



## 14. BUS EXCHANGE AND RELATED PROJECTS

<b>Officer responsible</b> Environmental Policy and Planning Manager Property Manager, City Streets Manager	<b>Author</b> Dave Hinman, Principal Policy Analyst Angus Smith, Property Projects Manager Peter Atkinson, Area Engineer, Central
Corporate Plan Output: City Streets 9.5.75,9.5.99 – Passenger Transport Infrastructure	

The purpose of this report is to update progress on the Bus Exchange and related projects.

### INTRODUCTION

Good progress continues to be made on all facets of the Bus Exchange and related projects as completion and inauguration of the changes to the inner city bus system proceed. Completion is scheduled for November 2000. Fourteen sub-project teams are working on the various facets of the overall project, and progress continues to be monitored on a weekly basis by a small CCC/CRC management team. This report focuses on some of the key areas that are the responsibility of the Christchurch City Council and summarises overall progress to date.

### BUS EXCHANGE BUILDING PROGRESS

To assist in understanding the following reported information it will be recalled that the building construction project for the bus exchange is considered as two components - building shell and fitout.

#### Financial Update

Shell – The construction project is currently under budget by \$181,074. To date 65% of the GMP has been let which represents approximately \$6M in value. The potential saving to the guaranteed minimum price (GMP) represents 2.1% on the trades tendered to date. No variations have been issued since those advised in our October report. One hundred per cent of the following trades have been let; demolition, excavation, plumbing, drainage, lifts, electrical services, professional fees, preliminaries and margin. The GMP is likely to be finalised April/May.

Fitout – Conceptual design drawings have been costed and the proposed fitout is achievable within budget. However, this has been difficult and there is no scope for variations.

#### Project Total

The total project, which has a Council approved budget of \$19.6 million, is at this stage showing a potential saving of \$133,000. Currently 50% of the project contingency has been used leaving approximately \$140,000 for the balance of the project. The difference between the GMP savings and project savings essentially arises from an underestimation in legal and consultancy fees. These have been higher than anticipated primarily because of the complex nature of the titles and easements to be created whilst endeavouring to maintain a high degree of interconnectivity with adjoining properties.

In summary the project is financially in good shape with approximately 63% of the costs determined. Continued close management will continue.

## **Programme**

Shell – This is proceeding very well and at this stage the structural work (precast columns and beams) is proceeding at a better than projected rate. This has a minimal effect on current status, as this work is only around 10% complete. However, projecting the current rate of progress onto the remaining programme indicates that the completion of the structural work could be achieved up to one month ahead of schedule. This could obviously be affected by a number of issues, eg weather and supplier's ability to continue at the current rate. With the developer's support the Council is obviously encouraging and endeavouring to facilitate such a result as there are obvious advantages ie reduced project financing costs and more time for trialing and experimentation prior to the reorganisation of the whole bus system.

Fitout – Detailed design drawings are currently being developed. Programme and processes are also being developed for management of the contract to ensure integration with the shell and adjoining crossing project timetables, upon completion of this a contract will be finalised with Mainzeal in respect of the fitout. This will be a GMP (guaranteed maximum price) contract as reported to Council in October 1999 and almost identical in terms and conditions to the shell contract.

## **Documentation**

Shell – The design work is 95% complete for most elements with some obviously at 100%. There are seven building consent stages to the shell, five have been obtained to date. The sixth, for shell finishes, is currently being processed and the seventh for mechanical work is to be applied for shortly. Obviously the consent for fitout is additional and awaiting finalisation of the detailed design work.

## **On Site**

Erection of the first floor structure has started and pouring of this floor slab commenced during the week beginning 20 March 2000. Construction of the pedestrian ramp and air bridge is approximately 65% complete. The work for facade retention is approximately 60% complete and the lift stair and core in the north-west corner is also approximately 60% complete.

