

## Minutes of Meeting

<b>Purpose of Meeting</b>	<b>Te Atatu Interchange Upgrade and Causeway Upgrade Project Community Liaison Group (CLG) Meeting 10</b>		
<b>Project</b>	Causeway Upgrade and Te Atatu Interchange Improvements Projects		
<b>Prepared By</b>	Sarah Price		
<b>Place of Meeting</b>	Pringle Park Bowling Club 4 Pringle Park Rd, Te Atatu Peninsula	<b>Date</b>	17 February 2015 7-8.30pm
<b>Present:</b>	Community Liaison Group members Ken Clive, Margi Watson, Graeme Easte and Elizabeth Grimmer Mark Evans and Sarah Price from the Causeway Alliance Brian Robertson, Kevin Stevens, Nettie Bird and Emma Cushnie from the Te Atatu Interchange Improvements Project Dai Bindoff from Auckland Transport		
<b>Apologies</b>	Catherine Farmer, David Holm		
<b>Distribution</b>	Te Atatu Interchange Project website, Causeway Upgrade Project website and by email to Community Liaison Group members		

<b>1.</b>	<b>Meeting Agenda</b>
	<ul style="list-style-type: none"> <li>Welcome and introductions by Mark Evans</li> <li>Causeway Upgrade Project update by Mark Evans</li> <li>Te Atatu Interchange Improvements Project update by Brian Robertson</li> <li>Questions and discussion</li> <li>Auckland Transport update by Dai Bindoff</li> </ul> <p><b>Overview</b></p> <ul style="list-style-type: none"> <li>Purpose of the CLG is to provide a regular forum through which information about the NZ Transport Agency's projects can be provided to the community and an opportunity for concerns or issues to be raised</li> <li>Western Ring Route (WRR) overview to show the approximate boundaries of each of the five projects that make up the WRR.</li> <li>If there are any questions relating to the Lincoln Road Interchange Improvements and Lincoln to Westgate section of the WRR Kevin Stevens is available to answer those.</li> </ul>
<b>2.</b>	<b>Causeway Upgrade Project</b>
	<p>Aerial photos were shown of the following key areas of the project to show the construction progress that is being made:</p> <ul style="list-style-type: none"> <li>Whau River Bridge – photo shows the temporary staging on the southern side. Since this photo the piling is now complete. Headstocks and beams will be</li> </ul>

lifted in to place from March.

- Patiki Road – new deck on top of the cycleway underpass has been installed. A temporary cycleway diversion will be required when we pull down the overpass and finalise the underpass. Potentially some traffic calming will need to be looked at given the speed the vehicles are travelling at.
- Causeway – the final alignment won't be as wide as what's shown in the photo. The outside edge is temporary to ensure embankment stability during construction and will be removed.
- Causeway Bridge – currently building a bridge next to the existing one which will be stitched to the existing one. We have temporary staging in place for piling and crossheads and beams will follow.
- Great North Road Interchange – work in this area is being done by both Well Connected Alliance and Causeway Alliance. Simple way to remember is that Well Connected is doing everything above ground and Causeway Alliance is doing everything on the ground.

### **Weeds and pest control**

We are aware of the weeds in the Rosebank Domain which have come up over the newly cut and mulched bank. The weeds are going to be killed and planting will take place in the next planting season which is in a few months. I have met with our landscape contractor and work should commence shortly. The plants will be sourced locally and be a native mix.

### **Fire and dust**

In this great weather we have been using our watercarts for dust control. There was also a fire in the Great North Road Interchange when grinding sparks caught on to nearby mulch. Luckily our water cart was in the area and was able to put out the fire quickly.

