

PAPAKOWHAI SHARED PATH

Project Plan

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1. Project description

Papakowhai Road is an important strategic link. It is identified as a primary walking and cycling connection in the Porirua Network Operating Framework 2022. It is also part of the national Te Araroa Trail but currently requires cyclist to ride on the road.

This project seeks to create a quality separated shared path and cycleway that fills a gap in the cycleway spine that runs north/south through the city. Papakowhai Road is shown below.

This path will support mode shift in Porirua and support marginal users taking up alternative travel and commute options.

This corridor is a generally wide local road (refer figure 1) running parallel to SH59 along the historic coastline of Porirua Harbour and connects important destinations including Aotea College, Police College, Aotea Lagoon Park, Paremata School and Paremata Railway Station. It is an ideal location for a safe and accessible share path and cycleway.

Porirua City Council and Waka Kotahi are already undertaking projects at each end of the project corridor that will anchor and integrate with this shared path and cycleway. At the southern end of Papakowhai Road an intersection upgrade will be underway in a few years to improve walking and cycling access across Whitford Brown Avenue, a busy arterial route. To the north Waka Kotahi is working on the future of SH59 as part of meeting consent conditions for Transmission Gully Motorway.



Figure 1 Papakowhai Road

This project will improve crossing points at intersections and provide measures to manage speeds through the corridor. The project will integrate with future projects to the south and north to complete a gap in the strategic north/south walking and cycling network. Refer to figure 2.

Our community have told us that aesthetics of the cycleway is also important and there is a desire to incorporate features to acknowledge the path following the historical coastline. Our proposal includes planting plans as low-cost additions to improve uptake of the infrastructure.

