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
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 ?