

Scott Wickman

From: Grant Turner [REDACTED]
Sent: Thursday, 26 February 2015 3:46 p.m.
To: Scott Wickman
Subject: East West Link

Hi Scott

As it has been some time since we caught up I was hoping you may be able to give me an update on any developments around the East West Connection

Grant Turner
Executive Officer
National Road Carriers (INC)

W: www.natroad.co.nz

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Scott Wickman

From: Scott Wickman
Sent: Tuesday, 28 October 2014 12:03 p.m.
To: Grant Turner
Subject: Re: East West Corridor Submission

Thanks a lot Grant

Cheers
Scott

> On 28/10/2014, at 12:01 pm, "East West Connections" <EastWest@nzta.govt.nz> wrote:

>

> FYI – National Road Carriers response.

>

> From: Grant Turner [REDACTED]

> Sent: Tuesday, 28 October 2014 11:43 a.m.

> To: East West Connections

> Subject: East West Corridor Submission

>

> Att: East West Connections Team.

>

> Please find attached a submission from National Road Carriers (Inc.) on the East West Connection options.

>

> Grant Turner

> Executive Officer

> National Road Carriers (INC)

[REDACTED] | W:
www.natroad.co.nz<http://scanmail.trustwave.com/?c=2838&d=icrO1Lk1NtN97plAlkInpl_7aepsw7go2S24fysFGg&u=http%3a%2f%2fwww%2enatroad%2eco%2enz%2f>

>

>

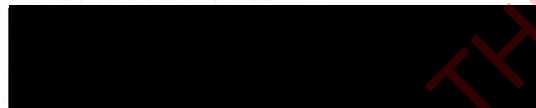
>

> <Skonica_sca14102810360.pdf>

FEEDBACK BY NATIONAL ROAD CARRIERS (INC) ON THE EAST WEST CONNECTION OPTIONS PROPOSED BY THE NEW ZEALAND TRANSPORT AGENCY AND AUCKLAND TRANSPORT

Feedback by: National Road Carriers (Inc)

Address for service: National Road Carriers
PO Box 12 100
Penrose
Auckland
For: Grant Turner



Date: 29 October 2014

INTRODUCTION

1. National Road Carriers (NRC) welcomes the opportunity to provide feedback on the six options proposed by the New Zealand Transport Agency (NZTA) and Auckland Transport (AT) to improve connections into and out of the Onehunga – Southdown - Penrose area of Auckland.
2. NRC confirms that it wishes to receive email updates on the East West Connections project.

National Road Carriers

3. NRC provides service and advice to those who chose to earn a living in transport and logistics. An Auckland based trucking association; the NRC has 2400 members North Island wide, of which 85% are single vehicle operators and 95% employ 10 or less, including many who expect their views to be forcefully represented in this Submission.
4. The NRC is dedicated to working for and with members to achieve progressive improvement in all aspects of the industry including safety, recruitment and retention of staff, compliance, profitability and professionalism.



Role of Freight in the project area

5. Overall, Auckland's freight distribution plays a key role in the economy, including job creation and enabling exports. The Auckland sector's influence is through direct services in Auckland as well as across the Upper North Island, the rest of New Zealand and offshore. Auckland's economic growth and prosperity prospects are inextricably linked, and the delivery of transport activities needs to take into account that freight trips are expected to double by 2041.
6. Much of this activity takes place within the Onehunga – Southdown - Penrose area of Auckland; i.e. within the East West Connections project area.
7. The area accounts for some 18% of Auckland's GDP, has the City's second largest concentration of employment and is the heart and spine of a growing freight logistics sector.
8. The project area is 'home' to some of New Zealand's largest freight-distribution operators (transport, storage and wholesaling as well as manufactures of scale), including Metroport , Pikes Transfer Station, Tapper Transport, Hardies, Holcim, Bonney's, Tranzlink, NZ Rail, and Envirowaste. NZ Bus has a major depot in the precinct. Notable export-led companies in the precinct include Rakon and Nuplex. Other freight-centric operations nearby include Ports of Auckland (Onehunga), Foodstuffs, Progressives and Coca Cola.
9. We cannot overstate enough that we expect that by 2020, not only will the Western Ring Route (SH20: Waterview Tunnel section) have been fully operational for at least three years, but an East-West Link designed specifically to service the high freight traffic in the area will also be in place.
10. Regardless of which option is progressed, NRC submits that the design and construction must take into account critical freight transport requirements and future-proofing, including:
 - The local roads already carry more heavy freight vehicles than most New Zealand State Highways, and are the starting and end point for many Upper North Island freight services – both road and rail.
 - A number of research projects have projected a doubling of road freight in the corridor over the next 30 years, and the level of congestion increasing to be end-to-end along Neilson/Church streets by 2020, if action on a solution is not in place. NRC estimates the annual cost of congestion to the freight industry in Neilson St alone is in the order of \$30 million.



- To help cater for the growth in the freight task, the road network infrastructure solution needs to be designed and/or upgraded to efficiently and safely permit the larger and heavier freight vehicles (HPMVs) recently regulated for by Government. A number of our members indicate that they could achieve increased efficiency and productivity if they could upgrade their fleets with HPMVs.
- Must be designed to operate in a way that reduces the current high and unpredictable congestion and resulting time-cost 'risk' reputation; i.e. as well as requiring a full project to be scoped covering freight access into the local area businesses, the route must enable general 'through' traffic and a safe cycle way that is separate from heavy road traffic.

PREFERRED OPTION AND WHY

11. To meet these requirements NRC has suggested the best solution would be a new road built as a RONS along the northern shoreline of Manukau Harbour and which then cuts inland to link with the Southern motorway at Mt Wellington for both north and south road freight movements.
12. Accordingly, of NZTA/AT's six options, NRC consider "Option E: New foreshore connection" to be the closest to meeting the requirements for an efficient and safe freight transport route. This option has added benefits in that it avoids community severance and the taking up of valuable industrial land in a business growth area of Auckland that needs more land not less.
13. However, we have concerns that this option as presented lacks efficient, safe connectivity to SH1: Southern Motorway (i.e. there is no north facing ramp with the result that a significant amount of freight transport would still need to use the local roads with every prospect of delays in the heavily congested Mt Wellington interchange area) and is not future-proofed for eventual connectivity to the (growing) East Tamaki manufacturing-distribution precinct.
14. In summary, NRC supports Option E and agrees that it would be a **"significant improvement"** towards solving the transport issues road freight operators currently experience in the area.



How could this option be improved?

15. However, we believe Option E could be improved in respect to the following matters of detail, and look forward to a further discussion on these points with NZTA/AT in due time:
- **Gloucester Park Interchange:** The proposed design to connect SH20 to Option E needs to be secured, especially in respect of ensuring it is operationally efficient and safe for HPMVs, as well as general traffic; and also to ensure that heavy freight traffic is kept out of the Onehunga retail area.
 - **Captain Springs Road link to Neilson St and link to Southdown:** Option E proposes intersections (presumably controlled by lights). NRC suggests consideration at the design stage of the project to look at options that eliminate intersections entirely. As previously submitted, intersections are a significant time-cost impediment to efficient freight services, especially HCVs. We also note that there are a number of existing nearby users (Pikes Point, Auckland micro club) and local streets (Angle St, Miami Parade & Pukemiro), and suggest that there may be scope to introduce innovative solutions involving slip lanes and/or a one-way 'circle' road that eliminates the need for traffic lights?
 - **Vesty Drive:** NRC requests consideration to the continued extension of the proposed foreshore route to SH1: Southern Motorway in a way that incorporates a dedicated freight lane in, or grade separation from Vesty Drive, possibly as an over pass on top of Vesty Drive? i.e. a clear, safe separation of freight traffic from general traffic, including for cyclists, is required.
 - **North facing connection to SH1:** As noted previously, efficient and safe connection of Option E to SH1 for road freight travelling north from the area is needed. We offer two suggestions for improving Option E in respect of this important matter:
 1. A clean, efficient and safe north facing ramp where the foreshore route meets SH1, and which incorporates a widened SH1 (or dedicated freight slip lane) to eliminate the current bottleneck at the Mt Wellington interchange, and is future-proofed for connection to East Tamaki;
 - OR
 2. Incorporate a dedicated freight lane based on the **Option F: New foreshore and inland connection** by upgrading the Sylvia Park road section that traverses in a northerly direction between Great South Road and Mt Wellington Highway into Option E for traffic heading north and needing a north-facing ramp to connect to SH1.



THE OTHER FIVE OPTIONS

16. NRC is strongly of the view that Options A, B, C & D will NOT solve the transport issues that freight operators currently experience in the area, and in some respects, over time, could make them worse. Our reasons for coming to this view include, briefly:
17. As noted in the title of all four options, they involve an upgrade of existing streets (mainly Neilson and Church). That is, they maintain the high and growing volumes of freight and general traffic on existing routes, including the time-cost stop-start traffic flow patterns arising from traffic lights and rail overpass. In addition there is:
- No clear response shown to take into account findings of research reports predicting substantially increased congestion by 2020 on an already heavily congested local street pattern; and,
 - No solution offered to deal with the community severance issues in which freight vehicles have no option to using local residential streets and competing with Onehunga retail centre traffic.
 - No option is offered in addressing the increased congestion and delays to an already overly congested significant arterial that will be inevitable during the construction phase. This congestion and the delays will create substantial extra costs for the freight industry and their clients.
18. Option C, D (and also F) intrude into industrial zoned land, which has been well publicized as being in short supply, and should therefore be protected for industrial use as much as possible. Also, we see issues arising with general traffic passing through the industrial area having to compete with the high volume of freight traffic that serves customers located in the industrial area. From a traffic management perspective, keeping general traffic out of the industrial area is preferred, and which Option E achieves.
19. With respect to Option F, as noted above, NRC gives partial support. We note that this option envisages a section traversing in a northerly direction on an upgraded Sylvia Park road between Great South Road and Mt Wellington Highway. There is scope to incorporate this section into Option E for traffic heading north and needing a north-facing ramp to connect to SH1. This could be a cost effective alternative to adding a north-facing ramp to Option E, as proposed above.



SUMMARY

20. NRC believes the case for a single, integrated motorway-to-motorway corridor that has seamless connections to the existing network (SH1 & SH20) has been made, and therefore the focus should be on making progress with speed and urgency on the design and build of a fully integrated East-West connection completed by 2020 on an expectation of freight and truck activity doubling over next 20 years.
21. Accordingly, we strongly support Option E as the preferred base on which to proceed to scope a full project, in which the ultimate outcome is identified and delivered as one rolling project, embracing:
- The need for efficient and safe access to the strategic network by freight-focused businesses in the Onehunga-Southdown precinct and which is future-proofed to take account of projected growth in nearby business areas, especially East Tamaki, which also trans-ship goods and freight by road to distribution companies located in project area for onward shipment to destinations elsewhere in the North Island and beyond; and which also takes into account,
 - The suggested improvements to Option E set out in this feedback.
22. NRC appreciates the consultative relationship that NZTA and AT have demonstrated in developing this project. We look forward to ongoing consultation and support to confirm and deliver a preferred option in the period ahead with the speed and urgency we believe the project requires.

A handwritten signature in black ink, appearing to read "Grant Turner".

Grant Turner
Executive Officer

Scott Wickman

From: Scott Wickman
Sent: Monday, 13 October 2014 4:44 p.m.
To: Grant Turner
Subject: RE: EW tour
Attachments: VAC EWC site visit.docx

Absolutely Grant. Attached is a brief suggested itinerary for the tour, including suggested pickup and dropoff points for you and Tony. If you want to join for the whole of the tour, that's absolutely fine as well, just trying to not waste your time. Let me know your thoughts

Cheers

Scott Wickman / Senior Transport Planner Highways & Network Operations DDI 64 9 928 8797 / M 64 21 245 8041
E scott.wickman@nzta.govt.nz / w nzta.govt.nz

-----Original Message-----

From: Grant Turner [REDACTED]
Sent: Friday, 10 October 2014 9:04 a.m.
To: Scott Wickman
Subject: RE: EW tour

Thanks Scott

I have arranged site visits. Would you have room in the van for 2 from NRC. Probably Chris if available plus either Tony Garnier or myself and If Chris out it would be Tony & I and we could cover commentary and accessing sites.

Grant Turner
Executive Officer
National Road Carriers (INC)

[REDACTED] W:
<http://scanmail.trustwave.com/?c=2838&d=ueq210EbLJzt4bxdRXTDdK31zGvWBaZseoUQl-sCiw&u=http%3a%2f%2fwww%2enatroad%2eco%2enz>

-----Original Message-----

From: Scott Wickman [<mailto:Scott.Wickman@nzta.govt.nz>]
Sent: Friday, 10 October 2014 8:13 a.m.
To: Grant Turner
Subject: Re: EW tour

Good morning Grant

Turns out we have a vehicle booked, but we'd be keen to have access to drive through the facilities to give an appreciation of scale of operations behind some of the gates. Would you be able to help with these arrangements? And I understand Chris may not be available, but if anyone else from NRC is available to narrate, that would be great. Currently we have a minivan of about 12 people on the trip.

Cheers
Scott

> On 9/10/2014, at 8:31 am, "Grant Turner" [REDACTED] wrote:
>

Route

1. From SH1 south - exit at Mt Wellington Hwy	Follows the route that NB trucks must take to get to Penrose
2. Turn right on Mt Wellington Hwy	To talk about Montgomerie Rd Closure
3. Richard Pearse Road - right turn into Ascot Road	To talk about the need to signalise and upgrade Richard Pearse/Ascot Intersection
4. Ascot Road - right turn into Kirkbride Road	To talk about re-prioritisation at Ascot Road and land take (Grand Chancellor Hotel)
5. Kirkbride Road - travel east and stop at House Park	To talk about purchase of Pacific Inn Hotel
6. Walk along Kirkbride Road	To appreciate the Kirkbride/Sh20A intersection (PPE required) To talk about the Mangere Central School
7. Drive from House Park and turn right into SH20A - going north	
8. Exit Bader Dr off-ramp	To talk about the closure
9. Turn right into Bader Dr going East	To talk about Bader Dr off-ramp closure
10. Turn right into Mascot Road	To talk about LATM if Bader is closed
11. From Mascot Road, turn right into Massey Road	To talk about H3
12. On Massey Road travelling west and then turn left into SH20A (going south to the airport)	To appreciate SH20A full length and talk about stormwater, landscaping, cyclway
13. SH20A to SH20B	To talk about SH20B, PC35, Puhinui Rd I/C
14. SH20B turn right to SH20 - going to SCl site	

RELEASED UNDER THE OFFICIAL INFORMATION ACT

Scott Wickman

From: Scott Wickman
Sent: Tuesday, 15 July 2014 11:32 a.m.
To: Grant Turner
Cc: [REDACTED] David Aitken
Subject: RE: East West Connections: Invitation to Facilitated Workshop 22 July

Hi Grant

I should also note I have sent a separate invite to Tony for him to attend as the rep for the Business Forum.

Cheers

Scott Wickman / Senior Transport Planner
Highways & Network Operations
DDI 64 9 928 8797 / M 64 21 245 8041
E scott.wickman@nzta.govt.nz / w nzta.govt.nz

From: Scott Wickman
Sent: Tuesday, 15 July 2014 11:21 a.m.
To: 'Grant Turner'
Cc: [REDACTED] David Aitken
Subject: RE: East West Connections: Invitation to Facilitated Workshop 22 July

Hi Grant,

Thanks for the email. I'm happy for whoever you think would provide the most value to the discussion to attend, be that yourself, David, or Chris. I just ask that NRC send one rep. We're asking the same of all other groups, so wouldn't want to be seen to be favouring any one group over others.

Cheers

Scott Wickman / Senior Transport Planner
Highways & Network Operations
DDI 64 9 928 8797 / M 64 21 245 8041
E scott.wickman@nzta.govt.nz / w nzta.govt.nz

From: Grant Turner [REDACTED]
Sent: Tuesday, 15 July 2014 9:26 a.m.
To: Scott Wickman
Cc: [REDACTED] David Aitken
Subject: FW: East West Connections: Invitation to Facilitated Workshop 22 July

Hi Scott

You mentioned this workshop at our last meeting and that we would be sent invitations. I however note your comment on the invitation to Davis Aitken "Due to space limitations we ask that you do not extend this invitation to

others, however if you are not able to attend please do feel free to nominate another representative from your organisation to attend in your place.”

Are you still wishing Chris Carr and I to attend as suggested at our last meeting or would you prefer to keep it at David only?

Grant Turner
Executive Officer
National Road Carriers (INC)

W: www.natroad.co.nz

2014 ROAD TRANSPORT FORUM ANNUAL CONFERENCE
AUCKLAND JULY 17-19 2014
To register for your Conference
Visit www.rtfconference.co.nz



Privileged/Confidential information may be contained in this message. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or deliver this message to anyone or use the contained information. In such case, you should destroy this message and kindly notify the sender by reply email. Please advise immediately if you or your employer do not consent to Internet email for messages of this kind. Opinions, conclusions and other information in this message that do not relate to the official business of our association shall be understood as neither given nor endorsed by it.

This email has been filtered by SMX. For more information visit smxemail.com

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

Dear David

As part of the East West Connections (EWC) programme, the NZ Transport Agency and Auckland Transport will be holding a facilitated workshop with a range of people who have strong local knowledge and represent business and community interests in the EWC programme area. The aim of this workshop is to share the transport issues that have been identified in the programme area and seek feedback from workshop participants on these issues and others they experience.

We appreciate the feedback you have already given us on this programme and that this workshop may cover elements that we have already discussed. However, not all groups have the same level of knowledge on programme and we would like to use this as an opportunity to share ideas and make sure everyone has the same information.

As the representative for National Road Carriers we would like to invite you to this workshop.

Details for the workshop are:

Date: Tuesday 22 July 2014
Time: 6-8pm
Venue: ONE Pearce – Onehunga Community Centre
Address: 1 Pearce Street, Onehunga
Light refreshments will be provided

Due to space limitations we ask that you do not extend this invitation to others, however if you are not able to attend please do feel free to nominate another representative from your organisation to attend in your place.

We would appreciate if can let us know by Friday 18 July if you will be attending or if someone will attend in your place. Please RSVP to eastwest@nzta.govt.nz.

Kindest regards
Scott Wickman
NZTA East West Connections Project Manager

Find the latest transport news, information, and advice on our website:
www.nzta.govt.nz

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Scott Wickman

From: Grant Turner [REDACTED]
Sent: Friday, 9 May 2014 4:45 p.m.
To: Scott Wickman
Subject: RE: East West

Hi Scott

For Wednesday NRC will have Chris Carr, Tony Garnier, James Smith(Toll), Darcy Hart(Tappers/MetroPort) and myself on the tour. Darcy yet to confirm whether he will come into town or meet the bus in Onehunga.

Kind Regards

Grant Turner
Executive Officer
National Road Carriers (INC)

| W: www.natroad.co.nz

2014 ROAD TRANSPORT FORUM ANNUAL CONFERENCE AUCKLAND JULY 17-19 2014

To register for your Conference
Visit www.rtfconference.co.nz



Privileged/Confidential information may be contained in this message. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or deliver this message to anyone or use the contained information. In such case, you should destroy this message and kindly notify the sender by reply email. Please advise immediately if you or your employer do not consent to internet email for messages of this kind. Opinions, conclusions and other information in this message that do not relate to the official business of our association shall be understood as neither given nor endorsed by it.

From: Scott Wickman [mailto:Scott.Wickman@nzta.govt.nz]
Sent: Friday, 9 May 2014 11:34 a.m.
To: [REDACTED] Grant Turner
Subject: East West

Good morning gentlemen,

Further to past conversations on East West, please find attached a copy of the draft RFT for your review/information. This was issued to the shortlisted tenderers yesterday. I will give a brief overview of the scope at the outset of next Wednesday's site visit, before we load onto the bus. Please have a review and respond back to me with any questions you might have.

Cheers

Scott Wickman / Senior Transport Planner
Highways & Network Operations

DDI 64 9 928 8797 / M 64 21 245 8041

E scott.wickman@nzta.govt.nz / w nzta.govt.nz

Auckland Regional Office / Level 11, HSBC House, 1 Queen Street
Private Bag 106602, Auckland 1143, New Zealand

Contract for Professional Services

Central Connections – Indicative and Detailed Business Cases

Contract Number: PA3879

Between The NZ Transport Agency and the Consultant

The Consultant [insert within signing set]

Address [insert within signing set]

Set No. [insert within signing set]

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Contents

Abbreviations	7
Section A Contract Agreement Form	9
Section B Instructions for Tendering	15
1 General	17
1.1 The NZ Transport Agency's Expectations	17
1.2 Tender Close	18
1.3 Document Deposit	18
1.4 RFT Documents and Standard Specifications	18
1.5 Communications During Tender Period	18
1.6 Pricing	19
1.7 Conflict of Interest or Risk of Bias	20
1.8 Site Inspection	20
1.9 Electronic Information	20
1.10 Tender Submission Programme	21
1.11 Tender Submission	21
1.12 Interactive Tender Process	22
1.13 Commercial in Confidence	23
1.14 Confidentiality	23
1.15 Tender Format	24
1.15 Joint Ventures	25
1.16 Privacy Act	25
2 Non-Price Attributes	26
2.1 Relevant Skills	26
2.2 Methodology	28
3 Tender Evaluation Procedure	29
3.1 Tender Evaluation Team	29
3.2 Supplier Selection Method	30
3.3 Tender Evaluation Process	30
3.4 Late Tenders	31
3.5 Presentation of Tender	31
3.6 Errors and Omissions	31
3.7 Tags	32
3.8 Tender Evaluation Interviews	32
3.9 Preletting Meeting	32
3.10 Lowest Price or Any Tender not Necessarily Accepted	33
3.11 Probity	33
4 Signing of Professional Services Document	34
5 Tender Debriefing	34
6 Tender Evaluation Forms	34
Section C Tender Form, Pricing and Personnel Schedules	37
Contract Pricing Schedule	41

Additional Services Schedule	43
Personnel Schedule	45
Payment Schedule	47
1 Method of Payment	47
1.1 Consultant's Requests for Payment	47
1.2 Lump Sum Items	47
1.3 Unit Rate Items	48
1.4 Hourly Rate Items	48
1.5 Reimbursable Expenses	48
1.6 Provisional Sums	48
1.7 Cost Fluctuations	49
1.8 New Zealand Taxes – Overseas Consultants	49
2 Contract Payment Schedule	49
Section D: Contract Scope	57
Scope of Services	61
1 Introduction	61
1.1 Project Partners	61
2 Background and Context	62
2.1 Strategic case	62
2.2 Programme Business Case	62
2.3 Political Context	63
2.4 Site Description and Location	63
2.5 Scope and Extent of Works	64
2.6 Objectives of this Package	67
2.7 Programme – Key Dates	68
3 Contract Management	68
3.1 Collaboration	68
3.2 Risk Management	70
3.3 Cost Management	70
4 Previous Studies	70
5 Business Case Phases	71
5.1 General	71
5.2 Phase 1 – Establishment and Discovery	71
5.3 Phase 2 – Indicative Business Case	71
5.4 Phase 3 – Alternatives and Options Assessment and Cost Report	73
5.5 Phase 4 – Detailed Business Cases	77
5.6 Technical Considerations and Workstreams	78
5.7 Social and Environmental Management	82
5.8 Utilities Investigation	83
5.9 Consultation	83
5.10 Client Reviews	86
5.11 Peer Reviews	87
5.12 Funding Applications	87
Deliverables and Time Schedule	88

1	General	88
2	Programme for Deliverables	88
	Inputs Provided by Client	90
1	To Tenderers	90
2	To the Consultant	90
	Project Manager	91
	Hazards Known to the Client	92
	Section E General and Special Conditions of Contract	93
1	General Conditions	96
2	Special Conditions	97
3	Liability and Insurance	99
	3.1 Limitation of Liability	99
	3.2 Professional Indemnity Insurance	99
	3.3 Public Liability Insurance	99
	Following Sections For Signing Sets Only	101
	Section F Additional Tender/Contract Documentation	101
	Section G Standard Specifications	103

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Abbreviations

The following abbreviations have been, and/or may be used in these Contract Documents:

AADT	Annual Average Daily Traffic
ATMS	Advanced Traffic Management System
B/C	Benefit Cost
BCR	Benefit Cost Ratio
BUDMT	Business Unit Decision Making Team
Continuous Sites	Traffic monitored sites where the annual counted days exceeds 300 days
CV	Curriculum Vitae
DBC	Detailed Business Case
HCV	Heavy Commercial Vehicle (vehicle > 3.5 tonnes)
HNO	Highways and Network Operations
IBC	Indicative Business case
IFT	Instructions for Tendering
I&R	Investigation and Reporting
Land Transport NZ	Land Transport New Zealand
LRMS	Location Referencing Management System
National Telemetry Sites	Continuous traffic monitoring sites where data is extracted via telecommunications
NMM	Network Maintenance Management
Non-Continuous Sites	Traffic monitored sites where the annual counted days is less than 300 days
NPA	Non-Price Attribute
NZTA	NZ Transport Agency
PBC	Programme Business Case
PQP	Project Quality Plan
QA	Quality Assurance
RAMM	Road Assessment and Maintenance Management

RAP	Recommended Area for Protection
RFT	Request for Tender
RP	Route Position
RS	Reference Station
RVT	Random Verification Testing
SAR	Scheme Assessment Report
SH	State Highway
TDM	Travel Demand Management
TET	Tender Evaluation Team
TMS	Traffic Monitoring System
TNZ	Transit New Zealand (Document reference)
Transit	Transit New Zealand
VAC	Value Assurance Committee
VAG	Value Assurance Gate

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Section A Contract Agreement Form

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Contract Agreement Form

The NZ Transport Agency

Professional Services Contract Number: PA3879

Central Connections – Indicative and Detailed Business Cases

For the Delivery of Professional Services to the NZ Transport Agency by the Consultant

This contract is made on the [Number] day of [Month] [Year]

Between

1. The NZ Transport Agency, a Crown entity, established on 1 August 2008 by Section 93 of the Land Transport Management Act 2003 (the Client).

And

2. [Name] of [Location]
(the Consultant).

Background

1. The Client has issued invitations to tender for the performance of the Services to the Client, the Consultant has submitted a tender and the Client has now accepted the Consultant's tender.
2. The Client and the Consultant now wish to enter into this Contract to record their agreement that the Client shall engage the Consultant to carry out the Services in respect of the Project.
3. This Contract sets out the terms and conditions on which the services shall be carried out by the Consultant.
4. Clause 1 of the Conditions of Contract for Consultancy Services (August 2009) (as described in Clause 4.1 herein) ascribes meanings to many of the terms used in this Contract and in the Contract Documents.

NOW IT IS AGREED as follows:

1 The parties mutually

- 1.1 The parties confirm the contents of the Background (see above).
- 1.2 Each party agrees that it shall carry out and fulfil all of its respective obligations as these obligations are set out in the Contract Documents.

