

# **Projects Special Committee**

**Wednesday, 31 May 2006  
Commencing at Time 9.30 am**

**Item 2: Urgent Business**

**Item 2A: Waitakere Central Civic  
Centre - Construction  
Status Update**

**Item 2B: Waitakere Central Transport  
Interchange - Construction  
Status Update**

**SUPPLEMENT TO A MEETING OF THE PROJECTS SPECIAL COMMITTEE TO BE HELD  
IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY,  
ON WEDNESDAY, 31 MAY 2006, COMMENCING AT 9.30 AM.**

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**2 URGENT BUSINESS**

That the matters of Waitakere Central Civic Centre - Construction Status Update and Waitakere Central Transport Interchange - Construction Status Update be considered as Urgent Business as the reports were not received until after the printing of the agenda and that the Projects Special Committee requires an update of the construction status of these two major projects at this meeting since there is no meeting in June 2006.



**2A WAITAKERE CENTRAL CIVIC CENTRE - CONSTRUCTION STATUS UPDATE**

**PURPOSE OF THE REPORT**

The purpose of this report is to provide a construction status update to the Projects Special Committee on the Waitakere Central Civic Centre construction project. The period for this report covers April/May 2006.

**BACKGROUND**

The Waitakere Central Civic Centre construction project was last reported to Projects Special Committee on 3 May 2006 in a report entitled "Waitakere Central Civic Centre Construction Status March/April 2006."

**DESIGN**

While design work is virtually complete, there are some minor design changes being undertaken at the client's instruction as follows:

- Design for an additional Director's office and PA's office;
- Design for a staff smokers' facility to be located on the south side of the building;
- Chamber furniture prototypes;
- Monolith sign at Smythe Road entrance;
- One Stop Shop glass screen;
- Amendments to the planting plan to enhance colour in the larger planted areas;
- Artwork design and implementation is ongoing;
- Signage design;
- Co-ordination of the interface with adjacent developments is ongoing:
  - Japanese Garden and Civic Square;
  - Waitakere Properties Limited development;
  - Waitakere Central Transport Interchange;
  - Green Roof planting project.

A presentation on the current status of associated landscape works for the project will be made by the project's Landscape Co-ordinator, as part of this agenda item. This will include status updates for the Japanese Garden, Civic Square and site landscape works.

## CONSTRUCTION STATUS

During the report period, the following activities have taken place:

- Fit out and finishing are nearing completion;
- Thermosash are finishing their last aluminium window installations;
- Services installations are nearing completion in all levels of both wings and the link;
- Forming of the road and car park area is progressing. However, the recent severe weather has hampered progress on the northern portion of the road and paved areas. The southern portion of the car park is complete and the western and northern portions are in progress;
- The recent land slip on the adjacent Waitakere Properties Limited basement excavation, in the vicinity of the northern access road, caused Canam's construction activity immediately above this embankment to be stopped for 3½ weeks for safety reasons, while the embankment was stabilised by Waitakere Properties Limited's contractor. A temporary sheet pile retaining wall has been installed and Canam's road construction works continue. As a result, this road and paving work will continue into June and a revised practical completion date has been negotiated to 6 June 2006;
- Forming of water treating swales and rain gardens is nearing completion;
- Kerbing and footpaths are well under way in the western portion of the car park;
- The planting medium and plants are due to commence on the green roof shortly;
- The rail bridge roof and the level 3 link bridge are progressing.

A3-A6

Status of construction is further reported in the following reports attached at pages A3 to A6:

- Architect's Report No. 16;
- Canam Construction's report for the period to 25 May 2006.

## TIMELINE STATUS

As a result of the previously reported slow production rate by Thermosash, coupled with delays caused by the land slip on the Waitakere Properties Limited site, a 1 week extension of time for Practical Completion has been agreed between Canam and Council. Any costs incurred as a result of the land slip will be recovered from Waitakere Properties Limited. In addition, Canam and Council have agreed that a schedule of non-critical works elements will be deferred for completion after Practical Completion. These items will be completed during June, prior to the first occupation by staff on 26 June 2006.

