

**From:** [Brad Annals](#)  
**To:** [Connie Rowe](#); [James Minton](#); [Jason Malcolm](#); [s 9\(2\)\(a\)](#)  
**Cc:** [Neil Fisher](#); [Carrie Cross](#); [Zane Davidson](#); [Andy Auer](#)  
**Subject:** AHB Model - 30 May Rally  
**Date:** Monday, 24 May 2021 3:43:18 pm  
**Attachments:** [image001.png](#)  
[image002.jpg](#)  
[AHB\\_Sunday\\_Protest\\_5-1.pdf](#)

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Hi all, ([@Connie Rowe](#) this may be useful for your comms plan)

As part of the Network Integrity Workstream, Zane requested Andy Hooper to undertake scenario modelling of impacts should lanes 1 and 2 of the AHB be closed. This model paints a picture as to the breadth of the impact in taking out the northbound clip-on on Sunday 30<sup>th</sup> May.

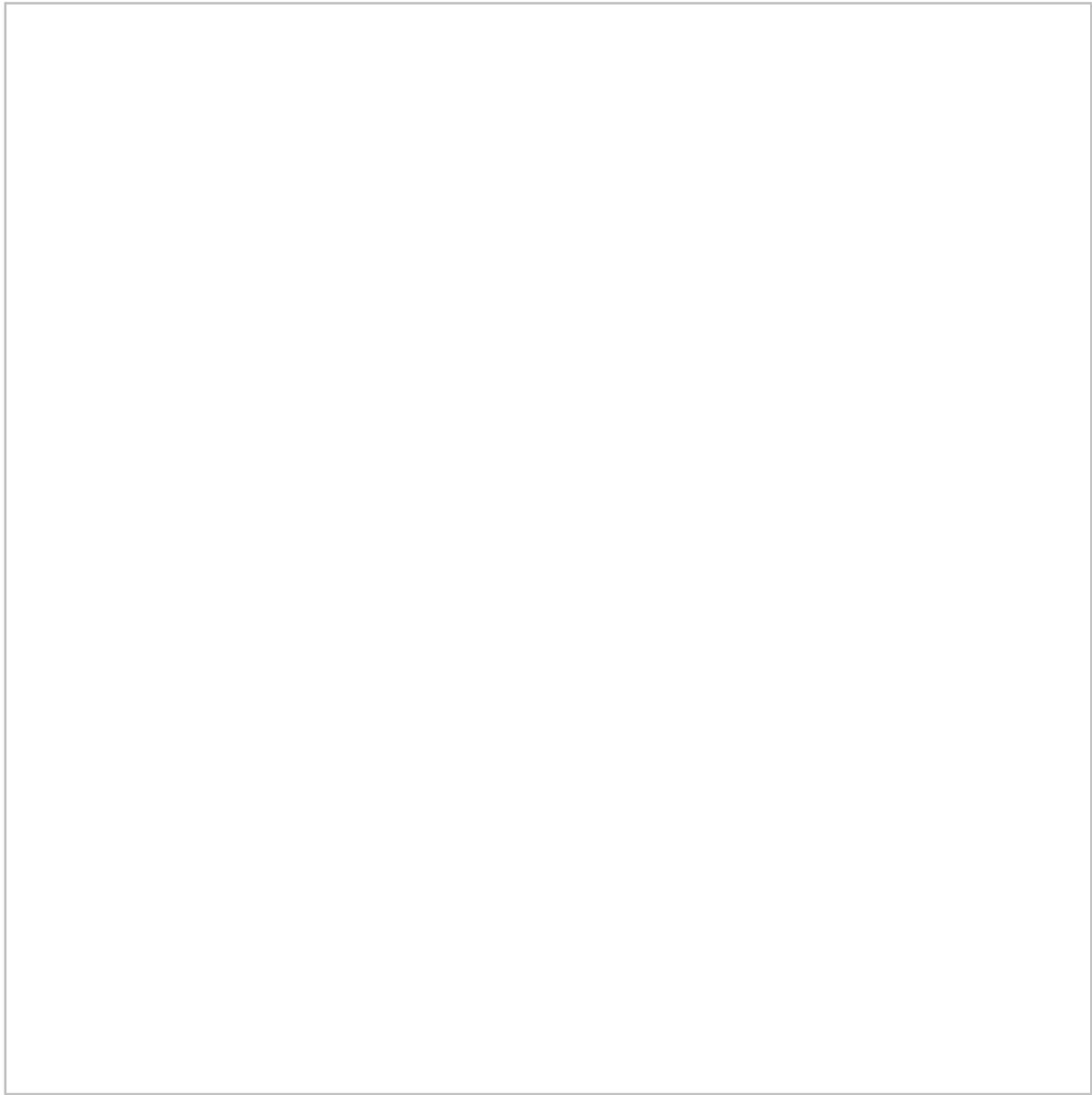
ASM modelled 4 main scenarios relating to the configuration of the Median Lane Barrier (MLB). These scenarios are outlined in the attached Memo and summarised below. Please note that the current plan is to respond reactively to the need to close the two Northbound lanes, as this ensures we maintain southbound resiliency during the rally and only change that should we need to close the northbound lanes.

