



Simon Corbell MLA

ATTORNEY GENERAL
MINISTER FOR POLICE AND EMERGENCY SERVICES
MINISTER FOR THE ENVIRONMENT AND SUSTAINABLE DEVELOPMENT
MINISTER FOR TERRITORY AND MUNICIPAL SERVICES



E-MAILED

15/6/11

MEMBER FOR MCOLONGLO

Dear

Thank you for your email of 19 May 2011 about Parkes Way access to Commonwealth Avenue, southbound.

I am pleased to advise that the ACT Government has committed to the funding of the Parkes Way widening (between Glenloch Interchange and Commonwealth Avenue) project. The project is currently in the design phase with construction expected to take place in 2012-13.

Further to your specific comments about the traffic management from Parkes Way to Commonwealth Avenue, I am advised by officers of Roads ACT that an option to provide an improved arrangement for Parkes Way traffic entering Commonwealth Avenue is being progressed. This new arrangement will see Parkes Way vehicles forming one lane with London Circuit traffic prior to entering Commonwealth Avenue. This removes the priority for London Circuit traffic. The completion of the Parkes Way widening project will significantly improve access to central Canberra.

Thank you for raising this matter with me. I trust that this information is of assistance.

Yours sincerely

Simon Corbell MLA
Minister for Territory and Municipal Services

8/6/11

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1070, Canberra ACT 2601



ACT
Government

Territory and Municipal Services

RECEIVED
- 6 SEP 2011
Minister for TAMS

| | |
|------------------------------|----------------|
| Submission No | 201100761 |
| Schedule No | 2011 SCO 01068 |
| Date Rec'd Minister's Office | -/-/- |

To: Minister for Territory and Municipal Services

From: Tony Gill, Director, Roads ACT

Subject: Timing for the Parkes Way Widening

Critical Date: 17 September 2011 To brief you on Options available to progress these works

- ◊ Director General, TAMS
- ◊ A/g ED Roads & Public Transport

P B.Z.A.C.
-/-/-

Recommendation

1. It is recommended that you:
 - a) Note the background and issues outlined below;
 - b) Agree to progressing Option 1 as outlined below for the Parkes Way widening project.
This would see roadworks commence by May 2012 and be completed by June 2013;

Agreed / Not Agreed

 - c) Agree to progress Option 2 as outlined below for the Parkes Way widening project.
This would see roadworks commencing in January 2012 and being completed by February 2013;

Agreed / Not Agreed

 - d) Agree to progressing Option 3 as outlined below for the Parkes Way widening project.
This would see roadworks commencing in November 2012 and being completed by December 2013.

Agreed / Not Agreed

Background

2. A project covering the upgrade of Parkes Way has been funded as part of the ACT Government's Capital Works Program, with \$14.7 million appropriated to provide a third lane from Glenloch interchange to the Acton Tunnel.
3. The project completion date in the budget papers is June 2013, with a cash allocation of \$1.2 million in 2011/12 and \$13.15 million in 2012/13.
4. The design for the project is well advanced and there are opportunities to bring the construction program forward.

5. There are three options to progress the project:

Option 1

Proceed in accordance with the timelines in the current budget, with a completion date of June 2013 – this would still have roadworks commencing on Parkes Way by May 2012.

Option 2

Bring forward the construction program by 3-4 months and complete the works by March 2013.

Option 3

Defer the call tender dates for the Parkes Way widening project to August 2012. This would result in construction works commencing in November 2012 and being completed by December 2013.

6. There are two main benefits of bringing the construction forward:

- a) Completing the works by March 2013 and reducing the impact on a major approach road to the City in the Centenary Year;

Out of scope

7. The main disadvantages of bringing the construction forward are:

- a) construction of roadworks in the vicinity of the Glenloch Interchange and the Gungahlin Drive Extension;

Out of scope

Financial Implications

8. The project is funded as part of the Capital Works Program with \$14.7 million appropriated.

- 9.

Out of scope

10. Option 3 would require the current cash allocation for this project to be rolled over to 2012/13 and 2013/14.

Internal Consultation

11. This matter had been raised at the TAMS Directorate monthly Capital Works meeting in August 2011.

External Consultation

12. The project has been subject to a works approval from the National Capital Authority and an associated public consultation process.

Benefits/Sensitivity

13. The benefits of the strategy to bring forward the construction program relates to the earlier delivery of the project and less impact on an approach road to the City in 2013, the Centenary Year.

14.

Out of scope

Media Implications

15.

Out of scope

16. On a positive side, the construction of the Parkes Way Widening can be promoted as a project to accommodate the expected growth in traffic from the Molonglo district, the first of two suburbs of which are under construction.

Tony Gill

Tony Gill
Director
Roads ACT

7 September 2011

AGREED/NOT AGREED/NOTE/DISCUSS

Simon Corbell MLA

26 F 11

Performance Assessment

- Satisfactory
 Unsatisfactory

3

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2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Forward Design

Agency: Territory and Municipal Services – Office of Transport – Roads ACT

Project Reference No. and Title: Parkes Way (Glenloch to Acton Tunnel) Widening
 (Transport for Canberra project)

Physical Location of Project: Canberra City

Financial Impacts Summary

| Impact | 2010-11 \$m | 2011-12 \$m | 2012-13 \$m | 2013-14 \$m |
|-------------------------|----------------|----------------|----------------|----------------|
| Requested Funding | | | | |
| - Recurrent (GPO / EBT) | | | | |
| - Capital Injection | | 1.20 | | |
| Other Recurrent Impact | | | | |
| - Depreciation | | | | |

Provide a brief description of the proposed design project

- In June 2009 Cabinet agreed to prepare a “Sustainable Transport Action Plan” for the period 2010-2016 to further implement and progress actions identified in the Sustainable Transport Plan (2004).
- The Action Plan (Transport Infrastructure Plan) will include projects relating to public transport, walking and cycling infrastructure, and parking strategies as well as a transport infrastructure plan detailing the programme for the delivery of projects and associated costs.
- Projects identified in the Transport Infrastructure Plan are programmed under the applicable strategy and business cases developed for each individual project.
- The development of Molonglo and Canberra’s north and the construction of the GDE will attract a lot more traffic on Parkes Way
- Over the next twenty years there are several developments either planned or under discussion that will increase the demand on the Canberra road network. A significant proportion of these developments are located close to the centre of the Canberra metropolitan area and will impact on the current major transport corridor that extends from the proposed district of Molonglo to the Canberra Airport/NSW border in a broadly east –west orientation – “The EW Corridor”
- Roads covered by the EW corridor include – Tuggeranong Parkway, Cotter Road, Parkes Way, Morsehead Drive and Pialligo Avenue.
- In 2008, Roads ACT engaged Maunsells to assess the growth in traffic demands on the EW corridor over the next 20 years and deduce from this assessment the infrastructure needs to meet this growth at acceptable levels of service.
- The EW Corridor Study identified an overall program of infrastructure works covering functional needs and scope of works required, broad engineering

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2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Forward Design

and environmental constraints, a planning or strategic program cost and broad economic justification of projects prioritised.

- The proposed works which formed part of the report recommendations are aimed at addressing the road infrastructure needs at locations identified as deficient and/or where vehicle bottlenecks exist and /or are likely to result from increased traffic volumes as a result.
- The works forming part of this proposal is the widening of the section of road between the Glenloch Interchange and the ACTON Tunnel which has been identified as a future road infrastructure bottleneck.

