

22 August 2022

Richard Young  
fyi-request-20028-7a96a7e3@requests.fyi.org.nz

REF: OIA-10638

Dear Richard

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

Thank you for your email of 27 July 2022 requesting the following information under the Official Information Act 1982 (the Act):

- 1. [...] please can you therefore provide the last 10 years of wind records for the Auckland Harbour Bridge in possession of the Agency or your contractors. I understand that this data set would typically include the time/date stamped 15 minute interval, peak and mean wind speed and directions. If you have this data please provide it in an CSV or Excel file. If you do not have wind data in this exact format please provide the closest that you have to match this request for the longest period you have up to ten years.*
- 2. Please also provide any reports/ emails/ correspondence over the last five years related to the assessment of wind risk to people walking and cycling across the Auckland Harbour Bridge.*

I have numbered each part of your request for ease of reference.

#### **1. Auckland Harbour Bridge wind data**

The following document falls in scope of this part of your request:

- Attachment 1 – AHB hourly wind data

It is important to note the following caveats when looking at this data:

- The data has been provided by MetService and is from 1 March 2011 to 29 March 2022.
- The data contains the peak gust speed and direction within each one-hour period, where that gust was greater than 75km/hr

#### **2. Auckland Harbour Bridge wind risk assessment for walkers and cyclists**

Waka Kotahi NZ Transport Agency has not undertaken an assessment of wind risk to people walking and cycling across the Auckland Harbour Bridge. Therefore, I am refusing your request for this information under section 18(e) as the document alleged to contain the information requested does not exist or, despite reasonable efforts to locate it, cannot be found.

Waka Kotahi has undertaken a rapid Safe Systems Assessment (SSA) into repurposing traffic lanes on the Auckland Harbour Bridge for vulnerable road users as part of exploring possible options to

utilise the existing structure to create a pedestrian and cycle link. The SSA is an assessment of the relative death and serious injury risk for commonly occurring crash types. Severe weather risks cannot be assessed in a rapid SSA. Standards from the UK show that wind speeds over 32km/hr result in unfavourable conditions for cyclists, and cycling becomes impossible at wind speeds of 64km/hr. As shown in the data provided to you in response to part 1 of your request, the wind speeds experienced on the Auckland Harbour Bridge are frequently high, which poses risks to walkers and cyclists in accordance with the UK standards. While not in scope of your request, in order to provide reasonable assistance to you, I have enclosed this document as Attachment 2 – AHB shared path safety assessment, 18 February 2022.

Some information in this document has been withheld under section 9(2)(g)(i) of the Act to maintain the effective conduct of public affairs through the free and frank expression of opinions by or between or to Ministers of the Crown or members of an organisation or officers and employees of any department in the course of their duty.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available. Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to partially refuse your 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 NZ Transport Agency, please contact Ministerial Services by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Owen', with a long horizontal flourish extending to the right.

**Mark Owen**  
Acting National Manager, Maintenance and Operations