We're replacing Inga Road Bridge, Milford

Community Engagement Report

Engagement Summary

Auckland Transport (AT) is replacing the Inga Road Bridge in Milford, originally built in 1926, to ensure a safe and reliable crossing for vehicles and people on foot. The bridge is a vital link for local residents, businesses, and emergency services to reach Milford.

The replacement project aims to deliver a modern, resilient structure that meets current engineering standards and community needs. Public engagement was conducted to gather feedback on the proposed design and construction impacts, ensuring the project reflects local priorities and concerns.

AT will replace Inga Road Bridge, which is 100 meters north of the Omana Road roundabout, with a new structure that maintains the same essential characteristics as the current bridge, while incorporating necessary updates for safety and durability.

Project considerations include:

- A new footpath on the northern side of the bridge for improved access for people on foot locally.
- Constructing a new bridge that will have similar capacity as the existing one, built to last and be a vital connection for the local community.
- Reviewing and implementing modern safety features such as guardrails against the waterway, pedestrian access, lighting and road layout improvements.
- Ensuring the new bridge meets current engineering standards for longevity and resilience.

Key Project Messages:

- Resilience – The bridge is coming to be 100 years old by 2026, is at the end of its service life.
- Reliability – Future proofing the bridge, so we're reviewing its dimensions and its service use. The new bridge will meet modern standards and provide secure passage for all vehicles and people on foot.
- Restrictions – Weight restrictions on the bridge prevent heavy vehicles from crossing. A new bridge would remove restrictions on this route.

Engagement Overview

A comprehensive public engagement process was undertaken for the Inga Road Bridge replacement project. This was to increase awareness of the upcoming bridge closure, generate conversation about its impacts and ensure less locals are surprised when access is closed and the bridge is being replaced.

Pre-engagement begun in Oct 2024, with first contact made to major stakeholders and community groups for advice on the best way to keep the community engaged and how best to share the bridge closure details. AT met with Milford Cruising Club, Milford Marina and other local stakeholders nearby to first understand the impacts of the project, and to find the best way to inform the wider community of its reconstruction.

Through our engagement webpage, we shared detailed project information, sharing an opportunity for the public to provide their feedback on the designs, and for AT to understand the features locals want on their bridge.

A5 Postcards were distributed to local residents and businesses to raise awareness and encourage participation. The project team amplified the outreach through targeted social media posts and advertisements, ensuring the wider community were informed.

In addition, community information sessions were held at the Milford Cruising Club, Milford Shopping Centre and at Milford School, to offer residents a chance to discuss the project in person and ask questions. Major stakeholders were consulted on the project including local Iwi, Mana whenua, Auckland Council, the Local Board, Community groups and the local MP to ensure that diverse perspectives and interests were considered throughout the engagement process.

The response to these engagement activities was strong. The project's engagement webpage attracted over 1,700 visitors over the lifetime of the page, reflecting notable community interest. Survey responses were collected online, providing valuable insights into local priorities and concerns, with 73 submissions on the survey, and over 140 individual visits on one of the busiest days on the website.

Attendance at the community information sessions further demonstrated active participation too, with locals engaging directly with the project team – at the Milford Cruising Club we had around 30 attendees, Milford Shopping Centre we had well over 80 visitors and at Milford School – where we held an engagement with over 100 students from classes 8, 9, 10 and 11 with 4 teachers supporting.

Key Results (Highlights)

Key Themes in Engagement

- Support for Bridge Replacement: Strong support for replacing the aging bridge to maintain safe and reliable access.
- Positive feedback: On plans for improved pedestrian access, including a new footpath on the northern side and a pram crossing for greater convenience.
- Concerns Raised: Disruption during construction, including temporary closure of the bridge and impacts on property access, parking, and bus stops. Requests for clear communication and minimisation of inconvenience.
- Safety concerns: For pedestrians and cyclists during construction. Interest in modern safety features: guardrails, lighting, and improved road layout.

Next Steps

What to expect after the engagement, in the near future:

- Finalise the bridge detailed designs, incorporating community feedback and stakeholder input (where possible). These will be shared in 2026.
- Share updated plans with the community on our project webpage and direct communications to locals.
- Share construction methodology, as well as detour routes, bus impacts, traffic mitigations and plans on journey alternatives.
- Continue engagement with key stakeholders throughout the project lifecycle.
- Begin construction in early 2027 (dates still to be confirmed), with regular updates on progress shared.

Public Engagement Process

How people shared their thoughts:

- Online submission form on the project webpage.

- In-person info sessions and public meetings.
- Contact details and online forms provided on the webpage for queries.
- Postcard delivered locally sharing project details and area to submit on the survey.
- Posters and large scale signs informing people on foot about the expected bridge replacement.
- Social media posts generating online discussion and social media advertisements redirecting to our website.
- Engagement activities included:
    - Stakeholder meetings with our partners - Local iwi, Mana whenua, Milford Marina, Milford Cruising Club, Little Finch, Auckland Council, Devonport-Takapuna Local Board, and the local Member of Parliament.
    - Community engagement sessions were held at the Milford Cruising Club, Milford Shopping Centre and Milford School.

Engagement Results

Overview

Feedback from the community shows strong support for replacing the Inga Road Bridge to improve safety and reliability. While most respondents welcomed the upgrade, they emphasised the need to minimise disruption and maintain safe access throughout construction. Suggestions also included incorporating additional safety features and futureproofing the design to meet long-term needs.

Themes from the feedback

Theme	Key Points
Safety and Accessibility Enhancements	Advocacy for improved pedestrian and cyclist access; wider footpaths; dedicated cycle lanes; features to enhance safety for vulnerable road users.
Clear Communication and Wayfinding	Need for transparent, timely updates on construction timelines and impacts; clear signage during works to reduce confusion and maintain confidence.
Maintaining Critical Access	Importance of uninterrupted access, including public transport throughout construction; concerns about safety and connectivity during disruptions.
Minimising Disruption and Environmental Considerations	Calls to limit noise and dust impacts for residents; concerns about waterway access; planning for recreational use.
Futureproofing and Design Features	Encouragement to incorporate additional safety and resilience measures; interest in boardwalk concepts; integration with wider transport networks.

Summary

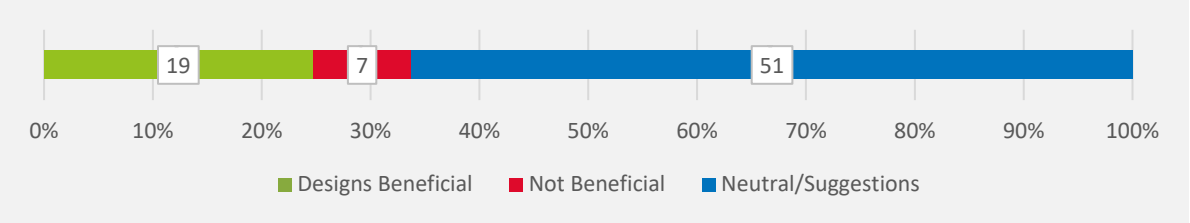


73 online survey submissions

10 emails requiring further engagement

Over 200 in-person discussions

Overall sentiment



Common sentiments in the feedback

The following table captures the key sentiments expressed by the community. These insights reflect a broad spectrum of perspectives gathered through surveys, online submissions, and in-person discussions, highlighting both strong support for the bridge's replacement and concerns around minimising disruption and ensuring safe access during construction. By summarising these themes, the table provides a clear snapshot of what matters most to stakeholders and will guide our approach to communication and project delivery. Each sentiment has an AT response, for what we will deliver next.

Noted sentiments in the feedback

Construction timing concerns raised

- Most of the submissions wanted to know when the bridge was going to be constructed and how long it would take. They were concerned about the impact on movement in and around the area over this time.
- Members of the public shared they were generally happy that construction would be done in a phased timeline and that one lane of the bridge may be able to be kept open for most of the construction period. Members of the public that met with the project team seemed understanding that there would be a period where the road would be closed completely.
- A local board member suggested the best time for construction would be between Oct – Feb, when there is less school traffic. They explained that 1,500 senior students attended Westlake Boys were on study break from October every year and that Westlake Girls would have similar numbers not using the roads over the summer period.
- They also asked whether the constructors would be able to work around the clock.

AT Response

- We advised working 24/7 at the site hadn't been determined yet but the benefit of being able to work during the night was that the project could be finished earlier than any alternative, potentially in half the time. However, the construction methodology will be determined in the next stage of design.
- Further construction methods will be investigated in the next design stage and details shared with neighbours closer to the construction period.
- The noise and vibrations of the construction will be in accordance with the permissible limits outlined in the Auckland Unitary Plan.
- Our contractor will develop a Noise and Vibration Management Plan prior to construction, and we will communicate to the residents what they can expect.

Bus and vehicle detours concern during construction

- Most people who attended the engagement events wanted to know the details of the detours that would be in place during construction. They wanted to know:

- Exactly where the traffic would be redirected to (many people wanted to know if vehicles would be redirected up their street)
- What impact would the detours have on local roads – how many cars per day
- Which direction would the buses be taking – noting that some of the roads are too steep for buses to travel, or if the corners could be manoeuvred by buses, and what signal options would be in place with traffic onto busy roads
- One couple who live on Seaview Road advised they had chip seal on their road, and they asked if traffic was diverted their way, which would make it very noisy, if AT would reseal that section of the road, before the diversions are put in place.
- Several people asked where buses would be re-routed during construction, because they and their children catch them to work and school.

AT Response

- Construction methodology will be investigated further in the next design stage and details shared with the community about detours and bus routes.

Submissions shared concerns on construction noise

- Several people asked about the impact of construction noise, particularly during the demolition of the old bridge.
- Most expect noise and limited access, however close neighbours to the site raised concerns on their daily comfort and noise mitigation measures investigated within the project.
- A Local Body member asked if there was provision for directly adjacent residents to be put into motel accommodation during the noisiest construction/demolition periods.

AT Response

- These aspects would be investigated further in the next design stage and further details would be shared with nearby neighbours closer to the construction period.

No cycle lanes on the bridge

- Several submissions asked for cycle lane facilities to be included on the bridge, because most cyclists get scared while crossing the bridge and how narrow the lanes are currently.

AT Response

- There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes connecting too, or planned nearby the bridge, in the area for them to connect to.

Width of the vehicle lanes on the bridge

- Several submitters wanted the vehicle lanes to be widened on the bridge. Others were happy that the lanes weren't going to be wider because they said the narrow lanes slowed traffic.

AT Response

- We shared that the lanes are being marginally widened, wide enough to accommodate buses and most vehicle types passing over the bridge.
- Further widening would require significant changes to both the bridge approaches, significant increases in both funding and the impact to the trees located next to the bridge. Further widening compared to the current designs would be impractical for this bridge.

Northern footpath and wider footpaths

- Public feedback either requested and asked for wider footpaths and supported the additional footpath to be included on the northside of the bridge.

AT Response

- We are pleased to confirm, and feedback was unanimously positive that the footpath on the northside of the bridge will be included as part of this project. The footpaths themselves will be widened, to the standard 1.8 meters.

Speed limit concerns along Inga Road

- Several submissions raised concerns about the speed with which the drivers travel around the Omana Rd/Inga Rd roundabout and onto the bridge and travelling south down Beach Road onto Inga Road.
- Some asked the AT project team to address the current speed limits in the area to slow traffic down at key crossing points for people on foot.
- Others asked for judder bars to be removed because they were ineffective and asked for speed cameras to be installed instead along Inga Road.

