

📌 Frequently Asked Questions

HOW WILL IT CHANGE FROM WHAT IS CURRENTLY THERE?

A duplicate motorway bridge will be constructed alongside the existing bridge, on the eastern side of the harbour. This will provide 4 lanes in each direction over the harbour plus bus shoulder lanes, between Rimu Road and Neilson Street. Beyond Rimu Road and Neilson Street, the motorway will be widened to three lanes in each direction, plus bus shoulder lanes. The project will connect with the SH20 Mt Roskill Extension, which is currently being constructed. The motorway will tie into the existing interchanges at Walmsley/Coronation Road, Rimu Road, Neilson Street and Queenstown Road.

WILL THE IMPROVEMENTS HELP TO REDUCE CONGESTION THROUGH THIS PART OF THE MOTORWAY?

The additional lanes along the length of the project and over the harbour are designed to increase capacity enabling shorter journey times. When combined with other Transit projects such as the SH20 Mt Roskill Extension, the project features will improve travel times throughout the SH20 motorway route.

WHAT IS HAPPENING TO THE GLOUCESTER PARK INTERCHANGE?

Following consultation with the local community, Transit has withdrawn its proposal to construct a grade-separated interchange at Gloucester Park. Instead the motorway will tie into the existing interchange at Gloucester Park.

HOW WILL THE PROJECT ACCOMMODATE ANY FUTURE UPGRADE TO NEILSON STREET?

Transit has commissioned a study of options to link SH1 to SH20. The study will consider the upgrading of SH20 as one possible east-west link and will identify a preferred option for further development. The study will also identify the location and requirements for interchange connections at SH1 and SH20.

HOW MUCH WILL THE PROJECT COST?

The project is expected to cost \$230m.

WILL RAMP SIGNALS BE INSTALLED ON THE PROJECT?

Yes, the design of the project includes enabling works to allow ramp signals to be installed for operation.

DOES THE PROJECT INCLUDE A LOCAL CROSSING ACROSS THE MANUKAU HARBOUR?

A separate local crossing is not included in the project. This is because current traffic studies show that a local crossing would not take enough traffic off the SH20 motorway, to rule out the need for a duplicate motorway bridge. Transit recognises that there is community support for a local crossing and has ensured that the current design does not rule out any future local crossing proposed by the Councils.

WHAT WILL BE DONE TO REDUCE THE IMPACT OF CONSTRUCTION IN THE AREA?

Transit (and the Alliance awarded the contract) is required to comply with the conditions of consent and designation, which will deal with the impact of construction such as noise, traffic and dust. A construction management plan is being developed to address these issues, and this will be monitored by Transit and the Councils.

WHAT CONSULTATION HAS TAKEN PLACE WITH THE COMMUNITY?

There have been several stages of consultation throughout the project so far. In 2000, stakeholder and iwi consultation resulted in identifying four harbour crossing options. In 2003, further stakeholder consultation took place including a newsletter distributed to the public and Community Information days. In 2005, a second newsletter was distributed and Community Information days were held in Onehunga and Mangere Bridge. This year, Transit is continuing to meet with representatives from local authorities and community organisations.

WILL I STILL BE ABLE TO USE THE MOTORWAY DURING CONSTRUCTION?

The motorway will remain open during construction. There will be times during construction when parts of the motorway will need to be closed, for example - when lifting new bridge beams or installing sign gantries over the motorway. These closures will be restricted to night time or weekends to minimise the impact on residents and motorists. Residents and businesses will be notified before the closures take place.

HOW WILL THE PROJECT AFFECT THE MANUKAU CRUISING CLUB AND AOTEA SEA SCOUTS BUILDING?

The Aotea Sea Scouts and Manukau Cruising Club buildings will not be directly affected by the project.

DOES THE PROJECT INCLUDE PROVISION FOR RAIL?