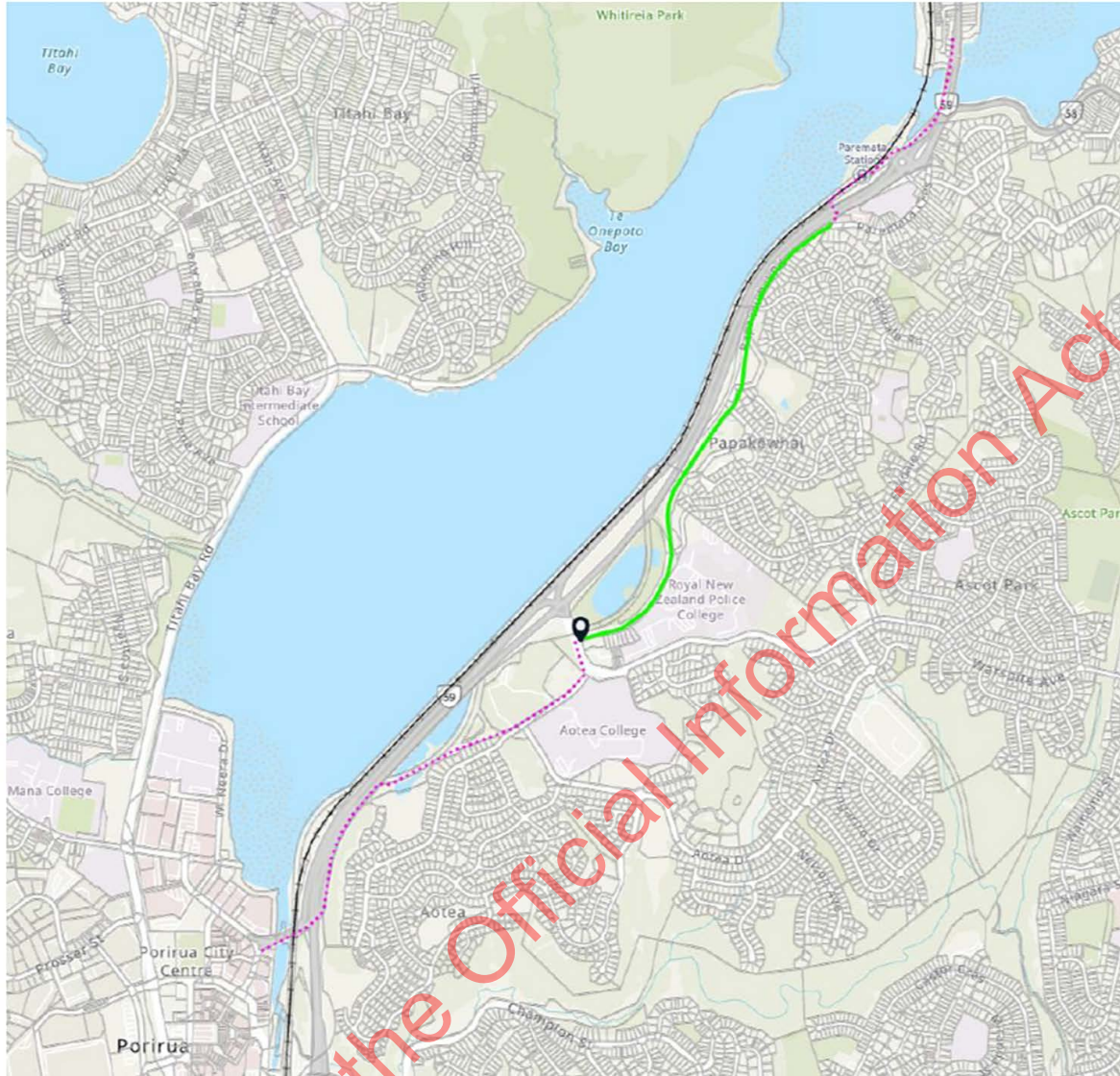


Figure 2 The Proposed cycleway fills a gap in the cycle path spine through the city

2. Context and objectives

No matter where we live, we should be able to move easily around our city in ways that help us to protect our climate. We need to transition to a low-emissions and climate-resilient future for the benefit of all New Zealanders and future generations to come.

Paremata Crescent and Papakowhai Road are key links in our pedestrian and cycle routes that help to connect the northern and southern parts of the city.

The objectives of the shared path are as follows:

- Provide an off-road shared path where possible that connects the existing shared paths at either ends of this project. This will be a project that should support a mode shift to walking, cycling or other active transport options and should create a positive impression on people considering alternative modes of transport.

- Provide a safe environment for the vulnerable user to walk/cycle and feel safe. This will be provided through the off-road facility, slower speed environment, safety improvements at midblock crossing points and at intersection crossing points.

This project when finished should have a positive impact on the environment as it is adjacent to harbour wetlands and the Aotea Lagoon

3. In scope

A shared path from 125m north of the Whitford Brown/Papakowhai intersection to the State Highway 58 "Whitby" roundabout.

Treatments include:

- Offroad asphalt and concrete shared path
- Adjacent lighting improvements
- On road traffic calming (northern section where width restricted)
- Kerb realignment for traffic calming and safer parking near path at Aotea Lagoon
- Traffic calming through appropriate generic treatments (build-outs, raised crossings etc)
- Amenity planting
- A pump track located in Aotea Lagoon

4. Not in scope

- This project does not extend North past the SH59 bridge or South of the Whitford Brown intersection
- This project does not resolve the Paremata pedestrian over bridge challenges
- Path connections to this shared path are excluded.
- This project no longer includes the dedicated path on the Aotea lagoon side due to budget constraints but may be looked at as part of a future project

5. Benefits to be provided

Short Term

- Delivery of a 1.75km off-road shared path. Noting there is 2.1km of treated road
- Immediate safety improvements that result from the construction of this off-road shared path facility
- Safer, slower speed environment
- Safer crossing points
- Safer intersections
- Increased amenity for the immediate area

Medium term

- Increase in positive perception of the path and alternative modes of transport
- Increase uptake of local commuters

Long term

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- Increased uptake of general commuters, especially for the adjacent schools and the police college
- This project when completed should have a positive impact on the environment as it is adjacent to harbour wetlands and the Aotea Lagoon. This will be through selective planting that both promotes safer speeds, amenity and water treatment.

