

Minutes of Meeting

Purpose of Meeting **Te Atatu Interchange Upgrade and Causeway Upgrade Project
Community Liaison Group (CLG) Meeting 6**

Project Te Atatu Interchange and
Causeway Upgrade Projects

Prepared By Nettie Bird

Place of Meeting	Pringle Park Bowling Club 4 Pringle Park Rd, Te Atatu Peninsula	Date	18 February 2014
-------------------------	---	-------------	------------------

Present:

- Community Liaison Group members
- Donald MacRae (NZ Transport Agency's Te Atatu Interchange Upgrade Project Manager)
- Paul Baker (Fulton Hogan Te Atatu Interchange Upgrade Construction Manager)
- Simon Paton (Causeway Alliance Project Controls Manager and NZ Transport Agency's Owner Interface Manager)
- Nettie Bird (Fulton Hogan Te Atatu Interchange Upgrade Communications Liaison Manager)
- Helen Kerr (Fulton Hogan Te Atatu Interchange Upgrade Design Manager)
- Peter Whiting (Boffa Miskell Te Atatu Interchange Design)
- Ken Clive (Auckland Council)
- Steve Burriss (Auckland Transport Te Atatu Bus Interchange)
- Simon Nicholls (Auckland Transport Te Atatu Bus Interchange)
- Vanessa Neeson Henderson Massey Local Board
- Shane Henderson Henderson Massey Local Board
- Margi Watson: Albert Eden Local Board
- Graeme Easte: Albert Eden Local Board

Apologies Catherine Farmer (Whau Local Board), Jala Shekho (NZ Transport Agency's Te Atatu Interchange Upgrade Communications Advisor), Brian Robertson Fulton Hogan Te Atatu Interchange Upgrade Project Manager) Elizabeth Collins (Causeway Alliance Communications and Stakeholder Manager), Edward Ashby (Te Kawerau o Maki)

Distribution Causeway Upgrade Project website and by email to Community Liaison Group members

1.	Meeting Agenda
	<p>Welcome, agenda introduction of project teams and audience introductions and areas of interest, (Donald MacRae) Te Atatu Interchange Project overview and works update (Paul Baker) Presentation / consultation on Te Atatu Interchange Project urban design (Peter Whiting) Causeway Alliance update (Simon Paton) Use of land beside Causeway Alliance HQ (Ken Clive) Bus Interchange update (Stephen Burris , Simon Nicholls) Next Meeting; Wednesday 14 May, 7:00pm Meeting closed. Discussion time available.</p>
2.	CLG Members and Main Areas of Interest
	<ul style="list-style-type: none"> - CLG members and the main areas of interest represented at the meeting: <ul style="list-style-type: none"> o Alwyn Avenue residents – main areas of interest include maintenance of noise bund post construction and whether the footpath would be upgraded, general Project legacy interest in terms of increased noise , Auckland Transport Te Atatu Bus Interchange and specific concerns raised by one resident regarding effects on a hedge in his property. One resident worried about road safety due to extra trucks in the street. o Titoki Street residents – interested in the Auckland Transport Te Atatu Bus Interchange, increased traffic noise and noise and dust from works (specifically mulching), noted that some residents phone lines have been damaged recently. o Rugby League Club (Jack ColvinPark) queried fencing on their boundary and is opposed to a noise wall blocking their signage which can be seen from the motorway, as this is their income source. o Royal View resident interested in noise walls and bus interchange spilling extra light at night o Te Atatu Resident for 45 yrs - specific concerns raised regarding the rural aspect and character of the area which should be preserved o Wider Te Atatu Residents – general interest in the Auckland Transport Te Atatu Bus Interchange and the Transport Agency’s Te Atatu Interchange Upgrade Project. Also environmental impacts on Causeway, motorway congestion, Harbourview Reserve impacts o Cycle Action Auckland – main interest relates to the provision of cycle infrastructure as part of the Project o Albert-Eden Local Board – general interest in an update on both projects o Te Atatu South Community Association – main interests include SH16 congestion, Te Atatu Road congestion and the Transport Agency’s Te Atatu Interchange Upgrade and the Auckland Transport Te Atatu Bus Interchange o Te Atatu Pony Club –programme of works and use of land adjacent to Causeway Alliance o Auckland Council – representative present from the Auckland Council Parks Department (Western Area) o Compliment from long term resident regarding both dust suppression and excellent communication. Also concerned that building a wall along Jack Colvin Park will block the only escape route from the Peninsula if the bridge was out.
3.	Te Atatu Interchange Upgrade Project
	<p>Works to date:</p> <ul style="list-style-type: none"> - Installing Traffic Barriers along SH16 reducing the lanes to 3.1m

