

**AGENDA FOR A MEETING OF THE TENDERS SUBCOMMITTEE TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON FRIDAY, 13 APRIL 2007,
COMMENCING AT 9.00 AM**

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 CONFIRMATION OF MINUTES

Meeting Minutes - 23 March 2007

RECOMMENDATION

That the minutes of the Meeting of the Tenders Subcommittee held on Friday, 23 March 2007, as circulated, be taken as read and now be confirmed.



4 CONTRACT NO. FS06002A - AFTER HOURS NOISE CONTROL 2007/2008 - APPROVAL TO EXTEND

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Tenders Subcommittee to extend Contract No. FS06002A - After Hours Noise Control 2007/2008 for a further period of one year from 1 July 2007 to 30 June 2008.

BACKGROUND

Icon Security Group Limited provides enforcement officers to respond to and resolve after hours noise complaints received by Council's Call Centre, including; the authority to issue excessive noise directions, the responsibility for the seizure, storage and disposal of noise emitting devices, the disconnection of faulty alarm systems causing excessive noise, and the gathering of evidence for the issue of environmental infringement notices by Council.

ISSUES

The existing contract was awarded in June 2006 for a period of 12 months with a contract renewal period of 12 months, subject to satisfactory performance of the contractor.

At the 30 June 2006 meeting of the Tenders Subcommittee, it was resolved that:

- "6. *That approval to extend Contract No. FS06002A - After Hours Noise Control 2006/2007 for a further 12 months, subject to the satisfactory performance of the contractor, be brought back to the Tenders Subcommittee*"

1221/2006

For the last seven years (2001 to 2007) Council has carried out a Customer Satisfaction Survey that involves contacting randomly selected residents who had recently requested noise control services from Council, in order to determine the customer satisfaction with the service.

The result of this survey has been as follows:

| | ARMOURGUARD | | | | ICON | | ICON |
|----------------------------|-------------|------|------|------|------|------|------|
| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| | % | % | % | % | % | % | % |
| Very satisfied | 36 | 47 | 45 | 31 | 43 | 37 | 45 |
| Reasonably satisfied | 36 | 23 | 25 | 24 | 33 | 37 | 24 |
| Somewhat dissatisfied | 17 | 18 | 11 | 15 | 14 | 17 | 16 |
| Very dissatisfied | 10 | 13 | 19 | 30 | 11 | 9 | 15 |
| | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Very/ reasonably satisfied | 73 | 70 | 70 | 55 | 76 | 74 | 70 |

Note: figures may not add due to decimal rounding

The 2007 survey result of 70% of very or reasonably satisfied is considered to be a satisfactory result and is in keeping with previous performance.

The contractor has agreed to the existing terms and conditions pricing should the Subcommittee approve the extension of the contract for a further 12 months.

JOB COSTS

excl. GST

Extension of Contract No. FS06002A - After Hours
Noise Control for 12 months - Icon Security Group Limited \$294,025.00
Total Job Cost \$294,025.00

SOURCE OF FUNDING

| Budget Description (from Annual Budget line item) | Codes | Budget (2008/09) | Committed to Other Projects | Allocation to This Project | Unallocated Balance |
|---|-------------------|------------------|-----------------------------|----------------------------|---------------------|
| Contract Payments | 37-5730-38600-280 | \$295,000.00 | \$0 | \$294,025.00 | \$975 |

RESOURCES

There are no resource implications in extending the contract for a further 12 months.

SUMMARY

Icon Security Group Limited has performed to a satisfactory standard during the first year of this contract.

The contractor has agreed to the existing terms and conditions pricing should the Subcommittee approve the extension of the contract for a further 12 months.

RECOMMENDATIONS

1. That the Contract No. FS06002A - After Hours Noise Control 2007/2008 - Approval to Extend report be received.
2. That the extension of Contract No. FS06002A - After Hours Noise Control 2007/2008 for a further 12 months (1 July 2007 to 30 June 2008) be approved.
3. That a commitment against the 2007/2008 financial year, for a 12 month extension of Contract No. FS06002A - After Hours Noise Control 2007/2008 to a maximum value of \$294,025.00 exclusive of GST be approved.
4. That the authority to enter into Contract No. FS06002A - After Hours Noise Control 2007/2008 be delegated to the Group Manager: Regulatory.

Report prepared by: Andrew Chalton, Environmental Compliance.



