

From: s 9(2)(a) [redacted]
To: [Alex Ingram](#)
Subject: A J Hacket for Sunday
Date: Friday, 28 May 2021 9:33:07 am

Hi Alex, Have had a refresher meet with the Bungy crew this morning about Sunday .They will have extra staff for the first walkover at 0930 and keep an eye out for anything out of the ordinary .

s 9(2)(a) [redacted]

From: [Connie Rowe](#)
To: [Brad Annals](#)
Cc: [Kaity Alexander](#); [Kate King](#)
Subject: FW: next GetAcross supporters update before it goes out. Welcome any feedback...
Date: Wednesday, 26 May 2021 9:36:53 am
Attachments: [image001.png](#)

See below – s 9(2) will be working with s 9(2) – note that he says rain or shine

s 9(2)
Sent: Wednesday, 26 May 2021 9:25 AM
To: Steve Mutton <[xxxxx.xxxxxx@xxxx.xxxx.xx](#)>; Brett Gliddon <[xxxxx.xxxxxxx@xxxx.xxxx.xx](#)>
Cc: Andrew Knackstedt <[xxxxxx.xxxxxxxxxx@xxxx.xxxx.xx](#)>; Vanessa Browne <[xxxxxxx.xxxxxx@xxxx.xxxx.xx](#)>; s 9(2)(a)
Subject: next GetAcross supporters update before it goes out. Welcome any feedback...

Kia ora Steve & Brett,

As a courtesy, we wanted to give you a heads up on next GetAcross supporters update before it goes out. Welcome any feedback...

Hi there XXXXX,

NZTA have said they don't support a [short trial of using one traffic lane for walking & cycling](#) across the Harbour Bridge.

We think they're terrified of how successful it will be... A multi-modal bridge = less traffic + healthier, happier commuters! (However this would be bad for NZTA because they are funded by the burning of fossil fuels).

Check out the results of this recent [NowNext poll](#) media item says: "Survey respondents were also asked how they planned to change their travel patterns, and could choose as many options as they wished. The most popular new habit is an active commute – **nearly a quarter of people said they intended to walk, run or cycle more frequently to work or study.**"

It's been 17 years since Parliament asked NZTA for a solution to walking & cycling over the Harbour Bridge. Per this [letter to Minister of Transport, Hon Michael Wood](#) we have lost confidence in NZTA's competence and integrity, hence we seek an independent panel in order to get past NZTA's entrenched obstruction.

See you at the rally, this Sunday 10:00am at Pt Erin, rain or shine!

s 9(2)(a)

A picture containing road, outdoor, street, way Description automatically generated

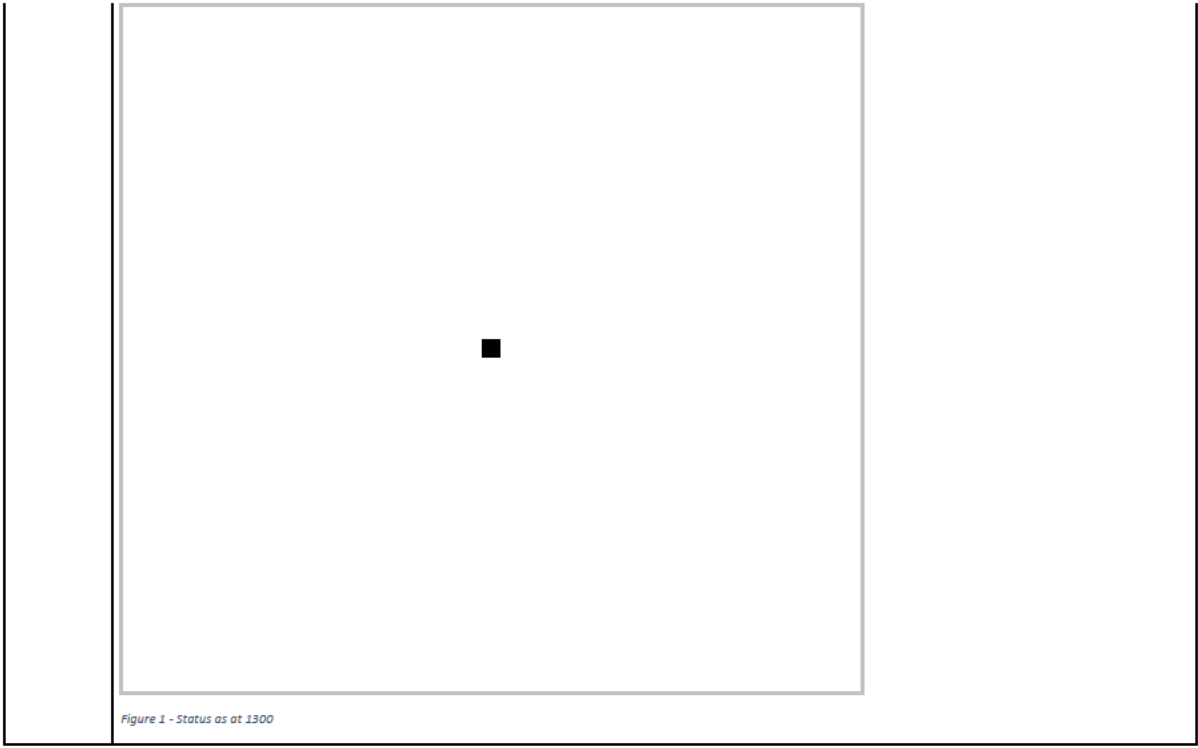


A picture containing person, crowd Description automatically generated



A picture containing road, car, outdoor, scene Description automatically generated





Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)
E brad.annals@jtoc.govt.nz / www.nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Jemma Dacy](#)
To: [Connie Rowe](#); [Zane Davidson](#); [Brad Annals](#)
Subject: RE: Issues update - Liberate the Lane
Date: Thursday, 27 May 2021 4:28:21 pm
Attachments: [image001.jpg](#)
[image013.jpg](#)
[image015.jpg](#)
[image016.jpg](#)
[image017.jpg](#)
[image027.jpg](#)
[image028.jpg](#)
[image030.jpg](#)
[image031.jpg](#)
[image032.jpg](#)
[image033.jpg](#)
[image036.png](#)
[image037.png](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)

Thank you Connie and Zane, that helps a lot and I'll include in the update to ELT and the Board.

Thanks again
Jemma

Jemma Dacy
Kaitohutohu Mātāmua Executive Advisor
Te Waka Kōtuia Engagement & Partnerships
s 9(2)(a)
E xxxxx.xxxx@xxxx.xxxx.xx / w nzta.govt.nz
Waka Kotahi NZ Transport Agency
Chews Lane Office / 50 Victoria Street
Private Bag 6995, Wellington 6141, New Zealand



From: Connie Rowe <[x@xx](#)>
Sent: Thursday, 27 May 2021 3:38 PM
To: Zane Davidson <[x@xx](#)>; Brad Annals <[Brad.Annal@xx](#)>
Cc: Jemma Dacy <[x@xx](#)>
Subject: RE: Issues update - Liberate the Lane

Thanks so much Zane
Jemma please see below thanks

From: Zane Davidson <[x@xxx](#)>
Sent: Thursday, 27 May 2021 3:36 PM
To: Brad Annals <[x@xx](#)>
Cc: Connie Rowe <[x@xx](#)>
Subject: Re: Issues update - Liberate the Lane

Hi Connie

On a Sunday peak volumes are around 12,000 vehicles per hour (both directions, split more or less 50/50). On a typical weekday the bi-directional volume peaks around 13,000 in the PM peak (split 65/35 – around 8,400 vehicles per hour NB).

In the modelling between 20,000 and 60,000 vehicles are affected by delays (depending on the level of demand, the timing of the closure and the response with the MLB). As vehicle occupancy at the weekend is likely to be

higher than a weekday up to 100,000 customers could be impacted at the worse end.

Z

Get [Outlook for iOS](#)

Zane Davidson / Area Engineer North
Auckland System Management

s 9(2)(a)
E [x@xxx](#) / w www.nzta.govt.nz/asm



From: Brad Annals <[x@xxx](#)>
Sent: Thursday, May 27, 2021 1:48:21 PM
To: Zane Davidson <[x@xxx](#)>
Cc: Connie Rowe <[x@xxx](#)>
Subject: FW: Issues update - Liberate the Lane

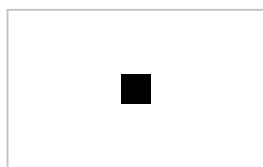
Hi Zane,

Are you in a position to answer the below?

Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)
E [x@xxx](#) / w nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: Connie Rowe <[x@xxx](#)>
Sent: Thursday, 27 May 2021 1:43 PM
To: Brad Annals <[x@xxx](#)>
Subject: FW: Issues update - Liberate the Lane
Importance: High

Hi Brad – do you happen to know the below facts? Our GM is briefing the board
Cheers

From: Jemma Dacy <[x@xxx](#)>
Sent: Thursday, 27 May 2021 1:39 PM
To: Connie Rowe <[x@xxx](#)>
Subject: FW: Issues update - Liberate the Lane

Hi Connie, please see below – can we include these figures

From: Karen Jones <xx@xx>
Sent: Thursday, 27 May 2021 1:26 PM
To: Jemma Dacy <xx@xx>
Subject: RE: Issues update - Liberate the Lane

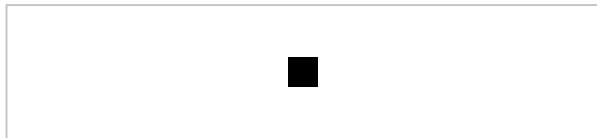
Can we add a couple of facts in here – ie It is estimated that XX thousand cars use the bridge per hour on a Sunday vs XX thousand on a weekday. Or similar. Just to give people an idea of how many people might be impacted by this thanks.

Ngā mihi
Karen

Karen Jones
General Manager
Te Waka Kōtuitia Engagement and Partnerships

s 9(2)(a)

E [.@.](mailto:xx@xx) / w nzta.govt.nz
Waka Kotahi NZ Transport Agency
Chews Lane Office / 50 Victoria Street
Private Bag 6995, Wellington 6141, New Zealand



From: Jemma Dacy <xx@xx>
Sent: Thursday, 27 May 2021 1:18 PM
To: Karen Jones <xx@xx>
Subject: FW: Issues update - Liberate the Lane

Here is a draft

From: Connie Rowe <xx@xx>
Sent: Thursday, 27 May 2021 1:14 PM
To: Jemma Dacy <xx@xx>
Cc: Steve Mutton <xx@xx>; Sarah Azam <xx@xx>
Subject: RE: Issues update - Liberate the Lane

Hi Jemma – I've made a few changes in the below so hopefully you can just forward that.
Cheers

From: Jemma Dacy <xx@xx>
Sent: Thursday, 27 May 2021 12:49 PM
To: Connie Rowe <xx@xx>
Cc: Steve Mutton <xx@xx>; Sarah Azam <xx@xx>

Subject: RE: Issues update - Liberate the Lane

Thanks Connie.

Could you please review the below draft.

Karen is aware of all the great prep work and is keen to share this with the Board and ELT today.

Thanks
Jemma

KEY MESSAGES / MEDIA ADVISORY

27 May 2021

Topic: Liberate the Lane – Bike Auckland event on Sunday 30 May
To: Board; Executive Leadership Team; Executive Advisors

Background

Bike Auckland is planning to rally participants at the Point Erin Park at 10am on Sunday 30 May 2021 in a call to reallocate lanes on the Auckland Harbour Bridge for cycling use.

Leading up to the event, Waka Kotahi has met with NZ Police and Bike Auckland and engaged with Auckland Transport, local government elected members and Chief Executives. Although Police have agreed with the organisers that the event will be confined to the base of the bridge at Point Erin Park, it is possible that some participants may try to access the bridge.

Waka Kotahi is working with NZ Police to ensure the safety of the public, road users and our workers. Police will provide support at the event site on the day. We have agreed operational plans to manage different scenarios resulting from the event and communications approaches for each scenario and their associated traffic impact.

Waka Kotahi media and communications staff will be at ATOC and the bridge site on the day.

Action

This advisory is for your information.

Northern Pathway/reallocation of lane key messages

(Reactive) media statement issued in May 2021

Waka Kotahi NZ Transport Agency is aware of an event being planned near the Auckland Harbour Bridge. Safety is the top priority for Waka Kotahi and we always have operational plans in place to address any issues on our transport network, to ensure the safety of all road users and our staff.

Waka Kotahi has investigated the possibility of removing a traffic lane on the bridge for active modes. Our investigations have found that this isn't a viable option. In practice it would require the removal of two traffic lanes, due to the need to provide a new traffic barrier to safely separate pedestrians and cyclists from live traffic. This would significantly reduce the capacity of the bridge for all forms of cross-harbour traffic, including freight and public transport, creating a significant impact on Auckland's transport system.

There are also concerns that this option would provide a poor and potentially unsafe experience for pedestrians and cyclists, given the lively movement of the clip on lanes with passing traffic, the narrow width of the shared path (likely less than 3 metres once barriers and screens are installed) and a challenging grade of 5 per cent. A walking and cycling connection over the Waitematā Harbour remains a priority for the Government and Waka Kotahi as we work hard to build Auckland's walking and cycling network, giving people choice in the way they get around and experience Auckland.

Key messages

A walking and cycling connection over the Waitematā Harbour remains a priority for the Government and Waka Kotahi as we work hard to build Auckland's walking and cycling network, giving people choice in the way they get around and experience Auckland.

Waka Kotahi understands the growing desire for people to have a walking and cycling route across the Waitematā Harbour and appreciate concerns that there is limited capacity on public transport to travel with bikes. Waka Kotahi is part of the discussions that Bike Auckland is having with Auckland Transport and Fullers so that we can play our role in supporting people to use ferries to get across the harbour with their bike.

Waka Kotahi has investigated the possibility of removing a traffic lane on the bridge for active modes. Our investigations have found that this isn't a viable option. In practice it would require the removal of two traffic lanes, due to the need to provide a new traffic barrier to safely separate pedestrians and cyclists from live traffic.

This would significantly reduce the capacity of the bridge for all forms of cross-harbour traffic, including freight and public transport, creating a significant impact on Auckland's transport system.

Our modelling shows that this would create traffic diversion to SH16/18, resulting in an increase of overall kilometres travelled and would therefore have a negative effect for emissions, which goes against our climate change goals.

Waka Kotahi, Auckland Transport and Auckland Council have been working in partnership to investigate more resilient, reliable and efficient transport options to connect the growing number of people, goods and services moving across the Waitematā Harbour between the North Shore, Auckland City and beyond.

