



greater WELLINGTON
REGIONAL COUNCIL

Wellington City Northern Suburbs Passenger Transport Services - Provision of Professional Services

Greater Wellington Regional Council and Wellington
City Council Jointly

Contract 3068

July 2005

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1. Introduction

Greater Wellington Regional Council (GWRC) and Wellington City Council (WCC) wish to develop a plan to address the needs and issues associated with Wellington City's Northern suburbs passenger transport services, including the Johnsonville Rail Corridor and bus services.

Such a plan will need to identify short, medium and long term proposals for the suburbs which will form part of GWRC's passenger transport plan for the region. This plan will be developed to comply with provisions of the Land Transport Act 1998

2. Overview

GWRC and WCC have decided to jointly develop a plan for the Northern suburbs passenger transport services. Transport planning cannot be undertaken in isolation and must consider the wider strategic framework of the NZTS and RLTS. Consideration must be given to the needs generated by the private sector through development proposals adjacent to the rail corridor and bus routes. Community driven land use plans will also influence demand on the passenger services and so need to be understood when developing proposals for the services.

The key questions this study must answer are:

1. What is the optimal passenger transport solution for the northern suburbs in the context of the regional passenger transport network?
2. What is the best use of the Johnsonville rail corridor in contributing to the preferred solution?
3. How can nearby private sector or community driven land development initiatives be encouraged to integrate with the proposed passenger operation on the corridor?

The study area is bounded by Churton Park and Grenada in the north, Woodridge and Newlands in the east, Johnsonville in the west and follows the Johnsonville Rail Line to the Wellington CBD. This area is currently serviced by a mixture of rail services and bus services running on road.

In answering these questions, due regard will be given to determining the effects (both positive and negative) of any initiatives including disruption impacts caused by implementing a proposal.

3. Purpose

The purpose of the study is to identify the present and future passenger transport needs within the study area that best meet strategic land use and transport planning goals and are compatible with the regionwide passenger

transport network. Options are to be proposed that best meet identified needs and support relevant strategic goals.

The proposed solutions should reasonably:

- Assist economic and regional development
- assist safety and personal security
- improve access, mobility and network security
- protect and promote public health
- ensure environmental sustainability
- ensure economic efficiency and affordability.

4. Background

There have been a number of reports on passenger transport services in the study area since the early 1990s. A number of these have been concerned with the cost and economics of alternative passenger transport modes, an enhanced rail option compared to the current operation, and land use development options.

Previous reports include:

- Study of Public Transport Options: Johnsonville-Wellington CBD Corridor, Travers Morgan (NZ) Ltd, August 1993
- Light Rail Feasibility Study, Works Consultancy Services, July 1995
- Johnsonville-Wellington Rail Corridor: Land Use Options, Harrison Grierson Consultants Ltd, June 2002
- WCC Northern Growth Strategy (which reviewed bus services in the area and town centre development;
- Tse-Duffal Watson reports on Johnsonville park and ride facilities.

In 2003 the Land Transport Management Act became law. This provided a new framework for determining preferred strategies for studies such as this. In particular, performance against the objectives of the NZTS is a key consideration rather than solely economic evaluation. Nevertheless, the chosen option will need to perform satisfactorily against economic criteria. The RLTS objectives, provided in section 3.0, are closely aligned to the NZTS objectives and so contributions to the RLTS objectives are considered as meeting NZTS objectives for the purposes of this study.

In November 2004 the Rail Business Case was developed. The purpose of the Rail Business Case was to demonstrate against the objectives of the NZTS that there was merit in retaining the existing base rail operation. The Rail Business Case did not consider the merits of enhancing the existing rail operation.

In the case of the Johnsonville line the base case considered a 3 year refurbishment of the existing English Electric multiple units and the eventual replacement of those units by Ganz Mavag units. It was intended that this scenario would provide an opportunity to investigate an optimal strategy for the long term development of the Northern suburbs transport corridor.

5. Scope

This study will need to consider a range of options for the development of passenger transport in the study area and their compatibility with the wider regional network. Assessment of these options will be against the objectives listed in section 3.

