

25 July 2023

Darren Conway
fyi-request-23381-a20783a1@requests.fyi.org.nz

REF: OIA-13057

Dear Darren

Request made under the Official Information Act 1982

Thank you for your email of 5 July 2023 requesting the following information under the Official Information Act 1982 (the Act):

The Ngā Ūranga to Pito-One project includes two bridge crossings over the railway for the shared path. The plans do not appear to show alternative access routes for maintenance and other vehicles along the shared path between the bridges. If so, authorised vehicles will need to cross the bridges.

*What is the maximum design load capacity of each bridge?
max vehicle gross weight ?,
max vehicle axle loading?,*

If an authorized vehicle crosses a bridge, will this require any restriction on pedestrian/cyclists bridge access?

Is there a vehicle route available to by-pass each bridge?

The design for the Ngā Ūranga to Pito-One section of Te Ara Tupua includes one bridge crossing the rail line, at the southern end of the path near Ngā Ūranga (Ngauranga). At the northern end of the section, the path does not need to cross the rail line as it connects to existing pathways located east of the rail.

The bridge at Ngā Ūranga has been designed for 'crowd' loading of pedestrians and cyclists, and for maintenance or emergency vehicles up to the size of a small fire appliance.

Specifically, the design loading is based on the axle loads from a vehicle as defined in section 4.3 of the [Fire Emergency New Zealand Designers' Guide – Emergency Vehicle Access F5-02 GD](#) (December 2021). The referenced emergency vehicle has a gross vehicle mass of 15.4 tonnes, with a front axle load of 7.2 tonnes and a rear axle load of 8.2 tonnes (refer Figure 11 on page 10 of the document linked above).

Vehicle impact loading on bridge side protection has been considered using the Standard AS/NZS1170.1 section 3.8, which refers to imposed actions of vehicles in carparks. Potential impact loads have been increased (in accordance with this Standard) considering the vehicle specifications outlined above.

Maintenance vehicles using the path may include those working on the path itself, and the new coastal defences (revetments and seawalls), as well as some provision for KiwiRail maintenance vehicles accessing the rail corridor.

There is no alternative vehicle route to bypass the bridge at the southern end of the path, however access from the northern end does not require crossing the rail line. Vehicles will be able to access the northern end of the path using the existing access road in Honiana Te Puni Reserve. This is capable of taking heavy vehicles.

An operational plan is being developed for the path, including agreements on when maintenance vehicles may access the path. We anticipate this will be scheduled outside of peak use of the path to minimise disruption. When maintenance vehicles do access the path, we do not expect that the path will need to close.

If you would like to discuss this reply with Waka Kotahi, please contact Ministerial Services at official.correspondence@nzta.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M. Kinvig', with a long horizontal flourish underneath.

Mark Kinvig
National Manager Infrastructure Delivery