



We're getting ready to replace rail crossings in Takaanini

Opening City Rail Link means more trains across the network, big cuts in journey times and easier connections to people and places.

Replacing rail crossings with safer connections is a key part of allowing more trains to run in future, while making it safer to get around your local area. Communities will also see changes to the urban environment and improved urban outcomes.

Concept design engagement

During May and June 2026, we asked for feedback on updates we'd made to the bridge designs since they were first proposed in the Notices of Requirement. The changes reflected what we heard from stakeholders and the community in September 2025, as well as opportunities to reduce costs, minimise construction impacts and fit better in the community. The feedback received this year will help us make decisions on the bridge designs and to understand how we can best keep Takaanini moving during construction.



6-week
'Always-on' project
display



31 stakeholder meetings
with partners, stakeholders
and impacted properties



32 door knocks
of impacted properties



25 events & pop-ups
450 face-to-face
conversations



Brand ambassadors at
train stations
3409 conversations
3297 flyers



220 face-to-face
interviews with
businesses



134 survey responses



AT Website &
media release



Reached 70,356
via social media



Translated resources
Te reo Māori, Samoan
& Punjabi



Flyers mailed out to
27,747 properties



67 letters to adjacent
properties



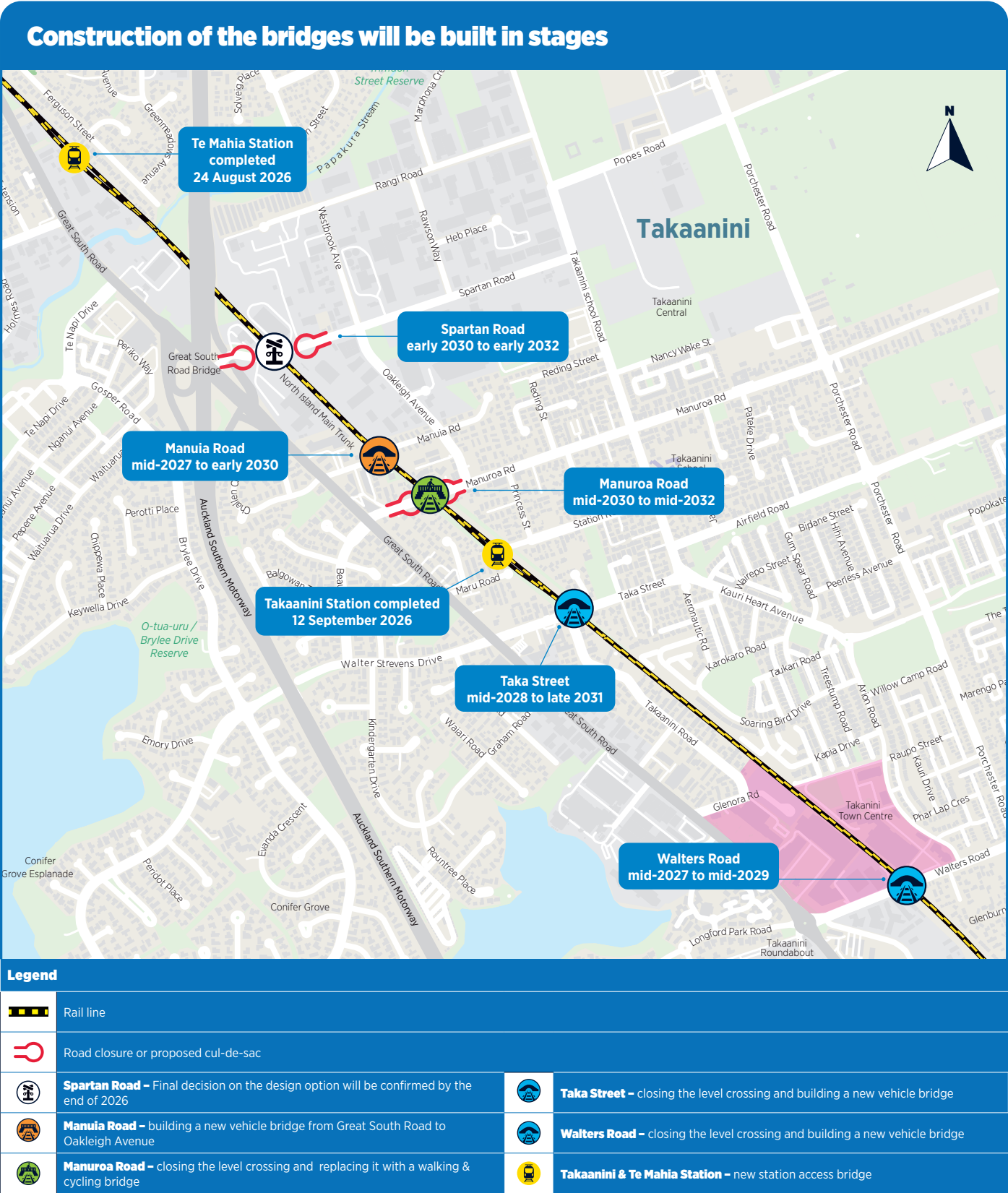
26 submissions via
Buzzly platform



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Location of Takaanini Rail Crossings



* Construction timing is indicative

Who we engaged with

Partner/Stakeholder Groups

Feedback was gathered from a broad range of partner and stakeholder groups in a range of different forums such as hui, meetings (face-to-face and online), presentations, workshops, drop-in sessions or via writing.

Partners	Mana Whenua • Kaitiaki Forum (Te Aakitai Waiohua, Ngaati Tamateraa, Ngāti Te Ata Waiohua, Ngāti Whanaunga) • Southern Operational Hui Auckland Council family • Urban Development Office • Parks and reserves
Programme partners	• Auckland Council • KiwiRail • NZ Transport Agency Waka Kotahi
Elected Members	• Mayor's Office • Papakura Local Board • Manurewa Local Board • Councillor Newman • Councillor Winiata • Rima Nakhle, MP for Takanini
Peak bodies	• Freight Reference Group • Emergency Services Working Group • Fire and Emergency NZ (FENZ)
Business representatives	• Takanini Business Association • Takanini Village Limited and Tonea Properties
Community and faith-based groups	• Mataawaka • Supreme Sikh Society New Zealand • Samoan Church • Takanini Residents Action Group • Conifer Grove Residents Association
Vulnerable user groups	• Capital Project Advisory Group (CPAG) • Takanini Lodge
Schools and early learning centres, specifically	• Kauri Flat School • Takaanini School • Holy Trinity School • Papakura Normal School • Best Start Manuroa Road • Go Bananas Childcare
Adjacent property/ business owners and occupiers	• Bruce Pulman Events Centre • Takanini Town Centre • Southgate Shopping Centre • Gateway Shopping Centre • Key businesses/properties at rail crossing locations
Impacted properties	• Commercial property owners • Residential property owners • Business owners
Public transport users	• Commuters at Takaanini Station, Papakura Station and Te Mahia Station

Business survey:

Additional engagement with businesses was undertaken in Takaanini prior to and during the engagement period.

A summary of the main issues identified in 220 face-to-face interviews with businesses is available in the appendix.

