



# Quay St Cycleway

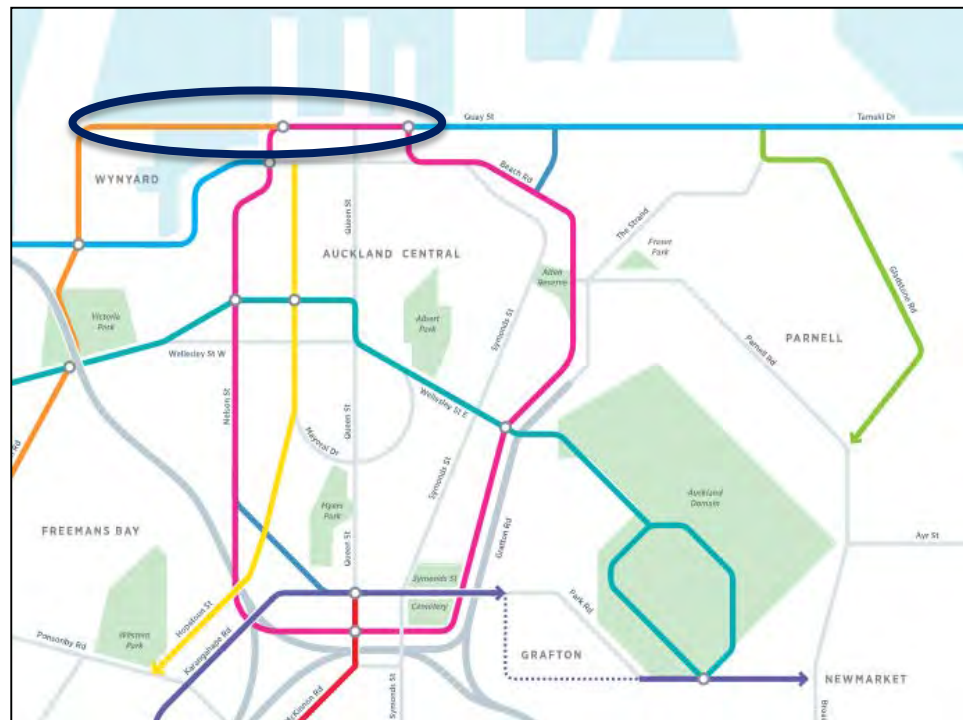
Road Engineering Association, Auckland, 17 August 2016

# Summary

- Introduction & Background
- Project Considerations
- Project walkthrough from Lower Hobson St to Plumer St
- Reasons for Success
- Lessons Learnt
- Questions

# Introduction & Background

- ❑ Project Extent: Lower Hobson St to Tinley/Plumer St
- ❑ 1km bi-directional on-road protected cycleway
- ❑ Budget \$2.5m
- ❑ Interim facility – approx 5-10 years
- ❑ Construction – 7 March to 8 July 2016
- ❑ Key strategic connection for cycling network;
  - Connects Nelson St (Stage 2) to Beach Rd
  - Connection to Tamaki Drive
- ❑ Quay St a Key Transport Corridor – 25,000 vehicles per day, 6 lanes, POAL, Ferrys, Cruise ships, Buses, Britomart Train Station



# Project Considerations

## Design Considerations

- Intersection treatments – cycle ramps, Barnes dance crossings
- Queens Wharf entrance – safety
- Explorer Bus stop removal & relocation
- Surface water
- Concrete Separators/Planter boxes – locations, dimensions, safety

## Project Management Considerations

- Timing and coordination with CRL
- Accelerated Delivery – parallel activities/project phases
- Traffic Modelling – traffic impacts (capacity & turning movements)
- Benefit realisation – Cycle Counter
- Stakeholder Management

## Construction Considerations

- Temporary Traffic Management & tight working hours. Working around events, cruise ship arrivals, tour buses etc
- Busy corridor, key East-West link
- Programme flexibility – design changes
- Quality/Attention to detail – Auckland's doorstep for tourists, PT users, events, etc



# Lower Hobson St – Off-road cycle path <sup>5</sup>





# Lower Queen St – On-road cycle path



# Queens Wharf/Explorer Bus Stop





# Tinley St – Off-road cycle path





# Tinley St – Off-road cycle path



# Plumer St - crossing



# Reasons for Success

- ✓ **Can do attitude** across the project team, including the contractor
- ✓ **Support from management** to push the boundaries
- ✓ **Collaboration** with Project Partners and stakeholders
- ✓ **Flexibility** from contractor



# Key Lessons Learnt & Outcomes

## Procurement

- ❑ Risk & Reward - Lowest Price Conforming not always suitable. Project was high risk i.e programme pressure, high profile location, complex TTM
- ❑ Tendering on preliminary design instead of detailed design saves time but adds cost, quality and management risk

## Design

- ❑ Coordinating design changes with construction sequencing & programme
- ❑ Designer struggled to complete design changes in time with construction activity
- ❑ Project morphed into a design and build contract

## Budget

- ❑ Contract Contingency – allowed for 30% to cater for design changes (from prelim design to detailed design). This was pushed to the limit

## Programme

- ❑ Completed key construction activities first – removed the central raised median and installed final lane layout early
- ❑ Project delivered on time despite design changes and extra scope
- ❑ Parallel work activities to meet accelerated programme i.e procurement, design, consultation

# Key Lessons Learnt & Outcomes

## Quality

- ❑ Programme pressure – direct correlation to attention to detail!

## Scope Management

- ❑ Additional scope put strain on deadlines

## Temporary Traffic Management (TTM)

- ❑ TTM was a key project risk, well managed by a good STMS
- ❑ Required frequent close coordination with Auckland Transport's 'Road Corridor Access' team

## Stakeholders

- ❑ Weekly Project Newsletters well received by affected property and business owners
- ❑ Need to ensure that project/design changes are documented and project stakeholders kept informed

# Questions ?