This extension of time will not impact the proposed dates for The Move of staff and Council's business operations shown in Table 1 below. Council's planned fit out, including audio visual and IT equipment and mobile partitions will continue as previously programmed from 1 June 2006.

Current timeline status including agreed extensions of time to date is provided in Table 1 below:

<b>TIMELINE STATUS</b>			
<b>Key contract dates / times</b>	<b>As at contract award October 2004</b>	<b>Change</b>	<b>As at May 2006</b>
Acceptance of Tender	7 October 2004	-	7 October 2004
Contract Commencement	3 November 2004	-	3 November 2004
Contract Period	350 working days	-	350 working days
Extension of Time (at tendered daily rate cost)	-	20 w.d.	20 working days
Extension of Time (at no cost)	-	15 w.d.	15 Working days
Due Date for Completion (Practical Completion)	12 April 2006	(35 w.d.)	6 June 2006
Due Date for Liquidated Damages Application	12 April 2006	PC + 3 wks	16 June 2006
Fit Out and Commissioning (10 working days)	1 May 2006	-	20 June 2006
<b>Contingency Time</b>	<b>33 working days</b>		<b>23 working days</b>
<b>“The Move” (Provisional date for relocation of the One-Stop-Shop public interface)</b>	<b>17/18 June 2006</b>	<b>Provisional target date</b>	<b>22/23 July 2006</b>

**Table 1. Timeline Status**

### **FINANCIAL STATUS**

Contingency expenditure during the report period amounted to \$ 144,587 which is considered to be reasonable for a project of this scale and matches forecast monthly contingency expenditure.

Aside from numerous items typical of a construction project of this magnitude, the following more significant items were reported: It is noted that while the provisional cost of these items are reported below in a worst case scenario, the costs are subject to interrogation by the quantity surveyor, which may result in reduced cost at time of agreement.

- Off site storage facility \$ 43,350
- Staff recreational and smokers' facility \$ 48,000
- Signage, internal and external (estimated cost) \$ 40,000
- Blinds \$ 22,553

The combined outcome of ongoing value engineering and contingent expense on the contract to date, result in the cost of these variations being accommodated within the contract contingency sum, yielding net contingency expenditure to date inclusive of these variation costs, of 84% of the contingency sum. The current level of contingency expenditure amounts to 4.6% of the contract sum, which matches the forecast limits for contingency expenditure at this stage of the project. The current financial status of the project is deemed to be in a healthy state.

Summarised financial status for the construction project is provided in Table 2 below.

<b>FINANCIAL STATUS</b>			
<b>Project Costs</b>	<b>As at contract award October 2004</b>	<b>Change</b>	<b>As at May 2006</b>
Net Tender Sum	\$36,042,399	-	\$36,042,399
Primary Vibration Isolation Measures	\$ 243,800	-	\$ 243,800
<b>Tender Award Value (excl. contingency)</b>	<b>\$36,286,199</b>		<b>\$36,286,199</b>
Secondary Vibration Isolation Measures	\$ 200,000	\$ 199,479	\$ 399,479
Contract Variations (incl. value engineered savings)	-	\$1,473,925	\$1,473,925
<b>Contingency Sum</b>	<b>\$2,000,000</b>	<b>(\$1,673,404)</b>	<b>\$ 326,596</b>
<b>Total Construction Cost (incl. contingency)</b>	<b>\$38,486,199</b>		<b>\$38,486,199</b>

**Table 2. Financial Status**

## PROJECT RISKS

The following risks are currently being managed in order to mitigate unfavourable impacts on the project outcomes:

- Slow delivery of aluminium joinery from Thermosash due to Thermosash's over-commitment in the current buoyant construction market and capacity limitations at Thermosash's factory have impacted the practical completion date. A mitigation strategy has been put into place which effects 1 week extension to the practical completion date. This strategy was developed jointly by Canam, Architectus and Council's project manager such that there will be no impact on Council's proposed Move programme.
- Interface with the Waitakere Central Transport Interchange project:
  - Significant issues which may affect contemporaneous completion of the link bridge project with the Civic Centre have been identified and are currently being managed to ensure that no delay is caused to the Civic Centre opening date;
  - Changes to the bridge height and window details required by Ontrack for the link bridge eastern portion, as well as changes to the glass edge detail for enhanced weather protection, have a spill-over impact on the western portion of the link bridge that is situated within the Civic Centre site. For consistency of design, changes introduced on the eastern portion of the link bridge must be matched on the western portion of the bridge and costs associated with these changes will be covered and reported separately under the Link Bridge contract.
- Interface with Waitakere Properties Limited's development of the adjacent property:
  - Regular co-ordination meetings are held between the professional teams to promote seamless integration between the projects;
  - A Civic Square and the Japanese Garden separate the two projects and design co-ordination is being jointly developed between the respective professional teams to ensure integrated and aesthetic designs;
  - The recent land slip on the adjacent Waitakere Properties Limited basement excavation has caused a 3½ week work stoppage in the vicinity of the land slip and resultant delay in Canam's road works activity. Completion of this work will be deferred to June, after completion of the buildings.

- At time of tender, a provisional sum was provided in the schedule for possible price fluctuations of certain key trade base materials for steelwork, metalwork, aluminium louvers, reinforcement and hotmix. While best efforts are being made to manage and mitigate this risk within the sum allowed, the price fluctuations are outside the influence of Council. At time of reporting, minimal impact on the provisional sum has been identified. However, the recent spike in fuel prices is likely to have an effect on fuel-related construction costs.
- Graffiti Attacks: Measures that have been introduced to discourage graffiti have proven effective and only one minor graffiti attack has taken place during the contract period. The anti-graffiti treatment that had been applied to the tagged panel proved effective in facilitating easy removal of this tag.
- Financial risk: A number of elements, requested by the principal post-tender, have been absorbed into the contingency sum to date. Currently, these additional costs have not caused the actual contingency expenditure to exceed the forecast contingency expenditure, and all efforts will be made to absorb these costs within the contingency sum. However, while this appears to be the likely outcome, it is prudent to note the more significant of these elements:
  - Secondary vibration isolation measures costs exceed forecast sum;
  - Armoured security measures for the drive-by service window (staff safety due to cash receiving function);
  - Revised records storage area converted to office space and additional off-site storage facility provided;
  - Street furniture amended to align with Henderson Central Business District standardised pallet;
  - Enhanced mechanical equipment for computer room;
  - Addition of an IM training room;
  - Enlarged copy centre room;
  - Inclusion of a baby feeding facility for staff use;
  - Targeted saving on over-bridge glass roof not fully realised;
  - Energy check-meter system to aid management of power consumption;
  - Staff recreational and smokers' facility.

## QUALITY

Ongoing quality audits are being conducted by the architect, consulting engineers, the Council's independent quality assurance consultant and the Council's project manager. Quality of construction audited to date has been of a high standard and no significant quality issues have been reported.

Quality audits undertaken to date confirm that the Contractor's general attitude to maintenance of quality construction practice on site is good.

## HEALTH AND SAFETY

During the report period no significant health and safety incidents were reported. Quality audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

## CONCLUSION

Further cost savings have been achieved through the ongoing value engineering programme, diligence, rigour and project management of this project. The value of contingent expenditure, during the report period, amounted to \$144,587. This makes the total amount of contingency expended to date \$1,673,404 equating to 4.6% of the contract sum, which matches forecast expenditure levels.

The current status of the project as fit out continues, is that approximately 84% of the contingency sum has been expended to date. Estimated contingency expenditure costs have been reported on a worst case scenario and it is expected that actual costs when confirmed, will be less. It is noted that all costs reported to date have been accommodated within the contingency sum, including additional costs for secondary vibration isolation measures and a number of client initiated changes, which are not considered to be true contingent events.

The combined results of the value engineering programme together with the positive and co-operative relations between the contractor, architect, quantity surveyor and the Council's officers means that the project budget remains in a relatively strong position for the current stage of the project. This diligence and rigour will be ongoing throughout the project.

