

GLEN INNES TO TĀMAKI DRIVE SHARED PATH

Te Ara Ki Uta Ki Tai
The path of the land and sea



Project Overview

The Glen Innes to Tāmaki Drive Shared Path will link Glen Innes to Tāmaki Drive via a 7 kilometre, generally 4-metre wide, shared path. The shared path largely follows the eastern rail line from Merton Road near Glen Innes Station to Tāmaki Drive. Each section of the project is being delivered as a standalone project and will have connections that link into their respective communities.

Detailed design and construction will be completed in four sections, as shown in the map above. Dividing the route into sections recognises the different consenting and construction challenges of each; enabling construction to begin while consenting processes and other relevant approvals run in parallel, also enabling progressive shared path usability.

Section 2 of the shared path provides a connection between St Johns Road and Ōrākei Basin, and links to Section 1 and Section 3 of the path.

The path is being delivered by Waka Kotahi NZ Transport Agency and Auckland Transport. Waka Kotahi is the lead agency for Section 2 implementation phase.



SECTION 2

ST JOHNS ROAD AND ŌRĀKEI BASIN

CLL Service and Solutions Ltd (CLL) our contractor for Section 2, began enabling works in August 2020 and construction in October 2020. The expected completion date for Section 2 is mid-2022.

Section 2 is made up of sections of concrete path, raised boardwalks and two bridges. The project will be spilt into two areas, driven by access requirements for each.

Area one (shown in map in green) is from St John's Road intersection to opposite Tahapa Reserve East where a rail bridge will span the eastern rail line from Pourewa Valley to the reserve (near the Purewa



Cemetery). Construction work includes a new concrete path adjacent to the Meadowbank Pony Club (including a site compound), upgrading of the existing access track, a bridge across the gully behind John Rymer Place and a 4.8m wide boardwalk through the Pourewa Valley.

Area two (shown above in blue) is from the northern abutment of the new rail bridge to Meadowbank Train Station and Ōrākei Basin. Construction work includes the rail bridge and a new concrete path (with two small sections of boardwalk) through the Tahapa Reserve East and adjacent to the rail corridor.

Timeline



Construction methodology

Construction of the path will involve many different types of work methods.

The concrete section of the path is created by a 'cut and fill' method where the earth is 'cut' away in some places and this earth used to 'fill' places to form the pathway. Following this, the path is made smooth with stone fill and compacted before the concrete is placed. Some areas of the path will require retaining walls, these will mostly be made from timber.

The bridges will be steel and concrete, with most of the bridge concrete components precast (made off site). Due to its size the rail bridge will need large diameter columns and abutments, which will be drilled into the ground.

There will be a timber boardwalk in three areas (as detailed above), the longest section of boardwalk (through Pourewa Valley) is over 600m long and requires over 200 piles, these will be bored which means they will be dug out with a machine rather than vibrated in.

Once the main construction work has been completed the finishing works such as landscaping, artwork, lighting and CCTV will commence.

The works will be completed with reasonably light construction equipment such as 13 - 20 tonne excavators, plate compactors, vibratory rollers, dump trucks, trucks with hi-abs and a variety of cranes for lifting bridge components.

Communication methods/tools

Throughout the project we will communicate and engage the project neighbours, key stakeholders and general public in several different ways, including but not limited to:

- Works notifications prior to any disruptive works
- Quarterly newsletter
- Project information boards
- Regular updates on project website
- Regular video and photography
- Dedicated Stakeholder and Engagement Manager
- Project open days
- Monitored Gi2T email