### **Environmental Legacy Outcomes**

An update on the Environmental Legacy projects was sent in November to those who attended the Environmental CLGs. We are due to update this again and will send out an updated version. A brief update as follows;

#### Environmental Improvements

- Pest plant control; underway as discussed earlier
- Pest animal control; this has continued. Surprising the number of mice, rats and stoats caught. Reports of this pest control are available on our website.
- Restoration planting of fernbird and copper butterfly friendly plans on north Traherne Island; now we have our landscaper appointed I can talk to them about this
- Still to install signs on Causeway bridge advising of no fishing

#### Education and Information

- Educational programmes with schools is a more informal approach and depends on demand
- Funding study to support proposal to extend marine reserve is outside the projects scope
- Tree rounds have been provided to schools and will continue to look at surplus materials which may be of use

## Culture and Heritage

- Art in design; working closely with Iwi artists to provide art in design on noisewalls and screens and build out areas
- Display original concrete Causeway bridge piles alongside cycleway; has not progressed and won't be done.
- Provide access to viewing areas; this is incorporated with the design with a number of viewing areas along the project. We are not including a viewing area from the top of the Rosebank Domain based on advice from the Auckland Council due to the steepness of the bank.
- Provide access to marine reserve; improved access to Pollen Island. Need to consult about access to South Traherne Island. *Mimulus repens*, a rare local plant, has also been successfully propagated off-site and will be replanted

## Design and stakeholder initiatives

- Patiki on-ramp cycle underpass; has been incorporated in to the design and will be heaps better than the old bridge
- Provide 3m width on cycleway outside Sika; this was one of the pinch points originally but additional land has been purchased to ensure a 3m width
- Rosebank embankment; we have replaced the timber boardwalk and built up the area which is now in a much better state than what it was

## Emerging initiatives

- We haven't extended the bird monitoring as our monitoring and the Auckland Council confirmed we haven't had an impact on the birds. Previously monitored quarterly. Will talk to Michael Coote to discuss the benefit of useful scientific data
- Rosebank Domain enhancements; open space restoration plan has been submitted to council. As it is such a narrow, conservative space the plan is basic and a simple access road
- Raceway signage has been installed on the bank
- Asbestos removal is now complete
- Biofuel is being used in environmentally sensitive areas
- Awards have been submitted and won

## Stay in Lane campaign

From 2 March there will be some changes to the way the citybound lanes between Te Atatu and Rosebank Roads are laid out.

Important message is not to panic and avoid sudden lane changes by staying in your lane. All three lanes continue to the city but drivers will need to be in the left hand lane to exit at Patiki Road.

This work is to create space so the next part of the road can be built up. Due to space restrictions we have only been able to build two lanes to the north.

At the end of March the Te Atatu team will move their lanes up to join ours. Following this we will move the third lane to rejoin the two lanes and we will start work on the westbound lanes.

## Questions and Answers

Comment: The line marking between Pt Chev to the city has been much improved

Q: How do the access paths around the northern side of Great North Road interchange work?

A: The paths aren't yet open but will be shared use paths that connect with local paths in the area such as Pt Chev and Eric Armshaw Park

Q: When will they be open?

A: Likely when the ramps are finished, perhaps about 6 months

Q: Is there weed control going to happen along the cycleway heading towards Waterview?

A: I will need to go and take a look at it

Q: Who decided to stop the bird monitoring? What are their qualifications?

A: Auckland Council.

Comment: Please talk to Michael Coote about the bird monitoring, Friends of Harbourview and Forest and Bird believe the data is useful for scientific reasons even if it shows no changes

Comment: Please look at the panels with the design in the concrete on the new Te Atatu Community Centre. Really positive feedback and the public is very happy with the design. Mark Evans and Brian Robertson will look at the design.

Q: You aren't painting the art in design noise walls and screens orange?

A: No. We have lost some battles and we are constrained by the Urban Design Plan for WRR which ensures a consistent theme. There will be no bright orange.

Comment: You need sunglasses to ride over the Oakley Creek boardwalk with its bright yellow railings.

Q: What are actual Board of Inquiry conditions and what are actual legacy outcomes?

A: About half is mandated and doing what we need to be doing while the other half is changing for a better outcome. I believe the effort to put in an underpass at Patiki rather than just extending the bridge went above and beyond. Same with the boardwalk at Rosebank and the extended planting. These weren't things we had to do.