	<ul style="list-style-type: none"> - Tree Felling At Titoki Street and Jack Colvin Park - Site Establishment at Titoki Street - Erosion and Sediment Control Setup <p>Future Works</p> <ul style="list-style-type: none"> - Eastbound Ramp Construction at Titoki Street - Alwyn Ave Retaining Wall 1 - Services across Te Atatu road - Westbound tree felling - Eastbound On Ramp widening - Construction of Eastbound Widening <p>Q. How will Rutherford High School students get to school during the works period? A. We will maintain footpath areas that are fenced and protected from construction areas. There will always be pedestrian access.</p> <p>Q. Are the new underpasses longer than the existing ones? They are dangerous A. Yes, they are longer, but also wider</p> <p>Q. The Lincoln and Te Atatu off and on ramps are very close. Could there be a danger of queuing between the two at peak travel times. A. (Helen Kerr) We have looked into the best way for ramps to operate and have devised queuing and stacking improvements.</p> <p>Q. The Kumeu on ramp is too short and it is dangerous are you going to fix it A. (Donald MacRae) NZTA has a variety of projects underway in order of priority and this ramp will be looked at in due course</p> <p>Q. Will there be a path under the Whau Bridge at some stage? A. (Local Board member) Yes. The local board is looking at this option for the future</p>
4.	<p>Presentation/consultation on urban design for the Te Atatu Interchange Upgrade Project</p>
	<ul style="list-style-type: none"> - Introduction of the General Arrangement masterplans for the project with an explanation of the basis of the design being the UDLF document and the 'green highway' theme from that document. - Brief description of the layout as it applies to the main landscape features i.e. swales, ecological planting, ponga retaining wall, planting generally. - Overview of plant species - Noise walls. Rationale behind the design, a family of noise wall elements from St Lukes & Waterview to Te Atatu. - Cross sections of noise walls relative to the shared path and highway. - Alwyn Ave bund; Plans and sections shown. - Te Atatu bridge; options for balustrade design shown - Subway treatments shown; these areas need to be light and open yet show a degree of design input as artwork helps to reduce graffiti. <p>Q. How wide are the underpasses? A. 5m wide and 2.5m high.</p> <p>Q. Can we ensure we source plants locally?</p>

A. Yes, that is a requirement

Q. Is there a requirement to stop all this wonderful green planting turning into a 'weed gallery'?

A. The Auckland Motorway Alliance are responsible for the maintenance programme when works are complete

Q. Will the Alwyn Ave noise wall continue west of the bund up to the interchange?

A. We will look into this.

Q. Did Pohutukawa exist here historically?

A. Yes, there is historical evidence to support that

Q. Are the projects aware that there are recognised view shafts on Harbourview land and these need to be protected?

A. We are aware of this.

Q. How high are the noise walls?

A. they vary between 2.5 and 3.5m

Q. Will there be some noise walls on McCormick Reserve? And will they potentially cut into land that property owners have assumed they own?

A. (refers to drawing) there will be some noise walls at either end of the shared path that runs along the border of McCormick Green and they won't cut into any 'occupied' land. The walls are due to be built mid 2014.

Q. There is planting and paint on the public side of the noise walls, but what about the other side? Will NZTA help with planting? Will it be right on the boundary of my property?

A. The legalisation process generally has a 0.5 m maintenance strip on the customer side of the wall, but this is not a hard and fast rule. It may work out better to put the wall on the boundary, but this will need to be agreed locally and on an individual/small group basis.

Q. The League Club in Titoki St doesn't want a noise wall by our building because it will obscure advertising that raises revenue for the club. Can we have no wall?