5 CONTRACT NO. RM06013A - GAS SUPPLY FOR COUNCIL SITES

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Tenders Subcommittee to tender Contract No. RM06013A - Gas Supply for Council Sites for a two, three and five year contract period.

BACKGROUND

Forty percent of Council's carbon emissions come from natural gas, with the remaining coming from electricity, vehicle fuels, and air travel. The supply of gas was last tendered in March 2005 resulting in a \$30,000 savings per annum by changing to suppliers with a more competitive rate.

As the two year contract period ends 30 June 2007, it is time to check with the market for gas prices for the next contract period. In 2005 gas retailers only submitted tenders for a two year contract period and none for a three year period due to the market uncertainty about gas supply in the medium term future with the Maui gas field approaching the end of its life. Pricing in 2007 may reflect this market situation further, although Kupe gas field has been confirmed to contain gas for supply to New Zealand, and further reserves for Maui gas field have been identified than first thought.

The gas retailers were also able to select the load for which they would like to tender which meant that West Wave is currently supplied gas by Genesis Energy and the remainder of sites are supplied by The Auckland Gas Company.

| Site | KWh | CO2 | Cost |
|--|------------------|----------------|------------------|
| West Wave | 6,324,687 | 1189.00 | \$247,664 |
| Waikumete Cemetery | 548,541 | 103.12 | \$29,824 |
| Massey Leisure Centre & Library | 286,628 | 53.89 | \$18,112 |
| Waitakere Central Civic & Administration Buildings | 33,316 | 6.26 | \$2,896 |
| Lopdell House | 17,779 | 3.34 | \$1,377 |
| Glen Eden Recreation Centre | 522 | 0.10 | \$1,009 |
| Starling Park | 461 | 0.09 | \$1,008 |
| | 7,211,934 | 1,355.8 | \$301,890 |

Table 1 - Current gas usage and costs

ISSUES

Waitakere City Council's interests for the next gas supply contract tendering process include:

- Gaining a fair price for gas supply given the mix of accounts;
- Implementing a pricing structure that will allow the Council to financially benefit from energy management initiatives;
- Investigate the opportunities for cost savings over a longer contract period through calling for three price periods within the tender document of a two, three and five year periods;

- The gas usage by Council sites are very diverse and it may be more cost effective to split the contract into two loads: large loads and small loads, to ensure best pricing is received through tenders offering pricing for one or both loads, and Council accepting more than one supplier to ensure full coverage of Council's gas load. This method of tendering has worked effectively for gas supply in the past and has left no Council sites unsupplied outside a contract.

RESOURCES

Provision is made for gas supply within the current Long Term Council Community Plan for each site.

SUMMARY

Gas remains an emerging market and is around three years behind the electricity in maturity, with more retailers entering the market and learning to trade. As a result there is more competitiveness in the supply of gas but that is still being balanced against the forecasted availability of gas supply in the medium term, and gas pricing still remains cautious until more gas supplies are discovered.

RECOMMENDATIONS

1. That Contract No. RM06013A - Gas Supply for Council Sites report be received.
2. That the contract periods of two years, three years, and five years for Contract No. RM06013A - Gas Supply for Council Sites be approved.
3. That approval be given to tender for all or part of the contract load (large load or small load) for Contract No. RM06013A - Gas Supply for Council Sites, and consideration be given to accepting more than one tender to ensure full coverage of the contract load.

Report prepared by: Michelle Dawson, Project Manager Cleaner Production.



6 CONTRACT NO. SP04002F - CIVIL DEFENCE EMERGENCY OPERATIONS CENTRE UPGRADE - RADIO COMMUNICATIONS FIT OUT

PURPOSE OF THE REPORT

The purpose of this report is to seek approval to award Contract No. SP04002F - Civil Defence Emergency Operations Centre Upgrade - Radio Communications Fit Out.

BACKGROUND

This contract is for the supply and installation of a complete radio communications system to serve the new Civil Defence Emergency Operations Centre (EOC). The new system will provide a key means of communication during the event of a civil emergency. Approximately eighteen months ago a decision was made to update and standardise the radio equipment at the EOC. Until this time a variety of different makes and models had been used, some of which had become outdated and obsolete.

