

19 November 2025

## MEMO

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**TO:** Tim Carter, Carter Group Ltd  
**FROM:** Nick Fuller, Principal Transport Engineer  
**PROJECT REF:** 0021-050\_Ryans Road\_M004

## FTAA-2504-1054: 104 RYANS ROAD, CHRISTCHURCH APPLICANT S55 RESPONSE TO TRANSPORT COMMENTS

1. This memorandum provides our initial response / feedback to the transport related Section 53 comments provided by Christchurch City Council (the Council) and from the New Zealand Transport Agency (NZTA) with regards to the above Fast-Track application. This memorandum focuses on the points of disagreement between us and the commenting parties.

### Author's Qualifications

2. My full name is Nicholas Fuller. A statement of my qualifications and experience was provided in the Integrated Transport Assessment (dated 06 March 2025) submitted with the substantive application (Appendix 10 of the application).
3. I have been asked by Carter Group Limited to provide a response to transport matters contained in written comments on the Ryans Road Industrial Development application from persons invited by the Panel to comment under section 53 of the Act. In particular, I address:
  - i. Comments raised by Christchurch City Council with regard to transport matters; and
  - ii. Comments raised by the New Zealand Transport Agency.
4. Although this is not an Environment Court proceeding, I confirm that I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within my area of expertise except where I state that I have relied on the evidence of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.

### Executive Summary

5. The following provides a summary of this memo:
  - i. **Shared Path Request:** Council has requested a 2.5m wide shared pedestrian/cycle path along the Ryans Road and Grays Road frontages. There is uncertainty about whether this can be accommodated within the existing Ryans Road corridor, as



widening may impact the water race on Ryans Road or require shifting the road centreline. The shared path would be an isolated facility, with no onward connections to existing shared paths in the area. As such, I consider the effects of not providing this shared path are acceptable and there is no need for Council's suggested condition.

- ii. **Undergrounding of Power Poles:** Council's amendments require undergrounding of existing power poles along the road frontages. This would incur additional costs and may not be necessary given that traffic volumes are not expected to increase and reduced vehicle speeds will improve safety even if poles remain. Again, I consider there is no need for Council's suggested condition.
- iii. **Internal Footpaths on Both Sides:** Council has suggested a requirement for footpaths on both sides of the new internal roads, as the application proposes footpaths on one side. Although providing footpaths both sides of the road would be ideal, providing a footpath on only one side is consistent with similar industrial developments (e.g., Dakota Park) and I consider the adverse effects are not significant.
- iv. **Ryans Road / Pound Road Condition:** Council suggested a condition regarding the provision of additional traffic modelling to confirm the effects of the proposed development (particularly on the right turn from Pound Road to Ryans Road east) are acceptable. Additional modelling has been undertaken, which confirms that the average right turn queue fits within the available widening. As such, I consider there is no need for this condition.
- v. **Road Safety Audit Condition:** The current traffic safety audit condition requires that the detailed engineering design of the transport network must incorporate the recommendations from the preliminary safety audit conducted by the Safety Engineer. However, there is a concern that the audit process might reopen discussions on issues previously resolved in the Panel's decision and conditions, such as the undergrounding of power poles. To address this, it is suggested that the condition be amended so that the design must either incorporate these recommendations or provide a satisfactory response, allowing flexibility and recognition of matters already settled.
- vi. **NZTA Submission:** The NZTA submission raised concerns about not quantifying / assessing transport effects at three key locations: the SH1/SH73 intersection, Pound Road (including the Pound Road/SH73 roundabout), and the SH1/Ryans Road intersection. Assessment of these matters were all provided in the ITA submitted with the application in March. Furthermore, the Hornby Strategic Case Study will consider these impacts across the broader network, and a meeting with NZTA representatives confirmed ongoing dialogue, though no further conditions have been proposed by NZTA to date.

## Christchurch City Council Comments

- 6. The following discusses the points raised in Appendix 8 (the Transport Review) of the Council feedback, as well as the associated amendments to the transport conditions.



## Engineering Acceptance & Alterations to the Proposed Roding Designs

7. Council notes that the new internal roads and frontage upgrade works will go through a process of Engineering Acceptance and there will be a need for Road Safety Audits. I agree with this and note that Land Use Condition 1 requires that *the development must proceed in general accordance with the information and plans submitted with the application*. I consider this confirms the general concept arrangement is agreed and no subsequent changes would be requested that would significantly alter this arrangement.
8. Council has requested amendments to subsequent conditions that would change the layout of the internal roads and road frontage upgrades that I disagree with. The originally proposed condition, Council's amendments and our concerns are summarised in **Table 1**.

Table 1: Road Design Conditions

| Original Condition   | Council Amendment  | Concern   |
|--|--|---|
| <b>Subdivision Condition 5</b><br>The new road(s), being lot(s) 300 and 301 are to be formed and vested in the Council to the satisfaction of the Subdivision Engineer with underground cabling for electricity supply and telecommunications. | The new roads, being lots 300 and 301, are to be formed and vested in the Council to the satisfaction of the Subdivision Engineer with underground cabling for electricity supply and telecommunications, <b>including footpaths on both sides of the road.</b>  | Council has introduced a requirement for footpaths on both sides of the internal roads.   |
| <b>Subdivision Condition 81</b><br>Road frontage is to be upgraded at the cost of the consent holder as per the Capture Land Development Plans submitted with the application.   | Ryans Road frontage is to be upgraded at the cost of the consent holder to include a service strip, 2.5 metre shared path, kerb and channel, car parking / landscaping, undergrounding of services in general accordance with the stamped approved plan set.<br><br>Grays Road frontage is to be upgraded at the cost of the consent holder to include a service strip, 2.5 metre shared path, kerb and channel, landscaping, undergrounding of services in general accordance with the stamped approved plan set. | Council has introduced a requirement for a shared path and undergrounding of the existing power poles. The shared path may require the water race to be relocated and there is a cost associated with undergrounding the power poles. |

### Internal Footpath Provision

9. The Council reporting that leads to a need to provide footpaths on both sides of the internal roads is covered in paragraph 59 of the Transport Review. That states that only providing footpaths on one side of these roads *seems to be a missed opportunity*<sup>1</sup>. The Transport Review does not identify a scale of adverse effects associated with only providing a

<sup>1</sup> Paragraph 59 of Council's Appendix 8.



footpath on one side of these roads, although paragraph 117 of the main document suggests that the effects of not adopting **any** of Council's suggested amendments to Conditions would be *more than minor*.

10. I note that the proposed arrangement is consistent with that provided in Dakota Park (the Airport's industrial development), to the north-east of the Application site. Whilst I agree that provision of footpaths both sides of these roads would be ideal, I do not consider the adverse effects of a path on only one side to be significant (for the reasons set out in paragraphs 56 and 57 of the ITA).

#### *Shared Path & Power Poles*

11. The changes to Condition 81 introduce a requirement for a shared path on Ryans and Grays Road, as well as undergrounding of the power poles.
12. The following statements are made in the Transport Review, which appear to be at odds with each other regarding the ability to accommodate these changes in the available corridor width:
  - i. Paragraph 18 acknowledges that the Ryans Road frontage is constrained by the existing water course *and as such any further widening of Ryans Road to provide for a footway on the southern side will need to come from land on the southern side when such land comes forward for future development.*
  - ii. Paragraph 20 goes on to state that *the engineering approvals process provides a suitable opportunity to address detailed safety and design issues such as ... removal of non-frangible power poles, location and width of the proposed frontage footpath. However overall, I am satisfied that the upgraded road widths as shown in the plan set are acceptable and provide suitable scope to achieve safe access to and from the public road network.*
  - iii. Paragraph 66 of the Transport Review states that *Ryans Road in particular would accommodate traffic levels more appropriate to collector roads which require cycle provision. I consider it appropriate that the site frontages provide for shared pedestrian/cycle paths which I am satisfied can be fitted within the road corridors.*
13. There appears to be a disconnect in the above statements as to whether widening to achieve a shared path could be accommodated within the road corridor.
14. The cross-sections provided in the Final Amended Plan Set (see **Figure 1**) suggest that widening of the proposed 1.5m footpath to become a 2.5m shared path would impact the location of the water race, potentially pushing it into the site. This level of change may no longer be generally in accordance with the Plans (as required by Land Use Condition 1) and have implications for the relevant ECan and waterway aspects of the consents. The alternative would be to further relocate the centreline of Ryans Road 1m south, although this may lead to other concerns, such as how this ties back into the existing centreline east and west of the Site.