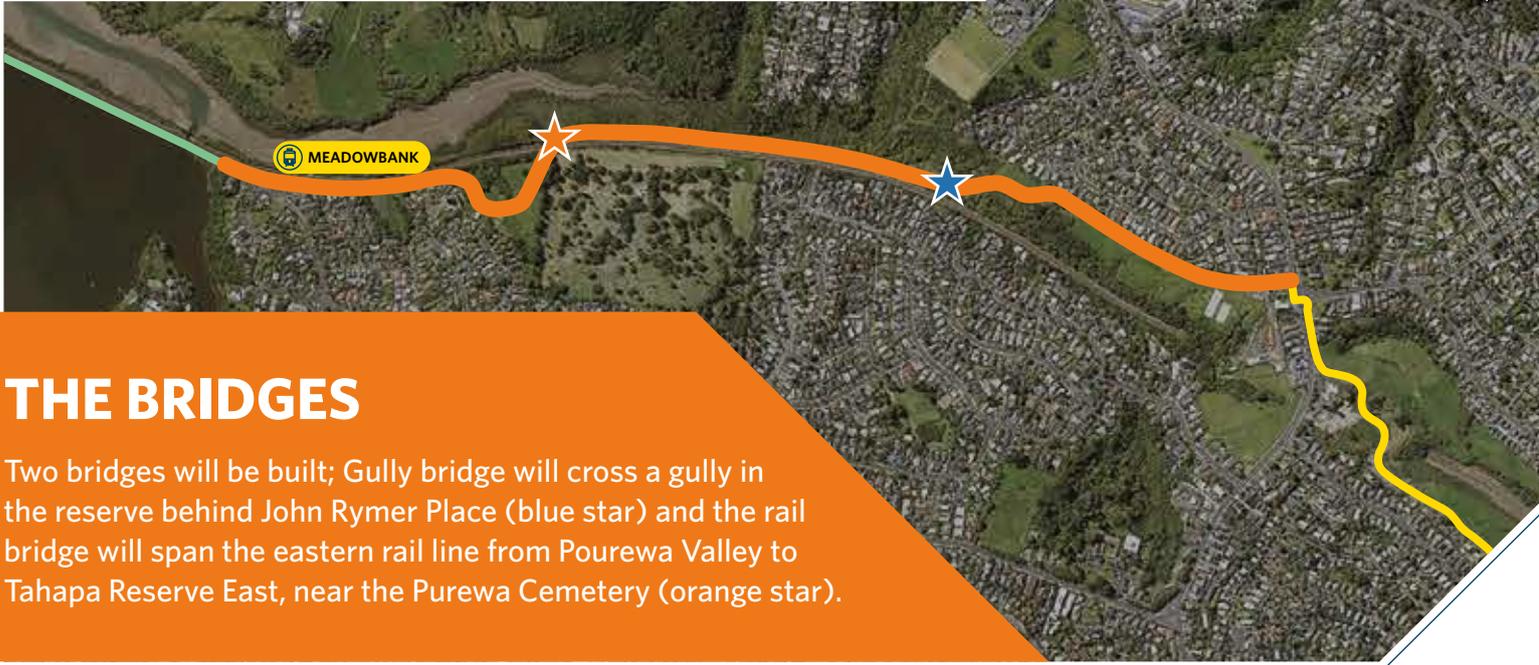
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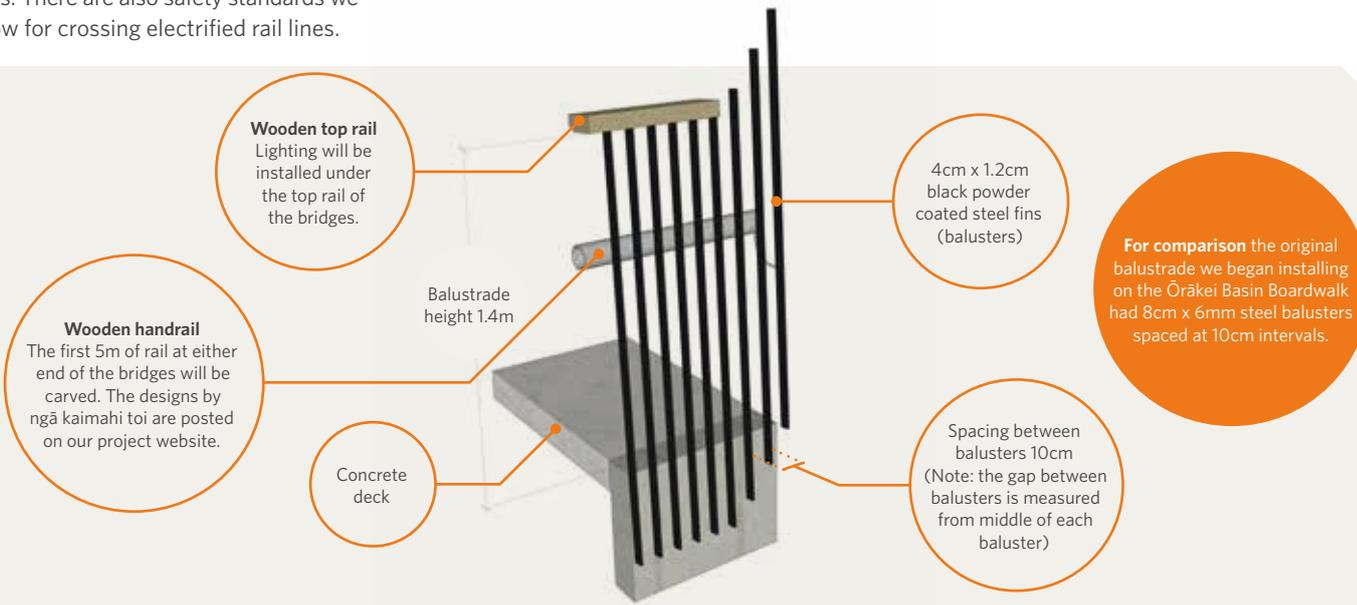
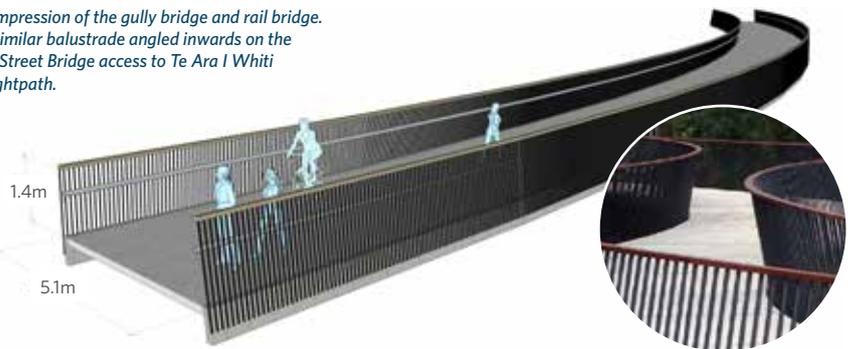
THE BRIDGES