2 The Consultant

- 2.1 The Consultant confirms and agrees that:

- a. Before submitting the tender to the Client, the Consultant perused all of the Contract Documents (as described in Clause 4, including the separate documents described in Clause 4.1 "Section G" herein) and is satisfied that every aspect of the Contract Documents and of the Services to be carried out is understood;
- b. Where the Consultant had any doubt or enquiry about any issue arising from the Contract Documents, then, during the course of preparing for the submission of the tender, the Consultant sought clarification as to that doubt or enquiry. The clarification made and answer provided are attached and form part of these Contract Documents in Section F (of the Contract Documents);
- c. The Consultant has not relied on any discussion or correspondence or impression conveyed by the Client (or any representative of the Client) in evaluating the material supplied by the Client to the Consultant preparatory to submitting the tender, nor in the compilation of the tender. Except only where the Client has specifically made in writing in the Contract Documents a representation to Tenderers;
- d. The Consultant has made his/her own evaluation of the information contained in the Contract Documents and based on that evaluation has submitted the tender, including the contract pricing set out in Section C (of the Contract Documents);
- e. The Consultant will fully and faithfully perform to the best of the Consultant's abilities the Services in respect of the Project in the manner and in accordance with the timeframe set out in the Contract Documents;
- f. The signatories to this Contract who have signed this contract for and on behalf of the Consultant have been duly authorised in writing by the Consultant to execute this Contract. Where the Consultant is a company, then the signatories confirm that all necessary resolutions have been passed and other authorities obtained by the directors/shareholders of the Company to authorise execution of this contract by the signatories. Forthwith on request, the Consultant shall provide to the Client written details of all authorities and resolutions.

3 The Client

- 3.1 The Client shall pay the Consultant the sums payable and in the manner set out in Section C of the Contracts Document.

4 Contract Documents

- 4.1 The contract documents comprise the separate document Conditions of Contract for Consultancy Services (August 2009) and the following:

Section A

Contract Agreement Form Pages 3

Section B

Instructions for Tendering Pages 22

Section C

Tender Form, Pricing and Personnel Schedules Pages 20

Section D

Contract Scope Pages 30

Section E

General and Special Conditions of Contract Pages 6

Section F

Additional Tender/Contract Documentation:

- Letter of Acceptance Pages [x]
- Non-Price Attributes Pages [x]
- Notices to Tenderers Pages [x]

Section G

Standard Specifications:

- NZTA Standard Specification *Contract Management:*
Edition 1, Amendment 4 – 31 March 2013 Pages 26
- NZTA Standard Specification *Investigation & Reporting:*
Edition 1, Amendment 2 – 01 March 2011 Pages 25

TOTAL PAGES: [xx]

SIGNED for and on behalf of the Consultant

WITNESS to signature of the Consultant

Signature: _____

Signature: _____

Name: _____

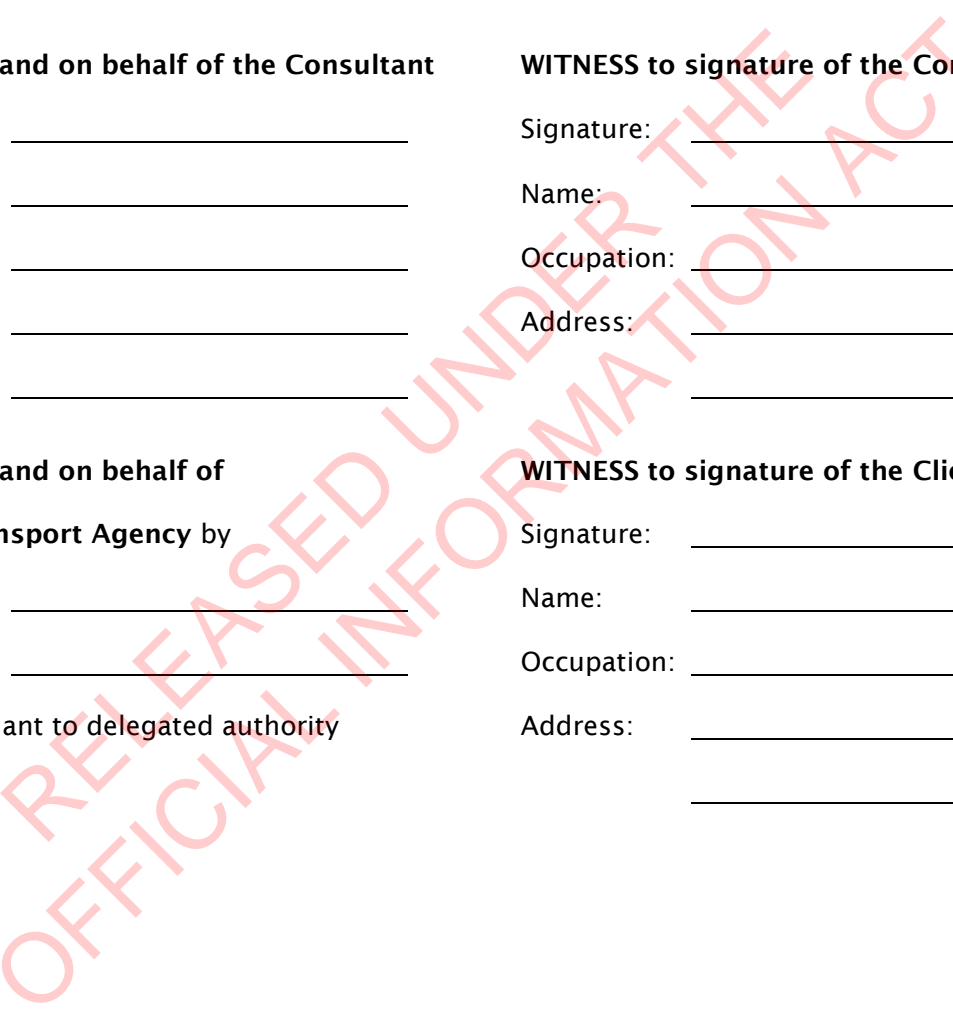
Name: _____

Occupation: _____

Occupation: _____

Address: _____

Address: _____



SIGNED for and on behalf of

WITNESS to signature of the Client

The NZ Transport Agency by

Signature: _____

Signature: _____

Name: _____

Name: _____

Occupation: _____

acting pursuant to delegated authority

Address: _____

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Section B Instructions for Tendering

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

1 General

Should any ambiguity as to interpretation arise between the contents and requirements of the NZTA's [Procurement Manual](#), NZTA's [Contract Procedures Manual](#) (SM021), and the tender documents, the order of precedence will be the *Procurement Manual*, *Contracts Procedures Manual*, tender documents.

This Request For Tender (RFT) relates to the provision of Professional Services for the preparation of an Indicative Business Case and Detailed Business Case(s) with associated interim deliverables. The study area which is the subject of this RFT is called the Central Connections area and is depicted later in this document.

This RFT is the second stage in a two-stage procurement process that began with an earlier Statement of Interest and Ability (SIA).

The Project comprises four key phases with deliverables due throughout the duration of the engagement. The key phases are:

1. Phase 1 - Establishment and Discovery
2. Phase 2 - Completed Indicative Business Case by 29 August 2014
3. Phase 3 - Alternatives and Options Assessment and Costing Report by 21 November 2014
4. Phase 4 - Completed Detailed Business Case(s) by 03 April 2015.

It is imperative that the Phase 3 date above is met.

1.1 The NZ Transport Agency's Expectations

The NZ Transport Agency (NZTA) is looking for a Tenderer who will promote:

1. NZTA's statutory objective under the Land Transport Management Act 2003.
2. The objectives and targets of the New Zealand Transport Strategy and subsequent updates.
3. NZTA's vision and organisational values, including ensuring consistency with the National State Highway Strategy.
4. NZTA's Statement of Intent, and any Minister of Transport annual Letter of Expectation to the NZTA Board.
5. Government Policy Statement (GPS) 2.

The Principal is also seeking a Tenderer with significant experience in the delivery of large (greater than \$4m) Professional Services Contracts focussed on the traditional Investigation and Reporting phase and the preparation of Business Cases in line with the Better Business Case approach. In particular the following are of paramount importance:

- Experience in consultation on large scale, high-profile projects;
- Experience with the Investigation & Reporting phase on projects in complex urban environments where the project passes through various industries and land uses;

- Demonstration of expertise in providing innovative solutions within highly constrained environments;
- An appreciation for and understanding of the social and environmental constraints and considerations associated with the study area;
- Personnel with the qualifications, training, experience and long-term focus in the types of projects described above such that these skills can be transferred effectively to this commission.
- Sufficient resource and capability to work under extremely tight timeframes without compromising on the quality or completeness of deliverables.

1.2 Tender Close

1.2.1 Tender Close

Tenders will close at the Tender Box, NZ Transport Agency, Level 11 HSBC House, 1 Queen Street, Auckland on Thursday, 12 June 2014 at 4.00pm ("Closing Date"). Tenders transmitted by facsimile (FAX) or electronically by email, direct to NZ Transport Agency, will **not** be accepted.

Tenders shall be addressed to the Tenders Secretary, and marked on the outside top left hand corner "Tender For Contract PA3879". Delivered tenders shall be deposited in the Tenders Box.

1.3 Document Deposit

A document deposit is not required. The Client requests that all documents uplifted are returned in a reasonable condition prior to, or soon after, the closing of tenders.

1.4 RFT Documents and Standard Specifications

1.4.1 RFT Documents

The Tenderer shall be deemed to have read the RFT documents and be satisfied that they provide adequate detail and contain no ambiguities, omissions, inconsistencies, etc., for the requested works to be completed within the intent of the contract. Where applicable, this clause will be read to include evaluation of the documents in relation to each other and to all input material, Notices to Tenderers and site situation/conditions.

1.4.2 Standard Specifications

Standard Specifications will only be attached to the signing sets. To view copies of the Standard Specifications during the tender period, refer to the [NZTA website](#).

1.5 Communications During Tender Period

1.5.1 Communications

For the purposes of this IFT, communications "During Tender Period" is from date of invitation to tender to tender closing date.

When Tenderers receive the tender documents, they shall notify the Client's Nominated Person in Clause 1.5.2 of the name and contact details of the person within their own

organisation with whom the Client will direct all communications during the tender period (the Tenderer's Nominated Person).

All communications between the Client and Tenderers must be in writing. For the purposes of this IFT, "in writing" includes facsimile and e-mail communication, which may include attachments.

1.5.2 Client's Nominated Person

Communications must be clearly labelled with the Client's assigned contract number and name. Communications not so addressed may be delayed and/or not actioned. All Tenderers' enquiries shall be addressed to:

NZTA
Level 11, HSBC House
1 Queen Street
Private Bag 106602
AUCKLAND 1143

Contract Number: PA3879

Contract Name: Central Connections – Detailed Business Case

For the Attention of: Jo-Ann Moses

Email: jo-ann.moses@nzta.govt.nz

1.5.3 Tenderers' Enquiries

Tenderers' enquiries shall be raised with Client's Nominated Person as soon as possible but not later than **five** Working Days before the tender closing date. Where the Client considers it necessary and/or appropriate, they will endeavour to respond to any enquiries within **48** hours of receiving them.

It is the Tenderer's responsibility to ensure that the Client's Nominated Person has received any enquiry that they have raised.

Where the Client considers it necessary and/or appropriate, the answers to any questions will be made in writing, by way of Notice to Tenderers, to all who have uplifted contract documents and will subsequently be annexed to, and form part of, the Contract Documents. All Tenderers shall acknowledge receipt of each Notice to Tenderers by emailing, faxing, or returning the associated Acknowledgement Receipt to the Tenders Secretary and also confirm receipt of each Notice to Tenderers in the tender submission.

1.6 Pricing

1.6.1 The Base Estimate

For transparency purposes, the base estimate as defined in NZTA's Cost Estimation Manual (SM014) used in the tender evaluation is given below:

Base Estimate: Estimate: \$6,500,000

This includes schedule fixed amounts of: Provisional sum: \$730,000

If the Tenderers have any concerns regarding the accuracy of the estimate, Tenderers are able to submit their concerns up to 4.00 p.m, five (5) working days prior to tender close, through the following process:

1. Tenderers shall forward their comments on the accuracy of the estimate directly to the Probity Auditor nominated in this IFT.
2. The Probity Auditor shall pass the comments (without revealing the Tenderer's identity) to the Manager of Project Services.
3. The Manager of Project Services will consider the information and, if deemed necessary, advise the Client to issue further instructions to Tenderers before tenders close. The Client shall not reveal any price sensitive information to the TET.

1.7 Conflict of Interest or Risk of Bias

Tenderers are required to declare, at the commencement, as soon as practicable after uplifting the tender documents, or as they become aware of them, any actual or potential conflicts of interest or risk of bias during the tender process, relating to any individual or company involved in the Tenderer's bid. This includes individuals and companies engaged in any subconsultant, subcontractor or other supply arrangement. The Tenderer must advise the Client of the means that they intend to use to remove or mitigate such conflicts of interest or risk of bias.

The Client may refer any actual or potential conflicts of interest or any risk of bias that it becomes aware of, to the Probity Auditor, and decide the appropriate action to remove or mitigate any potential conflicts of interest or risk of bias.

The Client reserves the right to decline the tender of any Tenderer that cannot satisfactorily remove or mitigate a conflict of interest or risk of bias that, in the opinion of the Client, creates an unfair advantage or impropriety in the tender process.

1.8 Site Inspection

The Tenderer shall be deemed to have inspected the site(s) before tendering. No access has been secured to private land and therefore inspections shall be confined to the road reserve. Private landowners shall not be approached regarding access. All practicable safety precautions must be taken during inspections.

1.9 Electronic Information

Electronic copies of the following documentation will be provided on request, to all who have uplifted contract documents, and can be obtained from Jo-Ann Moses by email: jo-ann.moses@nzta.govt.nz. The documents are:

Document	Format
Request for Tender	PDF
Contract Pricing Schedule	PDF
Tender Form	PDF
Personnel Schedule	PDF
Additional Services Schedule	PDF

Electronic copies of documents are provided in good faith, to assist Tenderers. If there is a discrepancy between the electronic copy and the hard copy of the tender documents made available to Tenderers, the hard copy shall take precedence.

Tender submissions will only be accepted in hard copy.

1.10 Tender Submission Programme

The following programme is proposed for the submission, evaluation and award of tenders as follows:

	Date	Document Reference
Tenders released	Wednesday 6 May 2014	
Combined Tenderer meeting	Wednesday, 14 May 2014	Clause 1.12
Individual Tenderer Meetings	Thursday, 15 May 2014	Clause 1.12
Tendering period	4 weeks	Clause 1.10
Tenders close	Thursday, 12 June 2014	Clause 1.2
Tender presentations	To be advised	Clause 3.4
Tender evaluation	Mid June 2014	Clause 3
Preletting meeting(s)	Late June 2014	Clause 3.9
Target date for Tender award	Early July 2014	Clause 4

1.11 Tender Submission

1.11.1 Tenders

Tenders shall be submitted in two sealed envelopes contained within a single larger envelope, also sealed. The inner envelopes should be labelled:

- “Envelope N° 1 - Contract N° PA3879- Proposal, excluding Price”; and
- “Envelope N° 2 Contract N° PA3879 - Price”.

Envelope N° 1 shall contain **four** copies of the information listed in the Tender Format, and envelope N° 2 one copy of the tender form and all pricing schedules. If information is included in envelope N° 2, which was not included in envelope N° 1, and which could affect the first stage of the evaluation, the Client may request the removal of such conditions, may accept some or all of the conditions or may reject the tender.

Tenderers shall also include in Envelope No 1 a CD containing PDF copies of their Proposal, excluding Price. The number of electronic files shall be kept to a minimum but no file shall be larger than 10Mb in size.

The Tenderer’s attribute submission shall be consistent with their Statement of Interest and Ability (SIA) submission. Tenderers must confirm that all information submitted at SIA stage remains valid, or alternatively clearly identify any changes/additions from the

SIA submission. Any changes by the Tenderer must have gained written approval from the Principal during the tender process, which may require the resubmission of part or all of the SIA submission. The Principal reserves the discretion to reassess SIA submissions at the time of the tender submission, in the event of changes being identified. In particular, the nomination of Joint Venture parties other than those named in the SIA may result in the tender being deemed non-conforming.

Tenderers shall also submit within Envelope No. 1 and Envelope No. 2 an electronic copy of the relevant component of their submission in PDF format on a CD or USB Drive. No price information shall be contained within the Envelope No. 1 CD or USB. The number of PDF files shall be kept to a minimum but each individual file should not exceed 50MB in size.

1.11.2 Alternative Tenders

As the contract scope has been clearly defined in Section D of this document, no "Alternative Tenders" are to be submitted by Tenderers. If any such "Alternative Tenders" are submitted, they will be rejected by the TET and not considered at all.

1.12 Interactive Tender Process

Following short listing, tendering shall incorporate an interactive tendering process in accordance with the topic "Interactive Tender Process", within the *NZTA Contract Procedures Manual*.

1.12.1 Overview

The purpose of the interactive tender process is to demonstrate the Client's desire to work alongside the short listed Tenderers in order that they might fully understand the tender document and its objectives and therefore maximise the quality of all submissions.

1.12.2 Administration

The Client will advise all Tenderers in writing of any new, non-confidential information that is revealed as a result of individual meetings, usually the day after the conclusion of the meetings.

1.12.3 Tender Meetings

The provisional schedule for meetings with the Tender Evaluation Team is as follows:

14 May 2014, 9am – 12pm	Combined Meeting
15 May 2014, 10:30am – 4:00pm	Individual Meetings

1. Combined Meeting

The combined meeting will be a site visit of the study area, hosted by representatives of the National Road Carriers. Tenderers are to meet at the NZ Transport Agency Auckland Regional office for a 9:00AM introduction and a 9:30AM departure.

The NZTA expects tenderer participants to be drawn only from the Key personnel, as proposed by the tenderer during the SIA phase. The TET will take into account team member involvement in the interactive meetings in their evaluation of tenders.

There is a maximum of 5 tenderers per team permitted to attend the Combined Meeting. Tenderers must provide a list of those Key Personnel that will attend the Combined Meeting by no later than 12pm on Friday, 09 May.

2. Individual Meetings

Individual meetings will be held at the Auckland Transport offices at 1 Queen St, HSBC Building.

Tenderers shall set the agenda for the individual meeting and provide this to the NZTA one week in advance of the meeting date, in order that the NZTA might supplement the TET accordingly. IT facilities will be made available upon request.

Tenderers will not be limited on numbers of persons at the Individual meeting. This meeting is in the hands of the Tenderer and as such they should make best use of the time allocated to task and discuss any questions in relation to the tender documents. The Individual meeting will be up to 1.5 hours in duration.

A schedule of individual meeting times will be advised by Notice to Tenderers.

1.13 Commercial in Confidence

The Client and its advisors will treat all information, submitted and/or discussed during the interactive process, as "Commercial in Confidence".

Where a Tenderer's communication includes commercially sensitive information the Tenderer can request, and upon agreement with the Client, it can be given "Commercial in Confidence" status.

"Commercial in Confidence" communications must follow the requirements of clauses under 1.5 above, with the following additions:

- Communications that are "Commercial in Confidence" must be issued separately, in the format of a Notice to Specific Tenderer (NTST); and
- Communications that are "Commercial in Confidence" must be clearly marked "Commercial in Confidence".

NZTA will respect "Commercial in Confidence" communications. However where a significant event arises, which in NZTA's opinion threatens to frustrate or end the tender and/or contract process, NZTA reserves the right to inform all Tenderers by "Notice to Tenderer" or to terminate the tender process. If NZTA deems this to be the case it will communicate with the Tenderer who raised the "Commercial in Confidence" matter to seek their agreement (in writing) to relax the "Commercial in Confidence" status. If the Tenderer does not agree, NZTA will decide whether the communication should be the subject of a general communication to all Tenderers.

1.14 Confidentiality

The information supplied to Tenderers by NZTA and AT in connection with this RFT process is confidential except for those documents which already exist in the public domain. Tenderers are required to complete and return their signed Confidentiality Agreement prior to being issued the relevant report and other documents listed in

Section D Item 6. Tenderers must not release or disclose any information to any other person without the prior written consent of NZTA.

1.15 Tender Format

Tenders shall be developed and written in accordance with the requirements of this document.

The following information shall be submitted in Envelope N° 1.

Description of Documents/Information	Page Limit (A4 unless shown otherwise)
Covering letter (will not be considered as part of the tender evaluation)	1
Title page	1
Index or contents page	[1
Tender non-price attribute submission (including responses on each non-price attribute and other information as required by the Description of Attributes (Clause 2) of this IFT)	Unlimited (may be double sided)
Personnel schedule (as provided by the Client in Section C)	2 (original Form)
Outline Consultants programme	2 x A3 (legible font)
Project organisation chart and management structure	2 x A3 (legible font)
CVs (for each key person offered in the proposal)	2 (may be double sided)
A Time and Resource schedule (bar chart) detailing for all personnel, hours proposed to be expended and work focus on a monthly basis for the period of the contract. For non-key personnel summary information by resource type is acceptable. The total proposed hours is to be shown for each of the key personnel or resource, (Ref. clause 2.2 Relevant Skills)	1xA3 (legible font)
Tender Tag Statement	Unlimited
Acknowledgement of Notices to Tenderers and/or NTSTs received (if any).	Unlimited

1.15.1 Tenders

Tenders shall be concise and **shall not exceed** the above stated page limit (including tables and charts). A3 pages that are included in the non-price attribute submission,

will be counted as two A4 pages. Should the allowable number of pages be exceeded, the information on the excess pages, i.e. any pages following after the prescribed number of pages, **will not** be included in the assessment of the tender.

Pages not included in the non-price attribute submission shall not contain information other than that required for the stated purpose and will not be included in the assessment of the tender, or the tender may be deemed to be non-conforming.

The submission typeface shall be no smaller than CG Times or Times New Roman 12 point or equivalent unless otherwise stated above, with full line spacing unless otherwise specified. Pages shall be printed on one side only.

The tender submission should be structured in an easy to follow manner in accordance with the IFT.

To some extent, the tender submission itself will be taken, by the Tender Evaluation Team, to be an example of the standard of report/document one could expect of that Consultant. It demonstrates an ability to provide a clearly laid out, concise, accurate, professional and effective document which meets set requirements.

1.15.2 Double Sided Pages

Except where noted above as “may be double sided”, pages are to be single sided. If the Tenderer elects to use double sided pages where noted above, each side shall be counted as one page.

1.15 Joint Ventures

Joint Ventures will only be considered if each participating party provides confirmation that:

- The joint venture has a documented basis for its operation; and
- Each joint venture party is liable for the actions of all others; and
- The joint venture has adequate insurance in place.

The confirmation outlined above must be provided during the first two weeks of the tender period.

The Client may at its discretion request further information from one or more joint venture parties.

If the Client is satisfied with the confirmation and any further information provided then by the Client may, at its discretion, allow the joint venture to participate in the tender. The Client will endeavour to make this decision within 5 working days of receiving all necessary information.

Only Joint Ventures confirmed in writing by the Client prior to the close of tenders will be considered.

Sub-consultancy arrangements are not joint ventures.

1.16 Privacy Act

The Client requires the consent and authority of the Tenderer, (and of the individuals designated by the Tenderer to carry out aspects of the Project), authorising the Client to discuss and verify the Tenderer's (and the individuals) stated relevant experience

and track record with all the parties associated with that relevant experience and track record.

Where the Tenderer is an individual, then pursuant to the Privacy Act 1993 the Tenderer by the submission of its tender and its signature on the tender form (Section C of the Contract Documents) authorises the Client or its designated representative:

1. To make enquiries of and concerning his/her performance in relation to works and/or projects listed as relevant experience or track records in the Attributes section of this tender. Such enquiries may be made to those parties named as having involvement in the works/projects and to any other persons involved in the works/projects; and
2. Where the Tenderer has identified particular individuals who will be retained or employed by the Tenderer to carry out the Project, then the Tenderer confirms to the Client that he/she has the written authority of those individuals identified in the tender submission, authorising the Client (or its designated representative) to make enquiries of and concerning the performance of those individuals so identified in relation to works and/or projects listed as relevant experience or track records by the company in the Attributes section of this tender. Such enquiries may be made to those parties named as having involvement in the works/projects and to any other persons involved in the works/projects. The Tenderer will produce this written authority forthwith upon request.

Where the Tenderer is a company then the authorised signatory of the company who has executed the form of tender authorises the Client (or its designated representative) to make enquiries of and concerning the performance of the tendering company in relation to works and/or projects listed as relevant experience or track records by the company in the Attributes section of this tender. Such enquiries may be made to those parties named as having involvement in the works/projects and to other persons involved in the works/projects.

The Tenderer waives any claim to confidentiality in relation to the works and/or projects listed as relevant experience or track records in the Attributes section of this tender.

2 Non-Price Attributes

2.1 Relevant Skills

The introduction should include confirmation or advice otherwise that the information contained in the SIA document remains current, particularly in respect to the personnel and resources, including subcontractors that will be employed in this project.

Tenderers may choose to provide more appropriately qualified and/or experienced persons to carry out specific roles for this contract than those specified in their SIA. Any changes by the Tenderer must have gained written approval from the Principal during the tender process. Any unacceptable personnel changes may result in the tender being deemed non-conforming.

Tenderers are required to re-present or modify the information supplied in their SIA and supply any additional details required. Tenderers shall submit documentation that demonstrates the make up of their entire team. The Tender Evaluation Form B provides

guidance as to the Teams that will be evaluated. The minimum Key Positions that are required within each team are stipulated on the Personnel Schedule. Tenderers shall populate the schedule with all additional team members they propose to use to support the specifically identified positions. Tenderers shall name their team members down to and including any "Intermediate Professionals" they intend to use and submit the applicable names and rates within the Additional Services Schedule. The Teams proposed should be supportive of the Methodology proposed by the Tenderer.

All personnel nominated in the Personnel Schedule and any others, including sub-consultants, the Tenderer wishes to have recognised, shall be identified with supporting amplification/description and comments in terms of their position in the project team and the following attributes:

Qualifications and Training	Formal qualifications and training in the development of technical and/or management skills shall be described, together with their particular relevance to the position for which they are nominated; and
Practical Experience	The length of experience in equivalent full-time years relative to the position for which they are nominated. The experience of the Team Leader and Design Lead in Client liaison and reporting shall be described. Achievements in previous projects shall be stated in conjunction with how past practical experience is relevant and applicable to this project.
Focus and Commitment	The Tenderer shall state the focus and commitment of each person nominated to the project. Their tasks and responsibilities shall be described and an indicative estimate of their time commitment to each of the project phases shall be provided in hours and also as a percentage of their time. A histogram for each of the stages of the project showing for each month the estimated level of commitment (in hours) to the contract services shall be provided.

Personnel nominated in the Personnel Schedule must be available to provide the services for the contract as required. The preformatted Personnel Schedule provided with this document, shall be completed and submitted with the tender as an appendix.

Attach CVs for each person nominated for a role on the Relevant Skills Tender Evaluation Form or for the key positions identified in the Personnel Schedule. CVs need to demonstrate specific experience relevant to the position and should differentiate between technical and managerial skills where relevant to the position. CVs shall be bound in alphabetical order as an appendix to the submission, and include reference to relevant qualifications and training and state the dates completed. CVs shall identify technical and management positions held and responsibility carried in relation to consultancy projects. Only one CV for each of the nominated personnel shall be submitted and recognised.

