

Minutes of Meeting

Purpose of Meeting SH	SH16 Causeway Upgrade Project and Te Atatu Interchange Project –Community Liaison Group Meeting #1		
Project	SH16 Causeway Upgrade Project		
Prepared By	Rachel Purdy/Carol Greensmith	Phone No	
Place of Meeting	Te Atatu Community Centre 595 Te Atatu Road	Date	8 November 2012
Present:	Mark Evans (Causeway Alliance) Juliet Woodward (Causeway Alliance) Kevin Stevens (Causeway Alliance) Rachel Purdy (Causeway Alliance) Carol Greensmith (Causeway Alliance) Helen Kerr (NZTA) Rupert Taylor (Aurecon – NZTA Advisor for Te Atatu Interchange Upgrade) CLG attendees - refer to 'List of Meeting Attendees' attached at the end of these minutes		

Apologies

Distribution Website

1.	Meeting Introduction (Mark Evans)
	<ul style="list-style-type: none"> - Introduction to Causeway Alliance team members - Community Liaison Group (CLG) is a consent condition requirement. - CLG purpose is to provide a regular forum through which information about the project can be provided to the community and an opportunity for concerns or issues to be raised. <p>Communication with the Community is a focus for the project</p>
2.	Project Context (Kevin Stevens)
	<ul style="list-style-type: none"> - Causeway Upgrade is part of the Waterview Connection Project (WCP), which forms part of the Western Ring Route. The Western Ring Route will provide an alternative to SH1 with improved and more reliable journey times.

	<ul style="list-style-type: none"> - The WCP is comprised of a number of packages: <ul style="list-style-type: none"> o SH20 Waterview Tunnel and GNRI being undertaken by the Well Connected Alliance o SH16 Causeway Upgrade being undertaken by the Causeway Alliance o St Lukes package not tendered yet o Te Atatu package currently under tender. <p>All SH16 packages will be completed in a similar timeframe prior to opening of the Waterview Tunnel and GNRI in early 2017</p>
3.	Programme (Kevin Stevens)
	<ul style="list-style-type: none"> - Geotechnical investigations commencing Sunday 11 November until mid December 9pm-5am Sunday – Thursday - Data collection on soil performance from two trial embankments is continuing, with information informing the detailed design <p>Causeway construction will start early 2013; Te Atatu Interchange late 2013 with both projects scheduled to be completed December 2016</p>
4.	Te Atatu Interchange Upgrade (Kevin Stevens)
	<ul style="list-style-type: none"> - Increase in traffic lanes from two to three in both directions - Provision of bus shoulder lanes on both sides of the motorway - Safer and wider on and off ramps - Pedestrian/cycleway from Te Atatu Road to Henderson Creek alongside motorway - Work will be coordinated with the Auckland Transport Te Atatu Road improvements (widening to provide a central median)
5.	Construction Yard 1 – Te Atatu Road (Kevin Stevens)
	<ul style="list-style-type: none"> - Construction Yard 1 will be shared between the Causeway Alliance and the Te Atatu Interchange contractor - The yard will provide parking for construction vehicles, material storage - Peak hour vehicle movements will be restricted - The Causeway Alliance are working closely with the Te Atatu Pony Club (TAPC) in relation to accommodation of the TAPC during construction - Construction of a 2.4m high plywood perimeter noise fence and landscaping will be provided along the Te Atatu Road frontage to mitigate noise and visual effects of the construction yard <p>Management Plans will be approved by Council for the yard.</p>
6.	SH16 Causeway Upgrade (Kevin Stevens)
	<ul style="list-style-type: none"> - Project will extend from Waterview (the Great North Road Interchange) to Te Atatu - In summary, the Causeway Upgrade involves the following key changes to the existing section of SH16:

	Existing SH16 Causeway	Proposed SH16 Causeway
	3 lanes westbound	5 lanes Waterview to Rosebank 4 lanes Rosebank to Te Atatu
	3 lanes eastbound	4 lanes eastbound
	Inadequate bus shoulders	Extended and widened bus shoulders both sides of motorway
	Pedestrian/cycleway	Enhanced pedestrian/cycleway
	Flooding occurrences	Raised 1.5m for flood protection
7.	Traffic Management (Kevin Stevens)	
	<ul style="list-style-type: none"> - During peak hour, all motorway lanes and pedestrian/cycleway will be kept open - Temporary lane closures off peak - Bus shoulder disruption - Minor short-term disruption to cycleway for construction vehicle access - Speed restrictions for worker and motorist safety 	
8.	Causeway Alliance (Mark Evans)	
	<ul style="list-style-type: none"> - Causeway Alliance comprised of NZTA, AECOM, Fulton Hogan, Leighton, SKM, Coffey Geotechnical - An Alliance promotes a collaborative approach to projects and provides better value for money and improved customer outcomes - Alliance Outcomes and Values: <ul style="list-style-type: none"> o Zero harm o Tread lightly in the environment o Delight our customers o Develop our people and industry o Deliver exceptional value on time <p>Alliance focus is on detailed design of the Causeway Upgrade with a focus on reducing the environmental footprint and minimising community disruption and planning for early works (geotech, Whau Bridge access, Construction Yard 1 and median works)</p>	
9.	Causeway Design Changes (Juliet Woodward)	
	<p>Overview</p> <ul style="list-style-type: none"> - The design has identified a number of ways to minimise the project footprint (required by the consent conditions) and to improve the way the project is built. Key changes are as follows: - The design includes a narrower alignment, an overall reduction in the permanent and temporary footprint in the coastal environment and less environmental effect - The proposed design includes asymmetrical widening of the Causeway to the north - Main construction activities will occur on one side of the Causeway only, which will result in improved traffic flow and less disruption to the motorway and cycleway. 	

10.	Community Liaison (Kevin Stevens)
	<ul style="list-style-type: none"> - Next CLG meeting mid February 2013 - CLG meetings will be held every 2-3 months - In between CLG meetings separate design meetings can be held for specific issues - In addition to the CLG, there is a Working Liaison Group (Government departments, agencies and iwi) and an Education Liaison Group (schools, educational facilities) - Email updates will be provided as appropriate and information will be placed on the NZTA website - Flyers will be distributed to residents around Alwyn Ave and opposite Construction Yard 1, there will be signs with a freephone number and dedicated community liaison staff
11.	Items Raised by CLG
	<ul style="list-style-type: none"> <p>■ Waterflow under the Causeway Bridge between Waterview Estuary and the harbour</p> <p><i>Rob Bell (NIWA) has assessed the effects of the proposed design. The proposed design had fewer bridge piles than consented.</i></p> <p>■ What stormwater treatment is proposed?</p> <p><i>Stormwater will be treated via swales and cartridge filters. 80% total suspended solids removal for the entire alignment as per the consent conditions</i></p> <p>■ Auckland Go Kart Club concerned about interface between cycleway and club entry and potential for injury with cyclists travelling 2-3 abreast.</p> <p>Also had issues re septic tank and sewage outlet, and getting water up to the club as the water meter is in Rosebank Road.</p> <p><i>A separate meeting would be held with the club to better understand the issues. Discussion followed close of meeting. Causeway Alliance representative to attend Auckland Kart Sport Club Committee meeting Tuesday 13 November. Existing services will be relocated where necessary as part of upgrading their access road.</i></p> <p>■ Comment made about poor practice generally in Auckland regarding construction works on cycleway</p> <p>■ When will house removal in Alwyn Avenue commence?</p> <p><i>Work would start in February.</i></p> <p>■ Integration with AT bus network changes (increase in frequency to every 15 minutes) and effect of construction on this?</p> <p><i>There will be some disruption on bus services during construction as some sections of the bus shoulders will be closed as work progresses to maintain provision of the cycleway during construction.</i></p> <p>■ Titoki St resident concerned about acoustic implications of house removal in her street. Will acoustic packages be provided to achieve appropriate noise standards?</p> <p><i>Strict noise criteria in accordance with the consent conditions have to be met to achieve acceptable noise limits. Mitigation will be implemented as necessary to meet required standard. Existing noise levels have been assessed to establish base case and noise</i></p>

was investigated through the Board of Inquiry (BoI) hearing with conditions imposed. The results of the noise monitoring are publicly available via the NZTA website.

Note: Several individuals requested the NZTA website link – Kevin Stevens to provide

- *Comment regarding the number of traffic lights for cyclists to cross the motorway at the Te Atatu Interchange, priority T2 and bus lanes.*

Separate discussion held with inquirer at map to explain proposed design.

- *Comment regarding the cycleway operation at Te Atatu*

Construction Yard 1 will be set back from Te Atatu Road and the existing cycleway will be maintained during construction. However, when this section of Te Atatu Road is widened the operation of the cycleway may be temporarily modified.