Two bridges will be built; Gully bridge will cross a gully in the reserve behind John Rymer Place (blue star) and the rail bridge will span the eastern rail line from Pourewa Valley to Tahapa Reserve East, near the Purewa Cemetery (orange star).

The bridge decks will be concrete and approximately 5m wide, with black powder coated steel balusters and wooden handrails. Lighting will be installed under the top rail - you can see how this lighting arrangement works by visiting the Ōrākei Basin Boardwalk.

We know from feedback that people prefer lower balustrade heights such as a 1.2m, however because of the vaulting risk for people on bikes on bends and downhill sections, for safety, the balustrade height will be 1.4m on the bridges. There are also safety standards we must follow for crossing electrified rail lines.

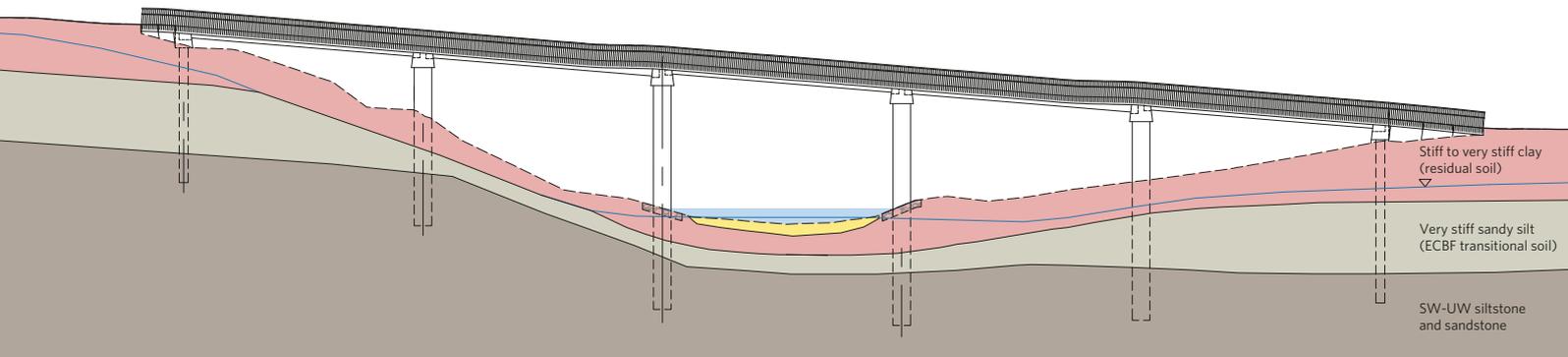
► Artists impression of the gully bridge and rail bridge.
Insert: Similar balustrade angled inwards on the Canada Street Bridge access to Te Ara I Whiti - The Lightpath.



Gully Bridge

The gully bridge travels downhill from spur to the valley below. The bridge sits low within the landscape and is designed to fit in with the surrounding valley environment. The gully bridge will be partially screened by the restored vegetation of the gully (see Planting and Restoration page), all of which will eventually grow beyond the height of the deck.

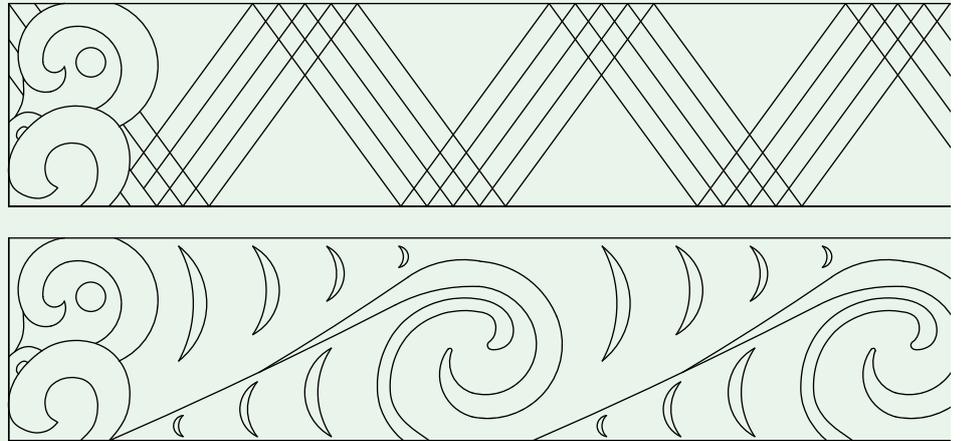
▼ Cross section of the gully bridge



Rail Bridge

The approach is gradual on the northern (Pourewa Valley) side, where the bridge ramps in parallel to the tracks, emerging from the planted slopes. The southern approach extends from the higher ground in Tahapa Reserve East, providing for a reduced footprint within the reserve.