There has been some recent media attention concerning complaints received from a nearby owner, in respect of business disruption caused by the construction project. It is important to note that although the Council is integrally involved in this project, through a number of aspects, it is not a Council project. The construction project is run by Mainzeal who are contracted by a developer - Carter Group. The Council's involvement is to purchase the completed development on practical completion. Issues such as this must be approached with caution as some will, wrongly, perceive the Council to be the developer. Our role should be to use our relationships to facilitate a result or to act purely as a regulatory authority. At the time of writing this report we have drawn this matter to the attention of the developer and contractor seeking their co-operation in minimising the effects of disruption. Appropriate regulatory steps will be undertaken if there is not a satisfactory response. It is important to note that for projects of this nature there will almost always be some disruption to adjoining neighbours. Generally speaking though, short term disruption is accepted as such redevelopment projects often lead to long term benefits.

## **ON STREET MATTERS – COLOMBO, LICHFIELD STREETS**

Conceptual design of the on street features – kerb changes, shelters, street furniture, contra-flow lane etc are now at an advanced state, with working drawings soon to commence. Consultation with affected parties, in particular adjacent property owners has been undertaken and submissions from the distribution of the information pamphlets have been received. Comments from these consultations in Colombo Street include:

- The need for cycle lanes
- The extent that the proposed kerbs extend into the road carriageway
- The crossing location by the extended kerbs should be treated in a similar manner to Gloucester Street
- The road should be made slower
- The P5 loading zones should be P10
- More trees should be planted

Comments in relation to Lichfield Street include:

- The left turn should not be prohibited
- The loss of onstreet parking
- The need for the proposed trees to extend along the whole of the section of the street
- The need to limit the planting of trees so that the heritage buildings are not obscured
- Access to and from the ROW adjacent to the Bus Exchange
- Facilities for cyclists being on one side of the road only
- The need to provide physical separation between cyclists and buses exiting

It is proposed that the measures for the changes at the Colombo Street-Lichfield Street intersection and the introduction of the bus only lane be combined with the proposals planned for Colombo Street. Consultation for these works is presently underway and as special order procedures are required for these measures, it is intended that the restrictions and prohibitions be combined.

## **BUS ROUTE CHANGES, PERIPHERAL TERMINI**

Details of progress in this area have been reported in a number of forums in recent weeks, including the Joint CCC/CRC Committee. Of the two major route options (the “Spine” and the “Cross”, the Spine is favoured at this stage, given the present one way status of Lichfield Street. A separate study reviewing the one way streets is in preparation and will be reported to a later meeting of the City Services Committee. While the Spine does provide for a greater concentration of buses in Colombo Street, it does provide a better central city coverage for bus passengers, avoiding the need for changes buses. The through routing of buses has been adopted as an important principle by the CRC, subject to appropriate traffic management measures, which will facilitate accurate timekeeping. Peripheral terminal selection is also at an advanced stage, subject to consultation, now under way.

## **REAL TIME INFORMATION**

Following a study of the available options, a functional specification has been prepared and is now out for tender. While the budget for the bus exchange project is necessarily quite limited, the RTI system will be designed to allow for future expansion to cover key areas throughout metropolitan Christchurch.

## **COMMUNICATIONS AND MARKETING**

A Communications and Marketing Strategy has been prepared and is being jointly funded by the CCC and CRC. A Project Liaison officer (Janet Luxton) has been appointed to implement the Strategy which has identified key stages of the various related projects (milestones) and provided for consultation, information dissemination and events to occur at the appropriate times. Functions have so far been held with retailer/landowner groups and bus operators at which a model of the building was displayed and the name for it (BUS Exchange at the Crossing) announced. The model has since been on public display, at Ballantynes and in the Council offices.

## **OTHER MATTERS**

Other areas being progressed include facilities management, security matters, car park design and co-ordination, and other mode liaison, and by the CRC, bus ticketing and timetables, bus information provision and timing of route changes, new contracts etc.

## **CONCLUSION**

The various parts of the wider project are all making satisfactory progress, with timing and budget pressures being coped with at this stage. The tight management control will continue to ensure that the project remains on time and within budget.

### **Chairman's**

**Recommendation:** That the information be received.