

BRIDGING COMMUNITIES

A greater connection between Māngere Bridge and Onehunga is coming



The NZ Transport Agency is replacing the Old Māngere Bridge with a new and improved bridge that will reflect what made the existing bridge a much-loved and long-standing community asset, while creating an iconic new landmark for the area.

The existing bridge has provided an important connection between the communities of Onehunga and Māngere Bridge, as well as being a well-used public and recreational space. Since being closed to motorised traffic in 1983, the bridge has become a gathering place and popular fishing spot for the surrounding neighbourhoods and visitors to the area.

A replacement bridge has been in development since 2012, with resource consent granted in 2016.

After gathering valuable and extensive feedback from communities, and working with mana whenua, we've

developed the new bridge to be easy to use, but also, to reflect shared heritage and cultural values.

As it would be unsafe to leave the old bridge in the harbour, it will be demolished and removed as part of the construction process, with a sustainable plan put in place to minimise environmental impact.

The Old Māngere Bridge is more than 100 years old and has come to the end of its life. We have been monitoring the bridge's condition and determined that due to significant deterioration, it posed a safety risk to the community, so was closed to the public in late 2018.

THE NEW BRIDGE

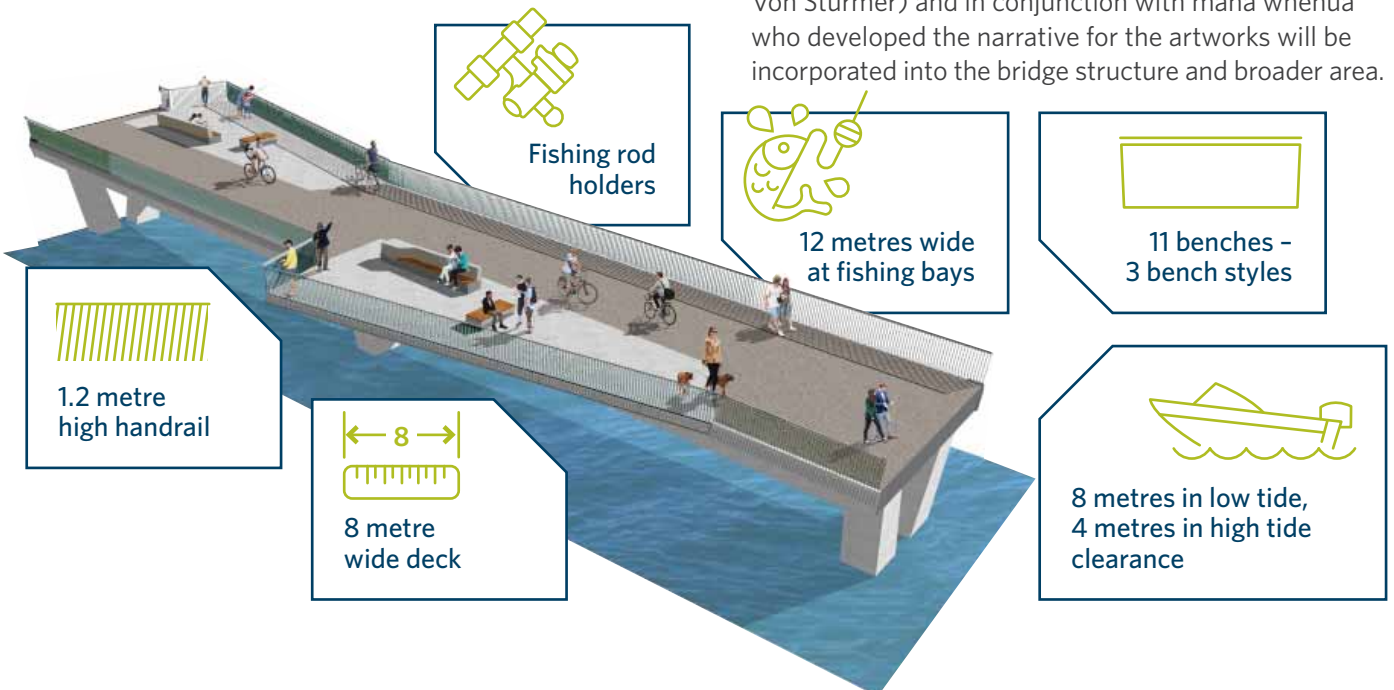


The new bridge has been designed to provide an important connection between communities as well as an appealing public space, making events and travel in the area more accessible and enjoyable.