Fall protection screens, with motifs designed by ngā kaimahi toi (artists), will be installed to prevent people from climbing the outside of the bridge over the rail line. The rail bridge will also have electrocution protection screens fitted above the electrified lines. The wooden handrails will be carved at each end of the bridge, relating to te maunga on the landward side and ngā wai on the coastal side, picking up on the central theming of the path, Te Ara Ki Uta Ki Tai (from the land to the sea).



▲ Indicative design of the hold rail carvings, relating to te maunga and ki nga huri o nga wai.

▼ Artist impression of the rail bridge near Purewa Cemetery, post construction, before the mitigation planting has grown.



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THE BOARDWALKS

A 4.8m wide boardwalk (shown above in blue) will travel above ground through Pourewa Valley, ensuring the natural water flow is not interrupted and to minimise disturbance to the existing vegetation. There will also be two small sections of boardwalk in Tahapa Reserve East. This is due to allowing the overland flow path to continue in one area, and the second is due to slope stability and to minimise the extent of earthworks that would otherwise be needed here.

Along the boardwalk, the simplicity of the bridge rails (steel fins with a top wooden handrail), will be replicated by consistent wooden battens along the boardwalk with the addition of a wooden top handrail.

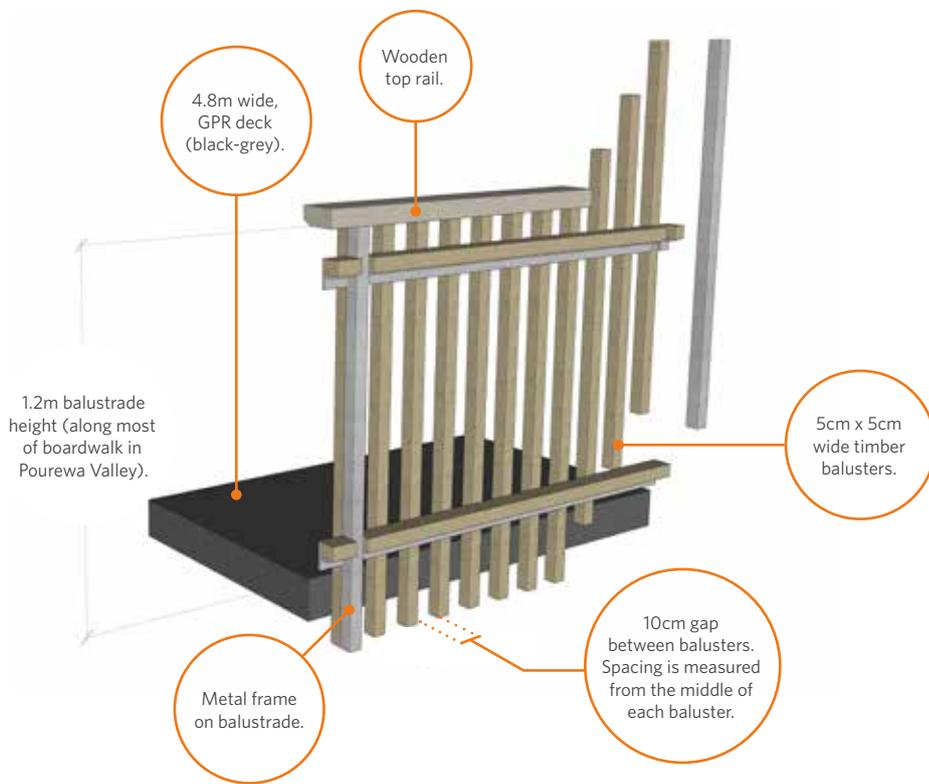
The balustrade will be 1.2m high along most of the length of boardwalk in Pourewa Valley but will rise to 1.4m on bends and inclines where there is a vaulting risk to people on bikes. This includes one of the two the boardwalks in Tahapa Reserve East which is on a bend.

Glass Reinforced Plastic (GRP) panels will be used for the deck, like the decking on Section 3. This will provide slip resistance and durability, which are particularly important in a bush environment and given the high volume of people on bikes anticipated to use the path.

LED lighting will be installed under the top rail and projected down to minimise light spill. You can see how this lighting arrangement works by visiting the Ōrākei Basin Boardwalk.



