

Minutes of Meeting

Purpose of Meeting **Te Atatu Interchange Upgrade and Causeway Upgrade Project
Community Liaison Group (CLG) Meeting 12**

Project Causeway Upgrade and Te Atatu
Interchange Improvements Projects

Prepared By Barbara Ware

Place of Meeting	Pringle Park Bowling Club	Date	18 August 2015
	4 Pringle Park Rd, Te Atatu Peninsula		7-9pm

Present: Community Liaison Group members
 Ken Clive, Graeme Easte and Elizabeth Grimmer
 Mark Evans, Barbara Ware and Sarah Price from the Causeway Alliance
 Brian Robertson, Kevin Stevens and Emma Cushnie from the Te Atatu Interchange Improvements Project
 Dai Bindoff and Dave Jiggins from Auckland Transport
 Sam Zhung and Samantha Irvine from Higgins Construction

Apologies Catherine Farmer

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

1. Meeting Agenda
<ul style="list-style-type: none"> • Welcome and introductions by Mark Evans • Causeway Upgrade Project update by Mark Evans • Te Atatu Interchange Improvements Project update by Brian Robertson • Questions and discussion • Auckland Transport update by Dai Bindoff • 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. • 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.
2. Causeway Upgrade Project
A number of slides were shown providing an update on construction progress in a

number of areas along the Causeway Upgrade Project.

Autex wall

This is the retaining wall on the motorway side of Autex Industries Limited. This wall will run alongside a portion of the cycleway. The inset photo showed how the blocks fit together in a way that reminds us of Lego.

Causeway earthworks

There have been some significant earthworks on the causeway in recent months. The slide chosen shows some of these which aren't easily visible to those driving on the motorway. These include machine work on revetments, swale drains and the rock wall on the seaward side of the causeway that will take the sting out of wave action.

Cycleway

Along the cycleway near the Whau River there will be a seating area with curved timber seating in front of a concrete wall on which a taniwha will be depicted. Seating in the form three sideways diamond shapes represents flounder or Patiki. There will also be planting and informational signage although what will be on the signage has yet to be decided.

The seating area which will be along the causeway is a smaller area and the proposed design is simpler and in keeping with the size of the area.

Great North Road off-ramp new layout

An aerial shot of the Great North Road off-ramp showed the current citybound layout. This is set to change following a series of night works at the end of August. These night works will lay asphalt, add line markings and remove barriers.

On 1 September there will be a new road layout. The existing lane will diverge to GNR citybound exit and continue citybound (see slides 15 and 16 with image). The work will also create a new workspace for the Causeway Alliance to start work on the next section.

Whau River Bridge stitch

Around mid-September 2015 the newly constructed southern Whau River Bridge will be connected to the existing structure. This is called a bridge "stitch" and involves pouring concrete to connect the two structures. The concrete takes about 12 hours to gain sufficient strength.

As vibrations from passing traffic will impact on the hardening process, two westbound lanes need to be closed between Patiki Road on-ramp to and including the Te Atatu Road westbound off ramp. These closures will mean that drivers will be unable to enter the motorway using the Patiki Road westbound onramp or take the Te Atatu Road westbound exit.

One westbound lane will remain open throughout as the lanes over the bridge are temporarily reconfigured with one lane currently using the northern side of the bridge. The cycleway will remain open.

Patiki Road cycleway over-bridge deconstruction

There will be a cycleway and pedestrian detour in place from early September for approximately 4 months. This is to allow the current old over-bridge to be deconstructed and the underpass completed.

The Causeway Alliance will be implementing traffic calming measures for traffic taking the Patiki Road exit.

Rosebank Road on-ramp

Rosebank Road on-ramp will be closed for a weekend either week 3 or 4 in September – the exact date is weather dependent. The closure will be from 10pm Friday to 5am Monday to allow the Causeway Alliance to connect drainage pipes, install manholes and physically connect Rosebank Road on-ramp to the new