Scenario 1: MLB remains in standard Sunday configuration with a forced closure of two Northbound lanes from 12pm to 2pm **with no MLB change**;

Scenario 2: MLB **pre-positioned** before protest leaving 3 northbound 3 southbound lanes available;

Scenario 3: MLB **moved reactively** at 12pm with a forced closure of two northbound lanes (this scenario includes the different lane configurations as the team respond to change the MLB configuration);

Scenario 4: MLB remains in standard Sunday configuration with an **earlier forced closure (and earlier opening time)** of two Northbound lanes from 10am to 12pm.



Regards,

**Brad Annals**  
Planning Specialist – Planned Events

M s 9(2)(a)  
E x @ x x / 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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**From:** [Brad Annals](#)  
**To:** [James Minton](#); [Jason Malcolm](#); [Zane Davidson](#); [Kate King](#); [Kaity Alexander](#); s 9(2)(a); s 9(2)(a);  
s 9(2)(a); [Jessica Gallop](#); s 9(2)(a); [J HORNLEY, John](#); s 9(2)(a);  
s 9(2)(a); [Alex Ingram](#); [Richard Bush](#); [Andy Auer](#)  
**Cc:** [Connie Rowe](#); s 9(2)(a); [Andrea Williamson](#); [Carrie Cross](#); [Claire Howard](#); [Neil Fisher](#); [Kirsty Davies](#); s 9(2)(a);  
s 9(2)(a); [Aqi Imam](#); s 9(2)(a); s 9(2)(a);  
**Subject:** Minutes from Auckland Harbour Bridge - ATOC Operations Planning  
**Date:** Wednesday, 12 May 2021 12:10:56 pm  
**Attachments:** [image001.jpg](#)  
[image003.png](#)  
[2021\\_05\\_12 Auckland Harbour Bridge Rally Planning - Minutes.pdf](#)  
[2021\\_05\\_12 - Auckland Harbour Bridge Event - Planning Meeting 3.pdf](#)

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Hi all,

Thanks very much for attending this mornings weekly planning meeting. Please find attached the ppt agenda and minutes.

Key points are:

- Police have met with Bike Auckland, s 9(2)(a) has reiterated there is no intention to take the rally onto the AHB. Police have requested Bike Auckland make this clear in their public communications;
- An article posted by EVs & Beyond on the 11<sup>th</sup> May notes “bikers can join a “rally ride” on May 30 across the Auckland Harbour Bridge”, Police have been made aware of this;
- Police have confirmed the rally location as Pt Erin Park, south of Curran St. Police are looking to facilitate a controlled egress from the park, past Curran St onramp;
- Waka Kotahi have drafted a comms plan for distribution;
- ASM have assessed physical boundaries to the bridge in good order. Currently working through CCTV maintenance.