The study is to recommend options for the optimal mix of services for the study area. It is anticipated that the following options will be considered:

- Continuation of rail services on the existing track (with infrastructure and rolling stock upgrades as appropriate), supplemented by bus services on road;
- Integration of all, or the majority of, passenger services in the northern suburbs, using an appropriate technology¹ and incorporating the rail right of way where relevant;
- Whether passenger transport services can be developed to provide a seamless service (i.e. without inter-changes) from the northern suburbs through the CBD to the airport.

In investigating these options full account of the capital and operating costs must be made. In addition, the costs must include the full financial costs to implement a given option including removal of existing infrastructure and development of new infrastructure. Similarly, the disruption disbenefits of the various options must be considered in the overall evaluation. This will require the consultant to determine the corridor ownership implications and issues with options that involve non-rail modes.

It is recognised that the existing rolling stock on the line is old and unreliable. The consultants will need to assess what the quality of the rolling stock, that is more comfortable and reliable, will do to patronage levels. Similarly, an assessment of the impact of disruption in implementing options on the long term patronage of that option is required.

Similarly, the effect on short and long-term patronage levels of services using alternative, but well proven, technologies will need to be assessed.

The scope of this study includes more than evaluating the performance of options once they are in place. The consultant will need to consider how

¹ The technologies assessed could include heavy rail, light rail, busway or any emerging technology that has merit.

options might be implemented (including phasing) and the consequences of that implementation on overall performance.

6. Links to other projects

6.1 CBD Corridor Study

Because of the importance of passenger services in the study area to the functioning of the city and its links to other transport corridors, the current study is to form a subset of the CBD Corridor study. A Terms of Reference for that study is attached (this may need amending).

6.2 Wellington City Urban Development Strategy

The Study will need to be informed by the Urban Development Strategy as it progresses, particularly as it relates to urban form.

6.3 City Gateway Project

The City Gateway project could result in up to 10,000 extra residents on the waterfront. The Study will also need to establish links with this project.

7. Project management

This study will be jointly convened by Tony Brennand of GWRC and Greg Campbell of WCC. The study convenors will report to the Passenger Transport Committee of the Greater Wellington Regional Council and Wellington City Council from time to time as the study progresses.

8. Reference Group

A Reference Group will be formed which will include representatives from the community and key stakeholders. This group is not a decision making body. The role of this group is to provide feedback on options and processes from a range of interests to assist progressing the study. The Reference Group will be made up of community representatives, a user representative, councillors and staff members from both Greater Wellington and Wellington City Council. The Reference Group will meet with the study convenor and consultants from time to time.

9. Programme

The technical part of the study is to be completed by no later than 31 July 2006.

10. Consultation

A consultation strategy will be developed that recognises the requirements of the LTMA to provide early and full opportunities for persons and organisations to participate in the process.

The consultation exercise should have three parts:

- present the issue to the community and key stakeholders and seek ideas
- offer the community and key stakeholders a series of credible options and seek comment.
- Present a preferred approach and seek submissions.

The consultation exercise should recognise the work carried out for:

- Regional Land Transport Strategy (1999)
- the current review of the Regional Land Transport Strategy
- the Rail Business Case (2004).

The final consultation phase of the study must be completed by no later than 31 October 2006

11. Issues and needs

As discussed above, this study is designed to identify solutions for ongoing development of Wellington City's Northern suburbs passenger transport services. This will contribute to the transportation objectives outlined in the NZTS and RLTS.

Of particular significance is the ability of options to provide effective access along the corridor. Passenger transport in the Wellington region has an important role in managing congestion on the region's road network. Road capacity increases are usually expensive and problematic in their impacts on the local and downstream environment.

The development of options will also need to recognise development proposals for the Johnsonville Mall.

12. Analysis

The analysis of alternative options will require some of the work to be carried out outside a transportation model framework. Where modelling is required the Wellington Transportation Strategic Model (WTSM) is available for use by the consultant

WTSM uses an EMME/2 platform, which is well suited for modelling strategic level inter-modal issues. Issues of future growth, demand, and capacity will need to be considered.

As WTSM is a strategic model, the consultant will need to undertake appropriate fine tuning of the model so that it can more appropriately perform to serve the purposes of this study. Council holds substantial data sets which it will make available for this task. Such fine tuning should be agreed with the study convenors.

A series of performance indicators will be agreed with the study convenors to assess options. The proposed form of evaluation will be based on a planning balance sheet approach previously used in the development of the RLTS. The planning balance sheet is a performance matrix where each row of the matrix gives a ranking against objectives. The evaluation will be extended to recognise the requirements of the LTMA and LTNZ's Allocation Process.

