



## Auckland Harbour Bridge Pathway (Skypath)

The Auckland Harbour Bridge (AHB) "clip-ons" recently underwent significant strengthening and the \$86 million project was successfully completed in 2010. Providing that freight loadings are appropriately managed on the AHB, as the city grows, the bridge has many decades of useful life as a strategic infrastructure asset for Auckland and the nation.

In addition to being one of the busiest stretches of State Highway 1 the AHB also accommodates critical city infrastructure such as water supply, telecommunications, electricity and natural gas.

The next Harbour Crossing is forecast to be required around 2030, subject to the actual level of freight loading growth. At this time freight and through traffic would transfer to the additional (new) harbour crossing while the existing AHB would revert to local commuter and public transport (bus) traffic.

The NZ Transport Agency (NZTA) has worked collaboratively with the Pathway Trust, Auckland Transport, Architects, Engineers and the Auckland Council to investigate and agree a feasible engineering solution for a cycling and walking structure to be attached to the existing Harbour Bridge. This has been achieved (see attached) and funded by the NZTA during 2011 and 2012. The proposed structure needs to be subjected to wind tunnel testing and this will be undertaken in 2013.

The project is being lead by the Pathway Trust and is now at a point where the Auckland Council is being requested to partly fund (and partly underwrite) the project.

NZTA regards this project as a community facility, to be paid for largely by an admission charge from the users. The pathway would be allowed to be attached to the Harbour Bridge structure through a license to occupy at peppercorn rental.

There is minor strengthening work still to complete on the AHB to support Skypath. Engineers are working to agree this detail and cost. Depending on the \$ amount required (currently in the range of \$1-3 million) the NZTA may be able to contribute towards these costs.

The structures required at the north and south ends of the bridge to connect from the ground to the Skypath are additional to the existing Skypath concept design.

The NZTA has no alternative plans for a walking and cycling facility across the AHB.

### **For more information on the Auckland Harbour Bridge:**

Stephen Town  
Regional Director  
Auckland/Northland

Steve Mutton  
Regional Asset Manager  
Auckland/Northland