6. Outputs

The planned project outputs are:

- Shared Path of approx. 1.75km (programme and cost savings dependant)
- 2.1km of treated road corridor. Includes 1.75km of shared path and 350m of road corridor with traffic calming
- Path width 2.5-3.0m
- Four raised crossings at the roads intersecting the shared path
- Raised crossing on Papakowhai road for Aotea playground access
- Raised crossing on Papakowhai road for Paremata rail platform access
- Raised crossing on Paremata Cres for Paremata School access
- Slow zone around the Aotea lagoon

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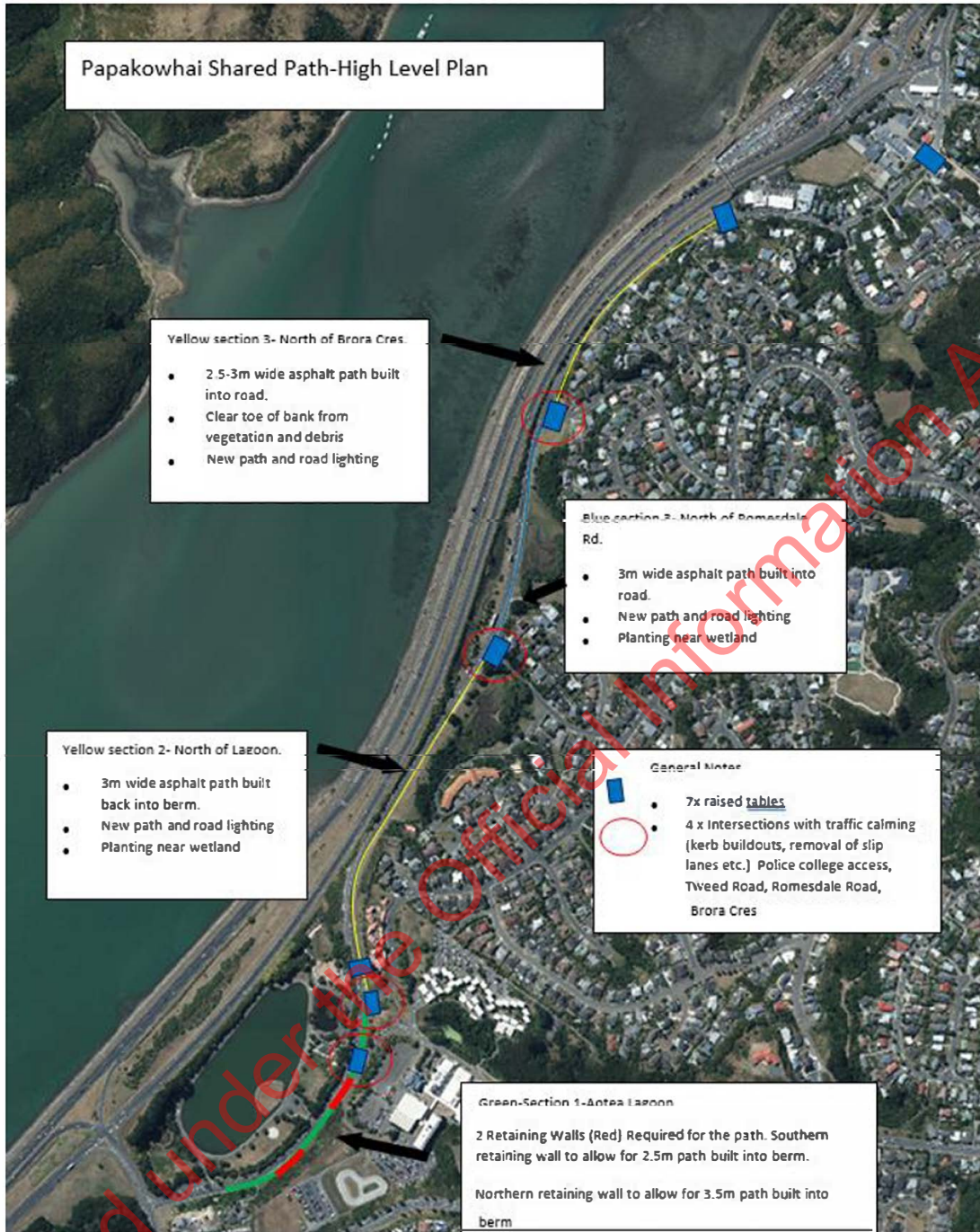


Figure 3 Basic overview of scope for the shared path

7. Design details and Methodology

The original plan was to break the project into two sections. Section 1 (quick wins) and Section 2 (Aotea lagoon) as shown below:

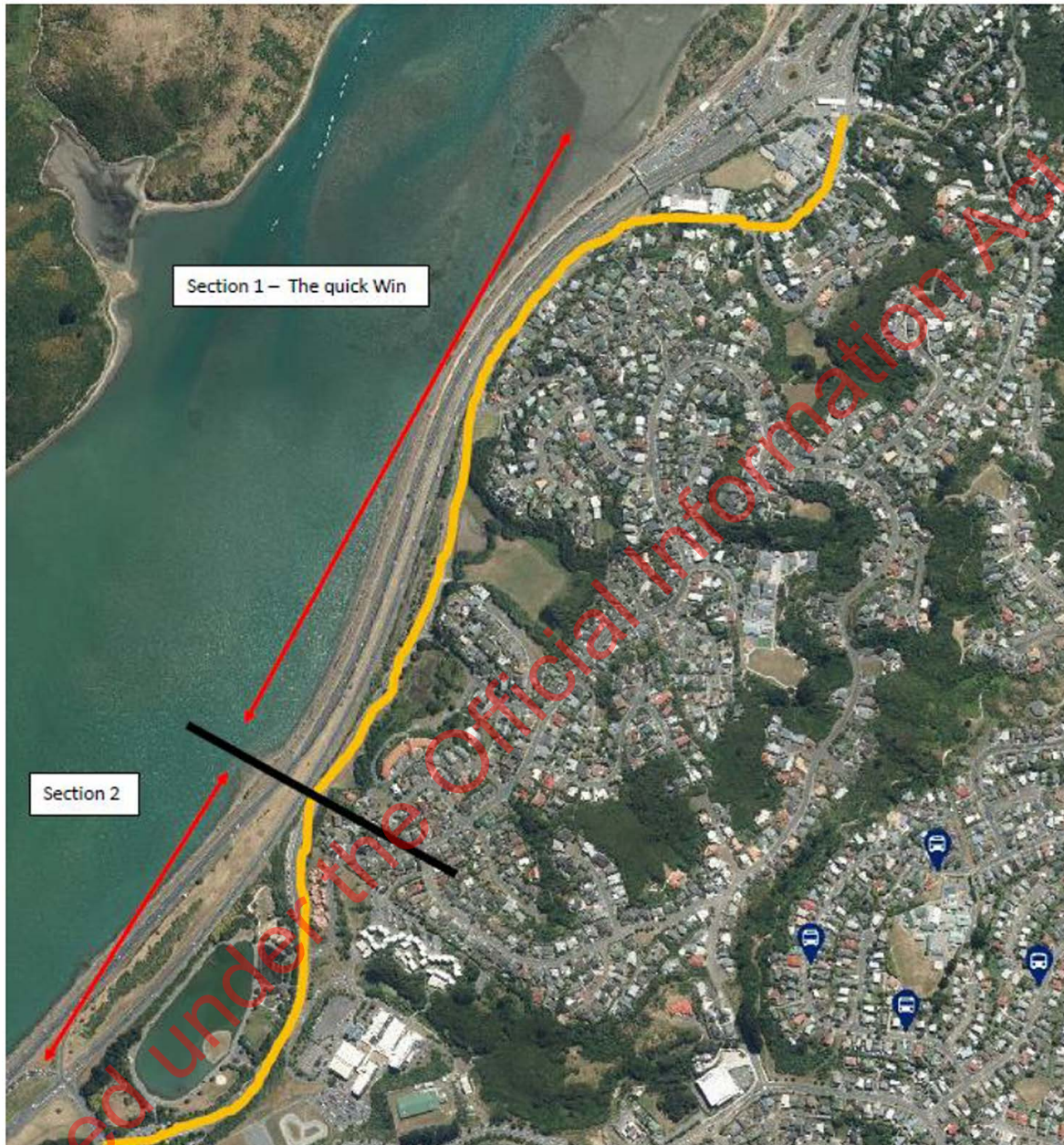


Figure 4 The two sections of the project

While the sections have changed, most of the treatments have been retained.

Section one (Part A) – is an area that has space and is where we are doing the following.

- Widen the path into the road. Reallocate road space to make the road “feel like slower environment”.
- These intersections need traffic calming, i.e., reduce intersection radius through kerb build outs. Remove slip lanes and install raised tables across all intersections that the path crosses.