## RECOMMENDATION

That the Waitakere Central Civic Centre - Construction Status Update report be received.

Report prepared by: John Schermbrucker, Special Projects Manager.



## 2B WAITAKERE CENTRAL TRANSPORT INTERCHANGE - CONSTRUCTION STATUS UPDATE

### PURPOSE OF THE REPORT

The purpose of this report is to provide a construction status update to the Projects Special Committee on the Waitakere Central Transport Interchange Project. The period for this report covers April/May 2006.

### BACKGROUND

The Waitakere Central Transport Interchange was last reported to Projects Special Committee on 3 May 2006 in a report entitled "Waitakere Central Transport Interchange - Construction Status March/April 2006."

## DESIGN ISSUES LINK BRIDGE PROJECT

The following design issues are currently being dealt with by the design team:

*A7-A11*

A review of the maintenance plan of the link bridge with regard to the locomotive "brake dust" issue raised at the 1 February meeting is now reported. A specialist consultant having expertise of railway emissions was appointed to not only examine brake dust but also diesel fumes from locomotives that may enter the link bridge. The Consultants report is appended to pages A7 to A11. In summary this report considers that it is unlikely that there will be any adverse health effects for people using the link bridge.

The landscaping and paving drawings for Stevies Reserve has been issued to Canam. Once priced and approved this work will be issued as a variation to Canam's existing contract to ensure completion of surrounding approaches to the link bridge at ground level is complete in time for public use on 24 July 2006.

*A12-A17*

The potential for graffiti tagging has been raised by this Committee and this was addressed by the Project Team with the Tag Out Trust. A draft report is appended to pages A12 to A17. In summary this report states that the bridge and the platform have a high risk of being tagged but the application of graffiti guard paint and 3M protective film to glazing will mitigate the damage substantially. The cost of applying graffiti guard paint is already included in the contract while the extra cost to the project of 3M film is \$63,600. The tests conducted on the 3M film were impressive and on the basis that it is easier and cheaper to replace film than to replace expensive glazing, the Project Team recommends that the application of 3M film to selected glazing surfaces be applied.

## PROGRESS LINK BRIDGE PROJECT

### Construction Status

During the report period, the following activities have taken place:

- Stairs are completed;
- The mezzanine landing above Stevies Reserve is completed;
- Strap and line timbers to lift shafts are underway;
- Plaster finishes to stair wells are under way;
- Supports and props under the pre cast beams have been removed.

*A18-A22*

Status of construction is further reported in the following reports attached at pages A18 to A22 Architect's Report No. 6.

- Canam Construction's report for the period to 18 May 2006.

### Timeline Status

No claims for extensions of time have been received during the report period.

Progress of the works over the report period is advancing well and is closely tracking to the scheduled dates planned by Canam. There will still be a three week delay due to the shipping of the escalators in June and this delays the installation of steelwork and glazing above the escalators. Canam are working through structural details with the glazing manufacturer in an attempt to claw back the lost time by using a more efficient glass fixing method and the anticipated completion date is estimated at 25 August 2006 instead of 12 September 2006 thus only one week behind at this stage. Adverse weather could easily delay the completion of roofing and glazing installation and thus change this date.

Recently, Ontrack's contractor has requested an access period of about two weeks, commencing on 19 June 2006, in order to install platform fronts adjacent to the escalator structure. This period coincides with Canam's planned steel work erection schedule over the escalator and the Project Team is currently working through details with Ontrack to ensure beneficial occupation to both parties may take place. Should Canam be denied access to the escalator structure over this period, this may result in a delay to the completion of this work but not a delay in the use of the bridge as commuters may still use the bridge without hindrance. The new platform will only be in use after 23 October 2006 once Ontrack completes rail and signalling works, although the platform structure will be completed by late August.