▲ Similar lighting on the completed Section 3 Ōrākei Basin Boardwalk



The balustrade will be 1.2m high along most of the length of boardwalk in Pourewa Valley but will rise to 1.4m on bends and inclines where there is a vaulting risk to people on bikes. This includes the boardwalk in Tahapa Reserve East which is on a bend.

- ◀ Pourewa Valley boardwalk detail
- ▼ Cross section of boardwalk in Tahapa Reserve East.



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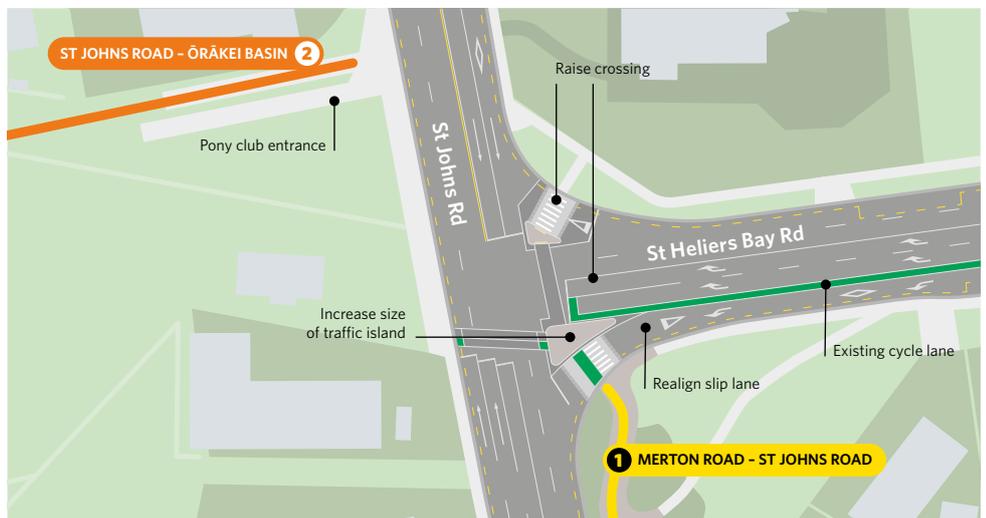
CONNECTING THE PATH

We have sought to create a path that follows the natural geographical contours of the area and provides ease-of-use, whilst also minimising earthworks and any environmental impact.

CONNECTING SECTION 2 TO SECTION 1 ST JOHNS ROAD INTERSECTION

Several improvements will make it safer and easier for people to connect between Sections 1 and 2 at the St Johns Road – St Heliers Bay Road intersection. Improvements to this intersection will include:

- Installing a raised cyclist-pedestrian crossing across the slip lane on St Heliers Bay Road and a raised zebra crossing across the slip lane on the opposite side.
- Increasing the size of the traffic island to give more room for people on foot and on bikes. (The slip lane will be realigned slightly to make room for a larger island).
- Widening the footpath at the intersection on the western side of St Johns Road (by Meadowbank Pony Club).



Local connections

There has been feedback asking about local connections to the path, particularly if connections will be built from John Rymer Place and Gowing Drive. We understand that getting on and off the path, especially to access schools and transport hubs, is important to locals and will maximise

the number of trips that the path can be used for. Auckland Transport and Auckland Council are responsible for local links and are working with the Ōrākei Local Board to investigate future connections. Ōrākei Local Board has recently delivered connections in Tahapa Reserve, Meadowbank.

These connections, and accompanying upgrade work, run from Harapaki Road and Tahapa Crescent (from both the eastern and western ends) and will be connected to the Glen Innes to Tāmaki Drive Shared Path following our construction work in the reserve.

MEADOWBANK TRAIN STATION / ŌRĀKEI BASIN BOARDWALK

A 4m wide concrete path will travel past Meadowbank Train Station and along the northern side of Purewa Road to Ōrākei Basin and connect to the boardwalk (Section 3).

We will need to remove seven car parking spaces at the basin end of Purewa Road. However, we are doing what we can to maximise parking within the remaining space, including reconfiguring the parking on the southern side of the road to angled parking.

The shared path will cross KiwiRail and Watercare access roads at the basin end of the path (see diagram to the right). This is unavoidable, as we are unable to re-route the shared path or move the access points, but we have designed for safety here. Bollards will be installed to prevent unauthorised vehicle access to the maintenance roads and markings/surface treatments, as well as electronic signage (warning lights when the access is in use) to alert path users of the crossing.

► *The shared path beside Purewa Road and Meadowbank Train Station*

Much of the works across the project will take place during the daytime period from Monday to Friday, 7am to 7pm with some Saturday work when necessary. Within the rail corridor and at Meadowbank Train Station there will be

some works on weekends and public holidays, where required. These works will be undertaken when there is a full rail shutdown and we will notify affected residents in advance for any work outside of our normal work hours.



