently enough for people with mobility needs or pushing a pram to use. They said the existing pedestrian crossing ramps were very steep. Another commenter said to make sure the crossing signal lights were bright enough to see at night, which is especially important in the winter when it gets dark earlier.

Future improvements

In the last question of the survey, we asked people to share what future improvements they would like to see on Great South Road. Forty-seven people gave feedback on this question. Below are the most mentioned themes and suggestions. We will share this feedback with relevant teams to consider for future improvement projects.

Other sections of Great South Road need more lane capacity: Eight people said more sections of Great South Road in the area need more road lanes. They suggested we continue increasing lane capacity on the road further south, heading towards Walters Road, Papakura and even beyond. Two people suggested we continue moving more cycle lanes off the road to create the necessary room for more lanes. Another person said Great South Road needed another inlet lane for northbound traffic getting on the motorway.

Add more pedestrian crossings: Five people said they would like to see more pedestrian crossings on Great South Road, particularly around major town centres like Southgate and transport hubs. Three of these commenters also wanted to see more enforcement on Great South Road to deter driving behaviours that put pedestrian safety at risk, such as speeding, red light running, and parking on berms or footpaths.

Create more walking and cycling connections: Four people said the area, and South Auckland overall, needs more walking and cycling connections. Areas they mentioned where they would like to see more walking and cycling infrastructure included Takanini, Waiata Shores, Papakura, Penrose, Ōtāhuhu, and even across all of Great South Road in Auckland. Some said AT needs to take a more joined-up, comprehensive approach to developing the walking and cycling network in South Auckland so that people could travel it across long distances and rely less on their cars.

More reliable public transport services: Four people said they would like to see more reliable public transport services in Takanini, particularly bus services. They said buses should take people to more places around the Takanini area and wider South Auckland. One commenter also mentioned that we add another stop on the 364 bus route for people in Waiata Shores, near Te Mura Crescent. They said this would help more people in the community get to Te Mahia Station safely in the morning time.

Coordinate or upgrade more traffic lights: Three left suggestions about improving the traffic lights on Great South Road. Two said the traffic lights should be better coordinated to encourage freer flow and movement heading towards the motorway and continuing to Manurewa. One person suggested we upgrade more traffic lights with smart technology and that we signalise the Walters Road roundabout or introduce roundabout metering.

Other area streets in need of improvements: Three people suggested local streets connected to or near Great South Road could use more improvements. Streets they mentioned include:

- Manuroa Road – One person said the southeast corner of the Great South Road-Manuroa Road intersection should be reviewed, as there are visibility issues for people turning left from that corner onto Great South Road.
- Challen Close – One person said dangerous U-turning was still happening at the corner dairy on Challen Close despite bollards recently being installed to deter the behaviour. They suggested we install “no U-turn” signs as well.
- Manuia Road – Two people suggested we ban right turning from Manuia Road onto Great South Road until the new rail bridge and intersection upgrades are built. They said near misses keep happening from people trying to turn right from that direction across multiple lanes.

Stakeholder feedback

Four organisations representing freight and courier groups submitted feedback on the project. Bike Auckland also provided some feedback via their website. We’ve summarised the key points of each of these submissions below:

NZ Automobile Association

NZ Automobile Association strongly supports Auckland Transport focusing on making changes to address congestion and get more out of busy corridors like Great South Road. Our view is that road space on major roads should be allocated in a way that will move the most people. We applaud AT for proposing changes that will achieve this.

We are also pleased to see that safety improvements form part of the proposal, particularly improved pedestrian and cyclist crossing facilities and separate/off-road active mode infrastructure. Integrating these improvements alongside operational changes is an important part of achieving balanced corridor outcomes.

National Road Carriers Association

The National Road Carriers Association believes the proposed changes on Great South Road in Takanini are very worthwhile. We do not see any issues from our end.

NZ Heavy Haulage Association

NZ Heavy Haulage Association advocates for maintenance and preservation of current oversize routes. Great South Road in Takanini is on an approved over-dimension, overweight, HPMV (if permitted) and HPMVE truck route, which may also lead to other residential destinations for house relocations or nearby roads feeding off of arterial roads in Takanini.

We approve the changes to lane markings to continuous traffic lanes on Great South Road, the removal of on-road cycling lanes to be replaced with an off-road shared path, and the relocation of some bus stops.

We approve the installation of a new push-button signalised crossing for cyclists and pedestrians north of Maru Road provided it does not restrict over-dimension envelope of 11 metres wide by 6.5 metres high or can be hinged down or removed by one person.

We approve the proposed upgrades to Taka Street and Great South Road intersection provided they do not restrict over-dimension envelope of 11 metres wide by 6.5 metres high.

Ia Ara Aotearoa Transporting New Zealand

Transporting New Zealand supports the proposed changes to Great South Road in Takanini and recommends that Auckland Transport take care to ensure the changes do not impact road freight movements and heavy haulage (over-dimension) travel.

The corridor is part of the Strategic Freight Network and a key heavy haulage route for oversize loads. This covers several classes of freight such as Overweight and Over-dimension. These loads include houses, large construction equipment, and asset infrastructure elements travelling to or from Ports of Auckland and must travel on specified routes within defined time frames.

Bike Auckland

On the Stage 2 design, we question whether this area would be better suited with a T3 lane plus a main traffic lane each way, rather than two general traffic lanes each way. We also wonder if the footpaths could be widened during Stage 1 for use as a shared path. This would make it safer for people travelling on bikes while the rest of the changes in Stage 2 are being delivered and more formal off-road cycling infrastructure is built.

Next steps

After reviewing the public feedback on Stage 1 of the project, we have decided to proceed with implementing this stage with no further design changes. We plan to deliver the Stage 1 changes towards the end of July/early August, before City Rail Link opens. We will notify the community as soon as we have confirmed construction dates.

We will also be meeting with the Papakura Local Board later in July to discuss the public feedback on the Stage 2 changes. Afterwards, we will complete the Stage 2 detailed design, which will consider the local board's recommendations and the community's feedback. We are on track to implement Stage 2 of the project between November and December 2026.