Briefly confirm the operational or business need, or problem to be solved

- The East-West (EW) corridor is a key artery in ACT's transport network comprising Cotter Road, Tuggeranong Parkway, Parkes Way, Morshead Drive and Pialligo Avenue. There are limited east-west transport connections in Canberra – only Hindmarsh Drive and this route are continuous - and this EW corridor is the busiest, serving the proposed development of Molonglo, City Centre, Parliamentary Triangle and airport. The design of this corridor limits the capacity and free movement of traffic.
- Significant growth is expected to occur in the EW corridor due to developments in Central Canberra, Molonglo, the Airport, Queanbeyan and in future Kowen. This will result in the need for major improvements in capacity in this corridor. Any improvements will need to be cognizant of future needs for public transport priority.
- The objectives of projects prioritised as part of the recommendations are aimed at addressing a road infrastructure bottleneck identified as part of the study that will result in future road congestion and compromise levels of service and safety of road users.
- The Parkes Way section (between ACTON Tunnel and Glenloch Interchange) was one such project that has been prioritised as part of the report recommendations for widening and other associated infrastructure works aimed at capacity improvements and improved traffic flows.

Briefly confirm the objectives and scope of the project

- The primary objective of this project is to improve traffic flows and safety along the Parkes Way into the city and beyond. The proposed works will:
 - Improve traffic flows, reduce vehicle operating costs and freight transport costs along the East West Corridor;
 - Improve road safety;
 - Reduced environmental impacts; and
 - Lessen impacts on traffic during construction

Briefly confirm linkages to agency's corporate and asset plans, as well as Government objectives

- The primary objective of this project is to design the improvements to the road pavement to acceptable standards to ensure that safe conditions for motorists and other road users are restored and maintained at appropriate levels.

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Forward Design

- Both the Canberra Spatial Plan and the Economic White Paper highlight the importance of having an adequate major road system in place to support the future development of Canberra.
- The package of works is to be provided will form the first stage of the proposed staged upgrade of the East West Corridor along Parkes Way.
- The project should be viewed in the context of the overall package of road infrastructure to support future development outcomes as highlighted by specific reference in the Canberra Spatial Plan which acts as a guide for the future planning of Canberra as well as the Economic White Paper which highlights the important factors necessary to sustain and/or contribute to the ACT economy.
- This project is consistent with the major road network outlined in the Territory and Canberra Spatial Plans as well as consistent with the Roads ACT Strategic Asset Management Plans in terms of adequate capacity and levels of service on the main road network.

Identify suitable options

- Past experience indicates that a number of options will be available to implement the project. Three implementation options were considered. These included:
 1. Do Nothing Option
 2. Undertake these works.
 3. Undertake these works in future years.
- Do Nothing Option: These works are considered necessary infrastructure service works. Key disadvantages of not undertaking these works will increase congestion levels, risk of accidents and travel times (and subsequently vehicle operating costs) for road users.
- Undertaking the works: will provide efficiency savings from undertaking these works. Other advantages include the improved amenity that will be available to stakeholders, improved safety and an access to road users, especially heavy vehicular traffic that makes up a large proportion of the traffic using the road from environmental factors and most importantly reduced congestion and travel times as a result.
- Undertake these works in future years: Costs associated with these works are likely to be more than current estimates as a result of additional contract establishment and project management fees if undertaken in future years.

Consultation

- Roads ACT has consulted with the following stakeholders as part of the East West Corridor Study that will form the basis of this proposal. These include:
- National Capital Authority
- ACT Stakeholder Agencies (Treasury, TRAP, ACTPS etc)
- Road Users

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Forward Design

The key concern has been related to the timing and scope of works associated with the project. There is a perception that once completed the Gungahlin Drive Extension Stage 2 and North West Arterial Road will create increased traffic volumes along the East West Corridor. The NCA is currently implementing the upgrade of the Kings Avenue / Parkes Way intersection and this will result in a traffic bottle neck at the above section of road (thus negating any traffic flow efficiencies the NCA project will provide).

Cost-Benefit Analysis

- A detailed economic analysis will be undertaken as part of the assessment process of the East West Corridor Study and confirms expected results from previous studies.
- A detailed Cost Benefit Analysis forming part of the East West Corridor Study has been prepared taking into consideration a range of economic, social and environmental benefits likely to be derived from the upgrade of these bridges.
- The Sustainable Transport Plan is part of the Government's commitment to improve transport in the ACT.
- The approximate cost of achieving the targets using the strategies and projects identified in the plan is estimated to be \$300 to \$400 million over 25 years.
- The benefit cost ratio of the plan is therefore estimated to be between 2.0 to 3.0

Estimated Total Whole-of-life Cost of Project: \$1.20 m

Total Estimated Costs of Project:

| | |
|--|-----------------------------|
| Feasibility | \$0.00m |
| Design and Supervision | \$0.80m |
| Contingency (if any) | \$0.40m |
| Construction | \$0.00m |
| Procurement Fees of 4% ¹ | \$0.00m |
| Insurance (Approximately 1% of construction costs) | \$0.00m |
| Other (specify) | <u>\$0.00m</u> |
| Total | \$1.20 m (excl. GST) |

Add annual Whole-of-life costs:

| | |
|----------------------------------|------------------------|
| Depreciation | \$m |
| Ongoing maintenance ² | \$m |
| Ongoing operational ² | \$m |
| Other (specify) | <u>\$m</u> |
| Total | \$m (excl. GST) |

¹ Mandatory fee payable to Procurement Solutions

² Maintenance and ongoing operational costs are generally not applicable in the first year.

Reliability of Estimates

- The estimates are based on examples of recent works undertaken in the ACT. These estimates will be subject to the supply –demand and economic conditions prevalent at the time of consideration. Contingencies have been built into these estimated to absorb any price escalation risks.

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NEW CONSTRUCTION PROPOSALS
Forward Design

Provide a summary of risk identification and management plan

- Potential risks, and their impacts and strategies for managing these risks, are included in the attachments. It is important to ensure that potential delays and budget overruns are controlled and that required expertise is available. Prudent project management, competent monitoring and planning would minimise the potential for these risks.

Implementation strategy

- These forward design works will commence and be completed in 2010-11.
- The Procurement Strategy adopted for this project will conform to ACT Government Procurement Guidelines.
- Roads ACT along with ACT Procurement Solutions will be closely involved in the delivery of these components of the project.

Attachments required:

- a) East West Corridor Study

Contact Officer: Carl Dias
Manager – Major Capital Works
Roads ACT
Telephone (02) 6205 8605

Cleared By: Tony Gill
Director Roads ACT



→ Carl

84
4/3/11

4

RECEIVED
CO 3926
- 4 MAR 2011
Office of the Chief Executive
Department of Territory
Services

CHIEF EXECUTIVE OFFICER

4296

16686

Matter for Consideration: Letting of contract for the design and construction supervision of the Parkes Way Widening project.

Recommendations: That you:

- a) Note the approval of the tender report recommending the engagement of AECOM at a total cost of \$1,498,955.00 inclusive of GST.
- b) Agree for the contract to be let.

Reviewed Agreed 8/3/11

Tom Elliott
Executive Director
Transport and Infrastructure Division

Author: Tony Gill **Phone:** 76588

Signature: *Tony Gill*

Date: *1/3/11*

AGREED / NOT AGREED / NOTED / PLEASE DISCUSS

[Signature]
Gary Byles
Chief Executive *4/3/11*

Contract for the detailed design and construction supervision of the Parkes Way Widening project.

Purpose

To seek your approval to award a contract to AECOM consulting engineers for the design and construction supervision of the Parkes Way Widening project.

Background

Tenders for the design and construction supervision of the Parkes Way Widening project were called on 22 January 2011 and closed on the 17 February 2011.

The tenders were evaluated and a tender evaluation report was prepared by ACT Procurement Solutions.