- *Concern about Te Atatu Interchange plans showing some changes to the design of the Alwyn Avenue noise bunds and construction noise effects following the removal of two storey houses in Alwyn Avenue adjacent to SH16 that block noise to dwellings on the other side of Alwyn Ave. Concerned when houses removed there would be no houses and no bund so noise would increase substantially for the four year construction period. Suggestion that a lot of attention has been given to the environmental effects but not to the residents who are left behind. Wanted bund changes to be noise effective and also aesthetically pleasing for neighbours rather than motorway.*

Potential construction noise issues acknowledged and have been considered during the consenting process. Once the detailed design of this area is developed a specific Alwyn Ave focused meeting could be held with interested parties if the need was identified. Acoustic consultant assessed shape of the bund during BoI process. Noise monitoring will be undertaken to achieve compliance with consent conditions. Individual discussion continued afterward regarding bund design and need to consider noise reduction during construction.

- *Will Alwyn Avenue provide access to the Whau Bridge during construction?*

Trucks would access Alwyn Avenue for house removal but construction traffic would access the Whau River Bridge via SH16. More information would be provided to Alwyn Ave residents.

- *Draft Land Transport Plan looks at busway opportunities*

AT doing bus service revamp across Auckland. NZTA is working closely with AT to maximise integration – NZTA provide better services for buses i.e. improved and widened bus shoulders, AT determine the frequency of bus services

- *Treatment of rock revetment in the Marine Reserve and head clearance for kayakers?*

Revetment treatment would be as per consent conditions – landscape plans provide landscaping requirements. Clearance height under the Causeway Bridge would be maintained or increased from the consented design due to no widening on the south of the bridge.

- *Will dwellings in Alwyn Avenue be removed or demolished?*

It will depend on type of building structure and economics of each option. Contractors

for the demolition works will be required to comply with the CEMP requirements for this work

- Short T2 lane at Te Atatu Interchange blocks access to peninsular with traffic backed up on T2 and motorway. Traffic becomes stationary and school buses are late because they can't get through.

Capacity of current ramp is not sufficient and has been optimised as much as possible with the use of ramp signals. Te Atatu Interchange upgrade will improve width and length of the ramps.

- Whau River Bridge clearance

Very similar to now – BoI condition around navigational clearance, which is being complied with. Alliance will be working with Te Atatu Boat Club on issue.

Discussion notes after meeting (including topics raised)

- Concern around the proposed shared path at Te Atatu Interchange not being a direct route and that students will not feel safe to use the upgraded pedestrian tunnel under the off ramp, which has increased in length from the existing tunnel. Suggest that a bridge across the ramp should be provided. Rupert advised that the plans are only a base case and will be reviewed during the tender phase as appropriate.
- Traffic from construction yard? – *will be managed through the traffic management plan*
- Bus lanes/ Timetables/ Congestion?
- Alwyn Ave residents – which properties are affected and what about the views
- What is the new width of the cycleway? – *3m*
- Utilities provision for the Speedway?
- Weed Management and planting at Pollen Island? – *can provide a landscape management plan as per consented design.*
- Speed of cyclist on the shared path a safety issues.

12. **Attendees**

Those who signed attendance sheets at the CLG are listed below.

Name	Organisation	Name	Organisation
Bryce Pearce	TARRA	Paul Whitfield	Forest & Bird
Mark Miller	Auckland Council	John Morpeth	
Tracey Bell	Auckland Council	Josie Morpeth	
Anja Moss		Ken Clive	Auckland Council
Andrea Kendall	T.A Pony Club	G.Brakey	WRST
Christine Salter		Bill McKay	NWCA
Richard Salter		Jean Davies	
Max Robitzsch	Cycle Action Auckland	Judith Davies	

	Paul James	Auckland Speedway Riders Club	Lyn Salvidge	
	Graeme Smith	T.A Business Association	Bruce Amies	
	Wendy John	Friends of Oakley Creek	Sue Munro	
	Donna & Tessa Johnston	Rutherford Primary & Private	Pete Munro	
	Mike Mallow	Auckland Kart Club	Heather Docherty	Friends of Oakley Creek
	Dana Mots		Asher	
	Aaron & Fiona Bridges		Vanessa Nesson	Henderson Massey Local Board
	Sue May		Kent Xie	Forest and Bird
	Nina Patel	Te Wiata Studio	Michael Coote	Forest and Bird