- We have retained some additional planting in this area to treat any runoff and improve wetland water quality.

Section one (Part B) - No space for an off-road facility. Create a “sharrow zone” include traffic calming treatments and threshold treatment to this area. We will be adding a raised pedestrian crossing at the existing crossing site near Paremata School to assist in walking safety and reducing speeds throughout the corridor. The speed through this area is planned to be reduced permanently to 30kph. Noting the future plan in the LTP is to remove the two aged overbridges and construct a dedicated walking/cycling bridge that better connects to the shared path north of the SH 59 Roundabout, thus removing the need to travel along Paremata Cres

Section Two (Lagoon) – We have designed and started construction of the shared path on the East (suburban) side this is to capture the users from the Paremata and Papakowhai catchment. Two retaining walls are being constructed due to grassy bank. We are treating the Police college and Tweed Road intersections with raised tables to promote the shared path.

- Install raised tables/crossings as a threshold to the “Aotea Lagoon” zone.
- We are intending to have vapor blasted patterning in path design in the areas where concrete is used.
- We will install the approved activation features to lagoon / pump track area i.e. bike parking and bike tool stations

What has been removed from the scope is:

- Extended recessed parking on Lagoon side and a dedicated pedestrian footpath on lagoon side to connect the two lagoon carparks. This is for families so they don’t need to mix with the commuter cyclists. At this point we do not have the budget but this might be looked at as a separate project
- We would have liked to see water sensitive stormwater design introduced in this section given the location to the wetlands (modular and off shelf if possible). This area also tends to further planting, for both wetlands and traffic calming. We had to descope the water sensitive design aspect in regards to modular rain gardens due to budgetary restraints for installation and maintenance.

Section 3 and 4 Part A – Indicative mark up

The general treatment for this section is as follows:

- Kerb build out and road narrowing
- Upgrade lighting
- Use existing storm water network just extend sump leads
- Intersection narrowing and calming
- Raised tables at all crossed intersection
- Planting near existing wetlands



Figure 5 Snip of Section 1 and proposed general treatment

Section 1 and 2-Aotea lagoon - Indicative mark up

The general treatment for this section is as follows:

- Keep existing kerb on the right hand side and widen path to 2.5m-3.5m towards grassy bank. Will require low retaining (<1.5m) on two areas
- Raised tables at the threshold to the lagoon North and South on Papakowhai Rd to promote a lower speed area around the lagoon. The Southern raised table is currently part of another project but may be rescoped into this project
- No longer is scope is the path on the western side due to budget constraints.



Figure 6 Snip of Section 2 Aotea Lagoon and proposed treatment

Procurement Process

For both the design stage and physical works stage we used open tendering as aligns with the Porirua City Council Procurement policy as the value of works was greater than \$100,000 and there is more than one capable supplier.

Procurement for both of these were advertised on the Government Electronic Tendering System (GETS)

Refer to programme in subsequent section for timing details.

As the project estimates and the project funding budgets were fairly close and because there was limited market tension. We were clear around messaging throughout the tender process that we planned start at the southern end of the project and work our way north. There may be a need to stop the project if the programme or budget was going to be exhausted.

Key assumptions and risks

- We have assumed the following when undertaking this shared path as part of the Transport Choices programme:
 - Project treatments are off the shelf “tried and true”
 - This is to manage and reduce project design risk which translates to construction risk
 - Where there are pinch points and a min 3.0m wide path cannot be achieved we will accept isolated short sections of lesser width in lieu of extensive earth works and large retaining works
 - There are only minor consents required for the low retaining wall in front of the police college
 - The adjacent Whitford Brown / Papakowhai intersection project will deliver the safe signalised pedestrian crossing required for Whitford Brown Ave

Key project risks:

- **Tight programme:**
The programme for delivery of the pre-implementation and implementation is tight. To manage this and enable a shorter design programme we have;
Budget is very close to engineers estimate
Limited market tension
 - scoped the works thoroughly and provided a fairly prescriptive tender.
 - Brought the survey and geotechnical investigation forward so the information is ready when the design tender is awarded
- **Busy professional services industry:**
The market is saturated with work, to manage this we approached several key service providers to gauge interest, get them onboard early and understand what we can do to make it easier for them to tender and make the work more appealing and easier/quicker to deliver
- **Communication and engagement:**
We have a communications and engagement plan in place as part of the preliminary phase. Some of the communications risks include:

- managing the messaging to the public when the implementation funding is not confirmed.
- Balancing communication of wider affected parties and engagement of directly affected to reduce programme challenges
- Undertaking early engagement with Ngati Toa to ensure they have adequate input while managing the scope they can input into to meet programme

- Tie into pedestrian rail over bridge:
GWRC have expressed concern that this path project is going ahead and that the pedestrian rail bridge is not going ahead at this stage. The concern is that this project will promote more cyclists to ride over the pedestrian rail bridge and cycle over the rail platform.

- Other projects
There are adjacent projects that have a similar timing to our project. These include:
 - Papakowhai wastewater pipe slip lining will be undertaken in the next few years- We have worked in with Wellington Water to reduce future damage to the shared path while they do some work before we put our infrastructure in. This has worked well.
 - Whitford Brown/Papakowhai Intersection upgrade which has been deferred to 2025-26 so some re-scoping of the Whitford Brown end of the shared path had to be undertaken as there will be a significant gap in time before the Whitford Brown project links into this project.
 - PCC Schools safety-which our contractor is also working on which could result in lack of resources
 - Aotea Lagoon upgrade beginning in May which may cause further disruption to the public using the Lagoon and reflect on this project.

- Cost increase and rescoping
There is a risk of materials and labour costs increasing throughout the project, especially if there are delays meaning rescoping may/will be required. Our main goal will be metres of path delivered so any rescoping will prioritise length of path so we will look at rescoping other areas before removing path length.

Project risks realised and consequences

- Delay in construction start due to earthwork consent requirements and delay on GWRC side meaning JFC's intended start date of 28 November 2023 was delayed until 8 January 2024. This added cost to the project as we had to pay the contractor while they could not begin work.
- Traffic management issues. The original plan set forward by the contractor was not accepted by the Corridor manager, meaning that less efficient methods had to be implemented which has added months to the project. Compromises on both sides recently have lifted some of the traffic management restrictions that will improve efficiency. These added months and temporary traffic management requirements have added high cost to the programme, potentially reducing what we are able to deliver

- Higher project costs have caused the requirement of descoping and rescoping. We have decided that the path will now nominally be 3m instead of 3.5m and mostly constructed out of asphalt, not concrete to reduce material cost
- Whitford Brown intersection works have been deferred for 2 years meaning the link into that works has had to be rescoped. We have chosen a place to return to existing kerb line.
- Approved the works up to and including Brora St intersection but no further until confident we can deliver this within the budget.

8. Governance

This project will have oversight by members of the Executive leadership team from Porirua City Council. They will keep track of the project teams finances, programme, scope, and general management to ensure that the project is delivered well. The project team will give regular reports to the governance group and raise anything of concern or significant deviations as the arise.

The governance group will likely be comprised of representatives of the:

- General Manager Infrastructure
- General Manager Corporate Services & Chief Financial Officer
- General Manager Policy, Planning & Regulatory Services
- General Manager Community & Partnerships

9. Resource plan

Refer to the attached resource plan deliverable for further details.

The key resources for the project are summarised from the resource plan below

Porirua city Council - Resources

Project owner – s 9(2)(a)

Project manager – s 9(2)(a)

Project support –

Project support –

Communications and engagement lead – s 9(2)(a)

Professional services (Design and MSQA)

