AUT Link – Cavendish Drive and Sharkey Street Cycleway/Streetscape Project

Community Feedback Report

Summary of public consultation feedback

May 2026

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Summary

This external consultation report documents the consultation undertaken for the Manukau Cavendish Drive / Sharkey Street Project (the Project). The Project is a walking and cycling improvement initiative led by the Auckland Urban Development Office (AUDO), and forms part of the wider Transform Manukau urban regeneration programme and Auckland Transport's Manukau Cycling Network. The Project proposes safer, more convenient and more sustainable travel options between the Auckland University of Technology (AUT) South Campus, Manukau Institute of Technology (MIT), Manukau Square, public transport services, and other key destinations in the area.

The purpose of consultation was to inform affected stakeholders of the proposed works, identify and understand potential impacts, gather feedback, and ensure stakeholder views were considered in development of the Project. Engagement on the concept design was undertaken between April and June 2025 and included property owners, local businesses and community members, Business Manukau, and students and staff at AUT and MIT.

Overall, limited feedback was received from local property owners and businesses, while student engagement generated more than 170 responses. The feedback confirmed that private vehicles and bus are the dominant travel modes to the area, and that improved safety, available infrastructure, lighting, shelter, shade, signage, and safer crossings are key factors that would encourage greater uptake of walking and cycling. The feedback has been considered as part of the developed design for the Project.

Further updates on the detailed design phase have been provided to key stakeholders and local businesses during June 2026.

Background

The Auckland Cycling Business Case identified Māngere East and Manukau as priority areas for investment in cycling. With investment in safe cycling facilities and supporting activities, both areas have significant potential for cycling growth.

Why Central Manukau?

The Auckland Cycling Business Case identified Māngere East and Manukau as priority areas for investment in cycling. With investment in safe cycling facilities and supporting activities, both areas have significant potential for cycling growth.

Auckland Transport is progressing a range of projects in the Manukau area, as outlined in Figure 1 below.

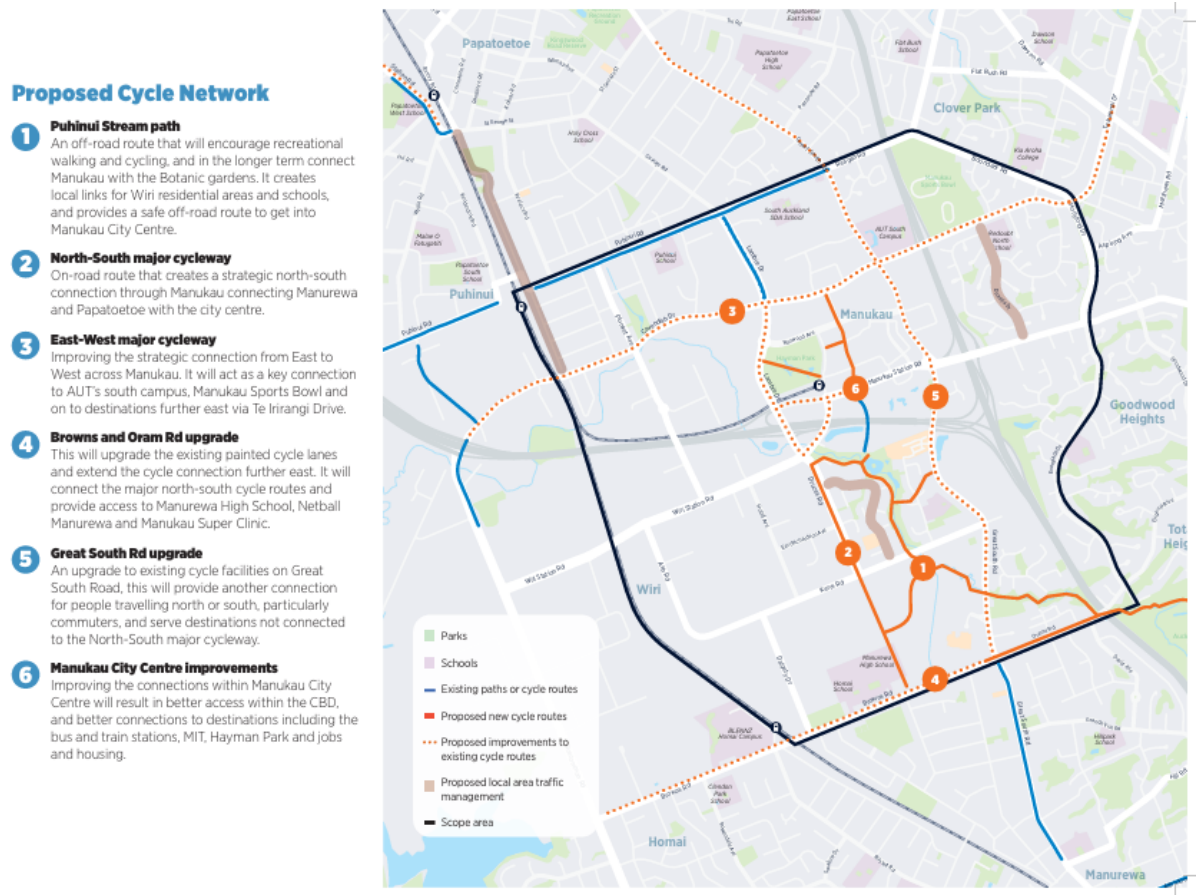

Figure 1: Proposed Manukau Cycle Network - source: Auckland Transport

From the proposed network map above, the importance of cycling connections through Central Manukau is clear, as the improvements provide the central sections of the wider cycling network in the local area.