	<p>Causeway motorway.</p> <p>From 5am Monday when the closure ends, the on-ramp will be open but drivers using the onramp will be diverted through to Great North Road exit for a maximum period of 4 weeks. This will allow the Causeway Alliance to continue to raise the motorway for citybound and connect the on-ramp to motorway traffic.</p> <p>While the diversion is in place the Rosebank Road on-ramp will remain open but will link directly through to the Great North Road exit. This means that drivers will be unable to enter the citybound motorway from the Rosebank Road on-ramp.</p> <p>Questions and Answers</p> <p>Q: What will you do to the original surface when you raise the motorway?</p> <p>A: For the most part we will probably leave it there and put light-weight sand on it. The only reason to take it up would be if we were going to re-use it and we aren't likely to want to do this.</p> <p>Q: The Patiki Road merge lane is quite short. People run out of time and need to move over quickly. How long before that area is opened up?</p> <p>A: It is a short merge. The Whau River Bridge stitch pour is planned for mid/late September so early October.</p> <p>Q: The road marking is much easier to see when it is orange. Are you going to use it?</p> <p>A: A general discussion took place regarding the orange markings which were considered to be easier to see. It also signalled "new" changes ahead. The Causeway Alliance will discuss with the traffic manager and Auckland Motorway Alliance and investigate this further.</p> <p>Comment: Thank you for keeping the cycleway open, appreciate that it hasn't been easy.</p> <p>Q: When will the sealed area at St Lukes open?</p> <p>A: We don't know but we will ask St Lukes to contact you and let you know.</p> <p>Q: When is the new section of the cycleway over the Causeway Bridge going to be open?</p> <p>A: The new section of the cycleway over the Causeway Bridge is planned to open around August 2016.</p> <p>Comment: Mark advised that this was his last GLG meeting and that his place would be taken by Mike Booth.</p> <p>Comment: Elizabeth thanked both Mark and Sarah for their commitment to keeping the local community up to date with what was happening saying it was disappointing to see them go.</p>
3.	<p>Te Atatu Interchange Improvements Project</p>
	<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"> • Te Atatu Bridge – All three bridges have been raised approximately 650mm and the new pedestrian bridge (bridge 4) has been built. Work on widening the northbound and southbound bridges is still to be complete. • Citybound off-ramp and noise walls – the installation of noise walls is well on its way to completion. The grey walls with pops of bright green look striking. Work will continue on the northern underpass in the coming months. All the widening works have been done and we hope to move traffic on to the new loop on ramp in late October. • Jack Colvin Park – work in this area is almost complete. The ball fence is up

and the lighting is going into place. New parking has been complete to the west of the play field to make up for the parking lost because of field realignment. .

- Northern intersection works - Are well underway. We are adding some additional signage for cyclists to slow down coming down the hill towards the crossing.
- Work near Henderson Creek Bridge – this section has been widened considerably and is now almost complete where it ties in with the Lincoln Road Project.

Upcoming works

- Causeway “2 up” westbound motorway – end of Aug - (this is the second westbound lane on the motorway after the Te Atatu off ramp that has to move up into the same area as the current express lane which is on the completed new motorway to allow us to finish the last section of motorway raising and lowering)
- Bridge 4 (new pedestrian bridge on city side) open to pedestrians to free up Bridge 2 (southbound) widening – early Sept
- Bridge 1 (northbound) widening and strengthening - delayed
- New citybound loop on ramp open – late Oct
- New citybound direct on ramp stage 2 - Oct
- New westbound on- ramp open – late Sept
- Traffic over second stage of southern underpass – late Aug
- Last stage of southern underpass – end Sept and hopefully open to cyclists soon after.
- Median works – continues to end Oct
- Noise walls – complete Oct

Te Atatu Bridge strengthening – debrief

Apologies for the traffic congestion caused over the weekend. Traffic issues included illegal u-turns and keeping the right turn from the Peninsula on to the westbound motorway open. Once it was coned off and the turn closed during peak periods traffic cleared fairly quickly. We were in constant contact with ATOC and they were adjusting the signal cycle times to help reduce delays. Lessons learned will be applied to the next closure, although every weekend closure is different depending on what is on that weekend.

The closure was put in place to allow the bridge to be strengthened. Unfortunately working with an old bridge threw up some unexpected problems so the full strengthening work was unable to be completed. We will need to complete the strengthening work again in around a month's time.

New proposed traffic layout, north-bound bridge

We are working with Auckland Transport who has suggested a change to the original plan that would increase the number of lanes coming off the northbound bridge to the citybound loop on-ramp. There are pros and cons to both and further modelling will be done with final approval lying with the Road Safety Auditor.