The new bridge will improve access to the Manukau Harbour and Māngere Inlet for waka, small boats, kayaks and canoes, as it will have higher clearance underneath. This will benefit important annual events like the Portage Crossing, as waka can pass underneath, while providing much better views for spectators.

The bridge is also well positioned to showcase the stunning views of Maungakiekie (One Tree Hill), Te Pane a Mataaho (Māngere Mountain), the Upper Māngere Inlet, Manukau Heads and Te Wao Nui o Tiriwa (Waitakere Ranges) from the deck. Key features of the new bridge include:

- › shared space with a gentle slope to provide access for everyone
- › a wide deck, acknowledging the many users of this public space – pedestrians, cyclists, those fishing and those who would like to sit and enjoy the view
- › two dedicated fishing bays with rod holders
- › a mixture of deck surface materials including timber at the entry and exit points, sandblasted concrete for seating areas and fishing bays and anti-slip resin for the rest of the deck
- › lots of places to sit with different bench styles to suit families, small groups and individual visitors
- › deck and pier lights to increase visibility and extend the hours of safe use
- › safe and environmentally conscious handrails that include a lip and barrier at the railing base to stop rubbish falling into the harbour
- › increased clearance underneath and space between piers for waka, canoes, boats and small watercrafts to pass below
- › art and design features which focus on the specific social, cultural and heritage values of the surrounding communities and area. The works created by two local New Zealand artists (Sunnah Thompson and Matthew Von Sturmer) and in conjunction with mana whenua who developed the narrative for the artworks will be incorporated into the bridge structure and broader area.



HERITAGE

Prior to the original bridge being built, this area was highly populated by mana whenua with many still living in the area today. The harbour and connections to it remain important to mana whenua.

The first bridge was built in 1875 and made of timber. Unfortunately, shipworm soon led to the bridge becoming unsafe, and it was closed in 1914.

In 1915, a replacement bridge made of concrete opened. This bridge was used by pedestrians and vehicles until 1983, when it was closed to vehicles and became a shared space for pedestrians, cyclists and people fishing.

A Heritage Management Conservation Plan (which includes a salvage plan for how parts of the old bridge can be kept and upcycled) is being developed with Heritage New Zealand Pouhere Taonga to ensure the bridge's heritage and its important role in the community is preserved for future generations. This will form an important part of how the existing bridge is removed and how any archaeological findings are handled.

The new bridge will include interpretive panels explaining the bridge's history and importance in the area.



Original Māngere bridge, 1907. Auckland Libraries Heritage Collections Footprints 01120



Opening of second Māngere bridge, 1915. Auckland Libraries Heritage Collections Footprints 01132