The decision to standardise the radio equipment and invest in one particular manufacturer was made because this would lead to a better supported and more reliable system as well as providing potential cost savings by concentrating purchases through a preferred supplier. The radio system requirements of the EOC are highly specialist and the number of potential suppliers with adequate levels of support in New Zealand is relatively restricted.

Following a review of suppliers it was decided to obtain quotations from two; Tait Radio Communications (Tait) and Genesis Communications Limited (Genesis). Quotes obtained consistently showed that Tait provided more competitive prices than Genesis for the same or equivalent equipment. In terms of company profiles, whilst Genesis is a premier agent in New Zealand for Motorola, Tait are a wholly New Zealand owned manufacturing company.

Research into their company profile has revealed that Tait are a well established business that commenced trading in 1951 and currently employ approximately 1,000 staff. They are also the preferred supplier for a number of police and emergency service agencies in New Zealand, America, China and Grenada. As a result of this research Tait were chosen as the sole preferred equipment supplier for this contract.

SCOPE OF WORK

The scope of work under this contract involves:

- Supply, installation and commissioning of specialist radio communications hardware and associated interface equipment;
- Supply of specialist radio antenna array;
- All necessary staff training.

Note: All antenna cable installation will be carried out under the main construction contract for building fabric warranty purposes.

TENDERS RECEIVED

A tender was invited from Tait for the proposed physical works and the offer received was evaluated against the Engineer's estimated costs.

The tender received and the Engineer's estimate are summarised in Table 1 below:

| TENDERER | REG OFFICE | TENDER PRICE (excl. GST) |
|--|--------------|-----------------------------|
| Tait Radio Communications Limited | Christchurch | \$ 124,627.00 |
| Engineer's Estimate (Contract Value): | | \$ 111,300.00 |

Table 1 - Summary of Tender Prices as Tendered

TENDER EVALUATION

The tender was evaluated by an evaluation team comprising of members of the Civil Defence Emergency Management staff and Council's Project Manager. The method of evaluation consisted of an iterative "benchmarking" process against the Engineer's estimate.

The tender received exceeded the Engineer's estimate by \$ 13,327.00. Tait included an additional provisional sum in their submission of \$10,730 for extending the warranty of some hardware by one year. A decision has been made by the Manager, Emergency Management not to proceed with this additional warranty. This was a risk management decision based on known reliability of the equipment and that if there was to be any point of failure it would occur in the first twelve months. The contract sum will therefore reduce to \$113,897.00 which is within a reasonable margin of the Engineer's estimate and the allocated budget allowance.

The final revised tender price for the physical works is shown in Table 2 below:

| TENDERER | REG OFFICE | TENDER PRICE (excl. GST) |
|-----------------------------------|--------------|-----------------------------|
| Tait Radio Communications Limited | Christchurch | \$ 113,897.00 |

Table 2 - Final Revised Tender Price

TAGS, ERRORS OR OMISSIONS

This tender contained two tags both of which have been cleared.

CREDIT CHECK

A credit check on Tait Radio Communications Limited dated 30 March 2007 revealed no adverse information.

SUMMARY

The final revised tender price is within a reasonable margin of the predicted costs for this work. The scope of contract will yield a radio communications system that is tailored to fully meet the requirements of the EOC and all regulatory requirements.

JOB COSTS

| | excl. GST |
|--|--------------|
| Tender sum - Tait Radio Communications Limited | \$113,897.00 |
| Contingency | \$ 6,103.00 |
| | ----- |
| Total Job Cost | \$120,000.00 |

SOURCE OF FUNDING

| Budget Description (from Annual Budget line item) | Codes | Budget | Committed to Other Projects | Allocation to This Project | Unallocated Balance |
|--|---------------|-------------|-----------------------------|----------------------------|---------------------|
| | 75-9210-49570 | \$2,511,132 | \$2,391,132 | \$120,000 | 0 |

RECOMMENDATIONS

1. That the Contract No. SP04002F - Civil Defence Emergency Operations Centre Upgrade - Radio Communications Fit Out report be received.
2. That the tender from Tait Radio Communications Limited for Contract No. SP04002F - Civil Defence Emergency Operations Centre Upgrade - Radio Communications Fit Out in the sum of \$113,897.00 plus \$14,237.13 GST, totalling \$128,134.13 be accepted.

3. That authority to enter into Contract No. SP04002F - Civil Defence Emergency Operations Centre Upgrade - Radio Communications Fit Out on behalf of Council be delegated to the Director: Corporate & Civic Services.

