



Old Mangere Bridge Replacement Community Engagement Report

October 2012



Old Mangere Bridge Replacement

Community Engagement Report

September 2012

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1 Introduction

This report presents the responses and an analysis of the first stage of community engagement undertaken as part of the New Zealand Transport Agency's (NZTA) Old Mangere Bridge Replacement Project.

The Old Mangere Bridge is a well utilised community facility, providing access across the Manukau Harbour for pedestrians and cyclists between Onehunga and Mangere Bridge townships as well as being a popular recreation and fishing spot.

The structural condition of the Old Mangere Bridge is rapidly deteriorating and will need to be replaced within five years if access is to be maintained.

The project team are looking to include the community in the development of the design (function and form) for the replacement bridge. This first stage of community engagement is to understand how the community currently use the existing bridge and what it is that the community may wish to see included in the replacement. This will help inform the project team in developing the design of the replacement bridge.

This report describes the engagement approach taken and the feedback received from the community during the initial engagement period of July/August 2012.

2 Project background

2.1 Bridge history

The Old Mangere Bridge was constructed in 1914 and is believed to be the oldest reinforced concrete bridge crossing a harbour in New Zealand. It replaced an earlier wooden bridge that existed in a similar location. Until 1983, what is now known as the Old Mangere Bridge provided the primary vehicular access across the Manukau Harbour.

In 1983, the SH20 Mangere Bridge opened to the east of the Old Mangere Bridge. With the opening of the new SH20 crossing, the Old Mangere Bridge was closed to all traffic except pedestrians and cyclists.

The Old Mangere Bridge is now a very popular community facility, used by pedestrians and cyclists as well as being a popular fishing spot. The bridge provides the most direct route between the Onehunga and Mangere Bridge townships for pedestrians and cyclists. The bridge forms a vital part of the Regional Walking and Cycling Network, linking the recently completed SH20 Mt Roskill Cycleway and Waikaraka Cycleway at the northern edge of the Manukau Harbour, to Mangere Bridge township and further south towards the Auckland International Airport.

Currently, the Old Mangere Bridge requires expensive maintenance to hold it at its current level of service. The structural condition of the bridge is rapidly deteriorating and is not expected to be able to provide a safe access for more than another five years.

Because of its popularity and strategic location for pedestrians and cyclists, the NZTA intend to replace the existing bridge with a new bridge. There is also a legal requirement for NZTA to maintain a cross harbour pedestrian/cycle link in this location. There is strong community attachment to the existing bridge and community interest surrounding its replacement is very high.

2.2 Project objectives

The objective of the Old Mangere Bridge Replacement Project is:

To ensure a safe connection for walking and cycling is provided across Manukau Harbour in the general vicinity of the existing Old Mangere Bridge.

This objective is derived from condition 24 of the SH20 Manukau Harbour Crossing designation¹.

In addition to this primary objective, the NZTA is committed to retaining existing activities on the replacement bridge (such as fishing) where these activities do not unduly compromise the primary objectives.

2.3 Project timeframes

The indicative timeframes for the project are as follows:

July and August 2012 – Public feedback period

August 11 and 12 2012 – Information days held at Mangere Bridge

Early October 2012 – Final Community Engagement Report Complete

October 2012 – Communicate back to the community

October 2012/January 2013 – Business Case development and submission to NZTA for funding approval

First quarter 2013 – Tender for design and construction of bridge

First/Second quarter 2013 – Further community engagement

Second quarter 2013 onwards – Final design

Second/Third quarter 2013 – Consenting phase

Late 2013/Early 2014 – Construction commences

Late 2014/2015 – Construction complete

¹ SH20 Manukau Harbour Crossing (ref 182A within the Manukau Section of the District Plan). Condition 24 of this designation requires that:

“The Requiring Authority shall ensure that provision for continued public walking and cycling passage across Manukau Harbour generally between Coronation Road, Mangere Bridge and Onehunga Harbour Road, Onehunga, in the general vicinity of the Old Mangere Bridge, is kept and maintained.”

3 Engagement overview

This section of this report sets out the engagement planning process, including the objectives of engagement, the framework upon which engagement was undertaken, the methodology and the parties consulted.

Further detail is set out in the Consultation Plan dated June 2012 and attached as Appendix 1.

3.1 Engagement objectives

To complement the project objective, the engagement process has a number of objectives which are:

To obtain and understand community feedback on the values and use of the existing Old Mangere Bridge and what the community would like the replacement bridge to look like and be used for. Community feedback will be used to inform the design (form and function) of the replacement bridge.

In doing so the engagement process will:

- Ensure the public and key stakeholders are aware of the reasons for replacing the bridge.
- Promote the consultation period.
- Ensure communication materials are easy to understand, timely and accessible.
- Allow enough time for stakeholders to contribute and raise unexpected issues.

3.2 Engagement Framework

The communication and engagement process is aligned with the principles and core values of the International Association of Public Participation (IAP2) as well as the consultation requirements of the Land Transport Act 2003 and Local Government Act 2002.

The IAP2 provides internationally recognised consultation best practice principles. It sets out a community engagement spectrum of participation depending on the decisions to be made and the associated level of influence (if any) the community can make to a project.

For this engagement period, the community were engaged at the *Consult* level.

The commitment to the community at the *Consult* level of engagement is:

“We will consult with you, listen to, and acknowledge concerns, and use your feedback to inform the decision making process. We will inform you as to how your feedback has been used in the decision making process.”

The feedback received has been collated into a report (herewith) and will be used to further inform the project as it progresses.

3.3 Parties consulted and methods utilised

3.3.1 Iwi

A hui was held on 4 July 2012 at Te Puea Marae, Mangere Bridge.

A total of seven iwi groups were invited:

- Ngati Whatua
- Ngai Tai
- Te Kawerau-a-Maki
- Ngati Te Ata
- Te Akitai
- Ngati Tamaoho
- Nga Hau e Wha

Attendees included representatives from Te Puea Marae, Ngati Whatua and Te Akitai.

The purpose of the hui was to identify the most appropriate Iwi engagement approach for the project.

It was agreed by all present that most suitable method was for Iwi representatives to join the Project Reference Group which meets regularly (refer below). Representatives from all seven Iwi have been invited to join the Project Reference Group, and receive minutes from each meeting.

3.3.2 Local Boards

The NZTA and Auckland Council Reference Group members held a workshop with the Mangere-Otahuhu Local Board on 6 June 2012 and a second workshop with the Maungakiekie-Tamaki Local Board on 19 June 2012.

The workshops updated the Local Boards on the project and sought feedback on the scope of works prior to community consultation.

Following these workshops, both Local Boards appointed a representative to be on the Project Reference Group.

3.3.3 Project Reference Group

A Project Reference Group was established in April 2012 to act as a governance group for the project to help provide direction on decision making. The parties mainly represent those who have a statutory interest in the Old Mangere Bridge. The Project Reference Group consists of representatives from:

- NZTA
- Auckland Council
- Auckland Transport
- Historic Places Trust
- Local Boards (June 2012 onwards)
- Iwi (July 2012 onwards)

The Auckland Harbourmaster and Port of Onehunga are non-attending Project Reference Group members, with all minutes of meetings sent to them for information.

The Project Reference Group is chaired by NZTA and meets regularly to discuss and progress various elements of the Old Mangere Bridge Replacement Project.

3.3.4 Key stakeholders

Other key stakeholders (not including those on the Project Reference Group) with an identified interest in the project included local schools, business associations, interest and action groups. A full list of stakeholders contacted is attached at Appendix 2.

A letter was sent to all key stakeholders on 26 July 2012, along with a copy of the newsletter and feedback form. Copies of these are attached at Appendix 3.

In addition, the NZTA have made a presentation to the Onehunga Restoration Society on the 18 July 2012 and have spoken with St John's ambulance. A summary of the feedback received from these stakeholders is outlined in Section 6.9.

3.3.5 Local schools

Local schools were invited to participate in a unique process designed to facilitate feedback from children in the community. Local school engagement was aimed at creating further opportunity for meaningful and relevant community involvement in the project. Three schools took part – Waterlea Primary School, Mangere Bridge Primary School and Onehunga Primary School. Workshops were held with senior classes at the schools (10 and 11 year old children) on Friday 7 September 2012.

Further detail on the local school engagement including feedback received during the process is contained within Section 5.

3.3.6 Wider community

The engagement period for the wider community began in July 2012 with a media release on 30 July 2012 and delivery of newsletters and feedback forms. Facebook and Twitter were also used to announce the open days and feedback opening and closing dates.

Approximately 14,000 letters were delivered to the local community – to the area shaded on the map in Figure 1.

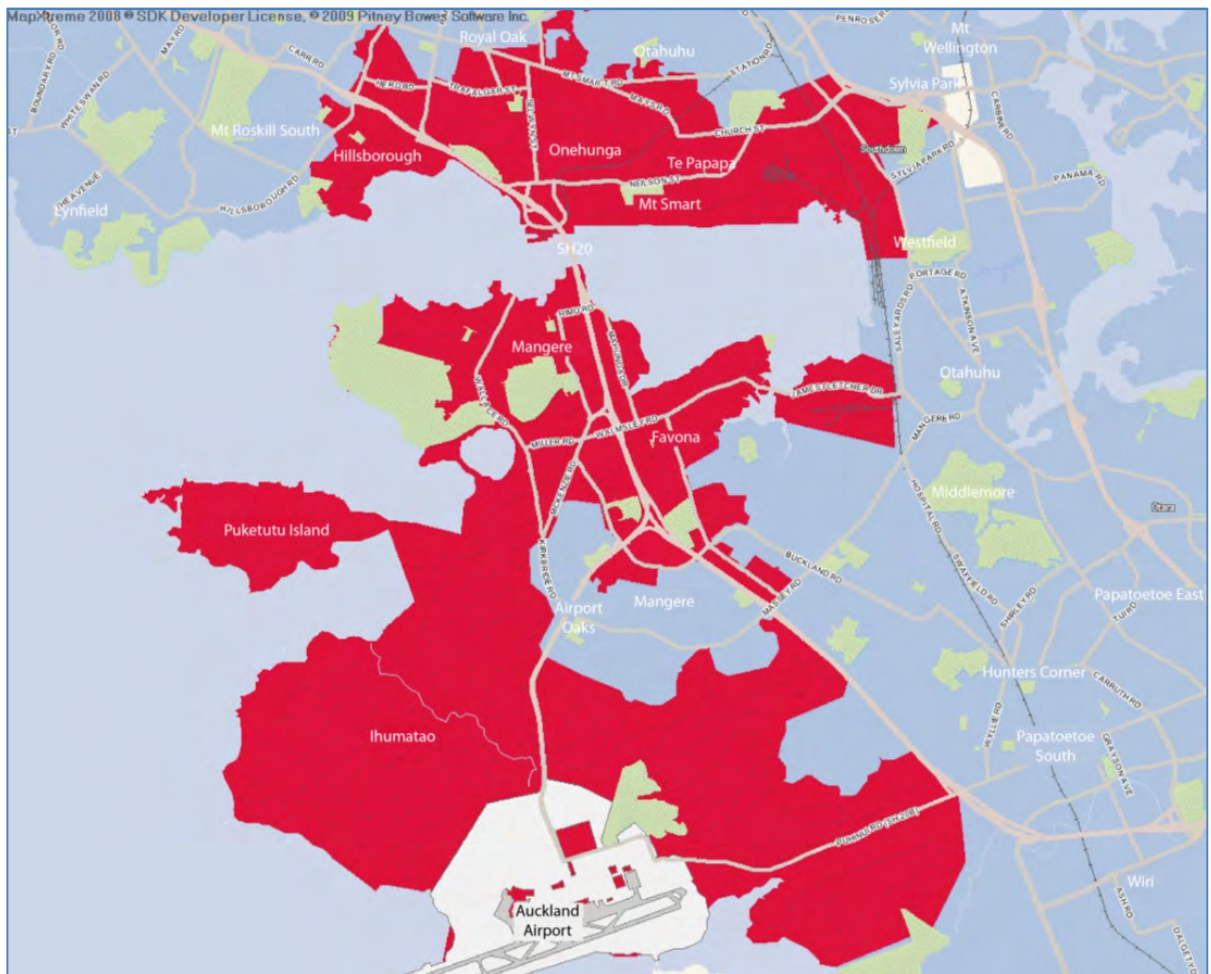


Figure 1: Newsletter/feedback form delivery area – highlighted in red

The newsletter and feedback form were also translated into Samoan and delivered to local churches and community leaders for distribution.

A copy of the media release is attached at Appendix 4. Copies of the newsletter and feedback form are attached at Appendix 3.

In addition, the NZTA website contained information about the project and details of how to provide feedback and contact the project team.

Community information and feedback days were held over the weekend of 11 and 12 August 2012 at Mangere Bridge. The information days are outlined in further detail in Section 4 below.

3.4 Baseline requirements for replacement bridge

The Project Reference Group established a set of baseline requirement for the replacement bridge – essentially outlining minimum design parameters for the replacement bridge.

A full set of the parameters is contained within the Consultation Plan dated June 2012 and attached as Appendix 1.

A summary of these baseline parameters was available on the website, at the open day and summarised in the newsletter. The summary outlined that the new bridge will:

- Have safe entry and exit points for pedestrians, cyclists and other users;
- Be approximately six metres wide to accommodate pedestrians, cyclists and fishing activity;
- Include sufficient lighting;
- Have clear sight lines so people can easily see what is around and in front of them as they cross the bridge;
- Be in the same general location as the old bridge;
- Be at a safe distance from the Port of Onehunga;
- Retain the old bridge's navigational aids for boats; and
- Allow for boat access underneath it.

4 Community information days

4.1 Format

Two information days were held over the weekend of 11 and 12 August 2012. These information days were very well attended with an estimated 700-800 people of all ages attending.

A marquee containing project information was erected near Old Mangere Bridge and sausage sizzle, coffee, soup, bouncy castle, a colouring competition and face painting was provided for entertainment.

This provided an excellent family friendly atmosphere where people could learn more about the Old Mangere Bridge Replacement Project as well as wider pedestrian and cycle information from Auckland Transport.



Photographs above: Mangere Bridge Replacement Open Days – 11 and 12 August 2012

4.2 Information presented

Three poster information boards were presented, outlining the history of the bridge, reasons for the replacement and base line parameters for the replacement. A copy of the three display boards are attached at Appendix 5.

In addition, Auckland Transport attended and provided information about walking and cycling in Auckland.

There were three key mechanisms for gathering feedback on the day:

- A formal feedback form which was available for people to fill in or take away and post back;
- Voting jars which enabled people to indicate how often they used the bridge; and
- A huge interactive wall poster which utilised icons that people could stick on the wall under the heading “what would you like to see on the New Old Bridge?”



Photograph above: The marquee display area at the information days

4.3 Feedback received

A total of 143 feedback forms were placed in the boxes at the two open days. These forms are summarised along with other written feedback in Section 6. Two forms of informal feedback gathering were used – voting jars and an interactive wall poster. These are summarised below.

4.3.1 Voting Jars How often do you use the bridge?

Three jars were provided asking how often people used the bridge - Jar 1) every day; Jar 2) every weekend; Jar 3) once a month. The aim was to provide a fun and interactive way for people to engage about their use of the bridge without the need to fill in a feedback form. The beads were counted after the open days and of the 385 votes, close to half of the voters used the Old Mangere Bridge nearly every weekend – see Figure 2 below.



Figure 2: Voting jar results – how often voters use the Old Mangere Bridge



Photograph above: A child voting on how often she uses the Old Mangere Bridge

4.3.2 Interactive wall poster

The interactive wall poster depicted a large sketch outline of the Old Mangere Bridge with the heading “The new bridge: what is important to you?”. There were 10 pre-prepared icons which included fishing, walking/family outings, cycling, running, boating, lighting, rubbish bins, seating, safety and history. In addition, there were blank icons which people could write on any other features or uses they would like to see on the new bridge.

The aim of this feedback method was to enable community members to become involved in the feedback process without the need to fill in a formal feedback form. In addition, it provided a snap shot of community values and views and enabled the community to immediately share their ideas and to build on the ideas of others attending the open day.

A total of 519 icons were placed on the interactive poster from the combined open days (341 on Saturday and 178 on the Sunday).



Photographs above: The interactive wall poster in action

Of the 519 icons, the percentage of each placed on the interactive wall is indicated in Figure 3 below.

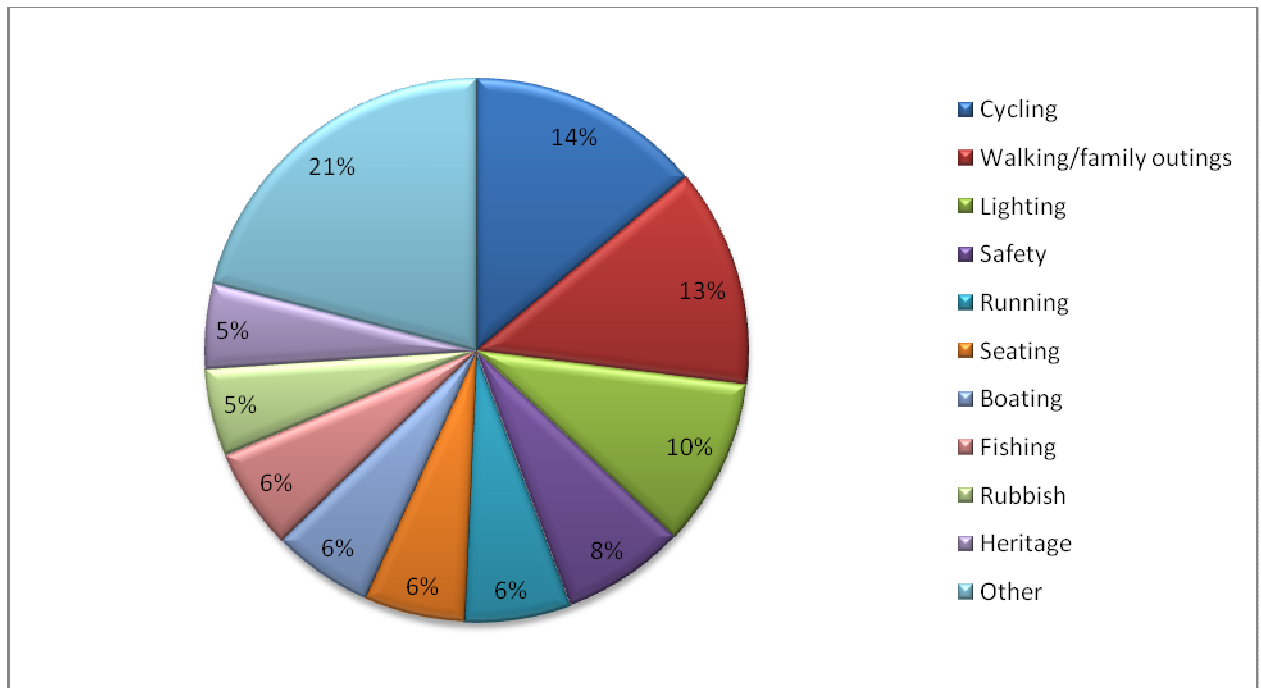


Figure 3: Interactive wall results - what is important on the new bridge

Cycling is the most popular single icon utilised followed closely by walking/family outings. Dog walking is a topic raised by many with this – with some asking for dog access to remain and some asking that dogs be banned. The third most popular is lighting – with a number also asking for CCTV cameras with this.