Snapshot of partner/stakeholder feedback

Partner/Stakeholder	Summary of Feedback
Kaitiaki forum	Mana whenua have been actively involved in the Takaanini Rail Crossings Programme since its inception through Te Tupu Ngātahi, the Supporting Growth Alliance and continue to play an important role in shaping project outcomes through the Kaitiaki Forum. Mana whenua have supported the overall design direction and have provided constructive input to ensure the project delivers on long term community benefits, including the environment, stormwater management, active mode connections, urban integration and opportunities for Māori design outcomes. Ongoing engagement is collaborative, with mana whenua continuing to work closely with the project team to optimise outcomes and achieve lasting benefits for future generations.
Southern Operational Hui	Overall supportive of the project and the safety benefits associated with removing rail crossings. Stormwater management was a recurring topic of discussion. Feedback highlighted the importance of pedestrian crossing locations at roundabouts, ensuring they do not conflict with vehicle movements. Through hui, mana whenua emphasised safe access for the local community and consideration of future growth. Interest was also expressed in the demolition of acquired properties, including how materials from these sites would be salvaged, recycled or disposed of.
Manurewa-Papakura Councillors	Manurewa-Papakura Councillors support the Takaanini Rail Crossings Programme and recognised the importance of progressing the project to improve safety, connectivity and network performance. Their feedback reflected a strong focus on value for money, practical design outcomes and maintaining project momentum. Their feedback supported the proposed option for Spartan Road and the improvements made to the design of Walters Road.
Papakura Local Board	Extensive engagement has been carried out with Papakura Local Board and will continue throughout the project. Papakura Local Board strongly supports the Takaanini Rail Crossings Programme and recognises its importance in improving safety, reducing congestion and supporting future growth in Takaanini. Members viewed the proposed designs positively and recognised the quality of stakeholder/community engagement undertaken. Key areas for consideration included future-proofing the network for growth, managing construction impacts, maintaining access and parking, and ensuring acquired properties and vacant sites are actively managed and well maintained to limit anti-social behaviour. There was an emphasis on the importance of careful staging and sequencing of works to minimise disruption, particularly avoiding heavy vehicle movements near schools and ensuring alternative routes are in place before level crossings are closed. They also highlighted the importance of mitigating impacts on existing community assets, clearly communicating changes affecting parks and reserves, and ensuring residual land and project outcomes deliver tangible community benefits.
Manurewa Local Board	Supportive of removing rail crossings to improve safety, recognising the strategic importance of the projects for the wider area. They viewed the concept designs as comprehensive and well thought through, with support for the proposed option for Spartan Road. Key areas of interest included network resilience, future growth, active mode connections and ensuring residual land delivers meaningful community benefits.
MP for Takanini	Particularly interested in ensuring project outcomes integrate well with the surrounding community, especially within the Takanini Town Centre. Feedback highlighted the importance of clear communication, strong evidence for walking and cycling improvements, and engagement with local community groups. Key considerations included accessibility, improving town centre connectivity, and ensuring designs enhance local character and support future development opportunities.

Partner/Stakeholder	Summary of Feedback
Capital Projects Advisory Group (CPAG)	CPAG was supportive of the programmes objectives and the level of community engagement undertaken. Feedback focused strongly on walking and cycling outcomes, network connectivity, accessibility, and ensuring infrastructure is fit for future growth. Members sought assurance that connections and future opportunities for active mode use were being adequately protected. CPAG supported the proposed Spartan Road option to exclude an active walking and cycling mode bridge, recognising the area's predominantly industrial land use. They requested confirmation that pedestrian crossings will be provided on both arms of the Oakleigh Avenue roundabout at the Manuia Road vehicle bridge. Concerns were raised about personal safety on the proposed Manuroa Road walking and cycling bridge due to low levels of passive surveillance, especially during evenings when the childcare centre is closed. The group were in favour of both lifts and ramps, with consideration given to ramp gradients.
Emergency Services Workshop	Emergency services representatives were supportive of the removal of rail crossings and emphasised the importance of continuing close collaboration throughout the design and construction phases to maintain reliable emergency response routes. Feedback focused on potential congestion at key intersections, particularly Walters Road and Porchester Road, as well as freight movements, turning movements for emergency vehicles, and overall network resilience. The group highlighted the critical role that Porchester Road and Walters Road play as key emergency response corridors.
Takaanini Residents Action Group (TRAG)	The Takaanini Residents Action Group was highly supportive of the programme, viewing the removal of level crossings as a long-overdue investment in the area. Members were also supportive of the breadth and quality of community engagement undertaken. Feedback focused on ensuring the project addresses future growth, traffic congestion, local connectivity, and impacts on reserves and community spaces. Concerns were raised about bridge capacity, the ability of the network to accommodate future demand, and maintaining convenient access for local communities while protecting valued local amenities. The group also expressed interest in the management of acquired properties, including the security and maintenance of sites following demolition.
Conifer Grove Residents Association	Conifer Grove Residents Association was highly engaged on matters relating to Manuroa Road. A key area of interest was whether the Manuroa Road and Great South Road intersection would remain signalised, with members expressing concerns about safe and convenient access to Great South Road and connectivity to Takaanini Station.
Freight Reference Group	The group supported construction approaches that minimise disruption, including designs that enable bridges to be built largely offline while maintaining network functionality. Discussions centred on bridge gradients, turning movements, route continuity, and the suitability of proposed layouts for heavy freight vehicles. Members also questioned whether proposed gradients and concentrated turning movements on Manuia Road could create operational challenges for over-dimension freight movements, with further discussions continuing with this stakeholder group. The group emphasised the importance of clearly communicating freight-related impacts, benefits, costs, value for money, and project trade-offs through public engagement materials.

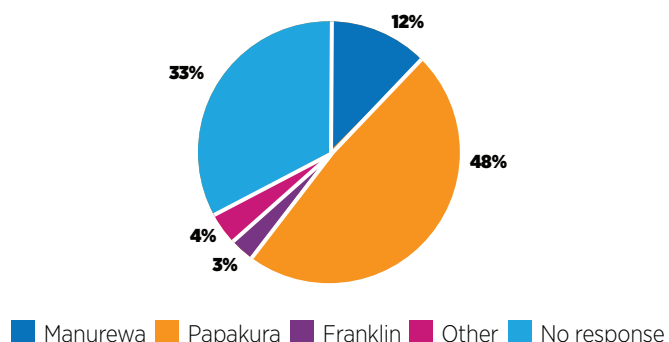
Partner/Stakeholder	Summary of Feedback
Businesses including Takanini Business Association, Takanini Town Centre, Southgate Shopping Centre, Tironui Road, Oakleigh Avenue and Gateway Shops	Businesses were largely supportive of removing rail crossings and the programme's focus on reducing congestion, recognising the benefits this would provide for customers, deliveries and staff. A key priority was maintaining business operations and commercial viability both during and after construction. Feedback focussed on ensuring continued access for deliveries, trucks, customers and commercial vehicles, while maintaining business visibility and effective wayfinding throughout the construction period and beyond. Concerns were raised that construction activity could worsen existing parking pressures, highlighting the importance of regular communications and advance notice of construction activities, traffic management changes, and parking impacts. Businesses expressed interest in the future use of residual land created by the project, integration of existing walking/cycling connections especially between the main shopping centres and ongoing involvement in bridge design decisions, especially regarding the look and feel of the bridges.
Schools and Early Learning Centres	Overall, schools and early learning centres were generally supportive of the long-term safety and congestion benefits of the project but had a strong interest in understanding the potential impacts of the project, especially on students, families, and educational facilities. Feedback focused on maintaining safe access for children, careful construction management to minimise disruption, and ensuring ongoing communication with education providers and families. Schools and early learning centres emphasised the importance of safe pedestrian routes both during construction and operation, especially for the students travelling through the Manuroa Road and Taka Street areas. The proposed Manuroa Road bridge design was viewed positively for its potential to reduce congestion around Takaanini School and divert heavy vehicles away from key routes used by students and their whanau. There was support for keeping Taka Street open during construction where possible, alongside discussions and greater understanding regarding parking spaces near Taka Street and the implications this could have for school-related activities. Maintaining safe access and minimising impacts on drop off/pick ups during construction was a key priority.
Other community groups/ organisations: Bruce Pulman Park Supreme Sikh Society New Zealand Samoan Church St. Aidan's Presbyterian Church Takaanini	Several community organisations and recreational facilities expressed support for the project, with the proposed designs viewed as being sensible. There was support for constructing the bridges offline to help minimise disruption and for taking a coordinated approach across transport related projects. Key themes included the need to manage congestion and intersection performance with traffic lights preferred over roundabouts, addressing rat running, accommodating major event traffic and parking demands, plan for future growth and improving walking and cycling connections. Specific feedback included the need to future-proof the Spartan Road area for industrial growth, support for additional lanes at the Manuia Road/Great South Road intersection, concerns about turning movements at Manuroa Road and recognition that the reserve area in Taka Street is currently underutilised.

Who we heard from in the community

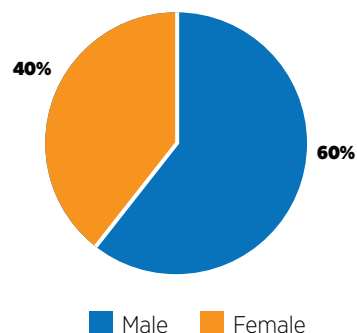
Our online survey received 134 responses (see below). Our 25 events and pop-ups included 450 face-to-face conversations. We also had 220 face-to-face interviews with businesses. All of this community feedback, together with stakeholder feedback, is summarised in this report.