Report prepared by: Steve Burris, Senior Project Engineer.



7 **CONTRACT NO. SP06004B - NEW LYNN TRANSIT ORIENTED DEVELOPMENT - QUANTITY SURVEYING SERVICES**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the Tenders Subcommittee to award Contract No. SP06004B - New Lynn Transit Oriented Development (TOD) - Quantity Surveying Services.

BACKGROUND

The traffic roundabout straddling the rail track at Clark Street in New Lynn is subject to severe traffic pressure and when trains pass through this intersection, added delays to motorists arise while the rail corridor is closed. Once New Zealand Railways Corporation (ONTRACK) double track the western line, delays at this roundabout are likely to increase further and a reduction in road and train safety is likely to occur.

Transit New Zealand is proceeding with the construction of State Highway 20 (SH20) from Manukau to New Lynn. This road is likely to increase traffic numbers in the New Lynn area very substantially, leading to further congestion. SH20 traffic is anticipated to cross the rail tracks at some point in the New Lynn area. Future growth in population, business activity and retailing in New Lynn is also likely to increase traffic volumes in the area.

The rail track bisecting the New Lynn Central Business District results in substandard property development and is a hindrance to future economic performance of the area. Linkages between areas north and south of the rail corridor are limited as the rail track cuts off road access and allows only a few at-grade crossings.

Future rail services are planned at 10 minute headways in peak times. With "dead time" of about a minute for a train to pass the Clark Street roundabout, due to the proximity of the station to this roundabout. It is evident that traffic movements across the tracks will further be severely limited in the future.

ONTRACK has received \$120 million in government funding to underground the rail track through the New Lynn area. The favoured option utilises a deep "rail trench", open to the air with a station built below ground level. Utilising carefully planned staging and ground support works, it is possible to construct a deep trench while keeping the current rail service operational at surface level. The construction of an underground line is only possible before double tracking is operational. Consequently the planned works must be implemented in the next year or two or the possibility of undergrounding in the future will be lost.

Lowering of the current rail track as well as the second future track allows road traffic movements to pass over the rail lines using bridges without hindrance and disruption to rail services. Improved commercial and business connectivity across the New Lynn Central Business District also results.

ONTRACK is working closely with the Council to achieve undergrounding of the tracks and to build a series of bridges/road crossings using the heavy side walls of the planned rail trench to support the bridge piers. This permits substantial savings in geotechnical and foundation works for the bridges and road crossings that ONTRACK and the Council plans to build.

An underground rail track also permits the Council to plan future business growth in New Lynn with certainty, to improve public transport, to build a new transport interchange and to construct new roads and cycleways/lanes.

SCOPE OF WORK

The scope of work is for the quantity surveying services for the New Lynn TOD Project. This work includes:

- i) Prepare cost estimates at concept design stage, final design phase and at construction tender stage.
- ii) Verify and assist adjudication of tenders for construction.
- iii) Prepare tender documents and schedules of quantities.
- iv) Review payment certificates, variations and extras for design and for construction contracts.
- v) Prepare the final account. Contract servicing and monthly cost reporting
- vi) Professional advice to Council and design options cost analysis
- vii) Work in conjunction with Architectus Auckland and their Design Team - the design consultants for the New Lynn TOD.

TENDERS RECEIVED

Tenders were publicly advertised through Tenderlink with 13 sets of documents being uplifted. Four (4) tenders were received by the closing date of 27 March 2007. These are summarised in Table 1 below:

| TENDERER | REG OFFICE | TENDER PRICE (excl. GST) |
|-----------------------------------|---|-----------------------------|
| WT Partnership Infrastructure | PO Box 7340, Wellesley Street, Auckland | \$166,800 |
| Davis Langdon New Zealand Limited | PO Box 935, Auckland | \$285,000 |
| Beca Infrastructure Limited | PO Box 6345, Auckland | \$296,805 |
| Rider Hunt Auckland Limited | PO Box 5377, Auckland | \$452,445 |
| Pre-tender contract estimate | | \$500,000 |

Table 1 - Summary of Tender Prices

TENDER EVALUATION

In accordance with the conditions of tendering, tenders were evaluated in line with the Weighted Attribute Method contained in Transfund New Zealand's "Competitive Pricing Procedures Manual".