AT Response

- Though speed limits are not inherently within the scope of the project, speed concerns and requests have been shared with teams within AT to review and investigate.
- Please don't hesitate to lodge your request independently on our AT website at Contact Us, selecting 'contact us online', click Roads, select 'Let us know', and click 'Reduce Speed limit' and share your concerns there. When you request changes on our website, a reference number will be provided to track the review within AT to provide you an outcome to your request.

Footpath terminating at the north-eastern side of the bridge

- Several people asked why the footpath stopped on the north-eastern side of the bridge and expressed concern about the safety of that

AT Response

- This aspect of the design is still being considered, and it was for future proofing in anticipation of a footpath connection to the north alongside marina being installed at a later date.
- A pedestrian crossing is still being considered for the on the northern side of the bridge, closer to the northern end of the bridge, for improved access for pedestrians.

Safety barriers along the bridge

- At each engagement, someone asked if the safety barriers along the bridge could be lowered so small children could see the water when they were walking over the bridge.

AT Response

- The new bridge has been designed with a solid concrete barrier to improve longevity and provide a safe barrier for the bridge. This is to prevent vehicles from falling into the water, plus reaches a minimum height safety standard.

Heavy vehicles

- Several attendees were concerned that by upgrading the bridge, which allows for heavy vehicles to use it, might mean that large trucks might use it to rat-run.

AT Response

- One of the key aspects of this bridge was returning access to all vehicles to ensure this bridge works for all members of the community. This does mean when the bridge is replaced, it allows for the return of heavy vehicles to use it as a connecting route for businesses and wider community in Milford.

Engagement acknowledgements

- Milford Marina has improvements underway that is being constructed currently. AT will work with the Marina to ensure access and construction of both projects can take place seamlessly.
- There will likely be restricted access to the local boat ramp alongside Inga Road Bridge while construction takes place. Our designs currently show access is limited near the ramp, especially while the existing bridge is demolished, with plant and machinery occupying a large area.
- During our pre-engagement, the community highlighted the lack of crossing facilities at the current bridge, so a pram crossing was included in preliminary designs, to improve upon with further engagement with the community. This can be seen on our preliminary designs shared on our website.
- AT would like to acknowledge that any construction works will create impacts to close neighbours, including noise, dust, vibrations, commuter journey disruptions, limited access for motorists and pedestrians, and the likely limited access of the boat ramp while the bridge is partially and completely closed. We will work to keep everyone informed as the project progresses into the later stages, highlighted on the 'Next Steps' heading above.

Milford School Engagement

As part of the local project engagement, AT were invited to share the bridge designs, planning and methodology with 100 students from Classes 8, 9, 10 and 11 with 4 teachers supporting the engagement.

The lessons focused on bridge building, decision making and application of their bridges in a real-world environment, as while the bridge is being constructed, these students will see the bridge being build that they had input into during this engagement period. Students bridge designs are below:









Public Response Record

Below are the recorded submissions from the engagement, their responses to the questions and our (AT) response.

#	Are there any features you want to see included in the new bridge? i.e. 2 lanes, a wider footpath, or access during construction.	Are you concerned about the construction process or its impact on your daily commute?	Is there anything we've missed from your local knowledge/perspective?	AT Response
1	A close-boarded balustrade on the south side of the bridge to block headlights from cars crossing the bridge illuminating our house. The bridge is currently higher than the normal road level and this causes unwanted lights flashing on our windows at night from cars driving south across the bridge.	Yes, but we understand that it will be faster and more cost efficient to replace the bridge with a complete closure. We would rather this than the project take longer and cost more.	Is the channel under the bridge going to be widened to reduce the bottle neck at the bridge when a flood occurs? A healthy waters representative commented at a community meeting that the bridge culvert and build up of mangroves in the estuary contributed to the flooding in the milford marina area.	Thank you for your feedback. The new bridge has been designed with a solid concrete barrier to improve longevity and provide a safe barrier for the bridge. It will reduce headlight glare where there is a direct line of sight between windows and the road, which will make it minimal. During the bridge design process, we included hydraulic modelling to assess water flows under the bridge, including when it floods in the area. The removal of the central pier holding up the bridge currently in the waterway will improve water flow, plus a robust structure to ensure it lasts during these events. We cannot speak the too contribution of the flooding with the culverts and the mangroves in the area, only installing the new bridge and the impacts of its design was our focus.
2	A footpath on both sides of the bridge	No	No	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge.

3	Make it easier for pedestrians. I walk with my son in a pram and the footpath over the bridge is barely wide enough for us. People cannot walk in both directions and it means people walk on the road to allow pushchairs/bikes. Make a pedestrian crossing/raised table so people can cross the road to head to the beach. If the Milford footbridge is out of service (direct link to beach) we all have to walk around the block and it's over this bridge. Crossing the road is super dangerous as it's so busy - please make it safer given the number of people who walk and drive cars through there.	No. This upgrade is a good thing for the community.	Please consider pedestrians and people access in the beach if the footbridge to Milford is broken. This is the alternative path so we need wide footpath and ability to cross the road safely to both sides of Inga.	Thank you for your feedback. Our designs reflect footpaths are on both sides of the new bridge. And we also have included a new pedestrian crossing north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following AT's process and will be subject to an independent safety review. We are pleased to confirm this is being investigated and will be shared in due course of the bridge project timeline.
4	Maintain 2 lanes and include a wider footpath to accommodate both pedestrian and cycle.	No	No	Thanks for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. There is no specific cycle facilities proposed for this project, as there are low cyclist user numbers travelling through the route, and there aren't any dedicated cycle lanes connected to this road in the area.

5	Footpath on both sides	I am concerned about the diversion of traffic onto narrow residential streets that do not have the capacity to take the volume of vehicles that go over the bridge per day. The detour from Beach Road heading south will likely need to be at Aberdeen Rd which will need to be managed carefully		Thanks for your feedback. Footpaths are proposed on both sides of the new bridge. In terms of the traffic detours you are concerned about, any proposed temporary traffic detours will be subject to traffic impact assessment. This includes subject matter experts reviewing plans on redirect traffic use and best options for traffic redirection. This does include upgrades to intersections and roadways if necessary/applicable. We will undertake traffic impact assessments as part of the next design stage to identify possible detours and their impacts on the network.

6	Would be good to see a cross section of the road. To see dimensions of footpath. Both sides of Footpath should have a non-mountable kerb.	Yes if the road is closed it will impact getting to and from work. - can you manage construction by allowing one lane open at all times and include a traffic light each side?	I like the fact there is no guardrail between footpath and carriageway. As the existing one restricts two people passing. It would be good to downgrade the concrete guardrail either side to a lower safety design grade To allow views to the Wairau creek and marina. Seek input from local community and iwi for a unique design each side of bridge entry. It would be good to confirm finished levels of bridge to ensure it will not impede water flows in extreme weather events. Is the exposed wastewater pipe on the castor bay side going to be repositioned or set below the ground? Does any of the works effect the large phutukawa trees near the site? Will there be any path extension on the marina side?	Thanks for your feedback. Our designs on the website were an artist's impression, and the full designs are available on our website which highlights the dimensions of the footpath. Additionally, once Detailed Design is completed, these will be added to the website. We anticipate being able to keep one lane of the road open during a portion of the construction period. However, a full closure is required to remove the existing bridge, which makes the connection inaccessible. It cannot be one-way at all times. The desire to be able to see through the barrier is understandable, and this will be reviewed, but needs to be balanced against safety in the event of a vehicle crashing into the bridge railing. The new bridge will have a 1.8m wide footpath on both sides of the road and will be separated from the traffic lanes by a kerb and channel. The hazard to footpath users is not considered to be significantly higher on the bridge than other parts of the road network. Having a barrier between the footpath and road may mitigate some safety hazards but can introduce other safety hazards. Thanks for your recommendation for engaging with Iwi, we have ongoing engagement with iwi and mana whenua about the bridge and its design. The bridge design process included hydraulic modelling to assess floodwater flows. The removal of the central pier currently in the waterway will improve water flow, although in major flooding events, the water would spill over the road to the approaches of the bridge. The bridge and its design is not planned to raise the approaches to the bridge, with flooding events, the approaches of the bridge would be underwater,

			Will there be any cycle facilities? If not I'm ok with that	preventing appropriate use of the bridge. Building a stronger, longer lasting bridge is most suitable in this environment. The bridge replacement project does not include relocating the wastewater pipe. And some trees including pōhutukawa will likely need to be removed or pruned near the bridge, due to construction and access within the site. But this will be minimised as much as possible. The project will extend the marina side footpath over the bridge to the boat ramp entrance. There Is no specific cycle facilities proposed for this project and therefore no cycle lanes on the bridge as there are no existing or planned cycle lanes for them to connect to.

7	Needs footpaths on both sides	No	Should have a pedestrian crossing before or after bridge to get to and from bus stops safely	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following AT's processes and will be subject to an independent safety review.
8	Love to see footpaths on both sides of bridge	Yes but I am retired so not so bad for us	I think it needs a pedestrian crossing after the bridge were the bus stops are. Cars are very fast coming around from omana road and pedestrians have to cross to and from bus stops it's very dangerous.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review.
9	A wider footpath and access during construction. Taking into account that it may have to be fully closed at some point can it be open as long as possible?	It's a long walk round if it's closed.	No	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. We anticipate being able to keep one footpath open during some of the construction. However, a full closure is needed when removing the old bridge and installing the new bridge beams.

10	I would like to see a wider footpath. The current path over the bridge is just one lane, which becomes very difficult if a person is walking a dog and meets a walker coming from the opposite direction. The bridge is used quite heavily by walkers so a wider footpath would be a so much more pleasant, and safer. Thank you for your consideration.	No	No	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge.
11	Safe, separated cycle infrastructure - separated from motor vehicles and pedestrians.	No	No	Thank you for your feedback. There are no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to.
12	2 cycle lanes, 2 pedestrian lanes, minimum!	yes, cars will be even more dangerous	just brainwashed bias towards cars is absolute vomit. cars can‘t swim, so they don‘t need to go there at all.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. There is no specific cycle facilities proposed for this project and therefore no cycle lanes on the bridge as there are no existing or planned cycle lanes for them to connect to.

13	I'd like there to be wider footpaths to accomodate families with prams. Since having our baby I'm now acutely aware of how lacking we are with decent sized footpaths that can accomodate both parents and the pram, as well as people walking towards you in the opposite direction. This is important for our elderly community who might be using walkers or mobility scooters as well as our disabled community who use wheelchairs.	No, I use this route regularly (every 1-2wks) to drive to mairangi bay but I can travel up east coast road instead.	N/a	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. The new bridge will have a 1.8m wide footpath on both sides of the road and will be separated from the traffic lanes by a kerb and channel.
14	Safe separated cycle infrastructure needs to be included. Separated from motor vehicles and pedestrians.	No	There are hundreds of pohutukawa littered all over North Shore. Removing some is not going to have any impact over all.	Thank you for your feedback. There is no specific cycle facilities proposed for this project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. Any changes to the Pohutukawa trees nearby the bridge will be mitigated where required.