Key contacts

Director Regional Relationships: steve.mutton@nzta.govt.nz
Communications and Engagement: connie.rowe@nzta.govt.nz

From: Connie Rowe <x@x>
Sent: Wednesday, 26 May 2021 7:27 PM
To: Jemma Dacy <x@x>
Cc: Steve Mutton <x@x>; Sarah Azam <x@x>
Subject: RE: Issues update - Liberate the Lane

Hi Jemma

Please see attached – it is very operationally based and is a living document that we will use on the day to manage as we go.

I will be at the traffic operations centre on the day and our media manager Kate King will be on the other side of the bridge.

The Police are the lead agency here and have been in regular touch with Bike Auckland who are organising the event. They maintain that the event will be confined to the base of the bridge so that is the best case scenario. However there has been significant operational planning for other scenarios and I feel that we are very well prepared.

Please let me know if you need more information.

Connie

From: Jemma Dacy <x@x>
Sent: Wednesday, 26 May 2021 1:54 PM
To: Connie Rowe <x@x>
Cc: Steve Mutton <x@x>
Subject: FW: Issues update - Liberate the Lane

Kia ora Connie

Karen would like to give ELT and the Board an issues update on our plans and messaging for the event on Sunday. Would you mind please sharing the comms plan with me and I'll run the draft advisory by you and Steve.

Many thanks

Jemma

Jemma Dacy
Kaitohutohu Mātāmua Executive Advisor
Te Waka Kōtuia Engagement & Partnerships
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E xxxxx.xxxx@xxxx.xxxx.xx / w nzta.govt.nz
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Private Bag 6995, Wellington 6141, New Zealand



From: Karen Jones <x@x>
Sent: Wednesday, 26 May 2021 1:47 PM
To: Jemma Dacy <x@x>
Subject: Issues update - Liberate the Lane

Hi Jemma

This event is Sunday and getting a lot of online attention. I just discussed with Steve doing an issues update for leaders and the board giving people confidence that we have plans in place and key messages – can you get this underway please. Connie has the comms plan and Steve is happy to help with messaging.

Ngā mihi
Karen

Karen Jones
General Manager
Te Waka Kōtuia Engagement and Partnerships

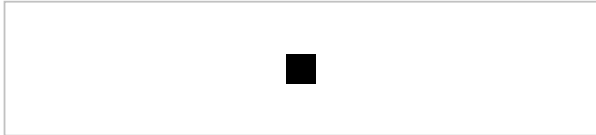
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Waka Kotahi NZ Transport Agency

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Private Bag 6995, Wellington 6141, New Zealand

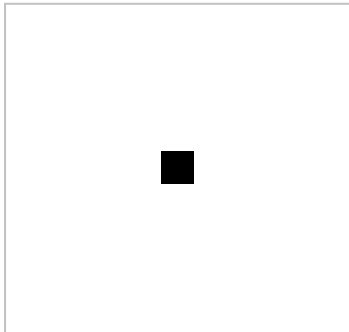


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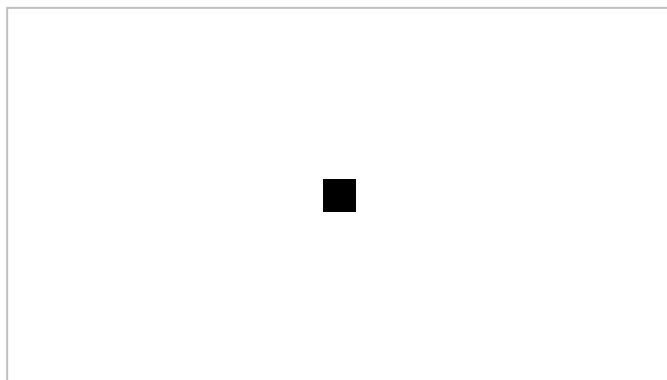
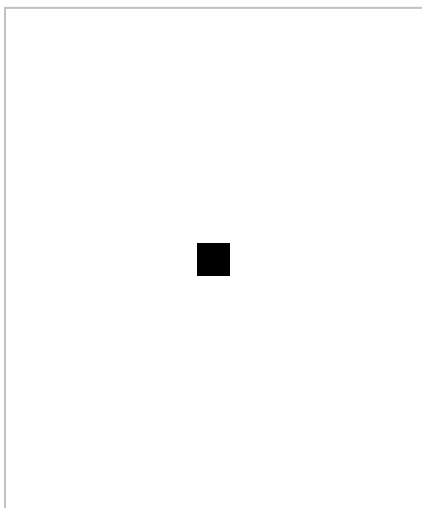
From: [Narene Orchard](#)
To: [Brad Annals](#); [Zane Davidson](#)
Cc: [David Blucher](#); [James Minton](#)
Subject: AT MVMS for Sunday
Date: Friday, 28 May 2021 1:22:57 pm
Attachments: [image007.png](#)
[image002.png](#)
[image004.png](#)
[image006.png](#)
[image009.png](#)
[image014.png](#)

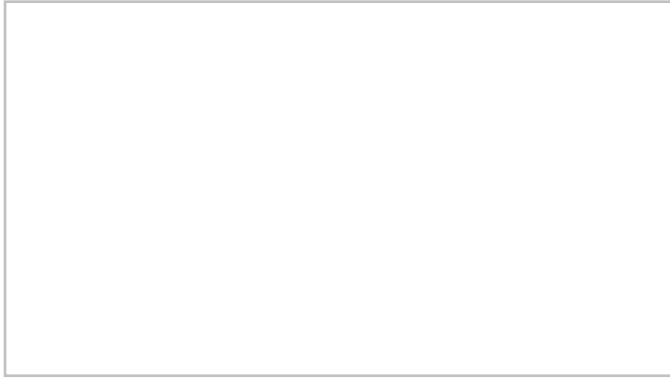
Good Afternoon Team,

As per the request, I'm currently waiting for information from Downer for one of their Temporary VMS Trailers for the potential Curran St Closure on Sunday. Placement to be on the Corner of Jervois / Curran St where there is a wide sidewalk. As the AT MVMS are not loaded into Dynac we'd also need a person to manually change the signage.



The current placement of VMS-D and CMS signs cover a majority of Traffic heading toward Curran St, apart from those coming directly from College Hill and surrounding streets on the motorway side of College Hill and Jervois Rd.





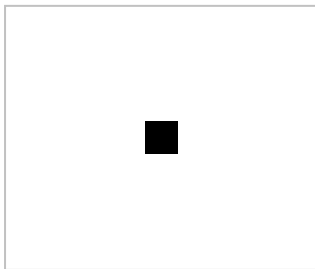
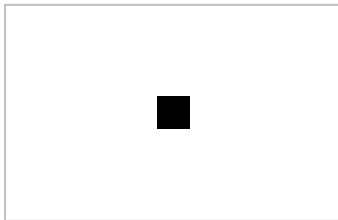
I will get back to you as soon as I hear any further information.

Ngā mihi,
Narene

Narene Orchard
Real Time Operations Team Leader
Auckland Transport Operations Centre (ATOC)

s 9(2)(a)

Email: [.@..](#) or [@..](#)



From: Jason Malcolm <Jason.Malcolm@nzta.govt.nz>
Sent: Thursday, 27 May 2021 10:11 am
To: Brad Annals <Brad.Annals@jtoc.govt.nz>
Subject: RE: Emerging Risk this Weekend RE: 2021 High Tides and System Inundation Risk at SH1 Shoal Bay

Well done Brad

We just need to make sure the ATOC team puts out weather risk comms. James is all over it as normal, but just FYI

From: Brad Annals <Brad.Annals@jtoc.govt.nz>
Sent: Thursday, 27 May 2021 9:41 AM
To: Jason Malcolm <Jason.Malcolm@nzta.govt.nz>; Carrie Cross <Carrie.Cross@jtoc.govt.nz>
Subject: RE: Emerging Risk this Weekend RE: 2021 High Tides and System Inundation Risk at SH1 Shoal Bay

Hi Jason,

Thanks for flagging this yesterday morning, it was not something that was on my radar but Zane and the ASM team had been tracking it.

To make sure all parties are across this risk, I have added it to the IMT risk matrix and have included it in the control room specific plan. Obviously the scale of the issue will be dependent on a number of variables, but the impact of any closure southbound during an incursion to the bridge is very evident.

Regards,

Brad Annals
Planning Specialist – Planned Events

M s 9(2)(a)
E brad.annals@jtoc.govt.nz / w nzta.govt.nz

Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand

ATOC



From: Jason Malcolm <Jason.Malcolm@nzta.govt.nz>
Sent: Wednesday, 26 May 2021 7:16 AM
To: Brad Annals <Brad.Annals@jtoc.govt.nz>; Carrie Cross <Carrie.Cross@jtoc.govt.nz>
Subject: Fwd: Emerging Risk this Weekend RE: 2021 High Tides and System Inundation Risk at SH1 Shoal Bay

FYI re planning for weekend bike event

Sent from my iPhone

Begin forwarded message:

From: Peter Mitchell <peter.mitchell@asm.nzta.govt.nz>
Date: 26 May 2021 at 6:35:00 AM NZST
To: Claire Howard <Claire.Howard@jtoc.govt.nz>, Matthew Harper <Matthew.Harper@jtoc.govt.nz>, Craig Van Dongen <Craig.VanDongen@jtoc.govt.nz>, Philip McLarin <Philip.McLarin@jtoc.govt.nz>, Landes Mokaraka <Landes.Mokaraka@jtoc.govt.nz>, TransportOperationsSitRep <TransportOperationsSitRep@nzta.govt.nz>, tmcoperator <Tmcoperator@nzta.govt.nz>, "Duty Engineer (ASM)" <dutyengineer@asm.nzta.govt.nz>, Chris Golledge <Chris.Golledge@asm.nzta.govt.nz>, Herb Brown <Herb.Brown@asm.nzta.govt.nz>, Jackie Egen <Jackie.Egen@asm.nzta.govt.nz>, Dave Vakameilalo <Dave.Vakameilalo@asm.nzta.govt.nz>, Martin Olive <Martin.Olive@asm.nzta.govt.nz>, Neil Cullum <Neil.Cullum@asm.nzta.govt.nz>, Dinesh Sivan <Dinesh.Sivan@asm.nzta.govt.nz>, Zane Davidson <Zane.Davidson@asm.nzta.govt.nz>, Roderick Hadiwibowo <Roderick.Hadiwibowo@asm.nzta.govt.nz>, CREW - CMJ01 <CREW_CMJ01@asm.nzta.govt.nz>, CREW - CMJ02 <CREW_CMJ02@asm.nzta.govt.nz>, CREW - CMJ03 <CREW_CMJ03@asm.nzta.govt.nz>, CREW - CMJ04 <CREW_CMJ04@asm.nzta.govt.nz>, "Duty Engineer (ASM)" <dutyengineer@asm.nzta.govt.nz>
Cc: Jim Bernhard <Jim.Bernhard@asm.nzta.govt.nz>, "Gary.Bonser" <Gary.Bonser@asm.nzta.govt.nz>, Paul Geck <Paul.Geck@asm.nzta.govt.nz>, Angela Potae <Angela.Potae@asm.nzta.govt.nz>, Andrea Williamson <Andrea.Williamson@asm.nzta.govt.nz>, Jason Malcolm <Jason.Malcolm@nzta.govt.nz>, Wayne Oldfield <Wayne.Oldfield@nzta.govt.nz>, Moira Whinham <Moira.Whinham@nzta.govt.nz>, Neil Walker HNO <Neil.Walker.hno@nzta.govt.nz>
Subject: Emerging Risk this Weekend RE: 2021 High Tides and System Inundation Risk at SH1 Shoal Bay

Hi Team,

This is an early heads up that based on current weather forecasts and tides, I think we are looking at a high possibility (likely) that we will get inundation at SH1 Shoal Bay this weekend (also high risk at Tamaki Drive for AT to manage). High risk location at southbound from the Tank Farm Culvert towards the Exmouth Street Footbridge (Esmonde to Onewa)

While there was plenty of national news at beginning of week about 'King Tides' and 'Weather Bomb', the real inundation risk at our Auckland system is looking to be this coming weekend. We will be on the decline of astronomic highest tides, however the weather system emerging from the west will bring low pressure (<990hPa) as well as wind direction (shifting to come from north) to effectively funnel water into Hauraki Gulf and generate further lifting of the tides in Waitemata Harbour (incl wind set-up). At this time I would suggest that the Saturday night tide will be highest (onto multiple lanes). However based on information available now I also think that the Saturday morning and Sunday morning will also likely come onto highway

[[cid:image007.png@01D751F7.AF7E9740](#)] [[cid:image008.png@01D751F8.33D7F810](#)]

I will keep a close eye on conditions over next 48 hours and send updates as we get more certainty on likely weather.

Happy to discuss

Regards

Peter Mitchell / Stormwater Asset Manager
Auckland System Management

s 9(2)(a)

E Peter.Mitchell@asm.nzta.govt.nz<<mailto:Peter.Mitchell@asm.nzta.govt.nz>> / w
www.nzta.govt.nz/asm

From: Peter Mitchell <Peter.Mitchell@asm.nzta.govt.nz>
Sent: Monday, 25 January 2021 10:17 AM
To: ASM <all_asm@asm.nzta.govt.nz>
Cc: Claire Howard <Claire.Howard@jtoc.govt.nz>; Matthew Harper <Matthew.Harper@JTOC.govt.nz>; Craig Van Dongen <Craig.VanDongen@jtoc.govt.nz>; Philip McLaren <Philip.McLarin@jtoc.govt.nz>; landes.mokaraka@jtoc.govt.nz;
TransportOperationsSitRep@nzta.govt.nz; Wayne.Oldfield@nzta.govt.nz;
Tmcoperator@nzta.govt.nz; Duty Engineer <dutyengineer@asm.nzta.govt.nz>
Subject: 2021 High Tides and System Inundation Risk at SH1 Shoal Bay

Hi Team,

For those interested - See attached 2021 tides for Waitemata Harbour where I have marked a simplistic and provisional risk profile for high tides inundating our SH1 system at Shoal Bay. The location of tidal inundation risk is at Shoal Bay SH1 southbound from the Tank Farm Culvert towards the Exmouth Street Footbridge (Esmonde to Onewa) – see below image. Times used in the tide predictions are adjusted for daylight savings. The simplistic inundation risk profile includes three classifications (High/Medium/Low) based on three bands of predicted astronomic tide levels (3.7/3.6/3.5 respectively).

[[cid:image001.jpg@01D751F7.2F3C6C60](#)]

Interestingly this is the first year in more than a decade that we have no tides predicted to fall into the high risk if inundation classification at 3.7m. 3.7m matches the road shoulder edge level at the low point.