Canam have agreed to provide public access to the link bridge by 24 July 2006 by means of a "tunnel" that is open to the public over the link bridge. Canam will continue to work outside this "tunnel" erecting glazing and finishing handrails and outstanding elements of the bridge without causing hindrance or disruption to the public. It is planned to also have the paving and landscaping of Stevies Reserve completed by 24 July 2006.

The link bridge project is unlike most of Council's other construction projects, in that Council does not own the land upon which the construction is taking place and there are significant external stakeholders, who have autonomy and influence over Council's access for construction. While Council's officers and its consultants are using their best endeavours to achieve the set timeline, it is ultimately Ontrack and other autonomous organisations who can "shift the goal posts" at their discretion. Council's officers are working very carefully to maintain the current good working relationships with these organisations, to avoid time delays, but Council does not have the same level of control as with its other construction projects. Notwithstanding the above, Council's officers are cautiously confident that the timeframe outlined in Table 1 can be achieved, provided that the ongoing co-operation of external stakeholders is maintained.

The current timeline status is provided in Table 1 below:

<b>TIMELINE STATUS LINK BRIDGE</b>			
<b>Key contract dates / times</b>	<b>As at contract award 12 December 2005</b>	<b>Change</b>	<b>As at Feb / Mar 2006</b>
Contract Commencement Date	12 December 2005	-	-
Target Contract Completion - separable portion 1	17 August 2006	1 week *	25 August 2006
Target Contract Completion - separable portion 2	22 December 2006	-	22 December 2006
Extensions of Time approved to date	-	-	-

**Table 1. Timeline Status**

Note \* due to late supply of escalator but reduced through other efficiencies.

### **Financial Status**

The total expenditure on the contract to date has been \$1,485,088 including \$165,950 for this period consisting of craneage, steelwork, concrete stairs, plastering and contractors preliminary and general items. The cumulative expenditure on the contract is tracking slightly behind the target cash flow predictions due to a delay in supplying the steelwork to the roof. Canam plan to be on target by the end of July once glazing, escalators, lifts and steelwork are invoiced. The approved contract variations total \$124,065 comprise of repairs to uncharted sewer and water mains, additional water proofing measures to the glazing and minor changes to lighting, conduits and Exeloo toilets. The Project Team has also previously reported that the cost of landscaping and paving to Stevies Reserve has been added to this contract and is to be funded from the contingency sum.

Summarised financial status for the construction project is provided in Table 2 below.

<b>FINANCIAL STATUS LINK BRIDGE</b>			
<b>Project Costs</b>	<b>As at contract award 12 December 2005</b>	<b>Change</b>	<b>As at Mar 2006</b>
<b>BUDGET COMMITMENT</b>			
Contract Sum Awarded before PC sums (1)	\$4,405,228	-	\$4,405,228
Contract Variations Approved from contingency	-	\$124,065	\$124,065
Contract PC Sums finalised / Balance (2)	\$320,000	(3) \$142,269	(3) \$142,269 (4) \$177,731
Value Engineered Savings	0	-	0
Contingency Sum	\$750,000	\$124,065	\$625,935
<b>Total Construction Cost (incl. contingency)</b>	<b>\$5,475,228</b>		<b>\$5,475,228</b>
<b>EXPENDITURE TO DATE</b>			
Contract Sum		31.43%	\$1,485,088
Contingency		-	-
<b>Total Construction Expenditure To Date</b>			<b>\$1,485,088</b>

**Table 2. Financial Status**

- Notes: (1) PC sums are Prime Cost sums not normally priced at tender stage by the Contractor for items of materials where freedom of selection is required. In this contract the PC sums was not within the contract award sum. On instruction the Contractor provides the net purchase price which is agreed much like a variation order.
- (2) The total of the PC sums at tender award was \$320,000.
- (3) To March 2006 \$142,269 in value of PC sums has been specified and finalised.
- (4) As at March 2006 the PC sum of \$177,731 remains as the balance of the original PC sum.