CONNECTING COMMUNITIES

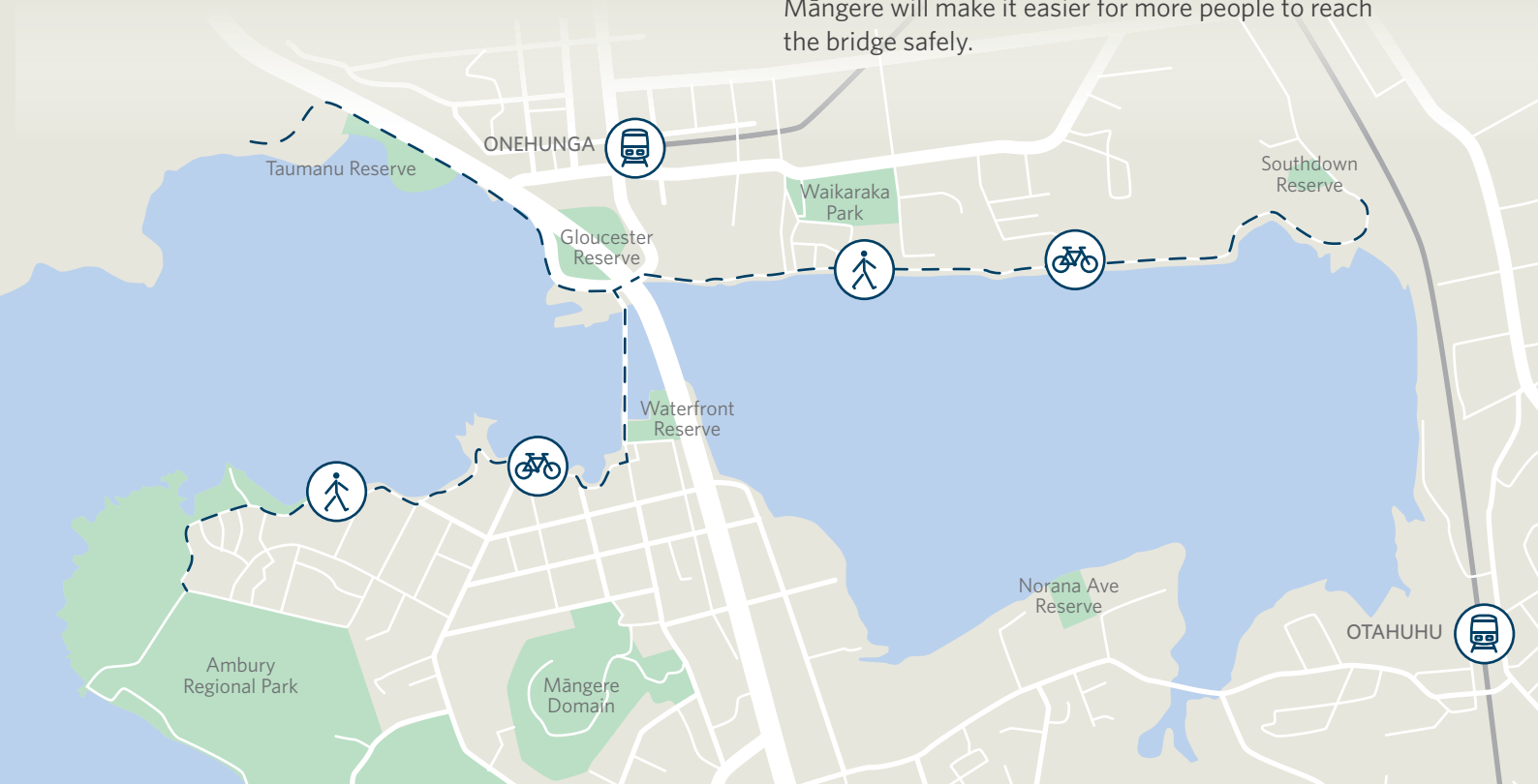
This bridge is important to the broader cycle network connecting South Auckland to the rest of Auckland, and the wider public transport network.

It provides connections to Onehunga Harbour Road and the Orpheus Drive shared path to the west and associated pedestrian and cycle networks along the harbour edge and into other parts of the city.

To the north east of the bridge, connections include the Waikaraka Cycleway along the northern shoreline of the Māngere Inlet to Southdown Reserve.

On the southern side of the bridge, connections include the Kiwi Esplanade shared path which links with Ambury Regional Park to the west and Waterfront Reserve to the east.

Further walking and cycling improvements in Māngere will make it easier for more people to reach the bridge safely.





The northern abutment of the bridge will feature a Taurapa (waka stern piece)

PLANTING

A variety of grasses and trees will be planted at both ends of the bridge.