The Team Leader is the person responsible for the day-to-day management of the project and for reporting to the Client.

2.2 Methodology

The Tenderer shall provide a comprehensive statement of the proposed methodology. The statement shall focus on all the important steps, processes and procedures that in the opinion of the Tenderer, are necessary to ensure that this project meets all the Client's requirements, is completed in a timely manner, is within budget, and obtains all approvals and support from all interested parties.

This methodology statement will demonstrate, to the Client, the Tenderer's understanding of the project and the Client's requirements, how these will be achieved including how the Consultant will ensure the specific outcomes stipulated by the Client will be achieved.

The methodology statement should give the TET confidence that the stated timeframes for all Phases identified within the scope can be met and that robust processes will be in place to ensure all risks will be identified and managed so as to meet the required timeframes.

The following lists those factors included within the Methodology Tender Evaluation Form, and describes what, as a minimum, should be included in Tenderers responses:

1. Contract Management

- **Collaboration:** Outline your understanding of how a collaborative approach is best developed and how this will be applied to the project team. This should include your expectations of the Client's role within the project team.
- **Project Organisational Structure:** Provide a project organisation chart showing the structure and inter-relationship of the entire team, including all nominated personnel (in both lead roles and as team members), both internal and external interfacing lines, backup and the process catering for emergencies relevant to the project. The location of offices and personnel providing the services. Within this structure, describe the communication links between key parties (Management Team, Sub-consultants, Designers, NZTA, AT, external stakeholders etc).
- **Consultants Programme:** Provide your **outline** programme in Gantt-chart form including all relevant project phases, key deliverables, Client hold-points, and other key milestones. Describe the project programming systems and procedures the Tenderer intends to use for this project. Indicate the procedures for managing any delays to the programme. The programme shall be developed bearing in mind the requirements for the Consultants Programme detailed in the Scope of Services. It shall be risk adjusted based on those risks identified in your risk register and it should detail the critical path.
- **Management Relationship - Project Control:** Describe your proposed methodology for managing Client relationships. Include Client meetings and reporting to meet the requirements of this contract and any additional reports, features of your reports that you consider will be necessary or that will assist the Client's management and control of this project.

2. **Knowledge of Project Area and Factors Affecting the Project:** Demonstrate your knowledge of the project area and describe the local factors or influences that might impact on or otherwise affect the project outputs.

3. **Business Case Preparation:** Describe the methodology by which you propose to meet the deadlines for the key deliverables:
- Indicative Business Case;
 - Alternatives and Options Assessment and Costing Report;
 - Detailed Business Case(s).

The Tenderer shall outline the processes to be used to identify and evaluate a range of options that will best enable the realisation of the benefits of the Strategic Case. The methodology should clearly set out how the Tenderer proposes to balance the drive to meet aggressive reporting timeframes and stakeholder expectations with the need to ensure a high level of confidence around what's being reported.

4. **Consultation and Communication:** Describe your methodology for ensuring appropriate levels of liaison, consultation and communication are completed with the relevant groups, including but not limited to:
- NZTA;
 - Auckland Transport;
 - Auckland Council;
 - Local Boards;
 - Service Authorities;
 - Property and Network Maintenance Managers;
 - Affected property owners and residents;
 - Business Associations;
 - Maori;
 - Local Community Groups; and
 - General Public.
5. **Quality of Tender:** Your ability to pull together a clear and compelling story for why you are the best team for this job will be considered as a proxy for your ability to deliver a business case that meets the needs of the Client. This should demonstrate your grasp of the underlying principles of the business case approach as well as your ability to develop a succinct and concise story that still responds to those areas of interest for the reader ("investor").

3 Tender Evaluation Procedure

3.1 Tender Evaluation Team

A Tender Evaluation Team (TET) has been nominated to evaluate the tenders. Expert advisors may be requested to support and advise the TET during the evaluation.

The TET for this contract will be:

Tender Evaluation Team (TET)
Scott Wickman, Senior transport planner, NZ Transport Agency (TET leader)

Michael Kwok, Resolve Group (Qualified Evaluator)

Craig Turner, Senior Commercial Manager, NZ transport Agency

Saby Viridi, Principal Engineer, Auckland Transport

Tenderers will be notified in writing of any changes to the TET.

Tenderers who believe there is a conflict of interest or risk of bias with a member of the TET may write to the Probity Auditor within two weeks of the tender documents being issued, outlining their concerns so that the appropriate action can be taken.

3.2 Supplier Selection Method

3.2.1 Tenders

Tenders will be evaluated in accordance with this document and the "PQM Simple Method", of the NZTA *Contract Procedures Manual* (SM021).

Weightings will be given to each of the attributes as follows:

Relevant Skills	(35%)
Methodology	(50%)
Price	(15%)

A tender receiving a score of 35% or less for any non-price attribute will fail on that attribute and that tender will be rejected.

Short-listed tenderers will be required to resubmit their Relevant Skills non-price attribute providing them with the opportunity to submit proposals that have been optimised in terms of their Relevant Skills following detailed consideration of their Methodology. Unless discussed during an interactive meeting, it is expected that all personnel named in the SIA will remain the same in the RFT submission.

3.3 Tender Evaluation Process

1. The TET will complete their individual evaluation of the tendered contents of each "Envelope No 1 - Proposal, excluding Price" and then meet and reach preliminary agreement on the TET evaluation of the non-price attribute score for each tender.
2. Where a tender does not meet the minimum standard required of this RFT or a grade of 35 or less is awarded for any non-price attribute the tender will be deemed non-conforming and no further evaluation will take place.
3. Documented tender clarification may be sought from Tenderers through interview or other means during the evaluation and recorded for evaluation purposes.
4. The final scores will be submitted to the Client's authorised manger for approval to open the price envelopes for all tenders.
5. Following opening of "Envelope No 2 - Price" of all tenders and identification of the Tenderer with the lowest adjusted evaluation price a preletting meeting may be held with the Tenderer who submitted this preferred tender.

6. Final acceptance of a tender will be made following submission of a report and recommendation to the Client's authorised manager.

3.4 Late Tenders

The Client may at its sole discretion consider any tender received after the time stipulated if the circumstances can be shown to be extreme and beyond the control of the Tenderer.

3.5 Presentation of Tender

If the TET elects, presentations will be held after the close of tenders, in accordance with Clause 1.10. Two hours will be allowed for Tenderers to make their presentation including questions. Order and specific times for presentations will be drawn by lot and advised to each Tenderer one week prior to the close of tenders.

Presentations will be held at the NZTA office in Auckland. Tenderers will be required to provide any audio-visual equipment required for their presentation.

The objective of the presentation is to:

- Highlight key aspects of the bid;
- Introduce key team members;
- Provide a roadmap of the tender for the TET including structure, definitions etc.

The TET will confirm who they want at the presentation post close of tenders. It will be limited to no more than eight of the Tenderers personnel.

Tenderers shall not provide new information in their presentations.

Each Tenderer shall conduct their presentation on the assumption that the TET has no knowledge of the content of the Tenderer's submission.

The TET will be permitted to ask questions seeking clarification only.

The Tenderer will be permitted to distribute up to 10 pages of charts and diagrams to assist with its presentation. These pages shall be returned to the Tenderer at the end of the presentation.

3.6 Errors and Omissions

In the event that the Client discovers errors and/or omissions in a tender, the Client may, without advising the Tenderer of the errors and/or omissions, request the Tenderer confirm the tender without correction. Where such confirmation is not received the tender may be rejected.

All tender schedules must be properly filled in, on the original forms, to the satisfaction of the Client, including the Additional Services Schedule, where provided in the RFT. Schedules considered by the Client to be improperly filled in (eg. rates not provided where required in the Schedule), may result in the tender being rejected.

Where the Client discovers a tender contains errors in extension of unit rates or summation of items such as to vary the tendered sum, the Client will draw the error to the attention of the Tenderer and invite the Tenderer to confirm the tendered sum notwithstanding the error. Where such confirmation is not received, the tender may be rejected.

3.7 Tags

The Client's preference is that Tenderers' submissions do not contain tags. However, it is acknowledged that in some circumstances Tenderers may feel it is necessary to tag their Tender submission.

Where a Tenderer tags their Tender submission in order to modify the contractual terms detailed in this Tender Document, then the Tenderer must detail that modification in their Tender Tag Statement.

The Tender Tag Statement must include, for each tag:

- Reference to the part of the contract document that is intended to be changed, and
- The Tenderer's reason for the necessity for such a change to the contractual requirements.

Any statement in a Tender submission that has the general effect of being a tag, but is not included in a Tender Tag Statement, does not take precedence over the requirements of this Tender Document, and is of no effect unless expressly recognised in writing by the NZTA. The Client may, at its discretion, assign a premium to any Tender in the tender evaluation process in respect of an accepted tag that the Client considers to alter the risks, benefits, or cost of the project.

The Tenderer will be requested to remove tags that are unacceptable to the Client, without amendment to the tender price. Failure of the Tenderer to remove unacceptable tags will result in the tender being rejected.

3.8 Tender Evaluation Interviews

Further to the evaluation of submitted material, the Client reserves the right to interview any or all Tenderers. Interviews shall not introduce information additional to that submitted in the tender, but are expected to clarify or confirm issues not fully presented in the tendered submission or resulting from the interview. Interviews will not be used to provide additional information to Tenderers. Any representations made by the Client at such interview will not be binding unless committed to writing and signed by both parties. Interviews will be held at the Client's office in Auckland, at one week's notice.

3.9 Preletting Meeting

Following the opening of Envelope 2: Price, and prior to contract award, the Client will hold a preletting meeting(s) with the preferred Tenderer.

Meeting(s) will be convened as required by the Client, who will involve any other advisers on an 'as-required' basis. The preferred Tenderer shall be represented by key personnel, who would usually include, as a minimum, the Team Leader and/or the Deputy Team Leader.

The preletting meeting(s) will be aimed at developing a more refined and robust contract and consist of a contractual meeting with resolutions minuted, signed by both parties and included in the contract documents. Matters to be discussed will include but not limited to:

1. Resolving any outstanding issues including ambiguities or shortcomings associated with the tender documents or tender submission;

2. Clarifying the interpretation of the scope of services to be undertaken;
3. Confirming the Tenderer's methodology and resources to be applied, and resolving any issues where any potential misalignment is found;
4. Reviewing the Tenderer's proposed Programme;
5. Confirming consultation requirements with affected parties; and
6. Negotiating any other contract terms (including price and performance measures e.g. the lump sums and rates that make up the sums associated with all services, additional services may be discussed, agreed and adjusted).

Other matters for discussion without prejudice, that are non-contractual, include but are not limited to a review of project risks. This to enable the Client to increase confidence in its financial allocation through:

- Reviewing the Client's risk register to establish completeness; and
- Discussing uncertainty ranges associated with individual risks.

Such discussion will only be minuted with prior agreement between both parties.

3.10 Lowest Price or Any Tender not Necessarily Accepted

The Client reserves the right to accept any of the tenders submitted in accordance with this section of the Request for Tender document and is not bound to accept the tender which submits the lowest sum for the performance of the professional services.

Further, the Client reserves the right to withdraw from the tender process at any time without notice before entry into the Contract. If the Client withdraws from the tender process then no Tenderer shall have any claim for compensation or otherwise against the Client, and all Tenderers shall return all documents provided to the Tenderers for the purposes of making a tender, together with all copies whether stored on hard copy or electronically.

3.11 Probity

An independent probity auditor has been appointed to overview the Client's tendering process (up to contract award), and to verify that the procedures set out in the IFT are complied with. The probity auditor is not a member of the TET.

A Tenderer concerned about any procedural issue has the right to contact the probity auditor and request a review. The outcome of any such review will be documented with copies sent to both the Tenderer who raised the issue and to the Client. The name and contact details are as follows:

Peter Davies

Director, Specialist Audit and Assurance Services (Team Leader, Probity Services)

Audit New Zealand

100 Molesworth Street

Thorndon

PO Box 99

WELLINGTON 6140

DDI: 04 496 3099

Mobile: 021 222 4824

Fax: 04 496 3195

Email: Peter.Davies@auditnz.govt.nz.

4 Signing of Professional Services Document

Procedural requirements for the execution of the professional service Contract Agreement will be arranged by the Client. The index page(s) of the document will be signed by all persons who will be signatories to the contract. The Client's delegated representative will sign the contract on behalf of the Client. Please note in Clause 2.1(f) of the Contract Agreement, the Client will require the authorised signatories of the Tenderer to be authorised in writing to execute the Contract and if the Tenderer is a company, the Client will require confirmation that all appropriate resolutions and authorities have been passed by and obtained from the shareholders and directors of the company to authorise the company to enter into the Contract.

5. Tender Debriefing

Within two weeks of the contract award, tenderers may request a meeting with Tender Evaluation Team representatives. The purpose of the meeting will be to discuss the tenderers submission including in particular the adequacy of the submitted information and the scoring of Non-price Attributes. Other Tenderer's tender submission information and details will not be disclosed. The discussions will be confidential and will not be minuted.

6. Tender Evaluation Forms

The following Tender Evaluation Forms will be used in the evaluation of tender non-price attributes:

- Form B: Relevant Skills
- Form C: Methodology.

Sub-attribute weightings for the criteria to be assessed in the evaluation of the non-price attributes shall be stated on the forms at the time of tender. If no sub-attribute weightings are shown, the assessment criteria will be evaluated as having equal weightings.

Relevant Skills (Weighting 35%)		Form B	
Personnel	Qualification and Training (30%)	Practical Experience (60%)	Focus and Commitment (10%)
	35 or less: Barely adequate 40, 45: Adequate 50, 55: Meets requirements 60, 65, 70: Related 75, 80, 85: Very Related 90, 95, 100: Directly Applicable	35 or less: Poor 40, 45: Below Average 50, 55: Average 60, 65, 70: Above Average 75, 80, 85: Good 90, 95, 100: Excellent	35 or less: Poor 40, 45: Below Average 50, 55: Average 60, 65, 70: Above Average 75, 80, 85: Good 90, 95, 100: Excellent
Team Leader	(15%)		
Design Team	(25%)		
Transportation Planning & Modelling Team	(15%)		
RMA Planning Team	(10%)		
Consultation and Communications Team	(20%)		
Business Case Team	(10%)		
Project Controls Team	(5%)		
Summary Rating:			
Tenderer:		Relevant Skills Rating:	

Evaluators Comments: (Continue on Separate Sheet if Necessary)

Note to TET:

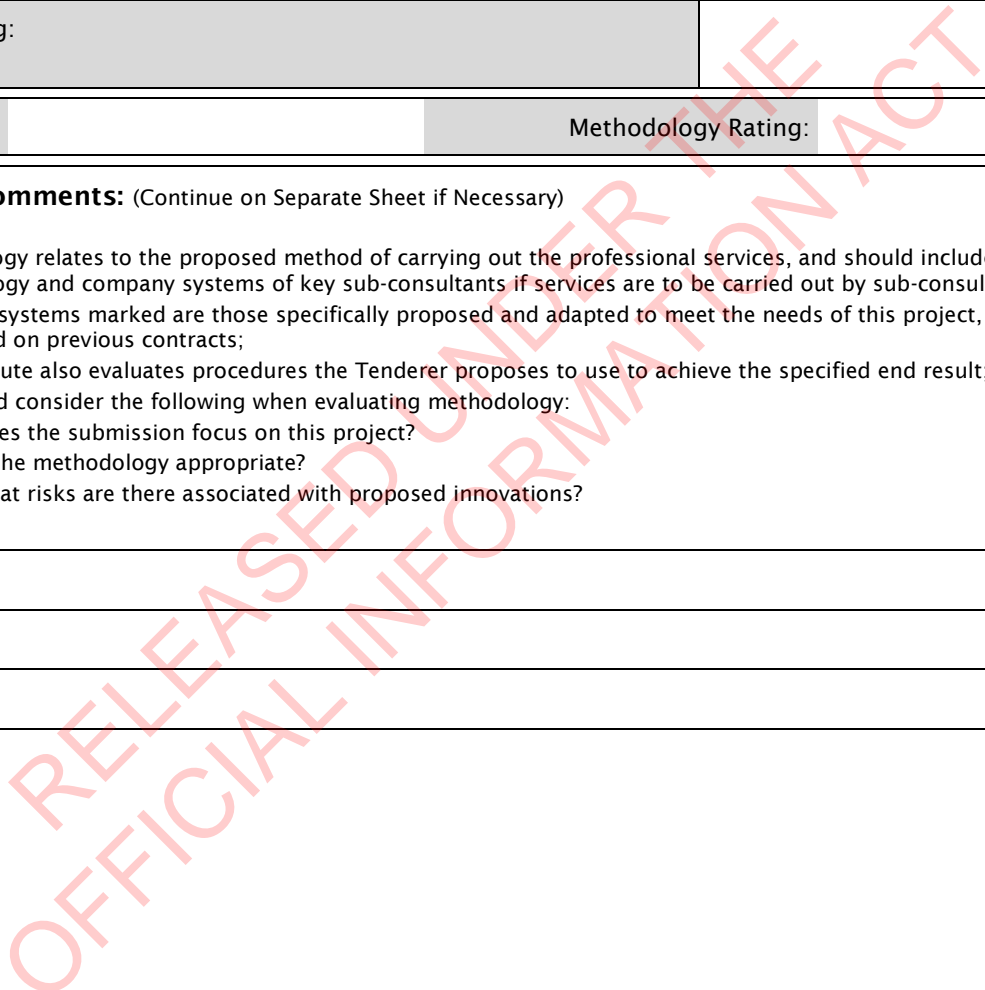
- Relevant Skills relates to individuals not company, and should include relevant skills of key sub-consultants, if the positions listed are to be filled by sub-consultants.
- The Team Leader is the person responsible for the day-to-day management of the project and for reporting to the Client.

Methodology (Weighting 50%)		Form C
Factor		Standard (100%)
		35 or less: Poor 40, 45: Below Average 50, 55: Average 60, 65, 70: Above Average 75, 80, 85: Good 90, 95, 100: Excellent
Contract Management	20%	
Knowledge of the Project Area and Factors Affecting the Project	10%	
Business Case Preparation	45%	
Consultation	15%	
Quality of Tender	10%	
Summary Rating:		
Tenderer:		Methodology Rating:

Evaluators Comments: (Continue on Separate Sheet if Necessary)

Note to TET:

- Methodology relates to the proposed method of carrying out the professional services, and should include methodology and company systems of key sub-consultants if services are to be carried out by sub-consultants;
- Company systems marked are those specifically proposed and adapted to meet the needs of this project, not those used on previous contracts;
- This attribute also evaluates procedures the Tenderer proposes to use to achieve the specified end result; and
- TET should consider the following when evaluating methodology:
 - Does the submission focus on this project?
 - Is the methodology appropriate?
 - What risks are there associated with proposed innovations?



Section C

Tender Form, Pricing and Personnel Schedules

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Tender Form

The NZ Transport Agency

Professional Services Contract Number: PA3879

Central Connections – Indicative and Detailed Business Cases

For the Delivery of Professional Services to the NZ Transport Agency

1. I/We (the undersigned) do hereby tender the sum of:
[Amount in words]

(\$ _____), excluding Goods and Services Tax, for the delivery of the Services in accordance with and as described in the Contract Documents.
2. This tender is unconditional, shall remain open for acceptance by the NZ Transport Agency and shall not be revocable by me/us until ten (10) weeks after the closing Date, which date is set out on the front page of the Contract Documents.
3. I/We agree that NZ Transport Agency's invitation to bid is not an offer and there will be no binding agreement between me/us and the NZ Transport Agency until the NZ Transport Agency has confirmed in writing that the NZ Transport Agency has accepted my/our offer.
4. I/we understand and accept that the Client is not bound to accept **the lowest price** or any tender and that the NZ Transport Agency reserves the right to withdraw from the tender process at any time without notice.
5. If my/our tender is accepted then I/we agree to execute the form of Contract immediately it is sent to me/us for execution. We further understand that no payment will be made until the Contract Agreement is signed by the Consultant without significant amendment.
6. I/we confirm that I/we have read, understood and agree unreservedly to all of the contents of the Contract Documents and in particular (but without limiting my/our confirmation) the contents of the Contract itself as set out in Clause 4.1 of Section A of the Contract Documents.

Authorised Signature: _____ Date: _____
 Name of Company: _____
 Name of Contact Person: _____ Telephone: _____
 Postal Address: _____ Facsimile: _____
 _____ Email: _____

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Contract Pricing Schedule

The method and basis of payment for each of the following Pricing Schedule items is described in the Payment Schedule, located at the end of Section C of the Contract Documents.

Project: CENTRAL CONNECTIONS – DETAILED BUSINESS CASE]

Item	Description	Unit	Rate	Amount
1	SECTION D - Scope of Services			
1.1	General	L.S.	---	
1.2	Co-located Project office	L.S.	---	
1.3	Consultation and Communication	L.S.	---	
1.3.1	General	L.S.	---	
1.3.2	Open days	4 ea		
1.3.3	Newsletters	12 ea		
1.3.4	Monthly Project Updates	12 ea		
1.3.5	Large Aerial Plan	L.S.	---	
1.3.6	Large Property Plan	L.S.	---	
Sub-total Item 1				\$XX,XXX.XX
2	STANDARD SPECIFICATION - Contract Management			
2.1	General	L.S.	---	
2.2	Consultant's Project Quality Plan	L.S.	---	
2.3	Consultant's Programme	L.S.	---	
2.4	Site Safety Plan	L.S.	---	
2.5	Consultation and Communication Plan	L.S.	---	
2.6	Monthly Project Meetings	12 ea		
2.7	Project Control Group Meetings	12 ea		
2.7	Activity Risk File	L.S.	--	
2.8	Risk Reviews	3 ea		
2.9	Reporting	L.S.	---	
Sub-total Item 2				\$XX,XXX.XX
3	STANDARD SPECIFICATION – Indicative Business Case			
3.1	General	L.S.	---	
3.2	Indicative Business Case	L.S.	---	
3.3	Network Alignment Plan	L.S.	---	
3.4	Preliminary Geotechnical Appraisal Report	L.S.	---	
Sub-total Item 3				\$XX,XXX.XX
4	STANDARD SPECIFICATION – Detailed Business Case			
4.1	General	L.S.	---	

Item	Description	Unit	Rate	Amount
4.2	Alternatives & Options Assessment and Costing Report	L.S.	---	
4.3	Draft Position Paper on the Longer Term	L.S.	---	
4.4	Detailed Business Case	L.S.	---	
4.5	Property Requirements			
4.5.1	Property Evaluation Strategy	L.S.	---	
4.5.2	Property Acquisition Strategy	L.S.	---	
4.6	Transportation Modelling	L.S.	---	
4.7	Topographical Model	---	---	
4.7.1	LIDAR DTM	L.S.	---	
4.7.2	Additional Survey Management	L.S.	---	
4.7.3	DTM Update	L.S.	---	
4.8	Geotechnical Investigations	---	---	
4.8.1	Geotechnical Testing Management	L.S.	---	
4.8.2	Geotechnical Testing and Assessment Report (Factual Report)	L.S.	---	
4.8.3	Geotechnical Interpretive Report	L.S.	---	
4.9	Social and Environmental Assessment	L.S.	---	
Sub-total Item 4				\$XX,XXX.XX
5	ADDITIONAL SERVICES			
	(from Additional Services Schedule)	L.S.	Sub-total Item 5	\$XX,XXX.XX
TOTAL ITEMS 1 to 5				\$XX,XXX.XX
6	PROVISIONAL SUMS			
6.1	Geotechnical Site Investigation	P.S.	---	\$500,000.00
6.2	Access for Geotechnical Site Investigation	P.S.	---	\$20,000.00
6.3	Geotechnical Resource Consents	P.S.	---	\$10,000.00
6.4	Topographical Survey	P.S.	---	\$100,000.00
6.5	Display Model	P.S.	---	\$50,000.00
6.6	Presentation materials	P.S.	---	\$50,000.00
Sub-total Item 6				\$730,000.00
TOTAL TENDERED SUM (Items 1 to 6) (excluding GST)				\$XX,XXX.XX

Additional Services Schedule

Tenderers shall complete the Additional Services Schedule and submit with their tender to provide unit rates for any variations to the Scope of Services that may be agreed with the Client.

Additional services may be broken down into personnel, computing time and vehicle running for the project. Each item has been assigned an arbitrary number of hours or kilometres for which the Tenderer shall provide rates. These rates shall apply for any Additional Services or Provisional Sum items of work, irrespective of the number of hours estimated in the Schedule below. The total amount arrived at shall be transferred to the Contract Pricing Schedule.

The personnel listed in the schedule below are not a repeat of those listed in the Personnel Schedule. It is intended that it be representative of occupations required to undertake the work.

"Other Personnel" may be grouped into similar occupational groupings (eg. Overseers, Designers, Accounts Officers, etc.), and an average Hourly Rate for each grouping specified.

Item	Description	Unit	Qty	Rate	Amount
4.1	Team Leader	Hours	100		
4.2	Design Lead	Hours	100		
4.3	Geotechnical Engineer Lead	Hours	100		
4.4	Structural Engineer(s)	Hours	50		
4.5	Civil Engineer(s)	Hours	200		
4.6	Other Design personnel	Hours	150		
4.7	Transportation Planning Lead	Hours	50		
4.8	Transportation Planner(s)	Hours	150		
4.9	Transportation Modelling Lead	Hours	50		
4.10	Transportation Modeller(s)	Hours	150		
4.11	Planning (RMA) Lead	Hours	50		
4.12	RMA Planner(s)	Hours	100		
4.13	Environmental Personnel	Hours	100		
4.14	Consultation & Communications Lead	Hours	50		
4.15	Consultation & Communications Personnel	Hours	100		
4.16	Cost Estimator	Hours	50		
4.17	Economic Analyst	Hours	100		
4.18	Business Case Team	Hours	100		

Item	Description	Unit	Qty	Rate	Amount
4.19	Project Controls Team	Hours	50		
4.20	Risk Management Specialist	Hours	20		
4.21	Administration Staff	Hours	100		
4.22	Vehicle Running	km	5,000		
Other Personnel (Tenderer to Nominate, Provide Rate Only):					
4.23		Hours	---		---
4.24		Hours	---		---
4.25		Hours	---		---
TOTAL ADDITIONAL SERVICES: (Transfer to the Contract Pricing Schedule)					

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Personnel Schedule

Consultant's Staff

Team Leader	
Contact Phone Number (24 Hours)	

Key Personnel

Design Lead	
Design Team	
Transportation Planning Lead	
Transportation Planning Team	
Planning (RMA) Lead	
Planning (RMA) Team	
Consultation Lead	
Consultation & Communications Team	

RELEASED UNDER THE OFFICIAL INFORMATION ACT

Business Case Team	
Project Controls team	
Other Personnel (At Consultant's discretion) (including Sub-consultants)	

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Payment Schedule

1 Method of Payment

1.1 Consultant's Requests for Payment

The Consultant shall submit their requests for payment to the Client on a monthly basis. The request will accompany the Consultant's Monthly Report at the dates specified in Section D. When submitting contract payment requests and reimbursable expenses invoices, the Consultant will complete the Client supplied Contract Payment Voucher and any other forms as specified and supplied under Inputs to Tenderers for this contract.