Issues

I have approved the recommendation to award AECOM for the sum of \$1,498,955.00 inclusive of GST and now seek approval from the Chief Executive to execute the contract as it exceeds \$0.5 million in value.

Financial Implications

Funding (2010-11) TAMS – Capital Works Program (\$0.3 million)

Funding (2011-12) TAMS – Capital Works Program (\$14.4 million)

Media Issues

N/A

Linkages to other Briefs or Ministerials

N/A

Contract for the detailed design and construction supervision of the Parkes Way Widening project.

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Background

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Issues

I have approved the recommendation to award AECOM for the sum of \$1,498,955.00 inclusive of GST and now seek approval from the Chief Executive to execute the contract as it exceeds \$0.5 million in value.

Financial Implications

Funding (2010-11) TAMS – Capital Works Program (\$0.3 million)

Funding (2011-12) TAMS – Capital Works Program (\$14.4 million)

Media Issues

N/A

Linkages to other Briefs or Ministerials

N/A



TENDER EVALUATION REPORT

REQUEST FOR TENDER No 15648.110

Parkes Way Widening
(Glenloch Interchange to Commonwealth Avenue)
Design & Superintendence

Roads ACT
TAMS

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Attachments:

- A Conformity of Tenders Schedule.
- B Comparison of Prices
- C Comparison of Tenderes Scores.
- F Approved Procurements Plan (including Tender Assessment Methodology)

1. PURPOSE

Seek approval to engage a consultant for the detailed design and superintendence of the project.

2. PROJECT BACKGROUND

The objective of this project is the provision of an additional lane in each direction between the Glenloch Interchange and Edinburgh Avenue with the aim of reducing congestion and improving traffic flows along the corridor.

The project was previously progressed to Preliminary Sketch Plans in 2010 by Aecom.

This consultancy is to complete the design and superintend the construction.

3. PROJECT DETAILS

Program

The following timetable applied to the Project:

| No | Tasks | Date |
|----|---------------------|-------------------|
| 1. | Tenders Advertised | Sat 22 January 11 |
| 2. | Information Session | 1 February 11 |
| 3. | Tenders Closed | 17 February 11 |
| 4. | Delegate Approval | 28 February 11 |
| 5. | Award Contract | 7 March 11 |

Funding

The project will be funded by the 2010-11 Capital Works Program.

4. PROBITY, DISCLOSURE OF CONFLICTS OF INTEREST & CONFIDENTIALITY

All members of the Tender Evaluation Team have been asked to disclose any conflict of interest or association they might have with the Tenderers for the Project. No member has disclosed that he or she has a conflict of interest or association with any of the Tenderers.

All documents and proceedings of the Tender Evaluation Team have been treated as confidential.

5. PROBITY AUDITOR/ADVISER

A Probity Auditor/Adviser, was not engaged.

6. TENDERS RECEIVED

The following tenders were received.

| Tenderer | Price incl GST |
|------------------|----------------|
| SMEC Australia | \$1,416,478 |
| Brown Consulting | \$1,442,557 |
| Aecom | \$1,498,955 |
| Cardno | \$1,567,038 |
| Hyder | \$1,570,347 |
| GHD | \$1,986,050 |

No late tenders were received and no alternative tenders were received

The pre-tender estimate of \$880,000 incl gst. The median price received was \$1,532,996 incl gst.

These were registered on the Internal Tender Notice at folio 43 of file 2011/2133

Conformity of Tenders/ Compliance.

Report upon conformity / compliance issues as set out in Attachment A "Conformity of Tenders Schedule"

7. EVALUATION

7.1. METHODOLOGY

Tenders were evaluated in accordance with the endorsed Procurement Plan including applicable procurement guidelines.

The Evaluation Methodology including the scoring system is included in pages 3 & 4 of the Procurement Plan at Attachment F.

The Tenderers were scored against the Evaluation Criteria including a fee score. The Weighted Scores were calculated by multiplying the individual Evaluation Criteria Score by the weighting. The total overall score was the sum of the weighted scores.

The Preferred Tenderer is the Tenderer offering best value for money having regard to all relevant factors and may not necessarily be the tender with the weighted highest score.

7.2. ASSESSMENT

The Evaluation Team met and confirmed all tenderers had acknowledged the two addenda.

Further the Team confirmed all tenders are CE pre-qualified thus satisfying the single mandatory pre-qualification criteria.

The fee score calculation for each consultant is at Attachment C.

Attachment B is a comparison tenderers prices.

Aecom were assessed as having the highest weighted score, thus they are recommended as the Preferred Tenderer.

Parked Way Widening (design & superintendence)

A summary of the evaluation of each tender follows:

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|---|---|-------|---|
| SMEC | Methodology (how project is to be tackled). | 7.5 | Very good and detailed methodology with little risk involved. Key issues identified. The gantt chart provided demonstrated a good understanding of the task. |
| | Technical skills and experience of the team. | 7.5 | Strong design team offered. Roles and task allocation provided. Experience of superintendent managing works under traffic on a major arterial road of not demonstrated. However SMEC have previously superintended similar complex works at Pialligo. |
| | Performance record in undertaking similar projects. | 7.5 | Good relevant projects cited include road widening as well as and bridge widening & strengthening. Referees Contact details provided. |
| Overall a good to very good submission. | | | |

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|--|---|-------|--|
| Brown | Methodology (how project is to be tackled). | 8 | Very good methodology detailing how the project is to be tackled and exceeds some requirements.. Extensive thought given to key issues identified. The gantt chart provided demonstrated a good understanding of the task. |
| | Technical skills and experience of the team. | 7.5 | Very good team offered. The brief summary of each key team member details the role each played on similar types of projects. Detailed CVs also provided. |
| | Performance record in undertaking similar projects. | 7.5 | Very good relevant projects cited Referee reports also provided |
| Overall a good to very good plus submission If they became the preferred tenderer clarification of the proposed superintendent's rep short periods of employment would be required. Also clarify Max Bomben's availability. | | | |

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|--|---|-------|---|
| Aecom | Methodology (how project is to be tackled). | 8 | Very good and well considered methodology exceeds some requirements. Key issues and risks identified. Specific project risks identified. Demonstrated a sound understanding of the task & how it is to be tackled. \$24,200 incl gst extra for asbestos inspection offered. |
| | Technical skills and experience of the team. | 8 | A very strong project team offered with specific relevant experience on similar projects. Lead Structures Designer's CV notes bridge strengthening experience. Org chart provided. Detailed team availability provided. |
| | Performance record in undertaking similar projects. | 8 | Similar projects cited are particularly relevant. Referee contacts provided. Bridge strengthening experience cited. Detailed program offers timely achievement. |
| Overall a very good plus submission. Submission well presented and easy to follow. Clarifications listed on page 40 of submission are acceptable to the tender evaluation team. The TET sought clarification about the availability of the proposed Superintendent's Rep and Aecom provided a satisfactory response including an acceptable alternative if required. | | | |

Parked Way Widening (design & superintendence)

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|------------|---|-------|---|
| Cardno | Methodology (how project is to be tackled). | 7 | Presented a good methodology which demonstrated a good understanding of the task and how it is to be tackled. Provided a detailed gantt chart. Identified risks and key issues. |
| | Technical skills and experience of the team. | 6.5 | Good strong team identified with experiences. The Road Designer & Site Superintendent well regarded... CVs & team allocation provide |
| | Performance record in undertaking similar projects. | 6.5 | Relevant local & regional projects cited. Details of proposed staff involvement of similar past projects provided. Extensive similar interstate experience cited for the Cardno Group of companies. Recent projects incurred time & cost overruns but the situation is improving. |
| | Overall a good submission. | | |

