

Devonport Marine Square Upgrade and Wharf Boardwalk

Recommendations

It is recommended that the Board:

- i. Receives the report.
- ii. Delegates authority to award a contract for the construction of the Devonport Marine Square Upgrade and Wharf Boardwalk project to the Chief Executive, subject to receiving a complying tender within the approved budget of \$5.8m.

Executive Summary

The Devonport Marine Square and Wharf Boardwalk project is a key transformational element of the Devonport Master Plan. The project will provide an improved public space for ferry users, bus users and visitors. Resource Consent was granted by Auckland Council in March 2013 following an appeal process. The project is fully funded by Auckland Council. A number of design changes were required during the consent process and more recently following input from Auckland Transport and the Local Board.

Auckland Council has agreed that Auckland Transport be the principal for this project and has approved a procurement plan, enabling Auckland Transport to procure the contract up to a value of \$5.8m (see attached Auckland Council procurement plan). The engineer's construction estimate is \$5.4m excluding contingencies.

Tenders have been sought, and closed on 19 September 2013. The tender evaluation team is currently assessing the submissions. No financial commitment has been made at this stage regarding the physical works contract.

As part of the public transport interchange requirements additional shelters at the bus stops are planned to be introduced.

To achieve the targeted commencement date for the physical works of January 2014, it is recommended that the Board delegates authority to award a tender to the Chief Executive, subject to receiving a complying tender within the approved budget of \$5.8m. This would encourage the project to meet its completion date of November 2014.

Drawings and visuals of the completed project and the procurement plans are attached to this report.

Background

The Devonport Marine Square Upgrade and Wharf Boardwalk project is a legacy project from the former North Shore City Council. The project forms part of the wider Devonport Masterplan which was developed through an extensive consultation process with the former Devonport Community Board, stakeholders and the local community.

Key objectives of the project are:

- To make a more direct, legible link between Devonport Wharf and the village centre
- To create a memorable entrance space to Devonport
- To enhance the transport hub consisting of ferry and bus services
- Integrate the potential use of the wharves and wharf building
- To configure the space to emphasise the Esplanade Hotel
- To provide a strong incentive for the wharf building redevelopment

The project will implement a dedicated pedestrian promenade between the Wharf and Devonport centre which includes formalised zebra crossings at the points where general traffic enters or exits the Marine Square and Queens Parade . These entry and exit points have raised tables to create a slow speed environment and to make sure that safety improvements are achieved as part of the project outcome.

While it's anticipated that most cyclists will take their bikes on the ferry, it is expected that a proportion of cyclists would wish to park their bikes at the ferry terminal. In order to promote cycling, it is proposed to increase the availability of cycle racking facilities.

The proposed layout of the Marine Square will retain most of the current car parks (approx. 85%). Of the currently 199 existing car parks, 169 can be retained. Auckland Transport is currently looking at the Park & Ride strategy at various locations which will include Devonport. This could potentially modify how the parking spaces are operated to achieve a balance between Park & Ride facilities for commuters using the ferry services and time restricted parking spaces to achieve better utilisation and higher turnover which will benefit the local businesses. Auckland Transport will monitor how the loss of parking can actually be compensated by promoting alternative travel solutions and providing more frequent bus services.

To achieve the aims of the Integrated Transport Programme the project will promote alternative travel modes by providing more dedicated pick up and drop off spaces, improve walking and cycling facilities (see above) and improve the interface between buses and ferries. The new bus stop layout will allow for up to four buses adjacent to the sheltered entrance of the ferry building and will be equipped with Kassel Kerbs to cater for barrier free entrance to the buses and help guide the driver to stop in the correct position for passengers.

The procurement plan contains a provision to implement more shelters towards the west of the ferry building entrance. The design is in concept stage and separate resource consent would be required to install these features.

Most of the new assets created by this project are going to be maintained and operated by Auckland Transport. To minimise the level of increase of consequential opex for some of the new created assets, Auckland Transport Maintenance requested the use of durable paving materials and timber which are readily available.

Auckland Transport will be the principal for this project which is funded by Auckland Council. A procurement plan has been signed off and is attached to this report, enabling Auckland Transport to procure the contract up to a value of \$5.8m. The engineer's construction estimate is \$5.4m excluding contingencies. If the budget is not sufficient for any unforeseen reasons, Auckland Transport would need to go back to Auckland Council for more funding through a change management process. The reimbursement of Auckland Transport costs is progressed on monthly invoicing to Auckland Council based on actual costs.

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Funding

Council has advised of the availability of the following budgets for this project

- 2013 -14 \$2,500,000
- 2014 -15 \$3,715,544
- Total \$6,215,544

There is no NZTA funding.

Stakeholder Engagement

The Devonport - Takapuna Local Board and Devonport Business Association have remained supportive of this project as it has evolved over the past few years.

Liaison with Iwi has been undertaken and will be maintained throughout the works as part of the site monitoring programme.

Any project updates and temporary site layout changes will be communicated to all stakeholders prior to and during the works.

Attachments

Number	Description
1	Visuals of the project
2	Council Procurement Plan
3	Auckland Transport Procurement Plan

Document ownership

Submitted by	Stefan Lauber Roading Development Leader CBD	
Reviewed by	Rick Walden Manager Key Agency Initiatives	
Recommended by	Claire Stewart Chief Development Officer	
Approved for submission	David Warburton Chief Executive	