During 2025, the Central Manukau sections of the wider network were transferred from Auckland Transport to Auckland Council's Auckland Urban Development Office (AUDO) for progression of design and engagement as part of the Cavendish Drive and Sharkey Street

AUT Link. Following AUDO's design and engagement work, Auckland Transport is delivering the project, ensuring alignment with the wider programme.

This strategic initiative enhances active transport options within Manukau by improving walking and cycling connections between Auckland University of Technology (AUT) South Campus, Manukau Square, and MIT. Delivered in collaboration with Auckland Transport and aligned with the Transform Manukau Programme, the project supports broader urban regeneration goals, strengthening sustainability, safety, and ease of movement throughout Central Manukau.

Approach to Consultation

Objectives of External Consultation

The objectives of external consultation were to:

- Inform affected stakeholders of the concept design and proposed improvements.
- Identify how people currently travel in the area and what influences those choices.
- Gather stakeholder feedback to inform design refinement.
- Understand potential impacts on adjacent properties, businesses, and users of the corridor.
- Support transparent and proportionate engagement in line with project scale and impact.

Stakeholder Identification and Analysis

Stakeholders were identified based on proximity to the works, degree of likely impact, and their role as regular users of the corridor. The key stakeholder groups engaged through this phase of consultation are set out below.

Stakeholder Group	Interest / Impact	Engagement Method
Property owners	Direct interest in changes within the project area and possible impacts on access and amenity	Flyer distribution to properties in the project area
Local businesses & community	Potential impacts on customer access, circulation, amenity and business activity	Flyers, Business Manukau channels, drop-in sessions, and door-knocking visits
Business Manukau	Interest as local business association supporting business awareness and participation	Distribution support and hosting of drop-in sessions
AUT and MIT students & staff	Daily travel to and from campus and interest in safer, more attractive travel choices	Interactive activation at Orientation Day events
Pak'n'Save Manukau	Specific interest due to store location on Cavendish Drive	Ongoing direct conversations

Consultation Programme and Timelines

The Project has been in development over a considerable period of time. The table below outlines how the local community and key stakeholders have been engaged since the inception of the wider cycling network for the Manukau area was initiated.

When	With whom and why
July 2021	Auckland Transport commences engagement with the Community Partner Working Group (CPWG) to develop the preferred network. CPWG consists of technical specialists, local board representatives, local community leaders and mana whenua.
March 2022	Public engagement was undertaken on the proposed cycling network for the wider Manukau area and development of concept designs for each cycle route. This process resulted in the development of an 8-year programme of cycling improvements.
Q3/Q4 2022	Development and finalisation of the investment business case for the network and funding applications for the cycling improvements.
Q1/Q2 2025	Inform and involve engagement with key stakeholders, students and local businesses and residents.
Mar 2025	Transform Manukau stakeholder workshop shared designs for Sharkey Street and Cavendish Drive.
May 2026	Local Board workshops to outline final designs for construction.
Jun 2026	Pre-construction awareness engagement with local board and key stakeholders.

Public Feedback

Key Issues Raised Through Consultation

Feedback was reviewed and grouped into key themes. Limited feedback was received from local property owners and businesses; however, student engagement provided clearer insight into travel behaviours and the features that would support a shift to alternative modes.

Issue Theme	Stakeholder Feedback	Project Response / Relevance
Travel mode choice	Private vehicles and bus were the dominant travel modes for students travelling to the area.	The Project continues to focus on providing improved walking and cycling choices between key destinations.
Safety	Improved safety was frequently cited as an important factor in considering alternative modes.	Safety-focused infrastructure remains a core driver of the design.
Infrastructure	Respondents identified available infrastructure, safer crossings, protected cycling, and wider paths as important improvements.	These themes have been considered in the developed design.
Amenity	Lighting, shade/trees/planting, shelter, water fountains, and clear signage were identified as features that would improve the journey experience.	Amenity and streetscape outcomes remain important design considerations.
Cost of parking	The cost of parking emerged as a possible factor that could influence travel behaviour away from private car use.	This reinforces the value of providing viable alternative mode options.
Business interface	Local business engagement generated limited formal feedback; conversations with Pak'n'Save are ongoing.	Stakeholder interface continues to be managed as the Project progresses.

Consultation Outcomes

Consultation outcomes informed the developed design for the Project. The engagement confirmed that car travel remains the dominant mode for many users of the corridor, but also demonstrated a willingness among respondents to consider alternative modes if safer, better-connected and more comfortable infrastructure is provided.

Specific findings recorded through the engagement process included:

- More than 170 students provided feedback during the AUT and MIT Orientation Day activations.
- Travel mode indications recorded in the engagement material showed car and bus as the dominant modes, followed by train, walking and cycling.
- Top reasons for current mode choice were distance, convenience, safety and cost.
- Top improvements identified were shade/trees/planting, better lighting, safer crossings/protected cycling, water fountains, wider paths and shelter.

Overall, the consultation supported progression of the Project and provided practical direction for refining the design response to user needs.

Risks, Constraints and Limitations

The consultation findings were influenced by the level of participation achieved across different stakeholder groups. Local property owner and business feedback was limited, and discussions with some directly affected parties, including Pak'n'Save, were still ongoing at the time the engagement report was prepared. The consultation therefore provided stronger insight into user preferences from the student cohort than from the wider business and property stakeholder base.

Notwithstanding this limitation, the feedback obtained was sufficient to identify key user priorities and to inform refinement of the developed design.

Next steps

A further public update will be mailed to all local residents and businesses in June 2026, providing more information on the detailed design plans and specific information on the construction programme.