

Minutes of Meeting

Purpose of Meeting **Te Atatu Interchange Upgrade and Causeway Upgrade Project
Community Liaison Group (CLG) Meeting 14**

Project Causeway Upgrade and Te Atatu
Interchange Improvements Projects

Prepared By Barbara Ware

Place of Meeting	Pringle Park Bowling Club	Date	16 February 2016
	4 Pringle Park Rd, Te Atatu Peninsula		7-9pm

Present: Community Liaison Group members
Ken Clive, Margi Watson, and Elizabeth Grimmer
Mike Elliot, Simon Paton and Barbara Ware from the Causeway Alliance
Brian Robertson, Kevin Stevens and Emma Cushnie from the Te Atatu Interchange Improvements Project
Dave Jiggins from Auckland Transport
Sam Zhang and Samantha Irvine from Higgins Contractors

Apologies Catherine Farmer

Distribution Te Atatu Interchange Project website, Causeway Upgrade Project website and by email to Community Liaison Group members

1.	<p>Meeting Agenda</p> <ul style="list-style-type: none"> • Welcome by Mike Elliot • Causeway Upgrade Project update by Mike Elliot • Te Atatu Interchange Improvements Project update by Brian Robertson • Questions and discussion • Te Atatu Road Improvements introduced by Sam Zhung • Questions and discussion <p>Overview</p> <ul style="list-style-type: none"> • 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 • Western Ring Route (WRR) overview to show the approximate boundaries of each of the five projects that make up the WRR.
2.	<p>Causeway Upgrade Project</p> <p>Rosebank Road on-ramp and off-ramp</p> <p>Before Christmas the Causeway Alliance team realigned Rosebank Road on-ramp and lifted the third lane westbound. Late January the team realigned Rosebank Road off-ramp and realigned two lanes westbound. This is all part of the work required to open up the median.</p>

Patiki Road on-ramp

The Causeway Alliance team realigned the Patiki Road on-ramp and two lanes westbound early December. This allowed work on the cycleway underpass to begin. The underpass is due to be completed early March.

KartSport/Speedway

The Causeway Alliance team has almost completed improvement works at the raceway. Those attending race days will have more parking and a hardstand area on which to park.

Median work

Significant sections of the median are now being opened up and work has commenced on raising the existing motorway area to its new level.

Cycleway

The Causeway Alliance team opened significant stretches of the new permanent cycleway at the back end of last year.

Looking ahead - lots of night works and lane switches

Over the next couple of months, as the team pushes towards completion of the project, a significant amount of asphalt will be laid resulting in regular night time closures of the motorway. The outcome of this will be more traffic switches as the team move into areas that are opened up as lanes are realigned.

Questions and Answers

Q It looks like you are using clay in the median area, are you?

A We use weathered rock. It breaks down and compacts well. We then lay metal on top of this before we pave it.

Q The motorway appears to run at different levels in some areas. Will it remain like this when it is completed?

A Yes this allows for the camber of the curve however there will be a barrier down the middle that separates westbound and eastbound traffic.

Q When will the Patiki Road cycleway underpass be open?

A There are a number of utilities that occur in this area and work has had to proceed slowly. We plan to open the underpass early March.

Q There are significant areas of weed that need removing, are the team keeping on top of this?

A There are areas where there is no easy access. As the project progresses these areas will become more accessible and the team will be able to get in and do what needs to be done.

Q Can you tell me clearly who is responsible for maintaining the various areas on handover?

A NZTA is responsible for rubbish and maintenance the motorway side of the fence and Auckland Council is responsible for rubbish and maintenance on the other side of the motorway fence.

Q I notice from the slide that there is an extended area built out around the cycleway build out. Why didn't the team make the build out bigger to enable more people to make use of it at any one time? Are you going to retro fit this?

A There is a soft section there. The work undertaken in this area was to prevent subsidence in the future. There is a considerable difference between the two levels, over a metre and we have no plans to revisit this area. We will be planting it to help provide extra stability.

