



25 August, 2022

Sir Brian Roche  
CEO, Waka Kotahi/NZ Transport Agency  
via e-mail

Kia ora Sir Brian,

**Re: the Minister's request to trial AHB space for walking & cycling**

The material released by NZTA last Friday raises the following questions:

1. NZTA advised that a single lane for active transport would "be less than 3 metres wide". However, Beca's AHB engineers show 4.5 metres for a single lane - **per diagram 1 over**. Why this discrepancy?
2. Auckland Council has committed to a reduction in traffic of 50%. Is NZTA onboard with that? If so, what does it plan to do with the spare space on the Auckland Harbour Bridge?
3. NZTA advises pedestrian versus cyclist crashes would be "highly likely in either a one or two-lane reallocation"
  - a. How was this issue addressed by NZTA's Northern Pathway<sup>1</sup> shared path?
  - b. How is this safety issue addressed in other parts of the regional and national cycle network, where pedestrians and cyclists are unprotected from adjacent vehicle traffic?
4. Has NZTA looked at measures to manage the speed<sup>2</sup> of cyclists to ensure the safety of all users? This was a key aspect in obtaining SkyPath's resource consent<sup>3</sup> which could greatly assist NZTA in addressing potential safety issues for the trial lane.
5. Your media statement advises that due to the health and safety issues associated with walking and cycling on the bridge, the Board cannot support a trial "at this time". Does this mean there may be another time when the Board would support the Minister's request for a trial? If so, what needs to change or be resolved?

We look forward to your response.

Please do not hesitate to advise any questions.

Regards,

Christine Rose, Chair  
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CC: Hon Michael Wood  
NZTA Board members

Nicole Rosie, NZTA  
Tony Mitchell, Bike Auckland

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<sup>1</sup> BRI-1964 advises the 5 metre wide Northern Pathway will provide "a safe, accessible and efficient user experience". It was designed to have an identical gradient to a trial lane on the AHB (5%).

<sup>2</sup> As NZTA's National Manager, Infrastructure Delivery states: "we could 'traffic calm' the speed of users with one lane" for a shared use pathway.

<sup>3</sup> SkyPath was designed as a 4 metre wide shared use pathway with the same gradient as the AHB (5%).

Diagram 1: Provided by Beca showing a 4.5 metres wide shared use path in the eastern most lane.