Who responded to our online survey

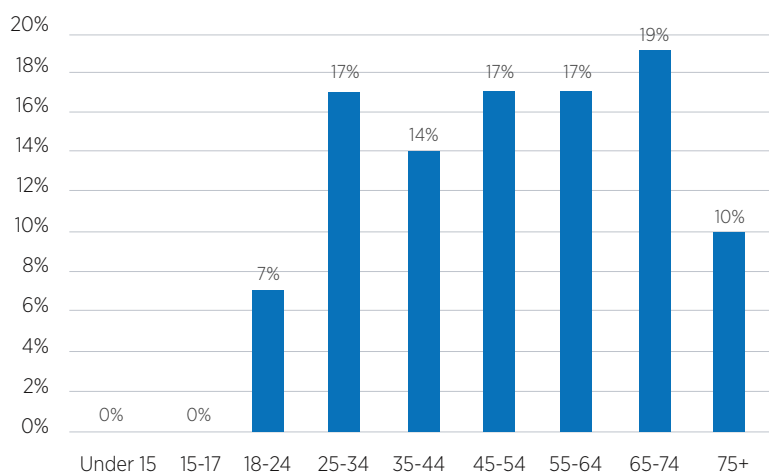
Which local board area do you live in?
(89 responses)



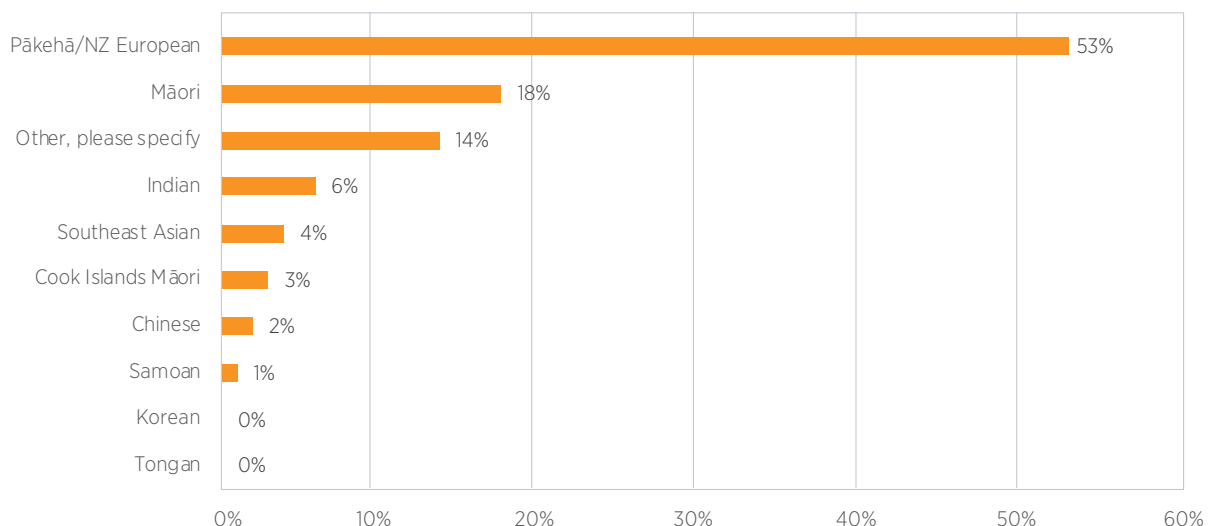
Gender of respondents
(89 responses)



Age of respondents
(90 responses)



Ethnicity of respondents
(102 responses)



What we heard

Key themes from the feedback

Support for replacing the rail crossings with bridges

While support for removing rail crossings was generally strong and the project is seen as long overdue, feedback mostly focused on how the project will be delivered and whether impacts on communities, businesses and everyday journeys can be effectively managed.

Address congestion, not add to it

Congestion is a major frustration in Takaanini and there is concern that the new bridges will simply shift it elsewhere. People want congestion reduced and feel the efficiency of the whole system is what matters more than individual bridges.

Design for future growth

There were concerns that the current designs for the bridges may not meet Takaanini's growing population and future transport demands, especially from neighbouring projects.

Minimise disruption during construction

There was strong support for keeping key routes open, reducing detours and maintaining access to key destinations during construction. People are willing to accept more short-term disruption if it means the bridges are built sooner.

Getting around to be made better for everyone

There is broad support for improved walking and cycling connections so people in Takaanini can have safer, and easier journeys between homes, shops, schools and public transport.

Safe and efficient freight movements

There is support for making freight and heavy vehicle movements more efficient to support the local economy, but people's safety and separation from heavy vehicles is paramount. People need to feel safe on and under the bridges. The community is keenly aware of anti-social behaviour such as graffiti and vandalism. People want places that feel safe and welcoming throughout the day and at night too.

Reflect Takaanini's identity but don't make it gold-plated.

There is strong support for the project to deliver benefits beyond transport improvements, that create long-term community value. Design features, landscaping and public spaces should be practical and well maintained but not gold-plated.

Create community benefits from leftover land

People told us that residual land should remain safe, purposeful, well maintained and deliver a clear community benefit, rather than becoming underutilised space.

What we are already doing

We opened new pedestrian bridges at Te Mahia and Takaanini Station in 2026 replacing two rail crossings and improving access for customers and local communities.

We will continue to work closely with our Network Optimisation team on projects across the wider network and outside the scope of our project. These projects include making space for additional lanes on Great South Road between Manuroa Road and Glenora Road. This will be supported by traffic lights and other improvements on Great South Road and connected local roads.

Planning is underway to change the roundabout at Walters Road and Porchester Road into a traffic light-controlled intersection to keep traffic moving.

Summary of feedback by location

Spartan Road

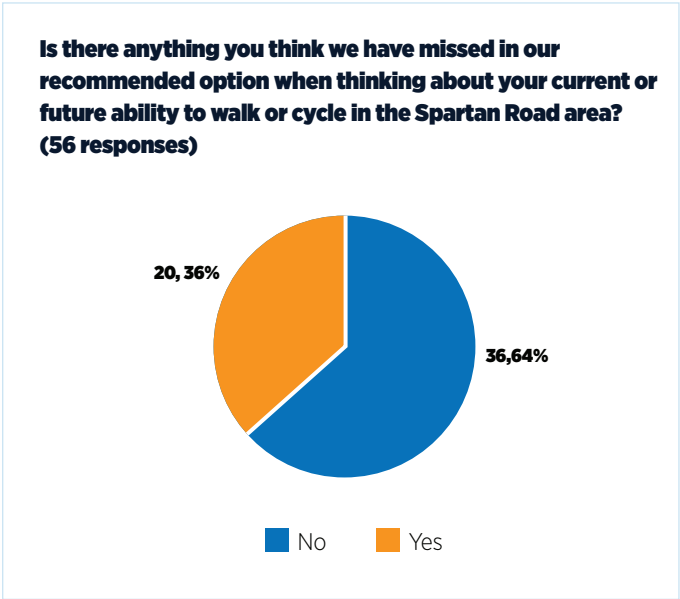
We asked

The recommended option is to close the rail crossing and do not include a bridge for walking and cycling. This is due to:

- The low number of bike and walking users now and in the future.
- The lack of cycle infrastructure along the road leading to this crossing.
- Heavy vehicles using the area, impacts on major utilities with cost implications, and constraints with the SH1 off-ramp.
- Its location is an industrial area with no future plans for residential development.

Is there anything you think we have missed in our recommended option when thinking about your current or future ability to walk or cycle in the Spartan Road area?

Online Survey Feedback



Other sources of feedback

Theme	Approx. Mentions
Support for Option 3 / Closure without a bridge	15–18
Low walking and cycling demand / "No one walks there"	9–11
Freight, industrial and heavy vehicle access impacts	10–12
Future-proofing and future growth	7–9
Retain or protect future walking/ cycling connectivity	6–8

64% said the **recommended option had not missed anything**, while 36% identified additional considerations for future walking and cycling access, indicating overall support for the **proposal with some concerns about connectivity**.