Tahapa East Reserve

Large areas of Tahapa Reserve East will be closed to the public from October 2020 through to early-2022. However, we will ensure that some areas of the reserve will remain accessible to the public to allow for

passage and dog walking. We may need to utilise the entrance to Tahapa Reserve East (43 Tahapa Crescent) from time to time for the construction works, but this will be for short periods only. Access to the playgrounds

will always be maintained. The area below the playground will be closed to the public from October 2020 to early-2022 including the path between both reserves.

Concrete path

The majority of the path will be a 4m concrete path, the cross section to the right shows the path and representative planting along the section behind Whytehead Crescent near Meadowbank Pony Club.



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NGĀ MAHI TOI ARTWORKS

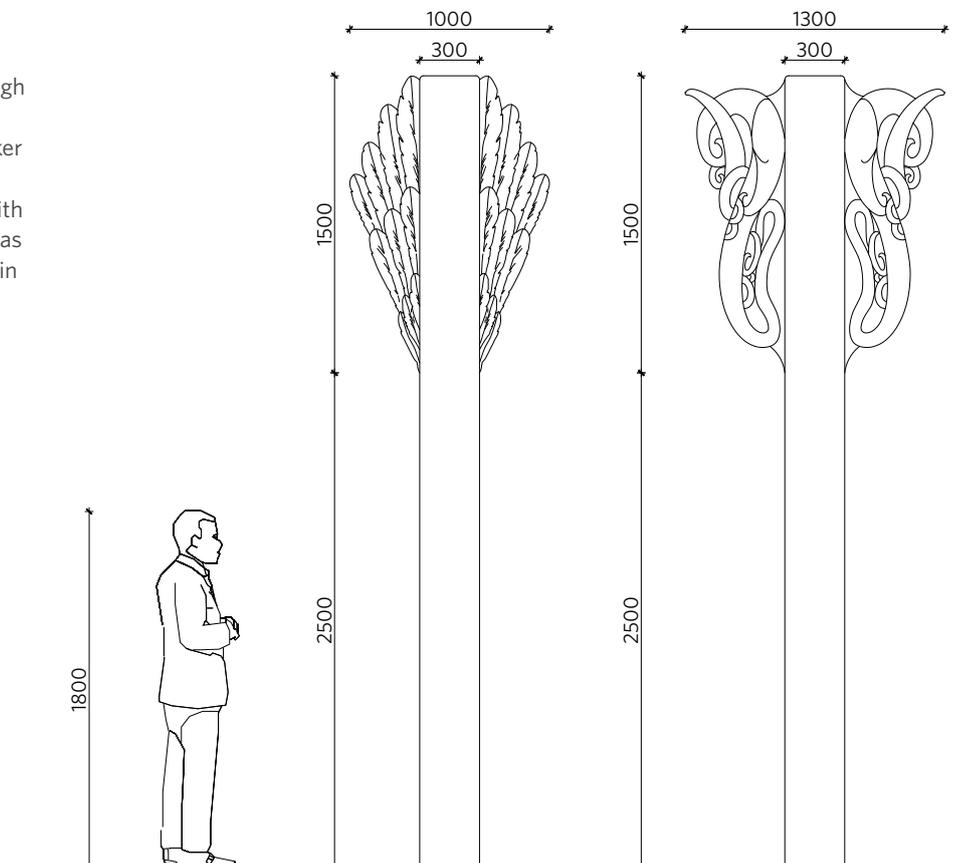
Ngā kaimahi toi (artists) have been engaged to design cultural artworks for the project. This includes pou at both ends of Section 2 (by St Johns Road/ Kohimarama Road and Ōrākei Basin), sections of carved handrails on the bridges, motifs for the perforated metal fall protection screens and concrete stencils in the path at various locations.

▲ Naming wall from the entrance of Section 1 on Merton's Road, this will be repeated at the Kohimarama Road entrance

Kohimarama Road entrance

The entrance at Kohimarama Road carries through the same language as the Section 1 entrance on Merton Road, including 'naming walls' and marker pou. Wayfinding will be incorporated into the project by Auckland Transport, in accordance with the regional strategies for cycle paths. Seating has not been incorporated due to space constraints in this area. However, the naming walls will double as a seat along the Kohimarama Road edge.

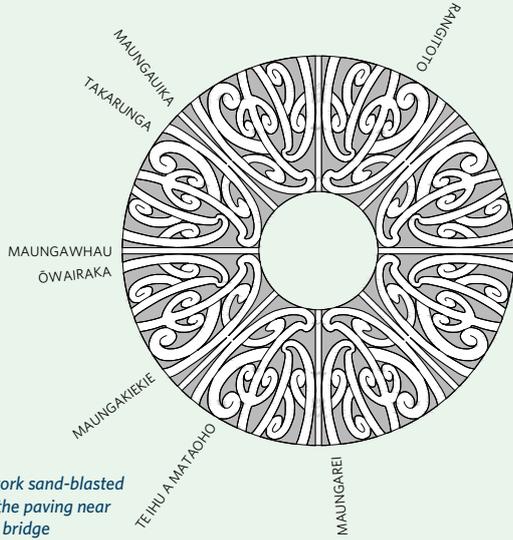
There are two pou proposed for this entrance, acting as a waharoa (gateway) for the start of Section 2 of the path. These pou will carry laser cut corten steel panels that reference the forest and stream environments of Pourewa valley, with representations of piwakawaka and tuna.