15	The traffic lanes look very narrow, there is no pedestrian protection from traffic, no facilities for cyclists and the road is very narrow approaching the bridge from the north. Vehicle with trailers should not be allowed to park on the side of the road	Motorists will just have to be patient with detours but please don't let the project drag on with countless numbers of contractors standing around on their phones and not being very productive.	Not happy that with increased weight capabilities of the bridge that we will see an increase in heavy trucks thundering up Beach Road. Buses are bad enough in the way they shake our house when they go past.	Thanks for your feedback. The traffic lanes will widen slightly and can accommodate wide vehicles such as buses and standard sized vehicles. The traffic lanes over the bridge are 3.5m wide each, and the proposed footpath is 1.8m wide on either side - both of which are compliant with Auckland Transport's design standard for an urban arterial road. The design of the road approaching the bridge will assess the road layout, especially where wider than typical lane widths, as this can cause safety hazards. There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes or planned cycle lanes in the area for them to connect to. We plan to deliver the construction through a fast-tracked programme to minimise disruption and reduce the impact on the community. During the next design phase, we will collaborate closely with the contractor to identify opportunities to enhance efficiency and shorten construction timeframes. Also, please note that we are removing the weight restrictions recently applied is due to the current condition of the old bridge. The proposed new bridge is being designed in accordance with the latest NZTA Bridge Design Manual standards. It will have a design life of 100 years, which looks to support weighted vehicles where required and is intended to accommodate future use requirements.

16	Wide footpath	Concerned over noise and vibrations for houses close to the build. Hopefully there will be no night construction so local residents can sleep	Need to ensure the bridge will not become a bottle neck for cars	Thank you for your response. The footpaths are proposed on both sides of the new bridge. And these footpaths will be wider than the footpath on the existing bridge. Regarding the noise you mentioned, the resource conditions and construction contract that have yet to be awarded will include specific limits on noise, dust and vibrations caused by the construction, especially at night, which could potentially impact neighbours. The noise and vibration because of the construction will be in accordance with the permissible limits outlined in the Auckland Unitary Plan. Our contractor will develop a Noise and Vibration Management Plan prior to construction, and we will communicate to the residents what they can expect.

17	a wider footpath please to provide room for scooter, cyclists and pedestrians.	NA	From the perspective a Local I am concerned for the small business, Little Finch, which provides more than just coffee to Commuters and Locals. This business owner also adds to the community through positive interaction with consumers and also provides a spot for community interaction. Please offer a similar place for this business to be able to survive the downturn expected during construction.	Thank you for your response. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. There is no specific cycle facilities proposed for this project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. We have engaged with Little Finch early in engagement phase of this project to understand the impacts to their business and what disruptions might look like. Our construction site will not extend as far as their business location. In essence, most of the area will have fewer motorists passing through when the closures are in place, but this allows for longer staying periods for people stopping off to buy a coffee in the area. More time to spend near Little Finch. Inga Road will remain open during the works between Commodore Parry Road and Little Finch. And we will continue to keep in touch with them while construction takes place.

18	If the bridge will be out of action for an extended period, it is crucial that the reliability of the pedestrian draw bridge from Beach Road to Milford Beach is maintained to the highest level and raising and lowering for boat traffic is more carefully monitored. With the Inga Road bridge out of service the draw bridge will be thw only realistic path to the beach for a very large population of residents. Waiting for 10-15 minutes after vessels have passed until the bridge is lowered will be unacceptable, as will leaving the bridge raised for extended periods after hours. Manning the control room 24/7 to allow all hours access by both vessels and pedestrians may need to be considered.	Yes. Traffic on East Coast road will become a nightmare during the commute while the bridge is being rebuilt.	Current footpath is too narrow and barely accommodates two pedestrians let alone anyone on other forms of transport (scooters, kids on bikes etc). It is also hard to navigate for parents with strollers competing for space with pedestrians due to the narrow width.	Thanks for sharing your concerns about access during construction. The new footpaths in this project will be wider, and the plans include a footpath on the northern side. We expect to have one footpath open on one side of the bridge during most of the construction period. However, a full closure will be required when completely removing the old bridge and installing the new bridge beams. There is a set programme of maintenance for the pedestrian bridge near the crossing which provides access to Milford Beach Reserve. As part of our planning on the construction early next year, we will look at the timeline of construction and advise this to the team looking after maintenance on the bridge. Raising and lowering the bridge is currently managed by ATOC (Auckland Transport Operations Centre) and we can confirm it is actively monitored. A balance on access for all within the area is important, and giving priority to at any given moment needs to be determined in a case-by-case scenario. Our team will work to ensure all parties have reasonable access during these crossing times. Also, regarding East Coast Road, we will perform a Traffic Impacts Assessment before any construction takes place, raising this internally within AT, with traffic engineers and undertaking changes to reroute roads where required.

19	Footpath both sides with waist height bollard lighting along path	No	Ensure new footpath is on both sides, pedestrian lighting bollards and continue path along bank of marina to link with footpath by marina footbridge, if tree removal is necessary, mitigate by planting a row of pohutakawa (maori princess) between new footpath and marina bank	Thank you for your feedback. Footpaths are planned on both sides of the new bridge and will be wider than those on the existing bridge. Replacement planting for any removed pōhutukawa or other trees is part of the project. Where these will be replanted will require a planned approach and still to be determined where it will be located. We cannot confirm if it will be between the footpath and the Marina bank. Low-level footpath lighting is not included in the current design. However, a lighting assessment to be undertaken in the next design phase and further details shared with the community when the final designs are shared.
20	Please build physically separated cycle lanes as part of the bridge to ensure it is safe for people on bikes to use.	No	Nothing else to add	Thank you for your feedback. There are no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to.

21	Barrier separation for pedestrians from traffic is essential. Children and dogs use this bridge all the time and as it is narrow - and if a new footpath introduced on other side will continue to be so- the risk to foot traffic is a real concern. An open railing on outer pedestrian side for viewing would be desirable or children will climb to view. Limiting heavy traffic should be retained as this is a high density housing area and there are other traffic routes for heavy vehicles. Access to estuary under bridge should still be limited to non powered craft as it is a protected environment.	The noise is of concern as I live very close but having a definitive time line of demolition and construction would allow me to plan ahead.	Lack of any aesthetics in design is concerning.	Thank you for your feedback. The footpath is planned to be separated from traffic lanes by a kerb and channel, which is a standard across the roading network. Adding a barrier between the footpath and traffic is not required, as it would reduce the footpath width and is not standard practice across the network. We understand there is a preference for a see-through barrier for people on foot to see the waterway. Our current designs on this are to be reviewed, but balance is required for pedestrian safety and in events of a vehicle crash on the bridge. Our plan to deliver the construction is through a fast-tracked programme to minimise disruption and reduce community impact. We will ensure that the community are informed about construction, what the impacts will look like and provide an accurate timeline for the community to plan ahead. During the next design phase, we will work closely with our contractor to identify opportunities to improve efficiency and shorten timeframes. These updates will be communicated to the community soon early in 2026.
22	Any thought for bikes?	No	No	Thanks for getting in touch. The project scope that we will deliver does not include dedicated cycle facilities on the bridge, as there are no existing cycle lanes in the area for a bridge cycle path to connect to.

23	Footpath on both sides of crossing or install lights as currently very dangerous	No	No	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. A lighting review will also be undertaken in the next design phase, to ensure that the lighting is appropriate and fit for purpose at the bridge project area.
24	Pedestrian footpath on both sides of the bridge - ideally linking in with footpath/boardwalk on the marina side of the road.	Yes - travel this way regularly and there isn't really a suitable detour.	Please keep cost to a reasonable level. Be sensible about what we actually need because ultimately we pay for this bridge.	Thanks for your feedback. Footpaths are proposed on both sides of the new bridge. Our current northside footpath does end at the bridge site and we are reviewing how it will connect to the boardwalk on the Marina side of the bridge. Further details on this will be shared at the next design stage of the project. Any proposed temporary traffic detours will be subject to traffic impact assessments and upgrades can be made to intersections if necessary for the increased traffic modelling. Traffic impact assessments will be part of the next design stage to identify possible detours and their impacts on the network. We are doing everything possible to keep the costs of the bridge within budget and at an acceptable level.

25	Wider footpaths in design. Pedestrian access across the creek maintained during construction	No but it would be helpful to be still able to cross the creek during construction	Same dimensions but an extra footpath & access for heavy vehicles feels like a loss of safety & amenity for pedestrians & difficult for cyclists	Thank you for your feedback. These footpaths will be wider than the footpath on the existing bridge, with a northside footpath included within the designs. We expect to have one footpath open on one side of the bridge during most of the construction period. However, a full closure of both footpath and road on the bridge will be required when completely removing the old bridge and installing the new bridge beams. We expect the pedestrian bridge connecting to Milford Beach Reserve will remain operational during our construction timeline so locals can still access the beach. Also, we will be removing the weight restrictions recently applied due to the current condition of the old bridge. The proposed bridge is being designed in accordance with the latest NZTA Bridge Design Manual standards. It will have a design life of 100 years and is intended to accommodate future use requirements, which will provide access to heavy vehicles to operate this connection in Milford.

26	Wider footpath but not necessarily two footpaths.	The new bridge looks in the artist diagrams to be in the same alignment/location. Does this mean there will be detours during the full period of dismantling and new construction? Or can there be one lane access maintained throughout the process? Our alignment change to the road such that the new bridge is parallel slightly to the west of existing?	.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. The new bridge is planned to be constructed at the same level as the current bridge and in the same alignment, with the widening of it restricted to only the eastern (marina) side. We anticipate keeping one lane of the road open during some of the construction. However, a full closure is needed when removing the old bridge and installing the new bridge beams. We plan to deliver the construction work through a fast-track programme to minimise disruption and reduce the impact on the community. Our construction methodology will be planned further in the next design stage, and we will share further traffic disruptions in 2026. Detours will be likely at certain stages of construction.
27	There must be a pedestrian footpath on BOTH sides of the new bridge!	Not at all!	The new bridge needs to be of maximum width plus TWO footpaths, one each side!	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge.

28	Footpath joins up east side all the way around the marina.	How long? No details on road closures	Path around marina, time road closed	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the current footpath on the existing bridge. Extending the footpath alongside the marina is outside the scope of the bridge replacement project. We plan to deliver the construction work through a fast-track programme to minimise disruption and reduce the impact on the community. During the next design phase, we will collaborate closely with the contractor to identify opportunities to enhance efficiency and shorten construction timeframes. These updates will be communicated to the community in due course.
29	Wider footpath so that at least 2 pedestrians can fit side by side. And ideally we should be able to walk on both sides of the bridge, not just one	No	It's a very handy bridge	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. Glad you think it's a handy bridge. We think so too.

30	We need a footpath on both side of the bridge. A pedestrian crossing at the bus stop is a must. It is dangerous to cross as vehicles are difficult to see coming from either direction.	No	I am living in Inga Road and we frequently have cars racing along inga Road. A footpath on both sides and a safe pedestrian crossing at the bus stop would make a difference and must be allowed for. We are looking towards the next 100 years and therefore the design has to be future proof and the best it can be.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review.