Nb other Titoki St residents argued this point because they do want a wall to reduce noise

A. We will look at noise wall design in this area

Q. The shared path is so noisy – why can't the noise wall be on the motorway side?

A. Because site lines for people using the shared path would then be straight into private residences. The placement of the noise wall on the inside of the path helps with security and privacy.

Q. Will the Alwyn Ave noise wall continue west of the bund up to the interchange? The land on my boundary appears to be contaminated because there is an area where nothing will grow.

A. Yes, the noise wall extends through this area.

Q. Are the footpaths on the new bridge wider than the original?

A. We will look into this.

Q. How high is the balustrade on the bridge?

A. 1400mm high with handrails below that height

5.	SH16 Causeway Upgrade Project Construction Update
	<ul style="list-style-type: none"> - Traffic Management <p>Has been implemented throughout the length of the project from Whau to Great North Road.</p> <p>Motorway lanes have been narrowed from 3.5m down to 3.1-3.2m; shoulders of the motorway have also been reduced to 0.3m.</p> <p>An 80kph speed limit is in place.</p> <p>The important message is that motorists using this highway should drive to the conditions and obey the speed limit of 80kph for their safety and the safety of our personnel working along the route.</p> - Whau River 1 <p>Good progress is being made on the installation of temporary staging and the construction of piling and bridge works for the widening.</p> <p>An additional lane and bus shoulder is being added to the northern side.</p> <p>Installation of staging is about to commence on the southern side where an additional lane, bus shoulder and extra cycleway width is being added.</p> - Whau River 2 <p>Between Whau and Patiki progress is being made on the formation of the wider embankment on the northern side and trimming to the sub-grade of the new pavement. On the southern side vegetation has been cleared and we are in the process of forming access for ground improvement works at the south east abutment of the Whau bridge.</p> - Traherne Island to Causeway <p>We have demobilised our construction crew from the south Traherne Island area whilst we focus on programme critical works on the northern side around the Causeway Bridge.</p> - Traherne Island Preload <p>Much of the preload material has been placed along the northern side of the motorway east of the Rosebank onramp. This is approximately 0.5m higher than the final level of the works.</p> <p>As we have slowly built up the embankment with 3.0m of fill it has already settled about 0.5m. We expect it to settle another 0.5m over the next 12 months.</p> <p>The final level of the raised Causeway allows for 0.5m for sea level rise, 0.5m of further settlement and 0.5m of freeboard over the next 50 years. A total rise of around 1.5M</p> - Causeway North East <p>Good progress is being made in completing the reclamation and wick drain installation despite a small embankment slump on the eastern side of the Causeway Bridge that occurred in December. Extensive investigation by Niwa and other Causeway environmental advisors has satisfied the Auckland Council consent compliance team that the impacts of this are only minor and will have no lasting effects.</p> <p>A driven timber pile solution has been developed to stabilise the affected area and work is now progressing on the installation of these piles.</p> - Great North Road Interchange 1 <p>New orange road marking tape has been used over a short distance to address public concerns about safety in an area where shadow marking from the removal of existing line marking had resulting in many motorists drifting out of lane.</p> <p>Causeway Alliance will shortly commence installation of 'blade wall' barriers to protect new central median bridge piers and in 6-8 weeks the east bound lanes will once again be re-aligned toward the median to allow creation of a work area on the north side</p>

between the Great North Road onramp and the Great North Road motorway overbridge.

- Great North Road Interchange 2

This is a very complex area of the project with both Causeway Alliance and Well Connected working with many small traffic management changes required over the coming years to complete the project.

The next of these changes will occur toward the end of March when the westbound onramp T2 lane will be relocated onto the new formation to the south. This will require a weekend closure of the ramp and we are working through the planning detail at present.

A further closure will again be needed at the end of April when the general traffic lane will also be relocated to the south. This will allow the creation of a working area between the ramp and the main line to allow the installation of further bridge piers by the Well Connected Alliance.

- King Tide

The recent king tide was a pertinent reminder of the reasons for raising the Causeway including the shared path (which was able to be navigated via kayak).