► Pou at the entrance to Kohimarama Road - wood poles with attached corten steel designs

Gully bridge

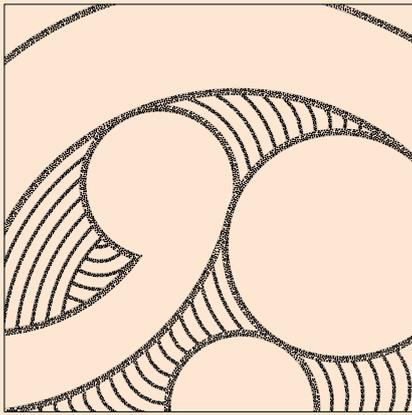
A viewpoint area is provided as a rest area and lookout uphill of the gully bridge. In this location there is proposed to be two seats, of a design commensurate with other areas of the path, and an artwork sand-blasted into the paving, which provides a compass and reference to landmarks within Tāmaki Makaurau. This provides orientation to the path user, as well as drawing attention to important reference points to Mana Whenua within the region.



► Artwork sand-blasted into the paving near gully bridge

Rail bridge

The rail overbridge is introduced with artwork sand-blasted into the concrete footpath at each end, carved into the wooden handrails, and perforated fall protection screens. The four-fall protection steel panels will pick up on specific elements of te whanau whakapapa pattern, repeating these elements in different ways.



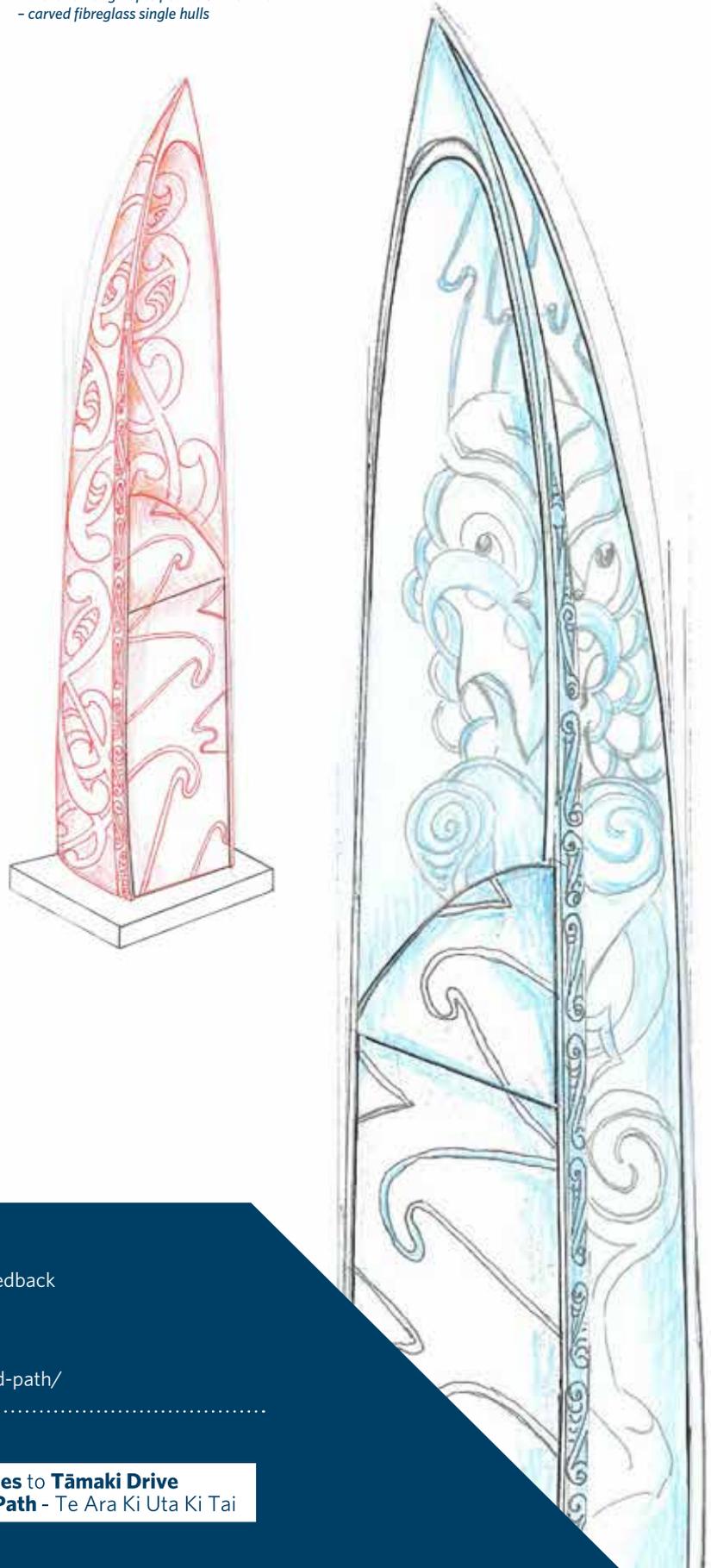
◀ Detail of the fall protection screen with artwork integrated