31	Footpath on both sides of the bridge	Yes. Need to ensure that all down Beach road there is sufficient warning if the road is closed. If construction is the usual interminable duration, then need to have pedestrian options.	Years ago there was a plan for walkway through the estuary on the south west side of the bridge. Perhaps this could be completed first and then the bridge immediately thereafter.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. We will do our best to ensure there is enough warning that the road is closed prior to any construction or closures are in place. Regarding the walkway, we were advised that the Local Board are looking into a Boardwalk on the southern side of the bridge through the creek environment. The Local Board have asked us to futureproof the entrances of our designs to ensure that they can intersect with the bridge construction area. The bridge rebuild project will be aligned with the walkway proposal as we are extending the footpath on the eastern side over the bridge and will accommodate the boardwalk where possible. The boardwalk is outside the scope of our bridge replacement project and would not be delivered together. We will undertake traffic impact assessments as part of the next design stage to identify possible detours and their impacts on the transport network, including pedestrian access. Any proposed temporary detours will be subject to traffic impact assessment and upgrades to intersections if necessary.

32	Hand rail on the road side please. I regularly cross and the cars pass very close. This would be a strong H&S risk management option.	No	If you could have a water fountain off to the north western side. Many people and dogs use this and if you have water pipes then this would be a great community assert.	Thank you for your feedback. A handrail on the roadside of the bridge along the footpath is not proposed as part of the project. The hazard to footpath users is not considered to be significantly higher on the bridge than other parts of the road network. Having a barrier between the footpath and road may reduce some safety hazards, but can introduce other safety issues, such as improved sightlines for drivers, reducing distractions for motorists, and creates more usable space for people on the footpath. The footpath will be separated from the traffic lanes by a kerb and channel which is a standard across the network. Thank you for your suggestion on the water fountain, however it is not currently a part of the project scope and is not feasible with the current site conditions near the bridge area.

33	You mention the bridge will be essentially the same as the existing one. I would hope there will be a foot path on both sides, this would coincide with the development that is taking place regarding the boat marine and become a very pleasant walk to and from the village and another safer way to the beach. Another plus if the mangrove/river board walk becomes a reality, footpaths on both sides of the bridge will make it a great walk. Consideration therefore for another pedestrian crossing should also be considered with in reason to the bridge.	Not concerned, willing to put up with the necessary process.	Obviously it is going to have an impact on East Coast road traffic, Milford Shops and around that residential area.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. We are aware of the Local Board boardwalk proposed along the southern side of the bridge. Our project will be aligned with the walkway proposal as we are extending the footpath on the eastern side over the bridge. Building the boardwalk is outside of the scope for this project. We will also undertake traffic impact assessments as part of the next design stage to identify possible detours and their impacts on the transport network, including East Coast Road. Any proposed temporary detours will be subject to traffic impact assessment and upgrades to intersections if necessary.

34	I would like to see a footpath on both sides of the bridge, As a lot of people walk along the edge of the marina and head towards the beach	Very handy to know the time frame for non-access	The footpath needs to be upgraded and widened along IngaRd, Especially if more heavy traffic is to use this road	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. Extending the footpath alongside the marina or further along Inga Road is not in scope for this project. We are still developing the designs and in the next design stage, we will refine the construction methodology and gain a clearer understanding of the timeframes for road closures. This information will be shared with the wider community as soon as it becomes available.

35	YES. design MUST take into account the WATERWAY use under the bridge. The waterway under the bridge is regularly used by me and many others for SUP paddling, kayaking and rowing boats. we go from the ocean up to East Coast Road on high tides. Some properties also have Riparian rights. The bridge must legally but also morally not restrict our use of the waterway. Council and AT have an atrocious record for previously cutting off waterways so heads up to get this one right by improving the height clearance under the bridge (and at least not reducing it!) . It was a waterway first and I suggest you goggle 'Riparian Rights". Basically identical to public and land owner rights to access a roadway from their property but instead of road think water. Council must not restrict the ability of public and private people to use the waterway to access the ocean and vice versa.	No	Yes as above. Your design criteria fails to address the legal and moral requirements of the waterway use so start with identifying that as a design criteria	Thank you for your feedback. The design aims to keep the existing road level across the bridge, but the underside (soffit) will be slightly lower than the current level due to the deeper structure. This adjustment is necessary to create a single-span bridge, as opposed to the existing two-span design, and to remove the central pier from the waterway, which will improve water flow. The specifics will be confirmed in the next design phase and shared with the community. And raising the bridge above the existing road level will have a substantial impact on the surrounding area. The approaches to the bridge would need to be raised also, thus impacting motorists and pedestrian views over the bridge surface, impacting neighbours' views and it would impact waterflow differently during heavy weather events. While a higher bridge was assessed earlier in the project, it was determined to be significantly more costly, disruptive, and would provide little benefit to locals, as it would necessitate extensive upgrades, at higher costs to the adjacent road network. Currently, the existing bridge occupies a high point within the road network. Increasing its elevation further would compromise sightlines for both motorists and pedestrians, introducing safety risks to bridge users. For these reasons, raising the bridge above its existing level is considered impractical and the option dismissed in the early stages of the project.

36	The imagery suggests a new pedestrian footpath on the Eastern side of the new bridge. That's fine, but your pram crossing at the end of the bridge nearest the boat ramp/marina is surely mis placed - having it near an area where vehicles towing boats are towing/swiniging round/reversing surely put pedestrians at greater risk. Have the pram crossing at the other end of the bridge. The additioanl width used to create the foot path could be incorporated in to providing cycle lanes in each direction over the bridge - but not at the expense of vehicle lane widths!!	Obviously this will provide a few challenges for those travelling south/north on Beach Road on a daily comute basis. I'd suggest a 'residents only' diversion at the back of Milford Mall - and at the Beach Road/Aberdeen Road junction to the north of Campbells Bay. Residents could be issued with brightly coloured windscreen stickers to indicate residency.	It needs to be done - what's the construction timeline?	Thank you for your feedback. The pedestrian crossing at the northern end near the boat ramp entrance is needed to help people on the footpath to cross the road rather than continue across the boat ramp / marina area. This location was recommended by several people during early engagement on this project. There is a potential for improved visibility with the removal of the trees from the eastern side. We will also include signage to warn the drivers passing through the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. There is no specific cycle facilities proposed for this project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. We appreciate your suggestion on the resident only diversion and windscreen stickers for access. Any proposed temporary traffic detours will be subject to traffic impact assessment and upgrades to intersections if necessary. We will undertake traffic impact assessment as part of the next design stage to identify possible detours and their impacts on the network.

37	The bridge needs 2 lanes that are wide enough to accommodate cars and cyclists, a walking path on both sides. This is a major route for residents in the east coast bays and I am concerned about diversions during construction plus the length of time that it will take to construct the bridge.	Yes definitely. Any diversion will put traffic on to East Coast Rd which is already busy. I am concerned about how long the construction will take and the disruption to local residents.	There needs to be no parking on the other side of the bridge heading north. It is a narrow road and when cars and trailers park on the northern side it forces vehicles around them and close to oncoming traffic. This is worse when buses and trucks are involved. I also worry for the local bird life and ecosystem.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. The proposed bridge will include two traffic lanes that are 3.5m wide each, and a 1.8m wide footpath on both sides of the road. There is no specific cycle facilities proposed for this project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. The design of the road approaching the bridge will assess the road layout especially where wider than typical lane widths as this can cause safety hazards. The design considers visibility and the risk of speeding and will be subject to independent safety assessment. Any proposed temporary traffic detour will be subject to traffic impact assessment and upgrades to intersections will take place if necessary. We plan to deliver the construction work through a fast-track programme to minimise disruption and reduce the impact on the community. During the next design phase, we will collaborate closely with our contractor to identify opportunities to enhance efficiency and shorten construction timeframes. These updates will be communicated to the community in due course.

38	Pedestrian walkway both sides of the bridge. This is a constant safety hazard at present as children get to the bridge on the harbour side and then have to cross the road.	No, as long as this speeds up construction.	Good lighting as it's very dark area lined with trees. When the Wairau foot bridge is up or closed people walk along from the bridge to get to Milford bridge and the path stops on the harbour side of the bridge and requires an additional walkway so people can safely cross the bridge.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. The existing lighting will be assessed and upgraded if necessary. Any additional lighting could impact the flora, fauna and aquatic life underneath the bridge which needs to be considered in the next design stage of the project.

39	Footpaths on both sides. Footpath wide enough for pedestrian and wheelchair or pram to pass each other. Barrier between road and footpath as kids often stop on bridge to look at estuary. Bike lane or wider sharing footpath for bikes. Extra footpath (or pedestrian/bike lane painted on ground at least) attaching to bridge footpath on marina side to make it safe for pedestrians once off the bridge and passing the boatramp area. A pedestrian crossing and speed reduction bumps are needed near the roundabout and for the multitude of pedestrians who walk/run to beach and have nowhere to cross. We see it every day. The bridge bike lane should connect Inga to Omana Rd and up to central Milford and Shakespeare bike lane for people coming from further away, thus reducing car traffic/need for parking at beach.	My children catch the bus to school from there, where will the new bus stop be?	Safety should be priority. At present there is continual car commuter traffic mixed with more people walking/running and biking to the beach (fantastic) but it is not safe. They're coming down Omana, crossing all over the show to get to beach reserve, Milford road entrance to beach, Marina and the marina footbridge entrance. Planning needs to be made for those not in cars. There are boy racers doing donuts around the round about practically every weekend, then speeding off over bridge. With the works it needs to be prevented or the closed road may make it easier for them to do and someone will get hurt.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. There is no specific cycle facilities proposed for this project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. The existing bus stop to the south of the bridge will remain. While the bridge is being constructed, temporary stop relocations may occur, which will be shared during the next design stage prior to construction taking place. Any potential upgrade to the pedestrian crossings at the Inga / Omana intersection is not currently in scope for this project. We are however assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. The desire to be able to see through the barrier is understandable, and this will be reviewed, but there needs to be a balance between safety in the event of a vehicle crashing through the barrier into the water from the bridge. The hazard to footpath users is not considered to be significantly higher on the bridge than other parts of the road network. Having a barrier between the footpath and road may reduce some safety hazards, but can introduce other safety issues, such as improved sightlines for drivers, reducing distractions for motorists, and creates more usable space for people on the footpath.

				The footpath will be separated from the traffic lanes by a kerb and channel which is standard across the network.