Q What does the Causeway Alliance plan to do to improve the cyclist's ride across the

	<p>wooden lookout deck that is being used as a temporary cycleway?</p> <p>A Overnight this Sunday, the team will lay ply and mesh to provide a temporary, non-slip surface.</p> <p>Q When will the Causeway Alliance rectify the bumpy concrete surface outside Sika?</p> <p>A We agree, we were disappointed with the finished surface. The contractors have a couple of possible solutions and we will be exploring these further to see which works the best.</p> <p>Q Some of the surface covers along the cycleway sit well below the surface, are these going to be raised to provide a smooth surface?</p> <p>A I am not aware of this issue but will look into it.</p> <p>Q Has further slumping occurred in the Oakley Creek area?</p> <p>A No, we have continued to monitor it and have not noticed any further movement. We will undertake repair work in that area before we lay the final surface.</p> <p>Q At the last meeting I asked if the Causeway Alliance team could clear some of the rubbish that had built up in the Oakley Creek area. Can you tell me if this was this done?</p> <p>A Yes, the team went out there later that same week.</p> <p>Q Can the team onsite be a little more considerate about the dust they create when loading and unloading, particularly when there are cyclists riding past.</p> <p>A I will pass your feedback on to the teams involved.</p>
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3.	Te Atatu Interchange Improvements Project
	<p>Aerial photos were shown of the following key areas of the project to show the construction progress that is being made:</p> <p>Te Atatu Bridge</p> <p>The four bridges that make up the Te Atatu Bridge are almost completed. Guard rails and artwork are going in and the last bit of asphalt is due to be laid tonight weather permitting.</p> <p>Bridge 1 Eastern widening and EB loop on-ramp</p> <p>The eastern extension of Bridge 1 has been strengthened and widened. The loop onto the motorway citybound is ready to take two lanes. Only final surfacing is required.</p> <p>Noise walls westbound</p> <p>The noise walls have been completed. Some areas took time to complete because of overland flow path issues but these have been worked through. We are looking to open the new permanent cycleway along this section of the project at the end Feb/early March all the way down to Henderson Creek.</p> <p>Western end of the project</p> <p>The works at the western end at Henderson Creek is now complete and the swales and pavements are complete.</p> <p>Southern intersection works</p> <p>The team are undertaking the final finishing work in the intersection as they push towards the end of the project.</p> <p>Project from west at Henderson Creek Bridge</p> <p>The team will be laying the final asphalt surface through here over the next month which will remove the ghost line markings and provide the final porous surface</p> <p>Construction of the southern underpass</p> <p>On 21 December, an event was held to bless the artwork and to open the new southern underpass to cyclists and pedestrian. The team have received a lot of</p>

positive feedback about the colourful artwork.

Final upcoming works

The project is nearing completion with final works being carried out. The house that has been used by the Te Atatu team as a base is due for demolition over one weekend at the end of February. This house was offered for sale and removal but there was no interest. Final planting and landscaping will occur April. At this point the project will be complete.

Then and now – the journey

Brian Robertson produced a series of aerial shots that showed the depth and breadth of construction that had taken place over the last three years.

Loop on-ramp and T3 lane

Loop on-ramp almost completed and due to be opened within the next few weeks. The T2 lane over the bridge will become a T3 to assist with flow across the Bridge and into the Peninsula.

Titoki Street land – timetable for disposal

The disposal process will start March/April 2016 after the contractor leaves the site. The land will be grassed and fenced. The process for disposing of this land is set down in the Public Works Act and could take as long as two years to complete.

Bridge 4 artwork and lighting

We are considering how best to light the artwork on the Bridge so to not distract drivers and also which colour might work best. The mock-up used a green LED light which reflected the colour used on the noise walls.

Thank you Te Atatu and farewell

Brian Robertson thanked the people of Te Atatu. He said it had been great working with and being part of the community over the past 2 years. He said he also appreciated that the work undertaken had caused disruptions and he hoped that the people would get a real benefit out of the work that had been done.

Elizabeth Grimmers thanked Brian Robertson and the team at Fulton Hogan for their professionalism and the lengths the team had gone to, to communicate well with the local community.

Elizabeth said that questions asked by the community were always answered in a timely manner and that the community had never been treated so well or kept so well informed. Fulton Hogan had set the bar by which all others had to live.

On behalf of the Te Atatu community Elizabeth thanked Brian and the team and wished them well in their future endeavours.