The "Two envelope process" as described in Section 2.7 of the above manual was followed. Under this method, only the first tender envelope is opened and the non-price attributes evaluated for all tenders before the second envelope containing the tender price is opened, and the tender prices duly included in the evaluation.

A summary of the evaluation results is shown in Table 2:

| Tender | Attributes | Exper. | Track | Tech. Skills | Manag. | Method. | Price | Contract Number |
|-----------------------------------|---------------|--------|--------|--------------|--------|---------|-------|-----------------|
| Evaluation | | | Record | & Resources | Skill | | | SP06004B |
| | Weights | 25% | 25% | 20% | 10% | 10% | 10% | Total Weights |
| Tenderer | Tender Sum | | | | | | | INDEX |
| WT Partnership Infrastructure | \$166,800.00 | 83 | 78 | 74 | 71 | 73 | 100 | 79% |
| Davis Langdon New Zealand Limited | \$285,000.00 | 68 | 78 | 69 | 70 | 67 | 93 | 73% |
| Beca Infrastructure Limited | \$296,805.00 | 78 | 68 | 77 | 63 | 80 | 91 | 75% |
| Rider Hunt Auckland Limited | \$452,445.00 | 87 | 75 | 78 | 65 | 73 | 60 | 76% |
| Engineer's Estimate | \$ 500,000.00 | | | | | | | |

* Attribute grading as defined by Transit NZ in their CPP Tender Evaluation Manual Effective 1 March 1997

Table 2 - Summary of Tender Evaluation

The bid by WT Partnership Infrastructure (WT Partnership) has come in substantially lower than the Engineer's Estimate due to a desire on behalf of WT Partnership to secure the New Lynn TOD contract in order to provide a long term business relationship with Council.

The evaluation team were of the opinion that WT Partnership Infrastructure has a proven track record of successful work on the Waitakere Central Transport Interchange, Britomart Station, Auckland City Streetscapes and many of the Auckland Regional Transport Network Limited stations. Accordingly their experience fits well with the requirements of the project. WT Partnership's price is significantly lower than the other tenderers' prices and the evaluation team has accordingly sought confirmation that WT Partnership are satisfied with their price and that they are fully able to comply with the contract requirements. This confirmation has now been received in writing from WT Partnership and accordingly the evaluation team is satisfied that they are able to undertake the work correctly.

The bid of Davis Langdon New Zealand Limited had no relevant rail experience and was marked lower as a result.

Despite WT Partnership's written assurance, the evaluation team believe that it would be prudent to allow a higher contingency than normal and subsequently a 20% contingency has been provided.

REFERENCE CHECKING

Reference checking of the tender submitted by WT Partnership showed good performance on the Waitakere Central Transport Interchange.

TAGS, ERRORS OR OMISSIONS

The WT Partnership bid has a single tag in that a provisional sum of \$10,000 for the pricing of design alternatives, is now submitted as a fixed sum. The evaluation team recommends acceptance of this tag as it has no influence on the price or ranking of scores.

CREDIT CHECK

A credit check on WT Partnership dated 28 March 2007 has revealed no adverse information.

JOB COSTS

| | excl. GST |
|--|--------------|
| Tender sum - WT Partnership Infrastructure | \$166,800.00 |
| Contingency 20% | \$ 34,200.00 |
| | ----- |
| Total Job Cost | \$201,000.00 |

SOURCE OF FUNDING

2006/2007

| Budget Description (from Annual Budget line item) | Codes | Budget | Committed to Other Projects | Allocation to This Project for 2006 / 2007 | Unallocated Balance |
|---|---------------|-----------|-----------------------------|--|---------------------|
| New Lynn Transit Design c/f | 75-9068-53670 | \$518,000 | \$120,000 | \$96,000 | \$302,000 |
| Clark - widen Crown Lynn to Rankin | 75-9068-53650 | \$105,000 | Nil | \$105,000 | Nil |
| | Totals | \$623,000 | \$120,000 | \$201,000 | \$302,000 |

As the contract will be carried out in 2006/2007, 2007/2008 and 2008/2009 approval is sought to make a financial commitment for these years. It is estimated that expenditure will be as follows:

- 2006/2007 - \$10,000;
- 2007/2008 - \$130,000;
- 2008/2009 - \$61,000.

The remainder of \$299,000 as noted in the Engineer's Estimate is available as savings and can be added to the contingency.