On the topic of safety, a number of people also asked that dogs on the bridge be leashed.

A number of people used the boating icon and made comments that an improved boat ramp should be provided. Some thought that the bridge should be raised to accommodate boat access underneath, while some noted that this is in fact not necessary.

On the topic of rubbish, a number of people added to the bin icon that bins should be provided for fish waste, along with a hose down area for boats and fishermen. Recycle bins are also requested.

Many people utilised the blank icons to identify other features that they would like to see on the new bridge. The most popular is to keep the bridge wide or even make it wider. Making the bridge a sufficient width to accommodate the variety of uses was also frequently raised verbally. Also raised is provision of toilets, keeping the bridge flat/level, a drinking fountain, shelter, get rid of mangroves and allowing for a rail link to the airport. Some of these items, such as the inclusion of a rail link on the bridge and the removal of mangroves, fall outside the scope of this project. We are, however, working with Auckland Council, Auckland Transport and other relevant parties ensuring that these issues are raised with the appropriate authorities.

5 School workshops

The school workshop process recognises schools and students as knowledge producers for local communities. The objective of the workshops was to gain a greater insight into how local primary students use the old bridge, what is important to them and how they would like to use it in the future. A second objective was to create greater community awareness of the project with students, their families and the local community.

A full description of the school workshops is contained within *Report on NZTA Old Mangere Bridge Primary Student Consultation Workshops* September 2012. The NZTA holds copies of this report.

5.1 Format

The one-hour workshops at Waterlea School, Onehunga Primary School and Mangere Bridge School involved approximately seventy primary students in years four to six (8 to 10 years old).

The workshop activities explored what local children (as the future users of the bridge) value in terms of learning opportunities, social opportunities and movement opportunities provided by the bridge.

5.2 Information presented

Initially, the NZTA Project Manager introduced the project to students. Then four activities were undertaken. The four activities were:

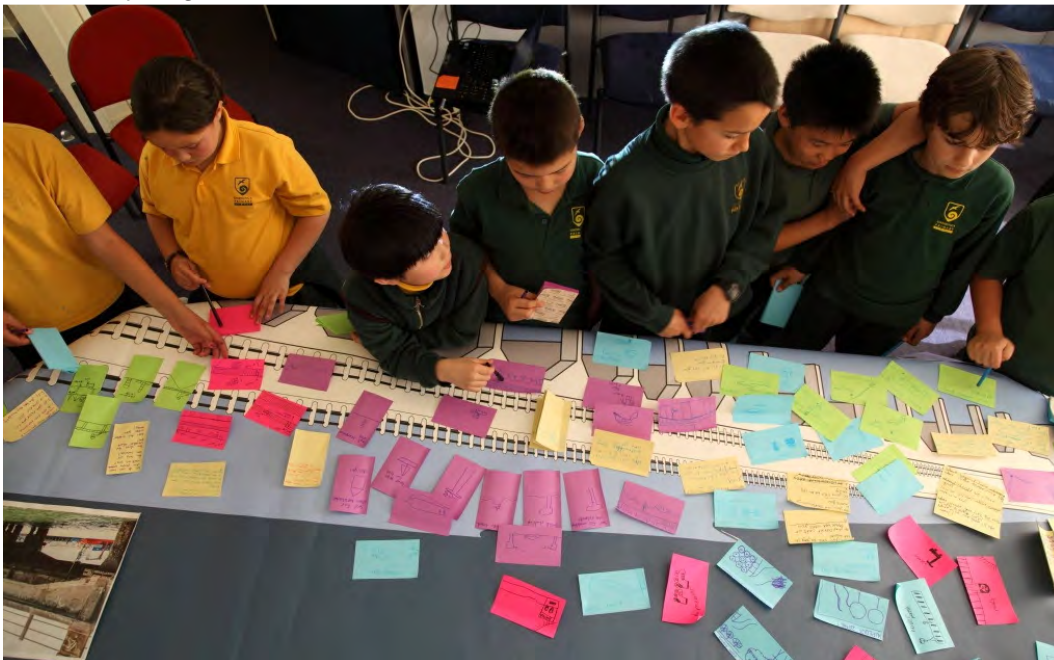
- Activity 1: Engineers and Bridges – Making connections between students prior knowledge and experiences and the Old Mangere Bridge. This included a presentation by a NZTA Structural Engineer and an opportunity for questions.
- Activity 2: Questions for “The Old Mangere Bridge” – what students’ value in terms of learning from the bridge. In this activity, students were asked to imagine they could interview the Old Mangere Bridge and to develop five key questions about what they would most like to know.
- Activity 3: Finding out how students would like to use the New Old Mangere Bridge – what a student values in terms of social and movement functions of the bridge. Students used post-it notes and pens to draw pictures of their best ideas.
- Activity 4: The BEST EVER Pedestrian Bridge. Students were asked to draw the best ever pedestrian bridge and label the activities they included on it.

5.3 Feedback received

5.3.1 Feedback from Activity 2

In this activity, students were asked to imagine they could interview the Old Mangere Bridge and to develop five key questions about what they would most like to know. A selection of their responses are below:

- Do you like it that stuff grows on you?
- Would you like to be free finally?
- Do you want a friend?
- Are you bored being here?
- How many boats have crashed into you?
- Have you seen an orca before?
- How old are you? Are you being teased because of your age?
- Are you sick of getting gas in your mouth?
- What things feed off you?
- Dear bridge, what was it like sitting there through a storm?
- Dear bridge, are you prepared for dying ?(getting taken down)
- Do you ever get poked with hooks?
- How big is the biggest fish that ever swum under you?
- Dear bridge do you have a bridge girlfriend/boyfriend?
- Dear bridge do you get lonely at night?
- Do you feel you need a makeover?
- Have you ever been tempted to kick anyone off you?
- Those fish, do they tickle?
- Does the water wear you away?
- Do you get sick?



Photograph above: Students working on their feedback

5.3.2 Feedback from Activity 3

In Activity 3, students were asked “*What would make The New, Old Mangere Bridge useful for your friends and family? What would you like to do on the New Old Mangere Bridge?*” They were asked to draw and label their ideas (see Figure 4 overleaf). A summary of the ideas includes:

- Underwater bridge so you can see fish and sharks
- People walking next to train tracks
- Fishing spots along the bridge
- Restaurant/café on bridge
- Scuba diving
- Underwater bridge that has rails and just after the rails a little feel pool with starfish you can touch
- Part of it can go up and part can go down
- Sunbathing area and a pool
- Bird watching
- Fish watching
- Fishing competition
- Hire –a-boat/kayak
- Fishing
- Watch point
- Festivals
- Photo album of the bridge
- Flying fox across water
- A cover so you don't get wet
- A bouncy bridge/footpath
- Waterslide
- Underwater boat to see fish
- Rubbish bins to prevent rubbish and pollution
- Picnic area
- Kite flying
- Underwater train
- Better rails
- Glass cages under water
- Overwater aquarium
- BMX bike track
- Security cameras
- Circular 2 second pads, short delay then water comes up like at lego land
- Air tunnel or teleportation pads or bouncy bridge
- Hydro cannon for awesome water fights
- Multiple boat ramps
- Insert \$1 to activate pebble shooter gun
- Hydroslide/waterslides
- Guy Fawkes display
- Penguin enclosure
- TV/info hut with history of old bridge
- Little toddler playground

- Elevator goes under bridge
- Bungy jump
- Treehouse
- Chairs
- Where friends can hang out
- Ice Skating
- Hover path
- Lots of different animals
- An invisible bridge
- Volleyball
- Rollerblading
- Helicopter trips
- Spot for watching stars/planets
- Giant lego figures
- Small trampoline area

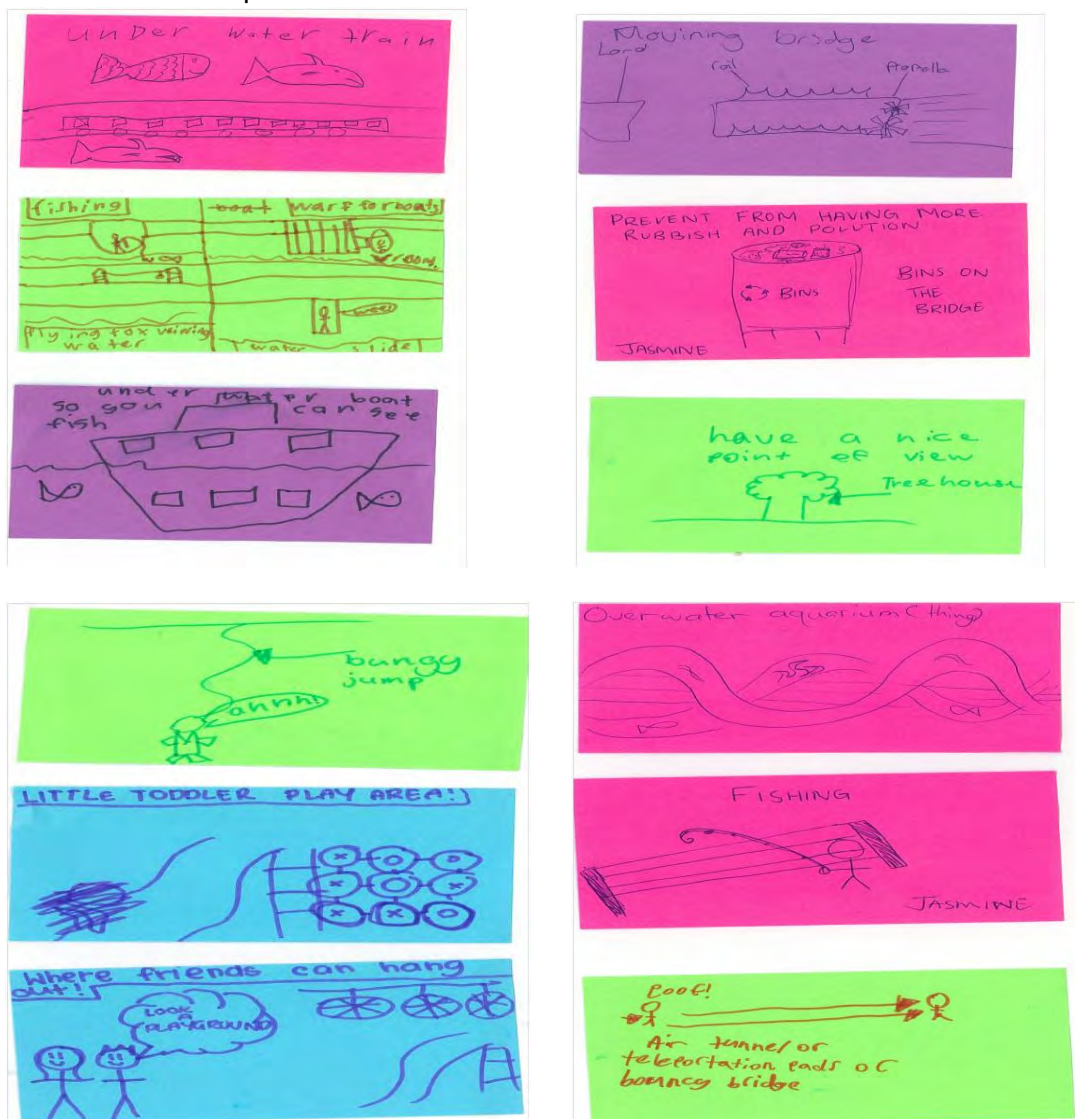


Figure 4: A sample of student responses to Activity 3

5.3.3 Feedback from Activity 4

In Activity 4, students were asked “*What would the “BEST EVER PEDESTRIAN BRIDGE” look like?*” Their responses included the following:

- Kiwi bridge – shaped like a giant kiwi
- Arch bridge
- Koru/spinning road
- Transparent section where you can see sea creatures
- Fishing decks on side of bridge
- Silver fern with decks and fishing spaces
- Half glass bridge
- Moving bridge
- Floating bridge
- Ferris wheel/eye on bridge
- Wiggly bridge in the shape of a “K” (k for kiwi)
- Look like a mountain
- Taniwha
- Looks like lava is flowing
- NZ shape with lookout



Photograph above: Students providing their feedback

The feedback from the school workshops will be considered along with all other feedback received when defining the scope and form of the replacement bridge. For example,

although it is unlikely an ice skating rink or hydroslide will form part of the final bridge design, this feedback indicates that the children would like recreational or “fun” aspects to the replacement bridge. Ways to implement this can be considered during the design phase e.g. paving patterns on the bridge surface that could be used for games, or information boards along the route with fun quizzes/“I spy” type activities.

6 Written feedback responses

A total of 705 items of written feedback were received – 143 forms during the open days and a further 562 forms or emails during the consultation period.

6.1 Location of response

Written responses were predominantly received from the broader Onehunga and Mangere Bridge areas, as shown by the dots on the map in Figure 5.



Figure 5: Location of written feedback responses

6.2 Methods of feedback provision

Written and email feedback were the methods utilised to provide formal feedback (not including open day attendance, Reference Group meetings and school workshops). The graph below in Figure 6 shows the percentage received via each method.

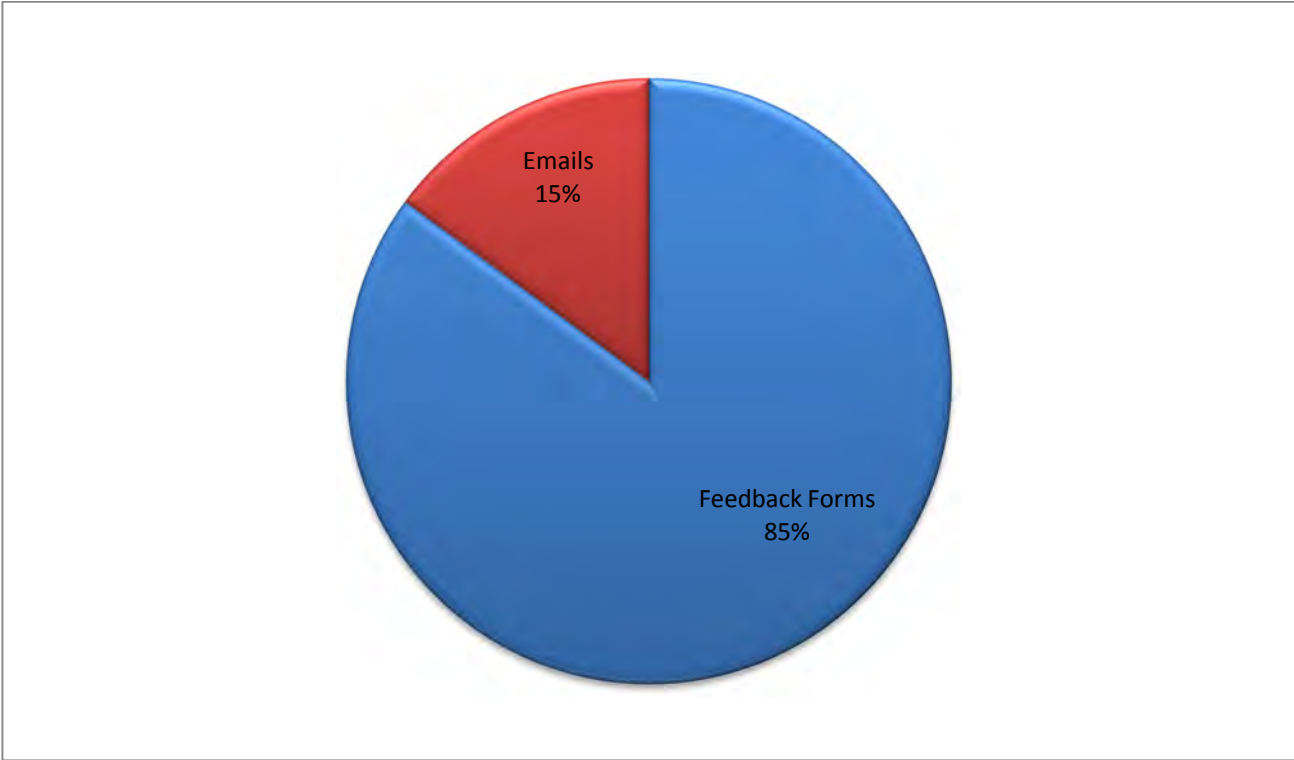


Figure 6: Methods of feedback provision

6.3 Feedback form question 1: level of use

How often do you use the Old Mangere Bridge? (Please tick as appropriate)

On weekdays

- Never
- Occasionally (i.e. once or twice per month)
- Often (e.g. once or twice a week)
- Daily or almost daily

On weekends

- Never
- Rarely (e.g. a few times per year)
- Occasionally (e.g. once or twice per month)
- Often or every weekend

There are two parts to this question, aiming to understand level of use on weekdays and then on weekends. Figure 7 and Figure 8 shows use patterns of respondents mapped by their location.