Key theme	What you told us	What we are doing and why
Little support for a walking and cycling bridge Concerns around future-proof, convenience and congestion.	There was strong support for our recommended option three which is to close the Spartan Road rail crossing and not build a walking and cycling bridge. It was seen as a practical and sensible solution as the bridge is not viewed as providing good value for money in this location. However, those in support expressed some concerns regarding: • A gap in the walking/cycling network should there be future demand • Increased walking distances with the closure of the rail crossing • Increased pressure on other routes increasing congestion elsewhere.	Stakeholder and community feedback supporting Option 3 (which would close the Spartan Road rail crossing without constructing a walking and cycling bridge now and in the future) will be considered as part of the final decision process, alongside value for money considerations, given the low numbers of walkers or cyclists in this area (observed counts per day of 15-35 pedestrians and 4-6 cyclists) and the limited growth in demand expected over time. A final decision is expected to be confirmed by the end of 2026. The new Manuia Road bridge will provide an alternative to Spartan Road for all vehicles with walking and cycling facilities separated from traffic to help keep people safe. Walking times will vary depending on the destination, however it's estimated that it will add an extra two to three minutes to Manuia Road shops and Takaanini Station. From Spartan Road to Waiata Shores, the walking distance is estimated to increase to between five and 10 minutes.
Concerns around freight movement and construction disruption	Need to retain appropriate ease of movement for freight and heavy vehicles: • Turning areas must be suitable for heavy vehicle manoeuvrability. • Construction disruption needs to be minimised for local businesses. • Access to VTNZ will be less convenient for customers (commercial and non-commercial).	The bridge design provides a new route for heavy vehicles which aims to move them away from residential areas and schools such as Takaanini School Road, Manuroa Road and Oakleigh Road (south). Turning facilities will be suitable for heavy vehicle maneuverability. The proposed staging and offline construction of the bridges will help minimise disruption by keeping existing rail crossings open until new bridges have been completed. During construction regular updates and advance notice of construction activities, changes to traffic management, wayfinding and signage will be used to support safe and efficient access.
Green spaces for workers to enjoy <i>"Nowhere to eat your lunch on a sunny day – could we have a bench?"</i>	Requests to provide somewhere for workers in Spartan Road and Manuia Road area.	Cost-effective opportunities for green spaces within the road reserve will be explored in the design.
Rail crossing safety and access	Requests to prevent informal access to the rail corridor.	The rail crossing will close and fencing will be installed to prevent informal crossing and access to the rail corridor.

Manuia Road bridge

We asked

Which is more important to you with separated walking and cycling paths on the bridge:

- Both side access – having on both sides will provide better connections for me or
- Save money – build on just the southern side to keep walking and cycling away from heavy vehicles.

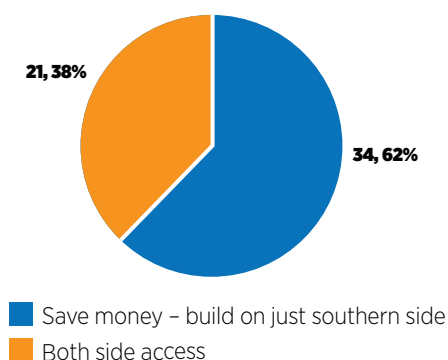
Are there specific design features that would make you more or less likely to walk or cycle across the bridge?

We will be removing some parking along Oakleigh Avenue (North) to help the flow of heavy vehicles approaching the roundabout. Do we need to consider parking changes nearby to support access in this area?

Is there anything else we've missed that we need to consider in the design of this bridge?

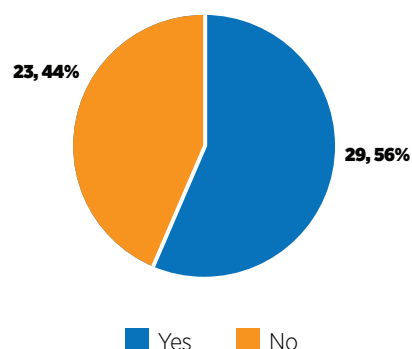
Online Survey Feedback

Walking and cycling on both sides of Manuia bridge? (55 responses)



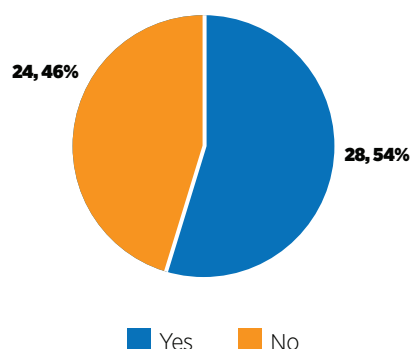
62% preferred separated walking and cycling facilities on the southern side of the bridge only. Indicating greater support for prioritising safety and cost savings over additional connectivity.

Removing some parking on Oakleigh (North), do we need parking changes nearby? (52 responses)



Responses were **mixed regarding parking changes**, with 56% of respondents indicating that **additional parking considerations are needed**, while 44% felt **no further changes were necessary**.

Anything we missed in the design of the bridge? (52 responses)



54% felt there were **additional design considerations that should be addressed**.

Examples included:

- Traffic congestion and access
- Business and freight access
- Urban design, aesthetics and visual appearance
- Residential impacts e.g. (noise and privacy)

Other sources of feedback

Theme	Approx. Mentions
Walking and cycling facilities	18–22
One side vs both sides active mode facilities	15–18
Traffic capacity and future-proofing	12–15
Traffic operations and intersection design	10–12
Parking and truck parking	10–12

Manuia Road bridge

Key theme	What you told us	What we are doing and why
Walking and cycling lanes on one side only <i>"Just put on one side, the shops side, not a big deal for people to go to that side to cross as most people would be on that side for the shops anyway".</i> <i>"The path needs to be wide enough for all users to feel safe."</i>	Strong support for walking and cycling facilities on southern side of the road bridge as this positions it closest to shops, rather than the industrial area to the north. Some concern raised about unsafe crossings if walking and cycling were to be only on one side of the bridge.	Support for providing walking and cycling facilities on the southern side of the bridge only will contribute to the final decision process along with other factors such as value for money.
Managing congestion	Congestion was a concern given the expected heavy use of this route, especially around surrounding intersections with Great South Road and Oakleigh Avenue. The bridge and roundabout design should accommodate maneuverability for freight and heavy vehicles to minimise congestion and safety risks for other vehicles. Concerns about ensuring congestion does not impede emergency response vehicles.	The new Manuia Road bridge has increased from two to three or four lanes to provide the capacity required for future growth. We have designed the Oakleigh Avenue/Manuia Road roundabout to accommodate the heavy vehicles that will use the bridge, and to avoid congestion. Turning lanes have been increased to two right lanes northbound at the intersection of Manuia Road bridge to Great South Road. We have listened to concerns relating to the wider road network. On Great South Road we will add an additional lane northbound between the new Manuia Road bridge and the State Highway One on-ramp. Southbound, an additional lane has been added between the State Highway One off-ramp and Manuia Road bridge intersection. AT projects, outside our bridge design scope, are already underway to improve traffic flow on other parts of Great South Road such as making space for extra lanes between Manuroa Road and Glenora Road. This will be supported by traffic light improvements on Great South Road and connected local roads. We are working closely with emergency services to ensure that access and response times for emergency vehicles are considered in each stage of the bridge design.