40	The cycle lanes need to be on the road not on the foot path. See "AT - Inga Bridge_A3 Boards.pdf (9.08 MB) (pdf)". Coming from Milford the road bottlenecks dramaticallly approaching the bridge, it does too approaching Milford but more gradually. The front on views in the pdf of the bridge show there is nowhere a cyclist trapped on the bridge can be safe, except perhaps in the middle of the lane. Getting to the middle of the lane is a safety issue in its own right. Don't replicate the dangers of the motorway overpass bridge on Sunset Road. Try cycling over that a few times!	Yes. I cycle over the bridge often. Leaving the road for the footpath is not something cycles do, if you want to know why contact me, so a dedicated lanes are imperitive. There is a cycle lane on East Coast Road opposite the Pupuke Golf course heading north. It's on the footpath and is almost NEVER used. If the cycle lanes are on the footpath over the new bridge it will not be used either. Despite the risks to cyclists. Improve safety on the status quo.	I'd like you to know I've made a copy of this submission. Should cycle lanes be provided only on the foot path and a cyclist is injured, or worse, on the new bridge roadway, well… I won't be keeping quiet. There are many road "safety" features— like so called "safety islands" in the middle of the road, that so called roading engineers have installed on the North Shore, without thought to the genuine danger they present to cyclists. Keeping quiet is no longer an option.	Thank you for your feedback. As part of our engagement, we used 3D modelling as an artist impression on the designs of the bridge for engagement purposes on the project, which you have referenced. Please see our updated Preliminary Designs on our website here. Once the Detailed Design process is completed, we will publish the designs on our website. There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area, or plans for a cycle path on the bridge to connect to. We plan to replace the bridge in a 'like for like' design, to ensure there is a bridged connection to Milford, without widening the bridge for cycle paths which would substantially increasing the costs for this project. Widening the bridge further then our current designs would further impact trees next to the bridge, utilities and wastewater infrastructure connected to the bridge, plus further improvements required for the bridge approaches, altering the road design, causing cost increases and delays. Our engagement report on this project will be published online, which will be available for the public to review each submission. Your submission will be included, with our response.

41	2 lanes with a footpath on both sides is needed. Also yellow lines before and after the bridge. During summer people park vehicles with boat trailers in the side of the road which can block the exit off one lane off the bridge which isn't safe.	Yes. A minimum of one lane should remain open for traffic as a minimum while constructing the bridge.	Your registration dropdown asking for the suburb you live in does not include Milford. Have had to choose Takapuna even though I live in Milford.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. Broken yellow lines, no parking at all times road marking is proposed on both sides of the bridge and its entrances. We anticipate being able to keep one lane of the road open during most to the construction time period. However, a full closure is needed when removing the old bridge and installing the new bridge beams. Thanks for letting us know about the suburb selection, unfortunately it is a set option within the platform the website is housed. We have notified our platform provider of this.
42	2 Lanes with wide footpaths on both sides of the bridge please.	While construction is underway, please leave the Wairau Creek Pedestrian Bridge (at the end of Commodore Party Road) down in the early mornings, so that we can still walk to the beach for sunrise etc.	Thank you for replacing the bridge with a double lane pedestrian bridge	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. There is a set programme of maintenance for the pedestrian bridge near the crossing which provides access to Milford Beach Reserve. While we will do our best to ensure the pedestrian bridge is accessible for morning walks to the beach, we need to balance the needs for all transport users including Marina boats seeking to access underneath the bridge. As part of our planning on the construction early next year, we will look at the timeline of construction and advise this to the team looking after maintenance on the bridge and processes they can put in place for access while construction on Inga Road bridge takes place. Raising and lowering the bridge is currently managed by ATOC and we can confirm it is actively monitored.

43	Great plan! I think a railing between the cars and the pedestrians would improve it. From artist's drawing, I would feel uneasy cycling or walking over it.	No	No	Thank you for your feedback. The hazard to footpath users is not considered to be significantly higher on the bridge than other parts of the road network. Having a barrier between the footpath and road may reduce some safety hazards, but can introduce other safety issues, such as improved sightlines for drivers, reducing distractions for motorists, and creates more usable space for people on the footpath. The footpath will be separated from the traffic lanes by a kerb and channel which is a standard across the network.
44	Walkways on booths sides of the bridge is fabulous. Support the need to be able to have bigger trucks utilise this road.	Slightly bit there are alternatives and appreciate there will be disruption	This will help to enhance that area, so am fully supportive. With progress comes disruption- something we need to accept for the betterment of Milford.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge.

45	Bike and pedestrian path Respective of marina Better boat ramp	Very concerned. Alternate routes are already over capacity	Seriously see removing heavy vehicle restriction as a negative. It is not a benefit. This needs to be thought through properly	Thank you for your feedback. There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. All aspects of our build will ensure that we are respective to the Marina, surrounding environments and neighbours near the bridge. We have engaged earlier and will continue to keep everyone informed about this project. Any proposed temporary traffic detours will be subject to traffic impact assessments and upgrades to intersections if necessary. We will undertake traffic impact assessment as part of the next design stage to identify possible detours and their impacts on the network. We are removing the weight restriction recently applied due to the current condition of the old bridge. The proposed bridge is being designed in accordance with the latest NZTA Bridge Design Manual standards. It will have a design life of 100 years and is intended to accommodate future use requirements, which includes heavy vehicles permitted for improved connections to Milford.

46	It is essential that a robust, dedicated pedestrian barrier is included on the western side of the new bridge. This is a non-negotiable safety feature for our community.	My primary concern is the safety of the final proposed design, not the construction process.	From a local perspective, vehicles often travel at high speed along Inga Road as it narrows into the bridge. The existing barrier provides essential protection for pedestrians, particularly young children. Removing this barrier, as shown in the new renders, would create an extremely unsafe environment for families. Given the speed of traffic, a simple curb or painted line is not a safe alternative.	Thank you for sharing your concerns and highlighting the importance of pedestrian safety. We recognise that protecting pedestrians, especially children, is a priority for the community. As part of the design process, we will review the need for a robust barrier during the next stages of the project. While barriers can reduce certain risks, they can also introduce other hazards. Our goal is to strike the right balance between safety for all users and maintaining the intended functionality. Current assessments indicate that the level of risk to footpath users on the bridge is not significantly higher than on other parts of the road network. The design includes a kerb and channel to separate the footpath from traffic lanes, which provides a clear physical distinction and helps improve safety. We appreciate your feedback and will continue to consider these points as the design progresses.
47	Wider footpath on both sides please.	No. It's anecessary and unavoidable part of the process. Completing the project quickly would be good.	A lot of walkers will use the south side when it is available. It's more enjoyable to walk on the marina side. The footpath on Inga road is narrow and has no verge to seperate you from the traffic.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. We will endeavour to rebuild the bridge as quickly and efficiently as possible.

48	Foot paths both sides is good. Expect young kids on learner bikes. It's a good vantage point to stop and look at our waterways health. The present footpath safety rail is reassuring, but I guess unnecessary with wider footpaths. Wider lanes to make it easier for buses to pass each other. Connection to the long proposed creek walkway to Milord. Bike ramps to allow shared path use on the bridge. I guess it should last another 100 years, so make it wide enough. Do all the services have easy access ie water, sewer, gas, electricity, etc.	No, I trust you for what will be messy.	There are a few kayaks and paddle boarders that explore the creek. As mentioned above, anything to help the proposed creek walkway would be good.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. We are marginally increasing the traffic lane compared to its current width, to accommodate wide buses and wider heavy vehicles. Regarding the walkway, we were advised that the Local Board are looking into a Boardwalk on the southern side of the bridge through the creek environment. The Local Board have asked us to futureproof the entrances of our designs to ensure that they can intersect with the bridge construction area. The bridge rebuild project will be aligned with the walkway proposal as we are extending the footpath on the eastern side over the bridge and will accommodate the boardwalk where possible. The boardwalk is outside the scope of our bridge replacement project and would not be delivered together. Extending the footpath alongside the marina is outside the scope of the bridge replacement project too. Kayakers and paddleboarders can still explore the creek when conditions permit.

49	I’m in favour of this project, would be great to see a bike lane on either side, and the bridge widened. Keep both foot paths.	No, the bridge will provide longer-term benefits and needs replacing.	I am in favour of this project and would recommend widening the road to include bike lanes. I am glad there has been consideration of pedestrians and how often the area is walked - it provides a key connection to the Milford town centre by walking. I would also like cycling to be considered as the width is very tight.	Thank you for your feedback. There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area for a cycle path on the bridge to connect to. Appreciate your comments that the bridge will bring long term benefits to the area. We agree. We plan to replace the bridge in a 'like for like' design, to ensure there is a bridged connection to Milford, without widening the bridge for cycle paths which would substantially increasing the costs for this project. Widening the bridge further then our current designs would further impact trees next to the bridge, utilities and wastewater infrastructure connected to the bridge, plus further improvements required for the bridge approaches, altering the road design, causing cost increases and delays.

50	This project presents an opportunity not only for like-for-like replacement but also for meaningful improvements to pedestrian and cyclist infrastructure. Footpath Width: The current footpath is too narrow. It would be beneficial to increase its width to better accommodate pedestrians and improve accessibility. Cyclist Safety: Enhancing safety for cyclists should be a priority. This could be achieved through the addition of a dedicated cycle lane or a clearly marked shared path. Crossing on Inga Road: While upgrades are underway to the Bridge, it would be timely to improve pedestrian crossing options on Inga Road. A pedestrian crossing should be installed between the Omana Road roundabout and the bridge to support safe access. Bridge Configuration: If a pedestrian crossing is added, it may no longer be necessary to add a footpath on the side that currently doesn't have one. This	My children take the 856 bus or school buses to get to school and university. Consideration will need to be given to alternative bus routes during the period the bridge is closed for construction - e.g. buses going up Commodore Parry Rd.	Future Connectivity: Looking ahead, there may be potential for a boardwalk across the mangroves connecting Inga Road Bridge to Kitchener Road. It would be prudent to future-proof the bridge design to allow for this connection.	Thank you for your feedback. Footpaths are planned on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. There is no specific cycle facilities proposed for this bridge replacement project, as there are no cycle lanes in the area or planned paths for a cycle path on the bridge to connect to. We plan to replace the bridge in a 'like for like' design, to ensure there is a bridged connection to Milford, without widening the bridge for cycle paths or wide shared paths which would substantially increasing the costs for this project. Widening the bridge further then our current designs would further impact trees next to the bridge, utilities and wastewater infrastructure connected to the bridge, plus further improvements required for the bridge approaches, altering the road design, causing cost increases and delays. We appreciate your thoughts on rest areas and alcoves within the bridge designs to support comfort, but find there is sufficient options in the local area, a short walking distance away from the roading network that permits benches and accessibility needs. We are, however, assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review.

	could allow for a wider footpath on the side that currently has one, along with space for a shared path or cycle lane. Rest Areas: Consider incorporating rest alcoves with benches on the bridge to support accessibility and comfort for all users. These could be modelled on rest alcoves on the pedestrian and cycle path on the new Panmure to Pakuranga Busway bridge.			

51	A wider footpath!	Concerned on the impact on buses, particularly delays - it's a main road with no alternative bus route from further north on beach road	nothing comes to mind- would be good to comment on more detail	Thank you for your feedback. Footpaths are planned on both sides of the new bridge, and these will be wider than the existing footpath on the bridge. Any proposed temporary traffic detours will be subject to traffic impact assessment and upgrades to intersections if necessary. we will undertake traffic impact assessment as part of the next design stage to identify possible detours and their impacts on the network. Bus routes and transit lanes will not be excluded from these assessments. More details will be shared closer to the construction period.

52	Guessing it's not possible but if the road could be wider while maintaining the footpath widths highlighted in the artist's impression that would be good so the road doesn't come to a pinch. I cycle along here regularly and cars are sometimes impatient on this stretch. Removing the pinch would alleviate this. Otherwise all looks pretty good to me.	No	No	Thank you for sharing your thoughts and for highlighting your experience as a cyclist on this route. We understand how important it is to maintain safe and comfortable conditions for all road users, and we appreciate your suggestion about reducing the pinch point. The proposed design includes traffic lanes that are 3.5 meters wide and footpaths that are 1.8 meters wide on each side. These dimensions meet Auckland Transport's standards for an urban arterial road and are intended to provide safe passage for vehicles, including buses, while maintaining space for people on foot. When designing the approach to the bridge, we will carefully assess the road layout to manage visibility and reduce risks such as speeding. Wider-than-standard lanes can sometimes create safety issues, so this balance will be reviewed as part of an independent safety assessment. Currently, there are no dedicated cycle facilities proposed for the bridge because there are no existing cycle lanes in the surrounding area to connect to. However, your feedback is valuable and will be considered as we continue refining the design.