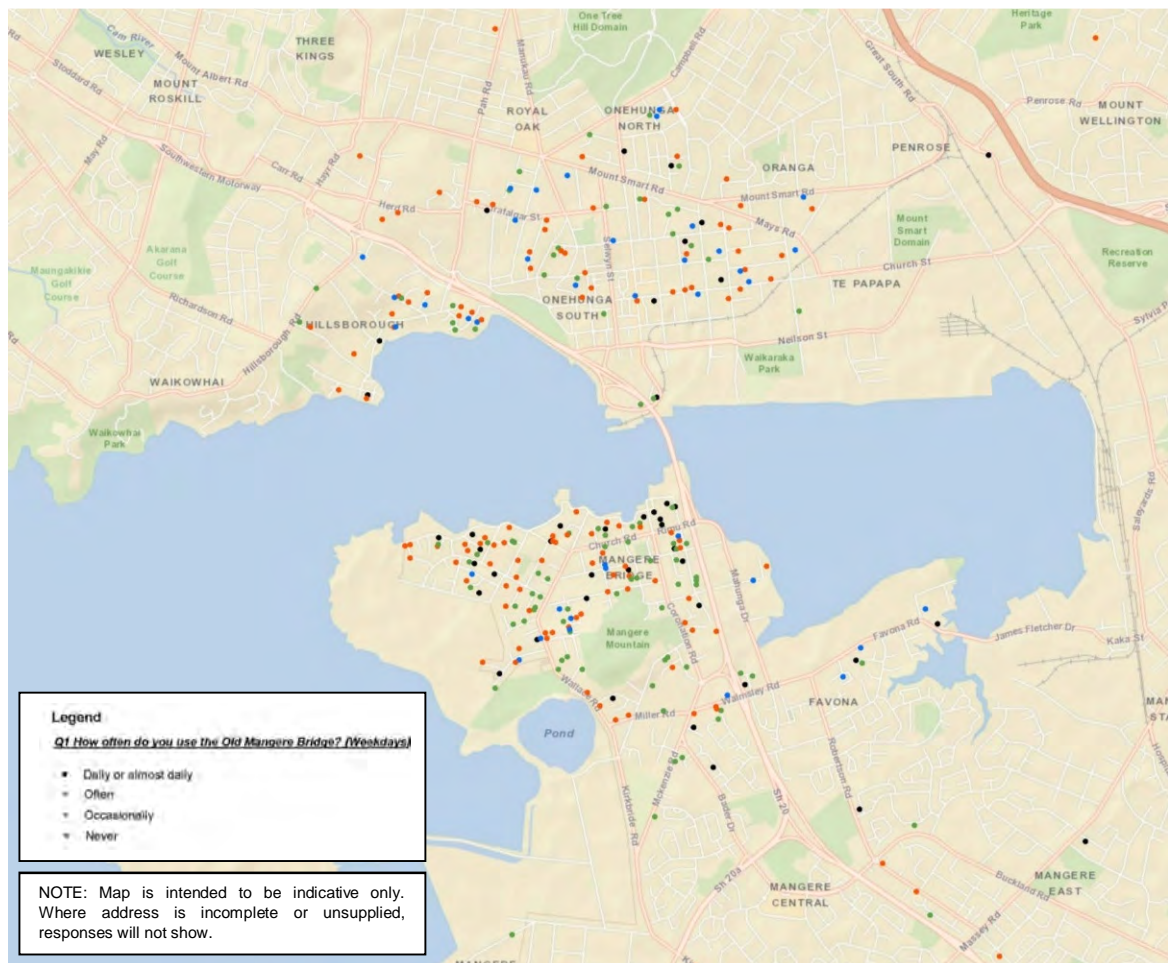


Figure 7: Use of Old Mangere Bridge on week days – by location

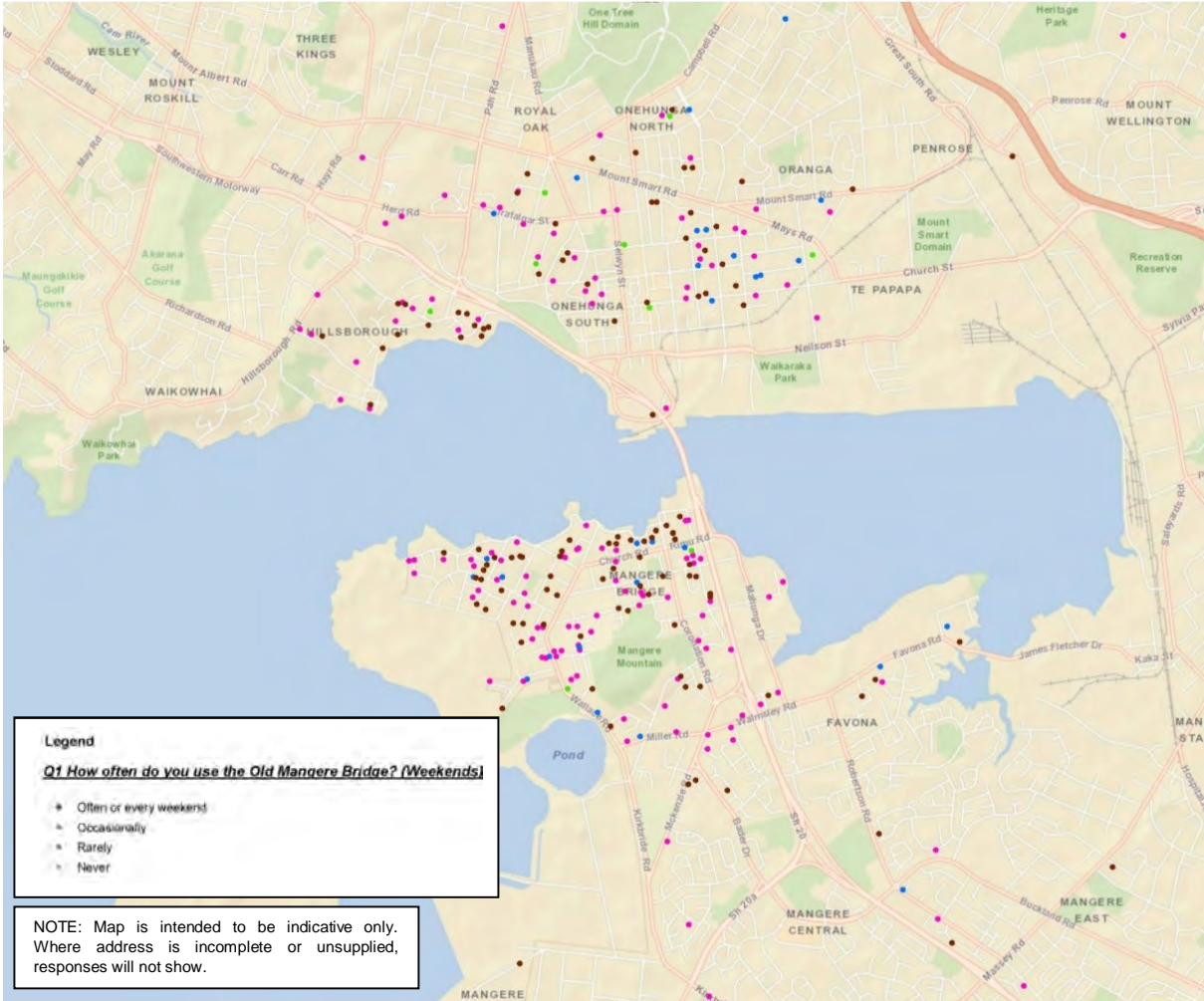


Figure 8: Use of Old Mangere Bridge on weekends – by location

No clear locational trends emerge from either the week day (Figure 7) or from the weekend (Figure 8) use.

The graph in Figure 9 below shows that most commonly, respondents use the bridge once or twice per month during week days (42%). Only 15% indicated that they never use the bridge during the week.

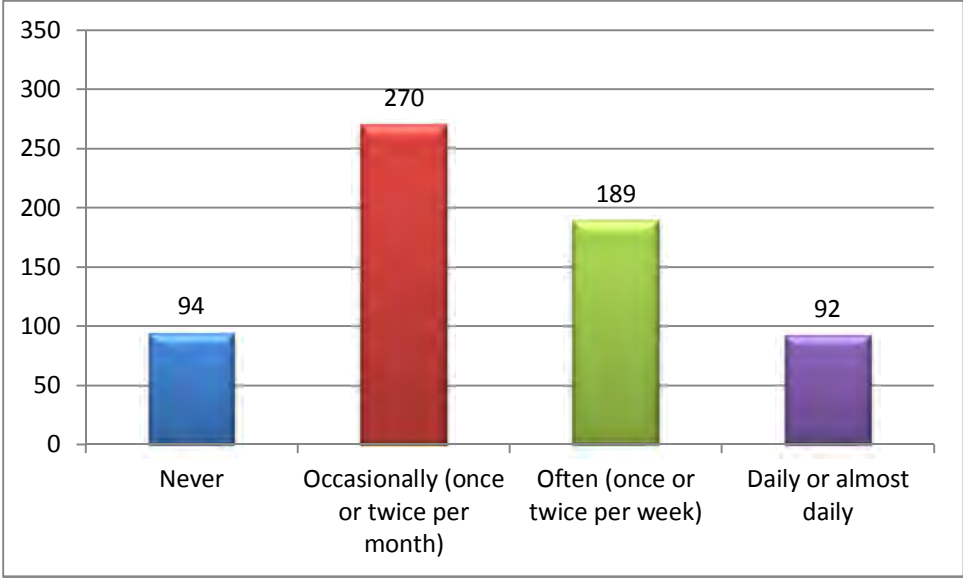


Figure 9: Level of use of Old Mangere Bridge on week days

The graph below in Figure 10 shows that the most common response is to occasionally use the bridge at weekends – with 46% of respondents selecting this option. A further 35% use the bridge often – or every weekend.

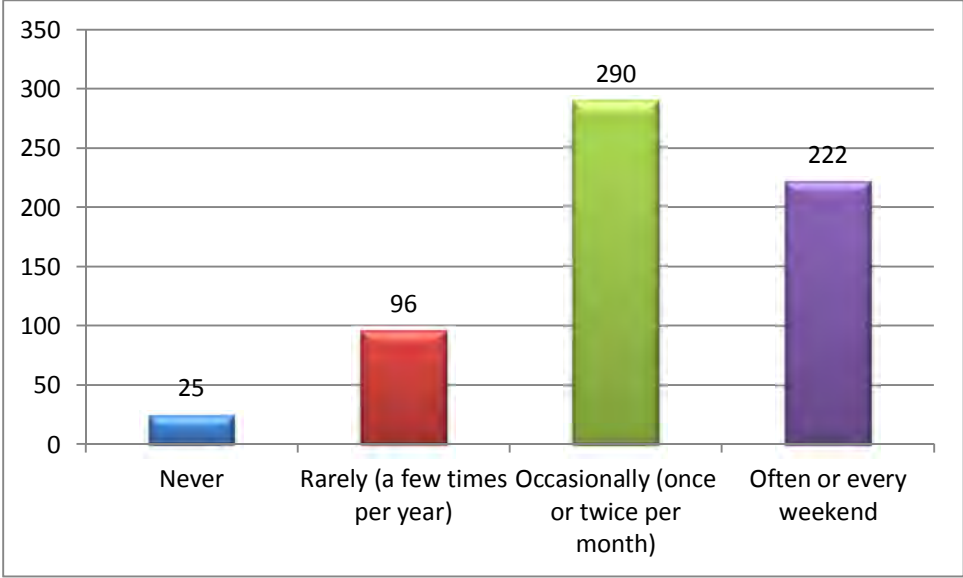


Figure 10: Level of use of Old Mangere Bridge on weekends

When comparing the two sets of information, it can be concluded that more people are likely to use the bridge at weekends than week days, but that it is a well-used facility all week.

6.4 Feedback form question 2: current features liked

What DO YOU LIKE about the Old Mangere Bridge?

This question aimed to identify key features that people like or enjoy about the Old Mangere Bridge. The graph below in Figure 11 shows the commonly identified features LIKED by respondents, categorised by key word.

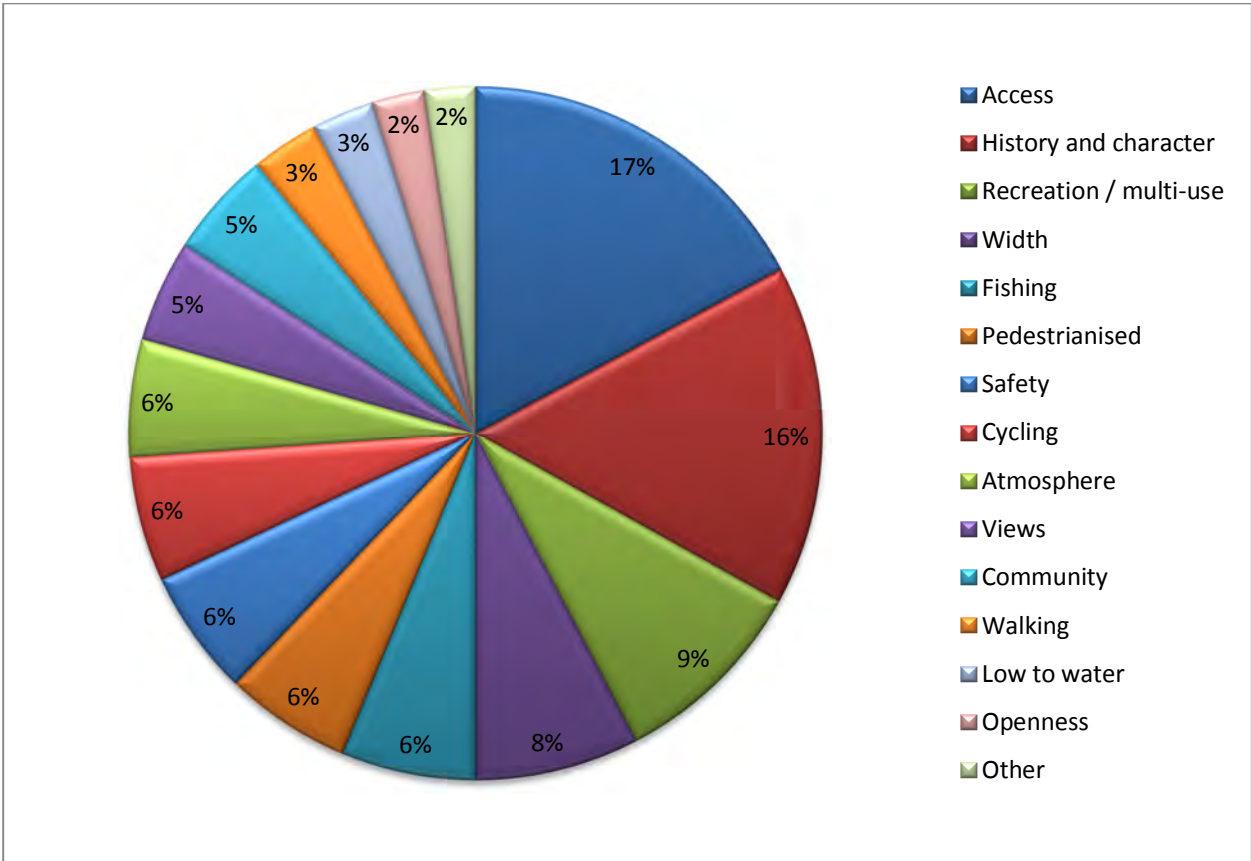


Figure 11: Features respondents LIKE about the Old Mangere Bridge

The most commonly raised feature appreciated by respondents is **access**, with 17% liking the easy connection across the Harbour between the suburbs of Mangere Bridge and Onehunga, connecting people and facilities on either side.

“The way it connects the two communities of Onehunga and Mangere Bridge”
Submission 171

“A convenient and only practical way to cycle to the train station in Onehunga”
Submission 223

“Essential link across the harbour for pedestrians and cyclists” Submission 634

“Easy walk between suburbs” Submission 580

“It’s a good source of getting around” Submission 50

The second most commonly raised feature liked by respondents is **history and/or character**, with 16% noting it. Respondents felt a strong connection with the bridge for its longevity and local icon status. In many cases, strong affinity with the bridge is attributed to using it over many years and remembering personal stories associated with the bridge. Many also liked the construction technique applied, noting features such as the arches.

“Beautiful memories of my child and my dad who helped to build it” Submission 380

“We have used the bridge for 65 years. [We like the] Onehunga history and the original look of the old bridge” Submission 188

“Sense of connection to history of the area” Submission 147

“It is also a local historical landmark, featuring in movies such as Goodbye pork pie.” Submission 565

“A historical feature that has recreational advantages” Submission 661

The third most commonly raised feature liked, as noted by 9% of respondents, is its use as a **multi-purpose recreational facility** for a range of uses such as (but not limited to) walking, cycling, fishing. Note that this topic is multi activities as opposed to specific / individual activities – some of which are also common features liked.

“Where else in Auckland do you have such a multi-activity bridge?” Submission 659

“Taking the kids fishing walking cycling to Mangere Bridge” Submission 506

“Shared space and shared enjoyment” Submission 462

“Easy to use for fishing / walking / cycling / simultaneously” Submission 408

“The area can be used by cyclists, runners, boats, fishermen at the same time - it is a place our community uses often” Submission 204

The fourth most commonly raised feature liked is the **current width** of the Old Mangere Bridge, as identified in 8% of responses. Respondents enjoy the sense of space that it creates and the benefits it provides to enabling multiple uses of the bridge at once.

