

WAIKARAKA CYCLEWAY: LESSONS LEARNT



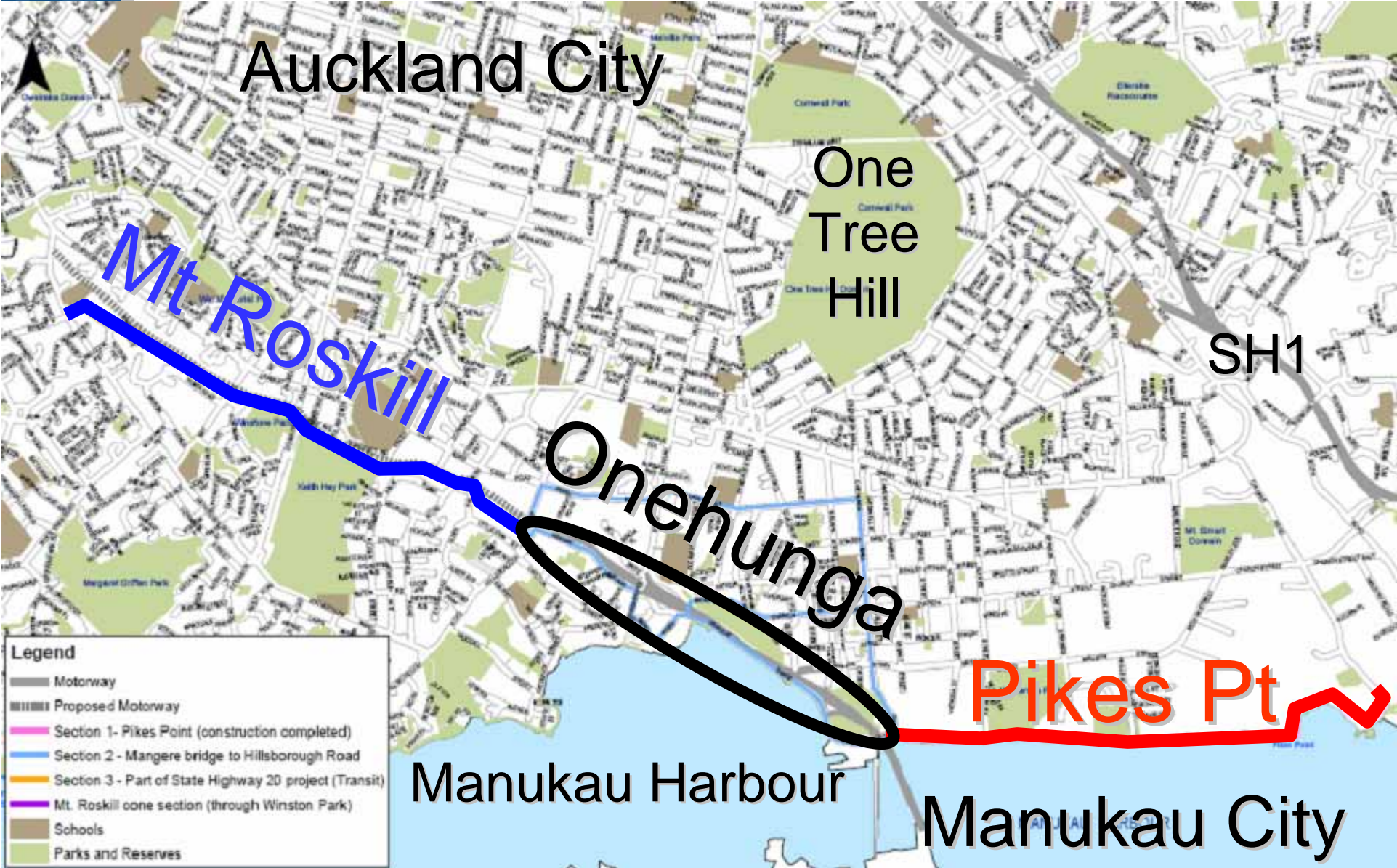
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Introduction