Review of project objectives

- Upgraded motorway from Henderson Creek to Whau River including an additional lane in each direction
- Improving the clearance under Te Atatu Bridges and improving sight distance
- An upgraded Te Atatu Interchange including ramps and local widening of Te

Atatu Rd to provide 3 lanes north and south on Te Atatu Rd

- Improved bus shoulder provisions on the motorway and at the interchange
- An upgrade of pedestrian / cycleway facilities within the corridor including a pedestrian cycleway adjacent to the westbound carriageway
- Noise walls and enhanced urban design along the corridor

Urban design update

- An artist's impression of the overall concept gave a bird's eye view of the Te Atatu Interchange and what the finished works might look like was provided. There was also a stylised artist's impression of a cross section of the motorway with planting and noisewalls installed.
- The Iwi art concept for the northern underpass which will be used mostly by school children is an elliptical shape with detailed artwork and will feature the history of the area and the flora and fauna. Visuals of these elliptical shapes were available hot of the press and in full colour for those attending to see. Both underpasses will be completed by October. The paintings on the wall will take approximately 6 weeks.
- The balustrades going over the new Te Atatu Road pedestrian bridge (city side) will have artwork consisting of a curved metal Taaniko made from a punched metal material. A diagram was shown.

Questions and Answers

Q: There is a gap between the Te Atatu Bridges, will these be joined together?

A: No they won't be joined but they will be closer than they are now.

Q: Have you allowed for a bus lane through the Te Atatu interchange?

A: No, only on the motorway but the motorway off-ramp will be wide enough to accommodate the buses. Buses going straight through the interchange are outside the scope of this project.

Q: Will there be two lanes off the loop onto the motorway?

A: There will be two lanes down as far as the ramp signal lights but from there the cars will merge into one and then onto the motorway.

Q: Is the punched metal design on the pedestrian bridge meant to be viewed from the inside by pedestrians?

A: No but because it is a punched metal design it will be visible on both sides.

Q: There were a number of trees removed from Jack Colvin Park, that aren't being replaced, why?

A: We cannot plant big trees because of the pylon and overhead lines but what we will be doing is planting shrubs along the swale drain on the Henderson Creek side

Q: Does the re-design allow for double decker buses?

A: Yes

Q: The barriers with the inprinted design have been put up along different areas of the motorway, in particular the Central Motorway Junction. They looked good at the time but are now stained and unattractive. Has this issue been sorted?

A: A fascia panel is now used and then the wall itself sits behind that. This means you shouldn't get the staining you are referring to and an anti-graffiti coating helps this as well.

Q: Was there any consideration to paths and a cycleway through the bund area?

A: No and there are a number of reasons why we wouldn't do this. The area is too steep. If we were to put an access way in to Alwyn Ave we would create a hole in the noise wall which would then let the noise through. And Alwyn Ave itself is a quiet cul-

	<p>de-sac - it would be inappropriate to direct pedestrians and cyclists through it permanently.</p> <p>Q: Is there intelligent light in the underpasses, the kind that dims as you get closer to the entrance and exit for night riding?</p> <p>A: No, but can investigate the lighting further.</p> <p>Q: Will there be security cameras inside?</p> <p>A: No.</p> <p>Q: How wide is the underpass?</p> <p>A 5m wide and 2.5m high.</p> <p>Q: In the urban design slide the noise wall pattern looks yellow?</p> <p>A: No, the noise walls are dark grey and the area you are referring to is actually a bright green. The slides do not accurately represent the colour.</p> <p>Q: Who selects the colours?</p> <p>A: It is part of the urban design framework put together by NZ Transport Agency as part of the initial project.</p> <p>Q: Do they consult on the colours?</p> <p>A: Yes as part of the consenting process.</p> <p>Comment: The subject of urban design was discussed. Of concern was that fact that consultation on design aspects occurred as part of the resource consent process and was missed by many. It was suggested that because of its importance to the community it should be highlighted and separately consulted on.</p> <p>Q: Why is there a white wooden fence around the pylon near Lincoln Road?</p> <p>A: It is to prevent induction in the steel fence panels near the pylon and white is the Auckland Council spec for timber walls. We will most likely paint it a Karaka green colour</p> <p>Q: Why was this fence necessary as many other pylons don't have similar fencing?</p> <p>A: To create a break in the fence to prevent induction between the pylon and the metal fence. It is only necessary when the fence is very close to the pylon.</p>
Auckland Transport	
	<p>An update was provided by Dai Bindoff on the Auckland Transport projects planned for the Te Atatu area.</p> <p>Sam Zhung, Construction Manager for Higgins Contractors who are carrying the work Te Atatu Road on behalf of Auckland Transport presented on the three phases of work.</p> <p>Please refer to the Auckland Transport website for project details at www.at.govt.nz/teatatu</p> <p>Or contact Higgins Contractors on X (contact details for Samantha)</p>
4. Future Meetings and Contact Details	
	<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 November 2015 • Tuesday 16 February 2016 • Wednesday 11 May 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:
 - Causeway Alliance - ph 0800 444 449 (mention Causeway, Akl)
 - Te Atatu Interchange Improvements Project- 0800 348 007 (Emma Cushnie)

Meeting closed at 9pm