Q: How will the exit at Patiki Road work with the new lane changes?

A: The exit to Patiki Road will be closer to the city than where it currently is. We will review the lane merging details but the Traffic Managers from both Te Atatu and Causeway projects have been working closely on it.

Q: What is the communications plan for this?

A: Newspaper advertising has started this week and will continue next week. VMS messaging will start towards the end of this week. Along with radio advertising, brochures and maildrops.

Comment: There will need to be good signage as people getting off at Patiki will need to be in the left lane before Te Atatu bridge.

Q: What is the purpose of shifting lanes?

A: Moving traffic to the left to get access to build up and get extra width.

Q: What are the big white bags?

A: Pumice sand bags which act like a retaining wall so the built up soil doesn't spill on to the motorway. The bags will remain although we will cut them open as we move to the next stage.

Q: Will the sand cause liquefaction if there is an earthquake?

A: No. The sand will be out of the water table and will be compacted.

Q: Where does your project start and stop as you are heading west?

A: Starts at Great North Road interchange and finishes a few meters past the Whau River bridge before the Te Atatu Interchange. Both project teams work closely together.

### 3. Te Atatu Interchange Improvements Project

Aerial photos were shown of the following key areas of the project to show the construction progress that is being made:

- Te Atatu Interchange – photo shows that we have opened a new section of cycleway and the work happening on the new eastbound on-ramp. It shows bridge 1 that was lifted over the Christmas and New Year period. The shared use path along the westbound off-ramp is being widened and pedestrians and cyclists will be moved across on to it towards the end of the month, with access via Alwyn Ave and Te Atatu Road. Work has started on the southern end of the interchange and northern underpasses. The eastbound off-ramp is currently being stabilised, ready for final sealing.
- Jack Colvin Park – just started additional work here with the installation of the noise walls and the re-orientation of the pitch. We are also changing the turf and adding additional seating. Fields are currently closed until end of March.
- Bridge – the eastern (southbound) traffic bridge is due to be raised during Easter when traffic volumes are lower and as we need more than two days to do the work. We won't be closing any lanes on the motorway but the traffic will be reduced to one lane in each direction (contra-flow) on the western or northbound (bridge 1) Te Atatu overbridge. The bridge will be raised approximately 480mm and the road will need to be raised at both ends.
- Jacking bridge 1 (works over Christmas / New Year) – these photos show the work completed and the steel stools which the bridge now sits on bolted in. The bridge was raised very slowly by hydraulic jacks and very strong metal plates were put underneath the bridge beams as they were lifted. The bridge is now much stronger and been seismically engineered. We also had to move a lot of services. It has been quite an operation requiring a lot of labour. We have backfilled the ramps to and from the raised bridge with pumice sand which means less weight loading for the bridge.

#### Upcoming traffic management

- Cycleway alongside westbound off ramp – mid March  
Work on the lanes on new off ramp lanes will need to divert cycleway west of the Whau Bridge on to the new path leading on to Alwyn Avenue and then up to Te Atatu Road.
- Titoki St pedestrians – end of February  
Working on finishing the eastbound off-ramp and will need to move the pedestrians away from Te Atatu Road and across the work site and out on to Titoki Street. The path will be sealed and there will be no roadwork trucks in the area.
- Te Atatu Road south pedestrians – end of February  
Diversion at intersection will be in place for 4-6 weeks and surface will be asphalt.
- Te Atatu Road Peninsula citybound onramp  
Te Atatu works tie in with Causeway works happening towards Whau Bridge and the traffic management heading towards the city.
- Te Atatu Road Bridge (southbound) Jacking – Easter  
During the works we will close off the westbound right hand turn from the Te Atatu overbridge. The detours will be (a) using the motorway citybound, exit at Patiki, turning around and heading west or (b) travel south on Te Atatu Road to

Edmonton Road roundabout. As we aren't closing any lanes on the motorway the Patiki Road detour option may be the fastest option.