Key theme	What you told us	What we are doing and why
Oakleigh Avenue (North) parking removal <i>"Trucks parking makes it go to one lane to get to Porchester"</i>	Feedback on removing some parking on Oakleigh Avenue (North) to help keep traffic moving was mixed. There was discussion on the need for staff parking, the prevalence of truck parking affecting bus and vehicle movements and parking spill-over into surrounding residential streets, especially with local events. Long-term truck parking on Oakleigh Avenue North and Takanini School Road reduces road space, makes access difficult and creates serious safety issues.	We will add parking restrictions to address safety, access and congestion at the northern end of Oakleigh Avenue.
Safe and accessible walking and cycling connections and crossings	People wondered how comfortable the route would feel to use alongside the increased number of heavy vehicles. Concerns were raised about walking and cycling safety, especially for people with accessibility needs. There was strong interest in pathway widths, lighting and ensuring separation from heavy traffic. Feedback showed that pedestrian crossing facilities needed to feel safe for all users especially busy intersections at the bottom of a steep bridge. Allowing more time for pedestrians to cross and wider footpaths were common requests. Feedback showed support for anti-throw screens, lighting, landscaping and murals to help the bridge feel safer, more welcoming.	Walking and cycling facilities on vehicle bridges will be separated from the traffic to help keep people safe. The intention of the new Manuia Road bridge is to provide a new route for heavy vehicles, shifting them away from residential areas and schools such as Takanini School Road, Manuroa Road and Oakleigh Avenue (south). The design for the bridge addresses pedestrian safety on all four arms of the new Great South Road/Challen Close/Manuia Road bridge intersection. On the other side of the bridge, there will be pedestrian and cycle crossings on Oakleigh Avenue and Hitchcock Road arms of the new roundabout. Recommendations for lighting and other ways to make the bridges feel safer will be shared in early 2027 as part of the preliminary design.
Future network growth <i>"I don't think 2 lanes in each direction is enough. The growth in the area is substantial and will only continue to grow in the future".</i> <i>"Frustration that related projects are being delivered separately."</i>	While many people supported the proposed four-lane bridge, some questioned whether surrounding intersections and connections, including Great South Road and Oakleigh Avenue, would have sufficient capacity as development continues in the area.	The new Manuia Road bridge has increased from two to three or four lanes to provide the capacity required for future growth. All bridges have been designed to allow space for future expansion of the rail network, from two to four tracks.

Key theme	What you told us	What we are doing and why
Business access and visibility	Businesses in the Manuia Road area were concerned about losing direct customer access and visibility with the proposed loop road. We heard that it's important to maintain access to businesses, shops and services throughout both construction and operation. Businesses in the area raised concerns that changes to parking, access arrangements or traffic flow could affect customer visits and day-to-day business activity, specifically the shopping area and surrounding commercial properties.	The proposed staging and offline construction of the new bridge helps to minimise disruption by keeping existing rail crossings open until new bridges have been completed so that partial road access is maintained. During construction temporary traffic management, staged access, wayfinding and signage will be used to support safe and efficient access. We will engage early and often with affected businesses, along with traffic management, to minimise disruption with a dedicated point of contact to respond to issues. We will set up local reference groups for businesses to ensure their voices are heard.

Manuroa Road bridge

We asked about access to the bridge

Based on your needs and how you travel around the area, how well do these options work for you?

Option 1: Ramps and stairs

Option 2: Lifts and stairs

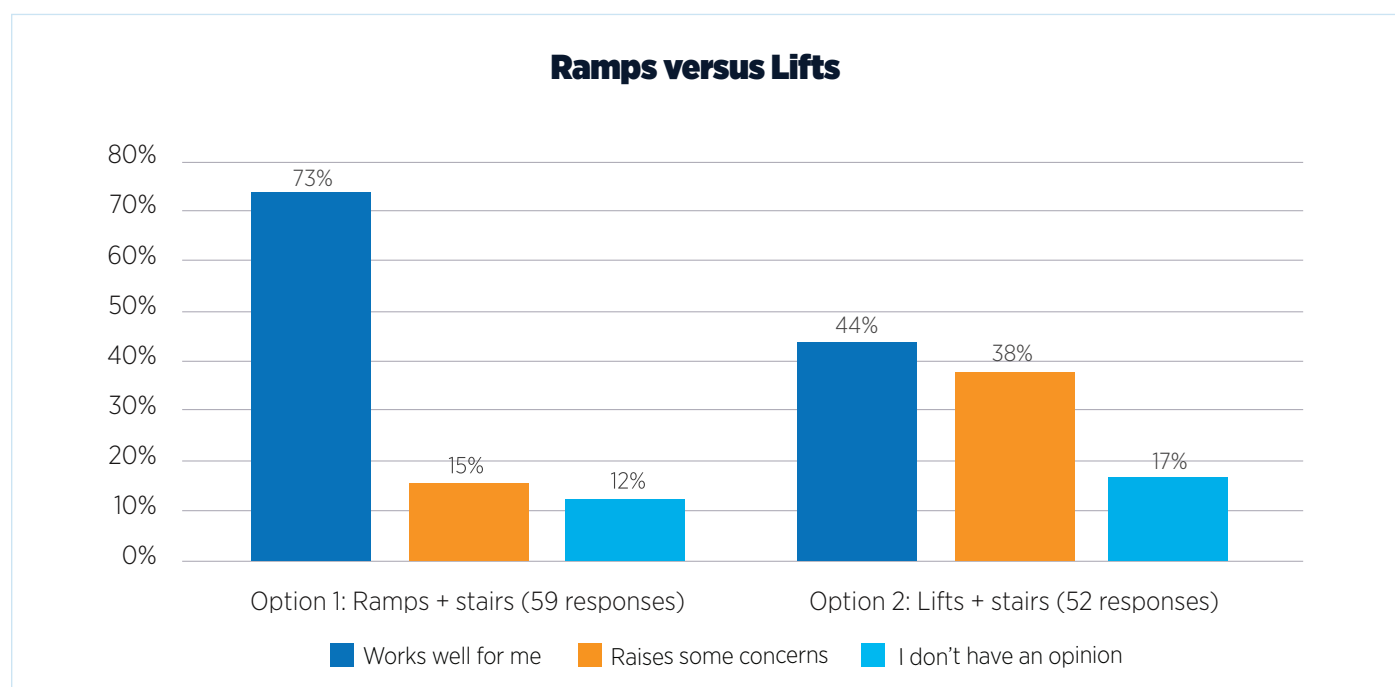
Any comments on your choices?

Are there specific design features that would make you more or less likely to walk or cycle across the bridge?

Is there anything else we've missed that we need to consider in the design of this bridge?

Online Survey Feedback

Based on your needs and how you travel around the area, how well do these options work for you?



Survey responses indicate a clear preference for Option 1 (ramps and stairs), with 73% saying it would work well for them, compared with 44% for Option 2 (lifts and stairs). **Lifts attracted significantly more concerns (38%) than ramps (15%).**

Other sources of feedback

Theme	Approx. Mentions
Ramps vs lifts debate	35–45
Preference for ramps	18–22
Preference for lifts	12–15
Lift reliability, vandalism and maintenance concerns	15–18
Accessibility and mobility needs	15–18

Key theme	What you told us	What we are doing and why
Vehicle access and connectivity <i>"If trucks are using Manuroa Road, then punish them not locals!"</i>	We received feedback from some advocating for a vehicle rather than a walking and cycling bridge, stating that many people see Manuroa Road as an important east-west connection between neighbourhoods, shops and public transport. There were concerns that not having a vehicle bridge at this location would create longer journey times and add pressure on alternative routes.	The rail crossing at Manuroa Road will close and a walking and cycling bridge will be built as per the confirmed designation. We recognise the importance of connections in the community. The new bridge at Manuia Road will provide increased capacity and act as an alternative for freight and other traffic to Spartan Road and Manuroa Road. Manuroa Road is a heavily constrained site because of the close proximity of residential properties and key connecting roads including Oakleigh Avenue. So, a road bridge was not feasible at this location without highly significant impacts.
Access to Bridge via ramps OR lifts: <i>"Lifts will be vandalized."</i> <i>"I would never use a lift in Takaanini, they are emergency toilets."</i> <i>"Wheelchairs need lifts."</i> <i>"What about the people with temporary injuries or on crutches."</i> <i>"Important what the gradient is as I have injuries - difficulty walking."</i>	Supporters of ramps cited reliability, an uninterrupted journey, convenience, and lower maintenance costs. Concerns about lift breakdowns, vandalism, cleanliness, safety, and ongoing costs were common. Supporters of lifts highlighted shorter travel distances, reduced effort, and accessibility benefits for elderly residents, wheelchair and mobility scooter users, assisted-living residents, parents with prams, and people with temporary mobility challenges. We heard from some that there were concerns about steep ramp gradients. Cyclists favoured designs that maintain momentum, minimise delays, and provide wider, bike-friendly paths.	We are considering all feedback received in regard to lifts and ramps while assessing options based on accessibility, costs, maintenance and reliability, safety, and opportunities for future land development. We will share the decision in early 2027 with the preliminary design.
Access to Bridge via ramps AND lifts: <i>"Ramps provide back-up if lifts fail".</i>	A recurring suggestion was to provide both ramps and lifts, recognising community concerns around lift reliability and the need for accessible access.	An option that includes both ramps and lifts is not considered value for money and would take longer to build, causing more disruption, taking up more land and requiring increased future maintenance.
Prioritise personal safety	Personal safety was a key concern with requests for lighting, CCTV, open sightlines, station security to reduce opportunities for anti-social behaviour and discourage people from informal crossing routes.	We will consider community feedback and follow industry standards when assessing lighting, personal safety and security measures as the bridge designs progress. Recommendations around lighting and other ways to make the bridges feel safer, will be shared in early 2027 as part of the preliminary design.