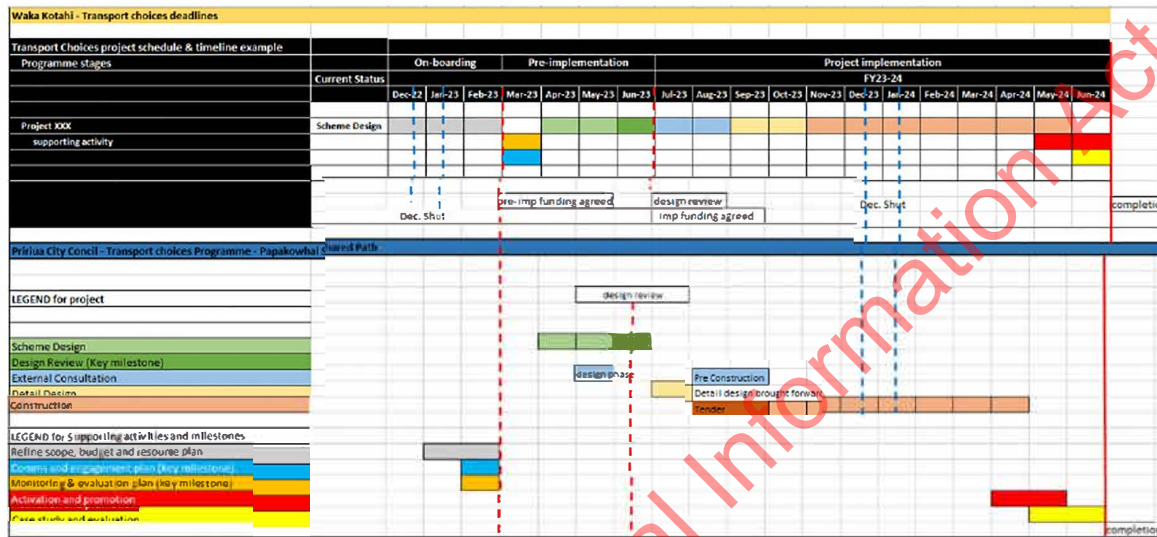
Design was won by WSP who delivered a good design and were satisfactory to work with therefore we awarded them the MSQA portion of the contract as well.

Physical works

The physical works contract was won by John Filmore Contracting (JFC).

10. Timeline with milestones

Original Programme with pre-implementation delivery of June 2023



This Timeline is no longer valid due to delays and construction delivery. Current baseline programme showing completion in October 2024. A new programme covering the efficiencies we have gained due to traffic management restrictions being lifted is due to be provided by JFC shortly.

(1) Key Milestones – Pre-implementation Project Delivery

Description	Indicative date for delivery
Professional Services Tender documents to market	27/02/23
Award professional services contract	29/03/23
Design and pre-implementation	11/08/23
Physical works tender documents to market	31/08/23
Award physical works contract	10/10/2023
Construction period	Jan 24-Oct 24

(2) Key Milestones - Professional Services contract

Description	date of delivery
Start Date	29/03/23
Design Philosophy Statement	17/05/23
30% Design	17/05/23
50% Waka Kotahi design review – used for approval to physical works stage	15/06/23
80% Design/Engineers Estimate	21/07/23
Contract Documents and Drawings	25/08/23
Construction tender in GETS	31/08/23
Construction Start Date	08/01/24

Construction End Date	19/09/24
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(4) Key Milestones – Waka Kotahi Deliverables

Description	Indicative date for delivery
Proposed approach presented to Waka Kotahi	17/02/23
Initial draft Project Plan	10/03/23
Final Project Plan submitted to Waka Kotahi	17/03/23
Communications and engagement plan	28/02/23
Monitoring and evaluation Plan	10/03/23
Design review for implementation funding agreement	15/06/23
Draft Schedule One for implementation	15/06/23

11. Budget

The budget for Pre-implementation is set out in the table below

Schedule item	Budget (exclusive of GST)
Design	\$330,000
Statutory processes/consents/approvals	\$40,000
Project Plan	\$30,000
Project management	\$96,000
Contingency	\$99,000
Total project cost - pre-implementation	\$595,000
Local share contribution	Whitford Brown Intersection Upgrade - \$972,000 contributed to this adjacent project
Total funding amount payable by Waka Kotahi – pre-implementation	\$595,000

The budget for Implementation is set out in the table below:

Schedule item	Budget (exclusive of GST)
Construction (tendered)	\$5,614,539.25
MSQA	\$530,000
Internal costs	\$179,000

Communications and Engagement	\$15,000
Complementary Initiatives	\$150,000
Vapour Blasting and Planting	\$130,000
Contingency	\$921,460.75
Total funding amount payable by Waka Kotahi – implementation	\$7,540,000

(The contingency includes any variations we have paid for)

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12. Supporting Documents

The Following documents are provided to support this project plan:

- Communications and Engagement Plan
- Monitoring and Evaluation Plan
- Resource Plan

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