Mānaia
Carex flagellifera



Purei
Carex virgata



Tarakupenga
Coprosmma acerosa



Horokaka
Disphyma australe



Pukupuku
Doodia australis



Mikoikoi
Libertia perigrinans



Pohuehue
Muehlenbeckia complexa



Wharariki
Phormium cookianum



Yen Ben
Lisbon lemon 'Yen Ben'



Pōhutukawa
Metrosideros excelsa



Nikau
Rhopalostylis sapida 'Chathamica'
(Hardy Nikau)



Grasses and ground cover

Trees



LAYOUT OF THE NEW BRIDGE

The bridge's layout has been designed to promote safe and accessible use by a variety of users, including pedestrians, cyclists, recreational users and people fishing. By maximising the views from the bridge, the connection to the wider harbour area and surrounding landscape will be enhanced.



The southern abutment of the bridge will feature a Tauihi (waka prow piece), wakamaumahara, mauri stone and children's quotes



ARTWORK

As part of the new bridge's design, artworks designed by two New Zealand artists will be incorporated into the bridge structure and also feature at the entry and exit points. The artwork will help tell the stories of the area and provide greater context around guardianship of the harbour.

The waka is traveling south in acknowledgement of the passage along Ōtāhuhu portage where local iwi resided as kaitiaki of this important portage and where waka such as the Tainui travelled from one coast to the other.

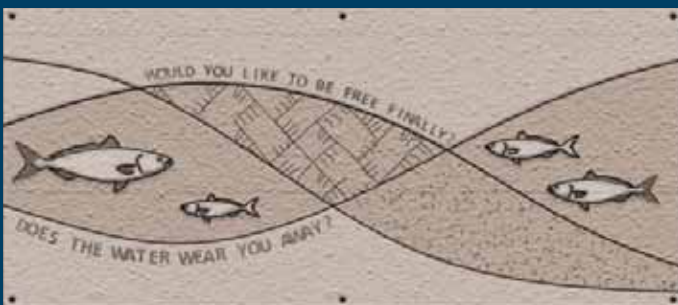
As on the hull of a waka, a pattern will feature on the side of the bridge and a Puhoro design has been chosen to symbolise the movement through water.

The bridge's entry and exit platforms will include artwork illustrating the life sustaining quality of water and the role of tidal cycles in the Manukau Harbour with kahawai fish chasing inanga (whitebait) and a flax weave pattern representing fishing activities. The artwork also captures the children's stories gathered during early consultation exploring a child's perspective of the old bridge.

The handrail that runs the length of the bridge will be in different colours to reflect the shades found on the Kahawai – a common fish in the harbour and acknowledging the importance of fishing in the area. These ancient waters of the harbour were sought after and local iwi made their home here because of the abundance of kai.

The Wakamaumahara (Pou whenua) is a stylised vertical waka prow extending from the balustrade in the south eastern corner of the bridge. This artwork references the historic passage of many and varied waka that transversed this area under the watchful eye of Huakaiwaka, the chief of the area.

The Mauri stone refers to the traditional anchor stone of the waka but also the mauri of the harbour and its life-giving force acknowledging the environmental and spiritual health of the harbour as a living entity.



Internal artwork will capture children's quotes gathered during school events

HOW COMMUNITY FEEDBACK HAS BEEN USED

The Transport Agency engaged with mana whenua, communities, businesses and Local Government partners between 2012 and 2015 to find out what people loved about the bridge, how they use it, and what they wanted for the new one.











In 2012 we held two family friendly information days, attended by more than 700 people, and we received more than 700 pieces of feedback. In total we received more than 1500 pieces of feedback.

Children from local primary schools were also involved in workshops about how they viewed the bridge, and what they wanted in a new bridge.

Using this feedback, we were able to incorporate imagery and oral feedback into the artwork design and give the community a direct voice in the new bridge.