“The width of bridge allows for all hobbies fishing, cycling, walking etc.” Submission 495

“Nice and wide like a boardwalk” Submission 667

“The present width of the walkway allows everyone to enjoy it (fishing, walking, cycling, etc)” Submission 259

“It’s size gives a very generous platform for various activities where there are people fishing and walking. You feel like slowing down and looking at what they are doing.” Submission 321

“Spacious area that enables lots of people to enjoy and feel free to explore right to the edge of the bridge” Submission 359

Other commonly raised topics include:

- **Fishing** – people enjoy the ease of fishing off this structure. Others also simply appreciate watching other people fish.
“The pleasure of the view and seeing the dads with their children fishing”
Submission 254
- **Pedestrianised** – respondents noted the quietness and relative feeling of safety away from vehicular traffic.
“The freedom to walk and fish without traffic problems” Submission 229
- **Safety** – particularly relative to the wide open bridge in comparison to the alternative enclosed walkway underneath SH20 which is deemed by many as unsafe.
“Safe to walk / run / cycle 'on top' well used by community, safer to walk on this than the newer bridge” Submission 640
- **Cycling** – respondents gave a clear indication that the Old Mangere Bridge is a much loved cycle location/route.
“Great location, quiet and it connects to excellent off-road cycleways”
Submission 549
- **Atmosphere** – those providing feedback noted the relative peace and quiet of the bridge area as well as the community or cultural atmosphere of the area.
“It's a quiet away from all the rush of the city type of spot” Submission 523
- **Views** – people appreciate the views available from the bridge.
“Great clear views of the harbour esp. sunrise and sunset stunning!”
Submission 510
- **Community** – Respondents noted the sense of community, level of activity and cultural hub that is Old Mangere Bridge.
“It's a great place to stop and pass the time of day with some very friendly people. It has a wonderful community feel to it” Submission 715
- **Walking** – a popular activity – particularly because of its flat/level easy walking nature, atmosphere and locality close to nature.
“Pleasant walking access to Onehunga and the harbour side walkway”
Submission 222
- **Low to the water** – interestingly, the closeness of the bridge to the water is identified as a well-liked feature.
“The low profile nature of the bridge and how it connects into the surrounding land at the same elevation. This makes you feel like you are only just above the water ...” Submission 630
- **Openness** – respondents noted the openness of the bridge providing a sense of space and also a sense of safety. Many responses compared the bridge with the alternative walkway underneath the motorway.
“It is a safe open walkway between Mangere and Onehunga. Unlike the new bridge which is enclosed” Submission 94

6.5 Feedback form question 3: current issues

What DON'T YOU LIKE about the Old Mangere Bridge?

This question aimed to understand the feature of the current bridge that are either not liked or wanted by the community, or features that may be missing/lacking. The graph in Figure 12 below indicates the responses received, categorised by key word.

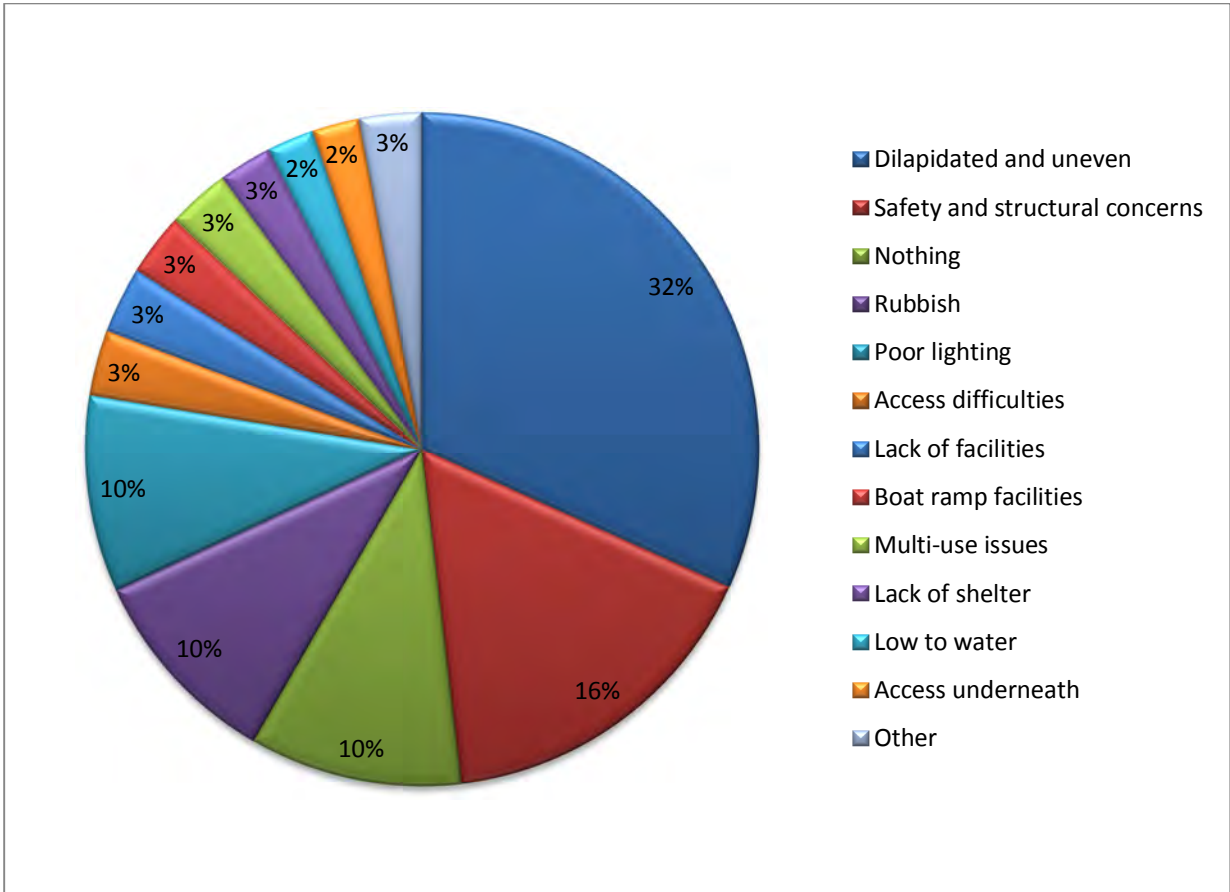


Figure 12: Features of Old Mangere Bridge that are NOT liked

The single most common response is that the bridge looks and feels run-down, tired, untidy and surfaces are uneven and pot-holed (categorised as **dilapidated and uneven** on the graph above). Nearly 1/3 (32%) of responses to this question identified the state/condition of the bridge as something they don't like. Within this category, many noted the different height levels of the paths as an issue, particularly for cyclists.

“Pot holes and lack of trees, flowers. It’s a bit dull and lifeless like it is waiting to be knocked down” Submission 551

“The pot holes on the road, the height of the footpath, can be quite dangerous for little kids and people who aren't watching where they are walking, I've seen a few people fall over” Submission 566

"Tired old dilapidated eyesore" Submission 658

"Looks in need of tender loving care" Submission 693

"The differing heights (levels) of the surface make it difficult for cyclists to avoid pedestrians sometimes" Submission 522

The second most common feature not liked related to **safety and structural concerns**. A total of 16% noted that the bridge feels unsafe, are concerned about its structural integrity and in particular, are concerned about the current safety railings being insufficient.

"Scary with young children due to poor railing" Submission 45

"It looks dangerous like it could sink" Submission 185

"Railing has huge gaps near ground level that children can fall through into water and mangroves. Pathway needs lanes so children can ride bikes in one lane and adults can use a faster lane. Keeps everyone safe." Submission 218

"Quite often full of unsavoury people" Submission 369

"People fishing often take over the entire pathways and you don't feel safe as they swing their rods around. Also people use motor scooters on it as they are not allowed on the motorway - not very safe for everyone." Submission 626

The third most common response is that there is in fact **nothing** about the current bridge that people didn't like, with many stating simply "nothing". This is an explicit response from 10% of respondents, as opposed to leaving the question blank.

"Nothing! I'd like it to stay" Submission 406

"Nothing! It's a lovely old girl" Submission 653

The fourth most common feature not liked related to **rubbish**. 10% of respondents considered there to be a significant amount of rubbish left on the bridge, often relating it to fishing activities and a lack of rubbish bins available for use.

"It is a dumping ground for rubbish, bottles and fish carcasses" Submission 256

"Ignorant people leaving rubbish, including discarded fishing tackle" Submission 396

"Not enough rubbish receptacles - people fishing are generally rubbish ignorant - ends up in Harbour" Submission 495

"Unfortunately due to the lack of rubbish disposal facilities, and people being people, they don't take their rubbish home, they throw it into the Harbour." Submission 631

"Rubbish bins not emptied often enough" Submission 52

Rounding out the top five most common features not liked is **poor lighting** along the bridge at night. A total of 10% noted that the existing lights are poor or are not currently working.

“Not well lit. Don't feel safe walking in the evening” Submission 171

“There are no night lights. Lights are needed to show it off and for safety for night walking and running.” Submission 250

“Not enough lighting at night – hard to see the uneven surface on my bike” Submission 389

“The bridge's darkness makes it unpleasant to use on evenings or at night - if it was brighter, other users might return to it thus making it feel safer for others in turn (in a virtuous circle of sorts).” Submission 587

“The new lights leading up to the bridge are not working at present” Submission 608

Other commonly raised issues include:

- **Access difficulties**, particularly at either end of the bridge. Inconvenient bollard location, poor footpath condition and difficult once off the bridge (Onehunga side).
“Bollards strategically placed to impede cyclists following the smooth concrete on the raised paths (vs. potholed roadbed)” Submission 561
- **Lack of facilities** such as toilets, water, seating and shelter.
“Nowhere to sit. No toilet close, no water tap, difficult rail to bring fish over. No shelter.” Submission 695
- **Boat ramp facilities** are insufficient for the desires of some and some consider the current ramp unsafe.
“We need a better boat ramp - maybe for ferries too” Submission 2
- **Multi-use issues**, particularly with fishing and cycling. Many noted that fishermen spread out across a wide area and can be dangerous when casting fishing lines. Many others noted that cyclists ride too fast or inconsiderately and issues arise – particularly for pedestrians and their safety.
“Cyclists are usually mixed with fishes and pedestrians including families (kids) on bikes going at a much slower pace and lack of skills on the bike. All of these together cause high risks and collision.” Submission 562
- **Lack of shelter** – particularly from the wind and rain as it comes up the Harbour.
“No place to shelter in the rain when it comes (often)” Submission 79
- **Limited boat access underneath** in order to reach the upper harbour.
“It blocks boats from going under into the basin. The basin has a lot of potential, but instead it is deteriorating.” Submission 247
- **Vehicles** using it as access creates safety concerns, particularly from scooters – some of whom are not able to use the motorway to cross. Also concerns around parking areas – lack on Onehunga side and poor parking behaviour at Mangere Bridge.
“motor scooters driving through as well as inconsiderate parking in the turning circle at the boat ramp” Submission 152

6.6 Feedback form question 4: uses of the bridge

What do you mostly use the bridge for?

The aim of this question is to understand the main uses for the bridge. The responses to this question are mapped by location in Figure 13 below. No clear locational trends appear.

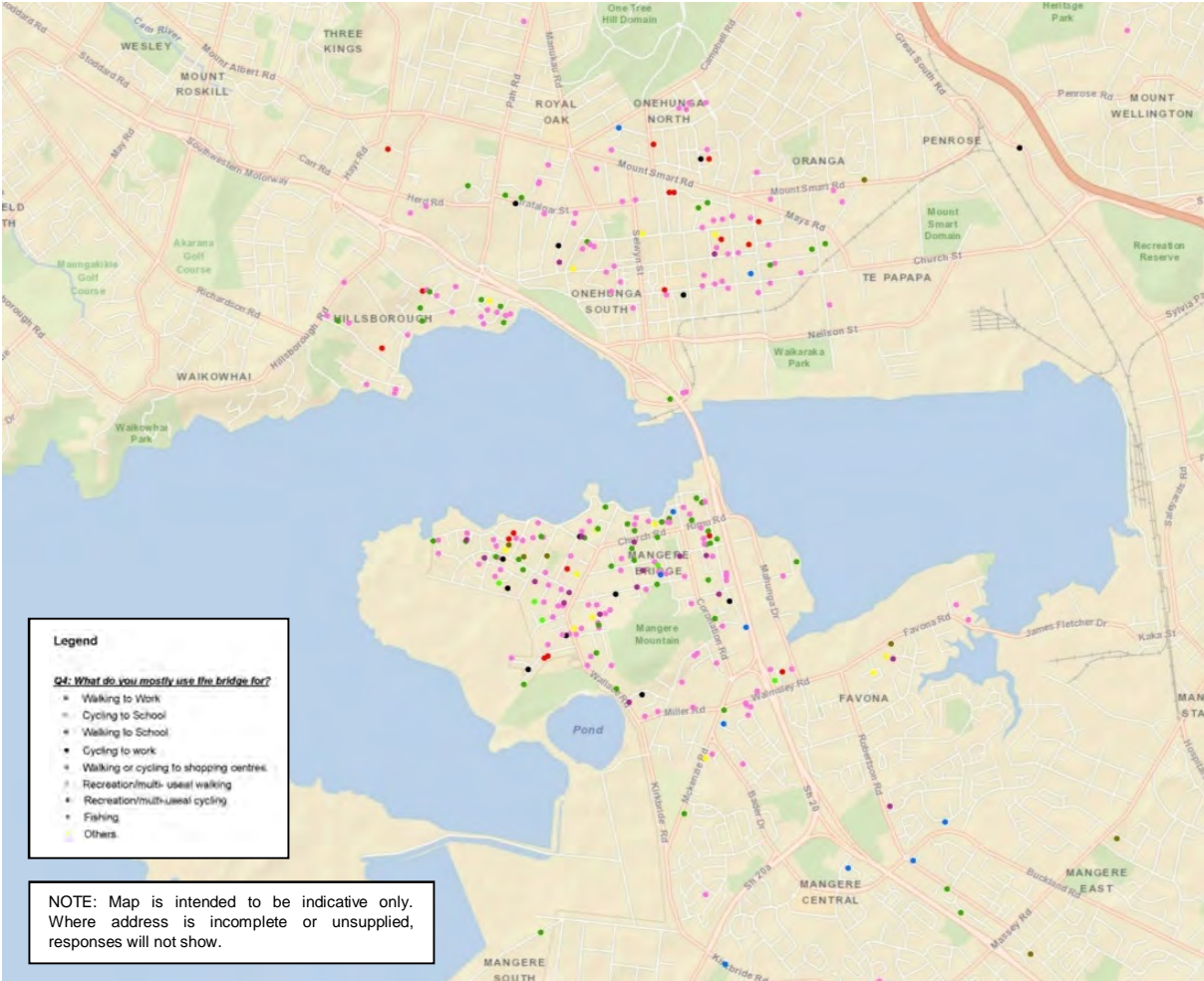


Figure 13: Common uses of Old Mangere Bridge – by location

As can be seen in Figure 14 below, the most popular use on the Old Mangere Bridge is recreational walking – with 34% of respondents identifying it as an activity they undertake on the bridge. This is followed by recreational cycling, with 24% and then walking or cycling to the shops on either side with 12% of respondents noting it as an activity that they undertake on Old Mangere Bridge.

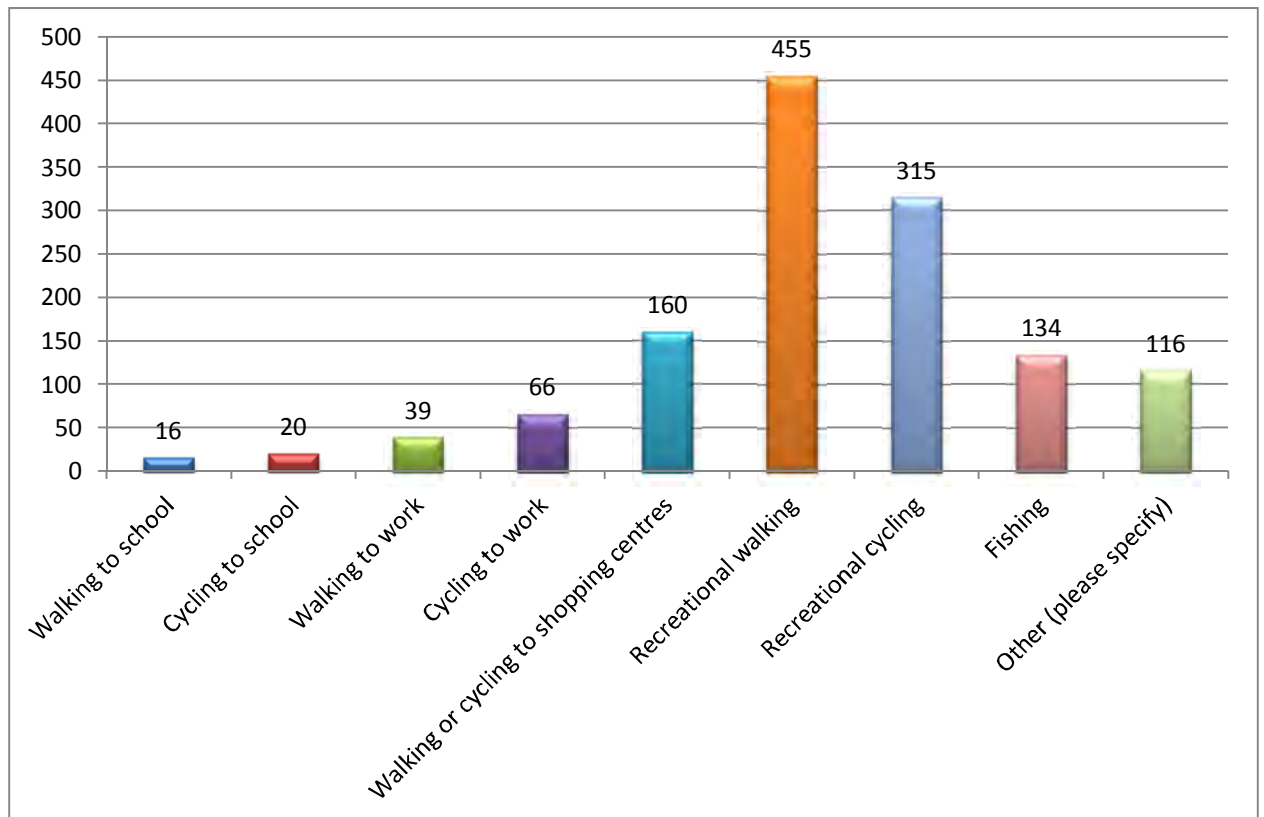


Figure 14: Uses of Old Mangere Bridge

A total of 116 respondents identified other activities that they undertake. These included:

- Running and exercise (30 responses)
- Relaxing and admiring the scenery, views and nature (23 responses)
- Watching boats, fishing and activity, particularly with children (9 responses)
- Walking dogs (9 responses)
- Boating and ramp access (9 responses)
- Scootering (motor) (6 responses)
- To visit friends (5 responses)
- Walking to Onehunga Station (5 responses)
- Photography (4 responses)
- Access to Onehunga (4 responses)
- Waka Ama (3 responses)
- Mobility scooter (3 responses)
- Foot patrolling (3 responses)
- Roller blading and skateboarding
- Rescue

6.7 Feedback form question 5: one thing for the new bridge

If you could choose one thing that the replacement bridge must have, what would that be?