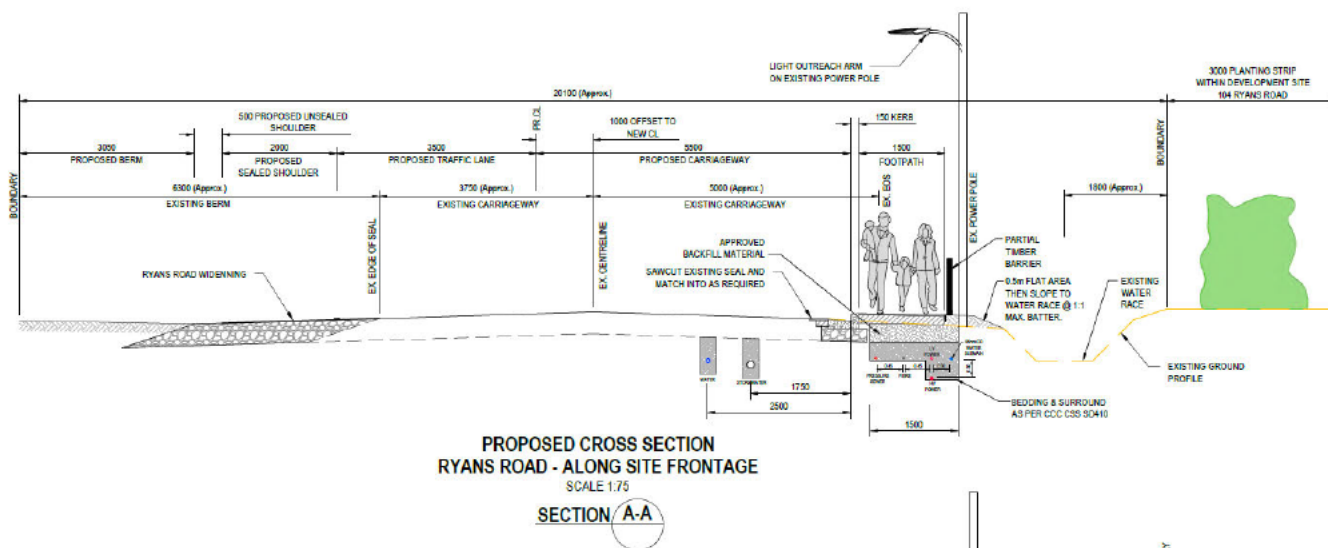


Figure 1: Proposed Ryans Road Cross-Section

15. I consider that a shared path on Ryans Road and Grays Road would be an isolated facility that has no onward connections. There is no shared path further east on Ryans Road, west on Pound Road or north on Grays Road / George Bellew Road (Dakota Park) that Council's sought facility would link with. As such, the appropriate time to consider these wider facilities would be if / when land on the southern side of Ryans Road were to develop.
16. Furthermore, traffic volumes are not anticipated to increase on these roads as a result of the proposed development. Table 2 sets out the daily traffic volumes predicted on the Ryans Road and Grays Road frontages<sup>2</sup>. This suggests that the traffic volumes on the immediately surrounding network with the development will be lower than without the development. This is likely because background traffic that can use alternate routes will avoid the area.

Table 2: Predicted Daily Traffic Volumes

|                                      | Ryans Road | Grays Road |
|--------------------------------------|------------|------------|
| 2038 No Development                  | 9,800      | 5,400      |
| 2038 With Development, No Mitigation | 9,500      | 4,700      |
| 2038 With Development and Mitigation | 5,500      | 3,900      |

17. Based on the above volumes, the 'with development' traffic volumes are no worse than the 'without development' scenario. The speed limit on these roads will also be reduced as a result of the development, which provides a benefit to cycle safety.
18. With regard to the need to underground power poles, I again note that the daily traffic volumes on the Ryans Road and Grays Road frontages are broadly unchanged as a result of the development, although vehicle speeds will be reduced through altering the speed

<sup>2</sup> Sourced from the QTP modelling report Figures 3.11, 5.7 and 5.8.



limits. This reduction in speed leads to a safety benefit compared to the 'without development' scenario. Therefore, whilst I agree it would be safer if those poles were removed, there is still a safety benefit when compared to the 'without development' scenario as a result of this proposal.

### **Pound Road / Ryans Road Safety & Efficiency**

19. The Council has suggested the following Condition (Condition 3 of the subdivision consent) regarding staging in relation to the timing of the Pound Road / Ryans Road upgrade:

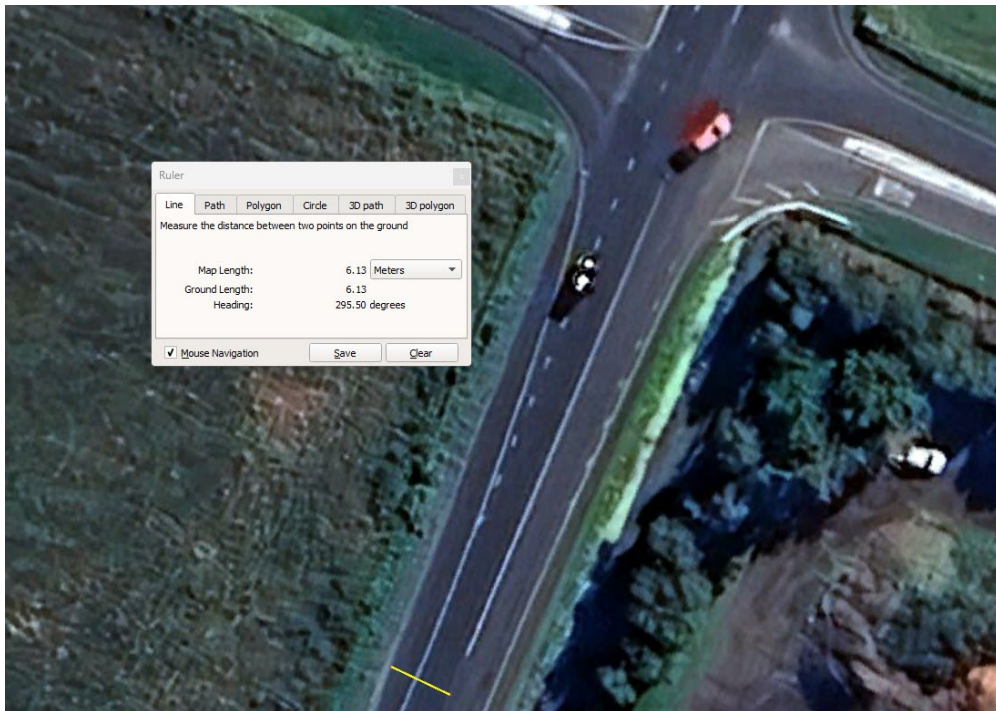
*The subdivision shall be carried out in stages. Each stage is to be in accordance with the staging shown on the application plan. That the development may proceed in stages in no particular order in accordance with the approved subdivision plan except as set out below.*

*The second stage must not occur until either:*

- a. The intersection of Pound Road/ Ryans Road is upgraded to a roundabout; or*
- b. The modelling has been updated and demonstrated to the satisfaction of Council that the intersection can safely accommodate the additional traffic demands associated with the proposal. The second stage must not occur where the subject model demonstrates the average queue length associated with right turns into Ryans Road extends beyond the available stacking space for the modelled period. This modelling shall be based on an agreed annual turning movement survey of the intersection arranged by the consent holder and provided to Council for input into the agreed model.*

*At each stage any balance land is to be left as a fully serviced allotment.*

20. Additional traffic modelling has been undertaken to better understand the operation of this intersection, with a focus on the average right turn queue (as identified by the proposed condition). The basis of this modelling is set out further in **Attachment 1**.
21. As a summary, a traffic model has been developed using the existing road geometry and traffic volumes observed in October 2025. We note that road works were taking place on Ryans Road and Grays Road at the time of the survey and not complete until mid-2026, so the base volumes are affected. That said, the model is considered to be a reasonable basis for assessing the operation of the intersection.
22. The estimated right turn queue length is 60m, which is from the centre of the intersection to where the existing northbound lane sealed width (including shoulder) is 6m to accommodate passing of queued vehicles (as illustrated in **Figure 2**).



**Figure 2: Pound Road Right Turn Facility Length**  
[Image Sourced from Google Earth]

23. The give-way parameters in the model were amended to match the model predicted queue lengths of the right turn from Pound Road south into Ryans Road to the observed queues, as the initial model underestimated these average queue lengths. The 2038 with development traffic volumes have then been input into the model to identify the average right turn queues in the peak hours as requested in the Council sought condition above.
24. The predicted 2038 with development average queues are 58.5m in the AM peak hour and 7.4m in the PM peak hour. These are both within the length of the 60m right turn facility and therefore it is considered the intersection operation is acceptable and the requirement of the above condition is met and no restriction on the staging of development relative to the timing of upgrades to this intersection is required.

