



QUICK UPDATES

We won't be resurfacing the bridge this Christmas. We will be doing the odd bit of patching here and there over summer but nothing big enough to require extended lane closures.

Things continue to progress on Te Onewa Park. The outline plan of works is scheduled to be submitted to council before Christmas; the concept plan has been pretty much agreed by all parties involved; and the detailed design is underway.

DID YOU KNOW...

The steel decks of the extension bridges are surfaced with a lightweight polyurethane-based material. Typical bitumen-based products are not used because they tend to slide off the steel surface under traffic loading.

When sinking Pier 5 cassion, the northern cutting edge hit a soft section of mud causing the cassion to tilt dangerously. It took 10 days to straighten.

If you have any questions or concerns regarding the Auckland Harbour Bridge, contact us.

24h freephone **0800 653 004**

Email info@ahb.nzta.govt.nz



With our GEM award for Protecting the Environment, from left, Alex Ingram, Kathryn McDonald, Liz Coombes and David Greig.

ENVIRONMENTAL PROTECTION WIN

The Auckland Harbour Bridge Alliance team were thrilled to win a GEM award recently. GEM stands for Going the Extra Mile, and the awards are the NZ Transport Agency's way of recognising and celebrating its suppliers that do that bit extra for customer service.

The category we won was for 'Protecting the Environment'. Our entry, titled Meeting Environmental Challenges Sustainably, was all to do with modifications we have made to the way we work so our bridge maintenance activities have less impact on the environment.

Key changes include the way we approach resource consenting – we are now using an adaptive management framework for resource consenting. This gives us more flexibility to invest in new technologies and products as they become available. Essentially, instead of operating to an agreed but inflexible 10-year plan, we are now more innovative – we can adopt new products and methods as they are discovered.

It also means our environmental effects are now measured by performance rather than compliance.

Another new change is the introduction of an Operational Discharge Model. This is a database

that allows us to monitor and then report on our maintenance activities. It includes where work is being carried out, what is being done, the scale and nature of the activity, the discharge of key contaminants, and any environmental controls put in place, such as containment.

A third environmental improvement is a change in a coating we use on the bridge. After extensive research and trials we have switched to a high-ratio calcium sulfonate alkyd, marketed as Termarust. This replaces the less environmentally-friendly zinc-rich system used previously.

Along with significantly reducing the amount of zinc entering the harbour, Termarust doesn't require the surface to be prepped by abrasive blasting. This means less dust, particulates and historic coatings (metals) being released into the air and water.

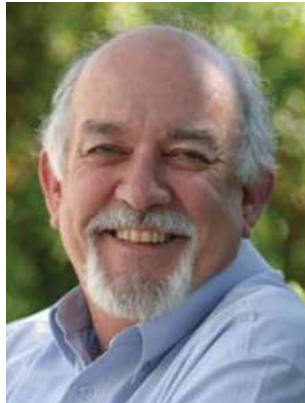
Once cured, Termarust helps encapsulate historic layers of paint, which will further reduce discharges of contaminants into the environment.

Also, we have modified our methodology and now do spot repairs to patches of corrosion rather than recoating a whole area – this brings environmental benefits, and saves money too.

AUCKLAND HARBOUR BRIDGE ALLIANCE TEAM UPDATE

We've had a number changes to the Auckland Harbour Bridge Alliance team in the past few months.

A recent addition is that of Richard Quin. He's joining us as our new health and safety manager, replacing Gerry who's gone back to TBS Farnsworth head office. Richard is employed by Fulton Hogan and has been with them for the past 30 years, give or take. He will be working with us 3 days a week, while Gerry is now super busy, looking after the health and safety of around 200 people.



A second new start is that of welder Subhash Nair, although

he's not actually a new face in the team. He's come back to us after a bit of moving about. Subhash worked on the bridge during the box girder strengthening before heading overseas. He returned to TBS Farnsworth and has most recently been working on the historic Makatote Viaduct for



KiwiRail – overhauling the 107-year-old bridge on the Main Trunk Line.

Subhash is now with the AHBA team for the foreseeable future and it's good to have him back.

Our senior bridge inspector, Celia Sin, has moved on and we have Julia Lee filling in the role until we recruit a permanent replacement.

BRIGHTER, WHITER, LIGHTER

The street lights on the bridge are getting on a bit – the poles in particular are nearing the end of their working life and need to be replaced.

This gives us the opportunity to upgrade the lamps too – to take advantage of new technologies and use more energy-efficient LED lamps. These will provide a white light, instead of yellow, for better visibility, as well as reducing our power consumption and electricity bill.