In addition to the attached, James Minton and I met following this mornings meeting and put in place a draft IMT structure for the 30<sup>th</sup>, banded roles are confirmed while vacancies are marked as TBC. Feel free to touch base with me directly if you have any comments.

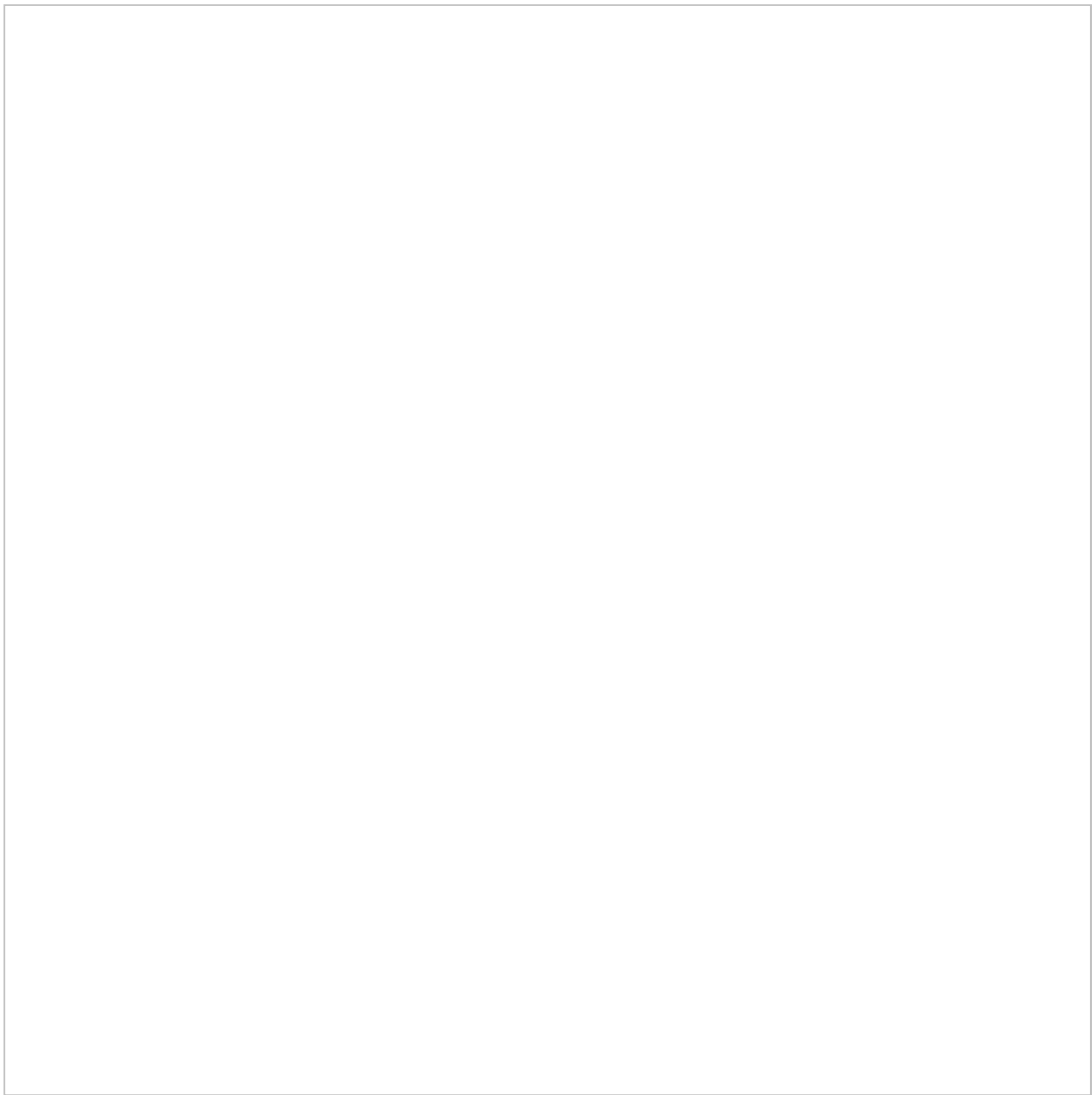


Figure 1-Draft IMT Structure 30th May

Regards,

**Brad Annals**  
**Planning Specialist – Planned Events**

  
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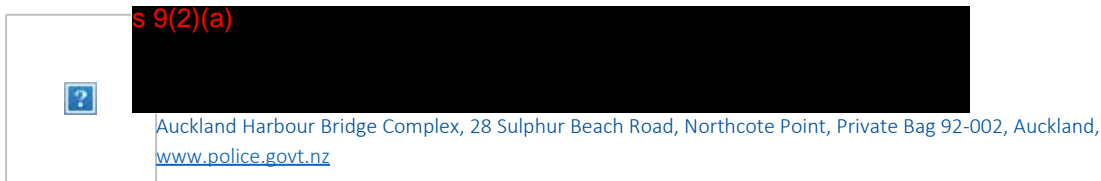
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**From:** s 9(2)(a)  
**To:** Brad Annals; Zane Davidson; Alex Ingram  
**Cc:** s 9(2)(a)  
**Subject:** RE: [EXTERNAL] Point Erin Park considerations  
**Date:** Tuesday, 11 May 2021 1:37:32 pm  
**Attachments:** image002.gif  
image003.jpg

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Please see my **comments** below, we are trying not to get too involved in any traffic management movement and putting these concerns on the organisers – having said that we (police) want control if they do decide to ride off as a group- although numbers on the day will decide how best to mitigate the risk.

s 9(2)(a)



A New Zealand where no one is killed or seriously injured in road crashes.

---

**From:** Brad Annals <xxxx.xxxxxx@xxxx.xxxx.xx>  
**Sent:** Tuesday, 11 May 2021 1:24 PM  
**To:** s 9(2)(a) Zane Davidson  
<xxxx.xxxxxxxx@xxx.xxxx.xxxx.xx>; xxxx.xxxxxx@xxx.xxxx.xxxx.xx  
**Cc:** s 9(2)(a)  
**Subject:** [EXTERNAL] Point Erin Park considerations

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Hi s 9(2)(a) Zane and Alex,

I am encouraged with the progress following the update from s 9(2)(a) this morning. I just wanted to touch base with some queries that will help with additional planning considerations, particularly for impacts on the local road network. These are assumptions which I am sure will be validated or otherwise in the days to come.