If relevant to your work, you may like to put the following medium risk of tidal inundation dates into your Calendar:

- * 31st March to 1st April – Medium Risk
- * 28th to 30th April – Medium Risk
- * 27th to 29th May – Medium Risk
- * 26th June – Medium Risk
- * 6th to 7th December – Medium Risk

It is important to recognise the significance that storm surge (barometric set up, wind set up, wave set up and wave run up) conditions will play in what levels the tides will actually reach (as variation to the purely astronomic predictions on the attached tide chart). Barometric pressure is the most significant influencer of tidal variations at SH1 Shoal Bay. I monitor weather conditions throughout year and will give updates if conditions are conducive to higher tides and increased risk of system inundation.

I have attached a couple of photos that depict risk example. These photos show the event at Friday 5th January 2018 – Tide peaked at about 10:50am. It was a predicted 3.6m tide that was elevated by storm surge components of barometric set up (975hPa meaning a further tidal uplift of about 380mm) there was also a wind set up and wave set up component that compounded this event to be just over 4m. One of the highest tides on record (similar to 23rd Jan 2011 and 26th March 1936). Being prepared by monitoring conditions, and having the right staff and right resources doing the right activity at the right time helps us to ensure that our customer safety risks are managed, and that our system access and availability is reasonably maintained.

[cid:image002.jpg@01D751F7.2F3C6C60]

Happy to discuss.

Regards

Peter Mitchell / Stormwater Assets Manager

Auckland System Management

s 9(2)(a)

E Peter.Mitchell@asm.nzta.govt.nz<mailto:Peter.Mitchell@asm.nzta.govt.nz> / w

www.nzta.govt.nz/asm

Peter Mitchell - Stormwater Asset Manager

Asset Performance

s 9(2)(a)

From: Sagar Patel
To: s 9(2)(a)
Cc: s 9(2)(a); Brad Annals; s 9(2)(a)
Subject: RE: Extra Guards for 30 May 21
Date: Tuesday, 25 May 2021 12:44:31 pm
Attachments: [image001.jpg](#)
[image003.png](#)
[image006.jpg](#)
[image007.png](#)
[image008.jpg](#)

Hi s,

No worries, will organise guards accordingly.

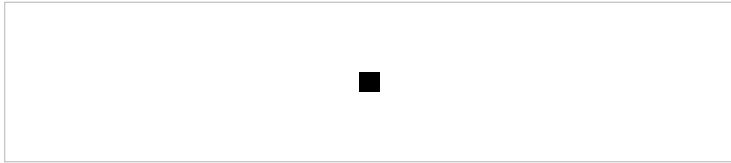
Regards

s 9(2)(a)



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From: s 9(2)(a)
Sent: Tuesday, May 25, 2021 12:40 PM
To: s 9(2)(a)
Cc: s 9(2)(a); Brad Annals <Brad.annals@jtoc.govt.nz>; s 9(2)(a)
Subject: Extra Guards for 30 May 21

Hi s,

Can we please book some extra resources for the following locations and times for Sunday 30th May pse:

Downtown Ferry Terminal: Extra Two x Guards reporting to FO Managers for Operations 1100 – 1500 hrs

Devonport Ferry Terminal: Extra Two x Guards reporting to FO Managers for Operations 1100 – 1500 hrs

Birkenhead Ferry Terminal: Extra Two x Guards reporting to FO Managers for Operations 1100 – 1500 hrs.

Three Ferry locations are possibly going to have more Cycling community traffic trying to access Ferry Services so there may be a need for close facilitation of that issue

Rovers also to be available for short notice tasking to these locations if ATOC/DOO or Incident Management Response request raised on the day pse

Further update later this week

Thank You

Regards s 9(2)

We all have an important part to play in helping to reduce the spread of COVID-19 in our communities. [Find the latest information and advice from Auckland Transport.](#) For the latest news from the Ministry of Health go to the [Unite Against Covid-19 website.](#)

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From: [James Minton](#)
To: [Brad Annals](#)
Subject: RE: Further IMT Resources and Timings
Date: Tuesday, 25 May 2021 9:29:14 pm
Attachments: [image002.jpg](#)
[image004.png](#)
[image006.jpg](#)
[image001.jpg](#)
[image007.png](#)

Kia Ora Brad,

- I will have Narene shadowing me as Incident Controller training, and expect she will be able to assist with CCTV Monitoring. We may not have a dedicated CCTV operator unless I can pull someone from the control room to assist. Julie is the SL on the day, and we can certainly request she juggle the workload in the room to free someone up.
- I take it from our chat briefly that you now have the info needed for the DYNAC plan?
- The standard suspects are all available for EAT, being Rua, Wayne Oldfield, Neil Walker and Andrew Allen.

Ngā mihi,

James Minton

Real Time Operations Manager (Acting)
Auckland Transport Operations Centre (ATOC)

s 9(2)(a)

[E james.minton@jtoc.govt.nz](mailto:james.minton@jtoc.govt.nz)

From: Brad Annals <Brad.Annals@jtoc.govt.nz>
Sent: Monday, 24 May 2021 8:39 AM
To: James Minton <James.Minton@jtoc.govt.nz>
Subject: Further IMT Resources and Timings

Hi James,

I have not been able to secure the following resources, and I am hoping you could assist.

- Dedicated CCTV operator based in IMT
- A DYNAC plan

I have slid the IMT timings forward because of a publicly posted start time for the rally of 1000hrs, is this OK with you?

Time	Action
06:00	Any IMT sick leave registered with Incident Controller at latest <ul style="list-style-type: none">• Incident Controller to contact back-up IMT reps
08:00	IMT Leads Pre-event checks undertaken Monitoring commences
09:00	Full IMT arrive at ATOC
10:00	IMT briefing

	<ul style="list-style-type: none"> ● IMT fully stood up and operational ● Any changes needed or alternation to plans? ● All plans/resources in place?
11:00	Rally starts
12:00	IMT briefing
12:30	Monitoring ongoing
13:00	Rally finishes (exact time TBC)
13:30	Final IMT briefing/hot debrief <ul style="list-style-type: none"> ● Review IMT Stand-down checklist with IMT leads
14:30	Situation report sent between 14:30 and 15:00
15:00	Depending on progression of event, quick check-in briefing and handover to BAU – Control Room

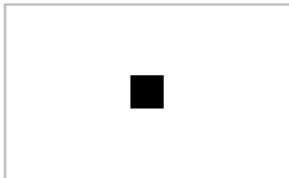
I am also wanting to document who will form the EAT if the incident were to escalate to levels 4 or 5. Do you have a view on this? If there is a standard call out list/roster then I will include it in the plan.

Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

E brad.annals@jtoc.govt.nz / W nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Brad Annals](#)
To: [Carrie Cross](#)
Subject: Bike Auckland Rally - ATOC Staff Update (Draft)
Date: Sunday, 30 May 2021 7:37:00 pm
Attachments: [image001.jpg](#)
[image002.jpg](#)

Hi Carrie,

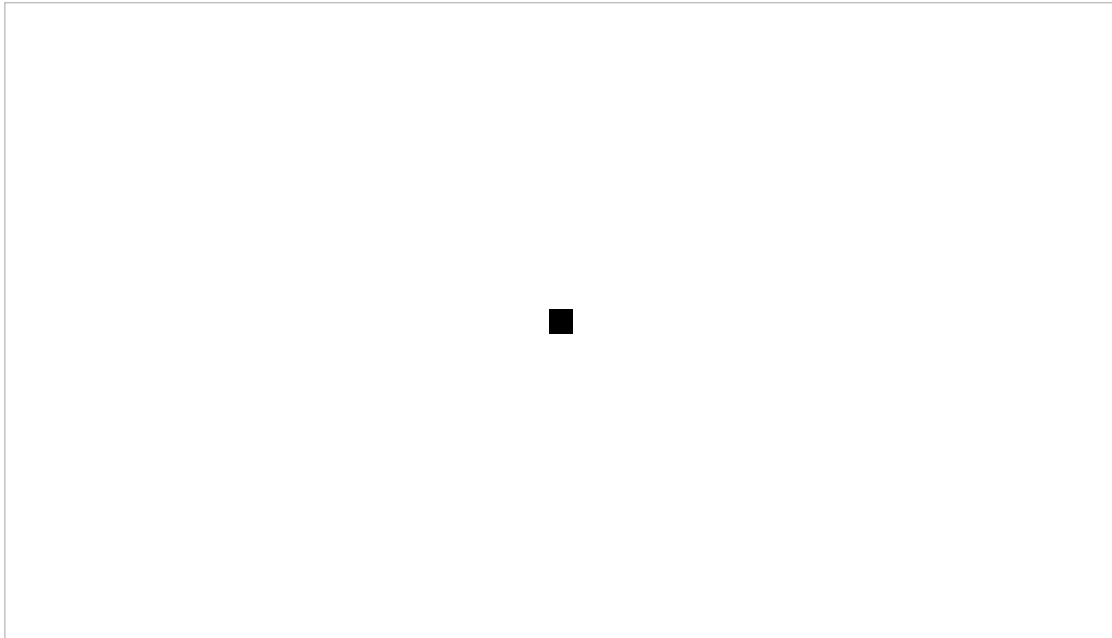
As I was drafting this, I felt it was a communication that best sat with an SLT member or Rua to send out (if appropriate). I will leave it with you to decide if you wish to distribute tomorrow.

Night!

Hi all,

You will be aware from media reports yesterday that Bike Auckland held a rally at Point Erin Park which resulted in 1,000 members of public accessing the motorway on cycle and on foot at Curran St. This action required the ATOC IMT to, under the direction of Police close lanes 1 & 2 northbound on the AHB. This was a scenario which ATOC Planned Events, ASM and Police had been planning for and I want to acknowledge the team on today for helping to reduce the risk to our customers and our people by taking decisive action.

A big thank you also to those of you who were on shift during this event, making sure that customers were informed and that the network continued to operate whilst under the significant constraint of the AHB closure.



I also wanted to share with you all the media statement that Waka Kotahi and the Ministry of Transport have jointly prepared as it may assist you in answering any questions from your family or friends.

Waka Kotahi shares the desire of the walking and cycling community to complete a dedicated facility across the Waitemata Harbour as a key section in Auckland's walking and cycling network.

Waka Kotahi has made significant progress in the wider walking and cycling network over the past ten years, with the completion of the Grafton Gully Cycleway, Waterview and North Western Cycleways. We have just opened the Southern Path and the State Highway 20B Shared Path to connect areas in the south and we are currently finishing the third section of the Glen Innes to Tamaki Drive Shared Path and are building dedicated walking and cycling lanes as part of the Northern Corridor Improvements project which will link with the Northern Pathway.

We have heard the desire to make traffic lanes on the Harbour Bridge available in the short term. Like the walking and cycling community we are committed to finding a solution. We have already done some initial work and we are continuing to look at how this can be achieved.

However, this is not as simple as some advocates imply. The bridge was not designed for a walking and cycling function and there are true and genuine safety and wider network issues that need to be worked through and balanced. Painting lines on live traffic lanes and installing guard rail will not provide a safe enough environment for all users including general traffic, freight, cyclists and pedestrians and bridge operational staff. There are also significant impacts to the wider transport network when lanes of traffic are

closed. This was proven last year when damage to a strut forced the closure of lanes and created widespread travel delays.

We are continuing to look for solutions that will provide a plan that adequately addresses safety concerns and walking, cycling and motorist demands. Ferries and buses could form part of that solution. Until they are developed Waka Kotahi is not currently able to provide traffic lanes for walking and cycling.

The issues that we are currently working through include understanding what would be required on the bridge itself to protect motorists, pedestrians and cyclists. The current bridge design and barriers are not compliant with safety standards for walking and cycling.

We also need to consider the operational plan of how we will get people on and off the bridge and how any incidents would be managed.

We're also investigating the costs and consenting implications, as some alterations required to facilitate such changes, may not be granted consent.

Finally, we need to complete modelling to understand the traffic and travel implications across the wider network, not just on the bridge, but motorway access routes and local roads as well.

Waka Kotahi has had discussions with Bike Auckland about their desire for a bridge crossing event, however no formal permit was ever applied for. Events of this nature require a significant undertaking, including extensive planning and logistics as well costs associated with event and traffic management.

Currently there is only one international event granted permission for people to cross over the harbour bridge on foot, and that is the Auckland Marathon. Each year our staff work tirelessly with organisers for months in advance to ensure the smooth running of this event and all costs associated with it are picked up by the organisers with no cost to the taxpayer.

Safety is our top priority and as such Waka Kotahi today worked with police to quickly close down two northbound lanes while working within a live traffic environment. It was fortunate that there were no injuries or incidents and we acknowledge the work of Police to help us to keep all users of the network safe during the event today.

The Westhaven to Akoranga section of the Northern Pathway was announced as part of the NZ Upgrade Programme and has \$360 million of funding. Waka Kotahi has had a large team working on the project since last year to assess how we can build a dedicated walking and cycling facility across the Waitematā harbour in what is a very technically challenging location and environment. The Government will make an announcement on the next steps for the project in the coming weeks. Waka Kotahi has provided advice to the Government to help facilitate their decision.

Waka Kotahi acknowledges the level of service currently provided by ferries is not adequate as an alternative solution at this time. We are also working with Auckland Transport to figure out how ferry services could be improved, while simultaneously working with government on the longer term Northern Pathway solution.

