

Newmarket Level Crossing

Community Liaison Group Meeting

22 September 2014



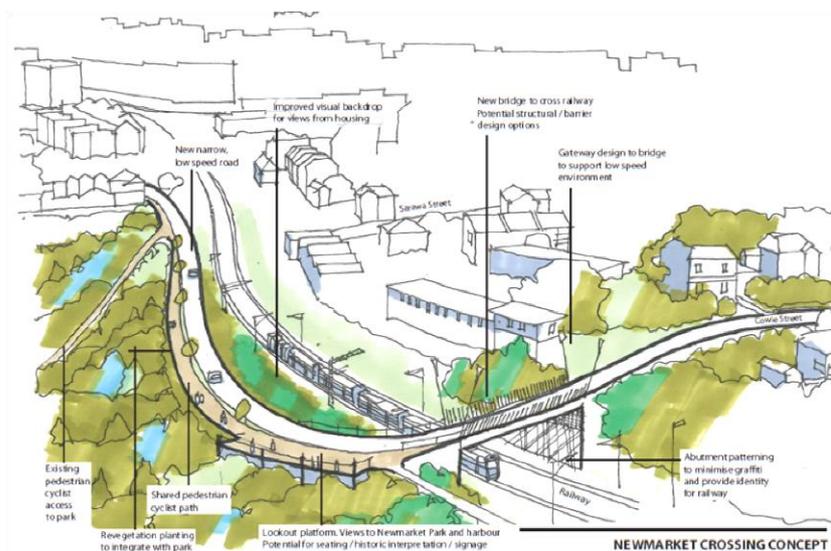
Welcome and Agenda

Alternative underpass proposal:

- Report on AT and Opus assessment of the Cowie Street Residents Association (CSRA) underpass proposal.

Cowie Street bridge design:

- Presentation of current progress on the bridge design and the process for feedback on the design.



CSRA underpass proposal

CSRA and AT engagement:

- AT Board decision to progress Cowie Street bridge December 2013.
- Two reports received by AT from the CSRA on 14th May and 12th August.
- Meeting held between AT, the CSRA and consultants on 5th June to discuss the underpass proposal and assessment.
- Series of meetings held between designers and traffic safety consultants between June and August to review different aspects of the design.
- The CSRA presented their proposal to the AT Board on 29th July.
- AT concluded its assessment on 2nd September. Report provided to the Waitemata Local Board and to the CSRA.
- AT assessment available at: www.at.govt.nz/newmarketcrossing
- AT Board has been closely involved in the discussion.

Challenges with an underpass design

Key issues identified by AT in its 2013 Scheme Assessment Report:

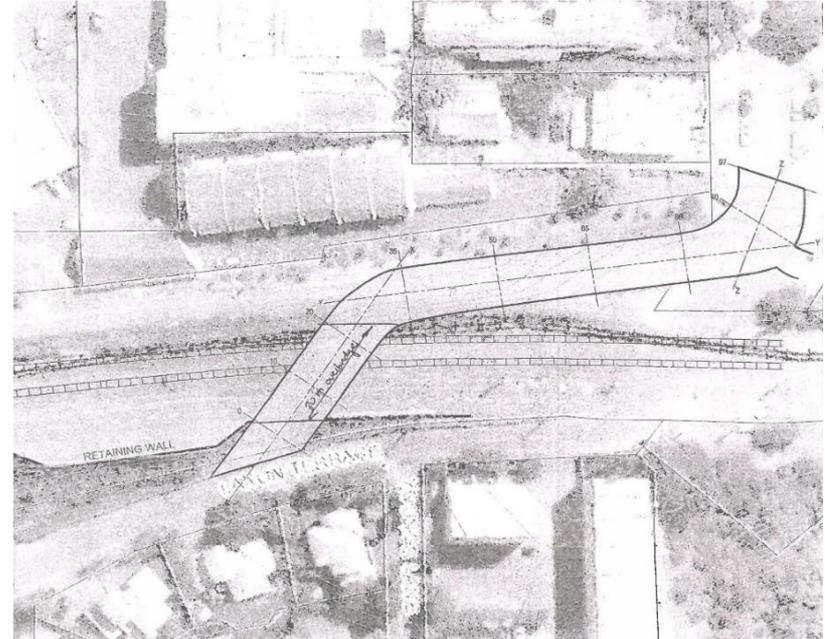
- High construction and rail service disruption risk
- Most challenging CPTED compared to alternative options
- More significant traffic safety issues compared to alternative options
- Low benefit-cost ratio compared to alternative options



AT's position is that the CSRA's underpass proposal does not adequately address these challenges.

AT and Opus analysis of the CSRA design

- The option remains technically feasible.
- The CSRA do not compare CPTED or traffic safety to alternative options such as a bridge. AT's position is that a bridge remains superior to an underpass in both of these aspects.
- The duration of construction requiring a rail shutdown is optimistic and not supported by cited example of KiwiRail bridge.
- Optimistic design assumptions, cost estimate exclusions and caveats lead to an optimistic evaluation of the underpass costs.
- Conclusion is that a bridge option remains a better solution when compared to an underpass.