- Waikaraka cycleway is key link in Auckland regional cycle network
- Lessons learnt from two sections:
 - Pikes Point section
 - Mt Roskill cone section
- Ina Stenzel project managed these

Waikaraka Cycleway



Pikes Point section

- 4km long
- Off-road facility built along existing path
- Construction began June 2006
- Originally due by Dec 2006
- Opened in September 2007
- Issues with construction method & asset performance
- Cost increased from \$1.45m to \$2.26m

Pikes Point section





Original condition

Issues - Surface construction

- Original design widened existing path
- Existing path had variable quality & thickness, minimal basecourse
- Concern about design tolerances & long-term asset performance
- Preferred solution replacement of existing path over entire length
- Higher quality asset with much improved aesthetics



Existing condition



Original design



Eventual design solution

Issues – Contaminated site

- Cycleway along old landfill site for 700m
- Foundations required additional work
- Initial tests failed to identify scale of problem
- Landfill section also covered in dense vegetation & with large gas pipeline
- Original construction method not appropriate
- Needed to avoid disturbing existing ground while installing quality basecourse

Issues - Cycleway fence

- Design consultant underestimated need for & length of fencing required through contaminated area
- Oversight corrected at late stage
- Contract variation needed to cover full cost of fencing



Issues - Landfill

- Previously unknown landfill discovered during drilling works for new boardwalk
- Risk of asbestos contamination
- New resource consent & an Asbestos Management Plan needed
- Delayed construction by 3 months



Learnings

- Issues could be prevented if identified early (e.g. more extensive survey of landfills, depth of basecourse)
- Emphasis on high quality asset rather than scaling down project quality or quantity to fit budget
- Political approval assisted by showing importance of route for regional cycle network & council's cycle strategy