SUMMARY

The results of the tender evaluation as summarised in Table 2 shows that the tender submitted by WT Partnership achieved the highest index of 79%. This tender is also the lowest price tender.

As part of Council's contracting process "Quality and Health and Safety is not negotiable" - all contractors have had this focus clearly reinforced through the contract documents and this will be strongly reiterated at the subsequent pre-start meeting and imposed during the contract period.

RECOMMENDATIONS

1. That the Contract No. SP06004B - New Lynn Transit Oriented Development - Quantity Surveying Services report be received.
2. That the tender from WT Partnership Infrastructure for Contract No. SP06004B - New Lynn Transit Oriented Development - Quantity Surveying Services in the sum of \$166,800 plus \$20,850 GST, totalling \$187,650 be accepted.
3. That authority to enter into Contract No. SP06004B - New Lynn Transit Oriented Development - Quantity Surveying Services on behalf of Council be delegated to the Group Manager: Asset Management.

4. That it be recommended to the Finance and Operational Performance Committee that a carry over of \$191,000 be approved to fund Contract No. SP06004B - New Lynn Transit Oriented Development - Quantity Surveying Services from the 2006/2007 budget relating to the New Lynn Transit Design c/f sum and the Clark Street - widen Crown Lynn to Rankin Avenue sum for the years 2007/2008 of \$130,000 and 2008/2009 for \$61,000.

Report prepared by: Joe Schady, Senior Engineer, Special Projects.



8 CONTRACT NO. SP06001C - CONSTRUCTION OF THE STURGES ROAD BRIDGE AND ROAD WORKS - REGISTRATION OF INTEREST

PURPOSE OF THE REPORT

The purpose of this report is to present to the Tenders Subcommittee the results of a registration of interest (ROI) process for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works, to seek approval to invite tenders for this contract from a shortlist of registrants and to enter into Early Contractor Involvement (ECI) discussions with selected registrants.

BACKGROUND

The existing road over rail bridge at Sturges Road (Bridge 58), Henderson was built in about 1940 by New Zealand Railways Corporation to permit vehicle traffic to pass over the single rail track to new housing developments in south Massey. The present condition of this bridge is poor with severe Alkali Silicate Reaction producing extensive cracking. The long term safety and life of this structure is limited. New Zealand Railways Corporation (ONTRACK) has posted a load limit on the bridge in an attempt to ensure vehicle and rail safety. In late 2006 ONTRACK commenced double tracking of stage 4 of the Western Line from Mt. Lebanon Lane to Swanson Station. The existing piers of bridge 58 are aligned such that it is not possible to achieve double tracking without undertaking major structural changes.

Separately, Council's Transport Assets section had identified the need to replace this bridge because of its poor condition and the cost implication associated with its ongoing maintenance. Furthermore, the August 2005 Waitakere City Strategic Cycle Network study has identified Sturges Road as a cycle route, therefore in order to accommodate the cycleway route and to address future capacity requirements for the nearby intersection of Sturges Road / Swanson Road, a new and wider bridge is needed. Accordingly, a decision has been made by ONTRACK and Council to demolish the old bridge and to rebuild a new, wider and more transport friendly bridge in its place. It is desired to have the new bridge completed by about late 2007.

Both ONTRACK and Land Transport New Zealand have approved the ROI process that Council is engaged in.

REGISTRATION OF INTEREST PROCESS

The concept design is complete and the project is now ready to proceed to the final design stage. The project is of such complexity that the Project Team considers that only bridge contractors who have had experience and a track record in building rail bridge projects of similar size, as well as having the resources to undertake the work, should be considered as potential tenderers for the work, hence the decision to carry out a ROI process. The Project Team are of the opinion that the inputs and advice from a shortlist of approved registrants will be invaluable in guiding the bridge designers to achieve a design that is easily built with the minimum of delays.

The ROI will also be used to facilitate an ECI process that permits a two way sharing of ideas between the bridge designers and potential bridge builders. This method will ensure that the fastest bridge building methodology is followed as well as to provide thorough handling of the temporary traffic management issues.