53	The lane width and the upgrade of heavy vehicles allowed after the bridge upgrade is complete	No	Once the bridge is complete and heavy trucks are allowed, how will this impact on the surrounding streets and their maintenance. During the construction of the Omana Apartments heavy vehicles severely impacted the state of the surrounding streets. How will this also impact on narrow streets approaching the Inga Road Bridge.	Thank you for raising these concerns about traffic speed, noise, and safety for residents and visitors. We understand how important it is to create a safe and pleasant environment for the community. The new bridge will include footpaths on both sides, which will be wider than the existing footpath, improving pedestrian safety and accessibility. The bridge is being designed to NZTA Bridge Design Manual standards, with a 100-year design life to meet future needs. Currently, there is a raised pedestrian crossing approximately 350 meters north of the bridge. Additional measures such as speed bumps, further speed limit reductions, or new raised crossings currently fall outside the scope of this bridge replacement project. These changes would require broader consideration of the entire road network and its function as a key arterial route. That said, the bridge design does incorporate features to help calm traffic speeds, including narrower vehicle lanes compared to the approaching roads. This approach aims to improve safety without introducing vertical displacement devices that could create other challenges. We appreciate your feedback and will ensure these points are considered as part of the wider safety review process.

54	Wider footpaths	No	What is going to be done for residents of the Inga & Omana roads who are affected speeding, noisy & polluting vehicular traffic. We need action to reduce traffic speed to make this a safer & more pleasant environment for residents & the installation of speed bumps, a speed limit of 30kph & a pedestrian crossing on Omana Road would be of great benefit to residents & to non residents who use these suburban roads that are patently not suitable for the current high levels of traffic.	Thank you for raising these concerns about traffic speed, noise, and safety for residents and visitors. We understand how important it is to create a safe and pleasant environment for the community. The new bridge will include footpaths on both sides, which will be wider than the existing footpath, improving pedestrian safety and accessibility. The bridge is being designed to NZTA Bridge Design Manual standards, with a 100-year design life to meet future needs. Currently, there is a raised pedestrian crossing approximately 350 meters north of the bridge. Additional measures such as speed bumps, further speed limit reductions, or speed calming measures fall outside the scope of this bridge replacement project. These changes would require broader consideration of the entire road network and its function as a key arterial route. That said, the bridge design does incorporate features to help calm traffic speeds, including narrower vehicle lanes compared to the approaching roads. This approach aims to improve safety without introducing vertical displacement devices that could create other challenges. We appreciate your feedback and will ensure these points are considered as part of the wider safety review process.

55	Maintain a footpath with a barrier to the road.	During the construction, keep the estuary bridge down overnight to allow for pedestrian access to the park going around.	No	Thank you for your feedback. The desire to have a barrier is understandable, this will be reviewed but there needs to be a balance with safety in the event of a vehicle crashing on the bridge. The hazard to footpath users is not considered to be significantly higher on the bridge than other parts of the road network. Having a barrier between the footpath and road may reduce some safety hazards, but can introduce other safety issues, such as reduced sightlines for drivers, increased distractions for motorists, and it would create more usable space for people on the footpath. The footpath will be separated from the traffic lanes by a kerb and channel which is a standard across the network.

56	The 856 bus route takes this bridge. What outreach has there been to users Of that bus to ensure they are aware of what will Impact their work and school Etc commutes? Wider footpath is good. A footpath on both sides or a pedestrian crossing to get to the footpath side is needed.	Yes	You need to advertise this on the 856 so that impacted bus users are aware. This impacts everyone on beach road not just Milford users. You need to indicate how long construction will take too, to help people better understand impact to them.	Thank you for your feedback. Footpaths are proposed on both sides of the new bridge. These footpaths will be wider than the footpath on the existing bridge. A new pedestrian crossing is proposed north of the bridge. In addition, we are assessing the feasibility of an extra crossing at the Inga Road approach to the roundabout, along with improvements to the splitter refuge island but the design of pedestrian crossings will be further reviewed following Auckland Transport's process and will be subject to an independent safety review. As part of the next stage of the design, we will be working on the construction methodology, identifying detour routes (for the period when the bridge will be fully closed), and undertaking traffic assessment report to assess the feasibility of these detour routes. Impact to the bus network will be determined as part of this investigation and will be communicated to the community as soon as we are able to.

57	I agree with the mooted proposals.	Yes. I assume the 8500 vehicles will detour through Commodore Parry Rd and Seaview Road. How will this impact on these non-arterial residential roads?	Where will local trailer boats be launched during the construction period?	Thank you for your feedback. As part of the next stage of the design, we will be working on the construction methodology, identifying detour routes (for the period when the bridge will be fully closed), and undertaking traffic assessment report to assess the feasibility of these detour routes. Impact to the transport network will be determined as part of this investigation and will be communicated to the community as soon as we are able to. There are several alternative boat ramps in the area, such as Takapuna, that can be used during the construction work. This will be highlighted to locals during the construction stage of this project.

58	If we could have foot and cycle access across Wairau stream during construction, that would be brilliant.	Yes, I am concerned about the impact on my commute. This is a route that I cycle along three times a week. I am concerned that the traffic management options, while the bridge is closed, will not accommodate cyclists. In addition, there is always a lot of traffic coming down east coast road. Traffic that would usually use Inge road will be forced up onto east coast road to get to Milford. This will make cycling even more perilous. Especially on the final hill down into Milford where the road eventually splits into two. The road surface is also extremely	I assume you have thought about how you will phase the traffic lights as you come into Milford from East coast road. Otherwise traffic build up will be worse than it usually is.	Thank you for your feedback. We expect to keep one footpath open during most of the construction period. However, a full closure is required when removing the old bridge and installing the new bridge beams. Additionally, there is an existing pedestrian bridge, just north of Inga Road, that is accessible to Milford Beach Reserve and can be used to connect further south of the bridge construction area. Any proposed temporary traffic detours will be subject to traffic assessment and upgrades to intersections if necessary. This includes phasing and cyclists routes.

		uneven on the left hand side and should be improved asap.		

59	Close access to get bridge done quickly	Yes. We live 200 or so meters away so we are very concerned about construction noise and we understand the project managers are seeking to run construction during the night. Therefore there will be noise pollution 24/7 and light pollution at night. This is even worse as apparently most of the construction will happen during the summer when it is hot and we want to have/ need our windows and doors open. This is a very built up area with many elderly people. Sleep disturbance will be a huge issue.	Also, the current traffic speeds down Omana rd and across the bridge onto Inga and vice versa. Most traffic speeds through at 60 to 70 kms. It can be very difficult crossing the road at either end of the bridge because of the traffic speed. It would be advisable to have a speed camera installed or judder bars. Drivers seem to forget that there is a roundabout and a bridge and pedestrians (many) and to negoiate and add poor visibilty into this mix and it is no wonder there are so many near accidents.	Thank you for sharing your concerns about construction impacts and traffic safety. We understand that noise, light, and sleep disturbance can be significant issues for residents, especially in a built-up area with many elderly people. The construction team will be required to comply with the permissible noise and vibration limits set out in the Auckland Unitary Plan. Before work begins, our contractor will prepare a Noise and Vibration Management Plan and communicate what residents can expect, including mitigation measures. At this stage, we are looking into consent from Auckland Council for some night-time work to help deliver the bridge more efficiently. However, we will work closely with Council and our contractor to determine which activities can occur at night and ensure noise levels remain within approved limits to minimise disruption. Regarding traffic speeds and safety, the bridge design considers visibility and speed risks and will undergo an independent safety assessment. While installing speed cameras or judder bars is outside the scope of this bridge project, your feedback will be shared with the relevant teams for consideration in broader traffic management planning. We appreciate your input and will continue to keep residents informed as the project progresses.

60	Our driveway is close to the bridge. We would like to see a cycle lane or footpath going along the bride that would connect to a footpath on the marina side and go right the way up Inga road connecting to the footbridge at Milford Reserve. We would like the boat ramp to stay open to locals during summer.	Yes. As residents living nearby, we are writing to express our serious concerns about the upcoming Inga Road Bridge replacement project and its potential impact on our family. Our home life and our children's educational are already under significant strain from noise. Given our situation, we are extremely anxious about reports that the bridge construction could be a 24/7 operation. We are concerned that constant, high-level construction noise will severely affect our family's well-being, our ability to work from	An extra crossing would be beneficial as sometimes the footbridge to the reserve is broken and that is the only safe place to cross from Milford village to the beach. Wheel chair access also needs to be considered.	Thank you for sharing your concerns and suggestions. We understand the importance of safe connections for pedestrians and cyclists, as well as the impact that construction and noise can have on families. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath. While dedicated cycle lanes are not proposed for this project due to the absence of connecting cycle infrastructure in the surrounding area, the footpaths will link to a pedestrian crossing to support safe movement. We will also consider accessibility needs, including wheelchair access, as part of the design. Regarding the boat ramp, we aim to minimise disruption and will provide updates on access during construction. We acknowledge your concerns about noise and vibration. Our contractor will prepare a Noise and Vibration Management Plan in line with Auckland Unitary Plan requirements and will communicate what residents can expect. At this stage, we are looking into some night-time work to expedite delivery, but we will work with Council and our contractor to ensure activities are managed carefully and noise levels remain within approved limits. We will also ensure you are provide clear and consistent communications about the project timeline and key phases, and a dedicated contact person will be available for local residents. Your feedback is invaluable, and we will continue to work with the community to minimise impacts wherever possible.

		home, and our children's learning environment. We are writing to ask what mitigation options might be available to our family, especially during the most intense phases of construction. To help us prepare and manage, we would also request clear and consistent communication regarding the project timeline, including projected start and end dates for each phase. A dedicated contact person for residents would also be invaluable.		

61	footpath on both side, raised pedestrian crossing on the Southern side of the bridge to allow pedestrian to safely cross the road especially before and after getting on/off the bus at the nearby bus station	No, I live very close to the bridge and I am concerned about the potential noise disruption if works are carried out during after hours	While not directly tied to this project, I'd like to highlight the urgent need for a raised pedestrian crossing on Omana Road between the two roundabouts. This stretch sees increasing foot traffic - particularly from the mall and nearby apartments to the beach - yet there's currently no safe crossing point. The absence of pedestrian infrastructure poses a significant safety risk, and a raised crossing would greatly improve visibility and protection for walkers and runners alike.	Thank you for sharing your feedback and suggestions. We understand the importance of safe pedestrian connections and the concerns about noise during construction. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath. A new pedestrian crossing is proposed north of the bridge, and we are also assessing the feasibility of an additional crossing near the Inga Road roundabout, along with improvements to the splitter refuge island. These proposals will follow Auckland Transport's review process and be subject to an independent safety assessment. Regarding noise, the construction team will comply with the permissible limits outlined in the Auckland Unitary Plan. A Noise and Vibration Management Plan will be developed before work begins, and residents will be informed about what to expect. While we are looking into some night-time work to help deliver the bridge efficiently, we will work closely with Council and our contractor to ensure activities are managed carefully and noise levels remain within approved limits. Your suggestion for a raised crossing on Omana Road between the two roundabouts is noted. While this falls outside the scope of the bridge project, we will share this feedback with the relevant teams for consideration in broader safety planning. We appreciate your input and will continue to keep the community updated as the project progresses.