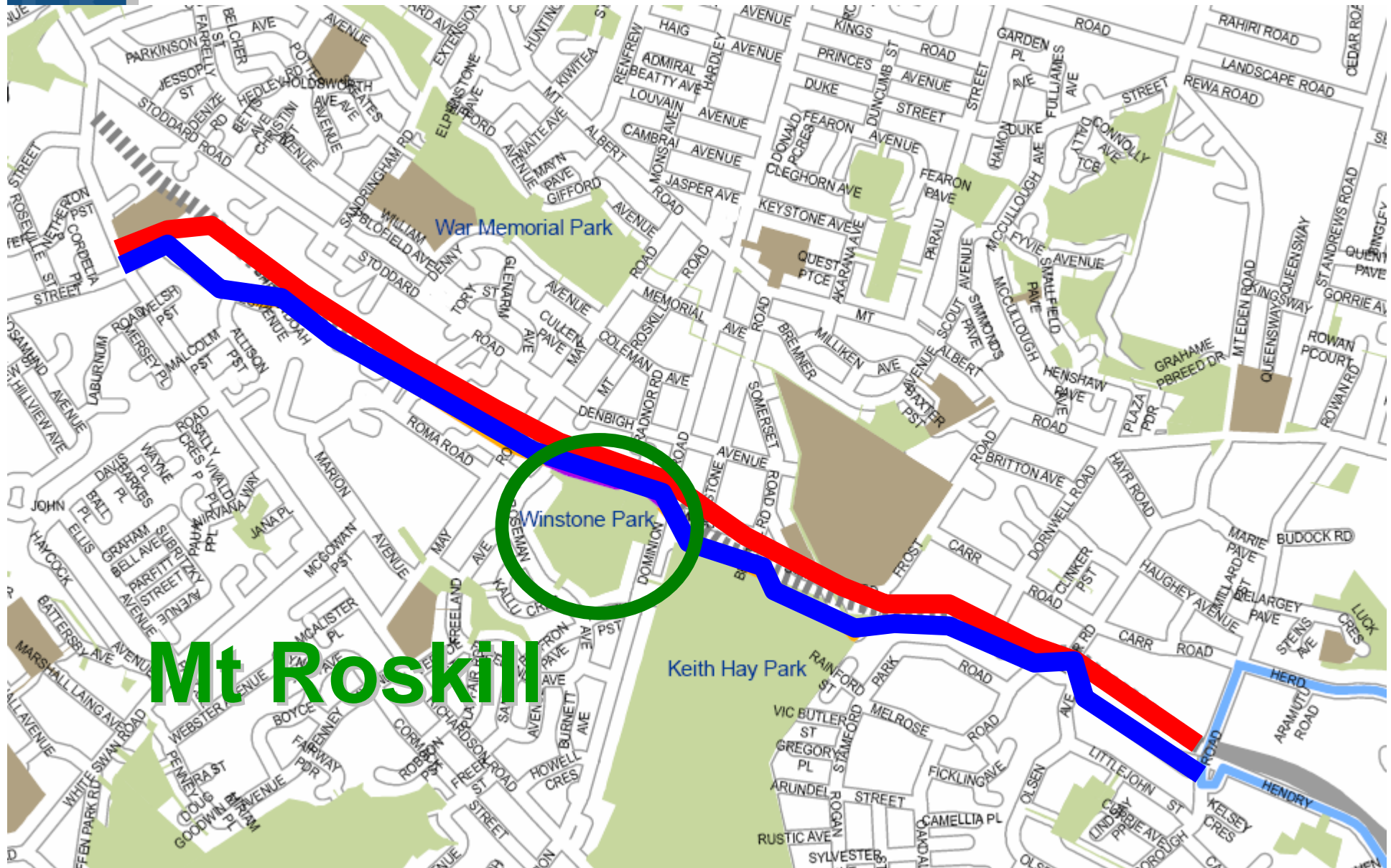




Mt Roskill cone section (Winstone Park)

- Cycleway along Transit NZ's SH20 Mt Roskill extension
- SH20 involves excavation of edge of Mt Roskill volcanic cone
- Major complications due to cultural & heritage significance of cone

Mt Roskill cone section







Issue – Cone excavations

- Opposed by Akl Volcanic Cone Society, Ngati Whatua, DoC, Akl Regional Council, etc
- 1915 Cones Act used to prevent further work
- New design shifted SH20 away from cone & avoided major excavation for cycleway
- Still opposition to visual & physical impacts on cone
- Designs changes to use existing path but still no stakeholder agreement

Issues – cont'd

- Council commissioned an opponent (landscape architect) to prepare design & landscape plan
- Opponent used his professional skills to negotiate with other opponents & develop the plan

Issues – cont'd

- New plan reduced overall project footprint
- Reduced physical & visual impact on cone
- Landscaping acknowledges significance of cone to iwi
- Landscape plan incorporates a new stonewalls & planting
- Narrower path width than preferred (2.1m or 2.4m, with 1.5m over middle section)