#### **Traffic Safety Audit Condition**

25. The current wording of the traffic safety audit condition (subdivision condition 80) includes the requirement that:

*Detailed engineering design for the transport network must ensure the recommendations of the Safety Engineer in the preliminary scheme design (concept) safety audit are incorporated in the design.*

26. There is potential that the audit opens debate regarding issues that have already been resolved through the Panel decision and conditions (potentially including the undergrounding of power poles). I consider the following wording would better apply in this instance, to allow discussion / provide acknowledgement regarding matters that have already been resolved.



*Detailed engineering design for the transport network must ensure the recommendations of the Safety Engineer in the preliminary scheme design (concept) safety audit are incorporated in the design **or satisfactorily responded to**.*

## **NZ Transport Agency Submission**

27. The NZTA submission identified three locations of potential concern regarding transport effects, which are:
- SH1 / SH73 Intersection;
  - Pound Road (including the Pound Road / SH73 roundabout); and
  - SH1 / Ryans Road intersection.
28. The concerns are discussed and responded to in turn below, but as a summary we consider that sufficient information was provided on these matters in the ITA submitted with the Application to identify the potential effects (along with proposed mitigation for the Pound Road / SH73 intersection).

### **SH1 / SH73 Intersection**

29. The submission notes (and agrees with) the statements in the ITA that the SH1 / SH73 intersection is currently over-capacity. The submission raises a concern that the effects at this location are a significant concern to NZTA as they do not know the exact traffic increases at peak times.
30. Paragraphs 77 to 79 of the ITA set out our discussion of the effects of the additional traffic at this location. Similarly, Table 5.6 of the QTP report (Appendix 5 to the ITA) provided further details on the change in traffic volume on each turning movement and the associated change in delays. As a summary, I consider that the effects of the development at this intersection are acceptable given the low scale of deterioration in operation.

### **Pound Road & Pound Road / SH73 Intersection**

31. The submission highlights that additional traffic will use the Pound Road corridor, which NZTA considers is a Local Road and not designed to accommodate heavy traffic. Furthermore, concerns are raised regarding potential increases in delay at the Pound Road / SH73 intersection.
32. Pound Road is a Minor Arterial Road, which are described (in the District Plan) as providing *connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres*<sup>3</sup>. I also note that Pound Road already accommodates heavy vehicles and that Council is undertaking a programme of shoulder widening to better accommodate the heavy traffic volumes. Ultimately, this road is administered by Christchurch City Council who have not raised any concerns regarding its operation.
33. The operation of the Pound Road / SH73 intersection was discussed at paragraphs 74 to 76 of the ITA (plus Table 5.5 of the QTP report), with a line-marking recommendation

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<sup>3</sup> Table 7.5.12.1 of the District Plan.



provided to address capacity concerns that are anticipated to arise regardless of this development.

### **Ryans Road / SH1**

34. The submission considers that the left in / left out arrangement for Ryans Road at SH1 was designed to accommodate light vehicles only and raises concerns that the proposal will lead to longer queues. I note that the Council has recently undertaken shoulder widening along Ryans Road to accommodate the existing heavy vehicle volumes heading east to SH1. I also note that the modelling provided in Table 5.3 of the QTP report (and discussion in paragraph 5.7.5 of that report) indicates there are no significant peak hour capacity issues at this location.

### **Hornby Strategic Case**

35. The submission states that the development traffic impacts will be an input to NZTA's Hornby Strategic Case Study. The Request for Tender document for this study is included as **Attachment 4** to this memo. The scope of this study includes investigating the operation of the State Highway and local road network from the SH1 / SH76 intersection in the south-west to SH1 / Sawyers Arms roundabout in the north (encompassing SH1 / SH73, Pound Road / SH73 and Ryans Road / SH1). The Request for Tenders on this study will be issued mid-November 2025 and the NZTA indicated the study would take approximately one year to complete.
36. Although a Council intersection, we note this also includes the Pound Road / Ryans Road intersection as it forms part of the airport bypass route.
37. I consider that the above study will lead to the existing safety and capacity issues on the State highway network being assessed and solutions being identified<sup>4</sup>.

### **Conditons**

38. The submission states that the NZTA considers a suite of conditions could resolve their concerns, although it is unclear what those conditions would be and what effects they would mitigate.

### **NZTA Post Comment Meeting**

39. The applicant met with representatives of the NZ Transport Agency subsequent to receiving their S53 comment in order to better understand the conditions request in the comments. The minutes of our meeting on 08 October 2025 and subsequent correspondence are included in **Attachment 5**, which (although initially indicating there were no known conditions sought at that stage) suggests that the NZ Transport Agency would contact us to discuss conditions once they had further considered this matter. No further correspondence has been received by 19 November 2025.

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<sup>4</sup> The ROI specifically requires the delivery of a succinct plan, targeted to evidence based issues and future opportunities, rather than a broad-brush strategic approach. This is required to have an outlook of 30 years and would inform the sequencing of activities (Para 2.4).



## Attachment 1: Traffic Modelling

### *Traffic Surveys & Calibration*

40. Traffic surveys (including queue length surveys) were undertaken on Wednesday 29<sup>th</sup> August 2025 at the Pound Road / Ryans Road intersection from 07:00 to 09:00 and 16:30 to 18:00. I note that the traffic surveys were undertaken at a time when Ryans Road was closed to westbound traffic (between SH1 and Grays Road) and Grays Road was closed. These road closures are programmed to be in place until mid-2026, so there was no opportunity to undertake surveys with 'normal' traffic volumes prior to providing this response.
41. The surveyed peak hour traffic volumes are set out in **Attachment 2**, along with forecast volumes at the intersection. The average queue length of the right turn into Ryans Road from the Pound Road southern arm was 1.09 vehicle in the AM peak and 0.77 vehicles in the PM peak.
42. A Sidra model has been created of the intersection, initially using the existing lane geometries plus default parameters for gap acceptance and follow-up headways (i.e. the parameters that affect how aggressive drivers are taking gaps in traffic). The available queue space for the right turn has been estimated as being 60m, which is the length of Pound Road that has a sealed width of at least 6m to the centre of the intersection.
43. The predicted average queue lengths for the right turn into Ryans Road (from Pound Road south) were initially lower than those observed. Therefore, the *gap acceptance factor*<sup>5</sup> for the right turn from Pound Road to Ryans Road was increased from the default 1 for light vehicles to 1.3 and from 1.5 for heavy vehicles to 1.95 (i.e. a 30% increase for both).
44. The resultant average queue lengths for the right turn into Ryans Road from Pound Road south are predicted to be 1.1 vehicles in the AM and 0.8 vehicles in the PM, indicating that the operation of the right turn reasonably represents the existing operation. Model results are included in **Attachment 3**.

### *Future & With Development Traffic*

45. Future traffic volumes have been included in **Attachment 2**, for the 2038 without development and 2038 with development scenarios. These volumes initially come from the CAST model, which aggregates all vehicles as Passenger Car Units (PCU) with one heavy vehicle being two passenger car units. I have adjusted these to represent light and heavy vehicles in the Sidra model because heavy vehicles will require larger gaps in traffic to turn.
46. The 2038 without development model assumed that the percentage of heavy vehicles on each approach would be the same as for a 2023 survey undertaken at the intersection<sup>6</sup>.

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<sup>5</sup> Under the calibration tab in Sidra.

<sup>6</sup> The 2025 survey was not considered appropriate given the road works restricted volumes on Ryans Road east.



These have been used to calculate total vehicle numbers, which is a reduction compared to the PCU because it now factors in heavy vehicles.

47. I have assessed the heavy vehicle percentages of the with development model separately, as it is likely that the development will generate higher proportions of heavy vehicles than the existing background traffic. The 2038 with development model volumes were calculated by:
- i. Using the CAST model distribution for the development and the development traffic generation (which included a split between heavy and light traffic) to determine the development traffic volumes through this intersection;
  - ii. Converting the above calculated volumes to PCU and subtracting this from the CAST with development volumes to determine a background traffic volume (i.e. the 'with development' CAST predicted traffic less the development traffic);
  - iii. Assigning the 2023 survey percentage heavy vehicles to the background traffic to get a background traffic volume that provides total vehicles and percentage heavy vehicles; and
  - iv. Adding the development traffic to the above background traffic to obtain a new 2038 with development set of traffic flows that includes a corrected percentage of heavy vehicles.

#### *Future Intersection Operation*

48. The 2038 with development traffic volumes have been input into the Sidra model to determine the predicted right turn queue. These are included in **Attachment 3**.
49. The predicted 2038 with development average queues are 58.5m in the AM peak hour and 7.4m in the PM peak hour. These are both within the length of the 60m right turn facility and therefore it is considered the requirement of the above condition is met and no restriction on the staging of development relative to the timing of upgrades to this intersection is required.
50. The available queue space for the right turn has been estimated as being 60m, which is the length of Pound Road that has a sealed width of at least 6m to the centre of the intersection.