### Project Risks

The following risks are currently being managed in order to mitigate unfavourable impacts on the project outcomes:

- Delivery of escalators by Kone is scheduled later than Canam's original plan, which may cause delays to the completion of separable portion 1. As Kone are not able to supply earlier, then usage of the link bridge will still be possible without the escalators being operational by using the stairs and the lift to Railside Avenue. Public access through the bridge will be unhindered as escalator installation may continue well clear and away from pedestrian access routes. Access to the new centre island platform, will be possible by using the central stairs and lift, although this platform will only be in use after 23 October 2006.
- Western Cabs are obliged to vacate their lease area by 15 August 2006, have their office removed or demolished by that date, and have all services isolated and made safe. Prior to removal or demolition of the office, they needed to apply for and be granted a demolition consent by Council. Western Cabs now have a demolition consent and indications are that they will request Canam to remove the old building on 1 August. Attempts to get Western Cabs to move earlier have not been successful.

- Ontrack has awarded a contract for bulk earthworks and drainage in the rail corridor. The Contractor had removed poor sub grade material over Easter and replaced this with acceptable imported fill. Close liaison with Ontrack and their contractor was needed to ensure that access to site was maintained for Canam's benefit and that Ontrack's contractor did not damage any portion of Canam's works. It has been necessary to make some changes to Canam's scaffolding to bridge across the gap where Ontrack's contractor intends to excavate under new track two. It must be emphasised that Ontrack have still not tabled a satisfactory plan of works (programme and methodology) to Council although it is now apparent for the first time that the new platform will only become fully operational after 23 October 2006. Interfacing issues have also arisen with Ontrack's contractor desiring to install platform fronts contemporaneously with Canam's steel work erection over the escalator. Notwithstanding this, the Project team are keen to ensure a successful project outcome and will do all in their power to assist Canam, Ontrack and their contractor where possible.
- Ontrack's contractor has commenced excavating and laying a 450 mm drainage pipe in the rail corridor. This pipe runs at depth and will pass under the storm water pipeline that Canam have laid from the link bridge. The pipeline also passes close to the foundations of the Japanese Garden retaining wall. In the event that this retaining wall is loaded, a chance exists that the foundations may collapse into the trench. Care will be needed by this contractor to ensure that they do not damage Council's retaining wall and pipeline and regular meetings are held to liaise with Ontrack over this issue.
- Ontrack are of the opinion that the central pier of the link bridge (that is the pier on the platform) may be struck by a wayward speeding and derailed train or a rogue container flying off a goods wagon. Ontrack has not issued any such drawings to the Project Team or requested Council in writing to build such protective measures. When this issue was raised some months ago at the regular liaison meetings, Ontrack were informed that if they wished to install any further protective measures they should undertake the works at that time before the bridge deck was built. Ontrack failed to respond and Canam has now completed the bridge deck.

### **Quality**

Ongoing quality audits are being conducted by the Architect, consulting engineers, the Council's independent quality assurance consultant and the Council's project manager. Quality of construction audited to date has been of a high standard and no significant quality issues have been reported.

Quality audits undertaken to date confirm that the Contractor's general attitude to maintenance of quality construction practice on site is good.

### **Health and Safety**

During the report period no health and safety incidents were reported. Audits to date confirm that the Contractor's general attitude to maintenance of health and safety on site is good.

## **STREETSCAPE, BUS STOPS, TAXI RANK AND LANDSCAPING**

### **Design**

The Landscape Architect is progressing the retaining wall design in accordance with the old platforms not being removed. The Surveyor has staked the line of this wall and it is now possible to construct the wall without the removal of the old platforms. These old platforms may be removed at a later date by either Ontrack (or by Auckland Regional Transport Authority) as this is a requirement of the Outline Plan of Works that Ontrack submitted to Council in 2005.

Final locations of FSU light boxes have been agreed as well as the final position of the four APN Outdoor hoardings. The Architect is designing a transition shelter to provide cover from the escalator to the first Wellington style shelter. Twenty two shelters will be installed in an almost unbroken echelon but having gaps to accommodate existing trees that are to remain.

Certain large Liquidamber trees growing on the edge of the road carriage along Railside Avenue will be retained and this will entail an adaptation to the kerbing to prevent roots being interfered with and to allow further future root growth.