62	There a lot of cyclists in the area. Dedicated bike lanes will improve safety and will hopefully get even more people cycling. Pedestrian paths on both sides is a fantastic idea.	every work day I commute along beach road to Takapuna. With the road closed, my commute will be a lot longer as alternative routes will be impacted by the detour volume,	N.a	Thank you for highlighting both cycling and commuting concerns. We appreciate the strong interest in improving safety and connectivity for cyclists and pedestrians. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to enhance safety for people on foot. At this stage, dedicated cycle lanes are not proposed because there are no connecting cycle facilities in the surrounding network. We understand that road closures will affect daily commutes, and we are committed to minimising disruption. The project will follow a fast-track construction program to reduce the overall timeframe. During the next design phase, we will work closely with our contractor to identify opportunities to improve efficiency and keep the community informed about detours and progress updates. Thank you again for your input—it helps us balance safety, connectivity, and community impact as the project moves forward.

63	Footpath on both sides essential. Otherwise all good.	From meeting at Milford Mall, there is a very good suggestion to replace the bridge in two sections so one lane is open except for a few weeks. Great idea if possible.	Likely the 856 bus will need to have route changed and therefore not service upper Milford to Smales Farm. If there is a lengthy complete closure I suggest the 82 bus continue down Kitchener and then take Shakespeare to Smales Farm terminating there instead of outside the Milford Mall. As the 82 is a frequent service if even every second one did this it would be a great help.	Thank you for your feedback and suggestions. We appreciate the emphasis on pedestrian safety and the ideas shared to minimise disruption during construction. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and safety. We understand the community's interest in keeping one lane open during construction. While a full closure will be necessary for certain phases—such as removing the old bridge and installing new beams—we are exploring options to maintain one lane where possible. The project will follow a fast-track program to reduce overall disruption, and we will keep the community informed as plans are finalised. Temporary bus detours will be part of the project planning. Our Service Disruptions team will be engaged on the bus route alternatives while full closures are in place and other teams will determine route accessibility for these service changes. Any proposed changes will undergo a traffic impact assessment, including upgrades to intersections if required. Your suggestions and feedback are appreciated and noted as part of this engagement.

64	Wider footpaths but something also done to limit the speed of those using the bridge.	I would prefer that work on the bridge was carried out in daylight hours to give nearby residents a little peace at night.	Generally & for the sake of safety traffic needs to be slowed down a little as speeding vehicles is a problem in this area. A pedestrian crossing is also essential on Omana Road between the roundabout & the mall to allow pedestrians to cross Omana Road safely.	Thank you for sharing your feedback and concerns. We appreciate the emphasis on pedestrian safety, traffic speed, and minimising disruption for nearby residents. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and safety. We are also assessing the feasibility of an additional pedestrian crossing near the Inga Road roundabout, along with improvements to the splitter refuge island. These proposals will follow Auckland Transport's review process and be subject to an independent safety assessment. Traffic speed and visibility are key considerations in the design. Narrower lanes on the bridge compared to the approaching roads will help calm speeds, and the overall layout will undergo an independent safety review. Regarding construction noise, our construction contractor will comply with the permissible limits outlined in the Auckland Unitary Plan. A Noise and Vibration Management Plan will be prepared before work begins, and residents will be informed about what to expect. While we are looking into some night-time work to expedite delivery, we will work closely with Council and our contractor to ensure activities are managed carefully and noise levels remain within approved limits. Your suggestion for a pedestrian crossing on Omana Road between the roundabout and the mall is noted. While this falls outside the scope of the bridge replacement project, we will share this feedback with the relevant teams for consideration in broader safety planning.

65	A footpath on both sides of the bridge is a sensible step. The current road part of the bridge is narrow and insufficient for bicycles and vehicles concurrently. Resolving this will be a positive step also.	I am particularly concerned about the traffic impacts on the surrounding roads and how these will be managed and compensated for. Considerations need to be made for: 1. Changed bus route for 856 bus - determining what will be the altered route? 2. Increased vehicular traffic likely to use East Coast Rd as a result of the bridge being closed and whether this necessitates changed traffic light sequencing or durations at East Coast Rd/Shakespeare Rd/Omana Rd/Kitchener Rd intersection and also the Kitchener	Parked vehicles with boat trailers along Inga Road is a significant issue during the summer months. Whilst not directly related to the replacement of the bridge, consideration for a dedicated park for the trailers would materially improve vehicle and bicycle safety along Inga Road.	We appreciate your suggestions on pedestrian and cyclist safety, traffic impacts, and parking issues. - Footpaths and Road Width The new bridge design includes footpaths on both sides, which will be wider than the existing footpath. The proposed traffic lanes are 3.5 meters wide, and footpaths are 1.8 meters wide on each side—both compliant with Auckland Transport's standards for an urban arterial road. While dedicated cycle lanes are not included due to the absence of connecting cycle infrastructure in the area, the wider footpaths will improve safety for pedestrians and cyclists. - Traffic and Detour Management We understand your concerns about traffic impacts during construction. A full traffic impact assessment will be undertaken in the next design stage to identify potential detours and their effects on the network. This will include: Reviewing bus routes, including the 856 service, and working service disruptions to confirm temporary changes. Assessing intersections such as East Coast Rd/Shakespeare Rd/Omana Rd/Kitchener Rd and Kitchener Rd/Milford Rd/Dobson Ave for potential congestion and whether signal timing adjustments are needed. Considering indirect impacts on routes like Forrest Hill Rd and East Coast Rd. - Parking and Boat Trailers We acknowledge the issue of parked boat trailers along Inga Road during summer. While this is outside the scope of the bridge replacement project, your suggestion for dedicated trailer parking is noted for broader safety planning in the area. We will keep residents informed as plans are finalised.

		Rd/Milford Rd/Dobson Av intersections. I note at the moment in peak hour that traffic can get congested at Shakespeare Rd intersection. With less traffic likely to go straight during the construction onto Omana Rd, there is a chance that the congestion will get materially worse. 3. More indirect traffic impacts. Will increased traffic divert down Forrest Hill Rd rather than use East Coast Rd/Beach Road.		

66	Wider footpath and on both sides. I live in Commodore Parry Rd and am interested to know where traffic will be detoured during construction. I'm assuming it will be along Commodore Parry, which will have a significant impact on noise levels, pedestrian safety and general amenity. My husband and I park on the street and can see that if CP Rd is the detour, our ability to do this will also be impacted.	I am very concerned about the construction process and its impact on me as a resident of Commodore Parry Rd.	I'd like to know estimated construction dates, timeframe and plans to manage traffic.	Thank you for sharing your feedback. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and safety. - Traffic Detours and Local Impacts We understand your concerns about detours and their effect on noise, pedestrian safety, and parking. A full traffic impact assessment will be undertaken in the next design stage to identify possible detour routes and their impacts on the network, including Commodore Parry Road. This assessment will also consider intersection upgrades if required. - Construction Timeline and Communication The project will follow a fast-track construction program to minimize disruption and reduce community impact. During the next design phase, we will work closely with the contractor to identify opportunities to improve efficiency and shorten timeframes. We will provide clear updates on estimated start and end dates for each phase and communicate any traffic management plans well in advance.

67	Guardrails between pedestrian walkway and road, as exist with the current bridge	Yes. I live on Inga Road and walk to Milford to ship and catch the bus	I don't know what you've planned but diverting vehicle traffic (to East Coast Rd?) will be a major undertaking at rush hour and enabling fair access for vehicles to enter/exit E Coast Rd will be vital.	Thank you for sharing your feedback. We understand the desire for a barrier between the footpath and traffic lanes, like the current bridge. This will be reviewed during the next design stage, but it needs to be balanced against overall safety considerations, including the risk of vehicle crashes on the bridge. The proposed design includes a kerb and channel to separate the footpath from traffic lanes, which provides a clear physical distinction. - Pedestrian Access Footpaths are proposed on both sides of the new bridge and will be wider than the existing footpath to improve safety and accessibility for pedestrians. - Traffic Detours and Rush Hour Impacts We recognise the concern about detouring traffic to East Coast Road and the potential congestion during peak hours. A full traffic impact assessment will be undertaken in the next design stage to identify detour routes and evaluate intersection performance. This includes reviewing signal timing and capacity at key intersections to ensure fair access for vehicles entering and exiting East Coast Road. - Construction Timeline and Communication The project will follow a fast-track program to minimise disruption. We will work closely with the contractor to identify opportunities to improve efficiency and shorten timeframes. Updates on detours, traffic management, and timelines will be communicated to the community well in advance.

68	Bikes use the bridge so any footpath should be wide enough for a person and bike, should have good lighting.	Yes. You need to share posters in bus route 856 and you haven't done that yet. you have limited sharing of information to milford residents only.	as above.	Thank you for your feedback and suggestions. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and allow safe shared use by pedestrians and cyclists. The existing lighting will be assessed and upgraded if necessary to ensure good visibility and safety. Dedicated cycle lanes are not proposed for this project because there are no connecting cycle facilities in the surrounding network. We acknowledge your suggestion about information sharing. Over 15,000 postcards were delivered locally. And we will work to ensure updates are shared more broadly, so that all affected residents and commuters are informed. Traffic detours and any changes will be subject to a full traffic impact assessment during the next design stage, and updates will be communicated to the community in due course.
69	2 lanes is a must. Wide and safe footpath are a must to promote active travelling with safety in mind	No - a few weeks of construction is a small price to pay for better commute	None	Thank you for your feedback and support for improving safety and active travel. The new bridge design includes two traffic lanes and footpaths on both sides, which will be wider than the existing footpath to promote safe walking. These features are intended to encourage active travel while maintaining safety for all users. We appreciate you’re understanding that some construction disruption is necessary to deliver these improvements. The project team will continue working to minimise impacts and keep the community informed throughout the process.