Key theme	What you told us	What we are doing and why
Customer parking and access to businesses	Businesses in the Manuroa Road catchment area had concerns about the availability of customer parking in the current design.	The design maintains access to businesses and private parking along Manuroa Road but does not provide additional on-street parking.
Traffic lights at intersection with Great South Road	Support for retaining a signalised intersection at Manuroa Road and Great South Road to provide safe access onto a busy arterial road.	We are retaining the current signalised intersection at Manuroa Road, however phasing and timing will be changed to reflect the new cul-de-sac, as part of other improvements made by our Network Optimisation team along Great South Road.
Improve connections to Takaanini Station	Many people saw the project as an opportunity to improve connections to Takaanini Station, including better links to platforms, the park-and-ride and surrounding pedestrian routes.	While outside the project scope, we will investigate opportunities to improve connections that could be progressed by wider Auckland Council and AT teams or other avenues such as through the Local Board. The Manuroa Road walking and cycling bridge has been designed to enable future connection to the Takaanini Station platform should this ever be extended in the future.
Rail crossing safety and access	Questions about how to discourage people taking shortcuts over the rail crossings after the closure.	The rail crossing will be closed and fencing will be installed to prevent informal crossing and access to the rail corridor.

Taka Street bridge

We asked

What is more important to you:

- Option 1 access to Cathay Lane without driving, walking or cycling under the bridge – but more impact on the mature trees in the reserve and skate park and a more complex intersection
- Option 2 less impact on the reserve and park and a simplified intersection – but requiring driving, walking or cycling under the bridge to access Cathay Lane.

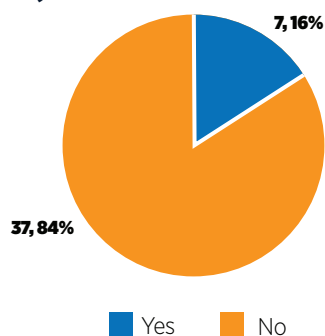
Is there anything about the new bridge location (moved north from the current level crossing) that you think hasn't been considered or needs more attention?

Are there specific design features that would make you more or less likely to walk or cycle across the bridge?

Is there anything else we've missed that we need to consider in the design of this bridge?

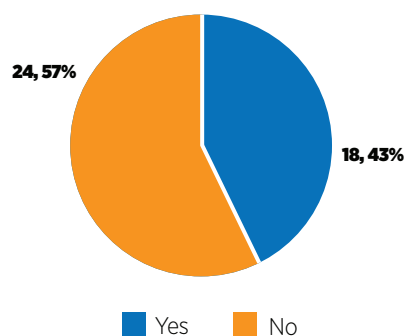
Online Survey Feedback

Is there anything about the new bridge location (moved north from the current level crossing) that you think hasn't been considered or needs more attention? (44 responses)



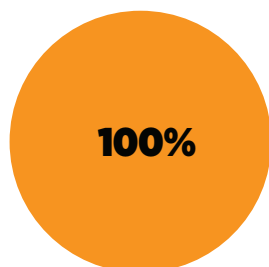
Most respondents (84%) felt that no additional issues needed to be considered regarding the proposed bridge location, while a smaller proportion (16%) identified matters requiring further attention, **suggesting broad support for the proposed location.**

Are there specific design features that would make you more or less likely to walk or cycle across the bridge? (42 responses)



Of the 42 respondents, 57% said there were no specific design features that would influence their decision to walk or cycle across the bridge, **while 43% identified design features that would affect their willingness to use it.**

Which layout of Taka Street bridge do you prefer? (50 responses)



Option 1 - Access to Cathay Road without driving, walking or cycling under the bridge - but more impact on the mature trees in the reserve and skate park and a more complex intersection (0%)

Option 2 - Less impact on the reserve and park and a simplified intersection – but requiring driving, walking or cycling under the bridge to access Cathay Lane. (100%)

The survey showed strong support for Option 2.

Other sources of feedback

Theme	Approx. Mentions
Support for Option 2	15-18
Protect Takaanini Reserve and minimise impacts	15-18
Traffic flow and intersection performance	10-12
Cathay Lane access and local connectivity	8-10
Protect skate park, basketball court and recreation facilities	8-10

Key theme	What you told us	What we are doing and why
Cathay Lane via a road under the bridge: <i>"Keep it simple. No need to over think this."</i> <i>"Option 2 is simpler and looks safer for car access, minimises impact on the reserve".</i>	There was strong support for design option two (providing access to Cathay Lane via a road that goes under the bridge) as it was seen as: • Simpler and easier to understand • Less disruptive during construction • Better for traffic flow • Less damaging to Takaanini Reserve • Less impactful on the skate park and surrounding recreational facilities.	We will progress to the next stage of design with option two, providing access under the bridge and with a simplified intersection. We heard the community's strong preference to protect Takaanini Reserve's mature trees and recreational facilities. While the preferred option reduces impacts, some trees and the skate park may still be affected. Further design and assessments from arborists will identify how impacts can be avoided, minimised or mitigated.
Future-proof for growth	While support for design option two was strong, there were some questions as to whether a two-lane bridge would provide sufficient capacity for future growth, although this was not as dominant a concern as reserve impacts.	Forecasted growth indicates that a two-lane vehicle bridge at Taka Street will meet future demand. However, to provide flexibility and value for money, the bridge is proposed to be designed so that walking and cycling facilities could be converted to additional traffic lanes if needed in the future. All bridges have been designed to allow space for future expansion of the rail network.
Protect mature trees and recreational facilities	There was strong support for protecting Takaanini Reserve, mature trees and facilities used by children and young people. There is a strong expectation that impacts on community open space and recreations facilities should be minimised.	We heard the community's strong preference to protect Takaanini Reserve's mature trees and recreational facilities. While the preferred option reduces impacts, some trees and the skate park may still be affected. Further design and arboriculture assessments will identify how impacts can be avoided, minimised or mitigated.
Improve traffic flow and reduce congestion	Feedback focused on maintaining traffic flow, reducing congestion, fixing difficult right-turns, improving access to Great South Road and ensuring signalised intersections function effectively. Other feedback emphasised that intersection design, signalisation and turning movements were likely to have a greater influence on traffic performance than the bridge itself.	We acknowledge that Taka Street is a busy road which can become congested at peak times. We have worked with our Network Optimisation team to improve the flow of traffic turning left and straight ahead at the intersection with Great South Road and we will continue to work closely with them on projects across the wider network. These projects include additional lanes on Great South Road which will help ease queues for traffic turning right from Taka Street.

Key theme	What you told us	What we are doing and why
Personal safety under the bridge <i>"Nothing good happens under a bridge"</i> <i>"Not many elderly feel safe enough to walk in the area".</i>	Concerns about safety and anti-social behaviour under the bridge. There were requests for lighting, CCTV, and other ways to make the environment under and over the bridge safe and welcoming.	Recommendations around lighting and other ways to make the bridges feel safer, will be shared in early 2027 as part of the preliminary design.
Improve connectivity for walkers <i>"Signs get vandalised or blown over so concrete imprints might be better"</i>	Convenient, direct and easy-to-follow walking connections were valued. Feedback highlighted challenges navigating between the station, surrounding neighbourhoods and community facilities. There were suggestions that better wayfinding and simpler pedestrian routes could improve accessibility for all.	We will connect Takanini Road to the existing footpath that runs along the rail corridor between Taka Street and Maru Road. This route also connects with the new pedestrian bridge at Takaanini Station. The design for Taka Street includes a new bus stop to provide closer access to Takaanini Station. The bridge will have walking and cycling facilities that are separated from traffic to help keep people safe. We will improve wayfinding and where possible, we will include connections into existing walking and cycling routes in Takaanini.
Customer parking and access to businesses	Businesses in the Taka Street area were worried about access to customer parking, particularly on Maru Road. Cars parked on both sides of the road reduce visibility when leaving driveways, making it harder to get vehicles in and out.	Parking concerns are being addressed by our Network Optimisation team who will introduce broken yellow lines on Maru Road and other side streets to improve visibility.