Brad Annals
Planning Specialist – Planned Events

§ 9(2)(a)

E brad.annals@jtoc.govt.nz / W nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



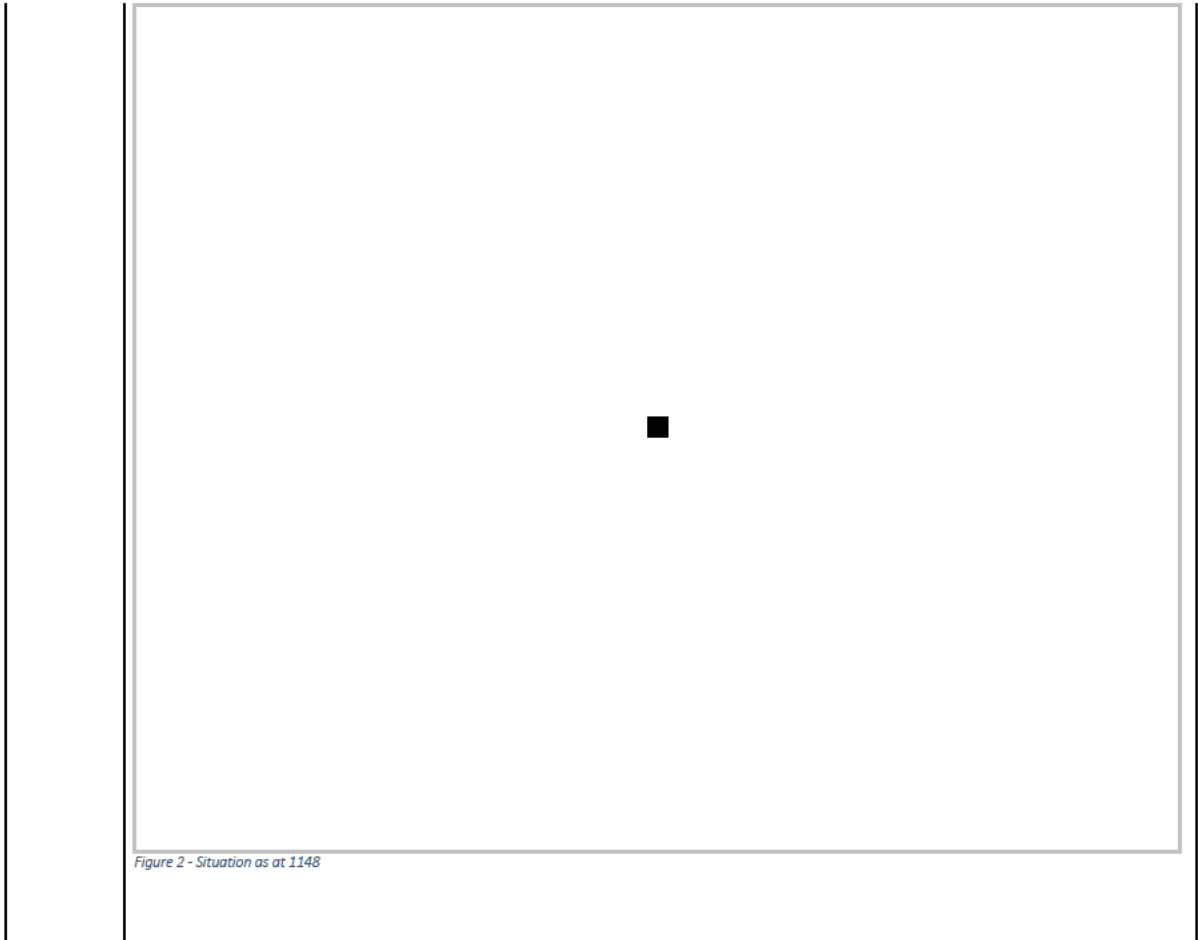


Figure 2 - Situation as at 1148

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

E brad.annals@jtoc.govt.nz / www.nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Brad Annals](#)
To: s 9(2)(a)
Cc:
Subject: Bus Priority - Fanshawe Bull Run
Date: Tuesday, 25 May 2021 9:43:00 am
Attachments: [image003.jpg](#)
[image002.jpg](#)
[image006.jpg](#)
[image008.jpg](#)
Importance: High

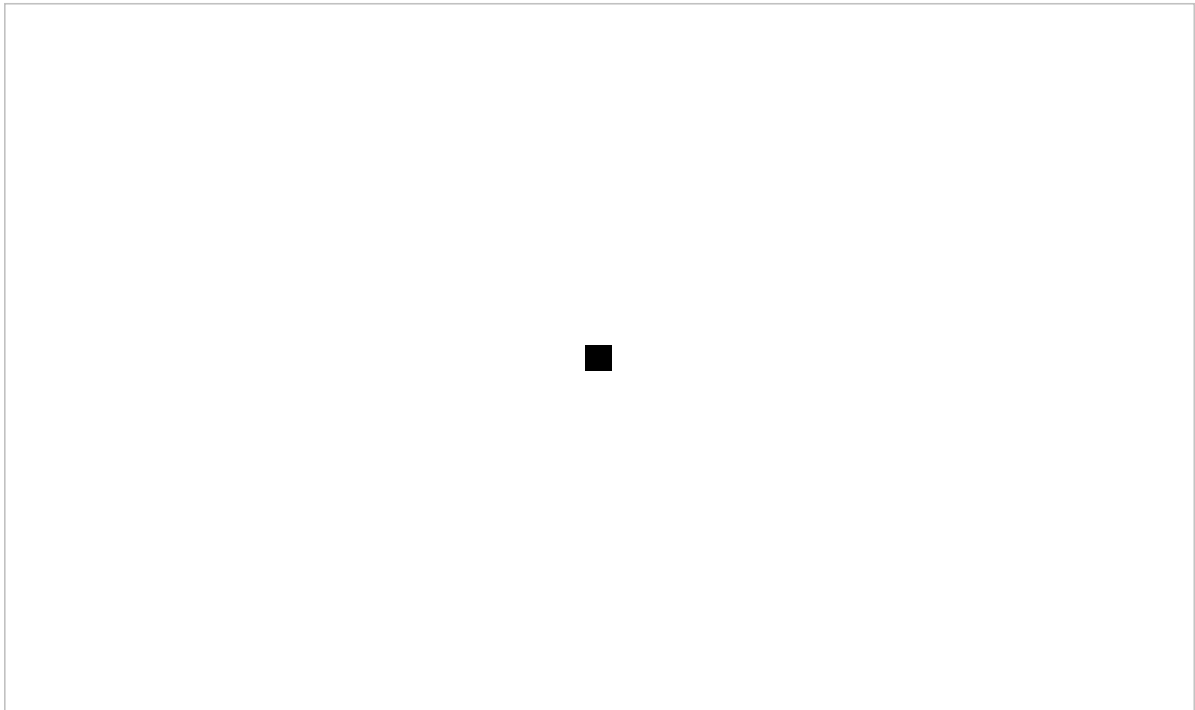
Hi s 9(2)(a),

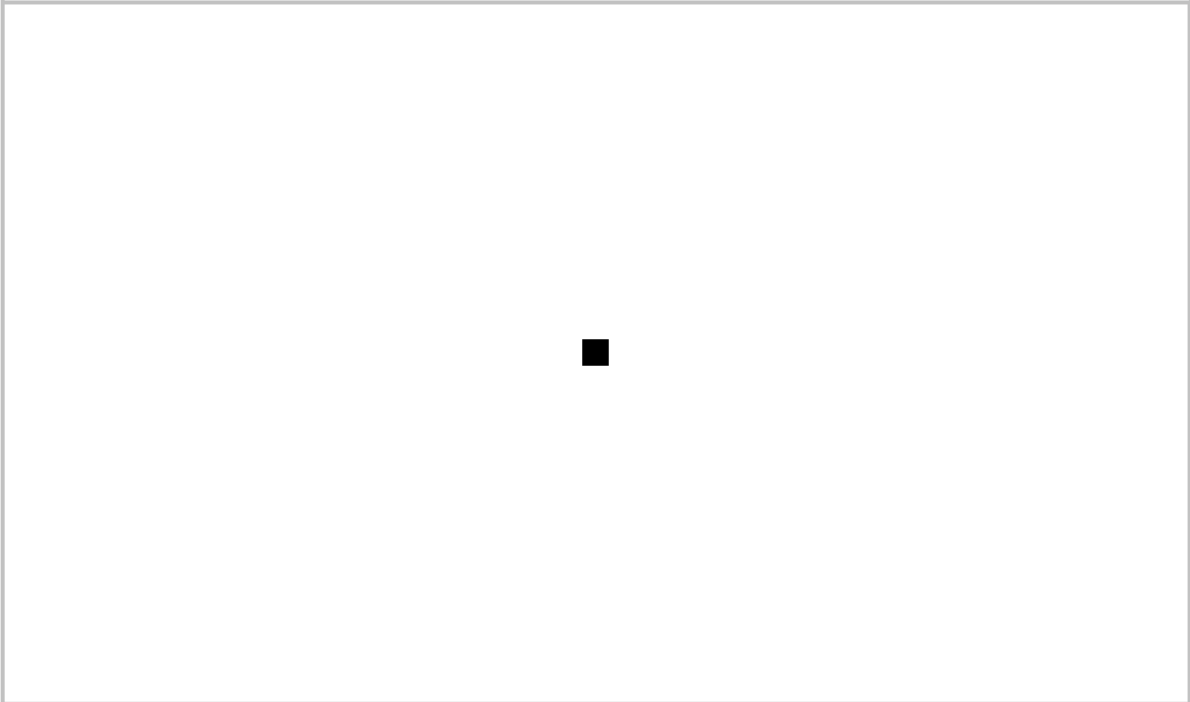
This morning I had a discussion with our Metro Day of Ops team, who have asked us to investigate how we might provide additional bus priority during the recovery phase of the AHB Rally. I understand that the bull run has been used previously for buses to gain access to SH1 NB following an incident.

Could we please look at what kind of traffic management plan would assist in providing this priority (if we can provide it)?

Points to consider would be:

- Availability of lane 5/bull run;
- Restricting access to buses and emergency vehicles only;
- Getting buses safely from Fanshawe stop 7036 (~24 buses per hour) to lane 3 to access the bull run;
- How long can buses remain segregated from SH1 traffic?





Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

E brad.annals@jtoc.govt.nz / **w** nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Kate King](#)
To: [Kaitly Alexander](#)
Subject: FW: Cam 149 Pt Erin request for Saturday.
Date: Wednesday, 2 June 2021 4:17:16 pm
Attachments: [image002.jpg](#)
[image007.png](#)
[image009.png](#)
[image011.jpg](#)
[image012.png](#)
[image005.jpg](#)
[image006.png](#)
[image008.jpg](#)

From: James Minton <xxxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Wednesday, 26 May 2021 3:06 PM
To: tmcoperator <xxxxxxxxxxxx@xxxx.xxxx.xx>; Kevan Fleckney <Kevan.Fleckney@nzta.govt.nz>; Kate King <xxxx.xxxx@xxxx.xxxx.xx>; Claire Howard <xxxxxx.xxxxxx@xxxx.xvvt.nz>
Cc: ATOC Shift Leads <xxxxxxxxxxxxxx@xxxx.xxxx.xx>; xxxxxxxxxxxx@xxxx.xxxx.xx
Subject: RE: Cam 149 Pt Erin request for Saturday.

Thanks Craig, appreciated

Ngā mihi,

James Minton
Real Time Operations Manager (Acting)
Auckland Transport Operations Centre (ATOC)

s 9(2)(a)

E [.@..](#)

From: Craig Van Dongen <xxxxx.xxxxxxxxxx@xxxx.xxxx.xx> **On Behalf Of** tmcoperator
Sent: Wednesday, 26 May 2021 2:34 PM
To: Kevan Fleckney <xxxxx.xxxxxxxxxx@xxxx.xxxx.xx>; Kate King <xxxx.xxxxx@xxxx.xxxx.xx>; Claire Howard <xxxxxx.xxxxxx@xxxx.xxxx.xx>; tmcoperator <xxxxxxxxxxxx@xxxx.xxxx.xx>; James Minton <xxxxx.xxxxxx@xxxx.xxxx.xx>
Cc: ATOC Shift Leads <xxxxxxxxxxxxxx@xxxx.xxxx.xx>; xxxxxxxxxxxx@xxxx.xxxx.xx
Subject: RE: Cam 149 Pt Erin request for Saturday.

FYI James Minton and others CC'd

Craig Van Dongen
Green Shift
Transport Network Operator – Senior
Auckland Transport Operations Centre, Smales Farm

s 9(2)(a)

Email [.@..](#)

(Please note: My hours of work are shifts)

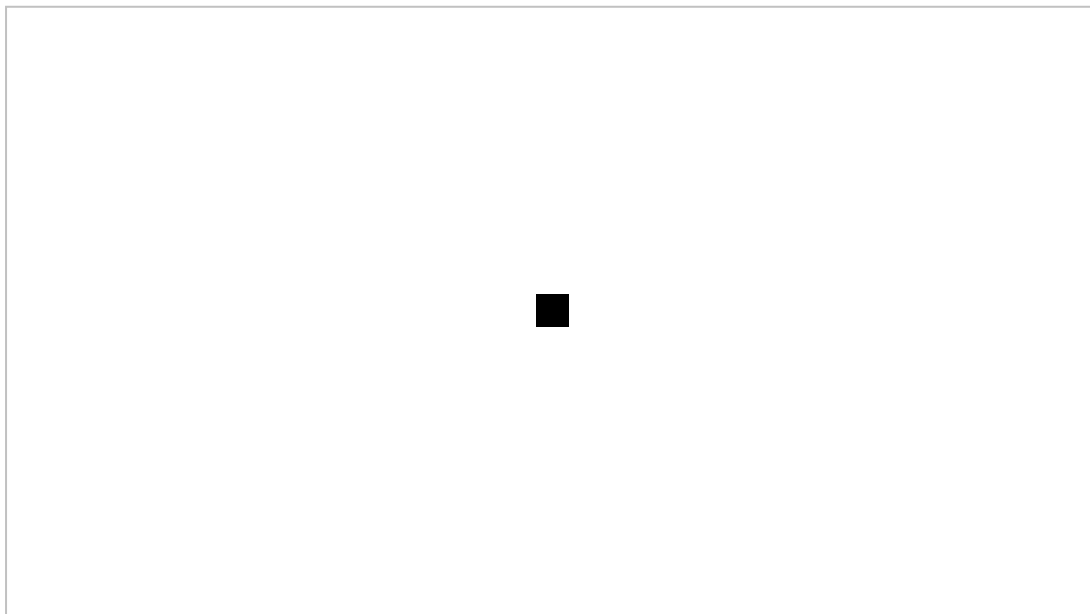
From: Kevan Fleckney <xxxxx.xxxxxxxxxx@xxxx.xxxx.xx>
Sent: Wednesday, 26 May 2021 2:31 PM

To: Kate King <xxxx.xxxx@xxxx.xxxx.xx>; Claire Howard <xxxxxx.xxxxxx@xxxx.xxxx.xx>;
tmcoperator <xxxxxxxxxxxx@xxxx.xxxx.xx>
Subject: Cam 149 Pt Erin request for Saturday.

Hi Claire, hi TMC team

Would it be possible to do a favour for our Media Manager (Kate - cc'd) please?
There is proposed to be a rally at Curran St on Saturday morning, which involves cyclists.

