

TNZ Ref 6/12/28

18 March 2008

Bevan Woodward
Chair, Cycle Action Auckland
PO Box 91-301
AUCKLAND

Dear Bevan

AUCKLAND HARBOUR BRIDGE WALKWAY/CYCLEWAY

I refer to your letter dated 14 March and can respond as follows:

World Environment Day

I have sought advice as to whether or not Transit is able to support CAA's request to provide access for walkers and cyclists on the Auckland Harbour Bridge on 8 June 2008. Consideration of operational issues will be a key determinant in the decision making process and I will advise you of Transit's decision in this regard as soon as possible.

Box girders strengthening project

As discussed at our meeting and shown in the project programme appended to the Action Papers provided, design work is due to be completed in July followed by a 2.5 year programme to install some 700 tonnes of steel for the necessary strengthening works. These important strengthening works are specifically designed to not preclude the addition of a cycleway option as shown in the relevant Action Paper (a 1.5m addition to the box girder).

With the joint Walking and Cycling Access Study having only just to formally commenced the recommended option is as yet unknown. As you are aware, prior to proposing the study I sought advice from our bridge consultants regarding the structural feasibility and likely impacts of the "pre-Christmas" CAA proposal. The advice received was that this was structurally feasible although it would require strengthening of at least three trough splices due to the wheel base shift, as opposed to two with the "Transit" option currently being designed for. Further more recent analysis during the current detailed design process for the main strengthening project has indicated that it is highly likely that further strengthening works, above just adding more trough splices, would be required for any cycle/pedestrian option. The level of the additional strengthening works for including any of the cycle/pedestrian facilities options on the box girders facilities would have to be determined during an

additional detailed analysis and design process (Stage 2 of the Study), which would fully consider various load cases and lane configurations, along with traffic analysis.

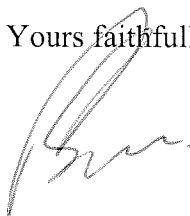
Clearly the positioning of barriers and wheel paths will be among the key determinants of the extent of any additional works required. It is also worth noting that the current programme shows upper deck related strengthening of the western clip-on being completed by December 2008 to allow the "bolidit" resurfacing to be undertaken over the quiet Christmas 2008 period window. The eastern clip-on strengthening works are programmed to commence in January 2009, with the deck strengthening works to take place in the latter half of of 2009, with the "bolidit" resurfacing to be undertaken over the quiet Christmas 2009 period window.

While I am not aware of any issues that "will preclude or adversely affect any of the walkway/cycleway options", adding works to a programme has the potential to result in additional costs for out of sequence or abortive works such as revisiting the surfacing twice should timing not match the above programme. I do not however see these as being sufficiently significant to delay the important box girder strengthening project as suggested in your final paragraph, particularly given the operational issues noted in the Action Paper provided.

Notwithstanding the above however, it is in our collective interests to ensure that a regionally agreed solution and associated funding source are identified as soon as possible. To this end and in line with your recommendation, I have asked the AWHCS Implementation Executive to have Stage 1 of the access study completed with a recommendation within 8 weeks of commencement to allow for the detailed design work described above. This would, subject to regional agreement and funding approval for any within box girder works by July 2008, allow for seamless integration of activities into the current work programme. Any delays in agreeing options or funding would have some yet to be determined additional cost and timing impacts.

While I have been able to give you advice on within box girder works required for a cycle/pedestrian option, I am unable to comment on any above deck and connectivity/access improvements that may require statutory approvals such as resource or building consents which may impact on the preferred option. These are however not considered to have any impact on the within box girder structural upgrade programme.

Yours faithfully



Peter Spies
Regional Manager

Cc Robert Strong

Tommy Parker

Joseph Flanagan