### **Iwi art in design update**

Board of Inquiry conditions asks the project to investigate opportunities to incorporate artwork where possible. We have engaged a group of Iwi artists who work in the Auckland area to come up with some concepts incorporating the history, flora and fauna of the Te Atatu area.

The two underpasses will be 5m wide, 2.5m high and will be lit at night.

The concept for the north heading underpass which will be used mostly by school children is an elliptical shape with detailed artwork. This will be painted directly on to the walls of the underpass and graffiti guarded. Also using a rough timber finish at the entrances of the underpass and this could be coloured. There will be no Maori carvings at the entries as they are likely to be vandalised. Considering timber pou included in the landscaping. The underpass will have a white ceiling and white in between the elliptical shapes.

The southern underpass heading west to east under Te Atatu Road which is mostly used by cyclists will have a weave basket pattern painted on the walls within elliptical shapes with white ceiling and white around the ellipses.

The balustrades going over the new Te Atatu Road pedestrian bridge (eastern side) will be a curved metal shape approximately 2m high, made from a marine alloy metal material. There may be a pattern imprinted in the metal which will follow the elliptical, weave pattern shape.

### **Questions and Answers**

Comment: No signage indicating the changes to the southbound Te Atatu overbridge lane changes or that a lane has gone. Heading south from the Peninsula there is now one through lane and one lane to turn right to the westbound on-ramp. Signage needs to be well in advance warning people so they don't get caught in in the right lane when they want to continue south. It is particularly busy around 3pm. BR will review this with the Traffic Manager.

Q: Where will the underpasses be?

A: Under Te Atatu Road (west to east direction) and replacing the current underpass mainly used by school children (south to north direction). Each will be 5m wide and 2.5m high.

Q: When are you adding the new cycleway across the Te Atatu overbridge?

A: Middle pier is being constructed before we can put the new bridge beams on.

Comment: Please talk to Rutherford School before the changes

Q: Were there any issues with the bridge jacking over Christmas/ New Year?

A: It was the most difficult bridge to raise as it required strengthening and was a very labour intensive operation.

Q: Why are the ramps on either side of the bridge so steep?

A: We will start building up the ramps to their final height and shape once we both bridges are raised

Q: What about the southern end?

A: This will also be levelled. The speed limit is 30kph over the bridge because of the ramps.

Q: When will the cyclepath no longer detour around Royal View Road?

A: Once the shared path alongside McCormick Green is opened – early winter.