Kate is coming in here to monitor the situation as she is required to be on this side of the water.
When it isn't being used to monitor the event, would it be possible to leave Cam149 Point Erin
PTZ in a position like this please so that it can be seen from here please? (Pt Erin Fixed doesn't
show the end of the ramp and access point)



Thank you all

K

Kevan Fleckney / Senior Traffic Engineer
System Performance – System Design
Transport Services

s 9(2)(a) [REDACTED]
E [@](mailto:) / w nzta.govt.nz
Auckland Office / AMP Tower, Level 5, 29 Custom Street West,
Private Bag 106602, Auckland 1010, New Zealand



From: [Brad Annals](#)
To: [Kaity Alexander](#)
Subject: RE: Auckland Harbour Bridge - ATOC Operations Planning wrap-up
Date: Friday, 28 May 2021 8:09:00 am
Attachments: [image001.jpg](#)
[image002.jpg](#)

Hi Kaity,

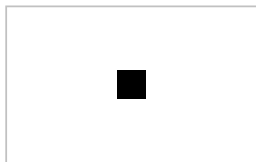
The location is ATOC Smales farm 74 Tahoroto Road, Takapuna. Parking at Smales is free on weekends so there should be plenty of space nearby.

Look forward to seeing you!

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

[E xxxx.xxxxxx@xxxx.xxxx.xx](mailto:xxxx.xxxxxx@xxxx.xxxx.xx) / www.nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: Kaity Alexander <xxxxx.xxxxxxxx@xxxx.xxxx.xx>
Sent: Thursday, 27 May 2021 5:33 PM
To: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Subject: RE: Auckland Harbour Bridge - ATOC Operations Planning wrap-up

Thanks Brad. I'm feeling really comfortable about our approach.

For Sunday morning – double checking that the location is ATOC in Smales Farm? Will there be parking spaces available for Connie & myself? And how will we go about getting into the building? We're planning to arrive at 8am.

Thanks!
Kaity

From: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Thursday, 27 May 2021 10:08 AM
To: James Minton <xxxx.xxxxxx@xxxx.xxxx.xx>; Jason Malcolm <xxxx.xxxxxx@xxxx.xxxx.xx>; Zane Davidson <xxxx.xxxxxx@xxx.xxxx.xxxx.xx>; Kate King <xxxx.xxxx@xxxx.xxxx.xx>; Kaity Alexander <xxxx.xxxxxxxx@xxxx.xxxx.xx>; **s 9(2)(a)**
s 9(2)(a) Jessica Gallop <xxxxxxx.xxxxxx@xxxx.xxxx.xx>;
s 9(2)(a)
s 9(2)(a) Richard Bush (ASM)
<xxxxxxx.xxxx@xxx.xxxx.xxxx.xx>; Andy Auer <xxxx.xxxx@xxxx.xxxx.xx>; **s 9(2)(a)**
s 9(2)(a)
Cc: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; **s 9(2)(a)**
xxxxxx.xxxxxxxx@xxx.xxxx.xxxx.xx; Carrie Cross <xxxxxx.xxxxxx@xxxx.xxxx.xx>; Claire Howard <xxxxxx.xxxxxx@xxxx.xxxx.xx>; Neil Fisher <xxxx.xxxxxx@xxxx.xxxx.xx>; Kirsty Davies <xxxxxx.xxxxxx@xxxx.xxxx.xx>; **s 9(2)(a)** Aqil Imam <xxxx.xxxx@xxxx.xxxx.xx>

Subject: Auckland Harbour Bridge - ATOC Operations Planning wrap-up

Hi all,

Please see attached minutes from yesterday's meeting. I have also attached a copy of the Waka Kotahi comms plan and the ASM AHB model for your information.

I wanted to take the time to thank each of you for the significant amount of work that you have put into your functional groups. We have in essence created a series of highly valuable artefact documents that can be augmented for other incidents and events involving the AHB. In particular, I want to thank Zane and the ASM team for the resources and expertise that they have put into planning which I have a high level of confidence in.

A couple of key points for Sunday which I will reiterate in a separate comms tomorrow.

IMT Aim:

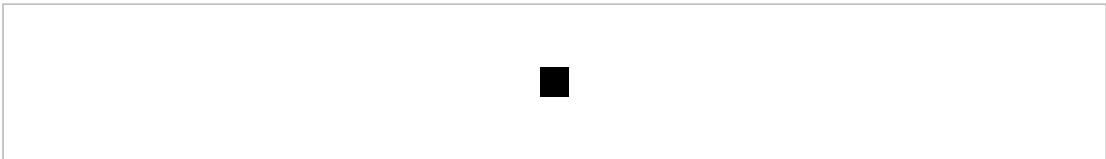
“To maintain the safety of customers, our people and enabling informed travel choices, while maintaining network integrity.”

On the morning of the event:

- All CIMS leads to be present in the IMT at 0800 (0830 latest) to set up for the day, with wider IMT members arriving from 0900 to monitor the event ingress.
- ASM will have dedicated rally staff on the network from 0600.
- If you are feeling unwell, please do not come in - register sick leave before 0600 on the morning of the event – you can either call the IMT cell (**021 509 826**), James Minton or myself directly.

Communications to IMT during the event:

- IMT members needing to connect remotely, should do so via the established MS Teams call, or IMT cell as a backup. The link to the MS Teams call will be provided tomorrow.
- Communications to the IMT will be via CIMS leads (i.e Operations, Planning and Intel or Public Information) to the Incident Controller and will follow the established escalation process (below).

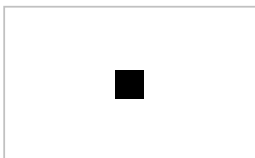


We are now in a state of monitoring intel and adjusting the plan prior to Sunday.

Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)
E xxxx.xxxxxx@xxxx.xxxx.xx / w nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Wayne Oldfield](#)
To: [Neil Walker HNO](#); [James Minton](#); [s 9\(2\)\(a\)](#); [Rua Pani](#)
Cc: [Brad Annals](#)
Subject: RE: EAT communications for the Auckland Harbour Bridge Bike Auckland Rally
Date: Wednesday, 26 May 2021 1:41:20 pm
Attachments: [image001.jpg](#)
[image003.png](#)

Thanks James
And understood.

Thanks
Wayne Oldfield CMEngNZ
Senior Manager, Maintenance and Operations
New Zealand Transport Agency
[s 9\(2\)\(a\)](#)
E [.@..](#) / w [nzta.govt.nz](#)

From: Neil Walker HNO <[xxxx.xxxxxx.xxx@xxxx.xxxx.xx](#)>
Sent: Wednesday, 26 May 2021 11:57 AM
To: James Minton <[xxxxx.xxxxxx@xxxx.xxxx.xx](#)>; Wayne Oldfield <[xxxxx.xxxxxxxx@xxxx.xxxx.xx](#)>; [s 9\(2\)\(a\)](#); [s 9\(2\)\(a\)](#); [s 9\(2\)\(a\)](#); Rua Pani <[xxx.xxxx@xxxx.xxxx.xx](#)>
Cc: Brad Annals <[xxxx.xxxxxx@xxxx.xxxx.xx](#)>
Subject: Re: EAT communications for the Auckland Harbour Bridge Bike Auckland Rally

Thanks James

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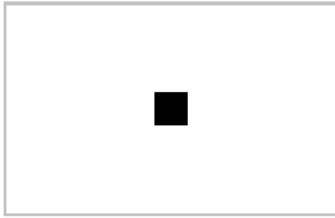
From: James Minton <[xxxxx.xxxxxx@xxxx.xxxx.xx](#)>
Sent: Wednesday, May 26, 2021 10:59:52 AM
To: Neil Walker HNO <[xxxx.xxxxxx.xxx@xxxx.xxxx.xx](#)>; Wayne Oldfield <[xxxxx.xxxxxxxx@xxxx.xxxx.xx](#)>; [s 9\(2\)\(a\)](#); [s 9\(2\)\(a\)](#); [s 9\(2\)\(a\)](#); Rua Pani <[xxx.xxxx@xxxx.xxxx.xx](#)>
Cc: Brad Annals <[xxxx.xxxxxx@xxxx.xxxx.xx](#)>
Subject: EAT communications for the Auckland Harbour Bridge Bike Auckland Rally

Tēnā Koutou e hoa mā,

I wanted to briefly update you on the plans from ATOC's IMT for Sunday's rally. As you'll be aware, I will be onsite as Incident Controller for the IMT, and extensive planning has gone into preparing for a range of scenarios where there is incursion onto the motorway. On the day, I will be sending out an email sitrep at the end of the event summarising what transpired. If there is an incursion that looks to affect the network for an extended period, I will also send one out updating of current state. If there is an identified need for an EAT escalation, I will send you a text message from our sitrep system asking you to join the EAT Conference call on Teams.

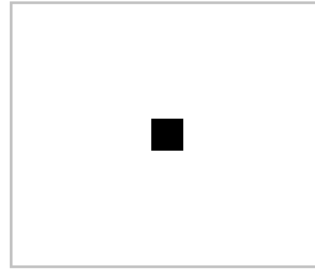
As always, I am happy to be contacted for any queries. I will be onsite at ATOC from 8am.

Ngā mihi,



James Minton

Real Time Operations Manager (Acting)
Auckland Transport Operations Centre (ATOC)



s 9(2)(a)

E james.minton@jtoc.govt.nz

From: Brad Annals
To: James Minton; Cara Jonkers
Subject: Re: IMT Debrief
Date: Tuesday, 1 June 2021 8:09:07 am
Attachments: image006.jpg
image001.jpg
image007.png

Hi Cara,

Just as per the below from James I am intending to hold a debrief for the IMT over the weekend re: AHB Bike Rally

I am happy to work with someone in your team in terms of structure and capturing learnings, I will form up an invitation and send it out later today

Regards,

Brad Annals
Planning Specialist - Planned Events (ATOC)

s 9(2)(a)

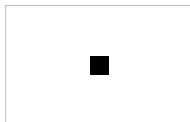
From: James Minton <James.Minton@jtoc.govt.nz>
Sent: Monday, May 31, 2021 10:37:34 PM
To: Brad Annals <Brad.Annals@jtoc.govt.nz>
Subject: RE: IMT Debrief

Hey Brad,

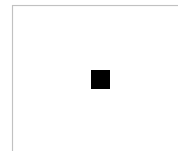
Typically we would conduct a debrief via the Business Support team, but then this wasn't a typical event

Given you've been the main point of contact for most people involved, I'd be happy for you to stay as such for this process. May pay to touch base with Cara before sending things out first though to ensure she's comfortable

Ngā mihi,



James



Minton
Real Time Operations Manager (Ac.ing)
Auckland Transport Operations Centre (ATOC)

s 9(2)(a)

From: Brad Annals <Brad.Annals@jtoc.govt.nz>
Sent: Sunday, 30 May 2021 7:44 PM
To: James Minton <James.Minton@jtoc.govt.nz>
Subject: IMT Debrief

Hey James,

I was in the process of drafting an IMT debrief, but is this something that you would like to send? I don't want to overstep if it is more of the Incident Controller function to run a full debrief or if there is another process?

Brad

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

brad.annals@jtoc.govt.nz / www.nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [James Minton](#)
To: [Narene Orchard](#); [Connie Rowe](#); [Kaity Alexander](#); [Kate King](#); [s 9\(2\)\(a\)](#); [Mikaire Paul](#); [Zane Davidson](#); [Brad Annals](#); [Carrie Cross](#); [s 9\(2\)\(a\)](#); [Julie Pannell](#); [Paul Watchman](#); [Michaela Loye](#); [Shannon Lawton](#); [Vish Jeyakumar](#); [Dheeraj Sharma](#); [s 9\(2\)\(a\)](#); [Carlos Gomez](#); [Meagan Hughes \(ATOC\)](#); [Andy Murray](#)
Cc: [Rua Pani](#); [Neil Walker HNO](#); [Wayne Oldfield](#); [s 9\(2\)\(a\)](#)
Subject: Thank you for your efforts!
Date: Monday, 31 May 2021 9:41:05 pm
Attachments: [image001.jpg](#)
[image003.png](#)
[image002.jpg](#)
[image004.png](#)

Tēnā Koutou e hoa mā,

I'm really pleased that Brett Gliddon recognised the efforts of all the staff who assisted with the management of the "Liberate the Lane" protest yesterday. Please check out the start of the CE Update video below if you haven't already for his words of commendation.

From my perspective, I was blown away by the response to the event by all those working on the day. Given the magnitude of what was occurring, the outcome we were able to achieve is worth celebrating!

Restoring the lanes in just over an hour after they'd been breached by 1000-2000 cyclists is not something that just happens, it takes real mahi. It demonstrates that the planning that had gone into preparedness was worth its weight in gold, and the professionalism, calm manner and can-do attitude of everyone I interacted with on the day was to be commended. It certainly made my job as Incident Controller in the IMT very smooth, knowing I had such great support from every angle. Kei runga noa atu koutou! You are all top notch.

Ngā mihi nui,

James Minton

Real Time Operations Manager (Acting)
Auckland Transport Operations Centre (ATOC)

[s 9\(2\)\(a\)](#)

[E james.minton@jtoc.govt.nz](mailto:james.minton@jtoc.govt.nz)

From: Nicole Rosie <nicole.rosie@enews.nzta.govt.nz>

Sent: Monday, 31 May 2021 4:56 PM

To: James Minton <James.Minton@jtoc.govt.nz>

Subject: A message from CE Nicole Rosie

[View online](#)

31 May 2021

Image

Image



Kia ora koutou

Today my video starts with an update from Brett Gliddon, General Manager Transport Services. He shares a big thank you to our people for doing a fantastic job managing the extreme weather event in the South Island and managing the protest on Auckland Harbour Bridge over the weekend.

This week I'm talking about:

- Driving safely over the long weekend and making use of our **journey planner**
- Shout out to Jo Saint and the Channels and Standards team for delivering a new and improved **OnRamp search** function – a great example of our value **Mahia | Nail it**
- Meeting with the Board last week
- Getting involved in our **Values in Action Photo Challenge**
- Elevator pitch with Finn Russell, Grad Business Analyst

Ngā mihi

Nicole

From: [Connie Rowe](#)
To: [Brad Annals](#); [James Minton](#); [Zane Davidson](#)
Cc: [Kaity Alexander](#); [Carrie Cross](#)
Subject: RE: Thanks + statement + question
Date: Sunday, 30 May 2021 5:40:42 pm
Attachments: [image001.jpg](#)
[image002.jpg](#)

Thanks Brad, yes happy for you to share the statement.

Talk soon

Connie

From: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Sunday, 30 May 2021 5:11 PM
To: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; James Minton <James.Minton@jtoc.govt.nz>; Zane Davidson <xxxx.xxxxxxxx@xxx.xxxx.xxxx.xx>
Cc: Kaity Alexander <xxxxx.xxxxxxxx@xxxx.xxxx.xx>; Carrie Cross <Carrie.Crxxx@xxxx.xxxx.xx>
Subject: RE: Thanks + statement + question

Hi Connie,

Thanks very much for coming along today, it was invaluable having you part of the operation as it allowed us to focus on the safety and operational component of the response while your team guided and managed the mitigations to political and reputational risks.