## **Attachment 2: Traffic Volumes**




|              |         |      | 2025 Count |      |      | 2038 No Dev |       |     | Dev Traffic |     | 2038 + Dev (Sidra) |     |
|--------------|---------|------|------------|------|------|-------------|-------|-----|-------------|-----|--------------------|-----|
|              |         |      | Total      | HCV  | PCU  | PCU         | Total | HCV | Total       | HCV | Total              | HCV |
| AM           | Pound S | L    | 4          | 0%   | 4    | 1           | 1     | 33% |             |     | 1                  | 33% |
|              |         | T    | 319        | 22%  | 389  | 299         | 234   | 28% |             |     | 209                | 28% |
|              |         | R    | 221        | 4%   | 230  | 602         | 590   | 2%  | 229         | 5%  | 744                | 3%  |
|              | Ryans E | L    | 8          | 13%  | 9    | 217         | 197   | 10% | 106         | 16% | 240                | 13% |
|              |         | T    | 0          | N/A  | 0    | 1           | 1     | 25% |             |     | 1                  | 25% |
|              |         | R    | 3          | 33%  | 4    | 1           | 1     | 0%  | 3           | 16% | 3                  | 16% |
|              | Pound N | L    | 7          | 29%  | 9    | 7           | 7     | 7%  | 21          | 5%  | 16                 | 4%  |
|              |         | T    | 564        | 16%  | 657  | 315         | 269   | 17% |             |     | 264                | 17% |
|              |         | R    | 29         | 17%  | 34   | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              | Ryans W | L    | 1          | 100% | 2    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              |         | T    | 6          | 0%   | 6    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              |         | R    | 0          | N/A  | 0    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
| Intersection | All     | 1162 | 16%        | 1344 | 1447 | 1292        | 12%   |     |             |     |                    |     |
| PM           | Pound S | L    | 4          | 0%   | 4    | 1           | 1     | 23% |             |     | 1                  | 23% |
|              |         | T    | 706        | 7%   | 752  | 579         | 526   | 10% |             |     | 527                | 10% |
|              |         | R    | 165        | 4%   | 172  | 369         | 355   | 4%  | 75          | 11% | 341                | 6%  |
|              | Ryans E | L    | 9          | 11%  | 10   | 461         | 448   | 3%  | 206         | 5%  | 489                | 4%  |
|              |         | T    | 0          | N/A  | 0    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              |         | R    | 1          | 0%   | 1    | 1           | 1     | 0%  | 4           | 5%  | 3                  | 8%  |
|              | Pound N | L    | 21         | 25%  | 26   | 4           | 4     | 3%  | 10.32       | 11% | 13                 | 9%  |
|              |         | T    | 626        | 6%   | 661  | 325         | 290   | 12% |             |     | 250                | 12% |
|              |         | R    | 1          | 0%   | 1    | 1           | 1     | 50% |             |     | 1                  | 50% |
|              | Ryans W | L    | 6          | 0%   | 6    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              |         | T    | 7          | 0%   | 7    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
|              |         | R    | 2          | 0%   | 2    | 1           | 1     | 0%  |             |     | 1                  | 0%  |
| Intersection | All     | 1548 | 6%         | 1643 | 1745 | 1631        | 7%    |     |             |     |                    |     |
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|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |
|              |         |      |            |      |      |             |       |     |             |     |                    |     |



## **Attachment 3: Sidra Model Results**

# MOVEMENT SUMMARY


 **Site: [1] Pound Ryans - 2025 AM Calibrated (Folder1)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |       |               |       |           |             |                  |                     |            |                |                            |             |      |
|------------------------------|------|-----------|--------------|-------|---------------|-------|-----------|-------------|------------------|---------------------|------------|----------------|----------------------------|-------------|------|
| Mov ID                       | Turn | Mov Class | Demand Flows |       | Arrival Flows |       | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue | Prop. Qued | Eff. Stop Rate | Number of Cycles to Depart | Aver. Speed |      |
|                              |      |           | [ Total HV ] |       | [ Total HV ]  |       |           |             |                  | [ Veh. veh          | Dist ] m   |                |                            | km/h        |      |
|                              |      |           | veh/h        | %     | veh/h         | %     | v/c       | sec         |                  |                     |            |                |                            |             |      |
| South: Pound Rd              |      |           |              |       |               |       |           |             |                  |                     |            |                |                            |             |      |
| 1                            | L2   | All MCs   | 4            | 0.0   | 4             | 0.0   | 0.202     | 5.6         | LOS A            | 0.0                 | 0.0        | 0.00           | 0.01                       | 0.00        | 57.3 |
| 2                            | T1   | All MCs   | 336          | 22.0  | 336           | 22.0  | 0.202     | 0.1         | LOS A            | 0.0                 | 0.0        | 0.00           | 0.01                       | 0.00        | 59.8 |
| 3                            | R2   | All MCs   | 233          | 4.0   | 233           | 4.0   | 0.459     | 15.3        | LOS C            | 1.1                 | 7.6        | 0.75           | 1.00                       | 1.10        | 46.3 |
| Approach                     |      |           | 573          | 14.5  | 573           | 14.5  | 0.459     | 6.3         | NA               | 1.1                 | 7.6        | 0.31           | 0.41                       | 0.45        | 53.4 |
| East: Ryans Rd               |      |           |              |       |               |       |           |             |                  |                     |            |                |                            |             |      |
| 4                            | L2   | All MCs   | 8            | 13.0  | 8             | 13.0  | 0.125     | 13.2        | LOS B            | 0.1                 | 0.9        | 0.86           | 1.00                       | 0.86        | 35.2 |
| 5                            | T1   | All MCs   | 1            | 0.0   | 1             | 0.0   | 0.125     | 40.4        | LOS E            | 0.1                 | 0.9        | 0.86           | 1.00                       | 0.86        | 35.4 |
| 6                            | R2   | All MCs   | 3            | 33.0  | 3             | 33.0  | 0.125     | 119.4       | LOS F            | 0.1                 | 0.9        | 0.86           | 1.00                       | 0.86        | 34.8 |
| Approach                     |      |           | 13           | 16.9  | 13            | 16.9  | 0.125     | 42.0        | LOS E            | 0.1                 | 0.9        | 0.86           | 1.00                       | 0.86        | 35.1 |
| North: Pound Rd              |      |           |              |       |               |       |           |             |                  |                     |            |                |                            |             |      |
| 7                            | L2   | All MCs   | 7            | 29.0  | 7             | 29.0  | 0.366     | 7.9         | LOS A            | 0.2                 | 1.2        | 0.07           | 0.09                       | 0.07        | 55.5 |
| 8                            | T1   | All MCs   | 594          | 16.0  | 594           | 16.0  | 0.366     | 0.2         | LOS A            | 0.2                 | 1.2        | 0.07           | 0.09                       | 0.07        | 59.4 |
| 9                            | R2   | All MCs   | 31           | 17.0  | 31            | 17.0  | 0.366     | 8.0         | LOS A            | 0.2                 | 1.2        | 0.07           | 0.09                       | 0.07        | 56.1 |
| Approach                     |      |           | 632          | 16.2  | 632           | 16.2  | 0.366     | 0.7         | NA               | 0.2                 | 1.2        | 0.07           | 0.09                       | 0.07        | 59.1 |
| West: Ryans Rd               |      |           |              |       |               |       |           |             |                  |                     |            |                |                            |             |      |
| 10                           | L2   | All MCs   | 1            | 100.0 | 1             | 100.0 | 0.071     | 16.3        | LOS C            | 0.1                 | 0.7        | 0.88           | 1.00                       | 0.88        | 34.7 |
| 11                           | T1   | All MCs   | 6            | 0.0   | 6             | 0.0   | 0.071     | 40.0        | LOS E            | 0.1                 | 0.7        | 0.88           | 1.00                       | 0.88        | 36.6 |
| 12                           | R2   | All MCs   | 1            | 0.0   | 1             | 0.0   | 0.071     | 50.9        | LOS F            | 0.1                 | 0.7        | 0.88           | 1.00                       | 0.88        | 36.5 |
| Approach                     |      |           | 8            | 12.5  | 8             | 12.5  | 0.071     | 38.4        | LOS E            | 0.1                 | 0.7        | 0.88           | 1.00                       | 0.88        | 36.3 |
| All Vehicles                 |      |           | 1225         | 15.4  | 1225          | 15.4  | 0.459     | 4.0         | NA               | 1.1                 | 7.6        | 0.19           | 0.26                       | 0.26        | 55.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY


 **Site: [1 (2)] Pound Ryans - 2025 PM Calibrated (Folder1)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|---------------------|----------|------------|-------------------|----------------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |          | Prop. Qued | Eff. Stop of Rate | Number of Cycles to Depart | Aver. Speed |
|                              |      |           | [ Total HV ] |      | [ Total HV ]  |      |           |             |                  | [ Veh. veh          | Dist ] m |            |                   |                            | km/h        |
|                              |      |           | veh/h        | %    | veh/h         | %    | v/c       | sec         |                  |                     |          |            |                   |                            |             |
| South: Pound Rd              |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 1                            | L2   | All MCs   | 4            | 0.0  | 4             | 0.0  | 0.407     | 5.7         | LOS A            | 0.0                 | 0.0      | 0.00       | 0.00              | 0.00                       | 57.2        |
| 2                            | T1   | All MCs   | 743          | 7.0  | 743           | 7.0  | 0.407     | 0.2         | LOS A            | 0.0                 | 0.0      | 0.00       | 0.00              | 0.00                       | 59.7        |
| 3                            | R2   | All MCs   | 174          | 4.0  | 174           | 4.0  | 0.385     | 15.7        | LOS C            | 0.8                 | 5.5      | 0.76       | 0.97              | 1.01                       | 46.1        |
| Approach                     |      |           | 921          | 6.4  | 921           | 6.4  | 0.407     | 3.1         | NA               | 0.8                 | 5.5      | 0.14       | 0.19              | 0.19                       | 56.5        |
| East: Ryans Rd               |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 4                            | L2   | All MCs   | 9            | 11.0 | 9             | 11.0 | 0.050     | 13.4        | LOS B            | 0.1                 | 0.4      | 0.78       | 0.98              | 0.78                       | 42.7        |
| 5                            | T1   | All MCs   | 0            | 0.0  | 0             | 0.0  | 0.050     | 77.5        | LOS F            | 0.1                 | 0.4      | 0.78       | 0.98              | 0.78                       | 43.0        |
| 6                            | R2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.050     | 108.7       | LOS F            | 0.1                 | 0.4      | 0.78       | 0.98              | 0.78                       | 42.9        |
| Approach                     |      |           | 11           | 9.8  | 11            | 9.8  | 0.050     | 23.5        | LOS C            | 0.1                 | 0.4      | 0.78       | 0.98              | 0.78                       | 42.7        |
| North: Pound Rd              |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 7                            | L2   | All MCs   | 22           | 25.0 | 22            | 25.0 | 0.363     | 5.9         | LOS A            | 0.0                 | 0.1      | 0.00       | 0.02              | 0.00                       | 56.1        |
| 8                            | T1   | All MCs   | 659          | 6.0  | 659           | 6.0  | 0.363     | 0.0         | LOS A            | 0.0                 | 0.1      | 0.00       | 0.02              | 0.00                       | 59.8        |
| 9                            | R2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.363     | 6.6         | LOS A            | 0.0                 | 0.1      | 0.00       | 0.02              | 0.00                       | 57.4        |
| Approach                     |      |           | 682          | 6.6  | 682           | 6.6  | 0.363     | 0.2         | NA               | 0.0                 | 0.1      | 0.00       | 0.02              | 0.00                       | 59.7        |
| West: Ryans Rd               |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 10                           | L2   | All MCs   | 6            | 0.0  | 6             | 0.0  | 0.218     | 16.9        | LOS C            | 0.3                 | 1.8      | 0.94       | 1.01              | 1.00                       | 29.9        |
| 11                           | T1   | All MCs   | 7            | 0.0  | 7             | 0.0  | 0.218     | 83.6        | LOS F            | 0.3                 | 1.8      | 0.94       | 1.01              | 1.00                       | 29.9        |
| 12                           | R2   | All MCs   | 2            | 0.0  | 2             | 0.0  | 0.218     | 110.8       | LOS F            | 0.3                 | 1.8      | 0.94       | 1.01              | 1.00                       | 29.9        |
| Approach                     |      |           | 16           | 0.0  | 16            | 0.0  | 0.218     | 60.5        | LOS F            | 0.3                 | 1.8      | 0.94       | 1.01              | 1.00                       | 29.9        |
| All Vehicles                 |      |           | 1630         | 6.4  | 1630          | 6.4  | 0.407     | 2.6         | NA               | 0.8                 | 5.5      | 0.10       | 0.13              | 0.12                       | 57.2        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY


 **Site: [1 (3)] Pound Ryans - 2038 AM with Dev (Folder1)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
|------------------------------|------|-----------|--------------|------|---------------|------|-----------|-------------|------------------|---------------------|----------|------------|-------------------|----------------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |      | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue |          | Prop. Qued | Eff. Stop of Rate | Number of Cycles to Depart | Aver. Speed |
|                              |      |           | [ Total HV ] |      | [ Total HV ]  |      |           |             |                  | [ Veh. veh          | Dist ] m |            |                   |                            | km/h        |
| South: Pound Rd              |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 1                            | L2   | All MCs   | 1            | 33.0 | 1             | 33.0 | 0.192     | 6.9         | LOS A            | 0.4                 | 3.6      | 0.48       | 0.20              | 0.48                       | 54.0        |
| 2                            | T1   | All MCs   | 220          | 28.0 | 220           | 28.0 | 0.192     | 1.0         | LOS A            | 0.4                 | 3.6      | 0.48       | 0.20              | 0.48                       | 57.8        |
| 3                            | R2   | All MCs   | 783          | 3.0  | 783           | 3.0  | 0.861     | 19.0        | LOS C            | 8.1                 | 58.5     | 0.92       | 1.40              | 2.29                       | 44.2        |
| Approach                     |      |           | 1004         | 8.5  | 1004          | 8.5  | 0.861     | 15.1        | NA               | 8.1                 | 58.5     | 0.83       | 1.13              | 1.89                       | 46.6        |
| East: Ryans Rd               |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 4                            | L2   | All MCs   | 253          | 13.0 | 253           | 13.0 | 0.540     | 12.6        | LOS B            | 1.2                 | 9.1      | 0.72       | 0.97              | 1.05                       | 46.9        |
| 5                            | T1   | All MCs   | 1            | 25.0 | 1             | 25.0 | 0.540     | 212.8       | LOS F            | 1.2                 | 9.1      | 0.72       | 0.97              | 1.05                       | 46.5        |
| 6                            | R2   | All MCs   | 3            | 16.0 | 3             | 16.0 | 0.540     | 192.6       | LOS F            | 1.2                 | 9.1      | 0.72       | 0.97              | 1.05                       | 46.7        |
| Approach                     |      |           | 257          | 13.1 | 257           | 13.1 | 0.540     | 15.7        | LOS C            | 1.2                 | 9.1      | 0.72       | 0.97              | 1.05                       | 46.9        |
| North: Pound Rd              |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 7                            | L2   | All MCs   | 17           | 4.0  | 17            | 4.0  | 0.167     | 5.6         | LOS A            | 0.0                 | 0.0      | 0.00       | 0.04              | 0.00                       | 56.9        |
| 8                            | T1   | All MCs   | 278          | 17.0 | 278           | 17.0 | 0.167     | 0.0         | LOS A            | 0.0                 | 0.0      | 0.00       | 0.04              | 0.00                       | 59.6        |
| 9                            | R2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.167     | 5.7         | LOS A            | 0.0                 | 0.0      | 0.00       | 0.04              | 0.00                       | 57.2        |
| Approach                     |      |           | 296          | 16.2 | 296           | 16.2 | 0.167     | 0.3         | NA               | 0.0                 | 0.0      | 0.00       | 0.04              | 0.00                       | 59.4        |
| West: Ryans Rd               |      |           |              |      |               |      |           |             |                  |                     |          |            |                   |                            |             |
| 10                           | L2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.097     | 9.0         | LOS A            | 0.1                 | 0.7      | 0.96       | 0.96              | 0.96                       | 21.6        |
| 11                           | T1   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.097     | 77.7        | LOS F            | 0.1                 | 0.7      | 0.96       | 0.96              | 0.96                       | 21.6        |
| 12                           | R2   | All MCs   | 1            | 0.0  | 1             | 0.0  | 0.097     | 236.1       | LOS F            | 0.1                 | 0.7      | 0.96       | 0.96              | 0.96                       | 21.6        |
| Approach                     |      |           | 3            | 0.0  | 3             | 0.0  | 0.097     | 107.6       | LOS F            | 0.1                 | 0.7      | 0.96       | 0.96              | 0.96                       | 21.6        |
| All Vehicles                 |      |           | 1560         | 10.7 | 1560          | 10.7 | 0.861     | 12.6        | NA               | 8.1                 | 58.5     | 0.65       | 0.90              | 1.39                       | 48.6        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