The Client will assess the request for payment in accordance with the terms of the contract, make any amendments necessary and arrange payment generally on the twentieth day of the month.

Where work tasked is not complete at the contract termination date, or the due date for delivery, then the Project Manager, at his discretion, may:

1. Deduct the cost of completing the work from payments due to the Consultant;
2. Require completion of the work; or
3. Make payment for the work in the month following the month in which the work would normally have been invoiced.

This will not preclude the Client from exercising other remedies for non-performance by the Consultant.

The cost of the services of the Client's Property Acquisition Agent, does not form part of this contract and will be paid direct by the Client.

Tendered Lump Sums, Unit Rates and Hourly Rates are deemed to include the costs of complying with the requirements of the *Building Act 2004*, *Resource Management Act 1991*, *Land Transport Management Act 2003*, *the Building Regulations* and other relevant legislation, where applicable.

1.2 Lump Sum Items

Lump Sum items are all-inclusive sums for the performance of a particular service. They will be paid as specified in this Payment Schedule. Payment methods include:

- A single sum on completion of the service;
- Specified proportions paid at specified times;
- Prorated payments over a defined period;
- A mixture of the above.

The first payment for each item shall be payable following the later of the planned start date in the updated *Consultant's Programme* or the actual start date. The pro rata amount shall be based on the updated planned completion date. Where a limit ratio is stated the total payments for the item shall not exceed the limit until the limit criteria are met.

Where payment is stated to be prorated, the Project Manager may reduce payment where work for that item is falling behind programme.

1.3 Unit Rate Items

Unit Rates are generally all-inclusive rates for a recurring or multiple services. The quantity given in the Schedule, while a reasonable assessment of the contract's likely requirement, is a guide for tendering purposes only. Payment will be made on the actual number of services requested by the Project Manager, over the course of the contract, and adequately completed.

Where the actual differs from the scheduled quantity in the Contract Pricing Schedule, by a significant amount, the Project Manager may, at his/her discretion, consider a claim for a price variation. Supporting evidence to justify such a claim would be needed.

Claims for price variations will not be considered for Unit Rate items included in the Additional Services Schedule or the Geotechnical Testing Schedule, when included. Payment for Unit Rate items in these Schedules, shall not be made unless the Client has given specific written authority for the work.

1.4 Hourly Rate Items

Where an Hourly Rate is quoted, this shall be for all costs excluding Reimbursable Expenses as defined below.

1.5 Reimbursable Expenses

Reimbursable expenses (or disbursements) are claimable at cost only (unless an on-cost is allowed for in the Contract Pricing Schedule) in association with additional services and other non-scheduled works, where agreed, unless otherwise specifically stated in this Payment Schedule. They shall be sufficiently itemised on the Consultant's claims to clearly identify justifiable reimbursement. The Consultant shall make available, if requested, adequate documentation to justify the reimbursement claims.

Reimbursable expenses may include (unless specified otherwise):

- Travel, accommodation and meals.
- Fees paid by the Consultant on behalf of the Client to authorities having jurisdiction over the project.
- Any legal or other professional charges which the Consultant may have legitimately incurred in connection with the project.
- A charge for specialist technical use of computers, but excluding accounting, administration, and normal expected design use.

1.6 Provisional Sums

Provisional Sums will be provided for non-quantifiable services to be provided by the Consultant under this contract and will be listed under the "Provisional Sums" item of the Contract Pricing Schedule. Works requested by the Client under a Provisional Sum, will be priced, by the Consultant, on the basis of a Fixed Price Quote or Time Writing.

Payment for any provisional sum shall not be made unless the Client has given specific written authority for each specific event associated with the item.

1.7 Cost Fluctuations

1. Cost fluctuations shall not be paid on this contract.

1.8 New Zealand Taxes – Overseas Consultants

New Zealand taxes will be added/deducted to/from payments to overseas consultants in accordance with New Zealand current law, in particular:

- Goods and Services Tax (GST);
- Income Tax;
- Non-Resident Contractors Withholding Tax (NRCWT).

2 Contract Payment Schedule

This payment schedule defines the pricing schedule items, which must be separately priced by the Consultant, and the terms of their payment. The numbering shown corresponds to the numbering on the Contract Pricing Schedule.

Item	Description
1	SECTION D - Scope of Services
1.1	<p>General</p> <p>The Lump Sum will cover all services referenced in the Scope of Services in Section D, additional to the referenced contract specifications (identified in the contract agreement), necessary for the satisfactory completion of the project with the exception of any following listed items. Payment will be prorated on a monthly basis for the duration of the contract.</p>
1.2	<p>Co-located Project Office</p> <p>The Lump Sum will cover all expenses and services associated with the full establishment, operation and disestablishment of a Co-located Project Office as referenced in the Scope of Services in Section D. Payment will be prorated on a monthly basis for the duration of the contract.</p>
1.3	<p>Consultation and communication</p>
1.3.1	<p>General</p> <p>The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the Consultation and Communication deliverables as specified in the Consultation and Communication Plan prepared in accordance with the requirements of the NZTA Standard Specifications Contract Management, and Investigation and Reporting, and the Scope of Services. Payment of the Lump Sum will be prorated on a monthly basis over the period from approval by the Client of the Consultation and Communication Plan up to the end of consultation on the Preferred Option.</p>

Item	Description	
1.3.2	Open days	The Unit Rate shall include all expenses relating to the Open Day, as specified, including hall hire, tea, coffee, biscuits, displays, comment forms, the Consultant's accommodation and travel expenses, etc. Payment of the Unit Rate will be made on delivery of the Open Day report.
1.3.3	News letters	The Unit Rate shall include all expenses relating to the design, production of the news letters. Payment of the Unit Rate will be made on delivery of the news letter.
1.3.4	Monthly Project Update	The Unit Rate shall include all expenses relating to the preparation of monthly project updates for the NZTA Board and other parties in easily understandable English. Payment of the Unit Rate will be made on acceptance by the Client of the Monthly Project Updates.
1.3.5	Large Aerial Plans	The Lump Sum shall include all expenses associated with the preparation and supply of the Large Aerial Plans as specified in Section D Scope of Services. Payment of the Lump Sum will be made on delivery and Client acceptance of the Large Aerial Plans.
1.3.6	Large Property Plans	The Lump Sum shall include all expenses associated with the preparation and supply of the Large Property Plans as specified in Section D Scope of Services. Payment of the Lump Sum will be made on delivery and Client acceptance of the Large Property Plans.

2 STANDARD SPECIFICATION - Contract Management

2.1 General

The Lump Sum will cover all services referenced in the NZTA Standard Specification *Contract Management*, necessary for the satisfactory completion of the project, with the exception of any following listed items. Payment will be prorated on a monthly basis for the duration of the contract.

2.2 Consultant's Project Quality Plan

The Lump Sum includes all expenses relating to the preparation, regular updating and implementation of the Consultant's Project Quality Plan, as specified, subject to any amendments specified in the Scope of Services. Payment of 60% of the Lump Sum will be made on Client acceptance of the initial Consultant's Project Quality Plan. The remainder will be prorated on a monthly basis over the term of the contract and paid following Client acceptance of the monthly update with the Monthly Report.

2.3 Consultant's Programme

The Lump Sum includes all expenses relating to the preparation and development of the Consultant's Programme, as specified, subject to any amendments specified in the Scope of Services. Payment of 60% of the Lump Sum will be made on Client acceptance of the initial Consultant's Programme. The remainder will be prorated on a monthly basis over the term of the contract and paid following Client acceptance of the monthly update with the Monthly Report.

Item	Description
2.4	<p>Site Safety Plan</p> <p>The Lump Sum includes all expenses relating to the preparation, regular updating and implementation of the Site Safety Plan, as specified, subject to any amendments specified in the Scope of Services. Payment of 60% of the Lump Sum will be made on Client acceptance of the initial Site Safety Plan. The remainder will be prorated on a monthly basis over the term of the contract and paid following Client acceptance of the monthly update with the Monthly Report.</p>
2.5	<p>Consultation and Communication Plan</p> <p>The Lump Sum includes all expenses relating to the preparation, regular updating and implementation of the Consultation and Communication Plan as specified, subject to any amendments specified in the Scope of Services. Payment of 60% of the Lump Sum will be made on Client acceptance of the initial Consultation and Communication Plan. The remainder will be prorated on a monthly basis over the term of the contract and paid following Client acceptance of the monthly update with the Monthly Report.</p>
2.6	<p>Monthly Project Meetings</p> <p>The unit rate shall include all expenses relating to the preparation and attendance, during the Contract, of the Consultant's Monthly Meetings. Payment of the Unit Rate will be made on completion of each meeting.</p>
2.7	<p>Activity Risk File</p> <p>The Lump Sum includes all expenses relating to the preparation, regular updating and maintenance of the Activity Risk File in accordance with NZTA's Minimum Standard Z/44 - Risk Management. Payment of 60% of the Lump Sum will be prorated on a monthly basis over the term of the contract. The remainder will be paid on Client acceptance of the Final Contract Close Out Risk Report."</p>
2.9	<p>Reporting</p> <p>The Lump Sum includes all expenses relating to the preparation and delivery, during the Contract, of the Consultant's Monthly Reports, the Accrual Reports and, as necessary, any Public Relations Reports and Accident Reports. Payment of the Lump Sum will be prorated monthly over the programmed period of the Contract.</p>
3	STANDARD SPECIFICATION - Indicative Business Case
3.1	<p>General</p> <p>The Lump Sum shall include all expenses relating to services referenced Section D - Scope of Services as well as the NZTA Standard Specification documents referred to therein, necessary for the satisfactory completion of the project, except where separately listed within the Contract Pricing Schedule. Payment of the Lump Sum will be prorated on a monthly basis for the duration of the phase.</p>
3.2	Indicative Business Case

Item	Description
	The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of the Indicative Business Case, and any subsequent peer review requirements subject to any amendments specified in the Scope of Services and as specified in the Business Case templates found in the Highways Information Portal. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Indicative Business Case, with the remainder being paid on Client acceptance of the final Indicative Business Case
3.3	<p data-bbox="389 551 639 573">Network Alignment Plan</p> <p data-bbox="389 600 1406 741">The Lump Sum shall include for all expenses relating to the preparation of the Network Alignment Plan as specified within the Scope of Services. Payment of 80% of the Lump Sum will be made upon receipt of a draft report, with the remainder being paid on Client acceptance of the final Network Alignment Plan.</p>
3.4	<p data-bbox="389 768 826 790">Preliminary Geotechnical Appraisal Report</p> <p data-bbox="389 817 1406 958">The Lump Sum shall include all expenses relating to the investigations for, and preparation and delivery of, the Preliminary Geotechnical Appraisal Report as specified in the Scope of Services. Payment of 80% of the Lump Sum will be made upon receipt of a draft report, with the remainder being paid on Client acceptance of the final Preliminary Geotechnical Appraisal Report.</p>
4	STANDARD SPECIFICATION - Detailed Business Case
4.1	<p data-bbox="389 1025 469 1048">General</p> <p data-bbox="389 1075 1406 1261">The Lump Sum shall include all expenses relating to services referenced Section D - Scope of Services as well as the NZTA Standard Specification documents referred to therein, necessary for the satisfactory completion of the project, except where separately listed within the Contract Pricing Schedule. Payment of the Lump Sum will be prorated on a monthly basis for the duration of the phase.</p>
4.2	<p data-bbox="389 1288 963 1310">Alternatives & Options Assessment and Costing Report</p> <p data-bbox="389 1337 1406 1579">The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of the Alternatives & Options Assessment and Costing Report, and any subsequent peer review requirements as specified in the Scope of Services. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Alternatives & Options Assessment and Costing Report, with the remainder being paid on Client acceptance of the final Alternatives & Options Assessment and Costing Report.</p>
4.3	<p data-bbox="389 1606 746 1628">Draft Position on the Longer Term</p> <p data-bbox="389 1655 1406 1868">The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of Draft Position on the Longer Term, and any subsequent peer review requirements as specified in the Scope of Services. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the initial Draft Position on the Longer Term, with the remainder being paid on Client acceptance of the final Draft Position on the Longer Term.</p>

Item	Description
4.4	<p>Detailed Business Case</p> <p>The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of the Detailed Business Case as specified in the Business Case templates found in the Highways Information Portal, and any subsequent peer review requirements subject to any amendments specified in the Scope of Services. Payment of [80%] of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Detailed Business Case, with the remainder being paid on Client acceptance of the final Detailed Business Case</p>
4.5	Property Requirements
4.5.1	<p>Property Evaluation Strategy</p> <p>The Lump Sum shall include all expenses relating to the preparation, delivery and updating of the schedule of the directly affected properties for the various alignment options for a project, in order for the Property Acquisition Agent to prepare an Option Evaluation Strategy - Property. The Lump Sum includes the initial meeting and instruction, management, review and updating of the Strategy in accordance with Clause 13.2.1 of the NZTA Standard Specification Investigation & Reporting. The input of the Client's Property Acquisition Agent will be managed and reported by the Consultant. Payment of the Lump Sum will be paid on Client acceptance of the Strategy.</p>
4.5.2	<p>Property Acquisition Strategy</p> <p>The Lump Sum shall include all expenses relating to the preparation, delivery and updating of a schedule of the directly affected property and the instruction, management, review and updating of the Property Acquisition Strategy including all information specified in accordance with Clause 13.2.2 of the NZTA Standard Specification Investigation & Reporting of this contract document. The input of the Client's Property Acquisition Agent will be managed and reported by the Consultant. Payment of [80%] of the Lump Sum will be paid on Client acceptance of the Strategy, with the remainder paid on delivery of the final Detailed Business Case.</p>
4.6	<p>Transportation Modelling</p> <p>The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and completion of the Transportation Modelling as specified in the Scope of Services. Payment of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery Client acceptance of the final Detailed Business Case.</p>
4.7	Topographical Model

Item	Description	
4.7.1	LiDAR DTM	The Lump Sum shall include all expenses relating to the preparation, delivery and updating of the schedule of the directly affected property and the instruction, management, review and updating of the Property Acquisition Strategy including all information specified in accordance with Clause 13.2.2 of the NZTA Standard Specification <i>Investigation & Reporting</i> of this contract document. The input of the Client's Property Acquisition Agent will be managed and reported by the Consultant. Payment of [80%] of the Lump Sum will be paid on Client acceptance of the Strategy, with the remained paid on delivery of the final Detailed Business Case.
4.7.2	Additional Survey Management	The Lump Sum shall include all expenses relating to the preparation, delivery and updating of the schedule of the directly affected property and the instruction, management, review and updating of the Property Acquisition Strategy including all information specified in accordance with Clause 13.2.2 of the NZTA Standard Specification <i>Investigation & Reporting</i> of this contract document. The input of the Client's Property Acquisition Agent will be managed and reported by the Consultant. Payment of [80%] of the Lump Sum will be paid on Client acceptance of the Strategy, with the remained paid on delivery of the final Detailed Business Case.
4.7.3	DTM Update	The Lump Sum shall include all expenses relating to obtaining the required data, conducting the investigations for, and compiling a Digital Terrain Model (DTM) using LiDAR information. Payment of the Lump Sum will be made on completion and Client acceptance of the initial DTM.
4.8	Geotechnical Investigations	
4.8.1	Geotechnical Testing Management	The Lump Sum shall include all expenses relating to the management of a sub-consultant to undertake the required Geotechnical Testing as agreed with the Client and as specified in the Scope of Services. Payment will be prorated over the period during which the Geotechnical Testing is being carried out.
4.8.2	Geotechnical Testing and Assessment Report (Factual)	The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of the Geotechnical Testing and Assessment Report as specified in the NZTA Standard Specification <i>Investigation and Reporting</i> subject to any amendments specified in the Scope of Services. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Geotechnical Testing and Assessment Report, with the remainder being paid on Client acceptance of the final Geotechnical Testing and Assessment Report

Item	Description	
4.8.3	Geotechnical Interpretive Report	The Lump Sum shall include all expenses, with the exception only of those specifically covered in other items, relating to the investigations for, preparation and delivery of the Geotechnical Interpretive Report as specified in the NZTA Standard Specification Investigation and Reporting subject to any amendments specified in the Scope of Services. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Geotechnical Interpretive Report, with the remainder being paid on Client acceptance of the final Geotechnical Interpretive Report
4.9	<p>Social and Environmental Assessment</p> <p>The Lump Sum shall include all expenses relating to the investigations for, preparation and delivery of the Social and Environmental Assessment as specified in the NZTA Standard Specification Investigation and Reporting subject to any amendments specified in the Scope of Services. Payment of 80% of the Lump Sum will be prorated on a monthly basis over the period from instruction to proceed up to delivery of the draft Social and Environmental Assessment, with the remainder being paid on Client acceptance of the final Social and Environmental Assessment.</p>	
5	<p>ADDITIONAL SERVICES</p> <p>Any payment for agreed services undertaken by the Consultant deemed to be a variation shall be paid by the methods detailed below, at the Client’s discretion. The Client’s agreement must be obtained in advance for any Consultant initiated Additional Service.</p> <p>Method 1: Time Writing</p> <p>The Consultant shall record all costs against each task in terms of the rates priced in the Additional Services Schedule and, where applicable, shall provide the Client with an itemised assessment of the expected totals and final cost. The Client may set a ceiling for expenditure. The Consultant shall allow for the complete disclosure of all items which comprise a priced task if so requested by the Client.</p> <p>Payment will be made monthly on the basis of agreed work completed.</p> <p>Method 2: Fixed Price Quote</p> <p>Where requested the Consultant shall provide a fixed price quote based on the rates priced in the Additional Services Schedule.</p> <p>Payment will be made as a Lump Sum on completion of the additional service. Where the Tenderer has entered a zero rate for any item, or part thereof, payment for any work instructed under this item is deemed to be included elsewhere in the schedule rates and no additional payment shall be made until the hours or kms specified against the item have been exceeded.</p>	
6	<p>PROVISIONAL SUMS</p> <p>Any services requested by the Client under Provisional Items shall be paid by the methods detailed in Clause 4 above, at the Client’s discretion, and in accordance with the following clauses.</p> <p>6.1 Geotechnical Site Investigation</p> <p>This Provisional Sum shall only be expended against Geotechnical Site Investigations in accordance with a quote approved by the Project Manager if deemed necessary. Payment will be made upon receipt of a factual report for the completed site investigations.</p>	

Item	Description
6.2	<p>Access for Geotechnical Testing</p> <p>Payment will be made on the basis of a fixed price quote, for the provision of access for the purposes of borehole and penetrometer testing.</p>
6.3	<p>Geotechnical Resource Consents</p> <p>The Consultant shall prepare and lodge appropriate applications for any Consents required to complete the approved geotechnical testing schedule. Payment will be made on acceptance of the application by the Consent Authority.</p>
6.4	<p>Topographical Survey</p> <p>This Provisional Sum shall only be expended against Topographical Survey in accordance with a quote approved by the Project Manager where it has been identified that further survey is required in specific locations. Payment will be made upon receipt of a completed survey plan and DTM.</p>
6.5	<p>Display Model</p> <p>If directed by the Project Manager the Consultant shall obtain prices for a display model for all or any section of the preferred alignment to an agreed scale. Payment will be made on receipt of an acceptable display model.</p>
6.6	<p>Presentation Materials</p> <p>If directed by the Project Manager the Consultant shall prepare and/or supply the requested plans, aerial photography, PowerPoint slides or other materials. Payment will be made on receipt of the requested output produced to an acceptable standard.</p>

RELEASED UNDER THE OFFICIAL INFORMATION ACT

**Section D:
Contract Scope**

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Table of Contents

Section D: Contract Scope	57
Scope of Services	61
1 Introduction	61
1.1 Project Partners	61
2 Background and Context	62
2.1 Strategic case	62
2.2 Programme Business Case	62
2.3 Political Context	63
2.4 Site Description and Location	63
2.5 Scope and Extent of Works	64
2.6 Objectives of this Package	67
2.7 Programme – Key Dates	68
3 Contract Management	68
3.1 Collaboration	68
3.2 Risk Management	70
3.3 Cost Management	70
4 Previous Studies	70
5 Business Case Phases	71
5.1 General	71
5.2 Phase 1 – Establishment and Discovery	71
5.3 Phase 2 – Indicative Business Case	71
5.4 Phase 3 – Alternatives and Options	
Assessment and Cost Report	73
5.5 Phase 4 – Detailed Business Cases	77
5.6 Technical Considerations and Workstreams	78
5.7 Social and Environmental Management	82
5.8 Utilities Investigation	83
5.9 Consultation	83
5.10 Client Reviews	86
5.11 Peer Reviews	87
5.12 Funding Applications	87

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Scope of Services

1 Introduction

The Auckland Plan identifies the East West Link (EWL), in conjunction with the Auckland Manukau Eastern Transport Initiative (AMETI), as one of the three priority projects for Auckland, alongside the City Rail Link and Additional Waitemata Harbour Crossing. The Auckland Plan describes the EWL area as having a critical gap in Auckland's transport network and has indicated a need for greater efficiency of freight movements between the industrial areas within the EWL area and the surrounding ports and business districts.

To date, the EWL project has been progressed as a joint initiative by the NZ Transport Agency (NZTA) and Auckland Transport (AT). The project partners have developed a Programme Business Case (PBC) to respond to the key problems identified in the study area. While the PBC has identified a range of issues which need to be addressed within the study area, this current commission seeks to address the access issues between the Neilson/Church St corridor in the Onehunga/Penrose area and the state highway network; SH20 in the west and SH1 in the east.

This RFT relates to the provision of Professional Services for Investigation & Reporting in the form of Indicative and Detailed Business Cases, including Traffic Modelling, Scheme Development and Consultation for the northern portion of the EWL area, now called the Central Connections area.

This commission will require the Consultant to undertake additional investigation to progress several project elements from the East West Link PBC. The Consultant will be required to consider the project from a 'One Network' perspective, identifying recommended options for individual components of the package, while at the same time considering the wider context of the components as a single project. It is expected that community and stakeholder engagement will run throughout the life of the project commencing from the start, and this will be a key factor of the success of the project.

1.1 Project Partners

This commission is a joint project or partnership between NZTA and AT. Each project partner is responsible for ensuring their own internal business units and teams are kept informed and provided opportunities for input and feedback as appropriate.

1.1.1 Co-location

To enable a collaborative environment supporting a one team approach, the Consultant will be required to co-locate with the Project Partners' staff. The Key Personnel nominated by the Consultant will be expected to be based in the project office, spending the majority of their time with the project team during the course of this commission. Detailed requirements for the project office are detailed in Section 2.

2 Background and Context

2.1 Strategic case

A Strategic Case was developed during March 2013 in coordination between NZ Transport Agency, AT, and Auckland Council (AC). The Strategic Case confirmed there is a case for investment, which justified further investigations to understand the scale and significance of the problems and how we might collectively best respond through a programme of investment. Senior management from NZTA, AT, and AC have been reviewed and endorsed the Strategic Case.

2.1.1 Problems

The Strategic Case for the East West investment identified the following three key problems within the study area:

- Problem 1: Inefficient transport connections increase travel times and constrain the productive potential of Auckland and the upper north island;
- Problem 2: A lack of response to changes in industry's supply chain strategies contributes to greater network congestion, unpredictable travel times and increased costs;
- Problem 3: The quality of transport choices is inadequate and hinders the development of liveable communities

2.1.2 Benefits

The Strategic Case further identified the following key benefits that could be realised if the investment was able to successfully respond to the identified problems in an appropriate manner:

- Benefit 1: Greater business connectivity;
- Benefit 2: Greater economic throughput in and out of the area;
- Benefit 3: More efficient asset use;
- Benefit 4: More predictable travel times and lower average travel times;
- Benefit 5: Improved safety;
- Benefit 6: Improved accessibility.

2.2 Programme Business Case

The PBC is currently in Draft status. The PBC recommends an approach to investment that provides a response to the immediate transport issues in the Onehunga/Penrose area by providing more efficient and reliable connections to the state highways. The business case further recognises the need to support further investment beyond the immediate response to address the longer term issue of Auckland's anticipated growth and the likely impact this is anticipated to have on the transport network in the study area.

This package of work seeks to progress elements of the PBC which have been identified as having the greatest potential to respond to the immediate transport issues. This package will also include further work to develop a better understanding of the longer term response which has been recommended in the PBC.

2.3 Political Context

On 28 June 2013 the Prime Minister delivered a speech entitled "Backing Auckland". This speech set out the concerns and issues facing Auckland and the ways in which the Government is seeking to address these. In this speech the Prime Minister acknowledged the critical role Auckland plays in supporting New Zealand's economy and the dependence that both Auckland and New Zealand have on ensuring the transport network is up to the task of a growing city. To this end, the Prime Minister signalled the Government's desire to accelerate delivery of certain key transport projects, of which the East West Link is one. In particular, the government asked the Transport Agency and AT to advise them on which elements of the East West project could be accelerated with additional funding.

The investigation to date has focussed on assessing the nature and scale of the transport problems. In response to the PM's speech, the Transport Agency and AT have developed an approach that can provide an appropriately scaled response to the immediate transport problems in the area and we have advised the Ministry on how this programme of works could be delivered on an accelerated basis. However, given the high level nature of the projects and the lack of certainty around scope and costs, more detailed investigation is required. This professional services commission represents a component of that investigation and is the next step in identifying elements for accelerated delivery.

2.4 Site Description and Location

The study area for the PBC is depicted in Figure 1 below and primarily focusses on the area to the north of the Manukau Harbour and including East Tamaki. However, the Consultant will need to consider the wider impacts of the proposed response across the study area and beyond.