There was a lot of CCTV imagery that was collected today which I know the team are working through protecting. I will hand this request over to [@James Minton](#) in terms of being able to provide you with the most relevant information.

In terms of network recovery, [@Zane Davidson](#) would be able to advise with a bit more certainty but this data may not be available to him until tomorrow, however in summary:

- Lanes 1 & 2 of the AHB were closed between 11:57 and 12:00 (1hr 3min), while this was technically only 50% reduction of the bridge's capacity, it was more in the order of an 80% reduction when side friction and rubbernecking was considered (as per Zane during IMT)
- The motorway network was quick to recover, however when you consider that the average delay between Greenlane and the AHB was ~28+ minutes at the time of the opening you could reason that the recovery time was more or less equal to that delay.
- The city centre was quite quiet in comparison to a weekday, so there was little disruption felt with the exception of rolling delays to busses of about 10 minutes.

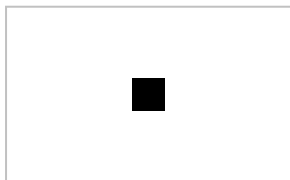
Thanks also for providing the statement below. Would it be appropriate for us to share this with ATOC staff and collocated partners to ensure they have the background and context to Waka Kotahi's position? It might help when the inevitable questions from friends/family get posed to them.

Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

E xxxx.xxxxxx@xxxx.xxxx.xx / w nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>
Sent: Sunday, 30 May 2021 4:29 PM
To: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Cc: Kaity Alexander <xxxxxx.xxxxxxxxxx@xxxx.xxxx.xx>
Subject: Thanks + statement + question

Hi Brad

Thanks for hosting Kaity and I today. You guys are awesome and run a very slick operation. We have had a number of queries this afternoon about the pathway and the bridge and all of the interrelated issues. I wanted to share the statement with you that we are providing media – we have worked with the Min’s office on this. See below.

As a side note, we are keen to be able to contextualise some of the safety issues for this sort of lane reallocation. Seeing that from the control room was helpful – to see how close people are to the live traffic – do we have any stills of that we could use going forward – I think it might help people understand?

Also – would it be possible for me to know how long it took for the network to fully recover from the hour long closure?

Talk soon

Ngā mihi nui,

Connie

Waka Kotahi shares the desire of the walking and cycling community to complete a dedicated facility across the Waitematā Harbour as a key section in Auckland’s walking and cycling network.

Waka Kotahi has made significant progress in the wider walking and cycling network over the past ten years, with the completion of the Grafton Gully Cycleway, Waterview and North Western Cycleways. We have just opened the Southern Path and the State Highway 20B Shared Path to connect areas in the south and we are currently finishing the third section of the Glen Innes to Tamaki Drive Shared Path and are building dedicated walking and cycling lanes as part of the Northern Corridor Improvements project which will link with the Northern Pathway.

We have heard the desire to make traffic lanes on the Harbour Bridge available in the short term. Like the walking and cycling community we are committed to finding a solution. We have already done some initial work and we are continuing to look at how this can be achieved.

However, this is not as simple as some advocates imply. The bridge was not designed for a walking and cycling function and there are true and genuine safety and wider network issues that need to be worked through and balanced. Painting lines on live traffic lanes and installing guard rail will not provide a safe enough environment for all users including general traffic, freight,

cyclists and pedestrians and bridge operational staff. There are also significant impacts to the wider transport network when lanes of traffic are closed. This was proven last year when damage to a strut forced the closure of lanes and created widespread travel delays.

We are continuing to look for solutions that will provide a plan that adequately addresses safety concerns and walking, cycling and motorist demands. Ferries and buses could form part of that solution. Until they are developed Waka Kotahi is not currently able to provide traffic lanes for walking and cycling.

The issues that we are currently working through include understanding what would be required on the bridge itself to protect motorists, pedestrians and cyclists. The current bridge design and barriers are not compliant with safety standards for walking and cycling.

We also need to consider the operational plan of how we will get people on and off the bridge and how any incidents would be managed.

We're also investigating the costs and consenting implications, as some alterations required to facilitate such changes, may not be granted consent.

Finally, we need to complete modelling to understand the traffic and travel implications across the wider network, not just on the bridge, but motorway access routes and local roads as well.

Waka Kotahi has had discussions with Bike Auckland about their desire for a bridge crossing event, however no formal permit was ever applied for. Events of this nature require a significant undertaking, including extensive planning and logistics as well costs associated with event and traffic management.

Currently there is only one international event granted permission for people to cross over the harbour bridge on foot, and that is the Auckland Marathon. Each year our staff work tirelessly with organisers for months in advance to ensure the smooth running of this event and all costs associated with it are picked up by the organisers with no cost to the taxpayer.

Safety is our top priority and as such Waka Kotahi today worked with police to quickly close down two northbound lanes while working within a live traffic environment. It was fortunate that there were no injuries or incidents and we acknowledge the work of Police to help us to keep all users of the network safe during the event today.

The Westhaven to Akoranga section of the Northern Pathway was announced as part of the NZ Upgrade Programme and has \$360 million of funding. Waka Kotahi has had a large team working on the project since last year to assess how we can build a dedicated walking and cycling facility across the Waitemata harbour in what is a very technically challenging location and environment. The Government will make an announcement on the next steps for the project in the coming weeks. Waka Kotahi has provided advice to the Government to help facilitate their decision.

Waka Kotahi acknowledges the level of service currently provided by ferries is not adequate as an alternative solution at this time.

We are also working with Auckland Transport to figure out how ferry services could be improved, while simultaneously working with government on the longer term Northern Pathway solution.

From: [Connie Rowe](#)
To: [Kate King](#)
Cc: [Kaity Alexander](#)
Subject: FW: Thanks + statement + question
Date: Sunday, 30 May 2021 5:45:13 pm
Attachments: [image002.jpg](#)
[image003.jpg](#)

A couple of points I discussed with Sarah that may be helpful over the coming days or weeks

- It was clear from our view that people were very close to live traffic and therefore quite unsafe – so will see if we can get some stills to support that
- Useful to understand the impact re capacity – the yellow below could be helpful over the next few days
- It was noted this morning at the ops meeting that in order to accommodate this, a lot of BAU work in the CBD had to be deferred – likely people won't realise that – I can see if I can get some more detail on that – helps tell a wider story

Cheers

From: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Sunday, 30 May 2021 5:11 PM
To: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; James Minton <James.Minton@jtoc.govt.nz>; Zane Davidson <xxxx.xxxxxxxx@xxx.xxxx.xxxx.xx>
Cc: Kaity Alexander <xxxxx.xxxxxxxx@xxxx.xxxx.xx>; Carrie Cross <Carrie.Crxxx@xxxx.xxxx.xx>
Subject: RE: Thanks + statement + question

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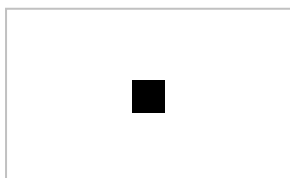
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Regards,

Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)

E xxxx.xxxxxx@xxxx.xxxx.xx / w nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



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Sent: Sunday, 30 May 2021 4:29 PM
To: Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>
Cc: Kaity Alexander <xxxxxx.xxxxxxxxxx@xxxx.xxxx.xx>
Subject: Thanks + statement + question

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Connie Rowe / Practice Manager Upper North Island

Te Waka Kōtuia Engagement and Partnerships

s 9(2)(a)

E [@..](mailto:connie.rowe@nzta.govt.nz) / W nzta.govt.nz

Waka Kotahi NZ Transport Agency

Auckland / Level 5, AMP Tower, 29 Customs Street West, Auckland, 1143
Private Bag 106602, Auckland 1143, New Zealand



From: [Brad Annals](#)
To: James Minton; Jason Malcolm; Zane Davidson; Kate King; Kaity Alexander; s 9(2)(a)
[Alex Ingram](#); Richard Bush (ASM); Andy Auer; carly.baron@at.govt.nz; Connie Rowe; Neil Fisher; s 9(2)(a)
Cc: [Aqil Imam](#); Kirsty Davies; Andrea.Williamson@asm.nzta.govt.nz; Carrie Cross; s 9(2)(a)
Subject: IMT Debrief - Bike Auckland Rally and Auckland Harbour Bridge Lane Closure
Date: Tuesday, 8 June 2021 4:28:44 pm
Attachments: [image001.jpg](#)
[2021.06.10 Auckland Harbour Bridge Rally Debrief - Agenda.pdf](#)

Good afternoon all,
Please see attached agenda for Thursday.

The debrief will be run in a workshop-like format following an approach similar to that outlined within NEMA guidance ([IS 06/05 Organisational Debriefing](#)).

Feel free to reach out if you have any questions.

Regards,
Brad Annals
Planning Specialist – Planned Events

s 9(2)(a)
E brad.annals@jtoc.govt.nz / www.nzta.govt.nz
Auckland Transport Operations Centre (ATOC)
Level 1, Q4 Building, Smales Farm, 68/76 Taharoto Road,
Takapuna, Auckland 0622, New Zealand



From: [Andrew Knackstedt](#)
To: [Richard May](#); [Leisa Coley](#); [Sarah Azam](#); [Kate King](#)
Subject: you've probably already heard this, but if not, definitely worth a listen...
Date: Tuesday, 1 June 2021 7:42:26 pm
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)

<https://www.iheart.com/podcast/211-heather-du-plessis-allan-24837940/episode/barb-cuthbert-bike-auckland-chair-refuses-83147219/>

Andy Knackstedt / Senior Media Manager
Te Waka Kōtuitia Engagement and Partnerships

s 9(2)(a)

E xxxxxx.xxxxxxxxxxxx@xxxx.xxxx.xx w nzta.govt.nz
Waka Kotahi NZ Transport Agency
Chews Lane Office / 50 Victoria Street
Private Bag 6995, Wellington 6141, New Zealand



From: s 9(2)
To: [Kate King](#)
Subject: Re: The bridge
Date: Wednesday, 2 June 2021 3:01:22 pm

Hi Kate,

No prob. But can you point me to any earlier statements from WK which refer to work still underway exploring the use of existing lane/s for cycleways and walking.

I don't want to say this was a new public position, if it wasn't. But I can't find any earlier comments in that vein.

Ta

s
9(2)

On Wed, 2 Jun 2021 at 2:52 PM, Kate King <xxxx.xxxx@xxxx.xxxx.xx> wrote:

Heya s 9(2)

Sorry about that, always a bit awkward to chat when you're on the train.

Waka Kotahi has always been committed to looking for short term solutions to be able to provide walking and cycling access across the harbour, this includes looking at other options such as ferries. However as Brett said in his interview, any solution needs to address safety, walking and cycling, motorist demands and operational issues so we are continuing to work through that.

Cheers,

Kate

From: s 9(2)(a)
Sent: Wednesday, 2 June 2021 1:12 PM
To: Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Subject: The bridge

Hi Kate,

Belatedly I've just gone back and listened to Brett's Checkpoint interview on the bridge.

Maybe I've missed something, but I don't recall WK talking publicly in a positive way, about ongoing work on the use of lane/s for walking and cycling.

Is this a new public position, or can you point me to where this has occurred before ?

Thanks

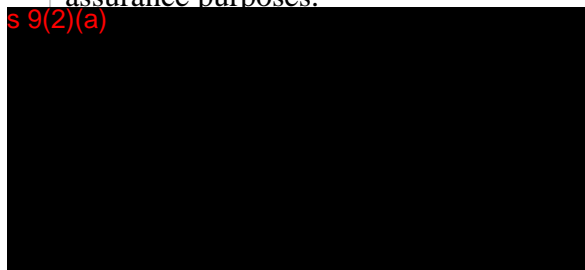
s 9(2)(a)

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s 9(2)(a)

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From: s 9(2)
To: [Kate King](#)
Subject: Re: The bridge
Date: Wednesday, 2 June 2021 3:42:07 pm

But new to be expressed in public like that? Otherwise where prior. Ta

s
9(2)

On Wed, 2 Jun 2021 at 3:29 PM, Kate King <[xxxx.xxxx@xxxx.xxxx.xx](#)> wrote:

Hi s 9(2)

It's not a new position.

Cheers,

s 9(2)(a)

Sent: Wednesday, 2 June 2021 3:01 PM
To: Kate King <[xxxx.xxxx@xxxx.xxxx.xx](#)>
Subject: Re: The bridge

Hi Kate,

No prob. But can you point me to any earlier statements from WK which refer to work still underway exploring the use of existing lane/s for cycleways and walking.

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s 9(2)(a)

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s 9(2)(a)

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From: [Connie Rowe](#)
To: [Brett Gliddon](#); [Sarah Azam](#); [Kate King](#)
Subject: RE: NZTA's beguiling advice... re one lane or two for the Harbour Bridge Trial
Date: Tuesday, 1 June 2021 12:35:35 pm

Hi Brett

We seem to be in another phase with s 9(2) where he bombards various of us with many nonsensical emails ccing far and wide. I have just been forwarding the ones I get to OC. I am going to ring Leisa to suggest that she sends some sort of overall email to s 9(2) acknowledging on behalf of all of us that he is contacting that we have his emails and that he will get one consolidated response which OC can lead and we can check. Kare says she has no query from the Herald about this one.

Are you OK with the approach?

Cheers

C

From: Brett Gliddon <xxxxx.xxxxxxx@xxxx.xxxx.xx>
Sent: Tuesday, 1 June 2021 12:11 PM
To: Sarah Azam <xxxxx.xxxx@xxxx.xxxx.xx>; Connie Rowe <xxxxxx.xxxx@xxxx.xxxt.nz>; Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Subject: Fwd: NZTA's beguiling advice... re one lane or two for the Harbour Bridge Trial

Hi Sarah / Connie / Kate

Can you please provide some advice on how to respond to this. I suspect no response is best, however happy for your advice.

Kate

Note it has been sent to the NZ Herald also.

I can explain the purpose of this report. The following is misunderstanding the work that was done and doesn't go against the advice we are now providing.

Thanks

Brett

From: s 9(2)(a)
Sent: Tuesday, June 1, 2021 9:40 AM
To: Brett Gliddon; Nicole Rosie
Cc: s 9(2)(a)
Subject: NZTA's beguiling advice... re one lane or two for the Harbour Bridge Trial

Morning Brett,

We are surprised to read your comment that “**Waka Kotahi believed a trial of using the existing harbour bridge for cyclists and pedestrians would require two lanes.**”

As you know, NZTA’s assessment of the options included using a **single lane** (Option 3 as shown below per [page 73 of NZTA’s January 2020 Detailed Business Case assessment](#)). This option was short-listed but not selected because of outdated thinking that roading capacity must be maintained forever more traffic (which ignores the Government mandate per GPS 2018 & 2021 that NZTA must reduce traffic volumes).