13. Outputs

A detailed report:

- a summary of the expected growth in the relevant area
- identification of significant private developments that are expected to influence demand on the corridor
- evaluation of future potential demand and the constraints in the current operation
- the options considered
- the level and impact of disruption in implementing options
- the cost of implementing options, including timing and risks
- the analysis undertaken
- evaluations undertaken
- summary of consultation
- a recommendation of the best option going forward
- implementation and funding plan.

A presentation to the Passenger Transport Committee of Council is required.

14. Services to be provided by the consultant

The consultant reports to the study convenors. A report detailing progress against programme, financial information and discussing any particular issues should be submitted to the study convenors on a monthly basis.

It is the responsibility of the consultant to provide those items identified in section 13 to the satisfaction of the study convenors in a timely manner and within budget.



Price Schedule

Contract

Wellington City Northern Suburbs Passenger Transport Study

Contract number

3068

	Item	Lump Sum	Amount
1.0	Contract management		
1.1	Programme		
1.2	Monthly reporting		
	Sub total item 1.0		
2.0	Project work		
2.1	Review of demand, capacity, level of service and safety		
2.2	Identification and evaluation of alternatives and options including sustainability		
2.3	Costing and risk assessment of options		
2.4	Social and environmental assessment of options		
2.5	Assessment of implementation disruption		
2.6	Reporting		
2.7	Consultation		
	Sub total item 2.0		
	Total Tendered Sum (items 1.0 – 2.0) (excluding gst)		

Form of Proposal Evaluation (Quality Price Method)

Contract

Wellington City Northern Suburbs Passenger Transport Study

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3068

1. Form of acceptance

- 1.1 The Client will not be bound to accept the lowest or any tender.
- 1.2 Consultants will be evaluated in terms of the attributes of the tender and the tendered price.

2. Attributes

- 2.1 The attributes to be considered are as follows:
 - (a) relevant experience
 - (b) track record
 - (c) technical skills
 - (d) management skills
 - (e) methodology
 - (f) price
- 2.2 The evaluation will be carried out in the following manner:
 - (a) the non-price attributes shall be scored on a points basis, from 0 (unsatisfactory) to 100 (excellent). The non-price attributes will be provided with all other tender information in an envelope separate from the tender price. A score of less than 35 for an attribute will eliminate a tender from further consideration.
 - (b) the price shall be submitted as a lump sum in its own separate envelope.
 - (c) each attribute's score shall be multiplied by the weight assigned to it and summed to give an overall index.

2.3 The weights for this contract are as follows:

(a)	relevant experience	20
(b)	track record	10
(c)	technical skills	20
(d)	management skills	20
(e)	methodology	20
(f)	price	10
	Total	100

3. Tender evaluation

3.1 The tenders will be evaluated in accordance with Section 1E, Tender Evaluation, topic “Tender Evaluation Process”, reference “PQM (Price Quality Method) Simple”, on page 1E-16 of the Transit *Contract Procedures Manual* (SM021).

3.2 The Council reserves the right to reject any or all tenders or to accept any tender should it be deemed in the interest of the Council to do so.

3.3 Tender evaluation: the base estimate

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

Base Estimate: \$ 300,000

There are no provisional sums.

It is important that the base estimate is appropriate for the works, because it is used in the tender evaluation formula.

If the tenderers have any concerns regarding the accuracy of the estimate, tenderers are able to submit their concerns up to 4:00 pm, five working days prior to tender close, through the following process:

- (a) Tenderers shall forward their comments on the accuracy of the estimate directly to the Probity Auditor nominated in this RFT.
- (b) The Probity Auditor shall pass the comments (without revealing the Tenderer’s identity) to Dave Watson, GWRC’s Divisional Manager, Transport.
- (c) GWRC’s Divisional Manager, Transport will consider the information and, if deemed necessary, issue further instructions to tenderers before

tenders close. GWRC's Divisional Manager, Transport shall not reveal any price sensitive information to the TET.

4. 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 RFT 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:

Dave Watson – Greater Wellington Regional Council

5. Notification

Unsuccessful consultants will generally be notified within ten working days of the outcome of the tender unless special circumstances pertain.