Transit is working closely with ARTA to make provision for rail in the future. For example, the foundations of the duplicate Mangere Bridge will be strengthened to accommodate a possible future rail crossing of the Manukau Harbour. Transit is also shifting the motorway to the east between Mangere Bridge and Walmsley Road to make room for a possible future rail link. This includes lengthening the Rimu Road and Hastie Avenue Bridges, to provide clearance for rail.

For more information on ARTA's future rail plans, visit www.arta.co.nz

WILL THERE BE PROVISION FOR BUSES?

Yes, there will be bus shoulder lanes along the length of the project area, similar to those currently in use on the Northwestern Motorway.

WILL THERE BE PROVISION FOR PEDESTRIANS AND CYCLISTS?

Yes, Transit is working closely with both Auckland and Manukau City Councils to develop purpose-built pedestrian and cyclist routes across the project. Proposed work includes replacing the current footbridges over the motorway at Beachcroft Avenue and Hastie Avenue with wider shared use structures and constructing new paths through the Mangere Waterfront Reserve. Transit is working with Auckland City Council and Manukau City Council to improve cycle and pedestrian links between the Mangere Bridge and Onehunga communities.

WHAT IS HAPPENING TO THE OLD MANGERE BRIDGE (PEDESTRIAN FOOTBRIDGE)? IS IT GOING TO STAY THERE?

Transit plans to keep the old Mangere Bridge in its current position for the foreseeable future.

📌 Manukau Harbour Crossing Project Alliance

The SH20 Manukau Harbour Crossing project is being delivered by an Alliance team comprised of Transit New Zealand, Beca Infrastructure, Fletcher Construction and Higgins Contractors. The Alliance is an integrated team and through a collaborative working arrangement seeks to deliver substantial value that focuses on innovation and high performance.

The Manukau Harbour Crossing Alliance team draws on the skills and talent of New Zealand's leading engineering and construction organisations and takes pride in the opportunity to work on a critical part of Auckland's transport infrastructure.



SEATED LEFT TO RIGHT:

Glen Kirk – Construction Manager (Motorway)
Amelia Linzey – Consents Manager
John Burden – Alliance Project Manager
Gulshan Lawyer – Communications & Stakeholder Manager
Stuart Tucker – Design Manager

STANDING LEFT TO RIGHT:

George Ritchie – ALT Coach
Lee Clasper – Construction Manager (Mangere Bridge)
Stuart Chapman – Environmental Manager
Johanes Gouw – Administration Manager
Harry Alderson – Pavement Manager
Jay Lauten – Health & Safety Manager
Simon Harty – Traffic Manager
Kevin Davey – Quality & Systems Manager



The SH20 Manukau Harbour Crossing project forms part of the southern section of the strategic Western Ring Route. When completed, the ring route will form a strategic link between Auckland's four cities (Manukau, Auckland, Waitakere, North Shore) and provide an alternative to SH1.

CONTACT US

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SH20 MANUKAU HARBOUR CROSSING

www.transit.govt.nz/projects/mhc/

NEWSLETTER NO.2

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The SH20 Manukau Harbour Crossing Project will form a key part of the Western Ring Route. Once completed, the Western Ring Route will provide an alternative route to State Highway 1 (SH1) between Manukau City and Albany via State Highway 20 (SH20), State Highway 16 (SH16) and State Highway 18 (SH18). Transit plans to actively manage traffic flows on both the Western Ring Route and SH1 to contribute to the long-term sustainability of the network overall and to provide more reliable travel times. The SH20 Manukau Harbour Crossing project covers the stretch of SH20 between Walmsley Road and Queenstown Road, including a crossing of the Manukau Harbour.

THE PROJECT

Transit is constructing a new duplicate motorway bridge over the Manukau Harbour, alongside the existing SH20 Mangere Bridge. This will create 4 lanes in each direction across the harbour, plus dedicated bus shoulder lanes. The motorway will be widened by an extra lane in each direction extending to Queenstown Road and the SH20 Mt Roskill Extension in the north and Walmsley Road in the south. The Gloucester Park Interchange will be retained.