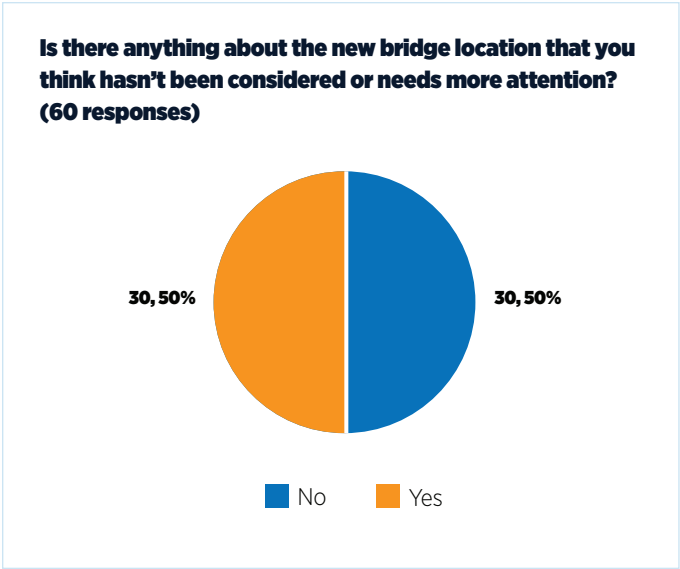
Walters Road bridge

We asked

Is there anything about the new bridge location (moved south from the current level crossing) that you think hasn't been considered or needs more attention?

Are there specific design features that would make you more or less likely to walk or cycle across the bridge?

Online Survey Feedback



Of the 60 respondents, views were evenly split, with 50% saying there were additional issues about the proposed bridge location that require further consideration and 50% saying nothing had been missed, **indicating a balanced mix of support and ongoing interest in refining the design and location details.**

Other sources of feedback

Theme	Approx. Mentions
Future-proofing and bridge capacity	18–22
Traffic congestion and intersection performance	15–18
Pedestrian connection between Southgate and Takanini Village	12–15
Business access, visibility and economic impacts	12–15
Support for the Walters Road bridge	10–12

Key theme	What you told us	What we are doing and why
Future-proofing to accommodate growth <i>"By the time it's built it may already need upgrading."</i>	There was strong support for the proposed vehicle bridge design that shifts the bridge away from the Takanini Town Centre. Concerns related to capacity and two lanes each way were requested to accommodate future growth specifically: • population growth, • future development, • Bruce Pulman Park events, • Mill Road and increasing east-west travel demand.	The Walters Road bridge has been designed based on forecast growth, which indicates that two traffic lanes will be sufficient to meet future demand. To maximise value for money, the bridge is proposed to be designed with walking and cycling facilities that could be converted to additional traffic lanes in the future should demand increase.
Congestion and intersection pain-points <i>"Bruce Pulman generates a lot of traffic with sports events."</i>	While support for the bridge itself was generally strong, people prioritised resolving congestion, lengthy queues, turning difficulty at problematic intersections, signal phasing and other pinch points beyond the bridge. Intersections of particular concern were named as: Great South Road roundabout, Porchester Road and Arion Road. School drop-offs exacerbate parking and congestion in the area. Traffic lights were preferred as roundabouts were viewed as causing congestion at peak times.	We acknowledge that Walters Road is a busy area of Takaanini, which can become congested at peak times. To keep traffic moving, we will continue to work closely with our Network Optimisation team on projects across the wider network. These projects include changing the roundabout at Walters Road and Porchester Road into a traffic light-controlled intersection, improving traffic flow at pinch points on Great South Road and reviewing feedback on Great South Road/Walters Road roundabout from the recent consultation.
Tironui Road access and turning difficulty <i>"Turning into & out of Tironui Street is dangerous"</i>	Significant concerns were raised by both residents and businesses, relying on truck movements, deliveries and frequent vehicle access in and out of Tironui Road. Requests were made for traffic lights at Great South Road, turning lanes, medians and clearways to ensure turning remains safe and practical. Issues raised included: • Difficult right turns. • Visibility concerns turning onto Walters Road • Heavy vehicle movements. • Safety concerns. • Potential future congestion.	We will continue to work closely with the specific properties and businesses during design and construction and will communicate early and often. During construction temporary traffic management, staged access, wayfinding and signage, and potential network changes will be used to support safe and efficient access. This will be supported by early and ongoing engagement with affected properties and businesses, along with coordinated planning through project traffic management to minimise disruption and a dedicated point of contact to respond to issues.
Access between shopping centres	There was significant concern that the concept design didn't provide direct and practical ways for people to walk between the shops at Southgate and Takanini Town Centre. The community see the two shopping areas as one, and people regularly move between them both. Concerns were raised that longer or less direct routes could discourage walking, particularly for older people, those with mobility needs and those making short trips. Businesses felt the longer proposed route could have negative impacts on retail.	While this is outside the scope of the project, in response to community feedback we will assess the feasibility, design, and cost of a pedestrian connection and provide this information to Auckland Transport/Auckland Council for consideration.

Key theme	What you told us	What we are doing and why
Access to 30 Walters Road carpark (Takanini Town Centre)	Feedback was raised that an additional entry/exit to Takanini Town Centre was needed from Walters Road, other than Arion Street.	The existing entries into Takanini Town Centre are planned to be retained, including the left turn into the town centre from Walters Road.
Parking pressures and overspill <i>"Employees at the shopping centres like to park on side streets nearby because they don't want to get flagged by the time restrictions"</i>	People felt parking needed to be considered, especially around commercial precincts close to residential areas. Locals are already frustrated with shoppers and employees parking in residential streets such as Manuia Road, Braeburn Place and Graham Road. There is a strong desire for parking measures to address this. Businesses are concerned about availability of customer parking, but this tends to be concentrated in the Manuia Road and Manuroa Road area.	Parking enforcement issues will be passed on to the relevant authorities. Large employers will be notified of the community's concerns relating to workers' parking on residential roads.
Access to businesses is a matter of commercial viability	Walters Road generated more business feedback than any other rail crossing location. Businesses want assurance of continuity with the following concerns: Customer access • Takanini Town Centre needs more feeder roads • Maintaining convenient driving routes and shop frontage parking • Preserving visibility for smaller retailers when Walters Road becomes a cul-de-sac. Business operation/access • Truck maneuvering and difficult right turns. • Heavy vehicles having to reverse into a busy Walters Road. • Container deliveries and business vehicle access. Construction effects • Loss of business visibility. • Reduced customer numbers. • Need for temporary signage. • Maintaining access during construction.	The proposed staging and offline construction will help minimise disruption by keeping existing rail crossings open until new bridges have been completed. We will continue to work closely with businesses located within Takanini Town Centre and Southgate Shopping Centre, as well as those located on Walters Road and Tironui Road during the refinement of the design to address specific concerns where possible. During construction temporary traffic management, staged access, wayfinding and signage will be used to support safe and efficient access. This will be supported by early and ongoing engagement with affected properties and businesses, along with coordinated planning through project traffic management to minimise disruption and a dedicated point of contact to respond to issues. We will set up local reference groups for businesses to ensure their voices are heard.
Support for a new railway station	The idea of a future station at Walters/Tironui Road was repeatedly raised to serve existing shopping centres, community facilities, nearby residential growth and future development opportunities.	Auckland Transport has reviewed this previously and has confirmed there are no plans to progress a station at this location.

Feedback on specific topics

We asked about personal safety on and under the bridges

What would make the bridges and the surrounding areas (and the space underneath) feel safe and inviting at any time of the day?

Key Theme	What you told us	What we are doing and why
Personal safety on and under the bridges <i>"Features to discourage anti-social behaviour & crime"</i> <i>"We really like anti-throw screens"</i> <i>"Careful the vegetation doesn't grow and make it dark and scary"</i> <i>"Having people around."</i>	Good lighting was most important. Well-lit, open and active spaces, CCTV and anti-throw screens would reduce opportunities for graffiti, vandalism and anti-social behaviour - especially under the bridges and at night. There was a strong preference for reducing hidden spaces and increasing natural surveillance from surrounding roads, homes, and businesses. Public spaces feel safer when they are actively used e.g. well-connected walking routes.	An independent safety assessment has been undertaken of safety and recommendations have been made on lighting and other ways to make the bridges feel safer. Along with feedback from our partners, stakeholders and the community, it will help shape the preliminary design. We will share the safety features when we engage on the preliminary design in early to mid-2027.

