# ABSTRACT SUBMISSION FORM

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| Primary author – for all correspondence | | | | |
| **First name** | Marcus | | **Surname** | Pillay |
| **Organisation** | Auckland Transport | | | |
| **Postal address** | Private Bag 92250, Auckland 1142 | | | |
| **Email address** | marcus.pillay@at.govt.nz | | | |
| **Phone number** | 094454575 | **Mobile** | | 0272963593 |
| 2nd co-author | | | | |
| **First name** | Tarun | | **Surname** | Ahuja |
| **Organisation** | Auckland Transport | | | |
| 3rd co-author | | | | |
| **First name** |  | | **Surname** |  |
| **Organisation** |  | | | |
| Paper details | A risk based approach is required in the Now to fast tracking a regional shared path connection when budgets are constrained and community expectations are high. | | | |
| **Paper title**  **(limited to 6 words)** | Waterview Shared Path a risk management approach | | | |
| **Overview of presentation** (300-word maximum)  Waterview Tunnel Board of Inquiry decision (27 June 2011) included social mitigation condition S014 for both during construction and operation of the tunnels. S014 became the Waterview Shared Path. The shared path is generally 3.5m wide 3.4km long, comprises 4 bridge design 80-200m, 5 drainage design, 2 overland flow paths, a set of arterial signals, 3.7km of fibre optic network (including some cameras) and lighting for an important level 2 regional shared path with mitigation. S014 required Auckland Transport (Council) to secure property agreements and certification to allow New Zealand Transport Agency to contribute $8m towards the construction of the shared path. Auckland Transport would be responsible for any additional costs. Auckland Transport investigated and identified the preferred route such that the benefit costs could attract standard NZTA funding. This was the first time that a third party was being asked to deliver part of the applicant’s mitigation.  Auckland Transport conducted project feasibility (user requirements /route options) before advancing the project to scheme design and then complete property acquisition requirements. A risk based approach was adopted throughout. With significant property secured Auckland Transport advanced a designation given the complex planning and property titles along the route passing close by or over the Oakley Creek. Consultation during scheme design was advanced directly or through the Waterview Community Liaison Group Forum (CLG) which was part of the Waterview Tunnel engagement. The CLGs contained the community and up to 42 special interest groups that challenged the project teams on delivering better outcomes in route, scale or delivery timeline. The shared path designation required Auckland Transport to engage a design panel comprising landowners (Auckland Council Parks, Unitec, Ngati Whatua O Orakei), Mana Whenua, Auckland Design Office, Friends of Oakley Creek and North West Community Association (key critics of the project look and feel) to advance the design themes for the pedestrian cycle bridges.  The design panel engagement required good will. Six x 3hr facilitated workshops were required to secure the design principles before fleshing out key themes. The design panel ideas were tested on the structural designers and peer reviewers to value engineer buildable solutions. The design philosophy caters for the whole community, is inclusive and enhancing the natural urban environment and has been risk based to manage the costs and outcomes. | | | | |