RELEASED UNDER THE OFFICIAL INFORMATION ACT

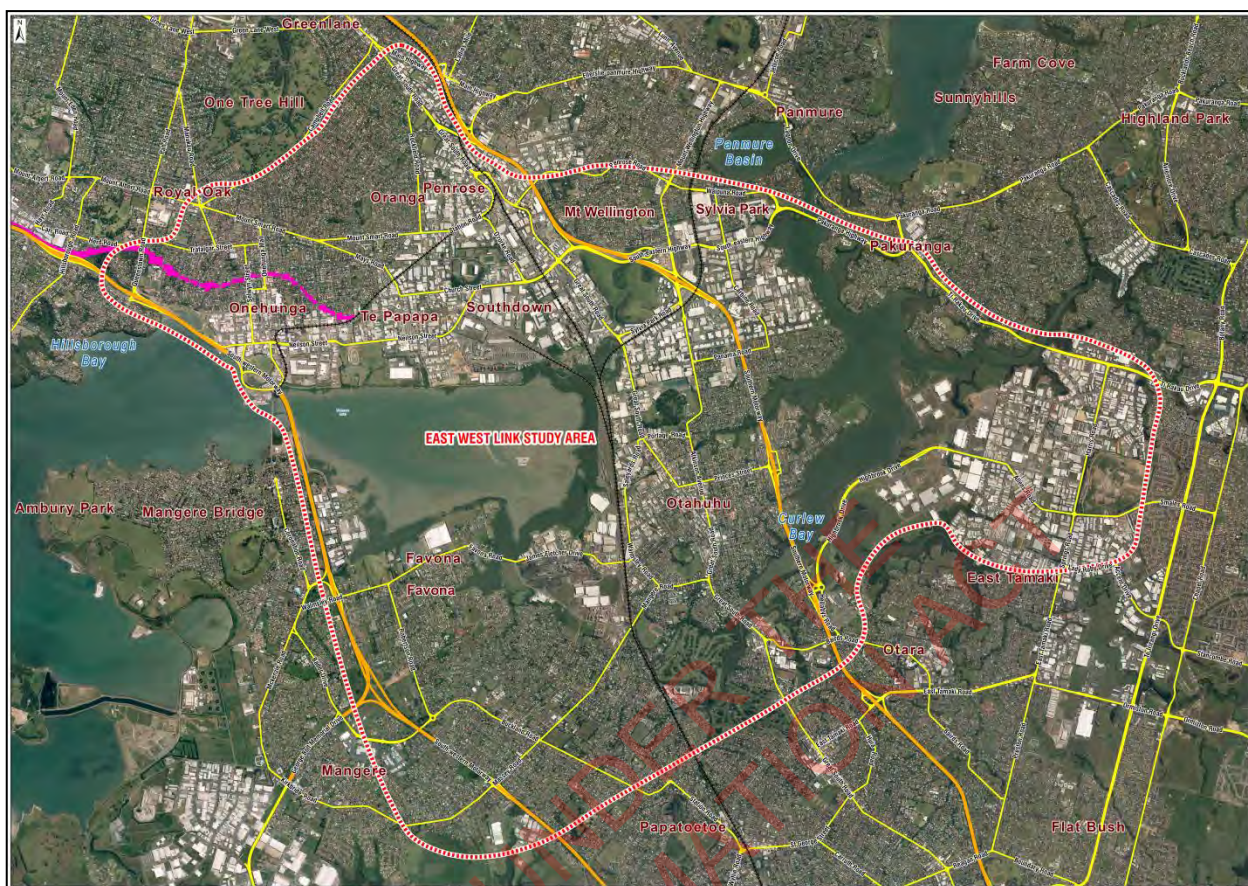


Figure 1 - Study Area Location

The study area is complex with a number of environmental and social constraints arising from current and historic land uses. These constraints have been reflected in the options considered to date. In order to select and refine a recommended option which responds to the problems identified by the ILM while minimising negative impacts on the environment and the community, the Consultant will need to employ its skills in:

- Consulting on large scale high-profile projects;
- Working within a complex and diverse urban environment;
- Appreciating and incorporating social and environmental constraints and considerations associated with the study area;
- Developing innovative transport and geometric solutions; and
- Identifying and managing additional, at this stage unknown, constraints (e.g. geotechnical).

2.5 Scope and Extent of Works

The PBC described above determined a preferred Programme of Works that will best respond to the problems being experienced and deliver on the benefits and outcomes sought. This package of works is primarily focused on further developing the transport response to the immediate transport issues, which the central government has signalled as being one of their key priorities.

2.5.1 Specific Transport Issues

Overall, the key issues impacting on the efficient and effective movement of goods and services in the study area are as follows;

- The Neilson Street/Church Street corridor route primarily serves the local access needs of the industries located within the corridor. However, it does act as a through route for both freight and general vehicles with 20-30 percent of all movements on the corridor being through traffic.
- There are significant congestion problems at both the eastern and western ends of the Neilson Church Street corridor now, particularly on the approaches to State Highway 1 and SH20. Travel time variability is a problem throughout much of the day for eastbound traffic and in the later part of the day for westbound movements.
- This problem is compounded for traffic travelling to and from SH1 south due to a convoluted route and a number of traffic signals.
- The high traffic flows on Neilson St make turning movements across the corridor difficult and create delays for traffic flows in and out of major access points, like MetroPort.
- The growth in many of these operations has compounded the problem. For example, MetroPort opened in 1999 and by 2012 generated 2000-2500 heavy vehicle trips per day and around 200,000 TEU movements per year. Network development has not kept pace with growth leading to less efficient supply chains.
- The EWL Investment Logic Map expresses a desire to respond to changes in supply chain strategies to improve the efficiency of asset use and travel time predictability. The benefits of investment in better road access along Neilson St may need to be enhanced through complementary investment in rail freight capacity allowing, for example, more and lower cost freight movements by rail, arrival and departure times that better meet customer needs and reduced loading/unloading times for trains. This is worthy of further consideration when assessing investment options.
- To the south of the Manukau Inlet there are congestion problems and/or convoluted routes for getting between SH1 and SH20. Firms interviewed generally used either Massey Rd or Favona Road or the SH1/SH20 connection to get between the airport and East Tamaki and Mount Wellington. The SH20-SH1 was generally perceived to be the more reliable choice. Traffic surveys identified the SH1/SH20 connection at Manukau as a pinch point in the network which is often congested in the afternoon peak. A frequently expressed concern was the inefficient nature of this connection for traffic wishing to head from SH20 to SH1 southbound.

2.5.2 Accelerated Programme

In response to the central government's request as to what elements of the East West Link could be delivered on an accelerated basis, an "accelerated package" was developed from the wider programme. This "accelerated package" directly targets the access issues to SH20 and SH1 in the Onehunga and Penrose/Mt Wellington areas respectively, and primarily along the Neilson/Church Street corridors. The accelerated package includes the following elements for further investigation:

- Access Improvements to SH20 at Gloucester Park Interchange;

- Access Improvements between Southdown Freight Terminal and SH1;
- Neilson St Upgrade;
- Frequent Bus Network from Mangere Town Centre to Sylvia Park; and
- Targeted walking and cycling improvements.

This is the starting point for the Consultant and it is around each of these elements that the Consultant shall develop options for investigation and assessment. While each element of the programme may be broken down into individual projects, the Consultant should ensure the development of the package occurs as a single 'one Network' response.

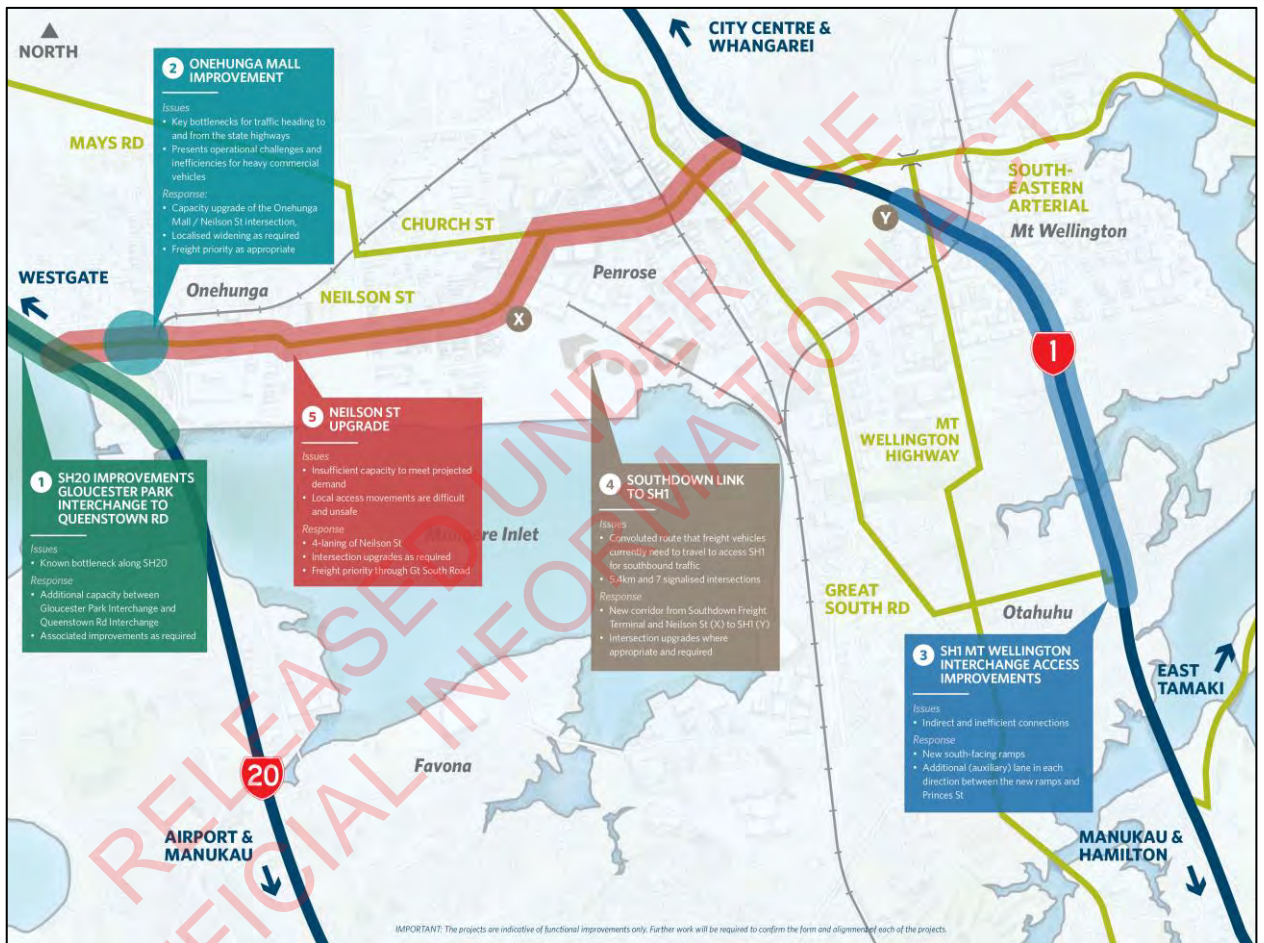


Figure 2 - Accelerated Programme of works - road network elements



Figure 3 - Accelerated Programme of works - PT and active mode elements

2.5.3 Other

Although this package of work focusses primarily on the Central Connections area, the resolution of the issues and the realisation of benefits within the wider EWL study area is likely to require a more complete understanding of the longer term programme. This includes the potential for further work to understand and develop a position on the long term response, including demonstration of need, timing, and affordability.

2.6 Objectives of this Package

NZTA and AT have established the following high level Outcomes for the delivery of the East West programme:

1. Realise the productive potential of Auckland's industrial heartland
2. Reduce transport costs to businesses within the [East West Link] economic area of influence
3. Improve the capacity and reliability of Auckland's strategic transport network
4. Enhance the liveability of residential communities in the [East West Link] study area

Further to the above Outcomes, NZTA and AT have established the following specific objectives for this commission in particular:

1. Define the elements in the programme that can be delivered and funded by 2021 with a position for the longer term
 - Develop the single scheme to a sufficient level of detail to give the government assurance of the indicative budget range.
 - Position for the longer term equates to a feel or sense for where we are headed beyond this timeframe. Provide enough evidence to demonstrate the benefits/need for link to the south.
 - Include for the potential of a multi modal corridor to the south that allows for rail.
2. Achieve stakeholder support with the business and wider community
 - Joint stakeholder engagement plan with SMART and CC
3. We will demonstrate how this model can achieve successful outcomes on the development of multi-agency projects (sets a benchmark)
 - Our way sets a new standard that other will use (e.g. proforma for future business cases, structure, governance)

2.7 Programme – Key Dates

Process	Delivery Date
Phase 1 – Establishment and Discovery	July
Phase 2 – Indicative Business case	29 August 2014
Phase 3 – Alternatives & Options Assessment and Costing Report	21 November 2014
Phase 4 – Detailed Business case (complete with all deliverables supplied)	3 April 2015

Tenderers shall note that the delivery date for Phase 3 is non-negotiable.

3 Contract Management

The Consultant shall manage this contract in accordance with all requirements of the NZTA Standard Specification *Contract Management*, dated 31 March 2013, except where modified by this Scope of Services.

3.1 Collaboration

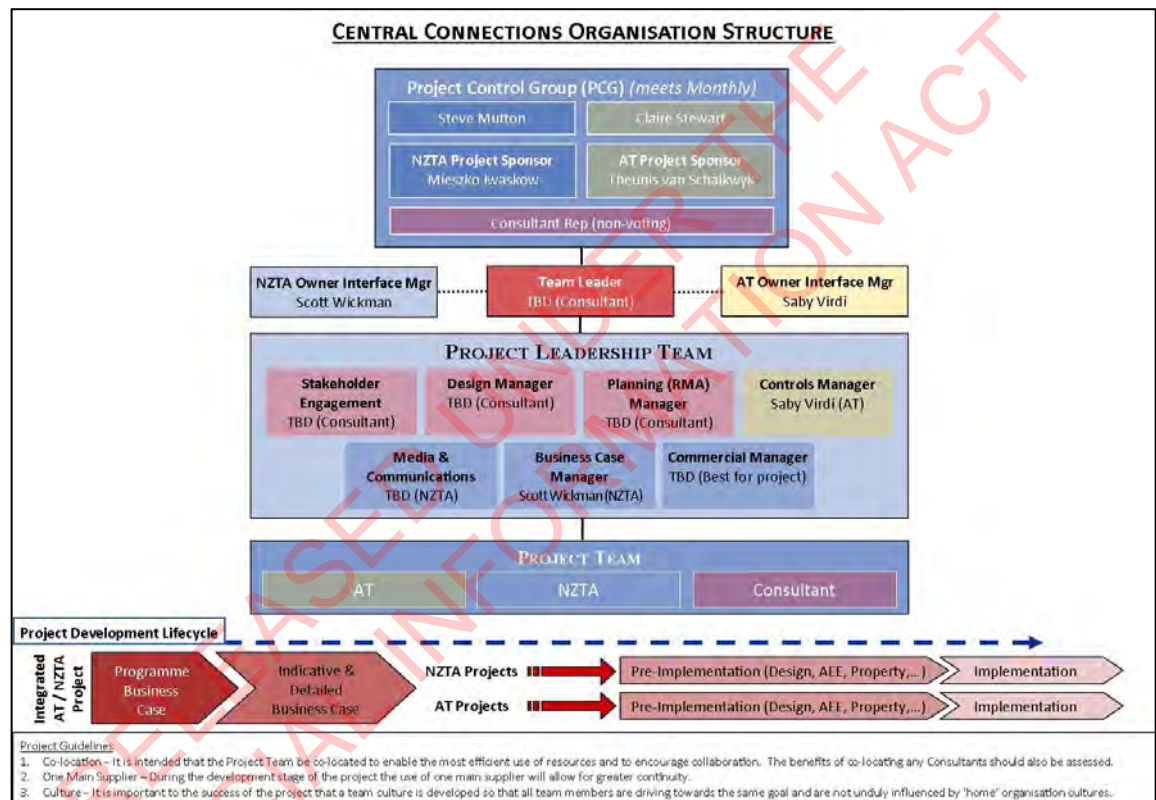
NZTA wishes to encourage co-operation between the Principal, AT, the Consultant and other stakeholders.

The Consultant is to work in a collaborative manner with other Consultants awarded contracts for the other packages of work associated with the Central Connections Project. The Consultant shall also cooperate fully with the NZTA appointed peer reviewers and safety auditors. The Consultant shall make available all reports and information associated with the Contract that are required by the above consultants

and the like in the performance of their contracted services. The reports and information shall be provided unencumbered of intellectual property rights and at no cost to the consultants and the like.

3.1.1 Project Governance

The Transport Agency and AT have established a governance structure in line with the principles of collaboration. A copy of the indicative governance structure is provided below. A Project Control Group (PCG) has already been established between NZ Transport Agency and Auckland Transport to provide high level decision-making and strategic direction for the programme/project development. The Consultant will be provided the opportunity to have a non-voting seat on the PCG to allow transparency between the Client and Consultant on key decisions.



The proposed organisation structure has been set up to ensure collaborative decision-making. The Team Leader shall report directly to the PCG on a monthly basis and will lead the Leadership Team on creating the team culture and driving the project forward. Owner Interface Manager's will report directly to the Team Leader and will provide the necessary interface for feedback and input from the appropriate parties as and when required within AT and NZTA.

3.1.2 Co-location

To enable a collaborative environment supporting a one team approach, the Consultant will be required to co-locate with the Project Partners' staff and possibly other service providers associated with the Central Connections project.

The Consultant shall be responsible for choosing a suitable Project Office location within central Auckland, leasing the office space if necessary, and meeting all costs associated with its establishment, operation and disestablishment.

In addition to accommodating the Consultant's staff and equipment, the Project Office shall have space and general facilities available to accommodate six additional Project Partner's staff. This includes the supply of their basic office needs including phone systems, internet access, office furniture and printing facilities.

The Consultant is not responsible for supplying computers for Project Partner staff.

3.1.3 Branding and Communications

In addition to complying with NZTA's *Minimum Standard Z/17 – Branding and Communications*, the Consultant shall adhere to the branding and communications requirements of AT in the production of all documents, signage, communications and the like.

3.2 Risk Management

The Consultant shall comply with the requirements of NZTA's *Minimum Standard Z/44 – Risk Management*.

The Advanced Approach shall be applied throughout the contract period in accordance with section 4.3.1 of Z/44 for the purposes of risk analysis.

The Advanced Approach shall be applied to define the risk contingency within each of the appropriate sections of the estimate in accordance with section 5.4 of Z/44.

3.3 Cost Management

To assist NZTA, its advisors and the consultant to allocate a resource only to a required activity, the consultant is required to demonstrate the use of a suitable financial control system that will track costs and commitment of staff across individual work elements.

4 Previous Studies

The following key reference documents have been completed to date and will be made available to tenderers:

- East West Link (MMEWS) Strategic Case, March 2013
- East West Link Programme Business Case (draft) and Appendices, March 2014
- SH20 Manukau Harbour Crossing: Southwestern Corridor to East Tamaki Strategic Study, various
- South Western Transport Corridor Strategy Study, December 2005
- Neilson Street Upgrade Scheme Assessment Report, May 2006
- Neilson St Improvement Works Scheme Assessment Report, March 2009
- Mt Wellington SH1 Motorway Corridor Study, June 2012

5 Business Case Phases

5.1 General

The Scope of Services for this Contract shall generally be the production of an Indicative Business Case (IBC) and Detailed Business Case(s) (DBC). These documents shall be prepared in accordance with NZTA guidance and templates. This information can be found here:

P&I Knowledge Base - <https://www.pikb.co.nz>

HNO Highways Information Portal - <https://www.hip.nzta.govt.nz>

Where appropriate guidance has not yet been developed work shall be completed in accordance with NZTA's Standard Specification *Investigation and Reporting* or as described by this scope of services.

5.2 Phase 1 – Establishment and Discovery

The aim of this phase of the commission is for the Consultant to undertake all key establishment activities to ensure that their team is fully informed with respect to the scope, nature and management of the project. This is likely to include establishing and briefing their team, establishing the shared project office, completing all required up-front contract management activities and familiarising themselves with the existing and historical reports and information in relation to the East West Link.

This phase requires the completion of the following deliverables:

- Establish the co-located office space in accordance with the requirements of Section 2.2.1 and completing the relocation of resources to this space;
- Undertake a review of the previous reports completed in consideration of the East West Link study area. The review of this previous information shall be used as a starting point for the development of the Business Cases;
- Receive and take ownership of the SATURN Model. From this point forward the Consultant shall be responsible for the calibration, updating, outputs generated and any other work associated with this model;
- Prepare the required Management Plans in accordance with Section 3 - Contract Management
- Conduct initial workshops to cover:
 - Risk Management (risk review).
 - Review Findings – to report on any issues or “gaps” found during the review of previous documentation.

5.3 Phase 2 – Indicative Business Case

Within this Phase the Consultant shall prepare an IBC for the Central Connections Preferred Programme of Works as detailed above. This IBC shall be prepared in accordance with the NZTA business case guidance provided on the P&I Knowledge Base (Refer to Section 5.1). It is anticipated that much of the content of this IBC is able to be extracted from data and reports that have been produced already. The Client will work

with the Consultant to populate the sections of the IBC that require heavy Client input – in particular sections that relate to the Commercial, Financial and Management Cases.

The overall purpose of the IBC is to reconfirm the strategic fit and need of the project, generate and assess a longlist of options for each project, determine a short-list of options for each project and provide a refined and further developed understanding of the geographic, economic, social, and environmental context of the investment. The Consultant will be expected to work with the Client in confirming the strategic and programme objectives whilst also developing project objectives specific to each element. The Consultant shall also display innovation in establishing an appropriate framework for ensuring the option development process is robust and transparent.

The IBC shall be presented as a single overarching document that addresses the full Accelerated Programme and reports a single BCR.

5.3.1 Project objectives

The Consultant shall assist the Client in the preparation of and inclusion in the IBC of a set of Project Objectives for each project element. These objectives shall recognise that each element may not contribute to all of the objectives set under the Strategic case and PBC. The objectives shall identify which aspect(s) of the Programme Objectives the element is seeking to address and be SMART (Specific, Measureable, Achievable, Relevant and Timed) in nature such that they can be used as assessment criteria.

5.3.2 Long-list Option Generation

The Consultant shall, in conjunction with the Client, generate a long list of options for each element. Some guidance is provided below as to the expectations around each element. It is imperative that one of the options evaluated is the “do nothing” or “do minimum” option. This option will be used as the base case for the evaluation of subsequent options. Given the severity of the issues being faced and the scale of political, business and public support for improvements within the study area it is unlikely that a “do nothing” option will be acceptable. In this situation the “do minimum” option shall seek to achieve the minimum acceptable level of service, which for the purposes of this study shall be the same level of service as is currently provided.

It is expected that the long-list of options will include, but not be limited to:

- Option/s available within the existing designations;
- Option/s that incorporate the use of Special Vehicle and/or Priority Lanes; and
- Option/s that are fully effective in meeting the Project Objectives and/or target levels of service

5.3.3 Options Assessment

The purpose of the Options Assessment within the IBC phase is to reduce the generated “long-list” down to a “short-list” of three to five options for each element. It is imperative that the Options Assessment process is rigorous in its approach such that it satisfactorily demonstrates how a wide range of options were identified and assessed against the project objectives and service requirements in order to select a “shortlist” for further analysis.

In developing the short-list, the IBC shall be able to demonstrate and define how the short-listed options contribute to the programme and project objectives, what the overall impact is on the community/environment, and what constitutes success following project implementation.

5.3.4 Further Investigations

The IBC shall identify the additional investigation work that, in the opinion of the Consultant, is required during the development of the DBCs in order to determine a recommended option. The Consultant shall set out the scope of these investigations such that it identifies the gaps in the evidence base, how these gaps will be filled, the scope of the data collection/modelling/site analysis required to refine the predicted outcomes/constraints/dependencies, the methodology proposed to undertake this work in order to complete the remainder of the Contract deliverables within the programme requirements, and briefly explain the proposed strategy for stakeholder engagement on the short-list options.

5.3.5 Network Alignment Plan

The Consultant shall produce a Network Alignment Plan as part of the IBC. This will be a summary document for the East West PBC study area, showing the location and timing of all NZTA and AT current and planned transport projects for the next 30 years. The Plan should also show growth areas as depicted in the Auckland Plan.

The Network Alignment Plan shall also address potential staging/implementation opportunities that would provide strategic investment synergy between State Highways, local roads, other transport networks, other infrastructure, and land use developments/changes.

The Consultant will be expected to engage with NZTA's Journey Management Team and AT's Network Performance Manager in preparing the Network Alignment Plan to confirm expectations for the operational performance of the proposed options.

5.4 Phase 3 – Alternatives and Options Assessment and Cost Report

During Phase 3 the Consultant shall produce an Alternatives and Options Assessment and Cost Report. The deadline associated with this deliverable is non-negotiable and it is critical that the report contain the necessary information in order to satisfactorily convey the scope, route and cost of the options considered within the short-list for each element. The report must also identify and support the selection of a recommended option for each element. This report must be finalised by 21 November 2014. This report shall be prepared to address the Sections of the DBC titled:

- Alternative and Option Assessment;
- Recommended Project Option;
- Recommended Option – Assessment; and
- Recommended Option – Economic Analysis.

Although only one report is being prepared during this phase of the commission it is important that each element is addressed and analysed in its own right.

5.4.6 Option Development

The Consultant shall develop the design of the options to a level where it can be used to accurately assess the merit of each option. The Consultant shall produce Scheme Outline plans for each option in line with the level of detail expected within a Scheme Assessment Report and as described in NZTA *Minimum Standard Z/6*.

Following the evaluation and assessment of the short-listed options the design for the recommended option shall be developed to a level consistent with, and as specified by, the requirements of the Scheme Drawings detailed within NZTA *Minimum Standard Z/6*.

It is in the identification and refinement of the recommended option that the Consultant is expected to demonstrate innovation with respect to the geometric and transport planning components of the design such that efficient freight solutions are developed. The recommended option should represent the best compromise between construction cost and whole of life cost and operations (including future access requirements).

5.4.7 Option Evaluation

The Consultant shall evaluate the short-listed options for each element in accordance with the processes and criteria provided by the NZTA guidance on the production of DBCs as well as that provided in *Minimum Standard Z/6*. This process shall culminate in the selection of a recommended option for each element that will be evaluated in greater detail. The assessment of the recommended options shall be in line with the DBC guidance in that the performance of the option is measured against a number of factors. The Consultant shall assess against the strategic, programme and project objectives and the following areas:

- Outcomes;
- Implementability – including staging options;
- Constructability;
- Operability;
- Statutory Requirements;
- Property Impacts;
- Asset Management;
- Wider Project Impacts;
 - Environmental Impact;
 - Social Impact;
 - Joint Working Opportunities (e.g. utility companies); and
- Others.

Quantifiable evidence should be provided where available, to support the multi-criteria analysis.

Further to these items the Consultant shall complete an Economic Evaluation in accordance with the DBC guidance and the NZTA's *Economic Evaluation Manual*. This process shall include the preparation of cost estimates for each element option. The preparation of the Cost Estimate for the recommended option is expected to offer greater certainty given the increased design effort to be applied to this option. Of particular importance will be a comparison with earlier estimates and how and or why the latest estimates differ.

It is important that robust sensitivity analysis be carried out to assess the variability of costs and benefit realisation to changes in the predictions and assumptions made in relation to growth forecasts, land use forecasts and transportation patterns. One of the key factors to be considered during the sensitivity analysis will be the timeframes associated with the implementation of capacity improvements to the North Island Main Trunk railway line.

5.4.8 Risk profile

As part of the evaluation process the Consultant shall compile a Risk Profile for the recommended option. This document shall identify the risks and any uncertainties associated with the recommended option through all stages of project delivery. This shall include items such as property acquisition, consenting and also design and construction risks. The document shall also record possible options to eliminate, isolate or mitigate the risk. The profile shall be developed in accordance with NZTA's *Minimum Standard Z/44 - Risk Management*.

5.4.9 Draft Position Paper on the Longer Term

As described earlier, the Central Connections area is part of a wider East West Link study area. In the PBC, there is a case put forward for a higher level of transport investment in the longer term, above and beyond the current package of investment. It is important that the NZTA and AT understand the implications that a new transport link, whether its north or south of the Mangere Inlet, will have on solutions implemented within the Central Connections area. To this end the Consultant shall assess the impact and risk associated with the longer term response in terms of the efficacy and necessity of each element within the Central Connections area.