Questions and Answers

Q Can you tell me why the pedestrian bridges either side of Te Atatu Bridge are so much higher than the Bridge itself?

A It is about the safety of those using the pedestrian bridges. The pedestrian bridges are not as solid as the traffic bridge itself and so would likely sustain more damage if hit by an over height vehicle. They are built a little higher to ensure there is even less chance of being impacted.

Q The ghost markings are making it difficult to know what lane you need to be in, can you paint the lines orange?

A When the final surface is laid all the ghost markings will disappear. We have tried orange in other areas of the project but the orange paint fades quicker than the white and does little to improve things particularly in wet weather.

Q Will you be using OGPA at the intersections to the bridge?

A No - OGPA is porous making it too soft to use in an area where cars regularly brake and accelerate. We will use a harder wearing product at intersections.

Q Will the barren areas that exist at the moment be planted?

A Yes, it is too hot to plant at the moment so planting will occur around April to give the new plants the best chance of surviving.

Q Will you close off the noise wall in that short area in Alwyn Street that allowed cyclists access during the detour?

A Yes, the noise wall will be closed and we will fix any kerbing and driveways that have been damaged in that area as a result of the works carried out.

Q Will you be removing the driveways of the houses that were removed?

A This is not part of the scope of our work however we can raise this issue at final handover. Ken Clive, Auckland Council, spoke and said he would follow up.

Q Traffic from the Peninsula is being held up to allow traffic to turn from the T2 lane onto the motorway even when there are no vehicles in this lane wanting to turn. Can something be done about this?

A The software is new and will require adjusting. We will look to see if there is anything that can be done or whether this phase is linked to others and therefore cannot be changed.

Q Who will enforce the change from a T2 lane to a T3 lane?

A The police are responsible for enforcing use of the T lanes. We will let them know that we are changing to a T3 and ask if they will monitor its use.

Q Vehicles turning left onto the westbound motorway from Te Atatu are restricted by lights – these vehicles have direct lane access so why is there no free turn?

A Pedestrians use this crossing therefore it is not appropriate that it is a free turn. The stop light is likely to be activated when pedestrians push the button to cross the road.

Q The pedestrian loop shown from the northern underpass is lengthy. Why is there no direct access for pedestrians?

A We have shortened the loop because we recognised it was larger than it needed to be however the lay of the land doesn't allow for direct access without asking people to climb stairs. There had been a lot of discussion about this during design and design was driven by safety considerations. This could cause issues for the elderly or those with pushchairs or wheelchairs. We have been asked to review if stairs could be added and this is being looked at.

Q At the last meeting the issue was raised of manholes blowing after heavy rain, have you looked into this?

A Yes, we have put a CCTV camera down. We still have some work to do but at this point we have found nothing in the sewer lines that would cause this to happen.

Q The citybound off-ramp is much wider than the single lane that is used. It then splits into two but does so close to the point that a vehicle would exit left or right. Is it possible to make better use of the excess space and have the lanes split into two sooner?

A The extra space here allows for a bus lane in the future.

	<p>Auckland Transport</p> <p>An update was provided by Sam Zhung, Construction Manager for Higgins Contractors who are carrying the work Te Atatu Road on behalf of Auckland Transport.</p> <p>Elizabeth Grimmer said it was important that Higgins Contractors let the community know what was happening before it happened and to not say one thing and do another. She appreciated that the community was going to be significantly impacted by the work and that it was unavoidable but she said it was important to keep people informed so that they understood what was happening and why. It was also important that there were no surprises and the information provided was complete and timely. She asked for a single point of contact.</p> <p>Please refer to the Auckland Transport website for project details at www.at.govt.nz/teatatu</p>
4.	<p>Future Meetings and Contact Details</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"> • Wednesday 11 May 2016 • Tuesday 9 August 2016 <p>For more information;</p> <ul style="list-style-type: none"> • nzta.govt.nz/projects/sh16causeway • nzta.govt.nz/projects/wrr • Monthly Causeway News • Communications and Stakeholder feedback: <ul style="list-style-type: none"> - Causeway Alliance - ph 0800 833 333 - Te Atatu Interchange Improvements Project- 0800 348 007 (Emma Cushnie) <p>Meeting closed at 9.15pm</p>