<p>Q: For the Alwyn Ave cycleway detour will you be expecting kids to ride on the road?</p> <p>A: They could use the road or the footpath as it's not a busy road or a well-used footpath.</p> <p>Q: Will your trucks still enter and exit at Alwyn Ave?</p> <p>A: No, they won't use this entrance and they may come in from another access point. Otherwise we will implement a similar gate staffed like on the Causeway.</p> <p>Q: What will the cycleway path detour surface be?</p> <p>A: Will be asphalted, not chipseal.</p> <p>Q: When will you be planting on the westbound lane side approaching the intersection?</p> <p>A: This year's planting season, same as Causeway, about May. Noisewalls will start going in next month.</p> <p>Q: What will happen with the old driveway accesses along the footpath for the removed houses on Alwyn Ave?</p> <p>A: I don't know and will look in to this. We will raise it with Auckland Transport as it is not part of our project.</p> <p>Q: On Titoki Street when cars are parked around the corners it can be dangerous – can cars be parked on the grass?</p> <p>A: We don't want to cross over the footpath. We will look at banning cars parking on the sharp bend by putting down some paint or cones. Thank you, good point.</p> <p>Q: Could we add a "Cyclist Dismount" sign around the diversion at Te Atatu Road intersection?</p> <p>A: Good idea, will look in to it.</p> <p>Q: Is there much width there? The temporary path looks narrow</p> <p>A: I am not sure of the width but we can get a decent sealed path there</p> <p>Q: The concrete path that has been built outside the Causeway offices with the temporary asphalt section – how will you get access to the cycleway?</p> <p>A: Cross the ramp and then cross the road – two road crossings which will be button activated.</p> <p>Comment: The current ramp crossings are really slow.</p> <p>Q: When will the off-ramp from Te Atatu South heading west be complete?</p> <p>A: About June. Need to finish the underpass.</p> <p>Q: Has the works planned by Auckland Transport along Te Atatu Road been a barrier to progress?</p> <p>A: The work has meant some slight changes to design but it now all works together</p> <p>Comment: The communications campaign for the Te Atatu and St Lukes work over Easter will need to be coordinated. Christmas bridge jacking works went well.</p> <p>Q: How will the elliptical murals for the underpass be applied to the surface?</p> <p>A: They will be painted directly on and graffiti guarded.</p> <p>Q: Why has that shape been chosen and not solid artwork across the whole wall?</p> <p>A: A couple of reasons, cost and we want the underpass to have a lot of white space so it's light and bright.</p> <p>Comment: Full artworks on the walls could be overwhelming, sometimes less is more.</p> <p>Q: How long is the tunnel?</p> <p>A: Approximately 50m</p> <p>Q: Will there be lighting in the tunnels?</p> <p>A: Yes, will need to confirm exactly what type of lighting, where positioned and</p>
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	<p>brightness</p> <p>Q: Is this design consistent with Patiki Road underpass?</p> <p>A: Patiki Road underpass has a pattern and is a key stone wall, not concrete.</p> <p>Q: Why doesn't the design reflect the history of the area?</p> <p>A: This is a concept and will be researched. There are several elliptical shapes which will each have a different design.</p> <p>Comment: Elizabeth Grimmer volunteers to provide books to Iwi artists.</p> <p>Comment: This is one view. There are opportunities to tell stories and share history across the city.</p> <p>Q: Why are the murals being painted in the underpass? Won't it just be damaged and people won't stop to look at it. Could be at the entry points instead so people want to stop and look.</p> <p>A: This took into account the many school children who use the underpass and an opportunity to provide background on the local Te Atatu area.</p> <p>Comment: The mural looks far too detailed for where its positioned. Would prefer a simple design that is repetitive and easy to admire.</p> <p>Q: Is the lighting going to be 24/7 or just at night? Cyclists have issues adjusting to brightness during day and night.</p> <p>A: We will need to check the details of the lighting.</p> <p>Q: The signals on the Te Atatu overbridge have been changed and the light phasing is short. Can this be looked in to?</p> <p>A: BR will review with ATOC</p>
4.	<p><b>Auckland Transport</b></p>
	<p>An update was provided by Dai Bindoff on the Auckland Transport projects planned for the Te Atatu area. Please refer to the Auckland Transport website for project details at <a href="http://www.at.govt.nz/teatatu">www.at.govt.nz/teatatu</a></p>
5.	<p><b>Future Meetings and Contact Details</b></p>
	<p>The next CLG meetings are at 7:00pm at the Pringle Park Bowling Club, Pringle Road, Te Atatu Peninsula on the following dates</p> <ul style="list-style-type: none"> <li>• Wednesday 6 May 2015</li> <li>• Tuesday 18 August 2015</li> <li>• Wednesday 11 November 2015</li> </ul> <p>For more information;</p> <ul style="list-style-type: none"> <li>• <a href="http://nzta.govt.nz/projects/sh16causeway">nzta.govt.nz/projects/sh16causeway</a></li> <li>• <a href="http://nzta.govt.nz/projects/wrr">nzta.govt.nz/projects/wrr</a></li> <li>• Monthly Causeway News</li> <li>• Communications and Stakeholder feedback: <ul style="list-style-type: none"> <li>- Causeway Alliance - ph 0800 444 449 (mention Causeway, AKI)</li> <li>- Te Atatu Interchange Improvements Project- 0800 300 007 (Emma Cushnie / Nettie Bird)</li> </ul> </li> </ul> <p><b>Meeting closed at 9pm</b></p>