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|------------|---|-------|--|
| Hyder | Methodology (how project is to be tackled). | 7.5 | Very good and detailed methodology with little risk involved. Well thought through and easy to follow. Key issues identified. The gantt chart provided demonstrated a good understanding of the task. Met the requirement but the top submission by others demonstrated exceeding the requirements. |
| | Technical skills and experience of the team. | 7.5 | CVs provided for both the design team & the site mgt team demonstrate a wide range of exeriances, many unrelated to roadworks. Information provided does not target teams capability for this type of works (i.e. an arterial road widening under traffic). Notwithstanding above comments the team is strong and meets the project requirements.. |
| | Performance record in undertaking similar projects. | 7 | A number of significant projects were cited including the construction period and statement that the projects were completed within time & budget. But lacked detail whether or not they were similar projects. |
| | Overall a good plus submission. | | |

| Consultant | Evaluation Criteria | Score | Evaluation Team Comments |
|------------|---|-------|--|
| GHD | Methodology (how project is to be tackled). | 6.5 | A detailed methodology provided which meets the requirements. Tended to be generic. |
| | Technical skills and experience of the team. | 6.5 | CVs detailed past projects and roles in them, and staff roles are detailed. Design Manager offered may not be available. Job Manager & Bridges Manager sound experience. No bridge strengthening experience cited. |
| | Performance record in undertaking similar projects. | 6 | Projects cite generally superintendence which did not include road design. Recent projects cite generally 50K fee thus much smaller than this project. |
| | Overall a good submission It is understood that the design manager may be leaving GHD in May 2011. | | |

8. EQUAL EMPLOYMENT OPPORTUNITY

The Tender Evaluation Team confirms that the successful tenderer is not listed on the following website – www.eowa.gov.au

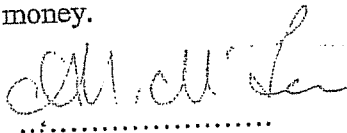
9. DEBRIEFING OF UNSUCCESSFUL TENDERERS

Letters will be sent to all unsuccessful tenderers and should include:

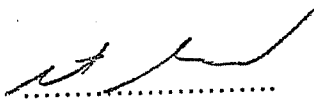
- Appreciation for submitting an offer, registration or pre-qualification information;
- Regret that they were unsuccessful on this occasion;
- Advice of public notification on the “Central Contracts Register” which is available from the ACT Procurement Solutions Website at www.procurement.act.gov.au;
- An offer to debrief; and
- The encouragement to submit offers in the future.

10. RECOMMENDATION

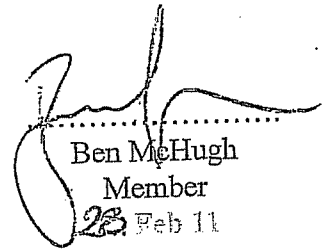
The Tender Evaluation Team recommends the acceptance of the tender submitted by Aecom Australia Pty Ltd, at a total cost of \$1,498,954.00 (incl GST) as this tender represents the best value for money.



Jock McLean
Chair
24 Feb 11



Stephen Howard
Member
28 Feb 11



Ben McHugh
Member
23 Feb 11

11. DELEGATE APPROVAL

11.1 Recommendation

Tender Evaluation Team recommendation:

~~Approved / Not Approved / Requires Clarification.~~

The Tender Evaluation Team is authorised to:

- enter into contract negotiations with the preferred Tenderer.
- arrange public announcement (*as applicable*); and
- provide a debriefing to unsuccessful Tenderers.

11.3 Contract Execution Request

I have the properly delegated authority from the CEO of TAMS with regard to the above approved procurement expenditure to authorise an officer of the Department of Territory and Municipal Services, ACT Procurement Solutions, to **sign**, as may be required to effect the delivery of the Project, the following documents:

| | Applicable | Not Applicable |
|--|-------------------------------------|-------------------------------------|
| 1. Letter of Acceptance / Intent | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Contract / Deed of Agreement | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Variation of Contract / Deed of Agreement | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Related Document | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Name:Tony Gill..... Position:Director Road ACT.....

Signature:Tony Gill..... Date:28/2/11.....

Conformity of Tenders Schedule

| | SMEC | Brown | Aecom | Cardno | Hyder | GHD |
|---|------|-------|-------|--------|-------|-----|
| Pre qualified CE | Yes | Yes | Yes | Yes | Yes | Yes |
| Lodged tender on time | Yes | Yes | Yes | Yes | Yes | Yes |
| A signed copy of Addenda No 1 (only one addenda issued) | Yes | Yes | Yes | Yes | Yes | Yes |
| A Completed Declaration by Tenderers cl 4.1 | Yes | Yes | Yes | Yes | Yes | Yes |
| A Ethical Suppliers Declaration cl 4.2 | Yes | Yes | Yes | Yes | Yes | Yes |
| Pricing Schedule | Yes | Yes | Yes | Yes | Yes | Yes |
| Indemnity Insurance (also a pre-qualification requirement) | Yes | Yes | No | Yes | No | Yes |
| Public Liability Insurance (also a pre-qualification requirement) | Yes | Yes | No | Yes | No | Yes |
| Workers Compensation Insurance (also a pre-qualification requirement) | Yes | Yes | No | Yes | No | Yes |
| Program Complies With Delivery Dates | Yes | Yes | Yes | Yes | Yes | Yes |

Comparison of Prices

| Item Description | Qty & Unit | SMEC | Brown | Aecom | Cardno | Hyder | GHD |
|--|------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Project Mgt (design & tender) extra item created by Cardno | | | | | \$26,989 | | |
| Detailed design | item | \$606,962 | \$557,040 | \$650,888 | \$709,247 | \$552,475 | \$220,000 |
| Construction Tender Documentation and tender process | item | \$31,116 | \$39,094 | \$92,942 | \$38,462 | \$41,624 | \$920,120 |
| Construction Superintendence Rep. (full time 5 day week) | 60 wks | \$423,000 | \$441,815 | \$435,536 | \$390,291 | \$483,368 | \$422,400 |
| Construction Surveillance Officer (full time 6 day week) | 60 wks | \$218,400 | \$264,908 | \$184,682 | \$267,300 | \$353,430 | \$286,000 |
| Construction Superintendence Rep. (during DLP) | 100 hrs | \$18,500 | \$19,800 | \$13,218 | \$14,850 | \$17,900 | \$17,600 |
| Construction Surveillance Officer (during DLP) | 100 hrs | \$8,500 | \$9,900 | \$11,689 | \$9,900 | \$11,550 | \$9,930 |
| Survey | PS | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |
| Geotech | PS | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |
| Pot holing for existing services | PS | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 | \$20,000 |
| Examine condition of existing pavement incl core testing | PS | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 | \$40,000 |
| Drafting service to construction contractor to prepare WAEs | PS | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 |

| | | | | | | |
|--------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Total Fee (including GST) (F) | \$1,416,478 | \$1,442,557 | \$1,498,955 | \$1,567,038 | \$1,570,347 | \$1,986,050 |
| Tenderers Schedule total (T) | \$1,416,478 | \$1,442,557 | \$1,498,954 | \$1,567,038 | \$1,570,349 | \$1,986,050 |
| Difference (T-F) | \$0 | \$0 | -\$1 | \$0 | \$2 | \$0 |
| variance from median price | -\$116,518 | -\$90,440 | -\$34,042 | \$34,042 | \$37,353 | \$453,054 |
| % variance from median | -7.60% | -5.90% | -2.22% | 2.22% | 2.44% | 29.55% |