6. Clarification

The Tenderer may be asked to revise or clarify their tender or to provide additional information during the tender evaluation process. These requests will require immediate action and must be responded to in writing within two business days of the date and time specified in the request. Otherwise, Council reserves the right to not consider the tender.

Form of Tender

Contract

Wellington City Northern Suburbs Passenger Transport Study

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TO: The Council Secretary
Greater Wellington Regional Council
PO Box 11646
Wellington

.....
[Tenderer's Name]

HEREBY TENDER for execution of the professional services described in the contract documents prepared by the study convenor and datedat the price of:

\$ (.....) , excluding GST.
[State price both in figures and words]

The name of:

.....
[State name of Bank or Insurance Company]

Address:
is submitted as Surety.

ANNEXED hereto is a Summary Schedule showing how the said sum of \$ has been arrived at.

Dated this day of 20

Name and signature of person submitting Tender:

Designation:

Address:

Note: In order that a Tender may be in legal form, it is imperative that the particulars herein required shall be fully set out, otherwise Greater Wellington Regional Council cannot entertain the Tender.

General and Special Conditions of Contract

Contract

Wellington City Northern Suburbs Passenger Transport Study

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1. General conditions

- 1.1 The general conditions for the provision of professional services (general conditions) are those included in the document titled “Conditions of Contract for Consultancy Services” (CCCS) – February 2000.
- 1.2 The appendices referred to in CCCS are linked to the contract document as follows:
 - *Appendix A: Scope of service* – refer to section 5 of the contract document
 - *Appendix B: Fees, expenses and payment* – refer to section 7 of the General and Special Conditions of Contract
 - *Appendix C: Client’s representative* – detailed in section 6 of the General and Special Conditions of Contract
 - *Appendix D: Consultant’s key personnel* – these shall be identified in the tender as required by section 2.3 of schedule 1
 - *Appendix E: Subconsultants* – the parties acknowledge and agree that no part of the services will be carried out by a subconsultant unless such a subconsultant is listed on the personnel schedule as required by section 2.3 of schedule 1
 - *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 13 of the contract document.

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 “Study Convenor” named in section 6 of the General and Special Conditions of Contract.
- 2.3 The “Consultant’s Representative” is the “Team Leader” named on the Personnel Schedule of the Price Schedule.
- 2.4 Any subconsultants being proposed by the Consultant must be listed in the Personnel Schedule of the Price Schedule.
- 2.5 Payment of the Consultant’s invoices will be made within the time specified in section 7 of the General and Special Conditions of Contract.
- 2.6 The address of the Client and Consultant are as detailed in Schedule 2.
- 2.7 The Consultant acknowledges and accepts that the Client is a statutory body constituted under the Local Government Act 2002 and has functions and duties that it must perform under that Act and other Acts. The performance of its statutory functions or duties by the Client does not constitute a breach of this Agreement.
- 2.8 The following are variations to the General Conditions of Contract:
- 2.8.1 Further to clause 1.1
- The Form of Agreement for “Engagement of Consultant” is the Form of Agreement (Schedule 2).
- 2.8.2 Further to clause 3.5
- Where the Client’s property consultant is an “Other Consultant” in terms of this agreement, the Consultant accepts that the insurance obligations and level of insurance cover of the Other Consultant will be those set out in the contract between the Client and that other Consultant, details of which will be provided by the Client to the Consultant on request.
- 2.8.3 Further to clause 3.8
- The parties acknowledge and agree that they will comply with all health and safety requirements set out in Transit New Zealand Minimum Standard Z/5 entitled “Health & Safety Compliance Notice”. The parties further acknowledge the Minimum Standard is deemed to form part of this Agreement. The “Health & Safety Compliance Notice” will be applicable to cover all the Client’s responsibilities in terms of clause 3.8. The Client will provide a copy of that Minimum Standard to the Consultant on request.
- 2.8.4 Further to clause 6
- (i) Clause 6.2 – Limitation of liability – is replaced by the following:

The maximum amount payable, whether in contract, tort or otherwise, in relation to claims, damages, liabilities, losses or expenses, is as specified in section 8.4 of the General and Special Conditions of Contract.