We've spent quite a bit of time this year looking at different pole styles and types – there's more to consider than you may think. For a start, strength is paramount. There's the

prevailing southwesterly wind to consider, the air turbulence created by trucks crossing the bridge and the movement of the bridge itself.

Then there's the look of the street lights. The shape of the current lamp posts are seen as a heritage aspect of the bridge and a drastic change in pole design would affect the aesthetic so we have to stick to a similar design to what's there at the moment.

We've made a shortlist of possible contenders and we will use computer modelling to test how each of them would perform if used on the bridge. The new street lights will be in place sometime in the next 12 months.



Thumbs up from the top of the bridge, 80-year-old Lorna, flanked by her daughter Lynne (left) and granddaughter Selena.

CELEBRATING IN STYLE

To celebrate her 80th birthday, Lorna Hitchcock climbed the bridge. Visiting from Invercargill, Lorna is the mother of Lynne Gibbs, our administrator.

Lorna is the oldest woman to take on this challenge, but she's fit – those hours she spends playing golf definitely helped.

SUMMER JOURNEYS
BE SMART. PLAN AHEAD.

www.nzta.govt.nz/summerjourneys

is important to be realistic. Choose a large pair of dangling earrings for the girl with a good neck and shoulders; a good ring

there are so many inexpensive pieces that no man need feel that such a present is going to be ruinous. —Peter Lyon

GIVE HIM SOCKS

MEN—goodness the headaches they give us—especially at Christmas "I can't think of a thing he wants. He's got masses of those, half a dozen of that, never uses the other"—I've listened to other women carrying on around the gift counters.

In particular, I recall a character in lilac lipstick and a sable tie. "I'll not spend another minute looking—these shoes are killing me," said she to her chum as they nosed their way out of the lift. "I'll give him a Stilton—and hope it chokes him."

What to give a man who seems to have everything? I quizzed my favourite English millionaires. "Socks," said Douglas Collins,

"I get all kinds of gadgets, trick things, gimmicky things I've also got 11 pairs of cufflinks—but hardly a pair of socks to my name."

"Give me peace and quiet," said Joseph Collier. "Please," I begged him, "something sensible."

This was supposed to be one of those sparking interviews with some sound advice packed into it. But the millionaires insisted on behaving like ordinary men.

"I know you can buy anything you want," said I, "but isn't there something you long to have for Christmas."

"A tie," said Mr Collier. In despair I turned to old Bert Wimble who sweeps the road outside my house. "What do you want for Christmas, Bert?"

"A tie and a nice pair of socks," said he. —Veronica Papworth

A SLICE OF HISTORY

Here are a couple more excerpts from the old newspapers we found in our office. The big headlines went to the bridge construction, but, as this paper was published on December 10, 1958, there was plenty of Christmas and summer holiday advice too.

THE WEEKLY NEWS, DECEMBER 10, 1958



EXTRA XMAS "TIKI TOURS"

NORTHLAND 127
December 26-January 1.

Itinerary includes the highlights of historic Northland

COROMANDEL/THERMAL/GLOW-WORM
December 26-31.

Visits Te Aroha, Coromandel, Rotorua and the Glow-worm Grotto at Waitomo.

WEST COAST GLACIERS
No. 104: January 6-18.
No. 105: Jan. 19-Feb. 1.

Travels to the Glaciers via Christchurch and returns Nelson and Picton.

ANNIVERSARY WEEKEND "TIKI TOUR"
Bookings are now open for these tours, which have scheduled to Northland, Rotorua and Waitomo, and Aroha and Coromandel.

For further particulars contact:

N.Z. Government Tourist Bureau

97 Queen Street,
P.O. Box 428, AUCKLAND. Phone 30-220.

Or

YOUR LOCAL TRAVEL AGENT



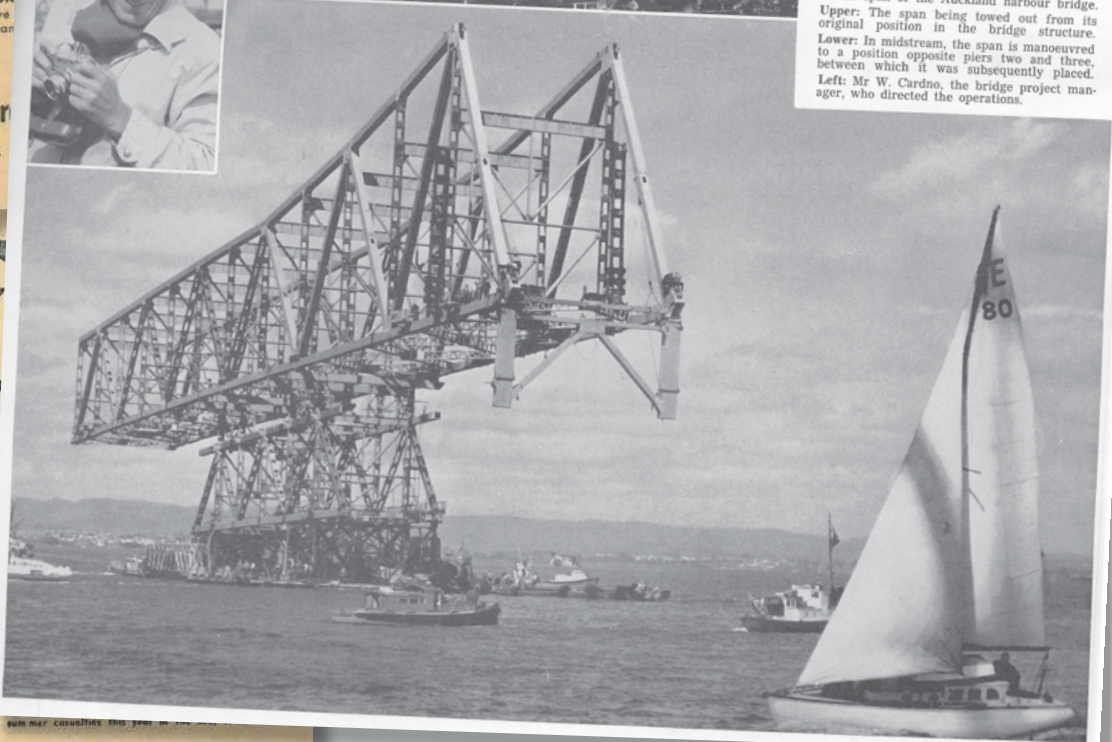
Mass of steel afloat

Pictures at two stages in moving the pick-a-back span of the Auckland harbour bridge.

Upper: The span being towed out from its original position in the bridge structure.

Lower: In midstream, the span is manoeuvred to a position opposite piers two and three, between which it was subsequently placed.

Left: Mr W. Cardno, the bridge project manager, who directed the operations.



Three happy wee maids. See there are no summer casuals this year...
WATCH OUT FOR HEAT



FUN, FITNESS AND FEET ON THE BRIDGE

November is a special month as it offers the public 2 chances to get up and personal with the Auckland Harbour Bridge.

First up was the Auckland Marathon, held on Sunday, November 1. This event sees thousands of runners and walkers cross the bridge, although this year's numbers were down due to the event's clash with the Rugby World Cup final.

This year's winner, Aaron Pulford, won the event in a staggeringly quick 2:27:01 – that's an average pace of 17.8kph. The winning woman, Katie Kemp, finished in 2:42:35 – her average pace was 15.75 kph.

The marathoners also competed to be the first to reach the top of the bridge. The men's Top of the Bridge award and \$500 cash prize went to Andriano Bastos, who reached the apex in less than 53 minutes, while the women's winner, Sally Gibbs, got there in around 56 minutes.

The half marathon winners were even faster. Malcolm Hicks reached the top of the bridge in just 47:57 and finished in 1:08:30; the leading woman, Camille Buscomb, took 52:53 to reach the bridge and was all done in 1:16:07.

A new option this year was the 12k Traverse. This distance allowed runners and walkers the opportunity to cross the bridge by foot without requiring the high levels of fitness or undertaking the hours and hours of training needed for the longer distances.

The Auckland Marathon event means 2 lanes of the bridge are closed to traffic, along with a few neighbouring ramps. However, the early morning start for participants means as little disruption as possible for motorists.

On Sunday, November 15, around 3000 cyclists turned out to cross the bridge by bike. Bike the Bridge is an annual charity fundraising event, raising money for the Multiple Sclerosis Society.

The event proved popular with families and casual cyclists – this year saw a new, all-inclusive format with shorter routes, better suited to youngsters and those less fit.

Entrants had a number of bridge crossing options to choose from – those with the energy could bike across the bridge in both directions in a 22km-long round trip. The mid-distance was a 15km route from Westhaven to Smales Farm, and the shortest option was a 7km jaunt from Westhaven to Smales Farm.

Participants seemed to thoroughly enjoy the day, and cycles ranged from road bikes and mountain bikes to tandems, unicycles and even a penny farthing.

The 2 southbound clip-on lanes of the bridge were closed to traffic, along with the Shelly Beach Road off-ramp and the Onewa Road on-ramp and more than 100 buses were parked and used as a safety barrier between the cyclists and vehicles from Esmonde Interchange to the bridge. However, as with the marathon, the bridge was fully reopened to traffic by 10am.