We asked about the visual design of the bridges

What sort of things would help make the new bridges look like they belong in the Takaanini area? E.g. planting, materials, colours

Key Theme	What you told us	What we are doing and why
Reflect Takaanini's identity but not gold-plated. <i>"Native plantings, subdued colours, designs imprinted in concrete"</i> <i>"Recognition of Māori chief 'ihaka takaanini wiremu' Sense of history/belonging/ not just business".</i> <i>"Don't waste public money on nice to haves. Stick to the basics"</i>	People said that bridge designs should celebrate local heritage, culture, and community pride. Planting and landscaping were most requested in feedback to soften the appearance of the bridges, improve biodiversity, reinforce local identity and create safer and more welcoming environments. This was followed by murals, public art, designs within concrete structures and lighting displays. People suggested Māori design elements to acknowledge the cultural heritage working with Mana Whenua. All design features must account for ongoing maintenance to deal with cleaning, overgrown plants and vandalism.	We are continuing to work with mana whenua and elected members and their feedback, along with what we hear from the community, will help shape bridge appearance, design features and landscaping in the preliminary design. We will share more of what is planned in the preliminary design in early to mid-2027.

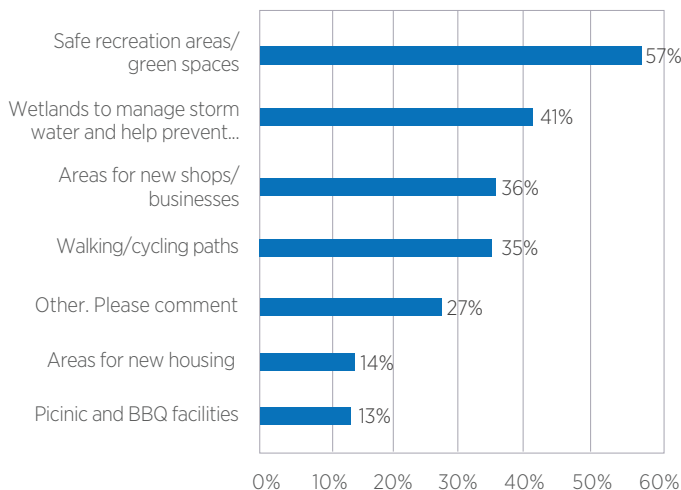
We asked about the best use of leftover land

What matters most to you when deciding how the leftover land should be used after the bridges are built? Select up to three from: areas for new shops/businesses, areas for new housing, safe recreation areas/green spaces, walking/cycling paths, picnic and BBQ facilities, wetlands to manage stormwater and help prevent flooding. Other.

Key Theme	What you told us	What we are doing and why
Community benefits from leftover land <i>"Safe spaces for kids since there are a lot of new houses near these areas with young families."</i> <i>"Relocation of current businesses that have been acquired."</i>	People told us that residual land should remain safe, purposeful, well-maintained and deliver a clear community benefit, rather than becoming underutilised space. Measures needed to discourage the dumping of rubbish in green spaces. There was a strong preference for residual land to serve multiple purposes such as green spaces, planting for biodiversity, and wetlands for drainage. There was interest in space for new shops, businesses and parking. Feedback reflected a preference for land uses that connected to the needs of the local economy and complemented and supported existing businesses.	We are designing the new bridges in a way that maximises the leftover land for future uses. Next year, we will have more information about where the extra space is and how large it is, so that we can assess the opportunities (with community and stakeholder feedback) for how it will be used after the bridges are built. This could include future development for housing or businesses. In the meantime, we are working with the Auckland Council's Urban Development Office to look at ways to use spare land during and prior to construction. We will update the community as the design progresses.

Online survey feedback

Residual land (102 responses)



We asked about construction disruption

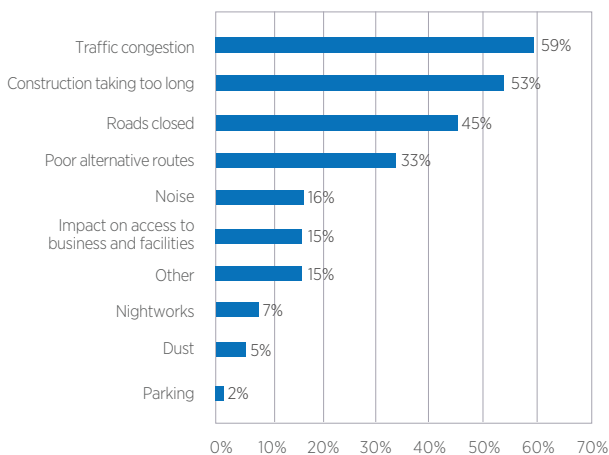
What types of construction disruption concern you the most? Select up to three from: noise, dust, traffic congestion, roads closed, night works, construction taking too long, impacts on access to business and facilities, parking, poor alternative route. Other.

Which of the following approaches do you prefer overall? Shorter construction period but with more disruption or longer construction period with less disruption? Or I don't have a strong view.

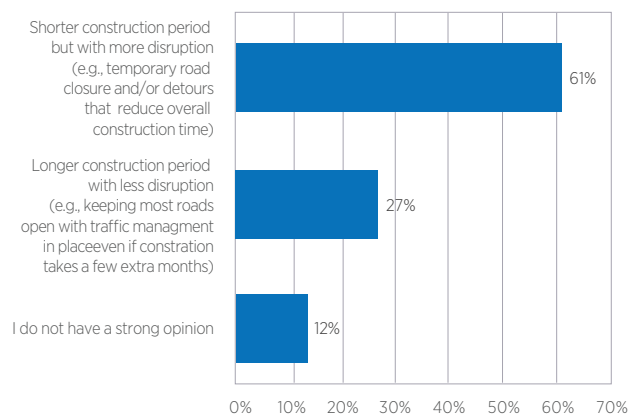
Key Theme	What you told us	What we are doing and why
Minimise disruption during construction <i>"I don't mind night works if things keep moving".</i>	There was strong support for ways to maintain access and reduce disruption during construction such as the proposed offline construction approach, particularly where partial road access could be maintained. Disruption of most concern in the online survey was traffic congestion, construction taking too long, roads closed and poor alternative routes. Communities want confidence that access to key destinations will be maintained, with minimal disruption, clear communication and reduced delays. Businesses, are most concerned about access and congestion, with requests for early notice of changes that could affect operations. Overall, people are willing to accept more short-term disruption if it means the bridges are built sooner.	Staging and offline construction of the bridges will help minimise disruption by keeping existing rail crossings open until new bridges have been completed, so that partial road access can be maintained where possible. During construction regular updates and advance notice of construction activities, changes to traffic management, wayfinding and signage will be used to minimise disruption to journey times. We will engage early and often with affected businesses, along with traffic management, to minimise disruption with a dedicated point of contact to respond to issues. We will set up local reference groups for businesses to ensure their voices are heard.

Online survey feedback

What types of construction disruption concern you the most? (98 responses)



Which of these approaches do you prefer overall? (97 responses)



Appendix

Summary of business engagement

Between 9 April 2026 and 18 June 2026, we spoke face-to-face with 220 businesses in Takaanini. What we heard is already helping shape how we plan for construction and identify ways to reduce disruption for local businesses.

What we heard

A clear message came through in the survey: for most businesses, the biggest concern is making sure people can still get to them easily during construction.

The two issues raised most often were access and entry, and traffic delays and congestion.

The survey also shows that most businesses rely heavily on customers arriving by car, which means it will be especially important to keep routes clear, provide good signage, and make sure people know businesses are still open and accessible.

While parking was raised less often overall, we understand that in some shopping areas it is a critical issue, particularly for staff, and that even relatively small changes to parking availability can have a significant day-to-day impact on how businesses operate.

Main issues raised by businesses

- Access and entry — 86 businesses (39%)
- Traffic delays and congestion — 77 businesses (35%)
- Staff travel and commuting — 23 businesses (10%)
- Delivery and freight disruption — 22 businesses (10%)
- Parking impacts — 14 businesses (6%)