

20 May 2016

S Curtis
fyi-request-3955-66b9b9c5@requests.fyi.org.nz

Dear S Curtis

Local Government Official Information and Meetings Act 1987

CAS-283601-Z5K8L5

Thank you for contacting Auckland Transport on 2 May 2016 requesting documentation produced when applications are approved for HPMV using Glenbrook Rd Franklin.

This request is similar to your earlier Official Information Act request that was received by Auckland Transport on 30 October 2015 under reference CAS-139569-S1J5D3.

In our reply dated 16 November 2015, we explained that there was no designation process involved when an HPMV permit is issued by NZTA. There were also no reports, or formal review documents prepared to support a designation process because there was no designation process involved.

In your recent request you specifically ask for:

“Engineering assessments or investigations or reviews or reports of the road suitability produced when applications approved for HPMV using Glenbrook Rd Franklin”

We cannot find any documented engineering assessments, investigations, reviews or reports to copy and send to you, except for a one page, bridge summary sheet. Please see attached. Auckland Transport therefore refuses your request under section 17(e) of the LGOIMA as the documents that you are seeking do not exist.

Background

Auckland Transport understands that Glenbrook Road was first considered as a potential HPMV route back in 2011/12. It was one of the first 10 routes that Auckland Transport considered for HPMV use, following the introduction of the HPMV rule in 2010. HPMVs were made possible by the Land Transport Rule: Vehicle Dimensions and Mass 2010 Amendment, which came into force from 1 May 2010.

These 10 routes were generally connecting roads to a State Highway from a major freight generator, such a Quarry, the Glenbrook Steel Mill, the Chelsea sugar works, and heavy industrial areas, etc. When the first HPMV applications were received for Glenbrook Road in 2012/13, we checked the bridges and culverts along the proposed route to ensure they were strong enough to support the proposed HPMV vehicle mass, and axle masses.

This check was done using bridge modelling software. The outcome was that the bridges along the Glenbrook Road route were strong enough to support HPMV vehicles (62 Tonne Gross). We attach a copy of the Glenbrook Road HPMV route, bridge summary sheet which shows that the bridges were all OK for HPMV traffic.

The suitability of the Glenbrook Road pavements, to accommodate HPMV traffic, was assessed by Auckland Transport Engineers, by carrying out a drive-over survey and consulting with our road maintenance Engineers and consultants. A conclusion was reached that Glenbrook Road was considered to be suitable for HPMV use and a recommendation was sent to NZTA to approve the HPMV permit under consideration at the time.

The results of the drive-over survey, and discussions that were had were not documented, so I cannot provide a copy of these. The first HPMV permit for Glenbrook Road was approved and issued by NZTA, based on our recommendation. The HPMV permit also involved travel on the NZTA State Highway network. Subsequently many more HPMV permits have been issued for Glenbrook Road.

If you are seeking more information about HPMV vehicles in general, there are many good reference documents on the [NZTA website](#) about HPMV vehicles that you may find interesting.

We trust the above information has addressed the matters raised however, should you believe that we have not responded appropriately to your request, you have the right in accordance with section 27(3) of the LGOIMA to make a complaint to the Office of the Ombudsman to seek an investigation and review in regard to this matter.

If you have any further queries, please contact me on (09) 355 3553 during business hours, quoting Local Government Official Information request number CAS-283601-Z5K8L5.

Yours sincerely



Al Christ

Manager Road Corridor Access

Attached: Bridge Summary Sheet and Glenbrook route map.

HPMV Route: 1
Name of Route: Glenbrook
Route Description: NZ Steel to SH22
Commodities: Steel
Roads on the Route:

- Glenbrook Road(Full Length) [6 Bridges,1 Culvert]
- Glenbrook-Waiuku Road (Brookside Road to Mission Bush Road) [1 Bridge]
- Mission Bush Road (Full Length) [1 Bridge]

| No. | Bridge Name | Span | BDS | OPERMIT | Potential Capacity |
|-----|--|--------|------------|------------|--------------------|
| 1 | Mission Bush Rail Over Bridge | 11.420 | Yes | Yes | Full HPMV |
| 2 | Brookside Road Rail Over Bridge | 6.700 | Yes | Yes | Full HPMV |
| 3 | Glenbrook Rail Over Bridge | 6.700 | Yes | Yes | Full HPMV |
| 4 | Browns Gully Culvert (approx. 11m cover) | - | N/A | N/A | Full HPMV |
| 5 | Mauku Bridge | 12.530 | Yes | Yes | Full HPMV |
| 6 | Wilson's Bridge | 7.548 | Yes | Yes | Full HPMV |
| 7 | Montgomerie Bridge | 8.650 | Yes | Yes | Full HPMV |
| 8 | Hallidays Bridge | 6.400 | Yes | Yes | Full HPMV |
| 9 | Glenbrook Road Stock Underpass | 2.000 | Yes | Yes | Full HPMV |
| | Overall AT HPMV Route No.1 | - | Yes | Yes | Full HPMV |

SH22 Karaka Rd.

| | | | | | |
|-----------|-------------------------------|---------------|------------|------------|------------------|
| 10 | Ngakaroa Stream (NZTA) | 18.290 | Yes | Yes | Full HPMV |
|-----------|-------------------------------|---------------|------------|------------|------------------|