Original design



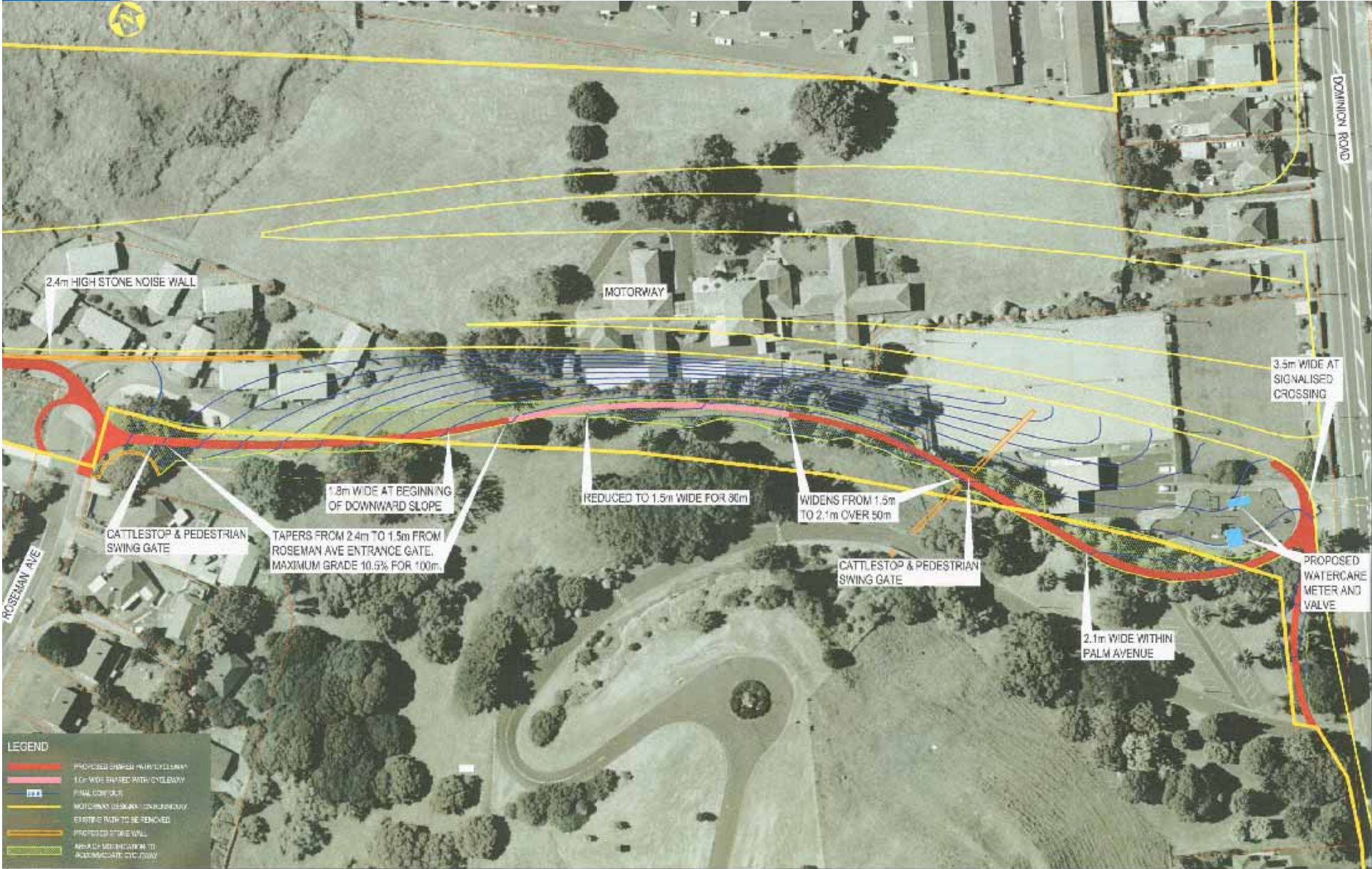
Alternative suggestion



Final design



Plan of final design



Issues – cont'd

- Stakeholders agreed to revised plan
- Lodging consents in Nov with Auckland City & NZ Historic Places Trust
- Construction depends on consent progress but aiming for late 2008
- Cost approx \$1.3m

Learnings

- Major delays but overall aim will be achieved
- Satisfies stakeholders who initially opposed the project
- Engagement of opponent utilised his skills to develop possible solutions
- Difficult negotiation task was taken on by this stakeholder
- Regional cycle network meant project not seen in isolation

Conclusions

- These projects gave valuable learnings
- Significant budget increases don't rule out high quality outcomes
- Use opponent's skills to develop solutions which achieve Council's goals & meet stakeholder concerns
- Hope that lessons learned assist other councils in their cycling projects

Questions or comments?

Or contact the authors later

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