- (ii) Clause 6.4 – Duration of liability – is deleted.
- (iii) Clause 6.5 – Insurance – is replaced by the following:

The Consultant shall take out and maintain:

- Professional indemnity insurance for the minimum amount specified in 8.2 of the General and Special Conditions of Contract and such insurance cover shall include an extension for at least one automatic reinstatement of the minimum amount of insurance specified. (The time for maintaining professional indemnity insurance cover is also specified in section 8.3.)
- Public liability insurance cover for the amount specified in section 8.4 of the General and Special Conditions of Contract (the time for maintaining public liability insurance cover is also specified in 8.4).
- Each of the insurances shall include a provision for the Consultant’s reasonable legal defence costs to be payable by the insurers in addition to the minimum amount specified.

2.8.5 Clause 9 is deleted in its entirety and replaced with the following:

9.1 Definition of Intellectual Property

For the purpose of this Agreement, “Intellectual Property” means:

All intellectual property rights and interests owned or controlled by the Client, including all concepts, designs, models, studies, reports, software systems and documents prepared by the Consultant (or persons on behalf of the Consultant for and on behalf of the Client under the terms of this Agreement.

9.2 Ownership and Use of Intellectual Property

Unless otherwise agreed, the Client will own all Intellectual Property.

If the Consultant wishes to assert copyright or other ownership of any intellectual property, then the Consultant will so state in the tender and specify the goods or services affected by the assertion.

In the event that the Client agrees to the Consultant owning any Intellectual Property, and in respect of any pre-existing intellectual property rights owned by the Consultant or any third party, the Consultant grants to the Client and its employees and contractors a perpetual, non-exclusive, transferable and

irrevocable licence to those intellectual property rights not only for the purpose of the services and the works, but also for any other projects at any time during or subsequent to the finishing of the services and the works and whenever the Client considers it necessary.

9.3 Indemnity in relation to Intellectual Property

The Client indemnifies the Consultant against any claims or damages which may arise directly out of the Client's material modification or use for any purpose not connected with or contemplated by this agreement of any Intellectual Property developed by the Consultant.

3. Submission of proposals

3.1 The tender closes at 4:00 pm on Friday 22 July 2005. Tenders **transmitted by facsimile or email will not be accepted.**

3.2 Late tenders will not be considered.

3.3 Tenders shall be addressed to:

Tender Box
Greater Wellington Regional Council
P O Box 11646
Wellington

Hand delivered tenders shall be deposited in the Tender Box situated in:

Foyer, Ground Floor
Greater Wellington Regional Council
Regional Council Centre
142-146 Wakefield Street
Wellington

3.4 Tenders shall be submitted in two sealed envelopes contained within a single larger envelope, also sealed. The envelopes shall be clearly labelled on the outside top right hand corner "*Envelope No 1 (Proposal excluding Price)*" and "*Envelope No 2 (Price)*" respectively. The second envelope shall contain price details for the project. No disclosure of price shall be made in the first envelope. The envelopes shall be clearly labelled "Wellington City Northern Suburbs Passenger Transport Study : Contract Number 3068" on the outside top left hand corner.

3.5 Wellington Regional Council are happy to discuss the tender with consultants. Any questions relating to the contract should be submitted in writing no less than three working days prior to the closing date. All questions, and the response of GWRC, will be circulated to all tenderers.

4. Type of contract

This contract is a lump sum contract.

5. Form of proposal

The proposal shall be submitted in the form set out in Schedule 1. This schedule shall form part of the contract document.

6. Client's representative

The study convenors, Tony Brennan and Greg Campbell, will act as the Clients' representatives and will act in regard to the day to day running of the agreement.

7. Method of payment

Payment to the Consultant will be made on the submission of a valid invoice with payments monthly but not to exceed (in total) 80% of the contract price prior to the submission of the total requirement of the contract.

8. Insurances

8.1 The limitation sum shall be \$300,000 (as agreed between the Consultant and Wellington Regional Council).

8.2 The amount of Professional Indemnity Insurance shall be not less than \$300,000 (as agreed between the Consultant and Wellington Regional Council).

8.3 The period of Professional Indemnity Insurance shall be the duration of service and for the following six years.

8.4 The Consultant agrees to take out from the date of this agreement, and maintain during the performance of the services, a policy of public liability insurance. The amount of Public Liability Insurance shall be not less than \$5 million (as agreed between the Consultant and Wellington Regional Council).