Median price (i.e. average of middle two prices) = \$1,532,996

Comparison of Tenderers Scores

| | | SMEC | Brown | Aecom | Cardno | Hyder | GHD | | | | | | |
|---|-----------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|------------------|----------------|
| Mandatory Criteria | | | | | | | | | | | | | |
| Pre-qualified CE | | yes | yes | yes | yes | yes | yes | | | | | | |
| Evaluation Criteria | Weighting | Individual Score | Weighted Score | Individual Score | Weighted Score | Individual Score | Weighted Score | Individual Score | Weighted Score | Individual Score | Weighted Score | Individual Score | Weighted Score |
| | | | | | | | | | | | | | |
| Methodology (how project is to be tackled). | 30 | 7.5 | 225 | 8 | 240 | 8 | 240 | 7 | 210 | 7.5 | 225 | 6.5 | 195 |
| Technical skills and experience of the team in relation to the requirements of this project | 20 | 7.5 | 150 | 7.5 | 150 | 8 | 160 | 6.5 | 130 | 7.5 | 150 | 6.5 | 130 |
| The company's performance record in undertaking similar projects. | 20 | 7.5 | 150 | 7.5 | 150 | 8 | 160 | 6.5 | 130 | 7 | 140 | 6 | 120 |
| Fee (refer calc below) | 30 | 6.86 | 205.8 | 7.12 | 214 | 7.67 | 230 | 7.78 | 233 | 7.76 | 233 | 5.04 | 151 |
| Total Overall Score | | 730.8 | | 753.6 | | 790.1 | | 703.4 | | 747.8 | | 596.2 | |
| Score Order | | 4 | | 2 | | 1 | | 5 | | 3 | | 6 | |

Fee Score Calculation

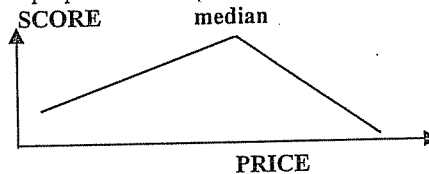
| | | |
|----------------|-------------------------|-------------------------|
| Formula | $F = 8 + 10(T - M) / M$ | $F = 8 + 15(M - T) / M$ |
| | Domain | Domain |
| | $T \leq M$ | $T \geq M$ |

Where:

F = a fee score marked out of 10 to correspond to the above scoring regime

M = a median value of all submitted fee proposals

T = the submitted fee of a proponent.



Calculation

The median price is the middle price if the number of tenderers is an odd number or the average of the two middle prices if the number of tenders is even.

Where 3 or less tenders are received the median value will be the pretender estimate.

In this instance the median price (M) is **\$1,532,996**

| Price Order | Tenderer | Submitted Fee (T) (in ascending price order) | Fee Score (F) | Variance from Median |
|-------------|---------------|---|---------------|----------------------|
| 1 | SMEC | \$1,416,478 | 6.86 | -8% |
| 2 | Brown | \$1,442,557 | 7.12 | -6% |
| 3 | Aecom | \$1,498,955 | 7.67 | -2% |
| 4 | Cardno | \$1,567,038 | 7.78 | 2% |
| 5 | Hyder | \$1,570,347 | 7.76 | 2% |
| 6 | GHD | \$1,986,050 | 5.04 | 30% |



Procurement Plan Minute

| PROCUREMENT OVERVIEW | |
|--|--|
| To | Glen Lacey |
| Name of Project | Parkes Way Widening |
| Purpose | To engage a consultant to complete the design, prepare tender documentation, and superintend the construction. |
| Estimated value (\$) | \$280,000 incl GST |
| Timing/urgency | Practical Completion by Oct 2012 |
| Tender Number | 15648.110 |
| Is Government Procurement Board sign off required? | No |
| Is ACT Government Solicitor consultation required? | No |

| PROCUREMENT REQUIREMENTS | | | | | |
|--|--|-------------------------------------|----------|-------------------------------------|-------|
| Objective or scope of works or services to be provided | The objective of this project is the provision of an additional lane in each direction between the Glenloch Interchange and Edinburgh Avenue with the aim of reducing congestion and improving traffic flows along the corridor. | | | | |
| Type | <table border="1"> <tr> <td>Goods</td> <td>Services</td> <td><input checked="" type="checkbox"/></td> <td>Works</td> </tr> </table> | Goods | Services | <input checked="" type="checkbox"/> | Works |
| Goods | Services | <input checked="" type="checkbox"/> | Works | | |
| Funding | \$14.7 mil est identified in TAMS 2010-11 Capital Works Program | | | | |
| Site | Parkes Way between Glenloch Interchange & Commonwealth Ave | | | | |
| Consultation (including pre tender) | N/A | | | | |

| PROCUREMENT RISK | |
|------------------|-------------------------|
| Risk | Moderate (attachment C) |

| PROCUREMENT METHODOLOGY | |
|--|--------------------|
| Description of the procurement method to be used | Public Tender |
| Evaluation | Refer attachment A |
| Is this suitable to be a Social Procurement? | N/A |

Parked Way Widening (design & superintendence)

| EVALUATION TEAM | | | |
|-------------------------------|---|-----------------------|------------|
| Name | Jock McLean | Stephen Howard | Ben McHugh |
| Position | Chair | Member | Member |
| Agency | Procurement Solutions | Procurement Solutions | Roads ACT |
| Statement on team composition | All members have extensive experience evaluating tenders. | | |

| CONTRACT MANAGEMENT | |
|-----------------------|--|
| Number of contracts | One design consultancy |
| Contract management | ACT Procurement Solutions will manage the consultancy |
| Period of contract(s) | Target Practical Completion Oct 2012 plus 52 weeks Defect Liability Period |

| AUSTRALIAN FREE TRADE AGREEMENTS (FTAs) | |
|--|-----|
| Does the AUSTTA / Australia-Chile FTA apply? | N/A |

| EXEMPTIONS | |
|----------------------|-----|
| Exemption Type | N/A |
| Reason for Exemption | |

| ACT PROCUREMENT SOLUTIONS' RECOMMENDATION | | | |
|---|-------------|--------------------|------------------------------|
| Project Officer | Jock McLean | Signature and Date | <i>Jock McLean</i> 23/12/10 |
| | | Phone Number | X 76560 |
| Manager | Glenn Lacey | Signature and Date | <i>Glenn Lacey</i> 19/1/2011 |
| Director / Executive Director | N/A | Signature and Date | |
| Executive Director | N/A | Signature and Date | |

| CHIEF EXECUTIVE/DELEGATE APPROVAL | | | |
|-----------------------------------|---|------|-----------|
| Name | Glenn Lacey | | |
| Position | Manager Roads, ACT Procurement Solutions | | |
| Statement | The Procurement Plan and attachments are approved | | |
| Signature | <i>Glenn Lacey</i> | Date | 19/1/2011 |

Attachments

- Tender Evaluation Methodology A
- Delegation for Glenn Lacey to Approve Procurement Plan < \$1m B
- Risk Plan C

Attachment A

Tender Evaluation Methodology

The Territory has as its objective in evaluating Tenders, the attainment of best value for money and not necessarily the lowest tendered price. Each tender will be assessed using the methodology outlined below. This methodology details the process that will be used to assess value for money.

Tenderers are requested to address the Evaluation Criteria listed below as part of their Tender Submission and the Evaluation Team will independently examine and mutually score each offer received.

Tenderers are required to submit a Lump Sum price for providing the consultancy. The lump sum shall be inclusive of all services outlined in the Request for Tender

The overall score is the cumulative total of individual evaluation criteria weighting multiplied by their respective score. The tenders shall then be ranked in order of overall score.