70	N/A	N/A	N/A	N/A
71	We believe that the inclusion of a new north side footpath is flawed. The road is already too narrow for wide vehicles to pass each other and is especially dangerous for anyone cycling. We were told at a public meeting that the bridge had to be built in its existing configuration and width. The existing footpath on the northern side that terminates at the bridge is rarely used as people who reside in Omana Road have no use for a footpath on that side as it only leads to a boat ramp, car and trailer parking, and marina parking. Those residents will either be walking to the beach via Craig Road or be walking to Milford Mall. There is no ability for anyone to access the marina walkways as they are gated. The footpath would endanger people from the movement of vehicles around the marina and boat ramp, particularly the boat ramp as vehicles	The construction process is going to cause inconvenience to the drivers of the apparent 8,500 vehicles that use the bridge today. That is unavoidable. We were told that other than for a short period one lane would remain open, which is fine if that's the case. There will still be people who are impatient and will seek to use existing residential streets as their traffic route, particularly travelling south to Milford/ Takapuna etc. That presents a problem for those exiting Beach Road to take advantage of residential streets	Please see above as we believe these are all very important considerations. We look forward to seeing information as this process progresses.	Thank you for sharing your detailed feedback and concerns. The new bridge design includes footpaths on both sides to improve pedestrian connectivity and allow for future extensions along the marina. We understand your concerns about road width and cyclist safety. The proposed traffic lanes will be 3.5 meters wide, and footpaths will be 1.8 meters wide on each side, meeting AT's standards for an urban arterial road. While dedicated cycle lanes are not included due to the absence of connecting infrastructure, the wider footpaths will help accommodate shared use where appropriate. Your feedback about the limited use of the northern footpath and the potential safety risks near the marina and boat ramp is noted. These considerations will be reviewed during the next design stage, along with opportunities to improve visibility and safety for all users. We recognise the concern about detour routes and the potential for increased traffic on residential streets. A full traffic impact assessment will be undertaken in the next design stage to identify detour options and evaluate intersection performance. This includes considering routes such as Commodore Parry Road and assessing whether intersection upgrades or signal timing adjustments are needed to manage congestion and maintain safety. The project will follow a fast-track program to minimise disruption. While a full closure will be necessary for certain phases, we aim to keep one lane open where possible.

	coming up the boat ramp would not be able to see people on the footpath due to the trees that are present. The footpath that is existing on the southern side presently has a barrier on the road edge and is a far safer and better use of the bridge width. If there is to be any widening of the bridge that additional width should be put into making the existing footpath wider so that it is easier for people to pass when they are moving in opposite directions, particularly people with pushchairs, walkers etc. At the public meeting we attended we questioned the road width and the fact that narrowing what is already a narrow section of the road would place cyclists in danger from other vehicles. We were told to get off our bikes and walk across the footpath. That seems contrary to other measures taken for cycle safety. Trying to wheel a cycle across the existing width footpath with another cyclist	to 'rat-run'. Rahopara, Marama and Seaview present 1 route for those people but Marama is a particularly narrow 2-way street and it is impossible for vehicles to pass in opposite directions. Commodore Parry at the northern end of the Marina would be more suitable as it is a very wide road and vehicles can pass even with resident parking in place. It also presents an easier flow of vehicle with the road setup at the intersection with Beach Road. Vehicles could then travel up Seaview from the base of the hill		Updates on detours, traffic management, and timelines will be communicated to the community well in advance.

	or person pushing a pushchair would not work. We believe that the present single footpath and a decent width road are the best and safest options.	and then to East Coast Road to Milford/Takapuna etc.		

72	Cycle lane wide enough for both direction transport .	Yes bridge is a bottle neck should be easier to enter bridge from both directions	Rush hour bottle neck jams buses up on entering	Thank you for sharing your feedback and suggestions. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and allow safer use by pedestrians. Dedicated cycle lanes are not proposed due to the absence of connecting cycle infrastructure in the surrounding area. We understand the concern about the bridge acting as a bottleneck, especially during rush hour and for buses. The proposed traffic lanes will be 3.5 meters wide, meeting AT's standards for an urban arterial road. The design aims to maintain safe and efficient movement for all vehicles, and traffic flow will be reviewed as part of the next design stage.
73	Bike Lanes. See 2 below.	The impact on traffic flow will be significant but its a trade off to fix the bridge for the longer term. Hopefully the foot and bike access will be either not be affected or the bridge over the marina is operational.	Not sure	Thank you for your feedback and observations. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to improve accessibility and allow safer use by people on foot. Dedicated cycle lanes are not proposed due to the absence of connecting cycle infrastructure in the surrounding area. We understand the concern about traffic impacts during construction. The project will follow a fast-track program to minimise disruption, and we aim to maintain access wherever possible. Updates on detours and alternative routes will be communicated to the community well in advance.

74	I think that there should be a footpath on the seaward side of the bridge since anyone who walks along the bank currently has three choices to get from one bank to the other: - walk back to the pedestrian crossing - dodge the traffic and cross the road walk along the barrier and hope that you do not get sideswiped. None of these options is pedestrian friendly. I have used the last two options and lived to tell the tale, but this is the centre of suburbia and it is 2025, not 1926. The last Model T Ford crossed the bridge many years ago, so we need to have something that fulfils modern traffic and meets the needs of pedestrians.			Thank you for sharing your feedback and highlighting the challenges pedestrians currently face. We agree that modern infrastructure should prioritise safety and accessibility. The new bridge design includes footpaths on both sides, which will be wider than the existing footpath to provide safer and more convenient options for people on foot. This improvement aims to eliminate the need for unsafe crossings or walking along barriers. While dedicated cycle lanes are not proposed due to the absence of connecting cycle infrastructure in the surrounding area, the wider footpaths will help accommodate this where appropriate.

75	Thoughts on the Inga Road Bridge proposal outlined on the AT website (in response to the public invitation to comment). 1 Both the vehicle lanes and the footpaths need to be wide enough to cope with the future volume of vehicular and pedestrian traffic. 2 Both footpaths need to be separated by a guard rail or similar from vehicular traffic (similar to the current situation) because traffic passing at 50kph within half a meter of pedestrians' elbows (which is the situation immediately west of the bridge) is frightening for pedestrians. 3 The time duration that Inga Road is closed to pedestrian and vehicular traffic must be kept to a minimum. The exiting bridge demolition and new bridge design/construction must take this issue into account. 4 Access to the boat ramp must be preserved 5 Clearance between the bridge soffit and the highest			Thank you for sharing your detailed feedback and suggestions. We appreciate your focus on safety, accessibility, and minimising disruption during construction. 1. Lane and Footpath Width The new bridge design includes two traffic lanes and footpaths on both sides, which will be wider than the existing footpath to meet AT standards and accommodate future demand. 2. Separation Between Footpaths and Traffic We understand the desire for guardrails like the current bridge. This will be reviewed during the next design stage, but it needs to be balanced against overall safety considerations, including the risk of vehicle crashes. The current design includes a kerb and channel to separate footpaths from traffic lanes, like the rest of the roading network. 3. Minimising Closure Duration We aim to keep one general traffic lane and one footpath open during most phases of construction. However, a full closure will be necessary for critical activities such as removing the old bridge and installing new beams. The project will follow a fast-track program to minimise disruption. 4. Boat Ramp Access Access to the boat ramp may be affected during construction but will be restored once the bridge is completed. Plant, material and equipment could block access during construction periods for the bridge, however there is boat ramps nearby that can provide access while construction takes place. 5. Flood Clearance and Future Resilience The design processes included hydraulic modelling to assess flood flows. Removing the central pier currently in the waterway will improve water flow and resilience against future sea level

	recorded flood level in Milford Creek where it passes under the bridge site should include a satisfactory margin for sea level rise /king tides/ storm surge for the future 100 years or more. 6 In order to minimise the time restrictions on vehicular and pedestrian traffic it may be prudent to replace the existing bridge with four “drop-in” bridges. It is impractical to comment on the concept design as insufficient detail appears to have been released or available to the public. Is there more detail available for educated citizens to study? Please send information to me asap as I am about to travel overseas.			rise and storm events. The current design strengthens the bridge to accommodate expected changes with weather events and surges. 6. Alternative Construction Methods Building multiple “drop-in” bridges was assessed but found to be more expensive, introduce safety risks, and unlikely to significantly reduce construction time. We will continue to provide updates as more detailed design information becomes available.

76	Hi there, I have lived in the area for 50 years. There are two things I would like from a new bridge. I love my jogging and a generous width walkway on both sides of the bridge, with linking footpaths would be welcomed. significantly raise the bridge to allow small boats and medium sized launches to pass underneath so in time the marina could be extended to allow boat mooring connecting to Milford shops and businesses. It would look amazing and completely change the vitality of Milford as a whole. I picture Italy and Greece with walkways next to the boats. It's awesome to see and be beautiful for generations to come. LA have these raised bridges and they are amazing. I hope you have a similar vision. I'm not sure of the clearance above the high tide now but a couple of extra metres should do it. It would not be for huge boats but rather bring the	It has been a long held vision that the road bridge should be raised a metre or so to allow small boats underneath and perhaps long term extension of the marina, so hearing the bridge was due to be replaced seemed the right time to say something, especially when the last one was 100 years ago. Yes I would be interested in seeing the design at one of those venues so will be good to know when that will be. Cheers		Thank you for sharing your vision and ideas. We appreciate your long-standing connection to the area and your enthusiasm for creating a vibrant, accessible waterfront. The current design includes footpaths on both sides of the new bridge, each wider than the existing footpath to improve pedestrian safety and support activities like jogging and walking. These will connect to existing paths to enhance accessibility. We have assessed the option of raising the bridge. While we understand the appeal of this concept, significantly increasing the bridge height would require major changes to the surrounding road network and result in substantially higher costs, safety impacts to bridge users and construction impacts required. For these reasons, this option is not included in the current design. Thank you again for your feedback—it helps us balance community aspirations with practical considerations.

	coast into the shopping and restaurant area.			

77	Inside handrail on the footpath. For protection, stop people on foot straying onto the road. Especially Dogs, Children, people with accessibility needs.	Happy with 24/7 works.		Thank you for your feedback and suggestions. Your suggestion for an inside handrail to provide additional protection for children, pets, and people with accessibility needs will be reviewed during the next design stage. Though, the hazard to footpath users is not considered significantly higher on the bridge than other parts of the road network. Having a barrier or handrail between the footpath and road may mitigate some safety hazards but can introduce other safety hazards. The footpath will be separated from the traffic lanes by a kerb and channel, which is too standard across the roading network. We will ensure the design meets modern safety standards and supports a safe experience for all users. We also note your support for 24/7 construction. While we are looking into some night-time work to expedite delivery, we will work closely with Council and our contractor to manage activities carefully and minimise impacts on nearby residents.
81	A neighbour near 11 Inga Road asked for the drop pit/storm water to be upgraded as part of the project. They said every time there was a large rain event there was flooding on that section of Inga Road.			Thank you for raising this concern. We understand the importance of managing stormwater effectively to prevent flooding during heavy rain events. The drop pit near 11 Inga Road is located outside the project boundary, so upgrading the drop pit is not within the scope of the bridge replacement project. However, as part of the detailed design phase, we will carry out a stormwater assessment to confirm that the network is not impacted by the new bridge.

				If the flooding issue persists, this concern may need to be escalated to Auckland Council's Healthy Waters team for further investigation and resolution. Thank you again for your input—it helps us ensure that the project considers wider environmental and community impacts
90	Your bridge design is amazing. I love it			Thank you for your feedback on the Inga Road Bridge project. We're pleased to hear you appreciate the design. Community support is important to us, and your comments reinforce the value of creating infrastructure that is both functional and visually appealing.
91	Good design looks awesome. I love it			Thank you for sharing your thoughts on the Inga Road Bridge design. We're pleased to hear you find the design appealing.
92	It looks cool			Thank you for your feedback on the Inga Road Bridge design. We're glad to hear you like the look of the design.
93	I think it would be quite hard because you have to take away all the stuff and build new materials. And I love the designs			Thank you for sharing your thoughts on the Inga Road Bridge project. We understand that construction can seem challenging, especially when it involves removing existing structures and introducing new elements. We're glad to hear you love the design—it's great to know the effort to create something functional and visually appealing is appreciated by the community.