The purpose of this question is to understand the key elements that respondents consider should be incorporated into the design of the replacement bridge.

Figure 15 below indicates the features identified.

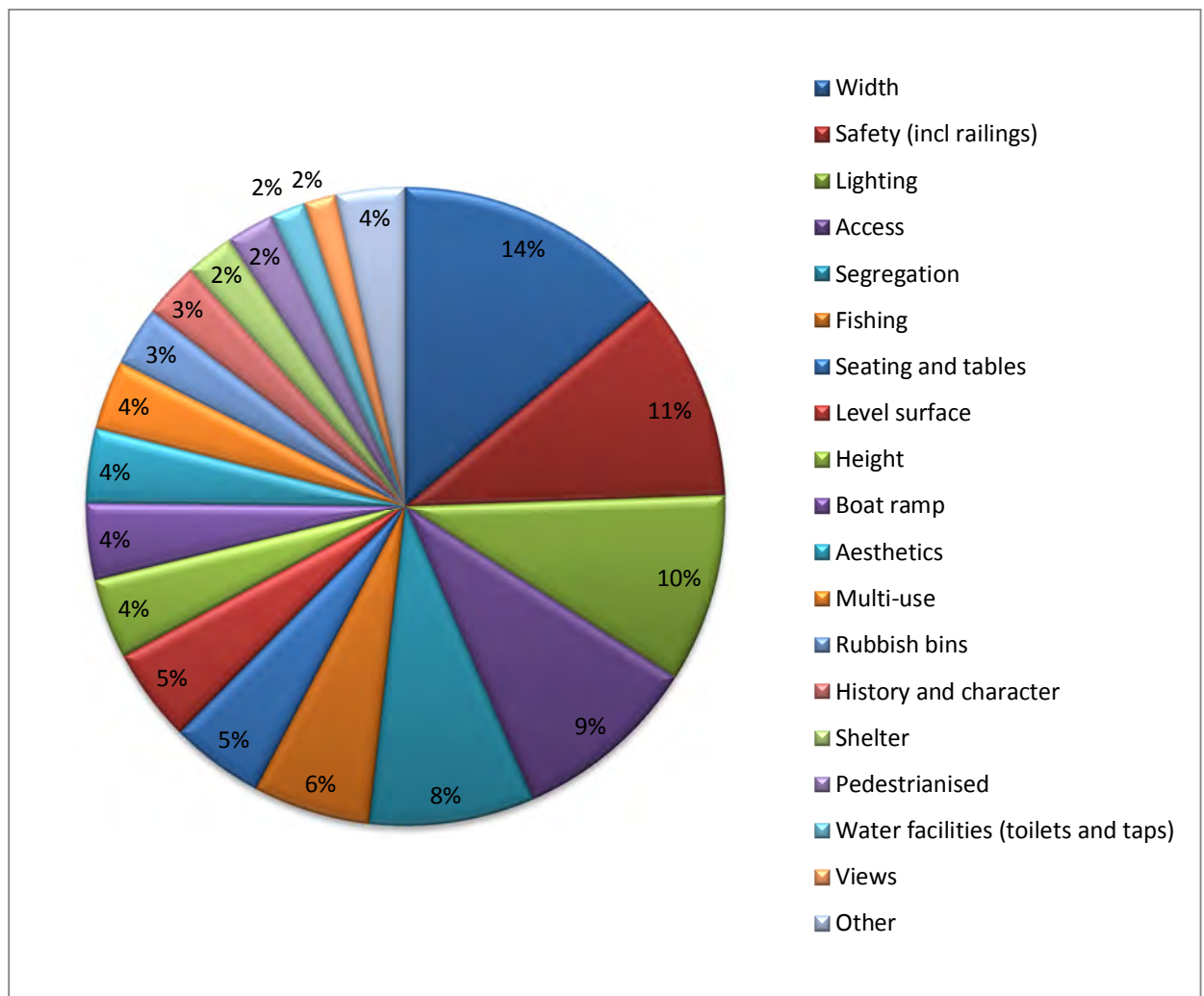


Figure 15: One thing to include in the replacement bridge

As can be seen, the most common feature is width, with 14% of respondents identifying it as a key feature for inclusion in the replacement bridge. The main reasons are to accommodate the multiple activities on the bridge in a safe and comfortable manner.

“To be wide enough for all types of users - 6m is not wide enough” Submission 7

“Sufficient width to separate pedestrians, cyclists and fishermen” Submission 207

"It must be at least as wide as it is now so there's plenty of room for all types of users and you feel safe" Submission 247

"The new bridge must be the same width as the old bridge - a 6 metre width is far too narrow and as it will only be built once – let's do it right" Submission 527

"Equal width or wider, cyclists and fishermen take up a LOT of space, the current 6m planned will be a MASSIVE downgrade" Submission 575

The second most commonly identified feature for inclusion in the replacement bridge is **safety**. 11% identified this as a key feature, particularly sufficient hand railings as well as visual sight lines and space for personal safety reasons.

"Secure and to be safe" Submission 185

"Extra railing on fencing at bottom levels to make it safer for children" Submission 218

"Safe pedestrian access to entry and exit" Submission 278

"Better safety barriers, but ones you can still fish from" 325

"Safe exits/ entry/ use for varied use (cyclists/ walked/ fishers/ families)" Submission 215

The third most common feature that 10% of respondents wish to have in the replacement of the bridge is **lighting**. In many cases there is a direct correlation with respondents noting poor current lighting. The main reasons noted are for safety and an easier ability to use the bridge at night. Some also suggested the bridge be lit as a visual design feature.

"Lighting to be safe" Submission 176

"Have good lighting at night as it's very dark and feels unsafe when dark" Submission 558

"Well lit, LED lighting, outlining new bridge structure" Submission 171

"Lights for night fishing" Submission 116

"Better lighting for use in winter evenings-" Submission 236

The fourth most common feature identified by 9% of respondents is **access**. Key reasons are to maintain the easy usability of the bridge and the link between suburbs and facilities.

"24-hour cycling access" Submission 31

"A link between Onehunga and Mangere Bridge for different people / uses" Submission 71

"Continued access for pedestrians, fishers, and a cycling lane" Submission 228

“Walking access and no through vehicle traffic” Submission 551

“Access to fishing, like how it is now” Submission 621

The fifth most common feature identified is segregation. 8% of respondents identified issues with multiple uses clashing. They requested separation of the activities. There are links with responses relating to the width of the bridge.

“Well separated fishing, walking, cycle and scooter access” Submission 81

“Clearly marked cycle / walkway lanes” Submission 203

“A defined lane for cyclist so they do not bump into you from the sides or back suddenly” Submission 274

“Dedicated cycle lanes” Submission 653

“Can we have separated areas on new bridge for walkers and cyclists divided by some clear markers” Submission 114

Other topics raised include:

- **Fishing** including retaining the ability to fish off the bridge, provision of space for fishing both sides and specific facilities for fishing.
“Holders for fishing rods to maximise space” Submission 74
- **Seating and tables** for people to rest at and to enjoy the view.
“Seating for reflection, fishing, resting” Submission 44
- **A level surface** to maintain ease of use (and as a reaction to the current surface).
“New, even, level surface” Submission 546
- **Height**, with some asking that the height be raised or for the bridge to open somehow to enable boat access underneath. However, some specified that the bridge should stay low to the water and that access to the water from the bridge should be enabled.
“high enough to allow small boat to pass under” Submission 476
- **Boat ramp** with improved safety
“A safe boat ramp” Submission 353
- **Aesthetics** are important to people who want a design that is aesthetically appealing and in line with its surroundings.
“Design it with a bit of artistic flair. The old design is elegant” Submission 516
- **Multi-use** is important, with people wanting the bridge to continue to be used for a number of activities.
“Lots of space to fish and for people to ride and walk” Submission 328

- **Rubbish bins** and recycle bins are desired along with improved cleaning of glass and litter that are currently an issue.
"More rubbish bins for fishermen" Submission 436
- **History and character** of the bridge and area should be reflected in the new bridge.
"Character to reflect history of bridge - not just functional" Submission 267
- **Shelter** to offer protection from the elements.
"A sheltered section with historical information and info about the bridge and harbour" Submission 29
- **Pedestrianised** environment away from cars is desired.
"Keep it for everyone, no cars" Submission 471
- **Water facilities** such as toilets, taps and drinking fountains.
"toilet facilities & fountain" Submission 63
- **Views** across the harbour and into the water are important from an open bridge environment. Also places to enjoy the view (such as seats).
"Clear views left to right when walking across" Submission 147

6.8 Feedback form question 6: anything else

Is there anything else you'd like us to know, or consider, in relation to the replacement bridge?

Respondents generally used this section to reiterate points they had raised previously or identify further features they wished to have included in the replacement bridge.

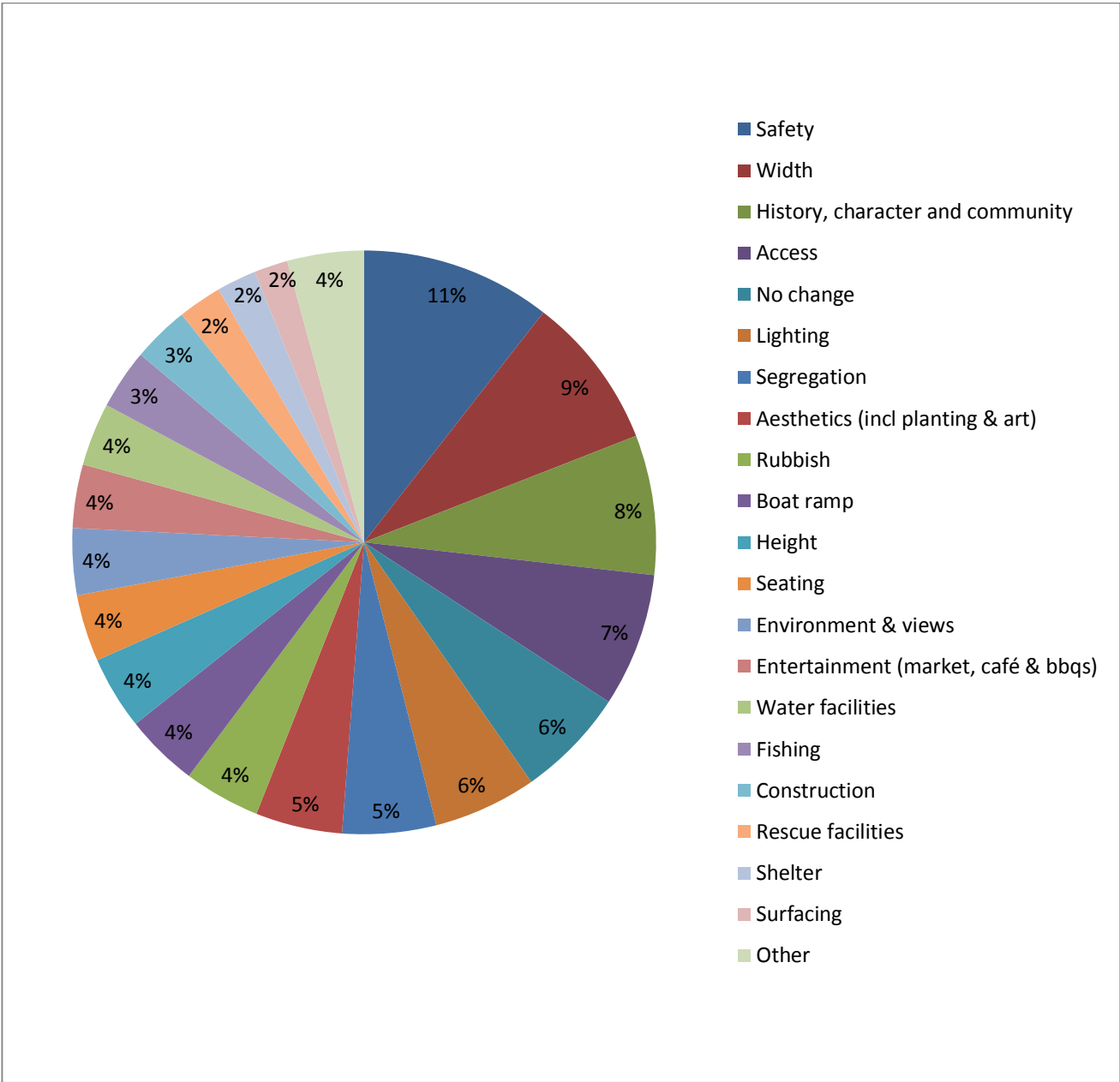


Figure 16: Other topics raised

Most topics raised in this section had already been raised either by the respondent or by other respondents. These are discussed in the summaries above.

Topics raised in this section, but not previously discussed are:

- **No change** – a number of respondents identified that they would prefer no changes be made – i.e. the bridge not be replaced.

“It’s part of Onehunga/Mangere’s history and should be preserved rather than replaced” Submission 215

“Why replace? Why not keep and maintain? Surely cheaper and easier”
Submission 401

“The new one would never be as wide. Leave as is” Submission 503

- **Aesthetics, planting and art** – in addition to design elements suggested, the planting of trees or plants and establishment of art on the bridge is requested.

“Don’t get it too flash! Kawahai blood will stain!” Submission 618

“Maybe have some local tainui related carvings” Submission 163

“Plant some low growing natives” Submission 704

- **Market, café and barbeques** are suggested as facilities on or near the bridge.

“Have markets & stalls on bridge” Submission 47

“To look at having maybe a café near it to enjoy the views of Mangere”
Submission 63

“It would be good if we can build few barbeque areas for summer fishing/outings” Submission 550

- **Construction** – a number of respondents requested that access be maintained during construction.

“Don’t dismantle the old bridge until its replacement is built” Submission 235

“Please try to keep it open on Sundays during construction!” Submission 549

- **Rescue** facilities are suggested by a number of respondents.

“Life safety buoys would be good to have fitted to areas of the bridge. For those ‘just in case problems’” Submission 250

“Needs medical posts and means to alert rescue / aid personnel if an emergency occurs” Submission 267

6.9 Key stakeholder feedback

The feedback of each key stakeholder group which responded is summarised below. Key stakeholders are identified as responses representing a group of people or a particular interest.

Mangere College Student Council (266)

The Mangere College Student Council noted the quick access currently provided to Onehunga for pedestrians. In the replacement bridge, they would like to see an increase in the height and width of the bridge, keeping it pedestrian friendly, incorporating Maori / Pasifika cultures in the design and facilities for seating and rubbish.

NZ Fire Service (Counties Manukau Fire Area) (492)

Representative: Larry Cocker - Area Commander

The NZ Fire Service noted the current dangers present when people get into the water under the bridge. They identified that the replacement bridge should have emergency access, particularly for emergency services, to the area underneath the bridge in order to facilitate any rescues which may be required.

Cycle Action Auckland (614)

Representative: Julian Hulls - Committee Member

CAA outlined concerns associated with multiple uses of the bridge and requested that it be wider than 6m to safely accommodate the activities. They suggest a 'movement zone' for pedestrians and cyclists of at least 3m, if not 4m width. This extra width could be supported by differing height levels in the paving, separate fishing platforms or fishing levels on both sides of the bridge. CAA request that NZTA investigate the feasibility of a designated cycle space of at least 3m.

CAA also request:

- Lighting on the bridge and approach paths.
- Approaches also be repaired as part of the replacement works.
- Any additional height to enable boat access does not result in steep gradients for bridge users.
- Consider surface materials with cyclists in mind (e.g. slip resistance).
- Any bollards comply with Austroads standards.
- Access is retained during construction. Potentially including extra signage, lighting, safety and security regimes for the link under SH20.

Mangere Bridge Residents and Ratepayers Association (615)

Representative: Brian Pilkington – Secretary

MBR&R thanked NZTA for the open days. A recent AGM discussed the bridge replacement and agreed key features they would like to see in the new bridge.

MBR&R wish to retain the current width – a narrower bridge would create significant problems for the multiple uses of the bridge.

MBR&R would like the height increased to enable boat access underneath – particularly for recreational water use and for ferry services. The upper Harbour is seen as safer. An all-tide ramp on the eastern side would then be a possibility.

NZ Fishing News (638)

Representative: Grant Dixon – Editor

NZ Fishing News are pleased to see that the recreational value of fishing is being recognised and included as part of the bridge upgrade. They recommend a similar project of Brighton Pier in Christchurch as a good example incorporating fishing. Facilities suggested for the new bridge are:

- Filleting benches/bait stations with water and a hand basin – keeping the messy areas confined.
- Rod holders – set in the concrete or tubes on the railings – this reduces the space requirements and also occasional tackle falling over the edge.
- Rubbish receptacles – to prevent litter.

Mangere Bridge Village (641)

Representative: Carole-Anne Armitage – Manager

Mangere Bridge Village like the history of the area, the view and the connection to Onehunga and beyond. They note that many students from Mangere Bridge are zoned for Royal Oak Intermediate and Onehunga High School and walk across the bridge to school.

They are concerned about current safety issues of lack of lighting at night, no life buoys present, large gaps in the railings, state of disrepair, lack of speed restrictions for cyclists and that ships periodically crash into it. They also note that boats cannot access the upper harbour at high tide.