For the purposes of this commission, the Consultant shall assume that there are two primary options that need to be considered for the longer term option. The first is a full link between SH1 and SH20 to the north of the Mangere Inlet. This is to be considered a limited access road (not full motorway), with full motorway to motorway interchanges at SH20 Gloucester Park and SH1 Mt Wellington. This option is depicted in the diagram below.

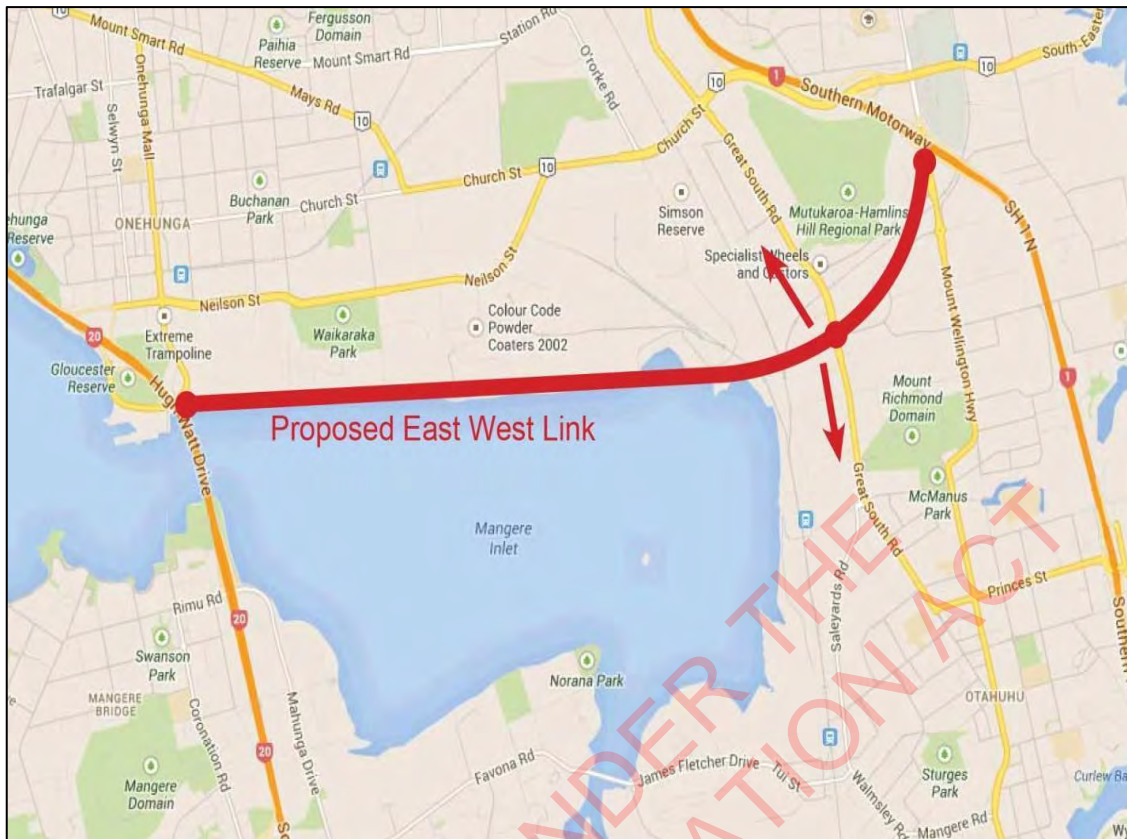


Figure 4: Full link to the north of the Mangere Inlet

The second option is known as Option C1 from the Urbanism+ East West Link: IBD Workshop Outcomes Report. As there has been minimal detailed work undertaken to understand the likely form and alignment of a full link between SH1 and SH20, the Consultant shall, for the purposes of this commission, assume that the Southern Option consists of the following elements:

- New motorway connection linking SH20 and SH1 at SH20A and Highbrook interchange respectively; and
- New interchanges at Savill Dr and Middlemore Hospital.

The Southern Option (or Option C1) is indicated in the diagram below.

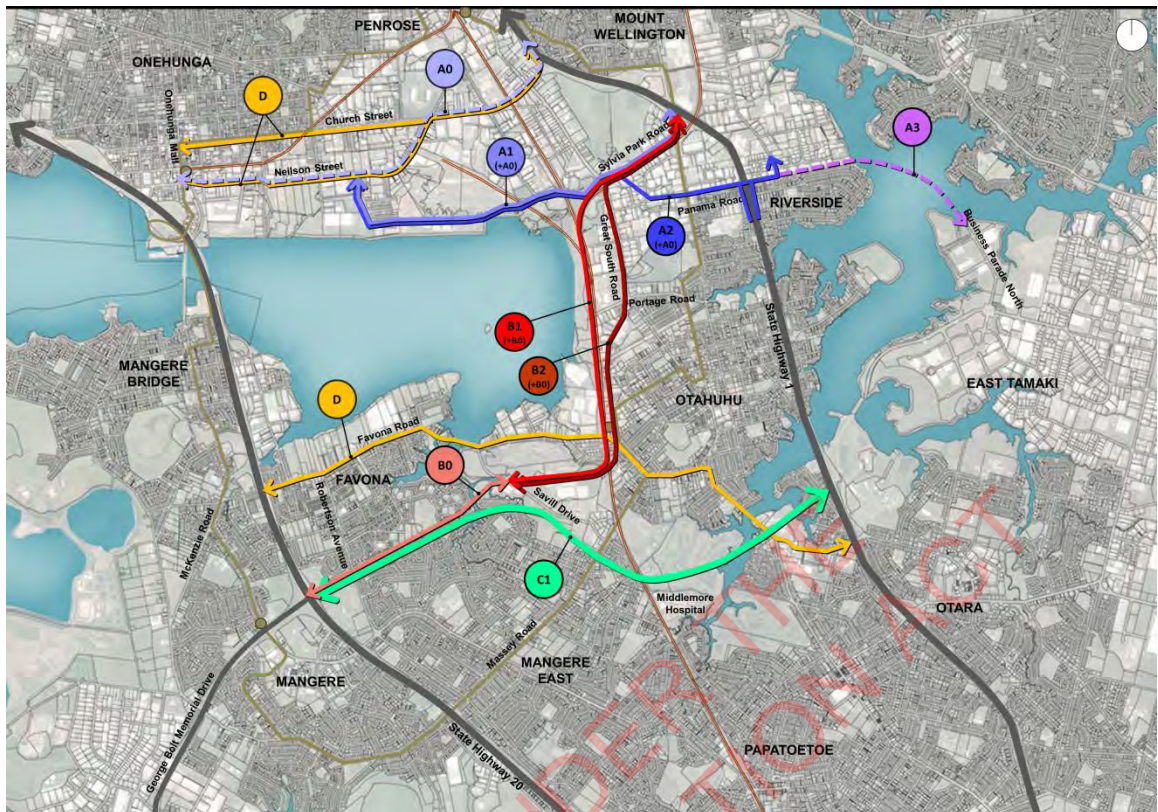


Figure 5: full link to the south of the Mangere Inlet

As part of the Alternatives and Options Assessment and Costing Report the Consultant shall develop a Draft Position Paper on the impacts that it is expected a full link between SH1 and SH20 might have on the short-listed options for elements within the Central Connections. This summary shall also describe how the implementation of either of the full links noted above would be likely to change the outcome of the Options Assessment for Central Connections elements.

5.5 Phase 4 – Detailed Business Cases

Phase 4 represents the continuation, refinement and completion of work initiated during Phase 3. The final deliverable is a series of DBCs:

- Access Improvements to SH20 at Gloucester park Interchange
- Access improvements between Southdown Freight Terminal and SH1
- Neilson Street Upgrade
- Frequent Bus network from Mangere Town Centre to Sylvia park

These final DBCs shall be prepared in accordance with the NZTA’s DBC guidance and template that can be found within the P&I Knowledge Base and HNO Highways Information Portal respectively.

The DBC shall refine the recommended option to a level of detail where the Social and Environmental impacts and Property requirements are understood and can be displayed clearly for the purposes of consultation. The DBC shall also produce a design which is sufficiently advanced so as to require minimal additional work to produce a Notice of Requirement application.

The Consultant is required to prepare a BCR analysis for each DBC along with an overarching BCR for the entire Accelerated Programme.

5.5.1 Commercial Case

The Commercial Case will be owned and developed by the Client with input from the Consultant. The Commercial Case will provide an overview of the commercial viability of the overall programme of works. The Consultant will review the procurement strategy for the NZTA and AT projects and ensure they are fully coordinated and integrated.

5.5.2 Financial Case

The Financial Case will be owned and developed by the Client with input from the Consultant. The Financial Case considers the ability of the investor to afford and/or finance the proposed investment. The Consultant will provide cost estimates and options for sequencing works, including the associated cashflows. An Implementation Strategy will be developed as a key document, discussing how the projects are to be implemented in terms of consenting, property purchase, and sequencing of physical works.

5.5.3 Management Case

The Management Case will be developed by the Client with input from the Consultant. The Management Case will provide the necessary management framework for ensuring the overall programme of works is delivered on time and to budget. As a joint project between NZTA and AT, the overall benefit realisation will be dependent on timely delivery of the project elements. As such, the Management Case will be an integral document in ensuring that all parties are clear on issues such as governance, risk management, communications, stakeholder management, and performance monitoring.

5.5.4 Tolling (Provisional)

On instruction from the Client the Consultant shall investigate and consider the impact that tolling of the preferred option may have on the outcomes and benefits expected from the implementation of this option. The Consultant's Transport Modelling methodology and Economic Evaluation methodology shall be capable of assessing tolling regimes including but not limited to a flat rate or tolling by vehicle type.

5.6 Technical Considerations and Workstreams

The Consultant shall carry out technical investigations and prepare technical documentation in accordance with NZTA's *Minimum Standard Z/6 - Scheme Assessment Report* except where modified or specified in this document. Other support documentation shall be prepared in accordance with the relevant NZTA Minimum Standards or Standard Specifications or as required by the Business Case guidance documents.

There are a number of support activities and documents that are required as inputs or attachments to the production of the main deliverables described under each Phase. These items are described further below where the requirements differ to the Minimum Standards and guidance or where additional detail is required.

The Consultant shall use the work completed under the activities below to assist in the evaluation of options, identification of a recommended option for each element, the production of Scheme Design Drawings and a Preliminary Design Philosophy Statement, and the production of the IBC, Alternatives & Options Assessment and Costing Report and the DBCs.

5.6.1 Statutory Approvals and Consenting Strategy

The Consultant will be required to prepare a Consenting Strategy to be appended to the DBCs. The consenting strategy should identify consenting and other legislative requirements, process timeframes, key risks, and any other key issues which may need to be considered in progressing the project through to implementation.

The Consultant is not required to prepare any documentation, or apply for, any statutory approvals such as Notices of Requirement or Assessment of Environmental Effects as part of this Contract.

5.6.2 Procurement Strategy

The Procurement Strategy will form part of, and support, the Commercial Case described above. The Procurement Strategy shall describe the proposed procurement methodology and contract structures that will be used to engage the market for subsequent packages of work that may include design, construction or design and construction components.

In developing the Procurement Strategy the Consultant shall consider and report on the following items as a minimum:

- Project risk profile and risk transfer opportunities;
- Performance incentives;
- Receptiveness of the market place and the existence of an appropriate market place and players;
- Suitability of the proposed methodology given the proposed risk transfer targets and cost estimates;
- The ability of the proposed mechanism to deliver on performance incentives, efficiency and innovation.

The Consultant shall develop the Procurement Strategy in conjunction with NZTA and AT. It is likely that individual Projects will be managed and implemented independently by one of these organisations. The Procurement Strategy shall reflect this and address each Project separately unless the recommended approach includes some form of contract “bundling” to enable faster or more efficient implementation.

5.6.3 Property Requirements

The Consultant shall consider and undertake the actions in relation to property requirements in accordance with NZTA's Standard Specification *Investigation and Reporting* Clause 13. For the purposes of this commission the Consultant shall also act and fulfil the obligations of the Client's Property Acquisition Agent as described in Clause 13. In undertaking this work the Consultant shall prepare the Property Evaluation Strategy and Property Acquisition Strategy in conjunction with the other required deliverables. These strategy documents shall be due at the following times rather than at those stated within the specification:

Document	Delivery date
Property Evaluation Strategy	21 November 2014 – with Phase 3 deliverables
Property Acquisition Strategy	3 April 2015 – with Phase 4 deliverables

The outputs produced under this work stream shall be used by the Consultant to assist in the evaluation of Project options and the selection of a Preferred Option.

5.6.4 Design Criteria

It is expected that the successful Tenderer will develop a draft Design Philosophy Statement that incorporates operational criteria adopted for design development. As a minimum, the Consultant shall carry out all design in accordance with the following documents:

- NZTA Standard Specifications;
- AUSTROADS;
- Auckland Transport Code of Practice (ATCOP); and
- New Zealand Standards.

The standards to be applied will be determined by which organisation is to become the eventual asset owner i.e. NZTA Standards are to be applied to State Highways, ATCOP to local roads. This shall be determined in conjunction with the Client prior to the Consultant commencing design activities.

5.6.5 Cost Estimates and Economic Evaluation

The Consultant shall complete the Cost Estimates and Economic Evaluation in accordance with Clause 12 of Standard Specification *Investigation and Reporting* including the 5th percentile estimate required for large projects. Estimates shall be prepared in accordance with NZTA's *Cost Estimation Manual* (SM014).

The Consultant shall complete the Economic Evaluation in accordance with Clause 5.3 of Standard Specification *Investigation and Reporting* and the NZTA *Economic Evaluation Manual*.

It is expected that the Consultant's methodology for the economic evaluation will focus on the value of moving people and freight, not just the movement of vehicles. To that extent it is expected that the Consultant will develop their transport modelling and economic methodology giving consideration to Table A4.1 and Table A4.2 in the *Economic Evaluation Manual* (Part 1).

In addition to these requirements and the standard *Economic Evaluation Manual* procedures the Consultant is required to produce an 85th percentile estimate.

5.6.6 Traffic Data / Modelling

The Consultant shall provide a robust transport modelling and economic evaluation methodology to provide the evidence for the option assessment and evaluation. The Consultant's methodology must propose how the existing tools will be used to evaluate the options (and other purposes as the Consultant deems necessary to meet the project objectives).

The Consultant's methodology should outline the value-for-money provided in their approach giving consideration to:

1. The forecast years and time periods to be modelled.
2. The benefits of their approach in evaluating the options for different users in each period modelled.
3. The use of existing data, and any further data collection that the Consultant deems necessary to calibrate, validate and/or verify the models used.
4. The model platforms, their interaction and how the outputs will be used to inform the design, decision making and reporting processes.
5. The ability to assess the impacts from a strategic level through to the operational level (including ramp signal operation, queue interaction and/or Special Vehicle Lane operation)
6. Innovative approaches to evaluating options and presenting transport modelling outputs.

The focus of this package of work is the alleviation of current issues associated with freight travel within the study area, and provision of infrastructure to support the Frequent Transport Network between Otahuhu and Sylvia Park. It is imperative that the model and outputs generated are able to specifically address and evaluate the impacts on freight movements.

A number of models are already in existence and these will be made available to the Consultant. These include:

- Auckland Regional Transport Model (outputs) - if proposed the Consultant will need to allow sufficient time in their program for the modelling work to be undertaken by Auckland Council following acceptance and agreement of the model specification.
- A SATURN model has been developed and verified on behalf of NZTA. The SATURN model will become the responsibility of the Consultant upon Contract award. The Consultant shall then update/adjust the model as required to generate the outputs necessary to inform the Business Cases.
- SMARTROADS Network Fit Assessment (Outputs) - if proposed in the methodology, the Consultant will need to allow sufficient time in their program for the assessment to be undertaken by Auckland Transport following acceptance and agreement of the model specification.

Modelling work shall be undertaken in accordance with the Draft NZTA *Transport Model Data Comparison Guideline*. It is expected that the Consultant will engage with the NZTA's Journey Management Team, and AT's Traffic Operations Team when developing the Transport Model Scoping Report to confirm operational expectations related to the transport modelling.

5.6.7 Topographical Model

The Consultant shall undertake any survey required as part of this commission in accordance with NZTA's *Minimum Standard Z/16 – Survey Specification*.

5.6.7.1 Existing Topographical Information

It is intended that the Consultant shall make use of available topographical data to undertake this work. The Consultant shall obtain LiDAR information from AC and subsequently develop a Digital Terrain Model (DTM) suitable for use in the identification and assessment of route options.

5.6.7.2 Additional Survey Requirements

Within the IBC the Consultant shall prepare and submit their assessment of the topographical survey necessary to undertake the DBC. The purpose of this additional survey work is to provide additional detailed survey information at those locations critical to the refinement of the Recommended Option. For example, additional survey information may be required where the route crosses under High Tension Power Lines or where a bridge structure is required. Once the scope has been approved by the Client the Consultant shall be responsible for obtaining at least three (3) quotes for the provision of these surveying services. It shall be the Consultant's responsibility to manage, direct any pay any sub-Consultants employed to complete this work.

The survey information obtained shall be combined with the LiDAR data by the Consultant in order to produce an enhanced DTM. The Consultant shall perform a comparison between the LiDAR data and the detailed survey data in order to ascertain the accuracy of the LiDAR information. This shall be reported to the Client and a decision made as to whether any adjustment, or calibration, of the LiDAR information is required.

5.6.8 Geotechnical Investigation

The Consultant shall complete the Preliminary Geotechnical Appraisal during the IBC phase on the short-listed options. Following the acceptance and approval of the Preliminary Geotechnical Appraisal Report (PGAR), a schedule of recommended geotechnical testing based on the short-listed options shall be prepared for Client approval and the Consultant shall obtain at least three (3) quotes for the provision of these geotechnical testing services. It shall be the Consultant's responsibility to manage and direct any sub-Consultants employed to complete this work. It is anticipated that this work will be completed following the submission of the IBC.

The NZTA and its project partners have to date not conducted or obtained any information relating to the geotechnical issues and constraints which may be associated with the study area. The Consultant shall be responsible for ascertaining the nature of the underlying conditions, the location and extent of any potential constraints or challenges and incorporating this knowledge into the selection and design of the recommended option.

Following the completion of the geotechnical investigations the Consultant shall prepare a Geotechnical Assessment Report (Factual Report) and an Interpretative Report.

5.7 Social and Environmental Management

The Consultant shall undertake Environmental and Social Management as part of the Detailed Business Case process. This management shall be undertaken in accordance with NZTA Minimum Standard Z/19 *State Highway Environmental & Social Responsibility Standard Draft Feb 2014*.

The Consultant shall prepare an Environmental and Social Responsibility Screen in accordance with Z/19 during Phase 3 and the preparation of the Alternatives and Options Assessment and Costing Report. This document will form part of the Phase 3 deliverable and will be an input to the option evaluation process.

The Consultant shall review and update the Environmental and Social Responsibility Screen during Phase 4. The Consultant shall undertake preliminary technical assessments of high risk items for the preferred option as identified in the ESR screen.

5.8 Utilities Investigation

In addition to the requirements of Standard Specification *Investigation and Reporting* Clause 10.4 the Consultant shall prepare a Utilities Investigation Report which describes and summarises the findings of the Consultation undertaken with the Utility Services Providers as well as other investigations which the Consultant has completed. The Utilities Investigation Report shall describe the results of discussions and meetings undertaken with the service providers, the key utilities within the area, key utilities that may require relocation, programmed service upgrades and opportunities for cost share arrangements.

The East West Link study area contains a number of key and strategic services. It is essential at the early stage of the project development that the constraints associated with these services are clearly understood so that the recommended option is not jeopardised by these restrictions later in the design process. The Consultant shall be responsible for liaising with Utility Providers to understand their networks within the study area and how these may impact on the selection and design of a recommended option as well as opportunities for development efficiencies through working with the Utility Providers.

5.9 Consultation

The project currently has a high profile within the media, local communities and across the political spectrum. Effective engagement with key stakeholders and the wider public will be an integral component to the successful completion of this contract. The NZ Transport Agency and Auckland Transport have prepared a detailed Communications Strategy for the project which will be provided to the Consultant upon appointment. The Communications Strategy includes a Public Engagement Plan which sets out the key stakeholders, their expectations of the project and project team, and ways in which we propose to interact/engage with them.

Unless otherwise instructed, consultation activities will be led by the Client, with support provided by the Consultant as and when required. It is noted that the Consultant shall be responsible for a large portion of the work required under this activity. All consultation activities shall be approved by the Client prior to being undertaken.

Previous phases of the project have commenced discussions with a number of key stakeholders with feedback received informing the development of project reporting and development to date. It is imperative that the Consultant take on board these concerns in the option development and evaluation process. This includes the development of material to clearly identify and articulate to the public how feedback has been incorporated into the option development process and where it has influenced the decision-making. The option selection process in the DBC should clearly identify how the recommended option responds to the problems identified while taking into account the feedback received from stakeholders and the community.

The Consultant shall undertake full public consultation at several points throughout the progression of the Contract. Each round of Consultation may include a number of

Open Days and the preparation of appropriate visual presentation material. The Consultant shall provide staff experienced in the management of such processes and events and will be required to have the appropriate senior staff available to attend such events. This may include staff with subject matter expertise in specialist technical areas, such as noise, air quality, ecology, etc.

The Consultant shall keep the Client informed at all times of Consultation progress and any matters arising.

5.9.1 Consultation Timeframes and Activities

The following is an indication of the activities that the Consultant will be required to undertake as well as the likely timing of these activities.

Description	Activities Included	Timing
Consultation on short-list options to assist in option refinement and option evaluation	Open Days One-on-one stakeholder meetings Newsletters etc.	October 2014
Consultation on preferred option to seek feedback for consideration in future stages	Open Days One-on-one stakeholder meetings Newsletters etc.	February / March 2015

5.9.2 Key Stakeholders

A number of key stakeholders external to NZTA and AT also have influence on the project outcomes. These organisations and their anticipated role and interest in the project are summarised below:

Auckland Council (AC): AC has a significant interest in the development of the project. AC's involvement will help to ensure that land use and planning is properly accounted for in the development of the strategic response to the identified problems.

Local Boards: The Local Boards for Howick, Maungakiekie-Tamaki, Mangere-Otahuhu and Otara-Papatoetoe provide local leadership and make decisions on local matters in order to build strong communities. These boards have a vested interest in the final outcome of this project.

KiwiRail Group (KRG): Issues such as the current and future operations of the Southdown freight terminal, alignment options to connect the Onehunga branch line with the proposed Airport link, the future of the proposed Avondale-Southdown rail link, and the balance between freight and commuter rail requirements require extensive involvement from KRG.

Port of Auckland: The Port of Auckland is a key trip generator in the area through the amount of freight that is shifted between the Port and the businesses located within the study area. Port of Auckland also owns property in the study area.

Port of Tauranga: Port of Tauranga is a key trip generator in the area as owners of the MetroPort inland port, which is centrally located in the study area.

Auckland Business Forum: The business community has identified the improvement of east west connectivity in the study area as one of their highest priority issues and would be a valuable contributor in understanding the nature and scale of the problem, and the potential benefits of investment in the area.

National Road Carriers (NRC): Like the Auckland Business Forum, the NRC has long advocated for improvements to the transport network in the EWL study area, including the provision of a new link between SH1 and SH20. The working knowledge of the day-to-day operation of the transport network, as understood through their collective membership of operators, will be highly valuable in understanding the nature and scale of the transport problem, and the potential benefits of investment in the area.

Transpower: A number of Transpower corridors run through the area and future Transpower expansions to their network may impact significantly on transport and land use solutions.

Mana whenua: The investment programme may require new alignment options, and these could be located within areas of cultural and environmental importance to Mana Whenua (Iwi) (for example Manukau Harbour, Tamaki Basin and tupuna maungavolcanic cones) and as such, their early involvement, regular engagement and input into the project will be key. AT's Maori Engagement Framework has been adopted in this project. An initial hui with Mana Whenua to consider EWL proposals was held in September 2013. High level Maori Value Assessments have been requested from Mana Whenua outlining their values in the proposed areas. Mana Whenua were invited to observe or participate in the inquiry by design process 18-21 November 2013, and a wananga was held with Mana Whenua on 4 December 2013 to discuss the outcome of the workshop and next steps. Formal views on the options from Mana Whenua Iwi Authorities are expected in mid-January 2015, and regular table sessions will be held for the duration of the project.

Mataawaka: Proposed alignment options may also impact on the large mataawaka community (Maori who reside outside their own iwi boundaries and reside within the boundaries of another) in the East-West link area. Likely areas of interest are in the social domain, particularly impact on mataawaka marae, housing, education and hauora/health provision. Mataawaka engagement will also be held as per AT's Maori Engagement Framework, separately from Mana Whenua.

5.9.3 Open Days

Following instruction from the Client, the Consultant shall arrange and publicise Open Days with the community and associated EWL Stakeholders. The tasks associated with running the Open Day include venue hire, tea, coffee, biscuits, displays, comment forms, and the time and travel expenses associated with staff attendance. Open Days are expected to each be half a day in duration (i.e. 4 hours).

The Consultant shall prepare an Open Day Report for each Open Day completed.

5.9.4 One-on-one Stakeholder Meetings

Where agreed to by the Client, the Consultant shall arrange, prepare for, attend, and minute One-on-One meetings with Key Stakeholders. The Consultant shall propose to

the Client the Key Stakeholders who it believes require a One-on-One Meeting(s) and outline the frequency or timing of these proposed meetings for Client approval.

Following the completion of each meeting the Consultant shall respond to, and consider in the design process, the matters raised during these meetings. The Consultant shall also keep a formal register of matters raised and how they have been closed out.

5.9.5 Presentations

Where instructed by the Client, the Consultant shall arrange, prepare for, attend, and deliver presentations to Key Stakeholders or other parties. The Consultant shall prepare a presentation, handouts and displays as instructed by the Client and shall allow for the attendance of appropriate staff at the presentation including those who are speaking.

5.9.6 Presentation Material

Large aerial plans showing alignment

NZTA is to be supplied with large aerial plans showing the various options to be discussed and evaluated.

NZTA shall be supplied with the following aerial plans showing the recommended option alignment:

- Four sets of large aerial plans for mounting on an office or meeting room wall;
- Four sets of aerial plans for use when working at a desk or in a meeting room that can be easily transported.

Large property plans

NZTA requires property plans of a scale that clearly demonstrate the effect of the recommended alignment on all properties not owned by them. These shall be prepared in accordance with NZTA Standard Specifications *Investigation and Reporting*.

As required and requested by the Client

When requested by NZTA, the Consultant shall prepare and / or supply to NZTA requested plans, aerials and associated Power Point slides for presentations and other purposes.

Display model

If requested by the Client the Consultant shall have a display model(s) of the recommended option made. Details of any such model(s) e.g. scale, extent etc, shall be agreed with the Client.

5.10 Client Reviews

The Consultant shall allow ten (10) working days for the Client to complete its reviews of deliverables. The Consultant shall allow and indicate the time required for reviews within the Consultant's Programme such that final deliverables can be provided to comply with the deliverable dates stated.