 **Site: [1 (4)] Pound Ryans - 2038 PM with Dev (Folder1)**  
Output produced by SIDRA INTERSECTION Version: 10.0.6.236

New Site  
Site Category: (None)  
Stop (Two-Way)  
Site Scenario: 1 | Local Volumes

| Vehicle Movement Performance |      |           |              |              |               |      |           |             |                  |                     |            |                   |                            |             |
|------------------------------|------|-----------|--------------|--------------|---------------|------|-----------|-------------|------------------|---------------------|------------|-------------------|----------------------------|-------------|
| Mov ID                       | Turn | Mov Class | Demand Flows |              | Arrival Flows |      | Deg. Satn | Aver. Delay | Level of Service | Aver. Back Of Queue | Prop. Qued | Eff. Stop of Rate | Number of Cycles to Depart | Aver. Speed |
|                              |      |           | [ Total HV ] | [ Total HV ] |               |      |           |             |                  | [ Veh. Dist ]       |            |                   |                            |             |
|                              |      |           | veh/h        | %            | veh/h         | %    | v/c       | sec         |                  | veh                 | m          |                   |                            | km/h        |
| South: Pound Rd              |      |           |              |              |               |      |           |             |                  |                     |            |                   |                            |             |
| 1                            | L2   | All MCs   | 1            | 23.0         | 1             | 23.0 | 0.308     | 5.9         | LOS A            | 0.0                 | 0.0        | 0.00              | 0.00                       | 56.2        |
| 2                            | T1   | All MCs   | 555          | 10.0         | 555           | 10.0 | 0.308     | 0.1         | LOS A            | 0.0                 | 0.0        | 0.00              | 0.00                       | 59.8        |
| 3                            | R2   | All MCs   | 359          | 6.0          | 359           | 6.0  | 0.389     | 8.6         | LOS A            | 1.0                 | 7.4        | 0.56              | 0.71                       | 50.5        |
| Approach                     |      |           | 915          | 8.4          | 915           | 8.4  | 0.389     | 3.5         | NA               | 1.0                 | 7.4        | 0.22              | 0.28                       | 55.8        |
| East: Ryans Rd               |      |           |              |              |               |      |           |             |                  |                     |            |                   |                            |             |
| 4                            | L2   | All MCs   | 515          | 4.0          | 515           | 4.0  | 0.545     | 11.6        | LOS B            | 1.9                 | 13.8       | 0.59              | 0.96                       | 49.0        |
| 5                            | T1   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.545     | 64.0        | LOS F            | 1.9                 | 13.8       | 0.59              | 0.96                       | 49.1        |
| 6                            | R2   | All MCs   | 3            | 8.0          | 3             | 8.0  | 0.545     | 107.7       | LOS F            | 1.9                 | 13.8       | 0.59              | 0.96                       | 48.7        |
| Approach                     |      |           | 519          | 4.0          | 519           | 4.0  | 0.545     | 12.3        | LOS B            | 1.9                 | 13.8       | 0.59              | 0.96                       | 49.0        |
| North: Pound Rd              |      |           |              |              |               |      |           |             |                  |                     |            |                   |                            |             |
| 7                            | L2   | All MCs   | 14           | 9.0          | 14            | 9.0  | 0.154     | 6.0         | LOS A            | 0.0                 | 0.1        | 0.01              | 0.04                       | 56.8        |
| 8                            | T1   | All MCs   | 263          | 12.0         | 263           | 12.0 | 0.154     | 0.0         | LOS A            | 0.0                 | 0.1        | 0.01              | 0.04                       | 59.7        |
| 9                            | R2   | All MCs   | 1            | 50.0         | 1             | 50.0 | 0.154     | 8.7         | LOS A            | 0.0                 | 0.1        | 0.01              | 0.04                       | 54.9        |
| Approach                     |      |           | 278          | 12.0         | 278           | 12.0 | 0.154     | 0.3         | NA               | 0.0                 | 0.1        | 0.01              | 0.04                       | 59.5        |
| West: Ryans Rd               |      |           |              |              |               |      |           |             |                  |                     |            |                   |                            |             |
| 10                           | L2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.048     | 11.0        | LOS B            | 0.1                 | 0.4        | 0.92              | 1.00                       | 30.4        |
| 11                           | T1   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.048     | 37.1        | LOS E            | 0.1                 | 0.4        | 0.92              | 1.00                       | 30.4        |
| 12                           | R2   | All MCs   | 1            | 0.0          | 1             | 0.0  | 0.048     | 127.9       | LOS F            | 0.1                 | 0.4        | 0.92              | 1.00                       | 30.3        |
| Approach                     |      |           | 3            | 0.0          | 3             | 0.0  | 0.048     | 58.7        | LOS F            | 0.1                 | 0.4        | 0.92              | 1.00                       | 30.4        |
| All Vehicles                 |      |           | 1715         | 7.7          | 1715          | 7.7  | 0.545     | 5.7         | NA               | 1.9                 | 13.8       | 0.30              | 0.45                       | 54.0        |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).  
Vehicle movement LOS values are based on average delay per movement.  
Minor Road Approach LOS values are based on average delay for all vehicle movements.  
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).  
Two-Way Sign Control Capacity Model: SIDRA Standard.  
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).  
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.  
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).  
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.  
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.



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## **Attachment 4: Registration of Interest - SH1 Hornby Access and Development**

## Registration of Interest – Professional Services

### Strategic Transport Plans (multiple opportunities)

13255 – SH1 Hornby Access and Development

13256 – Wellington State Highway Strategic Plan

13257 – Tauranga Strategic Networks Plan

13258 – Hamilton to Tauranga Strategic Corridor Plan

ROI released: 24/10/2025

Deadline for Questions: 12.00pm 03/11/2025

Deadline for Registrations: 4.00pm 07/11/2025

## About the New Zealand Transport Agency Waka Kotahi

A great journey is easy, safe and connected. The New Zealand Transport Agency Waka Kotahi (**NZTA**) is focused on providing one integrated land transport system that helps people get the most out of life and supports business.

We look after the national transport system with our partners, today and for the future. We're innovating to make sure the system is efficient and sustainable, unlocking opportunity and keeping Aotearoa New Zealand moving.

We're working to deliver our customer promise – great journeys to keep Aotearoa New Zealand moving.

Impartiality and transparency are important to us. If Tenderers have any probity concern with regard to this procurement activity the Probity Auditor should be contacted. The Probity Auditor is not a member of the Tender Evaluation Team.

For any probity queries contact the NZTA Probity Auditor:

Shaun McHale  
Managing Director  
Wellington Office  
187 Featherston Street  
Level 1  
PO Box 25103  
Wellington 6146



## What we need

NZTA is seeking to appoint professional services suppliers across four contract opportunities to develop each, from inception to final approval of the plan by NZTA, one of the Strategic Transport Plans listed below

- SH1 Hornby Access and Development
- Wellington State Highway Strategic Plan
- Tauranga Strategic Networks Plan
- Hamilton to Tauranga Corridor Plan

| Contract opportunity                           | Description  |
|--|--|
| <b>SH1 Hornby Access and Development</b>       | A plan guiding how the transport system – especially State Highway 1 – in and around the Hornby area in southwest Christchurch should change in the short, medium and long term.   |
| <b>Wellington State Highway Strategic Plan</b> | A plan guiding how state highways in the Greater Wellington region need to evolve over the next 30 years to meet current and future network needs.   |
| <b>Tauranga Strategic Networks Plan</b>        | A plan guiding how Tauranga's strategic transport networks (state highways including around and across the harbour, rail etc) need to evolve collectively over time to meet changing needs and support the region's success. |
| <b>Hamilton to Tauranga Corridor Plan</b>      | A plan guiding how potential improvements to road and rail networks between Hamilton and Tauranga in the future.   |

Strategic Transport Planning represents a critical function within NZTA's planning and investment framework, providing a robust, stable long-term direction about how transport challenges should be addressed over time, and identifies/refines activities to inform subsequent prioritisation and project development processes.

The programme encompasses diverse planning challenges ranging from urban corridor optimisation to cross-regional network integration, requiring comprehensive transport planning expertise that spans multiple disciplines including traffic engineering, transport modelling, economic assessment, land-use integration, and stakeholder engagement.

Suppliers will need to provide strong technical skills in transport planning and modelling, data analysis, and strategic thinking. Project management capability and storytelling ability are needed to ensure that a clear and effective plan is delivered within the project time and cost constraints. A degree of local knowledge and having staff on the ground in each location is also required.