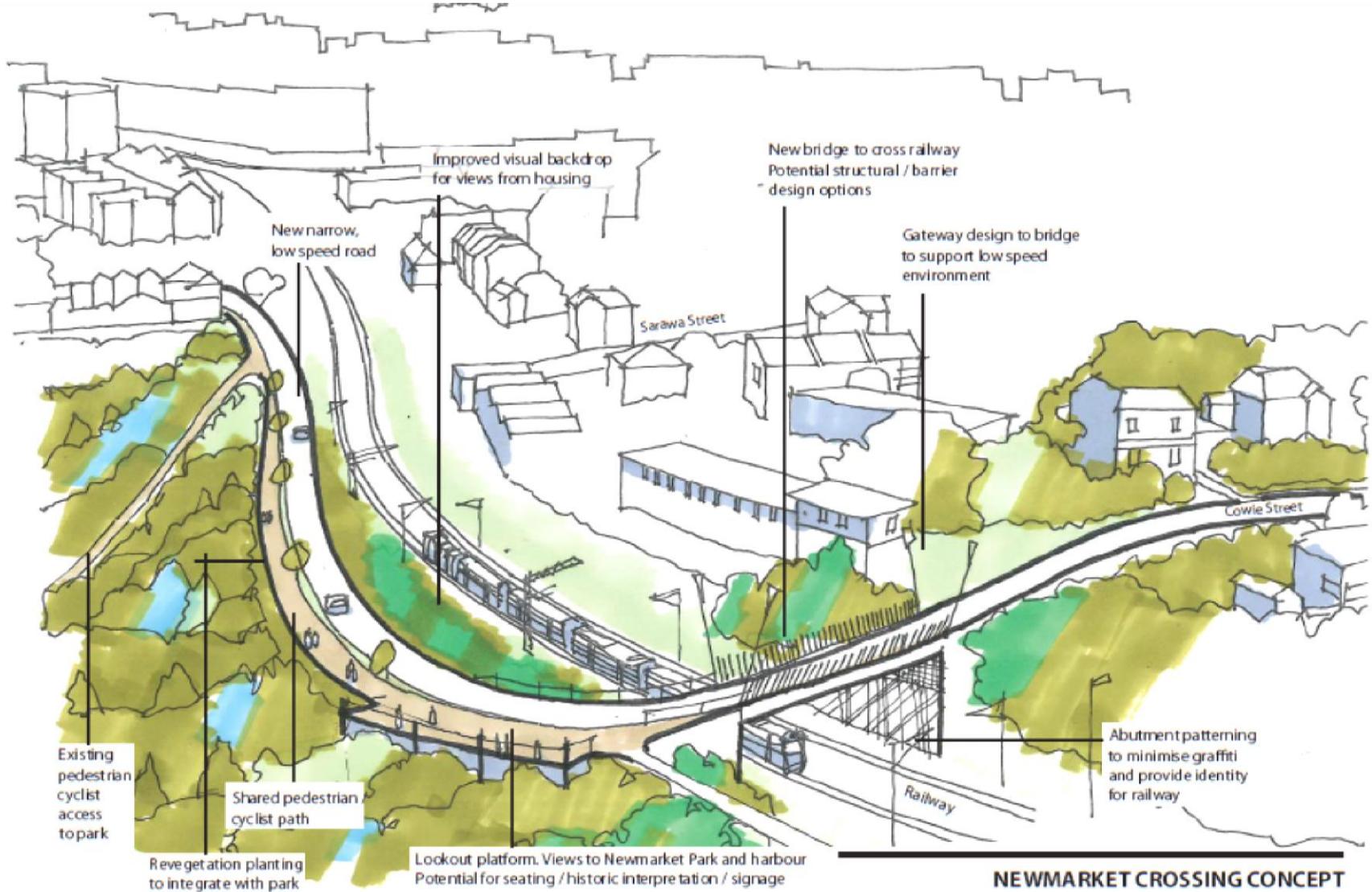
Cowie Street bridge design

- We will shortly be contacting residents for feedback on aspects of the concept design. Principal areas for feedback:
 - Connectivity
 - Road design
 - Landscaping
 - Improved amenity opportunities, e.g. viewing platform.
- Further opportunity at the detailed design phase for feedback on finer details such as lighting, aesthetics, etc.
- We are also seeking input from interested and land-owning parties such as the Waitemata Local Board, AC Parks, and iwi.
- We will mail out a survey pack to residents with three weeks for feedback. This will also be available on the AT website.
- AT will hold another community meeting in November to report back on feedback received and final concept design.

Cowie Street bridge concept design



Cowie Street bridge sketch



NEWMARKET CROSSING CONCEPT



Sketch of view from Cowie Street

VIEW FROM COWIE STREET TO NEW BRIDGE

New bridge and gateway
to support low speed environment

COWIE STREET



Cowie Street bridge alignment

- The design solution achieves the following:
 - No impact on the electric lines over the rail corridor.
 - Minimises the amount of private land needed.
 - Curve of bridge supports a safe, low-speed road environment.
 - Precast construction materials minimises impact on residents and rail operations during installation.
- The shape minimises the impact on Newmarket Park. AT will seek agreement on the design from the Waitemata Local Board and AC Parks.
- Connects to Laxon Terrace where existing walkway to Newmarket Park begins.
- The bridge connects to Cowie Street via land at 9 Cowie Street.
- We will be engaging further with Sarawia Street residents on the shape of the cul de sac at the termination of the street.

Sarawia Street cul-de-sac



- Following bridge construction, the level crossing will be dismantled and the crossing closed.
- Intention to fence the crossing, with secure gated access for KiwiRail.
- Currently an issue with stormwater flowing into the crossing and damaging the road. Intention to address stormwater issues as part of this work.

Next steps

- AT to circulate survey forms and design information to the community and gather feedback on the bridge concept design.
- Residents will have a three-week period for feedback.
- AT will also engage with other stakeholders (Waitemata Local Board, iwi, community groups) for their feedback during this period.
- A further community meeting is planned for November. We will report back on the feedback received and let you know how it influenced the final concept design. We will also respond separately to all submitters.
- A notified consent lodgement before the end of 2014.
- Further engagement with residents during the detailed design phase to finalise landscaping and urban design features before construction.