

Feedback summary

Takaanini Level Crossings



Between 12 August-26 September 2022 and 5 November-20 December 2022, we spoke to the community and potentially affected landowners about the level crossings project. This is a summary of the feedback we received across both periods.



81 responses overall



2,278 visits to our online engagement platform



23 responses from landowners



11 emailed pieces of feedback



44 'pin drops' via social map



26 survey responses

Online engagement

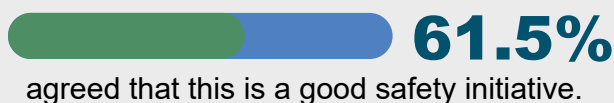
We received 70 pieces of feedback through our online engagement platform. Forty-four of these were 'pin drops' on the interactive map and 26 were survey responses. We also received 11 pieces of feedback via email.

Our online engagement platform:

- received 2,278 page views
- received 1,627 unique visits
- attracted 1,540 first-time visitors to the online platform.

We asked:

Level crossings are progressively being removed throughout Tāmaki Makaurau, to improve safety and reduce delays. Is this a good safety initiative for Takaanini?



Key themes:

Requests for more information

What you said

- People said they would like to see more information.
- We were asked to show 3D models or concept designs, and to explain the position, route, and height of the potential bridges.

What we have done/what we will do

- We re-opened engagement and presented information at two community open days in November 2022.
- We are still investigating our options, so we cannot provide design details at this stage. Detailed design will occur closer to construction.

Using underground space at Walters Road



What you said

- Some pieces of feedback queried why the potential Walters Road crossing is not an underpass.
- Other pieces of feedback wanted to see the rail tracks go underground, or for the rail line to become a 'subway'.

What we have done/what we will do

- The underpass has greater complexity, risks and impacts than a bridge, such as soft ground conditions and resilience in extreme weather events. Additionally, the level of construction impacts and complexity, risk and disruption from an underpass is anticipated to be greater than a bridge.

Active modes

What you said

- The feedback received questioned if the community would embrace active modes. We were told that it is currently unsafe to walk or cycle around Takaanini, and that the current community do not walk or cycle often.

What we have done/what we will do

- We are proposing to provide active modes facilities at all proposed crossings in the project. This will provide the community with safe, user friendly facilities, and give the community more transport options.

Potential closure of the Spartan Road and Manuroa Road level crossings

What you said

- We heard from freight industry stakeholders that this is an important route for movement and business.
- People were concerned that the potential closure of Spartan Road would direct heavy vehicle traffic into residential streets, and create congestion.
- People do not support the proposed closure of Manuroa Road, as it is used by thousands of vehicles a day.
- Some pieces of feedback did not think Oakleigh Avenue could support an increase in traffic movements should both of these crossings close.

What we have done/what we will do

- We are proposing to provide a new alternative crossing at Manuia Road.
- We are unable to grade separate at Spartan Road, due to the proximity of the Takanini interchange. There is not enough space, and constructing a crossing here would seriously impact the surrounding environment. The current level crossing also has a poor safety record.
- We have proposed to close the Manuroa Road crossing to ensure an even distribution of the potential bridges over the rail corridor, which would maximise the benefits of these bridges.

Amenities

What you said

- People were concerned about the impact of the bridges over the rail corridor on the community. Feedback touched on concerns relating to noise, vibration, visual amenity, and land use amongst others.

What we have done/what we will do

- We are carrying out further investigations as part of the Detailed Business Case process. These will help the project team understand these impacts in greater detail.

Grade separation at Takaanini Train Station

What you said

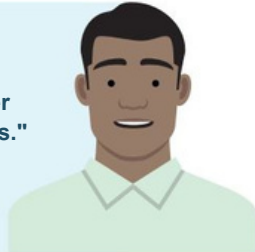
- You said that the level crossing over the rail corridor into the station is unsafe and should be removed.

What we have done/what we will do

- We have passed this feedback on to Auckland Transport, as it is not within this project's scope.

What are some of the things that people said?

"This is long overdue. But definitely better late than never. So I definitely support this."



"Doesn't seem a good idea, as the traffic is already overstretched. Unless there are options created the construction period will create nightmares for residents and vehicles"

"...NZ track crossings in general are very poor compared to other OECDs. I suggest you dig down to lower the tracks, and convert the current crossing road into a bridge. This will have absolute minimum impact to current road users, cyclists and pedestrians."



"I agree with grade separating this crossing for pedestrians [and] cyclists. This part of Auckland is highly unfriendly to cycling, and needs assertive action to provide safe, separated cycling infrastructure, beginning with this level crossing..."

Next steps

The Auckland Transport and Waka Kotahi Boards will consider the Takaanini Level Crossings Detailed Business Case in mid-2023, and lodgement of Notice of Requirements to support route protection of the preferred alignments will occur in mid-2023.

The project is currently without funding for detailed design and construction, with construction not expected to begin for another 10 to 20 years.



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