- A ride from Point Erin Park along Westhaven to “disperse to ferries” may not be as high profile as say 300-400 cyclists riding through the City Centre. Where would cyclists potentially meet prior to the Rally to travel as a group? Is this something that has been discussed/ruled out with Bike Auckland? **At this stage the riders who choose to leave in this group will be from the rally location within Pt Erin Park – and most likely as a controlled release to get them all safely via Sarsfield Street and pass the motorway on**

ramp at Curran onto Curran proper – Shelley beach is a no go zone as was discussed due to speed at which cars exit the motorway there, some will probably go up Curran Street, Bike AKI are aware of this “actual numbers are not know and a lot of this depends on who actually turns up on the day -

- Crossing Shelly Beach road has been identified as a potential pinch point to be managed by Police. Does closing Shelly Beach Rd increase risk to SH1 SB? No intention of closing Shelly Beach SB as both police and Bike AKL agree it's too unsafe. Individuals may use it to head back up to Jervois Road, and there will be a police presence there in the planning. The rally marshalls will stationed here we believe to help keep people/kids away from the area.
- Facilitating the exit from Point Erin Park to Curran/Westhaven presents an access opportunity to SH1 NB, how would we mitigate this? ATOC can support with crowd control barriers/security if it is appropriate.- See above – we will mostly likely close the gate and have the police beat section there as a control measure- at the gore of Curran and SH1 NB will be TMP assets as a second layer.

Could I ask you please reply with your thoughts ahead of tomorrow's planning meeting? I feel that tomorrows session will be quite tactical now that we have confirmed information from Bike Auckland via Police.

Regards,

**Brad Annals**  
**Planning Specialist – Planned Events**

M s 9(2)(a)  
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