## What's important to us

NZTA is looking for a Tenderer who will promote:

- (a) NZTA's statutory objectives under the *Land Transport Management Act 2003*.
- (b) The objectives and targets of the *Government Policy Statement*.
- (c) NZTA's *Statement of Intent*.
- (d) NZTA's vision and organisational values, including ensuring consistency with the *NZTA Investment Proposal*, Te Ara Kotahi our Māori Strategy and Broader Outcomes Strategy.
- (e) NZTA's privacy guide for suppliers and service providers;
- (f) Specific to this contract NZTA is also seeking a team that can demonstrate:
  - a. Previous experience in delivering strategic transport planning work and/or strategic project development work in the relevant locations
  - b. Ability to work in a high speed and agile environment, with willingness to embrace and embed NZTA's Decision-led Approach in all aspects of project decision making and work alongside the NTZA Project team and other suppliers with a 'one project team' approach.
  - c. Ability to enable client-led decision-making, with a clear framework that supports informed, inclusive decisions
  - d. Ability to adapt, recognising this approach represents a shift from traditional delivery, and demonstrating readiness to evolve with new processes and expectations.
  - e. Ability to be proactive and decisive, and deliver at pace with confidence, with a sprint-based approach, giving assurance that milestone will be met without compromising on quality or compliance and ensure a no-surprise approach

## SECTION 1: KEY INFORMATION

### 1.1 Context

- (a) This Registration of Interest (**ROI**) is an invitation to suitably qualified suppliers to register their interest and be shortlisted for one or more of the four Strategic Transport Plans (STP) contract opportunities listed below:
- SH1 Hornby Access and Development
  - Wellington State Highway Strategic Plan
  - Tauranga Strategic Networks Plan
  - Hamilton to Tauranga Corridor Plan
- (b) This ROI, and short listing is the first stage in a two-stage procurement process. Following evaluation of the ROI submissions, up to three Tenderers will be shortlisted for each contract opportunity and will be invited to submit a Proposal in response to a Request for Tender (RFT) for the given contract opportunity (second stage procurement process).
- (c) More detailed and specific attribute information will be required from tenderers for the purpose of the second stage of the procurement process.
- (d) Each contract opportunity will be subject to a separate RFT, but consistent evaluation criteria will be applied across all RFTs.
- (e) Tenderers can be shortlisted for more than one ROI process.
- (f) The *NZTA Procurement Manual* and the *NZTA Contract Procedures Manual* (SM021) apply to this procurement process.
- (g) Words and phrases that have a special meaning are shown by the use of capitals. Definitions are at the end of Section 4 of this ROI.

### 1.2 Our timeline

- (a) Here is our timeline for this ROI:

| Step in RFT process:   | Date:  |
|--|--|
| ROI issue  | 24/10/2025   |
| Group Inception Meeting  | 29/10/2025   |
| Deadline for Questions:  | 03/11/2025   |
| Deadline for us to answer questions:   | 05/11/2025   |
| Deadline for ROI submissions   | 4.00pm, 07/11/2025   |
| Target date for naming of shortlisted Tenderer for each contract opportunity | 14/11/2025   |
| Issue of RFT for SH1 Hornby Access and Development                           | 17/11/2025   |
| Issue of RFT for the other contract opportunities                            | Date for each of the other three RFTs will be advised with the notification of the shortlisting Tenderers – RFTs may be issued at the same time as |

- (b) All dates and times are dates and times in New Zealand.
- (c) A Group Inception Meeting will be held online with Tenderers on the date shown on the timeline above. Tenderers will not be limited on number of persons attending this Group Inception Meeting. NZTA will provide a briefing on the four Strategic Transport Plans activities and discuss the content of this ROI and the overall procurement process. This will also include a Question and Answers session.

### 1.3 How to contact us

- (a) All enquiries must be directed to our Point of Contact (or to our Probity Auditor for any probity concerns) and must be in writing. All enquiries must be clearly labelled with the Contract Number. We will manage all external communications through this Point of Contact.
- (b) **Our Point of Contact**  
  
**Name:** Claudia Smith  
  
**Title/role:** Procurement Coordinator  
  
**Email address:** [Tender@nzta.govt.nz](mailto:Tender@nzta.govt.nz)
- (c) NZTA will endeavour to respond to requests in a timely manner, but not later than the deadline for NZTA to answer questions as set out in Section 1.
- (d) When Tenderers receive this ROI, they shall notify the Point of Contact of the name and contact details of the person within their own organisation with whom NZTA will direct all communications during the ROI period (the Tenderer's Point of Contact).

### 1.4 Developing and submitting your ROI submission

- (a) This is an open, competitive tender process. The ROI sets out the step-by-step process and conditions that apply.
- (b) Take time to read and understand the ROI. In particular:
  - (i) develop a strong understanding of our Requirements detailed in Section 2 of this ROI.
  - (ii) in structuring your ROI Submission consider how it will be evaluated. Section 3 of this ROI describes our Evaluation Approach.
- (c) If anything is unclear or you have a question, ask us to explain. Please do so before the Deadline for Questions. Email our Point of Contact.
- (d) You must also complete and sign the Declaration Form and provide that as part of your ROI submission.
- (e) Suppliers may apply for more than one of the opportunities associated with this ROI.
- (f) One ROI submission is required for each contract opportunity Tenderers want to register their interest for and shall be submitted in separate electronic files in PDF format. Each file should be clearly named to identify which of the opportunities the response relates to:  
  
"Contract No **insert** – ROI response"; and
- (g) The following information shall be submitted in each file

| Description of documents   | Page limit (A4 unless stated otherwise)                         |
|--|---|
| Covering letter (which will not be considered as part of the evaluation) | 1   |
| Title page   | 1   |
| Index or contents page   | 1   |
| ROI submission   | 3 (may be double sided, each side shall be counted as one side) |
| CVs (for each key personnel in the Tender)                               | 2 (may be double sided)   |

- (h) ROI response shall be concise and shall not exceed the above stated page limit (including tables and charts). A3 pages that are included where A4 pages are specified will be counted as two A4 pages. Should the allowable number of pages be exceeded, the information on the excess pages, i.e., any pages following after the prescribed number of pages, will not be included in the assessment of the Tender.
- (i) The submission typeface shall be no smaller than Times New Roman 12 point or equivalent unless otherwise stated above, with full line spacing unless otherwise specified. The font type applies to all tables and graphics used throughout the Tender.
- (j) To some extent, the ROI submission itself will be taken, by the Tender Evaluation Team, to be an example of the standard of report/document one could expect of that Tenderer. It demonstrates an ability to provide a clearly laid out, concise, accurate, professional and effective document which meets set requirements.

## 1.5 Address for submitting your Tender electronically

- (a) ROI submission must be submitted by electronically via GETS. The GETS file upload limit is 50MB. Tenderers should refer to the GETS website for instructions on uploading their Tender.
- (b) ROI submissions sent by post or fax, or hard copy delivered to our office, will not be accepted.

## 1.6 Our ROI Process and ROI Terms

- (a) The ROI is subject to the ROI process set out in the NZTA Contract Procedures Manual (SM021).
- (b) The ROI is subject to the ROI Terms described in Section 5 of this ROI.

## 1.7 Later changes to the ROI or ROI process

- (a) If, after publishing the ROI, we need to change anything about the ROI, or ROI process, or want to provide suppliers with additional information we will let all suppliers know by placing a notice on the GETS website at [www.gets.govt.nz](http://www.gets.govt.nz).
- (b) If you downloaded the ROI from GETS you will automatically be sent notifications of any changes through GETS by email.

## SECTION 2: OUR REQUIREMENTS

Each project included in this ROI is a piece of strategic planning work that will guide how each network should develop over time.

Each project will apply a new approach to Strategic Transport Planning, using a 'decision-led' process in which the project team identified and provides necessary information to facilitate informed decision-making.

This work will identify a programme of initiatives but is not a standard Programme Business Case (PBC). The intent is to ensure a targeted approach to the strategic transport planning requirements. Each consultant will be expected to work closely with the NZTA client team to develop their Strategic transport Plan, rather than using a standard PBC approach.

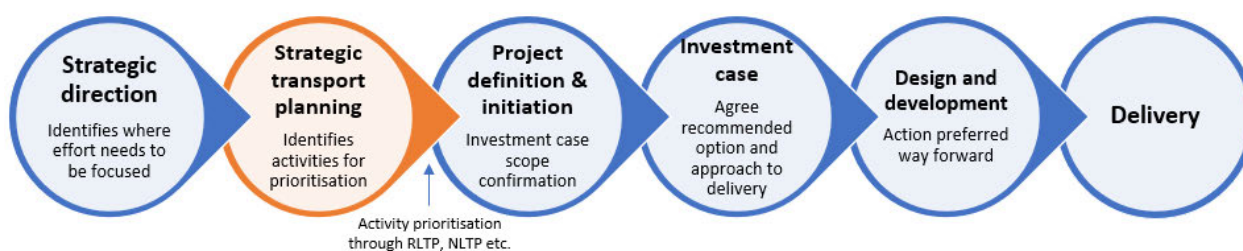


Figure 1 Strategic Planning in wider NZTA planning and investment process.

Strategic transport planning connects high-level direction from national, regional and local documents, which set outcomes and priorities for the transport system, with detailed 'project development' work that identifies the preferred solution to be progressed for implementation.

### 2.1 Background

Background information about key challenges and high-level scoping for each strategic plan is set out below.