THE PROJECT AIMS TO:

- Improve access to and from south and central Auckland
- Increase traffic capacity and provide priority for buses across the Manukau Harbour
- Improve travel times to and from the airport
- Improve access to local and arterial routes
- Provide better links between the Mangere Bridge and Onehunga townships
- Provide better pedestrian and cycle links
- Provide future proofing for a rail corridor by shifting the motorway alignment to the east, between Mangere Bridge and Walmsley Road.

FEATURES INCLUDE:

- New pedestrian overbridges with ramps at Beachcroft Ave (Onehunga) and Hastie Ave (Mangere Bridge).
- New pedestrian and cycle route under the southern approach of Mangere Bridge to Mahunga Drive.
- Landscaping and planting alongside the motorway.



GLoucester Park Interchange

- This section of the motorway will be widened to 3 lanes and a bus shoulder lane in each direction.
- The motorway will tie into the existing Gloucester Park interchange.
- The Aotea Sea Scouts Hall will remain in its current position.

Queenstown Road

- The motorway will be widened to 3 lanes and a bus shoulder lane in each direction. This ties in with the work currently being done as part of the SH20 Mt Roskill Extension Project.
- The Beachcroft Avenue pedestrian footbridge will be replaced with a new pedestrian/cyclist footbridge. As the footbridge is used regularly by Onehunga High School students, access will be maintained throughout construction.

Onehunga Harbour Road

- A new pedestrian/cyclist footbridge will be constructed across Onehunga Harbour Road and link to the existing underpass.

Onehunga Bay

- This section of the motorway will be widened to 3 lanes and a bus shoulder lane in each direction.
- Stormwater run-off along this section of motorway will be treated.
- Replacement planting will also take place to provide screening of the motorway from Onehunga Bay Reserve.



KEY: Pedestrian footpaths and cycleways

Mangere Bridge

- A new SH20 motorway bridge will be constructed to the east of the existing Mangere Bridge. The new bridge will carry 4 traffic lanes and a shoulder lane for bus priority in the southbound direction, and the existing bridge will carry 4 traffic lanes and a shoulder lane for bus priority in the northbound direction.
- Pedestrian and cycleway routes will be upgraded from both ends of the old Mangere Bridge and will enhance connections to the community.



Rimu Road / Mahunga Drive

- This section of the motorway will be widened to 3 lanes and a bus shoulder lane in each direction.
- The Rimu Road Bridge will be replaced to allow motorway widening. There will be 2 lanes across the bridge heading west. This will create a separate lane for vehicles to turn right to the motorway on-ramp, and a lane to continue towards Mangere Bridge village.
- Waterfront Park will be landscaped and a pedestrian/cycle path will feature from Waterfront Road Reserve under Mangere Bridge and then connect to Mahunga Drive. Debris along the Mangere Bridge foreshore will be removed.
- A small landscaped stormwater treatment pond in the Waterfront Road Reserve will treat the stormwater run-off from Mangere Bridge.



Hastie Avenue

- This section of the motorway will be widened to 3 lanes and a bus shoulder lane in each direction.
- The Hastie Avenue footbridge will be replaced with a new pedestrian/cyclist footbridge including a ramp for mobility access. Temporary access for pedestrians and cyclists will be provided throughout construction.



Walmsley Road

- This section of the motorway will be widened to 3 lanes and a bus shoulder lane in each direction.
- The bridge across Tararata Creek will be widened.
- The Walmsley Road off-ramp will be slightly realigned.



Environment

Transit New Zealand is working to protect and enhance the natural, social and physical environment around the project area. This includes:

- Managing the project in an environmentally responsible manner
- Protecting and enhancing the local environment
- Implementing systems to reduce construction waste
- Minimising dust and noise



Timeline

FEBRUARY 2008	MARCH 2008	OCTOBER 2008	EARLY 2011
Construction started on southern side (Mangere Bridge)	Construction started on Mangere Bridge	Construction starts on northern side (Onehunga)	Construction completion