

4 December 2024

[REDACTED]

REF: OIA-16939

Dear [REDACTED]

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

Thank you for your email of 14 November 2024 requesting information regarding the hikoī crossing the Auckland Harbour Bridge on 13 November 2024 under the Official Information Act 1982 (the Act):

I will address the points you have raised in turn below:

***1. Under what legislation was permission granted for the closure of two lanes of the bridge to allow the protesters to walk over the bridge?***

The Government Roadway Powers Act 1989 provides NZ Transport Agency Waka Kotahi (NZTA) the legal power to manage traffic on state highways, including the closure of road lanes.

***2. Was an official permit applied for and by whom?***

No. The organisers of this event advised NZ Police and NZTA of their plans to walk across the Harbour Bridge. At the request of NZ Police (the lead agency responsible for management of the hikoī), NZTA agreed to facilitate the safe crossing of the bridge.

In agreement with NZ Police, NZTA developed and implemented an operations plan to keep road users and hikoī participants safe during this crossing and minimise disruption to road users.

***3. Who approved said permit?***

As above, an operations plan was developed by NZTA to safely manage the event. This was approved by me in my capacity as National Manager, Maintenance and Operations at NZTA.

***4. What Health and Safety requirements were on this permit?***

The operational plan developed by NZTA considered health and safety factors. In addition, health and safety expectations were communicated to and agreed with the hikoī organisers.

The expectations communicated to the organisers included using only the two outer northbound lanes, a limit on the total number of walkers, and an agreement to stagger walkers in groups of approximately

250 at a time. NZTA also requested that the organisers ensure the bridge crossing included no horses, strollers, or prams. These measures were intended to keep participants and other road users safe, and limit disruption to road users.

**5. Who bore the cost of traffic management and Health and Safety?**

NZTA bore the cost for this as part of existing budgets for operations and incident management.

**6. Were all conditions of the permit including Health and Safety met?**

**7. Please list any breaches of permit conditions.**

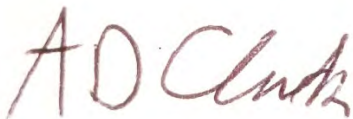
**8. What action was taken over any breaches of the permit?**

As the crossing was guided by the NZTA operational plan, not a permit, there was no ability for hīkoi participants to “breach” conditions. In saying that, the hīkoi crossing the Harbour Bridge met NZTA expectations, which had been communicated to hīkoi organisers and took place safely.

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact the Ministerial Services Team by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in red ink that reads "AD Clark". The letters are cursive and somewhat stylized.

**Andrew Clark**

National Manager Maintenance and Operations