Mangere Bridge Village request that the replacement bridge:

- Retains the current width – thus allowing for the varied users at the same time.
- Incorporates good lighting.
- CCTV cameras be incorporated and could link these to the existing CCTV hub located in the village.
- Have life buoys available.
- Considers railings which allow easy access for families fishing and safety of children.

- Be designed to enable access to the upper harbour for boating.
- Incorporate a gateway to the harbour – perhaps by recycling some of the materials of the old bridge.
- Request that Ports of Auckland contribute to the replacement given it acts as a barrier for wayward ships.

The Onehunga Enhancement Society (642)

Representative: Jim Jackson – Chairman

TOES have worked with the NZTA and Council for a number of years regarding the area, including the replacement of the bridge. They requests that the bridge:

- Be in a similar location as the existing.
- Be high enough to allow the safe passage of vessels underneath at high tide.
- Be of a similar width to the existing structure.

The proposal opens up a once in 100 year opportunity to consider future development of the upper harbour.

They would like to work together to have the official opening of the new bridge on the 31st of May 2015 – exactly 100 years after the present one was officially opened.

Mike Lee - Auckland Council Councillor (643)

Mike Lee considers that we need a future-proof bridge so that tugs and barges can pass underneath. As the bridge will likely be there for the next 100 years, it is not impossible that future generations may decide a canal linking the Manukau and Waitemata Harbours at Otahuhu is once again a desirable option.

Fish NZ (646)

Representative: Mark Kitteridge

Fish NZ wish to express support for the refreshing and proactive efforts being put into a bridge that has been treasured by anglers for so long. The bridge enables aspiring anglers to try the sport without needing a boat.

St Johns Ambulance (Conversation)

Representative: Steve Walker - District Operations Manager - Counties Manukau

St John's have confirmed that they do not require vehicle access to Old Mangere Bridge. However, they require access that allows a stretcher to be wheeled without impediment from either end on the bridge.

7 Summary and analysis of feedback

The summary below provides an overview of the feedback received and outlined above.

7.1 Context

- The bridge is highly valued in the community for its access, recreational and heritage values.
- Feedback was actively sought and received from Mangere Bridge and Onehunga communities, plus community representatives and stakeholder and interest groups.
- A range of engagement and feedback mechanisms were employed – including two community information open days.
- A high level of response was received (705 submissions).

7.2 Views on the current bridge

Positive

- The bridge is seen as an essential link across the Harbour, providing easy connectivity between the suburbs and to the communities and facilities on either side.
- The community value the history and character of the old bridge and many have fond memories of using the bridge at some stage in their life. It is a well-liked feature in the community due to its use and location – being close to the water, with views and level access.
- The multi-use nature of the bridge is a well appreciated feature – offering the ability to undertake a number of different activities (walking, cycling, fishing etc.) simultaneously, providing diversity and general air of activity (hubbub).
- The width is a key feature in the eyes of the community – enabling safe use by multiple users and creating a sense of space. This openness/width leads to a sense of feeling safe, with good clear lines of sight.

Negative

- Respondents do not like the current physical condition of the bridge, describing it as dilapidated, an eyesore, pot-holed and in need of repair. The uneven level of the surfacing, including the split levels in the deck is seen as poor both visually and in terms of safety (e.g. as a trip hazard). Access to and from the bridge is also noted as difficult, with poor condition of paths and sub-standard bollards.
- The community are concerned about the safety of the bridge, particularly the railings which many perceive as unsafe due to large gaps between rails. They are also concerned about its structural integrity – generally in relation to its state of disrepair.

- Rubbish is a common issue on the bridge, with many attributing it to fishing activities and a lack of rubbish bins available for use.
- A poor level of lighting is noted, with many identifying the current lights as not working. This leads many to feel unsafe on the bridge at night or unwilling to use it at night for personal safety reasons.
- Other issues included lack of facilities, poor boat facilities, lack of shelter, inability to access under the bridge (to the upper Harbour), vehicles using the bridge and issues associated with multiple users in the one space.
- Interestingly, 10% of respondents felt there is in fact nothing wrong with the bridge as it is currently and specifically identified this.

7.3 Features for the replacement bridge

- The most common feature desired for the replacement bridge is sufficient width to safely and comfortably accommodate all of the activities that are currently undertaken on the bridge. There is a general consideration that a 6m width, as outlined in the baseline parameters, is not sufficient and that the current width is about right.
- The community wish to make sure that the replacement bridge is safe in terms of structural integrity, guard railings, width to accommodate all activities safely and personal safety for users the bridge in terms of clear site lines, lighting etc.
- Good lighting is desired to enable more and safer use at night and twilight.
- The accessibility for recreation and between suburbs that the current bridge provides is also a feature the community wish to retain in the replacement – with enhancements in the bridge and approaches so that use of the bridge becomes easier.
- Segregation of uses is a suggestion made by a number of people to prevent current issues with multi-uses occurring simultaneously e.g. Fishermen casting lines as people walk behind; cyclists riding fast around children/families walking.
- Other suggestions included:
 - Ensuring that all activities currently undertaken on the bridge can continue to do so.
 - Improved facilities such as seating, tables, shelter, rubbish bins, toilets and taps.
 - Retaining the historical character or reference in the replacement bridge.
 - Ensuring the area remains pedestrianized (no motor vehicles or scooters).
 - Protecting the current views.
 - Making the replacement visually appealing.
- Maintaining cross-harbour accessibility while the new bridge is being built is also identified as important.

7.4 Differing views

There are five key areas where some community views are somewhat differing. These are not key themes as identified through the engagement process, but none-the-less could create tension. These areas are:

- **Dogs** – some would like to see dog access on leash maintained. Others would prefer dogs not be permitted access to the bridge.
- **Scooters** – some would like to use scooters on the bridge, mainly because they cannot legally use the motorway and it is seen as a safer alternative. Others would like to see tighter control on scooter access because of safety fears.
- **Replacement** – The majority would like to see the bridge replaced. However, a number would prefer that it remain – citing reasons such as spending money elsewhere, retaining heritage features and that its condition does not warrant replacement.
- **Height** – Some would like to see the bridge raised so that boats can have greater access to the upper harbour at all times. Others would prefer that the bridge remain close to the water for ease of fishing and enjoyment of the environment. Some cited concerns over the potential steepness required of a replacement to enable access underneath and how that would impact on the surface use of the bridge.
- **Safety railings** – though not strictly differing views, there could be a potential conflict between providing safe railings such as for children, and safety railings suitable to cater for easy fishing. Some respondents have noted the need to balance these two requirements.

7.5 Key themes

The major key themes of the feedback can be succinctly summarised as:

- Keep the replacement bridge wide – similar to the current width.
- Make sure it is safe – including much improved railings.
- Have it well lit.
- Ensure that all of the activities currently undertaken can still be done so – both comfortably and safely.
- Ensure the history and character of the bridge is reflected (or preserved where possible) in the replacement.

8 How feedback will be used

The feedback received during the consultation period (July – September 2012) has been brought together into a consultation report (herewith).

This report will be provided to the Project Reference Group and will also be available to the wider public (via the NZTA website). The Reference Group will discuss the issues raised during the consultation and review the base-line parameters of the replacement bridge in light of feedback. The Reference Group will agree on a conceptual design theme and “footprint” for the replacement bridge taking into account this feedback, including activities and elements the bridge will accommodate. This will form the basis for the Business Case, funding application, and Request for Tender.

Further community engagement will occur in the next phase of the project, and will show how feedback received during this time has been incorporated into the project. Input into specific design elements and the “look and feel” of the bridge will also be sought.

9 Next steps

The outcomes of this engagement will be considered by the Project Reference Group. The Group will consider issues and themes raised during consultation and explore how they along with other project considerations be incorporated into the concept design of the new bridge. As outlined previously, this will also be used to inform the development of a business case to confirm the next phases of the project (concept design, consenting and construction).

The project business case is intended to be presented to the NZTA early 2013.

Further engagement is planned for mid 2013, when design options are to have been developed which will incorporate elements of the feedback received.

Ongoing communication is planned via media releases and further engagement processes.

Appendix 1

Consultation Plan

Old Mangere Bridge Replacement Project Consultation Plan

Project Manager: Sarah Cronwright
 Communications Manager: Lisa Inder
 June 2012 - Version 1A

<p>Purpose</p>	<p>The purpose of the Consultation Plan is to outline the proposed process and principles of consultation as part of the Old Mangere Bridge Replacement Project. This includes identifying the purpose and scope of consultation, identification of stakeholders and methods of consultation. As the project develops the Consultation Plan will be updated to reflect the different Project phases.</p>
<p>Background</p>	<p>The Old Mangere Bridge was constructed in 1914 and is believed to be the oldest reinforced concrete bridge crossing a harbour in New Zealand. The bridge provided the primary vehicular access across the Manukau Harbour until the SH20 Mangere Bridge opened in 1983. With the opening of the new SH20 crossing the Old Mangere Bridge was closed to all traffic except pedestrians and cyclists.</p> <p>The old bridge is used by pedestrians and cyclists and is popular for fishing. The bridge also provides the most direct route between the Onehunga and Mangere Bridge townships. The old bridge forms a vital part of the Regional Walking and Cycling Network, linking the recently completed SH20 Mt Roskill cycleway and Waikaraka Cycleway at the northern edge of the harbour, to Mangere Bridge township and further south towards the Auckland International Airport.</p> <p>Currently, the bridge requires expensive maintenance to hold it at its current level of service. Additionally the old bridge is rapidly deteriorating and is not expected to provide a safe access for more than another 5 years.</p> <p>There is strong community attachment to the bridge, and any proposal for replacement will have huge community interest.</p> <p>A Project Reference Group was established in April 2012 to act as a governance group for the project, and to help provide direction on decision making. The parties represent those who have a statutory interest in the Old Mangere Bridge. The Project Reference Group consists of representatives from:</p> <ul style="list-style-type: none"> • NZTA

- Auckland Council
- Auckland Transport
- Historic Places Trust
- Local Boards (June 2012 onwards)
- Iwi to be confirmed

The Auckland Harbourmaster and Port of Onehunga are non-attending Reference Group members, with all minutes of meetings sent to them for information.

The Project Reference Group has developed a set of parameters for the replacement bridge, which will be used as the basis for community engagement. These are not all necessarily set in stone however they are a 'starting point' for discussion and represent the key issues as identified by the Project Reference Group. The Baseline Requirements for the replacement bridge are outlined in **Attachment 1**.

Objectives

Project:

- To ensure a safe connection for walking and cycling is provided across Manukau Harbour in the general vicinity of the existing Old Mangere Bridge (as outlined in the consent condition of the SH20 Manukau Harbour Crossing project).

Consultation:

- To ensure the public and key stakeholders are aware of the reasons for replacing the bridge
- To promote the consultation period
- Ensure communication materials are easy to understand, timely and accessible
- To allow enough time for stakeholders to contribute and for them to be able to raise unexpected issues

Consultation Overview

Who	Purpose	Methods
Iwi	Inform about project, meet NZTA statutory obligations, seek participation throughout project phases including decision making	Hui Become members of Project Reference Group
Local Boards	Inform about project, seek community feedback on project	Presentations to Local Boards

	throughout different phases	Members on Project Reference Group
Key Stakeholders/Interest Groups	Inform about project, seek feedback on specific requirements for replacement bridge	Introductory letters One-on-one meetings
Local Schools	Inform about project, create wider community involvement, opportunity for authentic learning, gather information on how the community uses bridge and what they would like to see in the future	School workshops
Larger community	Inform about the project, understand current uses of bridge and what they would like to see in the future	Website Newsletters Feedback forms Open Days

Consultation

Iwi Engagement

As part of our commitment to working with local iwi we aim to meet with the relevant parties as soon as possible to discuss how they would like to be involved in this project.

- Build on the relationships built with Iwi for the Manukau Harbour Crossing project.
- In partnership, develop a process for engagement for meaningful engagement throughout the project
- Production of a cultural values assessment (CVA) by individual Iwi or ideally by an Iwi collective established specifically for the project. The CVA will be used to inform the planning, design and consenting project phases
- The possible inclusion of Iwi representatives on the Project Reference Group

At this stage we have identified six (TBC) Iwi who hold kaitiaki responsibilities or other interests in the project area:

- Ngati Te Ata (representative Karl Flavell, George Flavell)
- Kawerau a Maki (representative Te Warena Taua)
- Te Aki Tai (representative Nigel Denny)
- Ngati Whatua o Orakei (representative Malcom Patterson)
- Ngai Tai ki Tamaki (representative Dave Beamish)
- Ngati Tamaoho (representative Luci Rutherford)

Local Board Engagement

The NZTA and Auckland Council reference group members held a workshop with the Mangere-Otahuhu Local Board on 6 June 2012.

The workshop updated the board on the project and the work the Reference Group to date, and sought feedback on the scope of works prior to community consultation.

A second workshop was held with the Maungakiekie-Tamaki Local Board at the end of June 2012.

Following these workshops, both boards have appointed a representative to be on the Project Reference Group.

Key Stakeholder Engagement

The following key stakeholders have been identified:

- The Onehunga Enhancement Society
- Cycle Action Auckland
- CCS Disability Action
- Walk Auckland
- Aotea Sea Scouts
- Manukau Cruising Club
- Mangere Bridge Village Manager
- Mangere Bridge Residents and Ratepayers Association
- Onehunga Business Association
- Onehunga Primary School
- Waterlea School
- Mangere Bridge Primary School
- Manukau Harbour Restoration Society
- Waka Ama Club
- Manukau Harbour Forum
- Mangere Boating Club
- Manukau Boating Club

It is proposed that letters will be sent to stakeholder to outline the project and invite them to contact us to discuss further.

Attachment 2 contains contact details for the Key Stakeholders.

School workshops

The purpose of the school workshops is to reach sectors of the community who would not otherwise participate in the consultation (e.g. working parents), and

understand how the bridge is used by the community from the children's perspective.

Local school engagement will help create greater community involvement in the project, and ensure consideration is given to the more 'vulnerable' members of the community. By designing a bridge that meets the safety, recreational and transport needs of children, it also meet the needs of other user groups such as the disabled and elderly. Furthermore it is this group that will be the predominant users of this bridge as they grow and access their community.

It is proposed that school workshop/s will occur in the third term of 2012, subject to programming and school resource availability. The feedback from the school workshop/s will form part of the Business Plan.

Waterlea Primary School has indicated they would like to participate in a workshop, and Onehunga Primary School and Mangere Bridge Primary School will also be approached.

General Community Consultation

Phase 1

The first round of community consultation will occur in July 2012.

- To inform the community about the project, and the reasons why it is occurring
- To understand who in the community uses the bridge
- To understand how the community uses the bridge, e.g. for what type of activities, how many times per week etc
- To understand how the community would like to use the bridge in the future, e.g. continuation of existing activities, new activities not currently provided for etc.

The information will be used in the development of the Business Case, which will form the basis for the funding application for the replacement bridge.

As an example, if feedback shows that families use the bridge often on weekends for fishing, but don't bring small children as they are worried about access to the water at the ends of the bridge, then the replacement bridge could consider including additional fencing.

Phase 2

This will occur in 2013, once funding has been obtained for the design and construction of the replacement bridge and a designer/contractor has been appointed. Phase 2 consultation will focus on informing the community as to how the feedback received in Phase 1 has been incorporated into the replacement bridge design. There may also be opportunities for further community input into

specific design elements.

Timeframes

Proposed timeframes for Phase 1 consultation

Week	Key Activities
June 25 – July 1	Contact iwi to introduce project
July 2 – July 8	Establish website, prepare newsletter material
July 9 – July 15	Letters to key stakeholders Project Reference Group Meeting #4 11 July.
July 16 – July 22	Newsletter/posters/feedback forms to printers Delivery of newsletter, distribution of posters
July 23 - July 29	Delivery of newsletter, distribution of posters Advertisements in local papers for open days
July 30 – August 5	Advertisements in local papers for open days/ media release Open days 4 & 5 August
August 6 – August 27	Collation of consultation feedback
August (TBC)	School workshops

Collation of Consultation Feedback

All feedback received will be collated into a consultation report. The report will outline all of the key themes and issues raised during Phase 1 consultation, and will form part of the Business Case.