REGISTRATIONS RECEIVED

The ROI was publicly advertised on Wednesday, 14 March 2007. Sixteen firms uplifted ROI documents. A non compulsory site inspection was held on 21 March 2007, with four firms attending. Formal registrations from four firms were received by the closing date of 27 March 2007. These firms are listed in Table 1 below:

| TENDERER | REG OFFICE |
|--|------------|
| HEB Smithbridge Limited | Auckland |
| Fletcher Construction Company Limited trading as Brian Perry Civil | Auckland |
| Dominion Constructors Limited | Auckland |
| Works Infrastructure NZ Limited | Auckland |

Table 1 - Summary of Registrants

EVALUATIONS OF REGISTRATIONS OF INTEREST

The submissions were evaluated generally in accordance with the Weighted Attribute Method as described in sections 2.4, 2.5 and 2.7 of the Transfund New Zealand Manual. Evaluation was carried out by representatives of the Project Control Group. Consensus was reached between the officers on the scores allocated. A summary of the results for the registrants is shown in Table 2 below:

| Tender Evaluation | Experience | Track Record | Tech Skills | Resource | Manage-ment | Total Weight |
|-------------------------------|------------|--------------|-------------|----------|-------------|--------------|
| Weight | 25 | 25 | 20 | 15 | 15 | 100 |
| Tenderer | Grades | | | | | Index |
| HEB Smithbridge Limited | 85 | 78 | 75 | 78 | 68 | 78 |
| Brian Perry Civil | 78 | 80 | 72 | 75 | 74 | 76 |
| Dominion Constructors Limited | 80 | 75 | 70 | 72 | 67 | 74 |
| Works Infrastructure Limited | 70 | 72 | 71 | 78 | 82 | 74 |

Table 2 - Grading of Attributes

The ROI document for this process specified the information required and the format of the registrant's submissions. This document also identified that only the highest ranked registrants would be short-listed for invitation to tender for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works and to enter into an ECI process.

The ECI process involves a separate and independent meeting with each individual registrant where the Project Team is able to obtain feedback and advice on the proposed bridge design. As bridge buildability in a short time frame is essential to minimising the effect of traffic congestion, these inputs are necessary for ensuring that the proposed design is efficient. To avoid challenges of unfairness and possible claims from registrants, a formal ECI policy is to be written and is to be agreed and signed by each registrant before the ECI process commences.

A shortlist of two invited tenderers is deemed appropriate for a contract of this magnitude and complexity as lengthy discussions following an ECI process could be time consuming.

The two highest ranked registrants demonstrated that they had experience in the construction of complex road over rail bridges in New Zealand and that they had the expertise to achieve effective and cost efficient solutions. In addition to the provision of attribute statements each registrant was required to complete a health and safety questionnaire. The health and safety information provided by the all registrants complied with Council's requirements.

RESOURCES

Funding of \$4,500,000 is available for this project from ONTRACK and the Long Term Council Community Plan 2006-2016. As reported to the City Development Committee this funding is unlikely to be sufficient for the full scope approved by that Committee. This issue will be reported to the Long Term Council Community Plan and Annual Plan Special Committee in June 2007.

SUMMARY

The results of the ROI evaluation process show that the two highest registrants are HEB Smithbridge Limited and Brian Perry Civil. These registrants all have scores of more than 75 which represents a "fully competent" score and therefore are considered to be experienced and capable of completing Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works in the required manner. It is therefore, recommended that the two highest scoring registrants be invited to tender for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works and to undertake discussions of an ECI nature.

It is further recommended that a reserve registrant be held in abeyance in the event that one of the registrants should withdraw during the ECI process. The reserve registrant recommended is Dominion Constructors Limited who, although tie scoring with Works Infrastructure, have a higher score than Works Infrastructure on Relevant Experience and Track Record.

The outcomes of the ECI process will be reported back to the Tenders Subcommittee for approval to award a contract.

RECOMMENDATIONS

1. That the Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works - Registration of Interest report be received.
2. That the two top scoring registrants being HEB Smithbridge Limited and Brian Perry Civil be invited to discuss the proposed bridge design and temporary traffic management issues by way of an Early Contractor Involvement process for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works.

3. That the two top scoring registrants being HEB Smithbridge Limited and Brian Perry Civil be invited to tender for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works.
4. That a reserve registrant, Dominion Constructors Limited be held in abeyance in the event that one of the registrants withdraws during the Early Contractor Involvement process.
5. That the outcome of the Early Contractor Involvement process for Contract No. SP06001C - Construction of the Sturges Road Bridge and Road Works be reported back to the Tenders Subcommittee for approval to award a contract.

Report prepared by: Joe Schady, Senior Engineer, Special Projects.