The tenderers may be requested to attend an interview with the Evaluation Team. All documentation presented and minutes of the interview will be kept for inclusion into the Contract should the tenderer be successful.

The preferred tenderer will be the tenderer offering best value for money having regard to all relevant factors and may not necessarily be the tender with the highest score.

On formation of a contract, the unsuccessful tenderers will be notified in writing and offered the opportunity to attend a debriefing session.

| THRESHOLD CRITERIA | |
|---|-----------|
| ACT Government Firms Qualification (CE) | Mandatory |

| EVALUATION CRITERIA | WEIGHTING |
|--|------------|
| Methodology (how project is to be tackled). The proponent is to provide a concise written response as to how they will manage this project. The proponent shall demonstrate they understand the project requirements. The proponent shall identify key issues and risks, identify key activities and tasks, detail resources required, and explain resource/task allocation. The proponent shall provide a proposed program in the format of a Gantt chart detailing key activities and associated resources required. | 30 |
| Technical skills and experience of the team in relation to the requirements of this project. The proponent is to provide details of similar projects undertaken, with emphasis on those projects undertaken by staff proposed for this engagement. | 20 |
| The company's performance record in undertaking similar projects. ACT Procurement Solutions Performance Records may be reviewed as part of the assessment for this criterion. | 20 |
| Fee for services offered | 30 |
| TOTAL | 100 |

Parked Way Widening (design & superintendence)

The following equations will be used to establish the fee score. Proponents who have a fee below the median fee will be scored using the equation in the left hand box. Proponents who have a fee above the median fee will be scored using the equation in the right hand box. This results in a lower score being allocated to both these fees above and below the median fee.

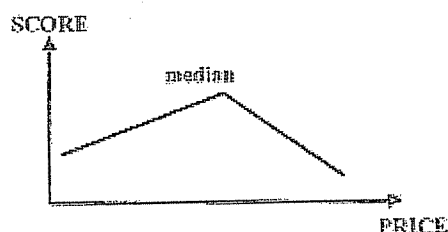
Where 3 or less tenders are received the median value will be the pretender estimate.

Fee Assessment Graph:

Formula

| | |
|-------------------------|-------------------------|
| $F = 8 + 10(T - M) / M$ | $F = 8 + 15(M - T) / M$ |
| Domain | Domain |
| $T \leq M$ | $T \geq M$ |

Where: F is a fee score, M is a median value of all submitted fee proposals and T is the submitted fee of a proponent.



Scoring Regime

The Evaluation Team will use the following numerical scoring scale for criteria a) to d). The Evaluation Team will meet, discuss and reach a consensus score for each tender against each Project Specific Criterion. If a consensus score cannot be agreed for a Tenderers' response to a particular criterion, the individual scores will be averaged to determine the consensus score. The following table contains the scores to be applied. Half scores may be used.

The evaluation criteria weighting will be multiplied by the score to calculate a weighted score for each criterion for each offer. The preferred tenderer will be the tenderer offering best value for money having regard to all relevant factors and may not necessarily be the tenderer with the highest score.

| Rating | Description | Score |
|-----------------------|---|-------|
| Excellent | Exceeds requirements in all ways, with very little or no risk | 10 |
| Excellent / Very Good | Exceeds requirements in most ways, with very little or no risk | 9 |
| Very Good | Meets requirements in all ways, exceeds it in some, little risk involved | 8 |
| Very Good / Good | Meets the requirement, little risk involved | 7 |
| Good | Meets the requirement and is workable, acceptable risk | 6 |
| Good / Marginal | Meets the requirement, may require work in some areas, some element of risk | 5 |
| Marginal | Meets the requirement, workable but may be deficient or limited in some areas, element of risk | 4 |
| Marginal / Poor | Nearly meets requirement, deficient or limited in most areas, high element of risk | 3 |
| Poor | Information provided does not meet the requirement, is not workable and is deficient, high element of risk | 2 |
| Poor / Non-compliant | Information provided does not meet the requirement, is not workable and is deficient, higher element of risk | 1 |
| Non-compliant | Submission has either stated non-compliance, demonstrated non-compliance, or there is insufficient information to assess. | 0 |

Attachment B

Lacey, Glenn

From: Lacey, Glenn
Sent: Wednesday, 13 May 2009 2:23 PM
To: Wallace, Stephen; Howard, Stephen; Tharan, Sri; Muthurajan, Thasani; McLean, Jack; Teit, Peter
Subject: RE: Delegation for Procurement Plan sign-off

Gents

Further to my earlier email of same subject, pls refer to Procurement Plan approval arrangements below from Tony Gill for projects up to \$1.0m.
Regards,

Glenn Lacey
Manager Infrastructure Procurement (Roads)
ACT Procurement Solutions
Phone: (02) 9207 6447
Email: glenn.lacey@act.gov.au

From: Gill Tony
Sent: Tuesday, 12 May 2009 5:29 PM
To: Lacey, Glenn
Subject: RE: Delegation for Procurement Plan/TER sign-off

Glenn

I am happy for you to sign off Procurement Plans for Roads ACT sponsored projects up to \$1.0m in line with the arrangement in place for both Leslie and Steve Greenhalgh- sign it off on my behalf.

Regards

Tony Gill
Roads ACT
12/5/09

5

Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Executive Summary for Construction

Agency: Territory and Municipal Services – Office of Transport – Roads ACT

Project Reference No. and Title: Parkes Way (Glenloch to Acton Tunnel) Widening

Physical Location of Project: Canberra City

Financial Impacts Summary

| Impact | 2010-11 \$m | 2011-12 \$m | 2012-13 \$m | 2013-14 \$m |
|-------------------------|----------------|----------------|----------------|----------------|
| Requested Funding | | | | |
| - Recurrent (GPO / EBT) | | | | |
| - Capital Injection | | | 13.5 | |
| Other Recurrent Impact | | | | |
| - Depreciation | | | | 0.148 |
| - Maintenance | | | | 0.296 |

Staffing Impacts Summary

| Impact | 2010-11 | 2011-12 | 2012-13 | 2013-14 |
|-----------------------|---------|---------|---------|---------|
| Total Additional FTEs | Nil | Nil | Nil | Nil |

Provide a brief description of the proposed construction project

- In June 2009 Cabinet agreed to prepare a “Sustainable Transport Action Plan” for the period 2010-2016 to further implement and progress actions identified in the Sustainable Transport Plan (2004).
- The Action Plan (Transport Infrastructure Plan) will include projects relating to public transport, walking and cycling infrastructure, and parking strategies as well as a transport infrastructure plan detailing the programme for the delivery of projects and associated costs.
- Projects identified in the Transport Infrastructure Plan are programmed under the applicable strategy and business cases developed for each individual project.
- The development of Molonglo and Canberra’s north and the construction of the GDE will attract a lot more traffic on Parkes Way
- Over the next twenty years there are several developments either planned or under discussion that will increase the demand on the Canberra road network. A significant proportion of these developments are located close to the centre of the Canberra metropolitan area and will impact on the current major transport corridor that extends from the proposed district of Molonglo to the Canberra Airport/NSW border in a broadly east –west orientation – “The EW Corridor”
- Roads covered by the EW corridor include – Tuggeranong Parkway, Cotter Road, Parkes Way, Morsehead Drive and Pialligo Avenue.

Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Executive Summary for Construction

- In 2008, Roads ACT engaged Aecom (2009) to assess the growth in traffic demands on the EW corridor over the next 20 years and deduce from this assessment the infrastructure needs to meet this growth at acceptable levels of service.
- The EW Corridor Study identified a overall program of infrastructure works covering functional needs and scope of works required, broad engineering and environmental constraints, a planning or strategic program cost and broad economic justification of projects prioritised.
- The proposed works which formed part of the report recommendations are aimed at addressing the road infrastructure needs at locations identified as deficient and/or where vehicle bottlenecks exist and /or are likely to result from increased traffic volumes as a result.
- The works forming part of this proposal are for the widening of the section of Parkes Way between the Glenloch Interchange and the ACTON Tunnel which has been identified as a future road infrastructure bottleneck.

Briefly confirm the operational or business need, or problem to be solved

- The East-West (EW) corridor is a key artery in ACT's transport network comprising Cotter Road, Tuggeranong Parkway, Parkes Way, Morshead Drive and Pialligo Avenue. There are limited east-west transport connections in Canberra – only Hindmarsh Drive and this route are continuous - and this EW corridor is the busiest, serving the proposed development of Molonglo, City Centre, Parliamentary Triangle and airport. The design of this corridor limits the capacity and free movement of traffic.
- Significant growth is expected to occur in the EW corridor due to developments in Central Canberra, Molonglo, the Airport, Queanbeyan and in future Kowen. This will result in the need for major improvements in capacity in this corridor. Any improvements will need to be cognizant of future needs for public transport priority.
- The objectives of projects prioritised as part of the recommendations are aimed at addressing a road infrastructure bottleneck identified as part of the study that will result in future road congestion and compromise levels of service and safety of road users.
- The section of Parkes Way (between Glenloch Interchange and the ACTON tunnel) was one such project that has been prioritised as part of the report recommendations for widening and other associated infrastructure works aimed at capacity improvements and improved traffic flows.

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2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Executive Summary for Construction

Briefly confirm the objectives and scope of the project

- The primary objective of this project is to improve traffic flows and safety along the Parkes Way into the city and beyond. The proposed works will:
 - Improve traffic flows, reduce vehicle operating costs and freight transport costs along the East West Corridor;
 - Improve road safety;
 - Reduced environmental impacts

Details of project dependencies

- These works will be undertaken on the existing road network. Major Environmental / Heritage issues are unlikely to result from these works.
- Consultation – These works are associated with upgrading/widening an existing road. The ACT Government will consult with key stakeholders regarding road closures and other design/construction issues that may result from these works.
- Development Approvals required for these works will be submitted as part of the detailed design processes associated with these works.
- Preliminaries associated with the project are progressing and it is expected that the ACT will be in a position to commence construction following the completion of forward design.

Status of feasibility studies/forward design

- The recently completed East West Corridor Study (Attachment E) is aimed at identifying and determining future infrastructure needs and priorities for capital works along the EW corridor. There have been several 'specialised, specific, narrow, or isolated' studies of localised infrastructure needs along this corridor over the past few years. The EW Corridor Study draws these past studies together into a wider context, so as to identify priorities for the future capital works program.

Estimated Total Whole-of-life Cost of Project: \$13.945 m

Total Estimated Costs of Project:

| | |
|--|-------------------------------|
| Feasibility | \$ 0.000 m |
| Design and Supervision | \$ 1.350 m |
| Contingency (if any) | \$ 4.050 m |
| Construction | \$ 7.425 m |
| Procurement Fees of 4% ¹ | \$ 0.540 m |
| Insurance (Approximately 1% of construction costs) | \$ 0.135 m |
| Other (specify, including legal fees) | <u>\$ 0.000 m</u> |
| Total | \$ 13.500m (excl. GST) |

Add annual Whole-of-life costs:

| | |
|----------------------------------|------------------------------|
| Depreciation | \$ 0.148 m |
| Ongoing maintenance ² | \$ 0.148 m |
| Ongoing operational ² | \$ 0.148 m |
| Other (specify) | <u>\$ 0.000 m</u> |
| Total | \$0.445 m (excl. GST) |

¹ Mandatory fee payable to Procurement Solutions

² Maintenance and ongoing operational costs are generally not applicable in the first year.

**Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Executive Summary for Construction**

Timeframe

| Key Milestones | Target Date |
|-------------------------------|-------------|
| Functional Brief Lodged | 1/04/08 |
| Consultant Contract Signed | 23/06/08 |
| Preliminary Sketch Plan | 13/03/09 |
| Final Sketch Plan | 7/06/10 |
| DA Lodged | 12/07/10 |
| DA Approved | 12/09/10 |
| EIS Required | 20/09/09 |
| EIS Complete | 15/04/10 |
| Consultation Completion | 12/02/10 |
| Construction Contracts Signed | 11/08/11 |
| Construction Commenced | 11/01/12 |
| Construction Completed | 20/06/13 |

Checklist – Confirmation project is ready to proceed

| Activity | Status |
|--|------------------|
| Feasibility Study | Completed |
| Forward Design | To be undertaken |
| Development Application | To be undertaken |
| Environmental Impact Study | Not required |
| Site Selection | Completed |
| Independent Verification of Costings (e.g. quantity surveyor, external consultant) | Completed |
| <i>Stakeholder Consultation:</i> | |
| - Consultation with ACTPLA | On going |
| - Consultation with National Capital Authority | On going |
| - Consultation with DECCEW | On going |
| - Consultation with Heritage Unit | On going |
| - Consultation with Procurement Solutions | On going |
| - Have community views been taken into consideration? | Yes |

Attachments

- a) Detailed Business case – Attachment A
- b) Risk identification and assessment – Attachment B
- c) Risk management strategy – Attachment C
- d) Consultation schedule – Attachment D
- e) Cost-Benefit Analysis (East West Corridor Study) – Attachment E

Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Executive Summary for Construction

Notes

- To achieve construction completion by mid 2013, it is essential that the works commence not later than February 2012. This will allow award of contract and implementation of these works completed.
- ACT Procurement Solutions will be engaged to manage the documentation and construction phases of this project, as project directors, on behalf of Roads ACT.
- ACT Procurement Solutions will engage an engineering consultant to undertake the design and documentation of the project and the superintendence of the construction works.

Contact Officer: Carl Dias
Manager – Major Capital Works
Roads ACT
Telephone (02) 6205 8605

Cleared By: Ken Marshall
A/g Director Roads ACT

Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Detailed Business Case for Construction

Detailed Business Case (ATTACHMENT A)

Section 1 - The Operational Need

- The East-West (EW) corridor is a key artery in ACT's transport network comprising Cotter Road, Tuggeranong Parkway, Parkes Way, Morshead Drive and Pialligo Avenue. There are limited east-west transport connections in Canberra – only Hindmarsh Drive and this route are continuous - and this EW corridor is the busiest, serving the proposed development of Molonglo, City Centre, Parliamentary Triangle and airport. The design of this corridor limits the capacity and free movement of traffic.
- Significant growth is expected to occur in the EW corridor due to developments in Central Canberra, Molonglo, the Airport, Queanbeyan and in future Kowen. This will result in the need for major improvements in capacity in this corridor. Any improvements will need to be cognizant of future needs for public transport priority.
- The objectives of projects prioritised as part of the recommendations are aimed at addressing a road infrastructure bottleneck identified as part of the study that will result in future road congestion and compromise levels of service and safety of road users.
- The section of the Parkes Way (between the Glenloch Interchange and ACTON Tunnel) was one such project that has been prioritised as part of the report recommendations for an upgrade and other associated infrastructure works aimed at capacity improvements and improved traffic flows.