With NZTA commissioned this work completed in January 2020, can you advise why you’re now advising “**The barriers on the side of the bridge, they are not compliant for walking and cycling. They're not high enough. They're not suitable, if someone happened to fall off, they could potentially go over the edge.**”?

We are concerned that your advice is calculated to beguile and block progress. Whilst this is not necessarily surprising given our experience of dealing with NZTA over the last 17 years, it is disappointing and time it stopped.

As you know, none of the 10 options considered in [NZTA’s assessment \(Appendix C: Long-list options\)](#) required taking two lanes.

We look forward to your response.

Best, **s 9(2)(a)**

<https://www.nzherald.co.nz/nz/nzta-considering-cycle-trial-on-auckland-harbour-bridge-two-lanes-required/KF5SEBPVZHAECZOCDQOOFMUOCOQ/>

NZTA considering cycle trial on Auckland Harbour Bridge; two lanes required

31 May, 2021 08:10 PM

By **RNZ**

Waka Kotahi is investigating the possibility of converting a traffic lane on the Auckland Harbour Bridge to a cycleway, but cannot say how far off a decision is.

On Sunday [hundreds of cyclists](#) pushed past a police barricade and

pedalled across the bridge, forcing lane closures.

They're frustrated, they say, by a lack of action over calls for a cycle lane trial this summer.

Auckland Councillor Chris Darby said frustration at the Government's slow movement on a SkyPath plan had boiled up, but Waka Kotahi's Brett Gliddon said it was not that simple.

"I had no issue whatsoever with their cause. We're committed to walking and cycling as well, and I think it's fantastic that they got such a great turnout, because it's a really important issue for New Zealand and Auckland," Gliddon told Checkpoint.

"When it comes to getting onto the bridge I guess I had a few more concerns, and that was simply around the health and safety for everyone involved. Not just the walkers and cyclists that were on the bridge, but the motorists and our staff who had to lay out the closure to close down the lanes.

"But as far as the cause - absolutely aligned and committed, as they are trying to find a solution for this."

Darby, who participated in the event, told Checkpoint it brought a lot more attention to the Government on a long-standing issue that was still unresolved.



Hundreds of cyclists ride over the Auckland Harbour Bridge on Sunday after breaking through a police barricade. Photo / Dean Purcell
However, Gliddon said it was the hardest part of the cycling network to build.

"We're listening, and we've been listening for a long time," Gliddon said.

"We have been working on solutions for that. We've been looking at whether we can build the Northern Pathway and that's now with Government to consider an option around delivering that.

"As far as providing access to walkers and cyclists on lanes of the bridge, we are doing work on that. However, it's not as straightforward as everyone seems to think it is. There are a few challenges.

"The main things we're looking at is the health and safety. You've got to be able to provide a safe environment. The barriers on the side of the bridge, they are not compliant for walking and cycling. They're not high enough. They're not suitable, if someone happened to fall off, they could potentially go over the edge.

"We haven't got any protection back to the live vehicle lane, so we have to think about debris, vehicles that might lose control, we don't want them ending up in those walking and cycle lanes.

"So you have to come up with a design that is going to be safe for the

users walking and cycling across the bridge."

Two lanes required

He said Waka Kotahi believed a trial of using the existing harbour bridge for cyclists and pedestrians would require two lanes.

"We think that realistically to put in the barriers and the protection you need for motorists and for walkers and cyclists, it's probably going to require two.

"Under one lane by the time you put in barriers to protect everybody you get a very narrow width.

"So we're thinking about the operational use of this to make sure that if you are going to do it, you can do it safely for everyone and there is enough room."

He also said work needed to be done assessing whether diverting the use of two lanes would increase motor vehicle congestion.

"At the moment the bridge isn't the bottleneck on the network, but if you reduce it from eight lanes to six, and it's such a strategic part of the network, it will have an impact.

"It will impact other parts of the network, and we saw that last year when we had the lanes out on the bridge with the incident [when a truck hit part of the bridge structure].

"It had a big impact across the western ring route, right down into the south.

"We've got some modelling, but we need to do more to fully understand the potential impacts.

"We're looking at options now around how you can do it, but we're not going to be able to make a decision until we're comfortable that we can mitigate all the potential risks.

"That's going to happen over the next couple of months. But as far as making a decision, we've got to satisfy ourselves that everyone is going to be safe that's going to use it."

Bike Auckland and the GetAcross campaign are advocating for a lane of the bridge to be opened up as a cycleway in this coming summer.

Gliddon said he did not yet know if it could be achieved by summer.

"It depends what we have to do to the barriers on the side, it depends what consenting we would need to do to put those in, and what construction is required. Until we work all that out, I can't give a date and say that it would be possible this summer.

"It may be, but not until we're comfortable that we can safely protect

everybody that would be using that facility."

'The frustration levels have really boiled up'

Darby told Checkpoint cyclists are tired of waiting.

"I'm just one of 1500 that attended a gathering, which ended up being a ride across the bridge for an hour," he said.

"There's been a lot of good feedback from the Government over the last year or so, but there's a real desire for some certainty. We don't have that right now.

"The frustration levels have just really boiled up.

"The SkyPath funding is currently part of the New Zealand Upgrade Programme which was announced in January 2020.

"It's a big programme, an ambitious programme. The Government put up some \$6.8 billion in transport across the country.

"But they've run into some headwinds on that programme, they've got evolving business cases and massive construction inflation pressures and they have to recalibrate that programme.

"They have to do that in time to inform the regional transport committees all around the country, in our case Auckland Council and Auckland Transport, so that we can grapple and land our regional land transport plan.

"Because there's consequential spend, there's an intertwining. So it's pretty clear that Government have to make some calls on the New Zealand Upgrade Programme in double quick time.

"The SkyPath across the harbour bridge is one of those in the Auckland part of the overall programme.

"You need some certainty, you need some direction, you need a final call that there is going to be a project that is funded.

"I think those 1500 cyclists, if they had known on Sunday that there was going to be a project that's going to start on an 'x' date and finish on an 'x' date and we're going to ride it on an 'x' date, they would not have turned up.

"But we don't have that. I am hopeful that the Minister of Finance and the Minister of Transport can find a way through and give that certainty quite soon."

Darby said having an existing lane of the bridge for cyclists and walkers in the meantime was certainly an option advocates could pursue.

"We treat it as an option, we'd like to work that up with Waka Kotahi and look at the business case for that, look at how that might or might not

work.

"There's always barriers. If you turn away at the first barrier that faces you when you're confronting the issues of transport in Auckland, you'll never get anything done.

"There's a whole bunch of us that aren't prepared to turn away at those barriers. We want to look at solutions, not being stuck in concrete on the problem itself.

"There are solutions there. Right now we can't even get cyclists on ferries - the number that want to be on ferries to cross the harbour from the North Shore to learning and earning in the city centre at the moment."

Darby told Checkpoint with the frustration at the slow movement of Waka Kotahi on a link over the harbour, if nothing was pledged from the Government soon there was the risk of more protests.

"I'm hopeful that we don't have to go there. I'm hopeful of a positive announcement from the Minister of Transport.

"I am prepared and I know that there are a lot of other people that are prepared to take this further. To what extent I don't know but the protest in support of SkyPath across the Auckland Harbour is not going away any time soon."

- RNZ

s 9(2)(a)



From: [Connie Rowe](#)
To: [Kate King](#)
Subject: Re: [EXTERNAL] Liberate the Lane media inquiry
Date: Tuesday, 1 June 2021 6:42:46 am
Attachments: [image001.png](#)

Great statement from police, thanks for that collaboration with them

Get [Outlook for iOS](#)

From: Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Sent: Monday, May 31, 2021 4:28:42 PM
To: Brett Gliddon <xxxxxx.xxxxxxx@xxxx.xxxx.xx>
Cc: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; Sarah Azam <xxxxxx.xxxx@xxxx.xxxx.nz>; Kaity Alexander <xxxxxx.xxxxxxxx@xxxx.xxxx.xx>; Briony Hill(Aurecon) <xxxxxx.xxxxxxx.xxxx@xxxx.xxxx.xx>
Subject: FW: [EXTERNAL] Liberate the Lane media inquiry

Hi guys,

Please see the police response below to TVNZ – this is in relation to their accusations that ‘there was not adequate resources to deal with the number of cyclists’.

We were also asked about this from TVNZ my reply is attached.

Cheers

s 9(2)(a)

Sent: Monday, 31 May 2021 4:21 PM
To: Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Subject: RE: [EXTERNAL] Liberate the Lane media inquiry

Thanks Kate –

That’s fine with us.

FYI here is our statement below.

Cheers,

s 9(2)
()

Attribute to Inspector John Thornley, Tāmaki Makaurau Road Policing Manager:

In the weeks leading up to Sunday's event Police had been working with Waka Kotahi around preparation. Police also liaised with event organisers right up to, and including, the day of this event.

Any pedestrian or cycling access to the Harbour Bridge requires the approval from Waka Kotahi, as such activities pose serious safety risks to both themselves and other motorists.

Prior to the event Police were not aware of any applications or permissions granted for access to the Harbour Bridge. Organisers also communicated to Police, including on the day, that they did not intend to access it.

Police recognise the public's right to protest, however we are disappointed in these actions and in those who breached cordons on Sunday, causing serious risk and disruption to road users.

Our focus on the day was ensuring the safety of the public and road users. Cordons were in place for this reason.

While our expectations were that the bridge wasn't going to be accessed, Police have contingency plans that are organised for situations such as these where matters escalate.

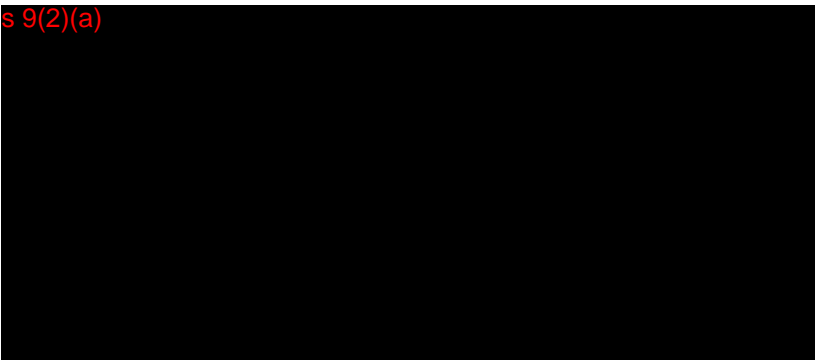
A 47-year-old man arrested at the time has since been cautioned in relation to obstruction and resisting Police.

We will be making further enquiries into Sunday's events and will be speaking further to the event organisers.

We refer you to Waka Kotahi for any further comment.

ENDS.

s 9(2)(a)



From: Kate King <xxxx.xxxx@xxxx.xxxx.xx>

Sent: Monday, 31 May 2021 2:56 PM

To: s 9(2)(a)

Cc: Media <xxxxxx@xxxxxx.xxxx.xx>; s 9(2)(a) Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>

Subject: [EXTERNAL] Liberate the Lane media inquiry

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi s 9(2)
()

TVNZ have come back to us asking our thoughts on the police operation, which is obviously for you to comment on not us.

Would you like me to refer it to you guys, or to provide them with a comment on your behalf?

Thanks,

Kate

Kate King | Media Manager, Auckland and Northland
Te Waka Kōtuitia Engagement and Partnerships
s 9(2)(a)

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=====

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Also note, the views expressed in this message may not necessarily reflect those of the New Zealand Police. If you have received this message in error, please email or telephone the sender immediately

From: s 9(2)(a)
To: [Kate King](#)
Subject: Re: Cycle over Bridge protest
Date: Wednesday, 2 June 2021 1:20:08 pm

Also I hear there was a great photo, which Waka Kotahi put on Twitter showing the ride across. Any chance I could grab a copy of that to potentially use in the paper with my story? Apparently it has been widely shared on social media.

Nga mihi Kind Regards

s 9(2)(a)



On 2/06/2021, at 10:01 AM, Kate King <xxxx.xxxx@xxxx.xxxx.xx> wrote:

Thanks s 9(2) I will do.
()

s 9(2)(a)

Sent: Wednesday, 2 June 2021 9:54 AM
To: Kate King <xx@xx>
Subject: Re: Cycle over Bridge protest

Ok, thanks Kate
You might like to let The Herald know that Chloe Swarbrick was misinformed.
Nga mihi Kind Regards

s 9(2)(a)



On 2/06/2021, at 9:47 AM, Kate King <[x@xxx](#)> wrote:

Hi s 9(2)
()

You're right, we did not close down the lanes ahead of the event. Below is our statement which I think covers off all your questions, but please let me know if you have anything else you need clarified.

This can be attributed to Brett Gliddon, Waka Kotahi General Manager Transport Services.

"Waka Kotahi worked with Police and Auckland Transport ahead of Sunday's event to make sure preparations were in place to ensure the safety of road users and our staff should there be any disruptions on the wider Auckland transport network ahead. While no permit had been given for people to cross the Harbour Bridge on bike or by foot, nor had we been told people would cross, this did include logistical plans to be able to close the Auckland Harbour Bridge in preparation for all eventualities.

Our ability to mitigate and prevent incidents across the network is greatly enhanced when we work collaboratively with our key partners to share pertinent information and put logistical plans in place.

This is standard procedure for any event which has the potential to affect the operation of the transport network, including state highways, local roads and public transport.

Two northbound lanes were forced to close as police facilitated a group of cyclists who breached police cordons in order to cross over the bridge. When notified of the pedestrian activity on the Current St on-ramp which leads to the Auckland Harbour Bridge, Waka Kotahi traffic managers acted quickly in a live traffic environment to close the lanes to create a safe environment and maintain the remaining two northbound lanes."