8.5 If the Consultant shall fail to take out and maintain either or both such insurances the Client may (but shall not be obliged to) take out insurances in the Consultant's name and recover the cost of so doing from the Consultant.

9. Form of agreement

The Client and Consultant shall execute a contract agreement in the form contained in Schedule 2.

10. No partnership

Nothing in this agreement shall be deemed or construed by the parties hereto or by any third party as creating the relationship of partnership, principal and agent, or joint venture between the parties hereto and the Client shall not be liable for any debts or obligations incurred by the Consultant in the course of its business.

11. General

The study convenors:

Tony Brennand
Manager Strategic Direction, Transport
Greater Wellington Regional Council
Regional Council Centre
142-146 Wakefield Street
P O Box 11646
Wellington
Phone 04 802 0301
Fax 04 802 0311
Email tony.brennand@gw.govt.nz

Greg Campbell
Senior Strategic Advisor
Wellington City Council
101 Wakefiled Street
PO Box 2199
Wellington
Phone 04 801 3116
Fax 04 801 3908
Email greg.campbell@wcc.govt.nz

Schedule 1

Tender Proposal

Contract

Wellington City Northern Suburbs Passenger Transport Study

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1. Format

The Consultant shall supply the following at the time of the tendering:

- 1.1 Description of attributes
- 1.2 Team leader and key personnel, including curriculum vitae (additional pages)
- 1.3 Detailed description of the methodology that is being proposed
- 1.4 Programme (additional pages)
- 1.5 Price schedule (additional pages)

Information to be supplied by the consultant

2. Description of attributes

The Consultant shall provide brief summaries of the attributes required by the Client to enable an evaluation to be carried out of the Consultant's capabilities. Limit to 20 pages.

2.1 Relevant experience

A statement of recent relevant experience in carrying out works of a similar nature to that required for this project. Where a Consultant's experience has not been directly relevant it is necessary to establish how previous works bear on this contract. The consultant should nominate five projects that illustrate the Consultant's ability as a company to provide the technical and non-technical expertise to successfully complete this contract to the Client's expectations. At least three of the five projects must be the same as nominated for track record.

2.2 Track record

A listing of five completed projects relevant to this contract. At least three of the five projects must be the same as nominated for relevant experience.

2.3 Technical skills

The Consultant shall nominate the team leader and the key personnel who will be assigned to this contract. For each person their area of activity and amount of involvement are to be nominated together with a summary of their relevant experience. Where any portion of the work is proposed to be subcontracted this should be identified together with sufficient background information.

2.4 Management skills

The availability with the Consultant's organisation of people and systems (both administrative and technical) which are seen as appropriate to successfully manage and control the contract.

3. Proposed methodology

The Consultant shall provide a proposed methodology detailing the anticipated strategies for undertaking this project. The methodology statement will demonstrate to the Client the Tenderer's understanding of the project and the Client's requirements, how these will be achieved and the outcomes the Client can expect.

4. Proposed timetable

The Consultant shall provide a proposed programme within which the tender is expected to be completed, subdivided into timeframes:

- (a) social and environmental assessment of options
- (b) costing of options
- (c) review of demand, capacity and level of service and sustainability evaluations
- (d) assessment of disruption due to implementation
- (e) consultation

The contract is to be completed with significant objectives met by 1 July 2006.

5. Price schedule

The Consultant shall complete the price schedule.

6. Status

This schedule and price schedule form part of the contract documents.

Schedule 2

Form of Agreement

Contract

Wellington City Northern Suburbs Passenger Transport Study

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1. Contract Agreement

This Contract is made on _____ 200

BETWEEN Wellington Regional Council (the “Client”)

AND _____ (the “Consultant”)

of (address) _____

WHEREAS

- (a) The Client has engaged the Consultant to perform the services in respect of the Project to be or being carried on by the Client.
- (b) This Agreement sets out the terms and conditions on which the services shall be supplied.

IT IS AGREED AS FOLLOWS

1. The Consultant shall perform the services described in the contract documents.

2. The Client shall in the manner and subject to the conditions set out in the contract pay the sum of

(\$ _____) or such greater or lesser sum as according to the terms of the Contract becomes payable by the Client to the Consultant.

SIGNED for and on behalf)
of the Consultant)

Name _____

Position _____

Signed for and on behalf of)
Wellington Regional Council)

Name _____

Position _____