

23 September 2021

Tim Adriaansen  
fyi-request-16503-8f3292c8@requests.fyi.org.nz

REF: OIA-8714

Dear Tim

**Request made under the Official Information Act 1982**

Thank you for your email of 26 August requesting the following information under the Official Information Act 1982 (the Act):

*In response, I was referred to Appendix 1 of BRI-2118 Northern Pathway Project Update. This, unfortunately is self-referential - it is simply another document stating a similar conclusion. This document includes the following paragraph: "The forecasted volumes, speed differential of different users and gradients of the bridge do not meet the required standards and would carry significant safety risks. There would also be implications to the operation and performance of the existing users of the bridge, including public transport and freight."*

*Please provide any engineering, consultancy or other professional reports or documentation which inform this design and decision. To help clarify this request; in particular I am seeking engineering reports which describe why a 3.5m wide lane, with additional shoulders, is considered necessary for motor vehicle traffic in this location.*

*Furthermore, Minister of Transport Michael Wood has directed Waka Kotahi to investigate options for trialling active transport mode access to the Auckland Harbour Bridge in the near future. Please provide documentation of the options presented to the minister and any accompanying briefings or discussion papers giving advice as to the suitability, cost, timeframe and safety of these options.*

The specifications used by Waka Kotahi NZ Transport Agency to determine lane widths is Austroads (AGR Part 3, Section 4.2.4) as well as State highway Geometric Design Manual (SHGDM) standards. The SHGDM is available at [www.nzta.govt.nz/resources/state-highway-geometric-design-manual/](http://www.nzta.govt.nz/resources/state-highway-geometric-design-manual/).

Waka Kotahi is continuing to look for interim options to be able to provide walking and cycling access across the Waitematā Harbour, including the reallocation of lanes on the Auckland Harbour Bridge. Any decision to provide access will be made by the Waka Kotahi Board.

The following documents, which fall within the scope of your request, are being withheld in full under section 9(2)(f)(iv) of the Act, to maintain the constitutional convention for the time being which allows for the confidentiality of advice tendered by officials:

- BRI-2265: Auckland Harbour Bridge shared path – Interim findings presentation (6 August 2021)
- AHB Shared Path Options Interim Findings

A further document, BRI-2174 NZ Upgrade Programme – Northern Pathway Options Summary (11 May 2021), also falls in scope of your request and outlines the options presented to the Minister of Transport. This briefing is available on the Waka Kotahi website at: [www.nzta.govt.nz/planning-and-investment/nz-upgrade/changes-to-the-new-zealand-upgrade-programme/](http://www.nzta.govt.nz/planning-and-investment/nz-upgrade/changes-to-the-new-zealand-upgrade-programme/). I am therefore refusing this part of your request under section 18(d) of the Act as the information is publicly available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to refuse this request. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services, by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in blue ink that reads "Driscoll".

**Josh Driscoll**  
Principal Advisor, Ministerial Services