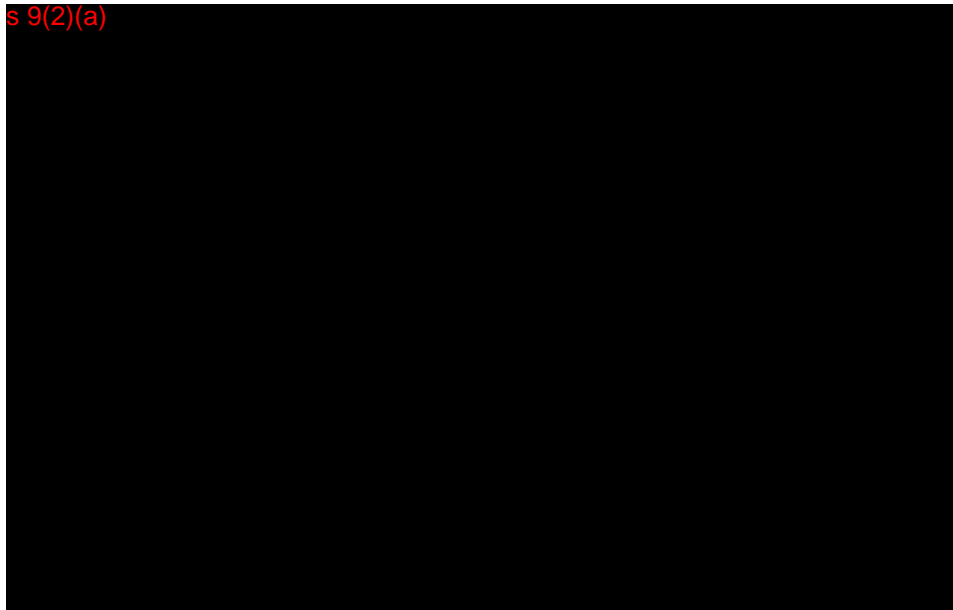
Many thanks,
Kate

s 9(2)(a)

Sent: Wednesday, 2 June 2021 9:36 AM
To: Kate King <[x@xxx](#)>
Subject: Fwd: Cycle over Bridge protest


Nga mihi Kind Regards

s 9(2)(a)



Begin forwarded message:

s 9(2)(a)



Subject: Cycle over Bridge protest

Date: 2 June 2021 9:21:17 AM NZST

To: Darryl Walker

xxxxxx.xxxxxx@xxxx.xxxx.xx

Morena Darryl

We had some locals attend this rally. Chloe Swarbrick says in today's Herald that Waka Kotahi pre-approved closing two lanes of the bridge for the cycle, but my understanding from Bike Auckland is that this is not correct.

Could you please briefly clarify that for me?

Cheers

Nga mihi Kind Regards

s 9(2)(a)



From: [Sarah Azam](#)
To: [Brett Gliddon](#); [Kate King](#)
Cc: [Connie Rowe](#)
Subject: RE: Are you ok with this reply???? RE: The bridge
Date: Wednesday, 2 June 2021 2:36:37 pm

Kate I was just about to suggest that you simply use the key messages that we agreed on Sunday. That makes it clear that it's not just a 'lane' option because I think the risk with this is that he will turn it into a story saying we are going to make the lane available we are just working through it. It think he needs the more fulsome information

From: Brett Gliddon <xxxxx.xxxxxxx@xxxx.xxxx.xx>
Sent: Wednesday, 2 June 2021 2:35 PM
To: Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Cc: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; Sarah Azam <xxxxxx.xxxx@xxxx.xxxx.nz>
Subject: Re: Are you ok with this reply???? RE: The bridge

Hi Kate

This is fine and happy for it to go. It might not satisfy him because doesn't answer his question completely.

You could refer to the the option assessment report that **s 9(2)** keeps pulling out where we did assess on bridge options but ruled them out. We are simply now going back and doing a more detailed level of investigation to consider these options. Point being we have considered this before so not new.

Although in two minds about sending him that report if he doesn't have it as it might generate lots more questions if read out of context like Bevan has been.

Sarah will have a view.

Brett

From: Kate King <[xxxx.xxxx@xxxx.xxxx.xx](#)>
Sent: Wednesday, June 2, 2021 2:20 PM
To: Brett Gliddon
Cc: Connie Rowe; Sarah Azam
Subject: Are you ok with this reply???? RE: The bridge

Heya **s 9(2)**
()

Sorry about that, always a bit awkward to chat when you're on the train.

Waka Kotahi has always been committed to looking for short term solutions to be able to provide walking and cycling access across the harbour. However, as Brett said in his interview, these solutions need to address safety, walking and cycling, motorist demands and operational issues so we are continuing to work through that.

Cheers,

Kate

s 9(2)(a)

Sent: Wednesday, 2 June 2021 1:12 PM

To: Kate King <xxxx.xxxx@xxxx.xxxx.xx>

Subject: The bridge

Hi Kate,

Belatedly I've just gone back and listened to Brett's Checkpoint interview on the bridge. Maybe I've missed something, but I don't recall WK talking publicly in a positive way, about ongoing work on the use of lane/s for walking and cycling.

Is this a new public position, or can you point me to where this has occurred before ?

Thanks

s 9(2)(a)

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From: [Connie Rowe](#)
To: [Kate King](#)
Subject: Re:
Date: Tuesday, 1 June 2021 6:29:51 am

Well done kate, this is positive

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From: Kate King <xxxx.xxxx@xxxx.xxxx.xx>
Sent: Monday, May 31, 2021 10:34:15 PM
To: Brett Gliddon <xxxxx.xxxxxxx@xxxx.xxxx.xx>; Sarah Azam <Sarah.Azam@nzta.govt.nz>;
Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>; Steve Mutton <Steve.Mutton@nzta.govt.nz>; Daryl
McIntosh <xxxxx.xxxxxxx@xxxx.xxxx.xx>; Kaity Alexander <Kaity.Alexander@nzta.govt.nz>;
Briony Hill [Northern Pathway (Westhaven to Akoranga)] <Briony.Hill@npw2a.co.nz>
Subject:

NZTA considering cycle trial on Auckland Harbour Bridge; two lanes required

https://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=12447047

This article has been taken from Brett's great interview on Checkpoint, but also talks to the NZUP programme, Northern Pathway and the decision being with the minister.

Get [Outlook for iOS](#)

From: [Connie Rowe](#)
To: [Kate King](#); [Kaity Alexander](#)
Subject: FW: Liberate the Lane
Date: Wednesday, 2 June 2021 7:59:53 pm
Attachments: [image002.jpg](#)

No action, just FYI

From: Steve Mutton <xxxxx.xxxxx@xxxx.xxxx.xx>
Sent: Wednesday, 2 June 2021 6:35 PM
To: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>
Cc: Marutawhao Delamere <xxxxxxxxxxx.xxxxxxxxx@xxxx.xxxx.xx>
Subject: RE: Liberate the Lane

Thank you Connie. Looks great. Much appreciated.

Steve

Steve Mutton / Director Regional Relationships, Te Tai Tokerau and Tamaki Makaurau
Engagement & Partnerships
s 9(2)(a)

From: Connie Rowe <[xxxxxx.xxxx@xxxx.xxxx.xx](#) >
Sent: Wednesday, 2 June 2021 4:31 PM
To: Steve Mutton <[xxxxx.xxxxx@xxxx.xxxx.xx](#) >
Cc: Marutawhao Delamere <[xxxxxxxxxxx.xxxxxxxxx@xxxx.xxxx.xx](#) >
Subject: RE: Liberate the Lane

Hi Steve

See below – hope this works for you – I could go on and on here but this is the long and short of it – OK with you?

The 'Liberate a Lane' rally was planned by Bike Auckland and advertised to be held at Point Erin park on 30 May, close to the base of the Auckland Harbour Bridge. Police approached Bike Auckland in advance of the rally to discuss the event including some rumours that people on bikes would try and illegally access the bridge during or after the rally.

Event organisers confirmed to Police that they had no plans for an illegal crossing of the bridge. In the interests of safety, Police led a team working together with our operational traffic management teams to put in place a process to respond in the event that people did try and illegally enter or cross the bridge that day.

There was a Police cordon in place before and during the rally. Members of the public did break through the Police cordon and access the bridge and the northbound lanes were closed for just over an hour while Police managed the situation to safely clear the bridge. Police arrested one person and that individual was spoken to. We are not aware of any other Police action in relation to the illegal activity.

We (Waka Kotahi) did not consult mana whenua because there was no sanctioned activity planned for the bridge. We can't comment about what Police may have done but we are not aware that they undertook any consultation because there was no sanctioned activity.

There is a process for groups who wish to apply to have an event on the bridge such as the annual Auckland marathon. The cost of that event is covered by the event organisers and it takes months of planning and logistics to ensure that it is safe and does not unduly disrupt the transport network.

Police have noted that they are disappointed that people acted illegally endangering themselves and others using the bridge. We are also disappointed as there are very real safety issues in these scenarios. We are pleased that there were no injuries on the day and we are grateful to Police for their work to deescalate the situation and bring it to a close in a timely manner.

From: Steve Mutton <xxxxx.xxxxxx@xxxx.xxxx.xx>
Sent: Tuesday, 1 June 2021 6:57 PM
To: Connie Rowe <xxxxxx.xxxx@xxxx.xxxx.xx>
Cc: Marutawahao Delamere <xxxxxxxxxxx.xxxxxxxxx@xxxx.xxxx.xx>
Subject: FW: Liberate the Lane

Kia ora Connie

Could you please ask one of your team to assist me in drafting a response to Tama please. I want to be consistent with the messaging we have used to date.

I will respond by email.

Many thanks

Steve

Steve Mutton / Director Regional Relationships, Northland and Auckland
Engagement & Partnerships
s 9(2)(a)

From: Steve Mutton
Sent: Tuesday, 1 June 2021 6:54 PM

s 9(2)(a)

Subject: RE: Liberate the Lane

Kia ora s
9(2)

Thank you for your email.

I am well thank you – I trust you are too.

I will have to come back to you on the questions you have raised, which I will do in an email.

Waka Kotahi did have discussions with Bike Auckland about their desire for a bridge crossing event, however no formal permit was ever applied for.

Safety is our top priority and as such Waka Kotahi today worked with police to quickly close down two northbound lanes while working within a live traffic environment. It was fortunate that there were no injuries or incidents and we acknowledge the work of Police to help us to keep all users of the network safe.

Ngā mihi
Steve

Steve Mutton / Director Regional Relationships, Northland and Auckland
Engagement & Partnerships

s 9(2)(a)

s 9(2)

Sent: Monday, 31 May 2021 9:48 PM

To: Steve Mutton <xxxxx.xxxxxx@xxxx.xxxx.xx>

s 9(2)(a)

Subject: Liberate the Lane

Kia ora Steve

Ngā mihi o te wā mataotao nei.

Hope you are well.

Ngāi Tai ki Tāmaki officials have viewed yesterday's coverage of cyclists and pedestrians breaching a police cordon and then seeking to illegally cross the Auckland Harbour Bridge, placing themselves and various motorists in danger, and disrupting the flow of normal vehicular traffic on a very busy of public road.

We are genuinely interested in a briefing for all mana whenua groups in Auckland on the following matters:

- How did NZTA and the NZ Police allow this to happen?
- Were any mana whenua groups engaged by NZTA or the NZ Police to discuss together the appropriateness of the intended activity by the Liberate the Lane group and various attendees?
- What are the policies/processes for shutting down of the Auckland Harbour Bridge (or lanes thereon) to enable the general public to use the bridge?
- What regulatory/compliance action will be taken against the Liberate the Lane group, the leaders of that group, and the various individuals who have breached a police cordon and

sought to illegally cross the Auckland Harbour Bridge?

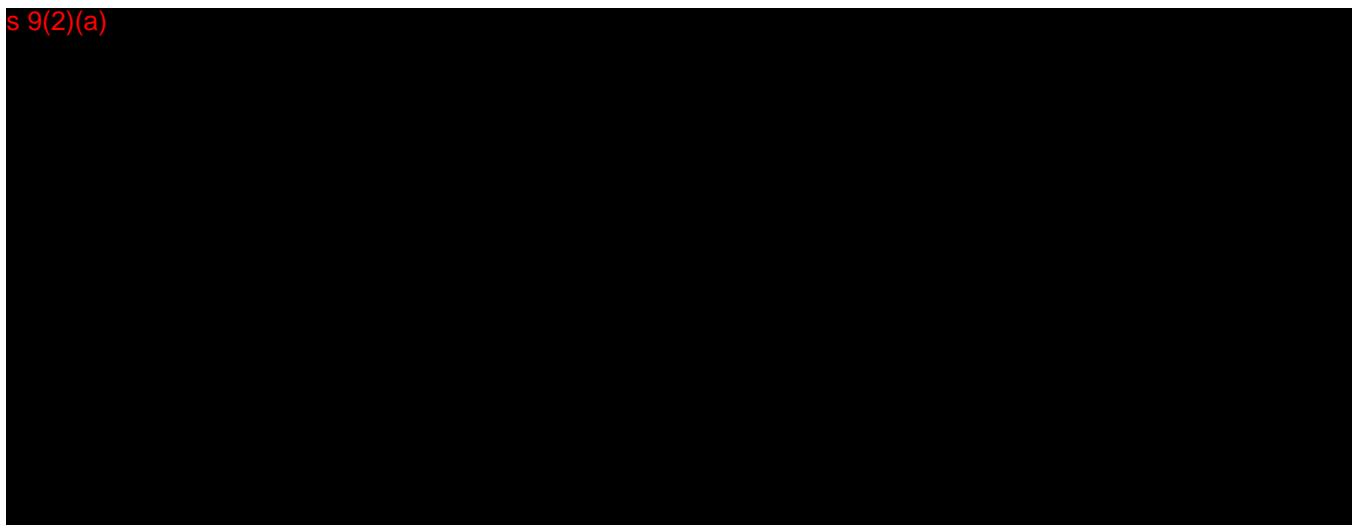
- What accommodation will be given now and into the future for mana whenua and Māori groups to cross the Auckland Harbour Bridge and force the closure of lanes and disrupting of normal vehicular traffic?

Happy to get a briefing in oral or written/email format or to escalate this as suitable.

s 9(2)(a)

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s 9(2)(a)

A large black rectangular redaction box covering the majority of the page content below the second paragraph.

From: [Brett Gliddon](#)
To: [Kate King](#); [Connie Rowe](#)
Cc: [Sarah Azam](#); [Andrew Knackstedt](#)
Subject: AHB
Date: Tuesday, 1 June 2021 5:44:28 pm
Attachments: [FW Response to ministers regarding Northern Pathway Options - The Game Play so we all aligned..msg](#)
[FW Northern Pathway Information.msg](#)

Hi Kate / Connie

I see that [s 9\(2\)\(a\)](#) has just put out a media release challenging my statements around 1 versus 2 lanes and referring to a Waka Kotahi Report which talks about the use of 1 lane.

The report he refers to is a option analysis report for options to get Walking and Cycling across the harbour. It did have an on bridge option shown as a single lane in the long list which was ruled out at the time for a variety of reasons. This option was therefore not developed further to ensure it actually was achievable using 1 lane (wasn't the purpose of that report)

Since then Commute has done further work on this for us. Attached are two emails laying out in more detail the challenges with 1 versus 2 lanes which is what my statements have been based on.

Kate

This is just background information for you incase we get further media questions. Hopefully this is helpful.

Brett