In 2014, we talked to the community again, using a concept design of the new bridge that incorporated feedback from the 2012 engagement. Another information day was held, which was attended by more than 800 people, and we received more feedback that helped us understand how people were using the bridge and the surrounding area. This process has helped us refine the design.



FEEDBACK THEMES	HOW COMMUNITY FEEDBACK HAS BEEN INCLUDED	
Maintain the width of the bridge - like Old Māngere Bridge		The deck of the bridge will be eight metres wide, and 12 metres wide in the fishing bays. This will allow for more recreational use of the bridge, such as fishing, while still providing enough space for safe walking and cycling.
Access for everyone		A gentle slope to make it easy for everyone to use, including people in wheelchairs and with prams.
Care for the surrounding natural environment		The new bridge is designed with protection of the environment front of mind, key features include: <ul style="list-style-type: none"> › A lip designed for the base of the handrail to catch rubbish › Raingardens to clean stormwater before it goes into the harbour › Trees and other planting on entry/exit points of the bridge › Artwork and interpretive panels will educate people on our responsibility to care for the natural environment.
Make sure it is safe - including improved railings		Safety is a key factor in the bridge replacement and is being incorporated across a number of areas including lighting, visibility across the bridge and a handrail high enough to ensure safety for cyclists, pedestrians and recreational users. The deck will also use non-slip material.
Better lighting		Deck and pier lighting will be installed, with feature lighting (including on the arch and under handrails) to be considered. The lighting will enable day and night usage of the bridge and improve safety.
Ensure the history and character of the old bridge is reflected in the replacement bridge		We are working with a number of partners including local iwi and stakeholders such as Heritage New Zealand to understand key cultural, historic and character elements. A salvage plan is being created to help retain the bridge's physical heritage, as a means of connecting the new and old.
Cultural expression is important for the interpretation of the new bridge		Two artists were commissioned to work with the design team to incorporate the area's history and values into the bridge design through art. The interpretation of the bridge as a waka and acknowledgment of Manukau Harbour is a focus of the new bridge.
Better access to the harbour for boats and canoes		The new bridge will be higher, allowing more space underneath (8m at low tide, 4m at high tide) for small boats and canoes to pass underneath. The Māngere Bridge boat ramp at the end of Coronation Road will remain open throughout construction and won't be changed by the new bridge.
Bench seating		Mana whenua and community feedback confirmed the need for seating to make this bridge a location for everyone to visit and enjoy. Eleven seats will be evenly spaced across the bridge and at entry/exit points enabling people to use the bridge as a recreational space and enjoy the views. Three different designs of different heights allows people to view the Manukau Heads and Waitakere Ranges. Seat bases are formed from decorative concrete giving them a layered feel referencing the adjacent volcanic and sandstone landforms of the Manukau.
Fishing bays located in the right location		The two bays to the south of the arch have been located where the water is deeper and based on community feedback, is likely to be better for fishing. The design and location of both fishing bays access both ingoing and outgoing tides.

COME AND SEE OUR BRIDGE PLANS

We are coming to local communities so you can see what the bridge plans look like, ask us questions and find out more about the project.

Onehunga Community Centre

83 Church Street

Friday 16 August 5 to 8pm

Dress Smart 151 Arthur Street

Saturday 17 August 10am to 1pm

Māngere Bridge Village Boutique Market

Coronation Road

Sunday 18 August 9am to 1pm

St James' Anglican Church Hall

Church Road, Māngere Bridge

Wednesday 21 August 5 to 8pm

Māngere Town Centre Library

121 Bader Drive

Thursday 22 August

11am to 1pm and 4.30 to 6.30pm

ALTERNATIVE ROUTE DURING CONSTRUCTION

While we are building the new bridge, there is an alternative walking and cycling route which runs underneath the SH20 Motorway Bridge.

The improved pathway has clear markings for pedestrians and cyclists, upgraded lighting, signage and a higher railing, along with other increased security measures.



For more information, please:

Visit www.nzta.govt.nz/omb

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Phone **0800 444 449**



New Zealand Government

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