Section 2 - Links to Strategic Policy

- The 1967 Y-Plan largely had a north-south orientation, but it did recognise Parkes Way and Pialligo Avenue as a crucial cog Canberra's road infrastructure plan. It was recognised as a peripheral parkway, like GDE/Tuggeranong Parkway and Majura Parkway
- The Territory Plan shows the planning framework for the new town of Molonglo and highlights the fact that much of the EW corridor falls under the National Capital Plan. The Plan shows the general location of major new arterials in Molonglo and how they will connect into the EW corridor.
- The primary objective of this project is to design the improvements to the road pavement to acceptable standards to ensure that safe conditions for motorists and other road users are restored and maintained at appropriate levels.
- This project is consistent with the major road network outlined in the Territory and Canberra Spatial Plans as well as consistent with the Roads ACT Strategic Asset Management Plans in terms of adequate capacity and levels of service on the main road network.

Cabinet-in-Confidence
2010-11 CAPITAL WORKS PROGRAM
NEW CONSTRUCTION PROPOSALS
Detailed Business Case for Construction

Section 3 - Stakeholder Identification

- The key stakeholders in the implementation of this project comprise of road users, lessees, businesses and industries located in and around the Canberra airport including
 - Canberra Community
 - Canberra Airport Group
 - ACT Government
 - Department of Defence
 - RTA and the Queanbeyan City Council
 - Department of Infrastructure, Transport, Regional Development and Local Government
 - National Capital Authority

Section 4 - Summary of Options Considered

- Past experience indicates that a number of options will be available to implement the project. Three implementation options were considered. These included:
 1. Do Nothing Option
 2. Undertake these works.
 3. Undertake these works in future years.
- Do Nothing Option: These works are considered necessary infrastructure service works. Key disadvantages of not undertaking these works will increase congestion levels, risk of accidents and travel times (and subsequently vehicle operating costs) for road users. Advantages of doing nothing include a reduced financial risk exposure to the ACT Budget 2012-13.
- Undertaking the works: will provide efficiency savings from undertaking these works. Other advantages include the improved amenity that will be available to stakeholders, improved safety and an access to road users, especially heavy vehicular traffic that makes up a large proportion of the traffic using the road from environmental factors. Disadvantages include the funding constraints these works are likely to have on the ACT Budget 2012-13.
- Undertake these works in future years: Costs associated with these works are likely to be more than current estimates as a result of additional contract establishment and project management fees if undertaken in future years..

Section 5 - Critical Assumptions

- Availability of critical contractors and materials to allow work to proceed according to the program is essential, but this is not expected to be a constraint, given the market conditions likely to prevail at the time of tendering.
- No significant regulatory, legislative or policy issues are expected to affect the project.

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2010-11 CAPITAL WORKS PROGRAM
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- Implementing these essential works in future years will result in additional costs associated with contract and project establishment and management, resulting in higher project costs.

Section 6 - Economic and Financial Analyses

- An economic analysis undertaken as part of the assessment process of the East West Corridor Study (Attachment E) and confirms expected results from previous studies.
- A detailed Cost Benefit Analysis forming part of the East West Corridor Study has been prepared taking into consideration a range of economic, social and environmental benefits likely to be derived from the upgrade.
- The Sustainable Transport Plan is part of the Government's commitment to improve transport in the ACT. The approximate cost of achieving the targets using the strategies and projects identified in the plan is estimated to be \$300 to \$400 million over 25 years.
- The benefit cost ratio of the plan is therefore estimated to be between 2.0 to 3.0

Section 7 - Social Analysis

- No direct social-impacts have been identified.

Section 8 - Environmental Analysis

- These works will be undertaken on the existing road network. Environmental disturbance as a result is likely to be minimal if not none at all. The outcome of this project will be infrastructure that is a sustainable product that would require minimum on going maintenance and thus compliant with the ACT Climate Change Strategy.
- The works are unlikely to have any related heritage issues.
- The works are unlikely to have any environmental impact.

Section 9 - Risk Analysis

- Potential risks, and their impacts and strategies for managing these risks, are included in the attachments. It is important to ensure that potential delays and budget overruns are controlled and that required expertise is available. Prudent project management, competent monitoring and planning would minimise the potential for these risks.
- A detailed risk identification and assessment, and risk management strategy, are available at Attachments B & C of this document.

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Section 10 - Budget Analysis and Funding Strategy

- A number of contractors will be invited to tender for this project. This approach will be used to minimise the cost of this work and maximising the outputs while achieving the intended outcomes.
- The project will be funded and completed in approximately 6 months following the completion of design and approvals.

Risk Identification and Assessment Table (ATTACHMENT B)

| RISK | POLITICAL IMPACT | IMPACT ON OUTPUT/SERVICE DELIVERY | IMPACT ON BUDGET/COST | IMPACT ON SCHEDULE | COMMUNITY ACCEPTANCE | RISK PROBABILITY (Low, Medium, High) | IMPACT ON PROJECT (Insignificant, Some, Significant) |
|--|---|--|---|--------------------|-----------------------|---|--|
| Budget Overruns | Some adverse reaction | Increase total output costs, but opportunity exists to review the amount of work to lower the cost | Increased costs | Potential delays | Minimum impact | Some adverse reaction | Significant |
| Schedule Delays | Some adverse reaction | Service delivery and estimated benefit delays | Minimum or no impact as it is a Lump Sum contract | Potential delays | Some user frustration | Some adverse reaction | Significant |
| Non Integration With Existing Systems/Facilities | The project ensures minimum disruptions to existing systems | Minimum | Minimum | Minimum | Minimum impact | The project ensures minimum disruptions to existing systems | Some |
| Lack of Availability of Expertise, Equipment or Materials. | Significant adverse reaction | Significant | Increased project time and cost | Delays | Minimum impact | Significant adverse reaction | Significant |
| Industrial Disputes | Some adverse reaction | Significant | Increased project time | Delays | Some user frustration | Some adverse reaction | Some |
| Environmental Issues | Some adverse reaction | Minimum | Minimum | Minimum | Minimum impact | Some adverse reaction | Some |
| Social Issues | Some adverse reaction | Minimum | Minimum | Minimum | Minimum impact | Some adverse reaction | Significant |

Risk Management Strategy Table (ATTACHMENT C)

| RISK | POTENTIAL PROJECT RISK (Some - Significant) | RISK MANAGEMENT PRIORITY | RISK MANAGEMENT STRATEGY |
|--|--|---------------------------------|---|
| Budget Overruns | Significant | High | Prudent project management through competent planning and monitoring |
| Schedule Delays | Significant | High | Competent planning, scheduling and managing |
| Non Integration With Existing Systems/Facilities | Some | Medium | Consultation and communication with relevant agencies |
| Lack of Availability of Expertise, Equipment or Materials | Significant | High | Prudent selection of contract and project management |
| Industrial Disputes | Some | Low | Structure the contract in a manner to minimise the potential for disputes |
| Environmental Issues | Some | Low | Consultation with relevant agencies or community groups as appropriate |

Consultation Schedule (ATTACHMENT D)

| SPECIFIC INTEREST GROUP (Inter-agency, Legislative or Community) | SPECIFY INTEREST | WHO CONSULTED | CONSULTATION DATES AND VENUES | MAJOR CONCERNS RAISED | RESPONSE TO CONCERNS RAISED | IMPACT ON PROJECT DELIVERY |
|--|---|---------------|-------------------------------|---|---|----------------------------|
| TAMS Stakeholder Agencies NCA | Transport and Regulation Impacts of work on NCA controlled activities | Various | On going | Timing and Project Scope | On going engagement | Nil |
| ACT Government Stakeholder Agencies Road Users | Transport Impacts, Project Costs and objectives Project Details, Scope, Timing and Impacts | Various | On going | Timing and Project Scope Timing, Funding and Objectives Timing, Scope, Objectives and Impacts | On going engagement On going Engagement On going engagement | Nil Nil Nil |
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