Three existing semi mature indigenous trees between the old heritage station and the first APN hoarding are to be retained and protected by a large planter box. The other vegetation in the area will be removed to make way for the future streetscape and mitigation planting of Kowhai trees will be under taken.

### **Project Risks**

Commencement of the streetscape works is contingent upon locating and exposing all under ground services. The known services in the area are Telecom cables, a Telstra Clear fibre optic cable, power cables and an unknown routing of sewer and water supply to the old heritage station building. The Telecom cables stand a high risk of damage as these have been laid very close to the ground surface. The Project Team is briefing the Landscape Architect on suitable cover and protection measures.

The raised speed table opposite the new escalators on Railside Avenue is of a nature that its construction is likely to cause large scale traffic congestion. It is proposed to close Railside Avenue for a period of about two weeks in early January 2007 in order to construct the speed table as well as complete paving surrounding the escalator. Re routing of traffic around this area will be required. Accordingly, completion of the streetscape project will only happen in January or February 2007.

The old platforms are not likely to be removed this year or possibly even later as Ontrack are of the opinion that these are Auckland Regional Transport Authority assets and as such Auckland Regional Transport Authority should remove them. This is contrary to the Outline Plan of Works that requires Ontrack to remove old and redundant platforms. This aspect needs to be resolved by Auckland Regional Transport Authority/Ontrack.

The Project Team is proceeding with the design of the streetscape based on the old platforms remaining. Fortunately the line of the retaining wall is about 500 mm to 800mm away from the old platform and the construction of this wall can take place with platforms remaining.

### **Project Funding**

The streetscape works are fully funded by the project budget with the exception of the landscape and walkways on Stevies Reserve which will be funded from project contingency sums.

## **PARK AND RIDE FACILITY WEST OF THE RAILWAY LINE**

It is planned to construct a 120 bay park and ride facility for the use of rail commuters, on the western side of the rail tracks. Access to the new centre island station for park and ride commuters is planned through the new Civic Centre and the new link bridge. As Ontrack require this site as a temporary staging and storage area for the stage 2 rail double tracking works Council is only likely to gain access to this site once the double tracking is completed in the first quarter of 2007. Until such time as this land is leased to Council, commuters will be required to park their cars in the surrounding on-street parking.

## **CONCLUSION**

The Waitakere Central Transport Interchange Project is a complex project comprising several sub-projects which have interfaces between pedestrians, bus/taxi services, railway services and stations and the new Civic Centre. Recently, good progress has been made in resolving many issues in regard to these sub-projects and Canam has been able to make good progress with the build of the new link bridge. Progress is tracking closely to the programme and no extensions of time have been reported for this period and the scheduled completion date has been brought forward by Canam to a target date of 25 August 2006. Additional costs have been reported for this period in the main for the additional weather proofing of the link bridge and are funded from the project contingency sum.

Following award for construction of the link bridge to Canam, the design team's focus has turned to the remaining elements of the Transport Interchange project and design development of these elements is well under way.

The Transport Interchange project has multiple stakeholders including Auckland Regional Transport Authority, Auckland Regional Transport Network Limited, Ontrack, Land Transport New Zealand, Telecom, Ontrack's contractors and Western Cabs, who impact on Council's delivery of this project whether it be through support, funding, physical works elements, safety and maintenance approval, legal or lease rights issues or consultation/negotiation. The completion of the Link Bridge and associated works is desirable to coincide with the completion of the new Civic Centre.

However, while significant issues have been resolved, this may be beyond the control of the Project Team as many of the deliverables or dependencies reside with external stakeholders and are not subject to great influence or control by the Project Team or Council. The effect of this is that although a target date of 25 August 2006 has been set for the completion of separable portion 1 of the Link Bridge, considerable risks exists that construction may extend beyond that target date despite the best endeavours of the Canam and the Project Team.

## **RECOMMENDATION**

That the Waitakere Central Transport Interchange - Construction Status Update report be received.

Report prepared by: Alan Tresadern: Group Manager, Project Services.