Attachment 1 – Baseline Requirements for Replacement Bridge

Technical

- Must accommodate existing users e.g. pedestrians, cyclists, fishing
- Needs to withstand being hit by 6000 ton ship
- Retain current navigational marker system
- Status quo or better for clearance from MHWS
- Replacement bridge must not be closer to Port of Onehunga than the old bridge
- Bridge to be for pedestrians and cyclists, not road traffic
- Appropriate grade ramp requirements for cyclists
- Appropriate lighting standards met
- 6.0m 'baseline' width (1.5m pedestrian and space for fishing on each side, 3.0m centre cyclists) – grade separation likely
- Ingress and egress of replacement bridge must be safe for cyclists
- Consider inclusion of safety devices e.g. life rings attached to bridge
- Replacement bridge must retain personal security through line of sight

Social/Community

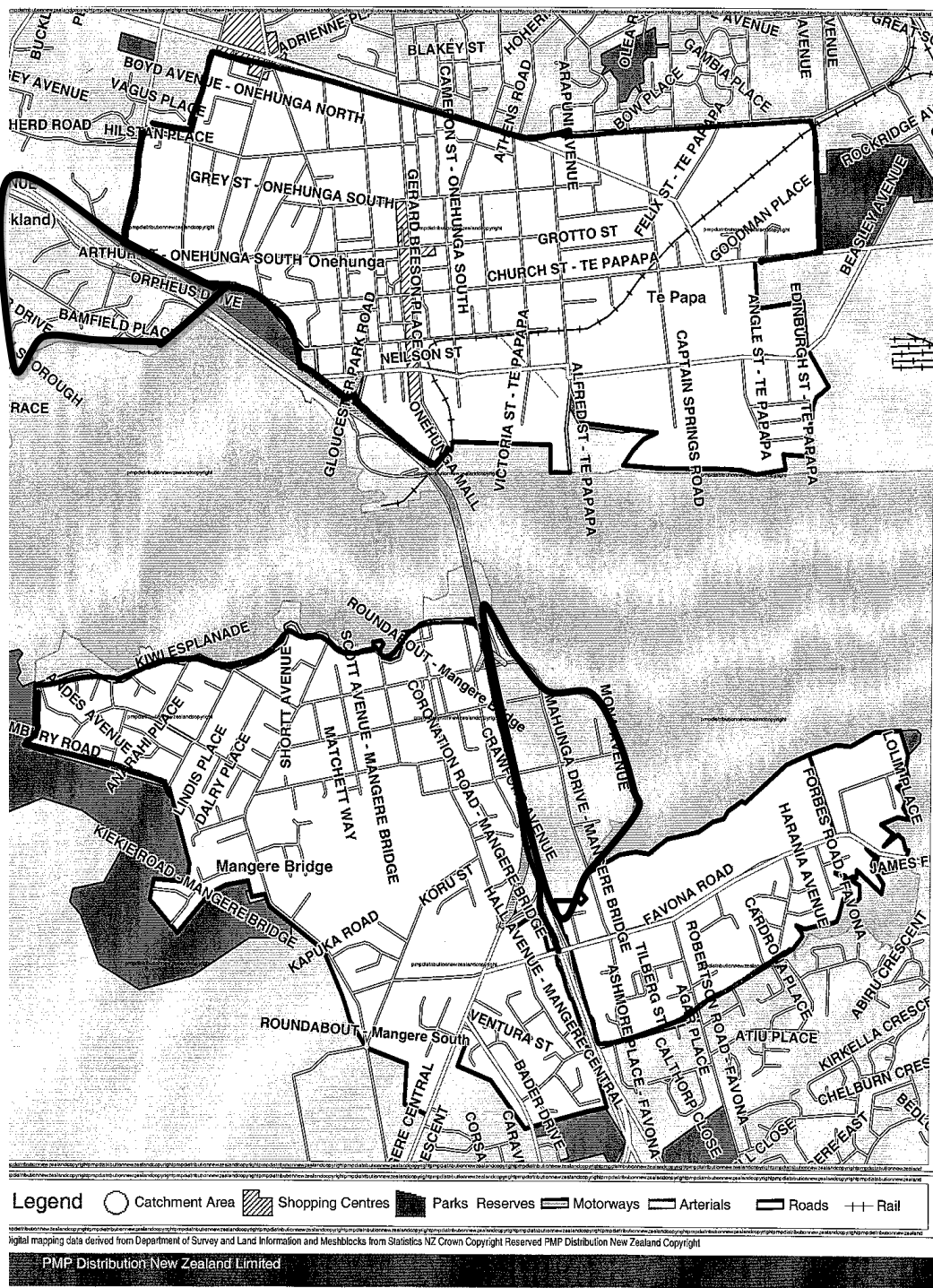
- Early and continued iwi involvement
- Retain boat ramp access on southern abutment
- Investigate feasibility of retaining part of old bridge, either incorporated into replacement bridge (authentic retention) or as a 'living monument'
- Design for replacement bridge should take into consideration design and form of old bridge
- Consideration of public art as part of replacement bridge design
- Local school involvement
- Continued access across harbour while bridge closed

Strategic/Legal

- Consider tie in to the South-Western Airport Multi-Modal Corridor Project (SWAMMCP)
- Link into existing and proposed walking and cycling network
- Helping to meet key outcomes of the Mangere Otahuhu Area plan and Maungakiekie-Tāmaki Local Board Plan including easy, safe and accessible cycling and walking routes between centres, employment areas, visitor destinations and the coast
- Revocation to be agreed with Auckland Council at start of project before construction commences

Attachment 2: Stakeholder Database

Attachment 3 - Newsletter catchment (to be further defined with NZ Post)



Appendix 2

Key stakeholder list

Name	Title	Organisation
Schools		
Margaret Palmer	Principal	Waterlea School
Deidre Shea	Principal	Onehunga High School
Mavis Moodie	Principal	Onehunga Primary School
John Heyes	Principal	Mangere College
Judy Hanna	Principal	Mangere Bridge Primary School
Andy Thompson	Principal	St Josephs School
Wider Stakeholders		
Jim Jackson	Chairman	The Onehunga Enhancement Society
Patricia Leach	Town Manager	Mangere Town Centre Business Association
Carol-Anne Armitage	Manager	Mangere Bridge Village
Amanda Kinzett	Town Manager	Onehunga Business Association
John Harrison	Vicar	St Peters Church
Nicky Elder		Mangere Bridge Scouts
John Heaton	Group Leader	Aotea Sea Scouts
John McCaffery		Manukau Harbour Protection Society
Roly Linstrom	President	Coastgard - Northern Region
Jim Anderson	President	Manukau Cruising Club
Chris Lockett		Manukau Boating Club
Brian Pilkington	Commodore	Manukau Yacht & Motor Boat Club
Roger Baldwin	Chairman	Mangere Bridge Residents and Ratepayers Association
Bill Kirk		Mangere Bridge Residents and Ratepayers Association
Stephanie Melville	ACC Media Team	Accident Compensation Corporation (ACC)
Garry Smith	Chief Executive Officer	Auckland District Health Board
Barbara Cuthbert	Chairperson	Cycle Action Auckland
Gavin MacDonald	Road Policing Manager Inspector	New Zealand Police
Eric Smith	Operations Manager	NZ Fire Service
Steve Walker	Duty Operations Manager, Northern Region	St Johns Ambulance
Dee Radhakrishnan	Communications Executive	Ports of Auckland
		Mangere Bridge Library
		Onehunga Library
Sally Webster		Onehunga Community News
Sheryn Werner		Onehunga Community News
Anna Loren		Manukau Courier
Ben Chrystall	General Manager Port Infrastructure	POAL Property
Ben Corbett		Waka Ama
Bronwen Turner	Deputy Chair	Manukau Harbour Restoration Society
Jim Quinn	CEO	Kiwirail
Lew Gibb		Mangere Boat Club
Mark Alsen	Owner	The Landing
Peseta Sam Lotu-liga	MP for Maungakiekie	MP for Maungakiekie
Su'a William Sio	MP for Mangere	MP for Mangere
John Yelverton	TOES Secretary	The Onehunga Enhancement Society
Barbara Cuthbert	Chairperson	Cycle Action Auckland
		CCS Disability Action
Janet Presland	Member	Mangere Historical Society
		Onehunga Fencible Society
Steve Willis	Project Manager	Vector Power
Kay Matthews		Vector Gas
Grant McTavish		Telecom
Mike Coleman	Project Manager	Telstraclear
Andy Spittal	Principal Engineer	Watercare
Colin Thomson	Project Development Manager	Transpower
		Department of Conservation
Andrew Hayton		Harbour Master

Appendix 3

Stakeholder covering letter, newsletter and feedback form



August 2012

The **New, Old** Mangere Bridge.

The NZ Transport Agency and Auckland Council are replacing the Old Mangere Bridge within the next five years, to provide the community with a safe, high quality walking and cycling connection between Onehunga and Mangere Bridge.

We need your feedback to help us understand how you currently use the bridge and how you would like to use it in the future. Have your say and send us your completed questionnaire.



The New, Old Mangere Bridge.

Project features

We have worked with community representatives on some broad design elements. The new bridge will:

- be approximately six metres wide to accommodate pedestrians, cyclists and fishing activity
- have safe entry and exit points for cyclists and other users
- include sufficient lighting
- have clear sight lines so people can easily see what is around and in front of them as they cross the bridge
- be in the same general location as the current bridge
- be at a safe distance from the Port of Onehunga
- retain the old bridge's navigational aids for boats
- allow for boat access underneath it.

The NZ Transport Agency is also mindful that the bridge forms a vital part of the Regional Cycling Network and we are committed to retaining the current walking and cycling connection that the bridge provides.

We are also committed to maintaining the bridge's current access for fishing.



Open days - free family event

Saturday 11 and Sunday 12 August between 10am and 2pm at the Waterfront Road Reserve, Mangere Bridge.

Come along to find out more about the project and to give us your views.

We will be there rain or shine (undercover protection will be provided) with free children's entertainment including spot prizes and face painting.



Quick facts

1875 The first Mangere Bridge opened to provide to link between Mangere and the bustling port at Onehunga. This bridge was a narrow wooden one-way bridge that deteriorated quickly and was prone to attack by ship worms.

1915 The second Mangere Bridge (now known as the Old Mangere Bridge) opened, and this time it was built using reinforced concrete. It is believed to be the oldest reinforced concrete bridge crossing a harbour in New Zealand.

1983 With the opening of a new motorway crossing over the Manukau Harbour, the Old Mangere Bridge closed to all traffic except for pedestrians and cyclists.

Estimated project timeline

Mid to late 2012: Initial community consultation.
 Late 2012: Business case development.
 Early 2013: Tender for design and funding applications.
 Early 2013 – Mid 2013: Second round of

community consultation which includes requesting feedback on the proposed design options.
 Late 2013/Early 2014: Construction begins.
 2015: Replacement bridge completed.

Have your say...

Questionnaire

We want to hear your thoughts and understand how you currently use the bridge. You can also give us your feedback online at www.nzta.govt.nz/oldmangerebridge. Submissions close on **3 September, 2012**.

How often do you use the Old Mangere Bridge? (Please tick as appropriate)

- On weekdays**
- Never
 - Occasionally (e.g. once or twice per month)
 - Often (e.g. once or twice a week)
 - Daily or almost daily

- On weekends**
- Never
 - Rarely (e.g. a few times a year)
 - Occasionally (e.g. once or twice per month)
 - Often or every weekend

What DO YOU LIKE about the Old Mangere Bridge?

.....

.....

.....

What DON'T YOU LIKE about the Old Mangere Bridge?

.....

.....

.....

What do you mostly use the bridge for? (Please tick as appropriate)

- Walking to school
- Cycling to school
- Walking to work
- Cycling to work
- Walking or cycling to shopping centres
- Recreational walking
- Recreational cycling
- Fishing
- Other (please specify)

If you could choose one thing that the replacement bridge must have, what would that be?

.....

Is there anything else you'd like us to know, or consider, in relation to the replacement bridge?

.....

.....

.....

Stay informed...

If you would like to be kept informed of the project's progress and future opportunities to have input please let us know your contact details. (Please print clearly)

First name: Last name:

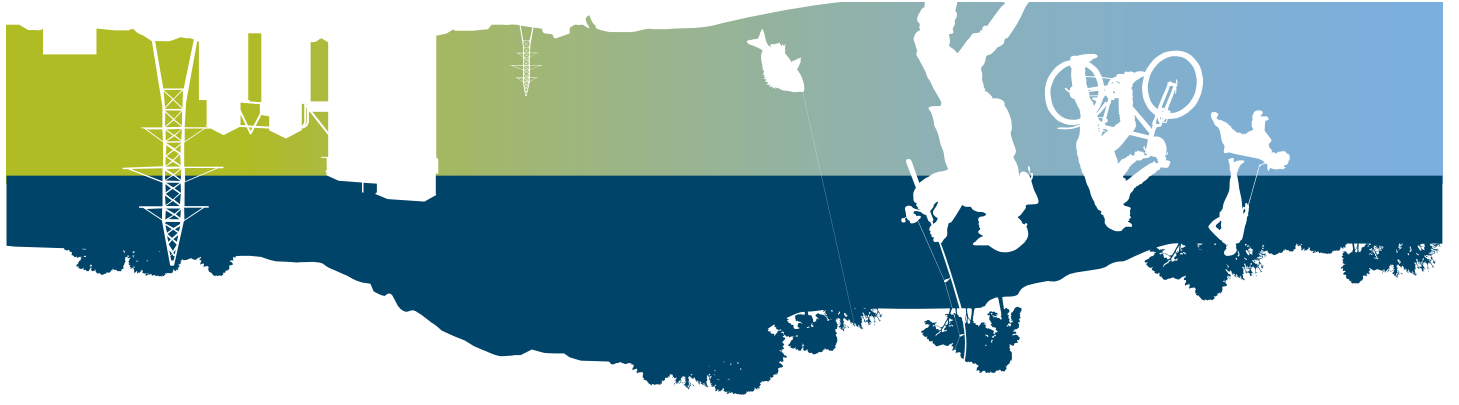
Address:

Email address: Phone number:



Thank you for taking the time to complete this questionnaire

If you would like to know more please go to www.nzta.govt.nz/oldmangerebridge
 You can also email us at oldmangerebridge@nzta.govt.nz or call us on (09) 969 9800 and ask for either Sarah Cronwright, Senior Transport Planner or Lisa Inder, Senior Communications Adviser.



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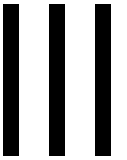
The New, Old Mangere Bridge.

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NZ TRANSPORT AGENCY
WAKA KOTAHI

FreePost Old Mangere Bridge



Old Mangere Bridge Survey
NZ Transport Agency
Private Bag 106602
Auckland 1143

Fold Here

www.nzta.govt.nz/oldmangerebridge

Open Days: Saturday 11 and Sunday 12 August,
10am - 2pm at the Waterrfront Road Reserve,
Mangere Bridge

The New, Old Mangere Bridge.

Appendix 4

Media release

MEDIA RELEASE

30 July 2012

NZ Transport Agency – Auckland Regional Office

Historic link across Auckland’s Manukau Harbour to be replaced

One of Auckland’s most historic transport connections – the Old Mangere Bridge across the Manukau Harbour - is to be replaced by the NZ Transport Agency (NZTA) and Auckland Council within the next five years. .

“The bridge has been a great servant to the Auckland community for almost a century, but the time is now coming when it needs to be replaced with an alternative that is both a higher quality and safer connection for the many thousands of people who rely on it,” says the NZTA’s acting State Highways manager for Auckland and Northland, Steve Mutton.

The bridge – which links the communities of Onehunga and Mangere Bridge - opened 97 years ago, in 1915. It replaced a wooden, one-way structure and is believed to be the oldest reinforced concrete bridge crossing a harbour in New Zealand. With the opening of a new motorway spanning the Manukau Harbour in 1983, the Old Mangere Bridge was closed to all traffic except walkers and cyclists. It is also one of Auckland’s most popular fishing locations.

“We are mindful of the bridge’s role as a connection between communities and as a recreational facility enjoyed by many, and we are committed to maintaining all those amenities when the replacement is constructed,” Mr Mutton says.

“We are also committed to community consultation at all stages of this project and from the onset we want people’s views. Currently, we are seeking feedback to help us better understand how people use the bridge, but also to find out how they would like to use its replacement.

Mr Mutton says some broad design elements have been set to help guide the consultation process:-

- The replacement will be in the same general location as the existing bridge
- Boats will have access under it
- It will be approximately six metres wide to accommodate walkers, cyclists and fishers

“The Old Mangere Bridge is a critical part of the Regional Cycling Network and we are committed to retaining that link,” Mr Mutton says.

A newsletter, including feedback form, is being distributed to people living at both ends of the old bridge. You can also give your feedback online at www.nzta.govt.nz/oldmangerebridge. For more information email, oldmangerebridge@nzta.govt.nz, or call (09) 969 9800.

Community open days where people can have their say and find out more about the replacement project will be held on Saturday and Sunday – 11 and 12 August – at the Waterfront Road Reserve, Mangere Bridge, from 10am to 2pm.

Mr Mutton says when the first round of community consultation is completed, a business case for the bridge replacement will be developed. A tender to design the replacement and an application for funding to construct it will be made in 2013.

“All going well, construction will start late next year or early in 2014 and the new bridge will be completed in 2015. Appropriately, the replacement should be ready for a new generation of Aucklanders on the centenary of the opening of the Old Mangere Bridge,” Mr Mutton says.

ENDS

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads. Follow us on twitter @nzta_news.

For more information please contact:-

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Auckland/Northland Media Manager

NZ Transport Agency

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M 64272137616

Ewart.barnsley@nzta.govt.nz

www.nzta.govt.nz

Appendix 5

Information day displays



The New, Old Mangere Bridge.

1

What's happening?

The NZ Transport Agency is replacing the Old Mangere Bridge within the next five years to provide the community with a safe, high quality walking and cycling connection between Onehunga and Mangere Bridge.



Why are you replacing the bridge?

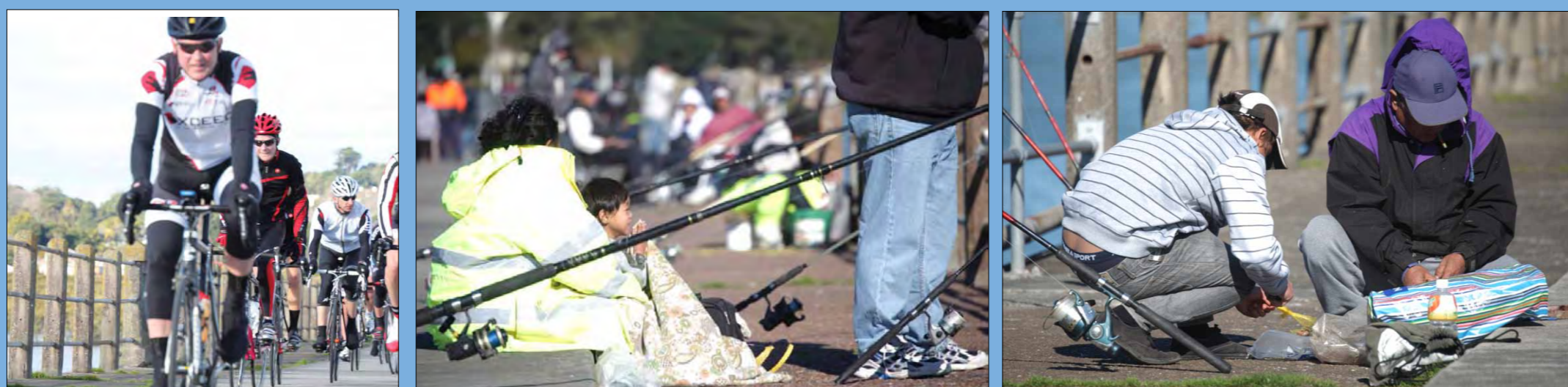
Currently the bridge costs a considerable amount of funding each year to maintain and keep safe for community use.