- Environmental Reporting

The Urban Design and Landscape Plan is now certified by Auckland Council, and the Monthly Auckland Council Environmental Reports are on our website.

New bird roosts have been established at the Causeway Bridge ahead of the bridge widening work

Erosion and sediment scores = `1, Excellent`

We are currently preparing a draft of the Rosebank Domain Open Space Restoration Plan which will be distributed to the CLG for comment

- Environmental and Cultural Legacy Outcomes

Earlier meetings provided 26 ideas and options and an initial summary sheet was distributed in October 2013. Options are being refined and reviewed against project scope, maintenance access requirements and existing consent conditions. An updated draft option list will be distributed to the CLG prior to a further meeting for reviewing and prioritising options.

The Causeway and Te Atatu projects recently assisted the Flanshaw Road school by coordinating our monthly aerial photography fly over to capture a photo of the school with the children forming the number 50 on the playing field

Q. Road markings are confusing in the setting sun and the rain or at night. Can we have more of the orange tape and also put some on the western side? (we could recycle the tape from Constellation Drive)

A. The tape is very expensive and currently being trialled as a viable option. We need to be careful with tax payers dollars. Many of the traffic stages around Great North Road are of a short duration which limits the benefit of using tape. The many different traffic stages in this area will mean that 'ghost marking' will be a continuing problem.

Q. Are you raising the Whau Bridge?

A. No we are maintaining the current level

Q. How high are you raising the motorway?

A. 1.5m

Q. What future proofing is built into your design?

A. Given the variability around predictions for sea level raise and climate change we are future proofing to a 50 year duration. This provides 0.5m freeboard, 0.5m sea level rise, and 0.5m settlement.

Q. What are the bent flaps that stick up out of the ground and what do they do?

	<p>A. They are wicks that are pushed 12-16m down into the marine mud and help to drain the water so the ground will consolidate and settle more quickly</p> <p>Q. Has NZTA used wick drain technology before.</p> <p>A. NZTA used this technique on the Onewa Road Interchange and Northern Busway new embankments where settlements of up to 1.8m were induced over a 12 month period.</p> <p>Q. Where can we find a visual of the completed Well Connected Interchange works?</p> <p>A. We will look into this and include some graphics in the next CLG.</p>
6.	Use of land adjacent to Causeway Alliance office
	<ul style="list-style-type: none"> - The land which lies immediately to the northern side of the Causeway Alliance site compound was designated for use as a construction yard by the Te Atatu Interchange Upgrade project. However, this project no longer requires it. - Auckland Transport has applied to use this land as a construction yard for the contractor doing the Te Atatu Rd widening works. The Massey Board must approve this application. <p>Q. Will AT get the land then retain it for other projects – like a bus interchange - once the works are finished on Te Atatu Rd?</p> <p>A. No. AT cannot do this. The Massey Board will decide future use.</p>
7.	Auckland Transport Te Atatu Bus Interchange
	<ul style="list-style-type: none"> - There has been no decision made on the site of a bus interchange in Te Atatu - A decision on a preference will be announced in May 2014 <p>Q. Have you considered Selwood Rd?</p> <p>A. We will look into all options that meet our criteria.</p> <p>Please refer to the AT website for bus interchange details</p>
8.	Future Meetings and Contact Details
	<ul style="list-style-type: none"> - The next CLG meeting is Wednesday 14 May, 7:00pm at the Te Atatu Bowling Club, Pringle Road, Te Atatu Peninsula <p>For more information;</p> <ul style="list-style-type: none"> - Regular project updates will be delivered or emailed to CLG attendees who have registered to receive them - Visit www.nzta.govt.nz/projects/wrr (for Te Atatu Interchange Upgrade Project) - Visit www.nzta.govt.nz/projects/sh16causeway (for Causeway Upgrade Project) - This presentation is available at www.nzta.govt.nz/projects/sh16causeway - Communications and Stakeholder Concerns; Te Atatu; please phone Nettie Bird 0800 300 007 Causeway Alliance; 0800 444 449 (mention Causeway, Auckland) - For information regarding the Auckland Transport Bus Interchange please see https://www.at.govt.nz/projects-roadworks/te-atatu-bus-interchange/