5.11 Peer Reviews

The Consultant shall undertake appropriate internal reviews of their work prior to releasing it or including details in associated reports. These internal reviews shall be thorough and in accordance with the Project Quality Plan.

NZTA will appoint and pay for independent Peer Reviewers to review the Consultants work at the appropriate times. The Consultant shall work collaboratively with these Peer Reviewers and provide whatever information they seek in the performance of their work. The Consultant shall allow for providing all information to Peer Reviewers and for responding and closing out Peer Reviews and making any changes to the deliverables as a result of the Peer Review or Safety Audit.

The Client will arrange for peer reviews to be conducted on the following:

- Traffic Modelling;
- Geotechnical Investigations and Reporting;
- Cost Estimation;
- Safety Audit;
- Overall deliverable reviews.

NZTA remains the sole arbitrator over disputes on peer reviews and safety audits.

5.12 Funding Applications

The Consultant is not required to prepare any information for or lodge any funding applications as part of this Contract.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Deliverables and Time Schedule

1 General

In accordance with Clause 9.2 of the General Conditions, intellectual property of the Client which forms part of the deliverables listed below and which comprises items which are extracted, taken or built from documents, data or information bases belonging to the Client, remains the intellectual property of the Client.

2 Programme for Deliverables

The following is the Time Schedule for Deliverables. It outlines the major/milestone deliverables but is not to be deemed all-inclusive. Further deliverables with delivery dates and times may be specified in the Scope of Services and specifications.

No	Deliverable	Time for Delivery
Contract Management		
1.	Consultant's project quality plan	Within 2 weeks of acceptance of tender.
2.	Consultant's draft baseline programme	With Consultant's project quality plan.
3.	Project RAP	Draft within [20] working days of contract award. Baseline within [5] working days of acceptance of the Draft RAP.
4.	Site safety plan	With Consultant's project quality plan.
5.	Consultation and Communications Plan	With Consultant's project quality plan.
6.	Budget cashflows for project	Within 2 weeks of acceptance of tender.
7.	Consultant's monthly report	By the 8 th day of each month.
8.	Accrual report	By the 8 th day of each month.
9.	Risk review minutes	Within 1 week of risk reviews.
10.	Activity risk file	Prior to contract completion.
11.	Public relations report	Within 48 hours of an incident.
12.	Accident report	As soon as possible after each accident.

No	Deliverable	Time for Delivery
13.	Contract close out risk report	Draft within [10] working days of contract close out review. Final within [3] working days of Client acceptance of the draft Contract Close Out Risk Report and prior to contract completion.
Indicative Business Case		
14.	Final Indicative Business Case	By 29th August 2014
15.	Network Alignment Plan	With Indicative Business Case
16.	Preliminary Geotechnical Appraisal Report	With Indicative Business Case
Detailed Business Case		
17.	Final Alternatives & Options Assessment Report	By 21st November 2014
18.	Draft Position Paper on the Longer Term	With Alternatives & Options Assessment Report
19.	Final Detailed Business Case	By 3rd April 2014
20.	Property Evaluation Strategy	With Alternatives & Options Assessment Report
21.	Property Acquisition Strategy	With Final Detailed Business Case
22.	LiDAR DTM	Within 4 weeks of acceptance of tender
23.	DTM Update	With Final Detailed Business Case
24.	Geotechnical Testing and Assessment Report (Factual Report)	With Final Detailed Business Case
25.	Geotechnical Interpretive Report	With Final Detailed Business Case
26.	Social and Environmental Screen	With Alternatives & Options Assessment Report
27.	Social and Environmental Assessment	With Final Detailed Business Case

Inputs Provided by Client

1 To Tenderers

The following items will be made available for perusal by the Tenderer at the office of the Regional Manager. The NZ Transport Agency takes no responsibility for the accuracy or adequacy of each item, which is offered in good faith.

1. NZTA's *Procurement Manual*, including subsequent amendments.
2. NZTA's *Contract Procedures Manual* (SM021), including subsequent amendments.
3. General and Special Conditions, and relevant Standard Specifications.
4. Current Activity Risk File.
5. MMEWS (East West Link) Strategic Case (March 2013).
6. East West Link Programme Business Case (draft) and Appendices, March 2014.
7. SH20 Manukau Harbour Crossing: Southwestern Corridor to East Tamaki Strategic Study, various
8. South Western Transport Corridor Strategy Study, December 2005
9. Neilson Street Upgrade Scheme Assessment Report, May 2006
10. Neilson St Improvement Works Scheme Assessment Report, March 2009
11. Mt Wellington SH1 Motorway Corridor Study, June 2012

2 To the Consultant

Upon acceptance of tender the following information and, where relevant, personnel, in addition to the project related items listed above, will be made available to the Consultant:

1. Client Personnel
 - No personnel will be provided.
2. Other Consultants
 - No other consultants have been directly appointed by the client for this contract.
3. Network Maintenance Management Consultant contact.
4. NZTA's Stakeholder Relationship Management System Consultation Project for Maori.
5. Current Activity Risk File.

Project Manager

The Project Manager for NZ Transport Agency (“Client’s Representative” as defined in the General Conditions) is:

Scott Wickman
Senior Transport Planner
NZ Transport Agency
Level 11, HSBC House
1 Queen Street
Private Bag 106602
Auckland 1143

Telephone: 09 969 9800
Facsimile: 09 969 9813
Email: scott.wickman@nzta.govt.nz

Attention is drawn to the role of Project Manager as the Client’s representative in terms of this contract.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Hazards Known to the Client

With reference to Clause 3.8 of the General Conditions Contract the following is a list of known identified hazards relevant to the Services:

No	Hazard Known to the Client	Detail
1.	Services	Existence of a power lines, cell phone towers, microwave transmission devices and radio transmission devices.
2.	Road traffic	Ensure appropriate clothing, shoes and safety jackets are worn when on site. TMP to be prepared, approved and installed if undertaking work within road.
3.	Machinery noise	Ensure proper hearing protection is worn
4.	Machinery operation	Ensure operator is aware you are on site
5.	Sun exposure	Risk of sunburn and melanoma
6.	Rail corridor	Ensure Kiwirail's requirements are met
7.	Contaminated ground conditions	Manage risk of injury or illness to people

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Section E

General and Special Conditions of Contract

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

1 General Conditions

The General Conditions for the provision of Professional Services (General Conditions) are those included in the document entitled "*General Conditions of Contract for Consultancy Services*" ([CCCS](#)) – August 2009.

The appendices referred to in CCCS are linked to the Contract Documents as follows:

Appendix A	Scope of Service	Refer to Section D of the Contract Documents.
Appendix B	Fees, Expenses and Payment	Refer to Section C of the Contract Documents.
Appendix C	Client's Representative	Detailed in Section D of the Contract Documents.
Appendix D	Consultant's Key Personnel	These are detailed in Section C of the Contract Documents.
Appendix E	Sub-Consultants	The parties acknowledge and agree that no part of the services will be carried out by a Sub-Consultant, unless such a Sub-Consultant is listed on the Personnel Schedule in Section C of the Contract Documents.
Appendix F	Other Consultants, Other Consultants' Insurance, Personnel, Equipment, Facilities, and Information Supplied by the Client	These are listed under "Inputs Provided by the Client" in Section D of the Contract Documents.
Appendix G	Client's Hazard Identification and Notification	These are listed under "Hazards Known to the Client" in Section D of the Contract Documents.

2 Special Conditions

- 2.1 “Consultancy Services” in the General Conditions has the same meaning as “Professional Services” elsewhere in the Contract Document.
- 2.2 The “Client’s Representative” is the “Project Manager” named in Section D of the Contract Documents.
- 2.3 The “Consultant’s Representative” is the ‘Team Leader’ named on the Personnel Schedule of Section C in the Contract Documents.
- 2.4 Any Sub-Consultants being proposed by the Consultant must be listed in the Personnel Schedule in Section C of the Contract Documents.
- 2.5 Payment of the Consultant’s invoices will be made within the time specified in Section C of the Contract Documents.
- 2.6 The address of the Client and Consultant are as detailed on the contract header page in the Contract Documents.
- 2.7 The following are variations to the General Conditions of Contract:

a.	Further to Clause 1.1	The “Form of Agreement for Engagement of Consultant” is the “Contract Agreement Form” in Section A of the Contract Documents.
b.	Further to Clause 2.10: Health and Safety	The Consultant acknowledges and agrees that it will also comply with all Health and Safety requirements set out in NZTA Minimum Standard Z/5 entitled “ <i>Health & Safety Compliance Notice</i> ”. The parties acknowledge the Minimum Standard is deemed to form part of this Agreement. The Client will provide a copy of that Minimum Standard to the Consultant on request.
c.	Further to Clause 6: Liability and Insurance	<ul style="list-style-type: none"> i. Clause 6.2 - Limitation of Liability will be as specified in Section 3.0, Liability and Insurance. ii. Clause 6.4 - Duration of Liability, will be as specified in Section 3.0, Liability and Insurance.

		<p>iii. Clause 6.5 - Insurance, is deleted and replaced with the following: The Consultant shall take out and maintain for the duration of the Services:</p> <ul style="list-style-type: none"> • Professional indemnity insurance for the minimum amount specified in Section 3.0, Liability and Insurance for the period specified in Section 3.0, Liability and Insurance; and • Public liability insurance cover for the amount specified in Section 3.0, Liability and Insurance, for the period specified Section 3.0, Liability and Insurance; and • Each of the insurances shall include a provision for reasonable defence costs. <p>The Consultant shall use all reasonable endeavours to maintain professional indemnity insurance for the duration of liability stated under Clause 6.4. If at any time the Consultant is unable to obtain or maintain professional indemnity cover as required by the Agreement, or if any material change to the terms and conditions of the cover occurs, the Consultant shall, as soon as practicable, notify the Client in writing.</p>
d.	<p>Further to Clause 12.14: Client's Regulatory Functions - is replaced with the following:</p>	<p>The Consultant acknowledges and accepts that the Client is a Crown entity, established on 1 August 2008 under the Land Transport Management Act 2003, and has functions and duties that it must perform and powers that it must exercise under that Act and other Acts. The Consultant acknowledges that the performance of statutory functions or duties or the exercise of statutory powers by the Client does not constitute a breach of this Agreement.</p>

3 Liability and Insurance

3.1 Limitation of Liability

3.1.1 Limitation of Liability

For the purpose of Clause 2.7(c)(i) of NZTA's General and Special Conditions, the maximum aggregate amount payable whether in contract, tort, or otherwise in relation to all claims, damages, liabilities, losses or expenses under this Agreement shall be \$5,000,000.00.

3.1.2 Duration of Liability

For the purpose of Clause 2.7(c)(ii) of NZTA's General and Special Conditions, the duration of liability shall be six years from the date of completion of Services.

3.2 Professional Indemnity Insurance

For the purpose of Clause 2.7(c)(iii) of NZTA's General and Special Conditions:

3.2.3 Amount of Cover

The minimum amount of Professional Indemnity Insurance will be for the amount specified in Clause 3.1.1 (Limitation of Liability) above, with at least one automatic reinstatement of the minimum amount per 12-month period of insurance.

3.2.4 Period of Cover

The Consultant shall maintain the Professional Indemnity Insurance for the duration stated under Clause 3.1.2 (Duration of Liability) above.

3.3 Public Liability Insurance

For the purpose of Clause 2.7(c)(iii) of NZTA's General and Special Conditions:

3.3.5 Amount of Cover

The minimum amount of Public Liability Insurance required will be \$5,000,000.00.

3.3.6 Period of Cover

The Consultant shall maintain the Public Liability Insurance cover until the date of completion of the Services.

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Following Sections For Signing Sets Only

Section F

Additional Tender/Contract Documentation

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Section G Standard Specifications

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

This page has been intentionally left blank

RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Scott Wickman

From: Scott Wickman
Sent: Monday, 5 May 2014 11:27 a.m.
To: Grant Turner
Subject: FW: Scan Data from AKL-FL19-MFD2
Attachments: img-505115601-0001.pdf

Good morning Grant,

I'll give you a call shortly to discuss the attached, but briefly I'm just going through what we want to get out of our site visit with the prospective consultant teams on Wednesday of next week.

To start with, we're going to have to start the tour at the NZTA office in order to allow us a chance to provide a brief overview - this needs to be at NZTA for probity/contractual purposes. After this we can load onto a bus and head off to do the tour of the area. Attached is my sketch of the bus route that I think would be the most beneficial in terms of describing some of the key issues - please note I've included stops/detours through Seamount and Southdown. Below is a rough itinerary based on the above and the attached route map - please feel free to make suggestions/amendments.

9:00am - meet at NZTA for coffee and intro 9:30am - board bus and depart
- SH1 south to SEART
- Neilson St westbound to SH20 north
- SH20 to Queenstown Rd and Church St
- Church St to Captain Springs Rd and detour to Seamount
- Capt Springs to Southdown via Neilson, tour of Southdown
- Neilson St to SH1 north via Mt Wellington 11:30am - return to NZTA

Not wanting to take too much of your time, I'm curious if you (as in the NRC reps) would be interested in boarding/leaving the bus at Neilson St or if you'd like to be part of the entire operation. In addition, can you please advise of any costs associated with the hiring of the coach - we want to make sure all costs are covered by AT/NZTA for probity purposes.

Cheers

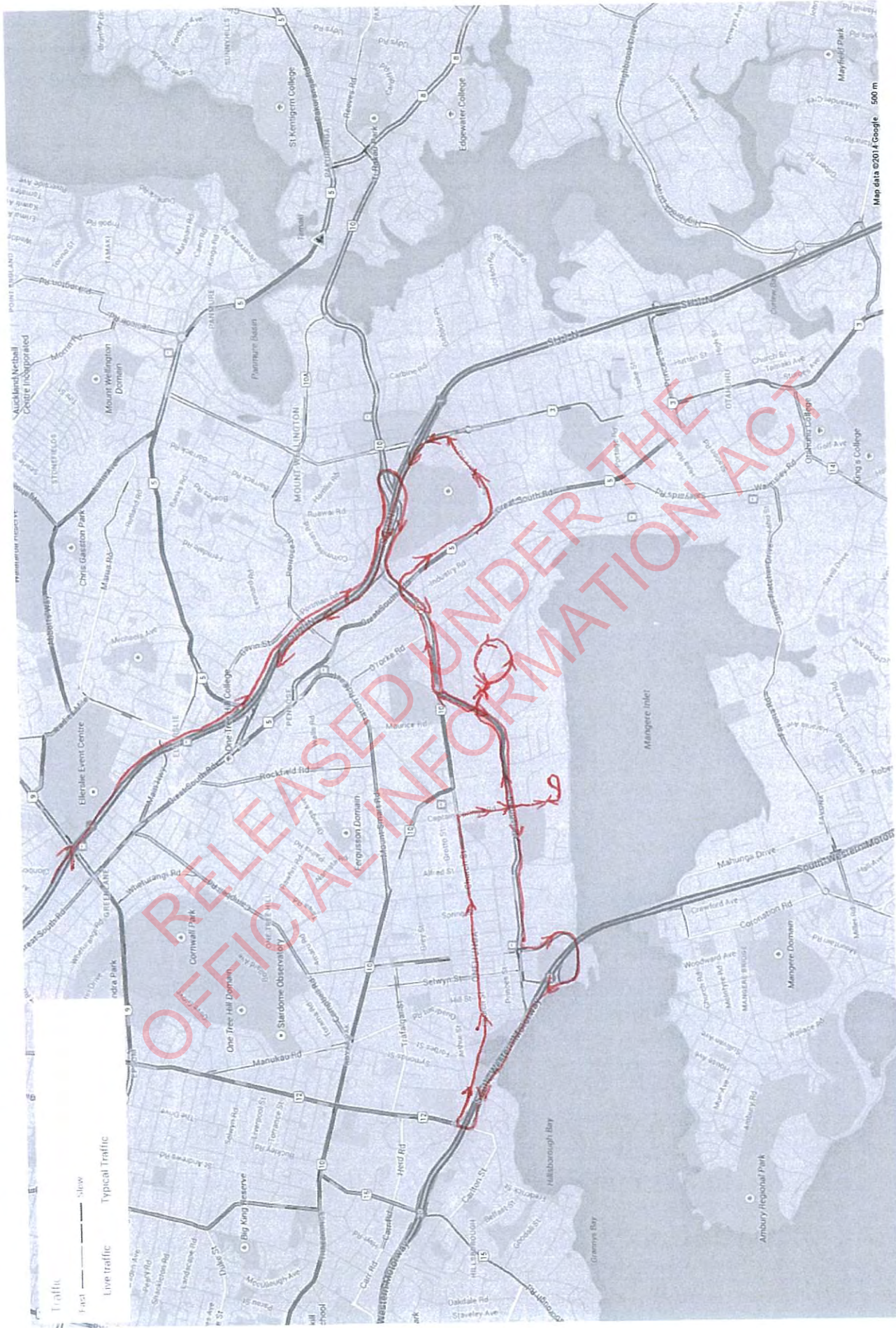
Scott Wickman / Senior Transport Planner Highways & Network Operations DDI 64 9 928 8797 / M 64 21 245 8041
E scott.wickman@nzta.govt.nz / [w nzta.govt.nz](http://www.nzta.govt.nz)

-----Original Message-----

From: AKL-FL19-MFD2 [mailto:xerox@nzta.govt.nz]
Sent: Monday, 5 May 2014 11:56 a.m.
To: Scott Wickman
Subject: Scan Data from AKL-FL19-MFD2

Number of Images: 1
Attachment File Type: PDF

Device Name: AKL-FL19-MFD2
Device Location: Auckland HSBC House Lvl 19



Scott Wickman

From: Grant Turner [REDACTED]
Sent: Tuesday, 29 April 2014 9:41 a.m.
To: Scott Wickman
Subject: RE: East West - professional advisors site visit

Hi Scott

Can you confirm you wish to proceed with this tour? While I suggested it be for a maximum of 20 people we can arrange a larger coach if you wish to have greater numbers all you need to do is let me know how many you wish us to cater for.

Regards
Grant

From: Scott Wickman [mailto:Scott.Wickman@nzta.govt.nz]
Sent: Tuesday, 22 April 2014 4:43 p.m.
To: Grant Turner
Subject: RE: East West - professional advisors site visit

9.30 would be perfect. How many can you fit on a bus?

Scott Wickman / Senior Transport Planner
Highways & Network Operations

DDI 64 9 928 8797 / M 64 21 245 8041

E scott.wickman@nzta.govt.nz / w nzta.govt.nz

From: Grant Turner [REDACTED]
Sent: Tuesday, 22 April 2014 2:58 p.m.
To: Scott Wickman
Subject: RE: East West - professional advisors site visit

Hi Scott

I will make the arrangements. Meet 9.30am at our offices o'k with you?

Cheers
Grant

From: Scott Wickman [mailto:Scott.Wickman@nzta.govt.nz]
Sent: Tuesday, 22 April 2014 1:57 p.m.
To: Grant Turner
Subject: East West - professional advisors site visit

Good afternoon Grant,

As you may be aware, we're currently in the process of procuring a team of professional consultants to help drive the next stage of the East West project forward. As part of this, I think it would be extremely advantageous if the shortlisted teams of consultants were able to attend a site visit hosted by NRC. This would enable us to ensure that the teams have an appropriate opportunity to fully appreciate the complexity of the issues in the study area as well as hearing first-hand from some of the operators what the primary issues are that we are attempting to grapple with. I don't expect there will be many questions from the consultant teams as they generally try not to give anything away as to their understanding of the matters, so therefore it would be really good if we could get Chris Carr to provide the narration. Can you let me know if you're able and willing to help organise this (yet another site

visit...). Ideally if we could arrange for this to occur on the morning of 14 May, that would be great. In either case, please give me a call to confirm and to discuss any further detail you may require at this stage.

Cheers

Scott Wickman / Senior Transport Planner

Highways & Network Operations

DDI 64 9 928 8797 / M 64 21 245 8041

E scott.wickman@nzta.govt.nz / w nzta.govt.nz

Auckland Regional Office / Level 11, HSBC House, 1 Queen Street
Private Bag 106602, Auckland 1143, New Zealand



Find the latest transport news, information, and advice on our website:

www.nzta.govt.nz

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.

This email has been filtered by SMX. For more information visit smxemail.com

Find the latest transport news, information, and advice on our website:

www.nzta.govt.nz

This email is only intended to be read by the named recipient. It may contain information which is confidential, proprietary or the subject of legal privilege. If you are not the intended recipient you must delete this email and may not use any information contained in it. Legal privilege is not waived because you have read this email.

This email has been filtered by SMX. For more information visit smxemail.com

National Road Carriers Association (Inc)

East-West Link Tour

15 April 2014

Contents

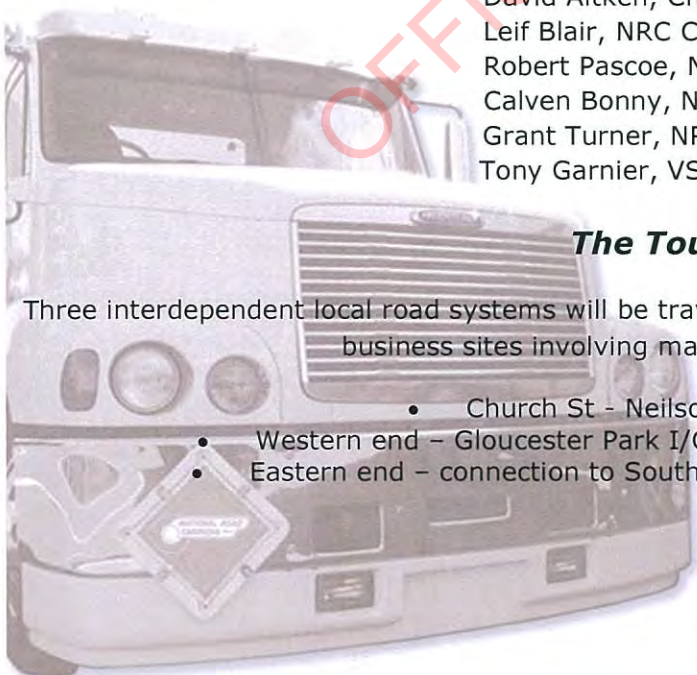
1. Introduction
2. The Tour – Issues, Concerns, Solutions
 - The tour route
 - Concerns with existing network
 - Preferred route alignment & why
3. Freight traffic data
4. Some History and Context
5. Key Message Summary

Your Hosts: Chris Carr, Tour Guide (Chair NRC Ports & Town Committee)
David Aitken, Chief Executive NRC
Leif Blair, NRC Chairman
Robert Pascoe, NRC Board
Calven Bonny, NRC Board
Grant Turner, NRC Executive Officer
Tony Garnier, VSG Group – adviser

The Tour Route:

Three interdependent local road systems will be traversed in part with visits to some of the key industry/business sites involving major freight activity, including:

- Church St - Neilson St (visit to MetroPort)
- Western end – Gloucester Park I/C with SH20 at Onehunga & local streets
- Eastern end – connection to Southern Motorway, Great South Rd & Tamaki



Introduction

Welcome to the National Road Carriers tour of the East-West Link project area.

Freight traffic volumes on local roads you will visit are higher than on most state highways in New Zealand, including the current Roads of National Significance (RONS). However, many of the roads are poorly connected to each other and the motorway network. Delays from congestion are an everyday event and projected to get worse. It is very clear to NRC that access difficulties are acting as a time-cost drag on Auckland's capacity to increase productivity and growth not just in the city but also upper North Island neighbour regions.

You will see why NRC has prioritised the Link as Auckland's Number One road construction project, after the Waterview Connection on the Western Ring Route.

We strongly endorse the 'highest priority' status the Auckland Plan has given the project, and strongly welcomed Prime Minister John Key's statement last June that the freight congestion in Neilson St between Onehunga and Southdown is not acceptable and that Government's next major focus to resolve Auckland transport problems will include accelerating the East-West Link.

NRC is seeking an efficient SH1-to-20 link that eliminates traffic lights and intersections for trucks, avoids community severance and has a minimal impact on the industrial zoned land in the area. The detailed requirements are set out in this brochure, and will be identified on the tour.

We suggest the best solution to date is a new road built as an URBAN RONS along the northern shoreline of Manukau Harbour and which then cuts inland to link with the Southern Motorway.

A partial solution is not acceptable. Piecemeal solutions do not deliver over time. There is a need for a full project to be scoped, in which the ultimate outcome is identified and implemented as one rolling project.

It is a necessary development. Freight is the backbone of Auckland's economy. Last year around \$50 billion worth of freight and goods were carried by freight transport operators on the city's roads. Much of this was on East-West Link precinct roads where many of New Zealand's major distribution firms are located.

We believe your tour will be an eye-opener, and, we hope, add a strengthened sense of urgency to join forces to get the project completed well ahead of the Auckland Plan's target of 2021.

David Aitken



Chief Executive





The Tour – Issues, Concerns, Solution

Concerns with the existing network

At the western end – Onehunga

- Major congestion concerns, often extending well beyond peak hours, at traffic light controlled intersections to Neilson-Onehunga Mall and Gloucester Park I/C access to SH20; the congestion is made worse by the steep grade on the Neilson St railway bridge in proximity to the traffic lights for Onehunga Mall.
- **The solution required** includes an upgraded Gloucester Park interchange with SH20 to eliminate heavy trucks having to enter Onehunga's retail area and local streets – Neilson (including rail overbridge), Onehunga Mall, Selwyn St, and Gloucester Rd.

At the eastern end – Southdown/Mt Wellington

- Major congestion concerns, often extending well beyond peak hours, at traffic light controlled intersections to Church-O'Rorke-Great South Road and access to SEART and Mt Wellington (a choke point including weekends).
- Inefficient (non-existent) link between Tamaki Edge industrial area (i.e. AMETI) and Church St and Neilson St, and also East Tamaki; i.e.
 - No integration between Glen Innes/ Panmure/ Mt Wellington/ East Tamaki/ Neilson business areas and strategic network.
- Inefficient southbound access to the Southern Motorway for freight with origin-destination in the Southdown-Onehunga industrial hub.
 - While there is a north bound link from SEART southbound traffic has to negotiate some tight turns via Great South and Sylvia Park to access at Mt Wellington.
 - Because of unpredictable congestion along this route, daily inter-regional freight services have to judge time-cost of planning an overnight stay versus an early/late start to ensure a return trip.
 - NB: drivers have restricted driving hours that they must work within. This is a 'major' for productivity improvement implications.



- **The solution required** includes a full road interchange with SH1 adjacent to Mt Wellington that provides efficient, safe on-off south and north facing ramps; together with,
- Efficient connections to freight transport and distribution businesses located in the Southdown area, including along Great South Rd towards Penrose and Otahuhu; and,
- Protects the need for efficient road freight and general traffic connectivity to Panmure and East Tamaki.

NB: These issues are affecting investment decisions to upgrade fleets to take advantage of the new mass and dimension provisions; i.e. has productivity implications

Other Church – Neilson street matters –

- Is a designated alternative route to Auckland Airport for general traffic, but subject to unpredictable congestion/ delay and therefore has a 'risk' reputation.
- **The solution** requires a full project to be scoped covering freight access into the local area businesses as well as to enable general 'through' traffic and which supports an east-west bus service and safe cycleway that is separate from heavy road traffic.