Ōrākei Basin entrance

The entrance to the Ōrākei Basin and Section 3 of Te Ara ki Uta ki Tai, carries through the same themes as the Kohimarama Road entrance, including 'naming walls' and marker pou.

Two pou are shown at the head of the landform before the Ōrākei Basin, acting as a waharoa (gateway) to Section 3 and 2. These pou are proposed to be carved from the two halves of a waka, facing toward the sea and land. The materiality of these pou will be unique from other pou on the shared path, formed from a fibreglass shell.

▼ Indicative design of te pou at Orakei basin - carved fibreglass single hulls



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PLANTING AND RESTORATION

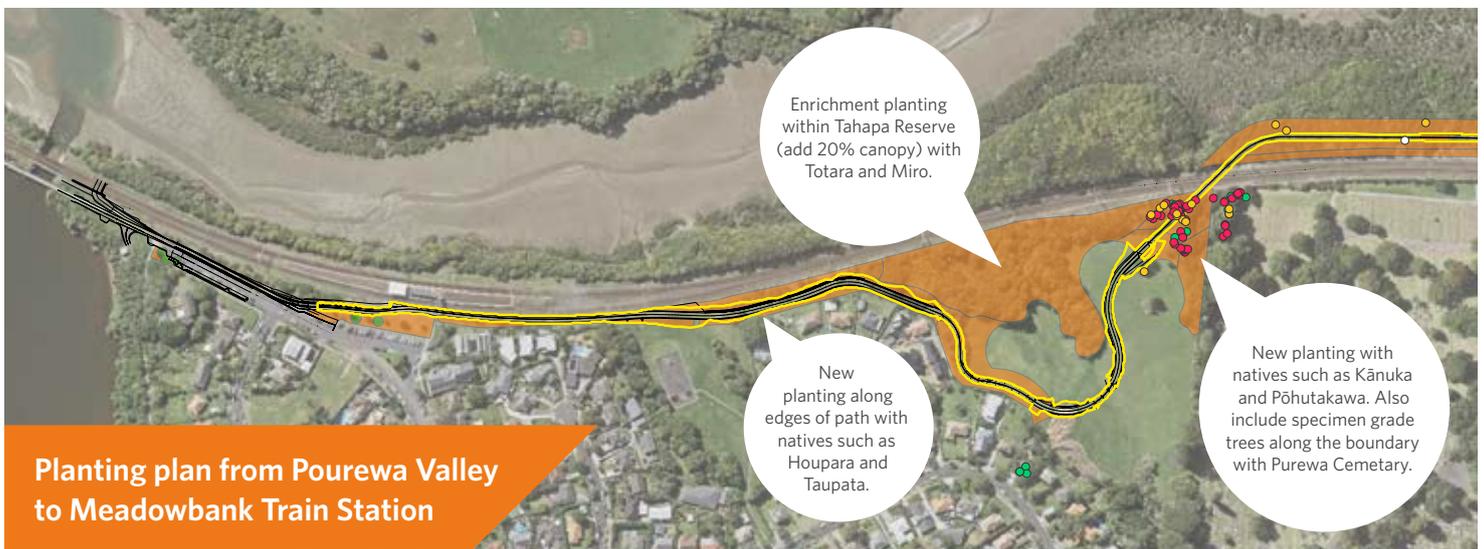
Planting and restoration are an important part of the project. Pest-plant and weed control will be carried out in and around the construction area to support the restoration efforts of community groups and the Ōrākei Local Board. Vegetation lost as a result of site works will be replaced with representative native species to enhance quality and diversity of habitat, and to support native wildlife. Mana whenua and Auckland Council have both assisted with plant selection.

Planting plans

We will be planting over five hectares with native shrubs and 368 specimen trees. Specimen trees include, but are not limited to Tōtara, Tītoki, Nīkau, Kohehe, Kānuka and Pōhutakawa. We will also be increasing the canopy cover in Pourewa Valley and Tahapa Reserve East and restoring wetland.

- ▶ Proposed planting beside the shared path
- ▼ Proposed planting beside the boardwalk, adjacent to the Eastern railway tracks





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