Even with ongoing maintenance occurring however, the bridge will have to be closed in around five years time. After this time, it will not be considered structurally safe enough for public use.



In designing the new bridge, is consideration being given to the old bridge's historical significance?

Yes. We are committed to working with the Historic Places Trust, Council and the community so that the old bridge's form and design can be considered as part of the new bridge's design process.



Will people be able to fish, walk and cycle over the new bridge?

Yes. We understand that the old bridge is an important recreational facility for people and we are committed to retaining its current recreational uses.

Is the old bridge safe to use now?

Yes. Ongoing maintenance ensures that the bridge is safe, and continues to be safe, over the next five years.



How much will it cost?

The estimated budget at this stage is \$5-\$20million.



When will construction start?

This is estimated to be late 2013 - early 2014. Access across the harbour will be maintained while the replacement bridge is being built.



The New, Old Mangere Bridge.

2

Have your say

1

We need your feedback to help us better understand how people use the old bridge.



2

We also want to know how you would like to use the new bridge.



3

Your feedback will help us develop the scope and the initial design options for the new bridge.



Baseline for the new bridge

A set of broad design elements have been identified as a starting point (see right).

The new bridge will:

- have safe entry and exit points for pedestrians, cyclists and other users
- be approximately six metres wide to accommodate pedestrians, cyclists and fishing activity
- include sufficient lighting
- have clear sight lines so people can easily see what is around and in front of them as they cross the bridge
- be in the same general location as the old bridge
- be at a safe distance from the Port of Onehunga
- retain the old bridge's navigational aids for boats
- allow for boat access underneath it.



Have your say

- Fill out a feedback form provided
- Go online at www.nzta.govt.nz/oldmangerebridge
- Email us at oldmangerebridge@nzta.govt.nz



The New, Old Mangere Bridge.

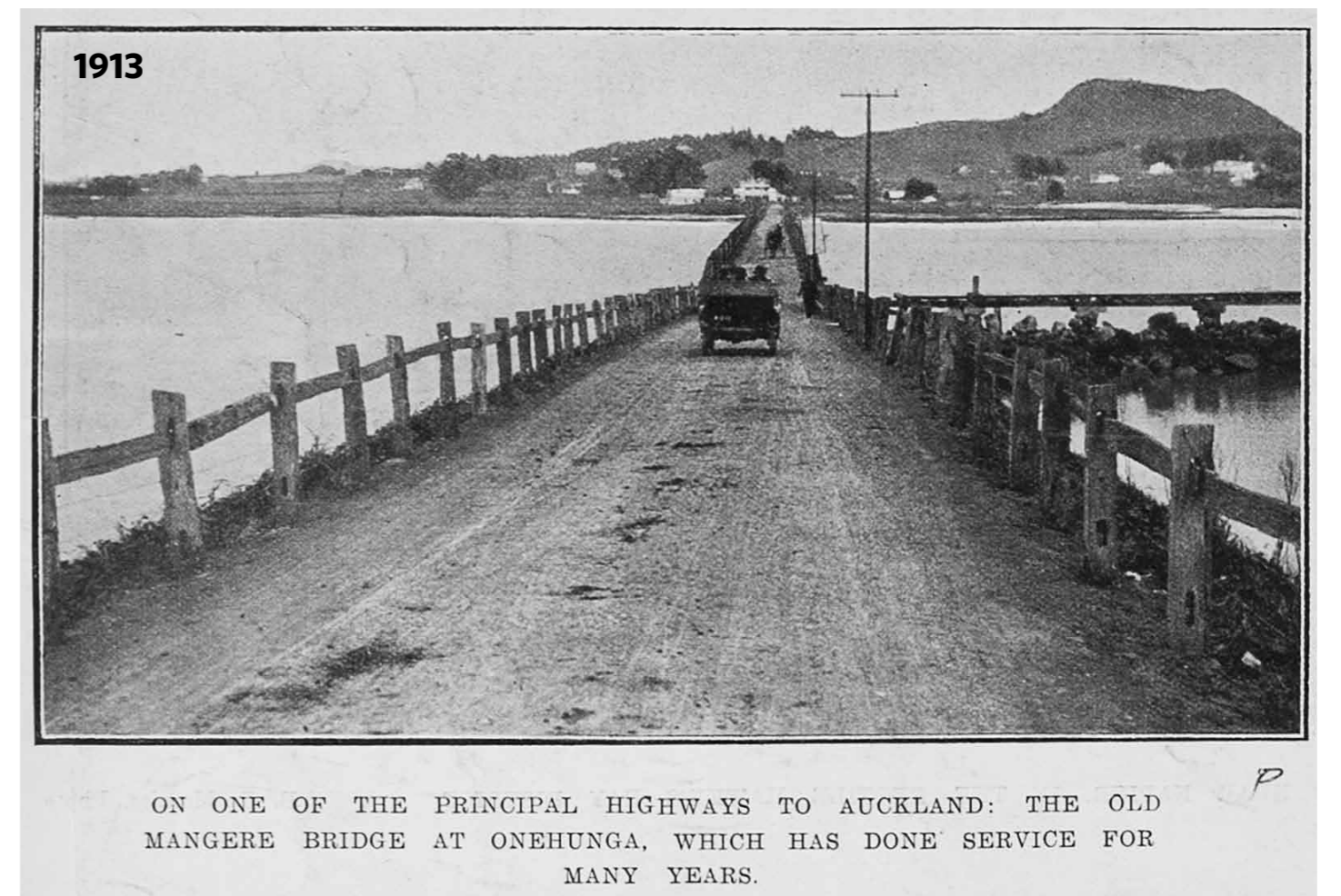
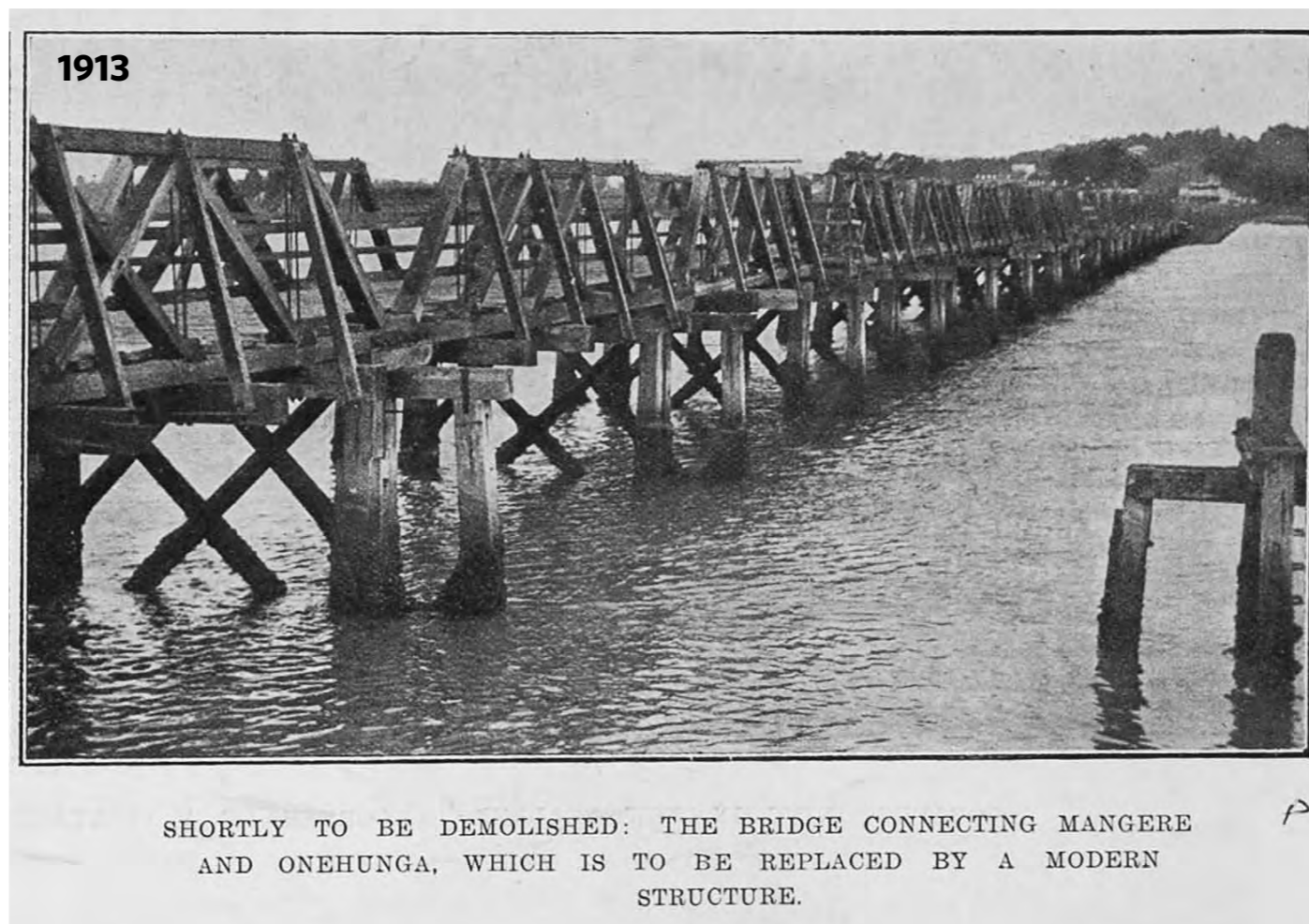
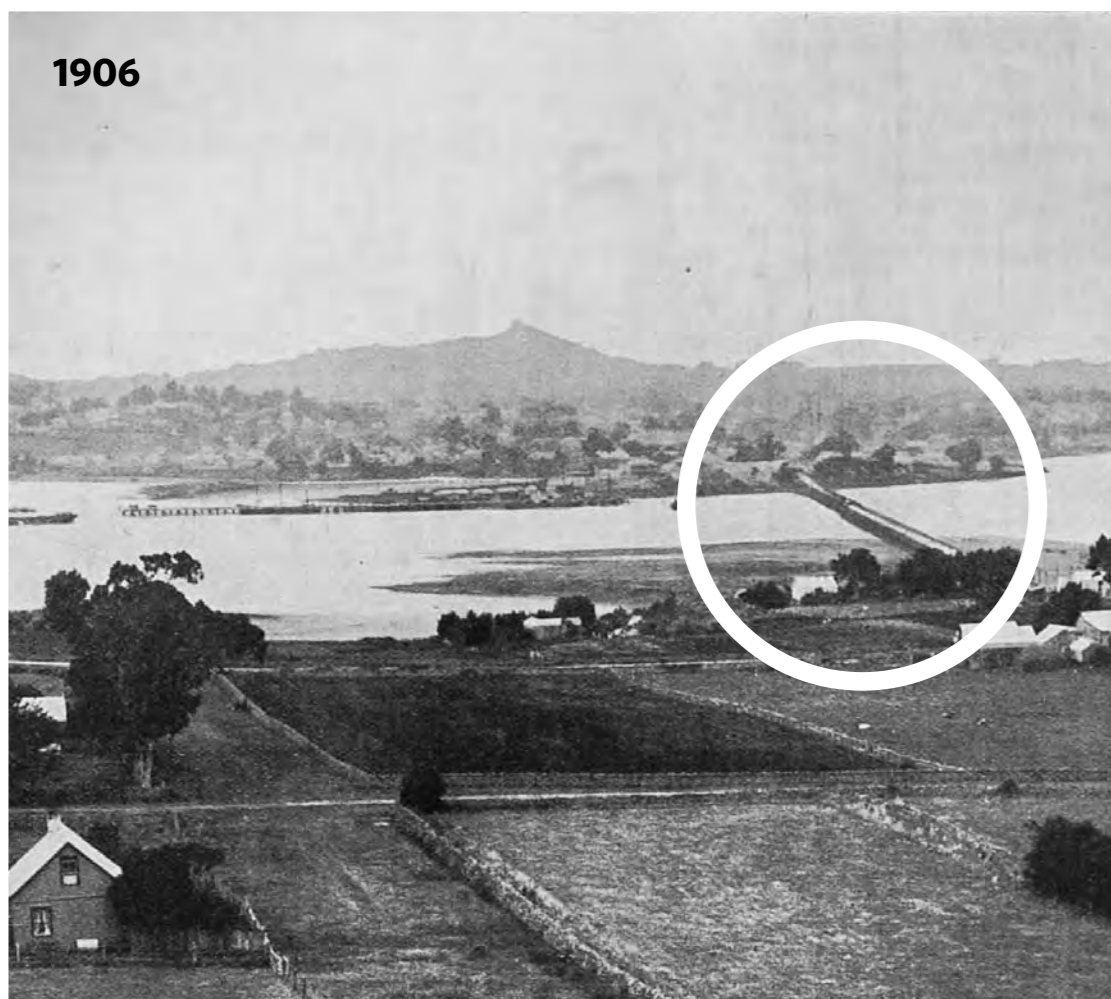
3

Did you know...

The first bridge built across the harbour in this location, opened in **1875**. It provided an important link between the growing community in Mangere and the bustling port at Onehunga.

This original bridge was a narrow, one-way wooden structure that quickly deteriorated and was rather hazardous to walk over in high winds and stormy weather. It was also prone to attack by ship worms!

Small bays were later added so pedestrians could avoid animals and horse drawn vehicles. On calm days, the hooves of the animals on the bridge are said to have echoed loudly across the harbour.



Images above courtesy of Sir George Grey Special Collections/Auckland Libraries.

The second Mangere Bridge (now known as the Old Mangere Bridge) officially opened in **1915**.

The bridge was designed by Mr R.F. Moore who also designed the Grafton Bridge. It cost approximately £22,000 - about \$0.5 million in today's terms.

This second bridge was built using reinforced concrete and it is believed to be the oldest bridge of this type crossing a New Zealand harbour.



Image courtesy of Mangere Bridge Library/Auckland Libraries, Footprints 01132.

In the **1980s** the bridge was in such bad condition a Bailey bridge (temporary bridge) over the existing bridge was built so it could stay open.

With the opening of a new motorway crossing over the Manukau Harbour in 1983, the Old Mangere Bridge closed to all traffic except for cyclists and pedestrians.

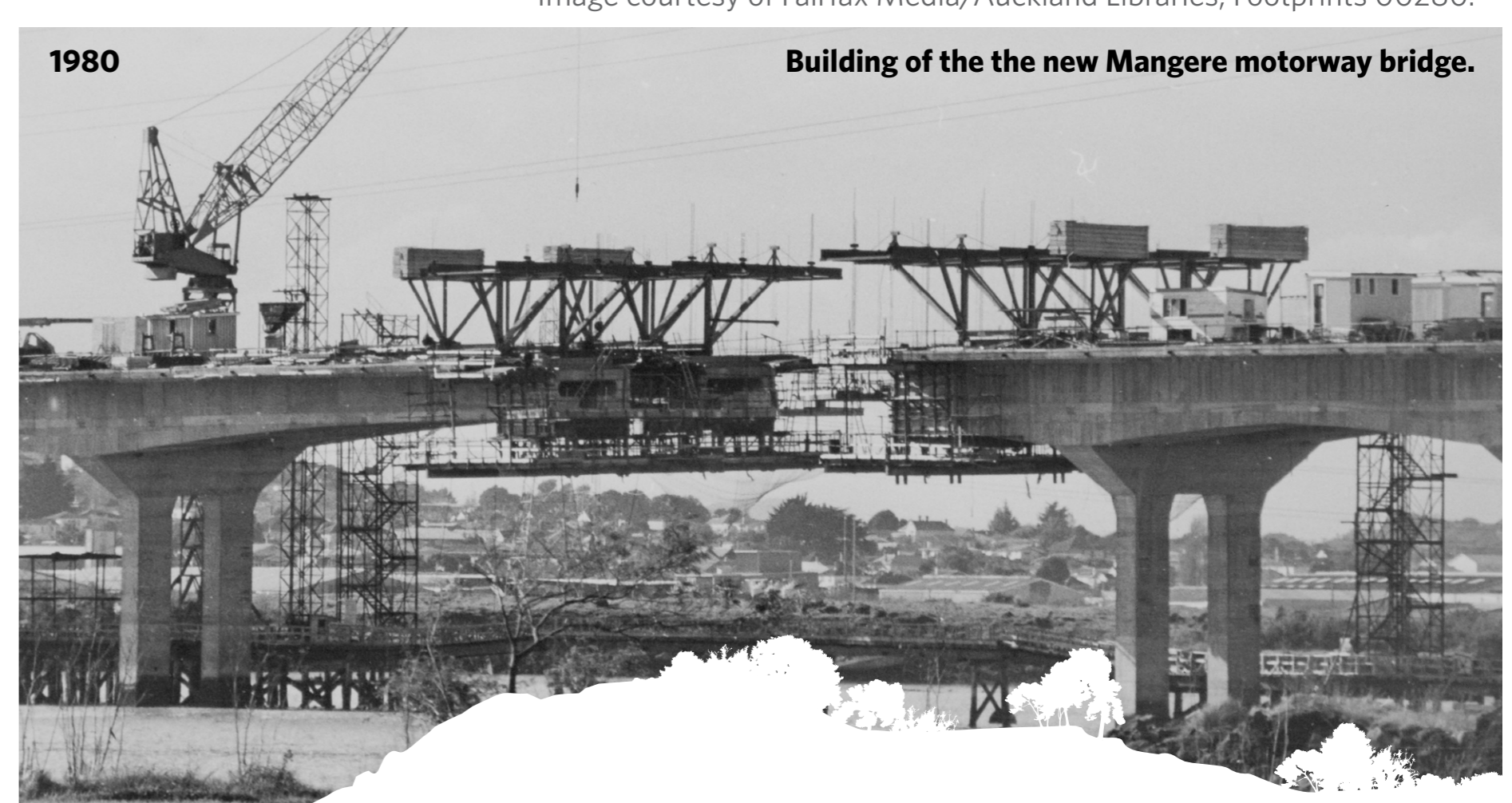


Image courtesy of Fairfax Media/Auckland Libraries, Footprints 00280.