



How will you remove or replace these level crossings?

The main options available are:

1. A walking and cycling bridge or underpass that people on foot, bike, or using mobility aids can use, but not vehicles.
2. A road bridge or underpass that goes over or under the train tracks, allowing vehicles as well as people walking, cycling, or using mobility aids to cross safely.
3. A road bridge or underpass in a different location to the current level crossing.
4. Close the level crossing and replace with safer connections on an alternative route.
5. A rail trench at a lower level to the surrounding area, allowing a road, footpath and cycle route above rail lines – similar to New Lynn. The gradients required for rail mean this would be long and likely have a high cost.
6. Rail lines on a long bridge allowing trains above roads, footpaths and the surrounding area. Like a rail trench, the gradients required mean this would be long and likely have a high cost.



Glen Innes Station pedestrian bridge

When is this happening?

We're doing the essential planning work to decide how to replace level crossings in the West and be ready to start construction from the 2030s. During the next two years our focus will be to identify and develop the plans for all 21 level crossings across the Western Line.

Help us understand your neighbourhood

Some of the information we need to help us make decisions about each level crossing is understanding the neighbourhoods, town centres and business areas along the Western Line. We are working closely with Local Boards but also want to hear from you about what's important to you in your local area and how you get around.



Scan the QR code for more information and a list of our engagement sessions

Go to bit.ly/ATWLSurvey to complete a short survey and help us understand your neighbourhood better. Or email us at LevelCrossings@at.govt.nz

AT001392_12.30.26



Western Line Level Crossings

We're getting ready to remove and replace level crossings



April 2026

Level Crossings Programme

Opening City Rail Link this year will mean big cuts in journey times (especially from the West), more frequent trains across the network and it will be easier to connect with people and places. Replacing rail level crossings with safer connections is a key part of making it happen and allowing even more trains to run in the future, while making it safer to get around your community.



Keeps traffic moving



Supports urban development and better public space



Safer local journeys



More trains now and in future

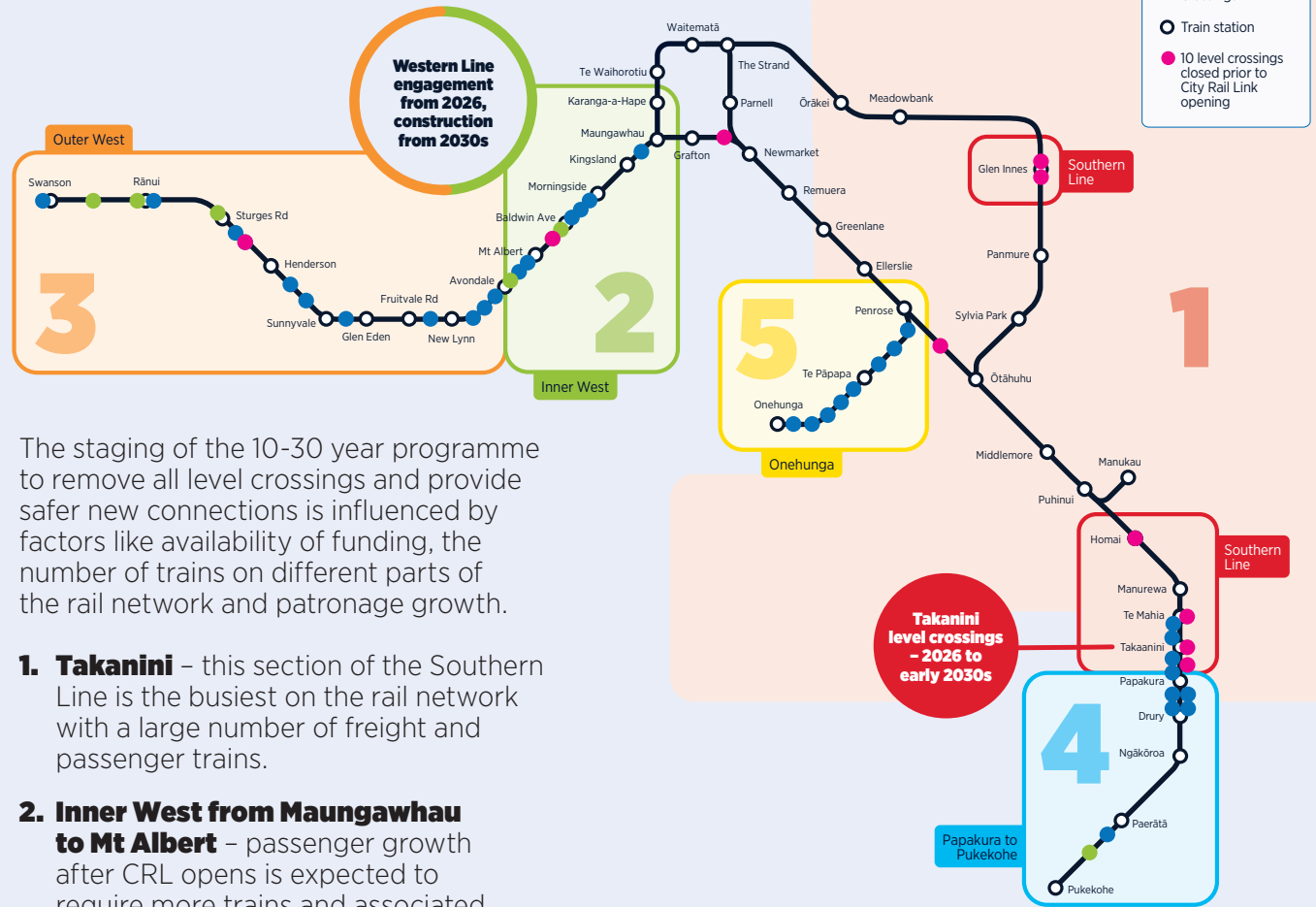
What does this mean for the Western Line?

Initially after City Rail Link opens, the amount of time barrier arms are down at level crossings will remain similar to how they are now. But over time, as Auckland grows and rail demand increases, more trains will run and barriers would be down more often increasing safety risks and traffic delays if we don't replace level crossings with safer connections.

AT with support from KiwiRail are removing or replacing all remaining level crossings in Auckland, including 21 on the Western Line, in a staged approach to help unlock the full benefits of the City Rail Link.

There will be a number of challenges and trade-offs involved in deciding a solution for each crossing - including value for money, community impacts and access, and feasibility.

Level Crossings Programme - Staged delivery



The staging of the 10-30 year programme to remove all level crossings and provide safer new connections is influenced by factors like availability of funding, the number of trains on different parts of the rail network and patronage growth.

- 1. Takanini** – this section of the Southern Line is the busiest on the rail network with a large number of freight and passenger trains.
- 2. Inner West from Maungawhau to Mt Albert** – passenger growth after CRL opens is expected to require more trains and associated level crossing replacements or removals from the 2030s
- 3. West from Mt Albert to Swanson** – passenger growth is expected to require level crossing replacements or removals to support more trains from the late 2030s.

The Level Crossings Programme is funded by NZ Transport Agency and Auckland Council.