Preferred 'new road' route alignment and why

To meet these requirements NRC suggest the best solution to date is a new road built as an URBAN RONS along the northern shoreline of Manukau Harbour and which then cuts inland to link with the Southern motorway. This option avoids community severance and taking up valuable industrial land in a business growth area of Auckland that needs more land not less – see map below.

A partial solution is not acceptable. Piecemeal solutions are notorious for not delivering over time. There is a need for a full project to be scoped, in which the ultimate outcome is identified and implemented as one rolling project.

Indicative 'new' East-West Link between SH1 at Mt Wellington and SH20 at Onehunga:



Given the national significance to the economy of the activity in the area (see next sections), funding concerns should not restrict the design, consenting and construction by NZTA in an urban "Road of National Significance" (URBAN RONS) basket.



Freight traffic data (circa 2009)

Some local roads in the project area carry more heavy freight vehicles (HCV) daily than any other route in New Zealand’s roading network, including state highways:

AMETI & E-W Link Route Sections	Average daily HCV Volumes
Pakuranga Bridge	8200 ¹
SEART (east of Waipuna Bridge	7000
Mt Wellington Highway (Penrose Rd)	2500
Neilson St	4000 ²
SH20: Manukau Crossing	4700

Source: ARTA presentation to ARLTC, July 2009.

Note:

- Volumes are projected to double by 2020 (2008 Freight Study) + impacts of WRR completion + Economic Development Strategy growth target impacts
- A significant proportion of daily HCV trips serving Upper North Island markets are from premises in the project area.

A comparison of heavy freight traffic volumes in the project area compared to elsewhere in New Zealand is seen in Figure 1 (opposite). The number of daily heavy freight vehicle trips is detailed on the right side of the Figure; the 'diamond' represents the daily heavy goods flow on each named routes.

¹ Only the Auckland Harbour Bridge (8400 HCV/day) is higher.

² See also daily and weekly traffic flow data in Neilson St compiled in "A Regional Strategic Freight Network for Auckland," ARC Draft Report – Revision 3A, by Richard Paling, May 2009, pages 11 & 12.

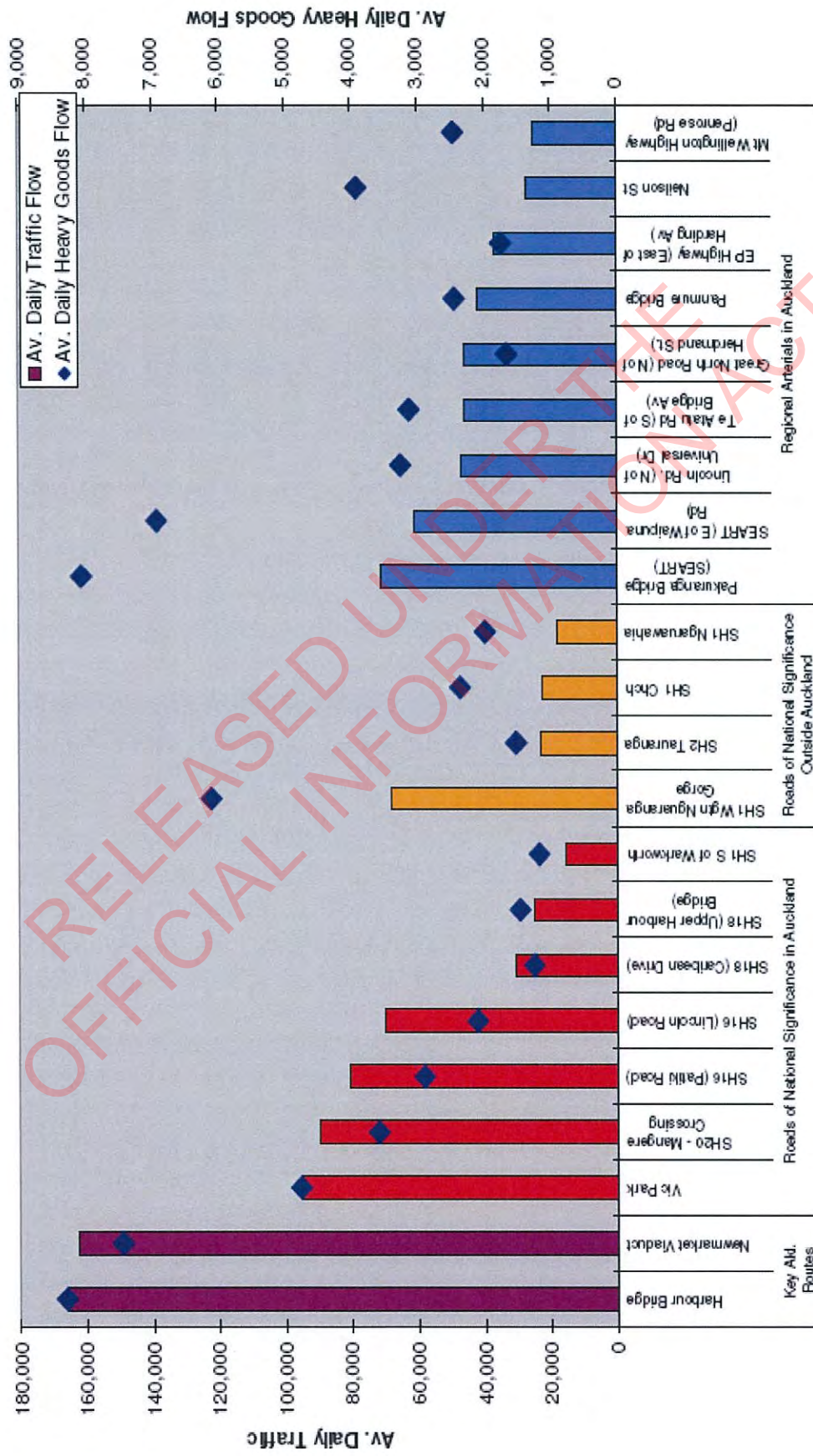


Figure 1: Average Daily Vehicle and Freight Movements on Key State highways and Arterial Roads



High density area for manufacturing and distribution services

As shown in the former Auckland City Council map (opposite), the East-West Link (and also AMETI) traverses a major area of employment, including transport, storage and wholesaling.

This area comprises the industrial heartland of Auckland, and from which many intra- and inter-regional freight trips (road and rail) commence or terminate. Surveys by NRC and others confirm that frequent congestion occurring on Church-Neilson road corridor and surrounding streets and intersections linking to the southern and western motorways, including outside peak commuter traffic hours, is the primary reason for unreliable freight distribution services between Auckland and many provincial centres and key hubs such as Ports of Auckland and Auckland Airport.

Key point: the full benefits to the national economy from the billions of dollars invested by successive governments over the past 10 years to upgrade the State Highway network in the Upper North Island will not be realised until this critical section of Auckland's core strategic roading network is completed.

RELEASED UNDER
OFFICIAL INFORMATION ACT



With the effective 'Upper North Island' economy increasingly a quadrangle – Auckland, Northland, Waikato, Bay of Plenty – connected by freight transport, AND the **project area** the 'hub' and headquarters of many of NZ's major freight/distribution businesses & where daily services start-finish, the singular importance of the East-West Link project is clear.

NB: Neilson is the heart and spine of a growing freight logistics sector. A number of transport and logistics system specialists³ have suggested the Church-Neilson precinct (i.e. Southdown) be designated a 'logistics city' to aggregate services for moving freight in large volumes. Its footprint would extend beyond the boundaries of the MetroPort railhead to encompass Pikes Point, and possibly include a dedicated freight corridor to Onehunga Wharf (predicated on an expanded coastal shipping freight service)⁴.

The infrastructure services would be linked to sea ports, airports, rail and road and offer a complete range of logistics capabilities. It would house freight forwarders, trucking companies, importers, Customs brokers, government agencies such as Customs and MAF, distributors and engineering and repair services. Data collated by NRC (summarised below) to help build the case for a single, integrated East-West Link project suggests the 'logistics city' idea is happening through market forces.

Heavy Freight Traffic Volumes – Key Operators

The project area is 'home' to some of New Zealand's largest freight-distribution operators, including Metroport, Pikes Transfer Station, Tapper Transport, Hardies, Holcim, Bonney's, Translink, NZ Rail, and Envirowaste. NZ Bus has a major depot in the precinct. Notable export-led companies in the precinct include Rakon and Nuplex. Other freight-centric operations nearby include Ports of Auckland (Onehunga), Auckland Airport, Foodstuffs, Progressives and Coca Cola.

Data compiled by NRC (circa 2011) gives an indicative picture of the daily heavy freight traffic volumes on the local road network of the project area:

- **MetroPort:** Rail head for Auckland – Port of Tauranga 2-way traffic; 300,000 teu pa (One teu = one truck trip). Volumes are increasing rapidly and is now NZ's 3rd largest container 'port' after POAL and Tauranga. A breakdown includes:
 - MetroBox – 182,000 containers
 - Tranzlink – 101,280 truck movements pa
 - KiwiRail – 200,000 containers

³ For example, Fonterra General Manager Supply Strategy, Nigel Jones, former Tapper Transport CEO, the late Simon Tapper, and KiwiRail planners in the 1990s.

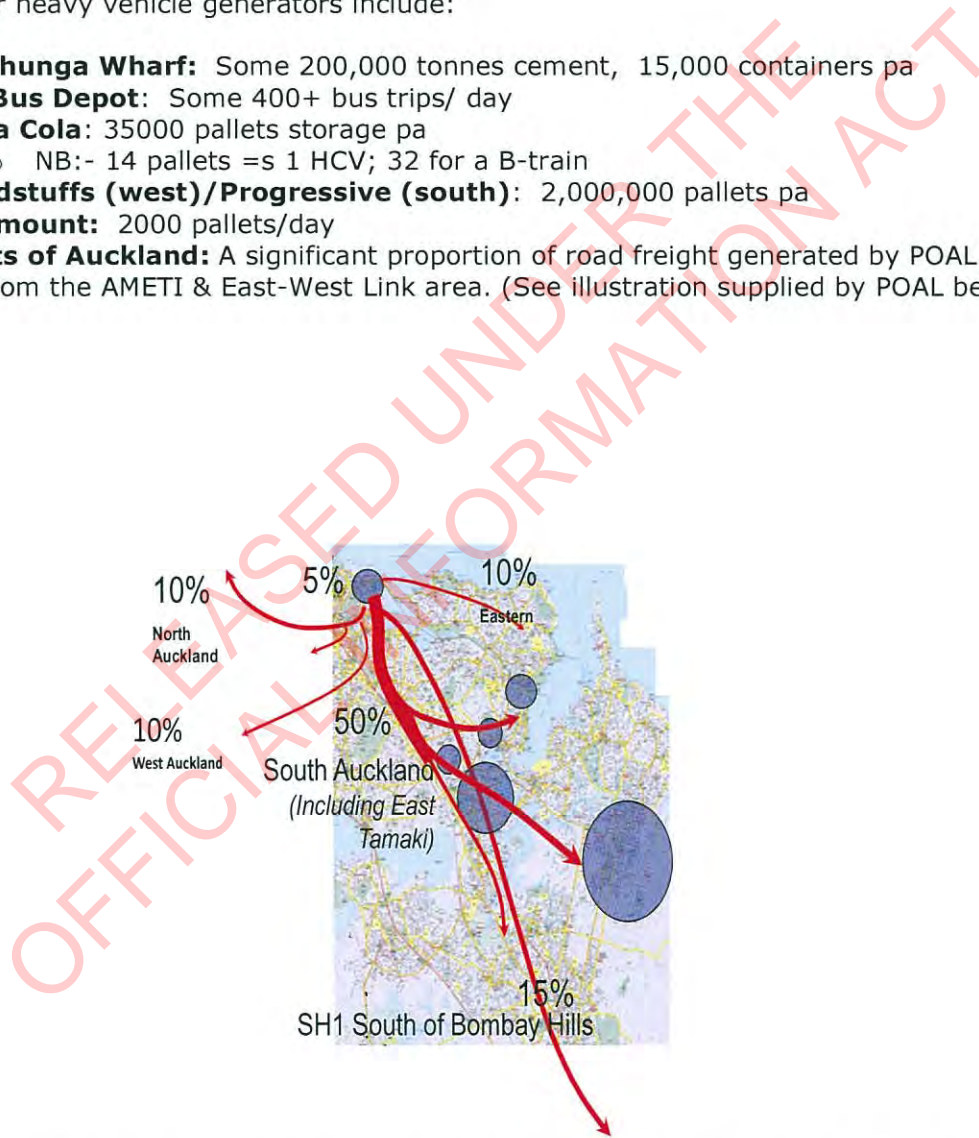
⁴ However, an NRC member has recounted instances of taking 40 minutes to travel what is 'normally' a 7 minute trip from MetroPort to Onehunga Wharf.



- **Pikes Point Recycle Depot:** Around 350,000 tonnes pa throughput via CMA, Visy, Pikes, Chemwaste, and CHH Pulp equates to around 20,000 HCV trips and many thousands more by smaller commercial and private vehicles.

Other major heavy vehicle generators include:

- **Onehunga Wharf:** Some 200,000 tonnes cement, 15,000 containers pa
- **NZ Bus Depot:** Some 400+ bus trips/ day
- **Coca Cola:** 35000 pallets storage pa
 - NB:- 14 pallets =s 1 HCV; 32 for a B-train
- **Foodstuffs (west)/Progressive (south):** 2,000,000 pallets pa
- **Seamount:** 2000 pallets/day
- **Ports of Auckland:** A significant proportion of road freight generated by POAL goes to/from the AMETI & East-West Link area. (See illustration supplied by POAL below):



- **Auckland Airport** traffic is also significant, including a share of the 80,000 vehicle moves to/from the airport per day and a growing freight exchange between the project area and the Airports own growing freight precinct.

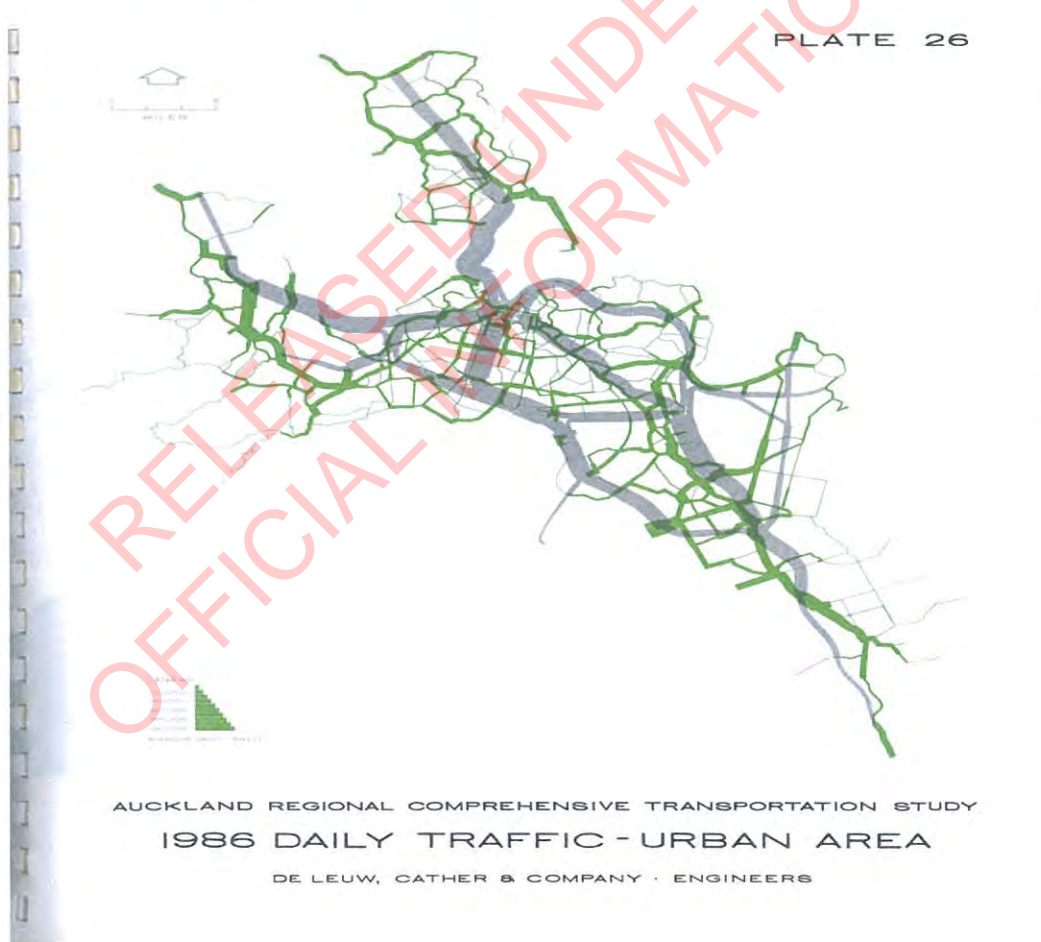


Some History and Context

Various investigations from the 1960s have reconfirmed the need for an efficient east-west link between the southern and western motorways along the northern side of Manukau Harbour, the most recent showing that if not completed by 2020, traffic in the area will be reduced to a crawl throughout most working days.

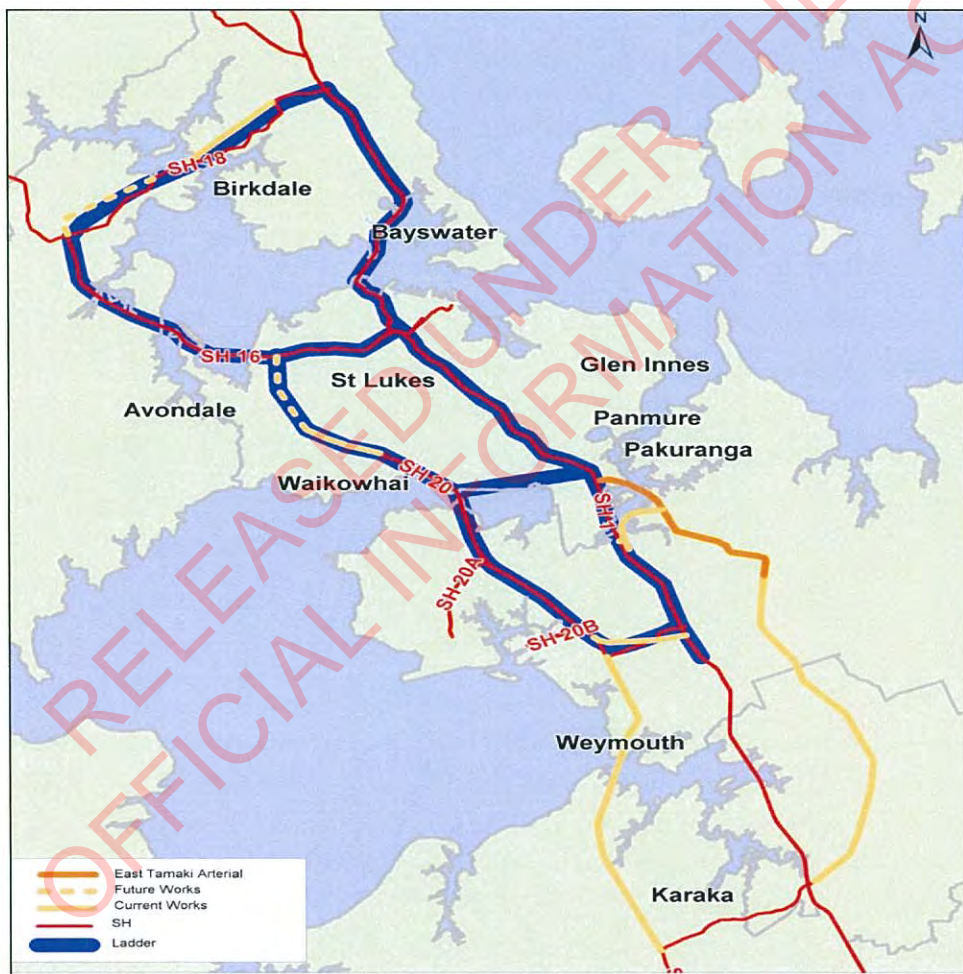
These are briefly summarized through project maps and study quotes (below):

- 1986 Daily Traffic – De Leuw Cather & Company:





- NZTA (formerly Transit) State Highway Strategy 2000 'ladder' map - (2011 presentation):





- A Beca 2009 study undertaken for Transit (now NZTA) concluded that without faster completion of an efficient, strategic East-West Link "Congestion is predicted to get worse" – By 2020:
 - Congestion will be severe and end-to-end every working day;
 - The increased congestion at the western end will result in increased traffic on the local network in Onehunga;
 - The congestion on the Great South Road corridor will restrict accessibility to the Airport (including) from Highbrook and result in re-routing of traffic around Manukau via SH1 to 20B.
 - While the overall network within the study area will be severely congested, the edges and links into/from the area will be much more congested than the centre.
 - A new corridor is expected to deliver significant benefits to the road network, and therefore the greater Auckland economy.
 - In addition, a new corridor will provide a higher level of resilience to the transport network, and opportunities for improved public transport and non-vehicle transport modes.
- NB: Earlier studies for Transit came to similar conclusions, including by Opus in 2005 and GHD in 2007.

Key Message Summary

The Auckland Plan (2010) gives 'highest priority' to completion of an East-West Link (& AMETI) by 2021. Government (2013) has indicated it plans to ensure the East-West Link is developed on a significantly accelerated timeframe.

We believe the case for a single, integrated corridor that has seamless connections to the existing network (SH1 & SH20) has been made, and therefore the focus on making progress with speed and urgency should be on design and build of a fully integrated East-West Link completed by 2020 on an expectation of freight and truck activity doubling over next 20 years. There is a need for a full project to be scoped, in which the ultimate outcome is identified and delivered as one rolling project, embracing:

- With speed and urgency to address the need for efficient, strategic access to the strategic network by freight-focused businesses in the Onehunga-Southdown precinct (and taking account of projected growth including to/from transport hubs Metroport, POAL and Auckland Airport); and,
- Future-proofed to provide efficient and safe connections between business areas Glen Innes/ Panmure/ Mt Wellington/ Southdown/ East Tamaki – all projected to continue to enjoy significant freight growth in the next few years.

"Given the economic importance of the area, delivering these projects (the East-West Link & AMETI) over 20 years is simply not acceptable." – PM, June 2013



A critical industry issue justifying fast-track completion; i.e. an URBAN equivalent to a Road of National Significance (RONS) centred on the rolling time-cost of congestion:

- **First**, Auckland's 'central industrial zone' (or 'logistics city') generates freight for distribution across the Upper North Island and beyond.
- Delays in New Plymouth, Tauranga and Hastings often start with delays in around Neilson Street
- Drivers have restricted working hours governed by regulation – a forced break (especially if triggered by unpredicted congestion) adds costs to the freight task. These costs are virtually impossible to recover.
- **Second**, the direct cost of congestion in **Neilson Street alone** underlines the singular importance of fast-tracking the Link project:
 - Operating 1 truck is approximately \$100/hr = 's \$1.66/ minute
 - 4000 trucks/ day = 's \$6,666/ minute
 - A 15 minute delay = 's \$100,000 / day
 - **Equals \$25,000,000 congestion cost per year.**



RELEASED UNDER THE
OFFICIAL INFORMATION ACT

Scott Wickman

From: Grant Turner [REDACTED]
Sent: Tuesday, 1 April 2014 2:42 p.m.
To: [REDACTED]
[REDACTED] Ewart Barnsley; Ernst Zollner; Scott Wickman; Simon Paton; Darcy Hart; Calven Bonney; Wil Harvie
Subject: Invite East West tour April 2014
Attachments: Invite East West tour April 2014.doc

Good Afternoon

Please find attached an invite to a bus tour that NRC are conducting to look at the industry around the proposed East West Link with possible solutions to free up traffic congestion and allow industry to co exist with the Onehunga, Penrose and Otahuhu communities.

For your information other invitees are Sam Lotu-liga, MP for Maungakiekie, Mayor Len Brown (who has done the tour previously) other Auckland City Councillors and senior staff, Maungakiekie- Tamaki Local Board Members, Auckland Transport staff, NZTA staff, members of the Auckland Business Forum, local business association representatives and members of our own board.

RSVP by Thursday 10th April by return email

Regards

Grant Turner
Executive Officer
National Road Carriers (INC)

[REDACTED] | **W:** www.natroad.co.nz

Privileged/confidential information may be contained in this message. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or deliver this message to anyone or use the contained information. In such case, you should destroy this message and kindly notify the sender by reply email. Please advise immediately if you or your employer do not consent to internet email for messages of this kind. Opinions, conclusions and other information in this message that do not relate to the official business of our association shall be understood as neither given nor endorsed by it.

This email has been filtered by SMX. For more information visit smxemail.com

1 April 2014

Mr. S Wickham
NZ Transport Agency
Auckland 1143

Dear Scott

National Road Carriers (Inc) would like to invite you on a tour of a selection of the key industries and the road network currently existing in the Onehunga/Penrose Industrial Precinct for a

PREFERRED SH1-20 EAST-WEST LINK CORRIDOR SITE VISIT

Tour Date:

TUESDAY, 15 APRIL 2014, 9.15-11.15AM

Host: David Aitken, Executive Director, National Road Carriers (Inc)

Tour guide: Chris Carr

PROGRAMME:

9.15am Welcome
National Road Carriers, 326 Church Street, Penrose

9.30 am Bus departs from NRC - Tour to cover:

- Southdown connections to Southern Motorway/ Great South Road
- Church – Neilson street matters
- Onehunga/ Gloucester Park I/C with SH20
- Preferred route alignment and why

10.30am Return to National Road Carriers (Inc)
(Approx)

10.30 – 11.15am Coffee and Debrief – Chris Carr

11.30 Programme concludes

RSVP by Thursday 10th April 2014 to:

Grant Turner
Executive Officer
National Road Carriers (INC)



1 April 2014

National Road Carriers (Inc) would like to invite you or a representative of your organisation on a tour of a selection of the key industries and the road network currently existing in the Onehunga/Penrose Industrial Precinct for a **PREFERRED SH1-20 EAST-WEST LINK CORRIDOR SITE VISIT**

Tour Date:

TUESDAY, 15 APRIL 2014, 9.15-11.15AM

Host: David Aitken, Executive Director, National Road Carriers (Inc)

Tour guide: Chris Carr

PROGRAMME:

9.15am Welcome
National Road Carriers, 326 Church Street, Penrose

9.30 am Bus departs from NRC - Tour to cover:

- Southdown connections to Southern Motorway/ Great South Road
- Church - Neilson street matters
- Onehunga/ Gloucester Park I/C with SH20
- Preferred route alignment and why

10.30am (Approx) Return to National Road Carriers (Inc)

10.30 - 11.15am Coffee and Debrief - Chris Carr

11.30 Programme concludes

RSVP by Thursday 10th April 2014 to:

Grant Turner
Executive Officer
National Road Carriers (INC)