#### SH1 Hornby Access and Development

Christchurch's SH1 Western Corridor is a nationally significant transport corridor providing critical access to major economic functions including Christchurch International Airport, major freight and logistics hubs, and significant commercial centres. The high travel demands for freight, traffic and public transport leads to significant transport issues and challenges within Hornby and along the wider state highway and local road network. Hornby was identified in the Greater Christchurch Spatial Plan as a Priority Development Area to focus strategic growth and investment.

Hornby requires a clear plan to guide how changes to the transport system, particularly for SH1, should be made over time. These changes need to address urgent safety and severance issues. They also need to resolve complex conflicts between through-movement and urban development and enable wider transport system improvements (e.g. public transport improvements including planned mass rapid transit).

In addition, Hornby is strategically positioned near the Christchurch International Airport, is a major employment area, and is the gateway to the Selwyn District. There are existing industrial and commercial establishments located in the surrounding area that forms a major distribution hub for the South Island. With the recent rapid growth in the Greater Christchurch area, travel demands will increase and congestion and safety implications in this area will exacerbate.

It is expected that the Hornby Access and Development Strategic Transport Plan will provide a system response of why and how the state highway network needs to change, with sufficient evidence and justifications as to what needs changing so that further project development work can be undertaken with confidence through future investment case processes.

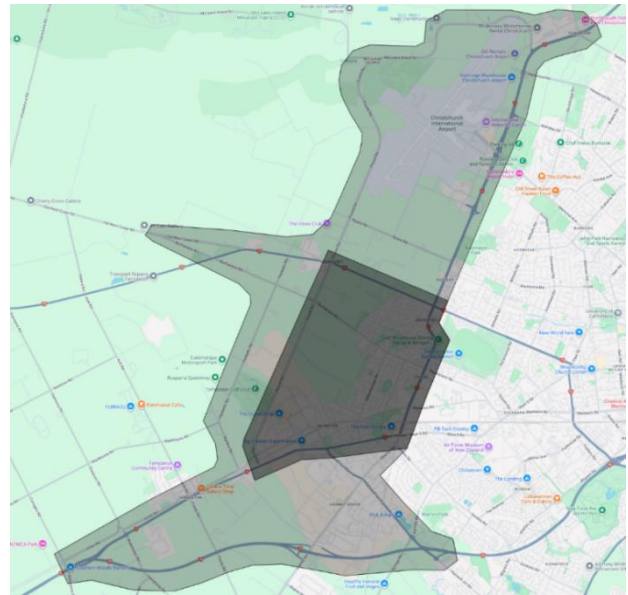
## Geographical Scope

The study area is illustrated in diagram. It is anticipated that a higher focus of urban access issues will be required at the Hornby retail and community centre areas, denoted with a darker shade.

The rest of the study area will investigate the operation of the State Highway and local road network with particular focus on SH1 extending to Sawyers Arms roundabout and SH73.

## Interdependencies

Christchurch City Council is working on a Local Area Plan for the southwest sector. Some level of collaboration will be required on topics such as population forecast, public transport planning and to undertake a joint resident and stakeholders' engagement. NZTA is responsible for the collaboration effort with an expectation that successful supplier will provide materials to support.



## Wellington State Highway Strategic Plan (WSHSP)

The Wellington region's state highway network plays a critical role in New Zealand's land transport system, serving as the key gateway for people and freight movement across the lower North Island and to the South Island. Wellington's compact urban form, diverse topography, and concentration of employment and government activity place unique demands on the transport network that is currently under pressure.

The Wellington region needs a single, integrated, long-term plan that sets direction, alignment and priorities for the its state highway network, guiding how it will need to evolve to meet future challenges and deliver on agreed outcomes. Existing planning work is approaching ten years old and does not reflect significant changes that have occurred including changing trip patterns following COVID and major investment in the network.

The plan needs to consider options to optimise and make more effective use of current state highway infrastructure and operations, and how to maximise the potential benefits of future investments. It will also need to integrate with work underway to plan and develop several major projects in the area (e.g. the Roads of National Significance). The work is required to inform future planning, investment prioritisation and project development processes.

### Key issues to be addressed by the WSHSP

#### 1. Insufficient strategic direction about the role the State Highway network needs to play within Wellington's wider transport system over time.

Build a clear view of the role and function of different State Highway corridors (now and in the future), and how the State Highway network operates alongside other networks and modes (including commuter rail) to support an efficient and effective land transport system.

#### 2. Clarity regarding the current challenges (and opportunities) on the State Highway network, and how these are expected to change over the coming decades.

Quantify the scale of the gap between current network performance and what is required for the State Highway network to fulfil its roles and functions within the wider land transport system. As a starting point deficiency maps in Arataki (which combine level of service data relating to resilience, journey reliability and safety) indicate that critical portions of Wellington State Highway networks currently experience Very High or High deficiency levels.

#### 3. Clarity on what interventions are required over time to best address challenges facing the State Highway network, so it can efficiently and effectively perform its required functions over the short, medium and long-term.

An integrated approach is needed to guide where, when and how a variety of different interventions are made to Wellington's State highway network in the future. The outcomes and potential benefits will be clearly defined and measurements set in the WSHSP.

The WSHSP will need to have an outlook of 30 years and inform the sequencing of activities in the three decades towards the 30-year timeframe. As a strategic plan, interventions will generally be identified at a fairly 'high altitude' to be subsequently refined through project development and design. For activities that are expected to be required in the first decade the WSHSP will need to provide a level of detail, evidence and justification that is sufficient to enable them to progress to prioritisation processes (i.e. RLTP, investment case).

## Geographic Area

The geographic extent for the WSHSP is shown in the following map and indicates:

### WSHSP area

The State Highway Network in the Wellington Region.

### Wider context

Urban areas, key destinations, networks and connections to the north that influence traffic volumes and patterns in the Wellington region.

Includes the connections north to the growing logistics and distribution hub in Palmerston North, and to the Hawkes Bay and the upper North Island. In terms of key transport corridors the wider context would include:

- SH1 north to Sanson and Bulls (where SH1 and SH3 diverge)
- SH57/SH56 north to Palmerston North and including the SH3 connection to Sanson and to Woodville (and the connection on to the Hawkes Bay)
- SH2 north to Woodville (and the connection on to the Hawkes Bay)
- North Island Main Trunk Rail connection to Palmerston North and the upper North Island.



## Tauranga Strategic Networks Plan

The fast-growing Western Bay of Plenty subregion is a critical economic hub for the Upper North Island, especially in and around Tauranga. The subregion's transport network plays a vital role in enabling the efficient movement of people and freight, connecting the Port of Tauranga with key urban centres and employment areas across the region and beyond.

The western Bay of Plenty subregion's transport system has not kept up with growth. Many people do not have genuine travel choices, the roads are congested at critical points during peak times, and roading infrastructure is ageing and unsafe in places. Growth and transport planning to address these issues and provide sufficient transport and development capacity for growth is made more difficult by the sub-region's geography. As a result, the region relies on a limited number of key corridors, primarily State Highways, around and across the harbour with few cost-effective options to add significant network capacity within the urban area.

This plan will build on and fill gaps from previous work including the Urban Form and Transport Initiative (UFTI), the Transport System Plan (TSP), and plans and programmes relevant to the State Highway network.

The plan needs to set out a cohesive approach that guides where, when and how a variety of different interventions are made to Tauranga State Highway networks in the future. This will include integrating a series of recent business case decisions and building an understanding of how other key state highway corridors with

deficiencies will need to evolve to meet future challenges and deliver on agreed outcomes. The work is required to inform future planning, investment prioritisation and project development processes.

### Key issues to be addressed by the TSNP

1. **The current pipeline of interventions is insufficient to deliver positive outcomes to the wider transport system over time.**

Understanding the downstream and upstream impacts of proposed improvements is crucial, including potential shifts in travel demand and the interdependencies of network improvements. As well as highlighting what further improvements (including optimisation) are required to maximise the benefits of planned projects. Key uncertainties need resolution, such as the feasibility of a future PT Rail bridge at Matapihi and the role of SH29A.

2. **Clarity about what interventions are required over time to best address challenges facing the network, so it can efficiently and effectively perform its required functions over the short, medium and long-term.**

A cohesive approach is needed to guide where, when and how a variety of different interventions are made to the network in the future. Unless planned projects, optimisation programmes, operational guidance and potential new policies and technologies are integrated within a holistic plan, the potential benefits of these improvements will not be fully realised.

3. **Complex interactions between the state highway network and growth plans that need to be considered holistically.**

Tauranga's ongoing population and employment growth will continue to put increased pressure on the State Highway network. While significant planning work has been progressed to understand the transport needs, in other locations where significant growth is planned, there is less certainty about how best to support this growth while efficiently and effectively ensuring the ongoing functionality of the State highway network.

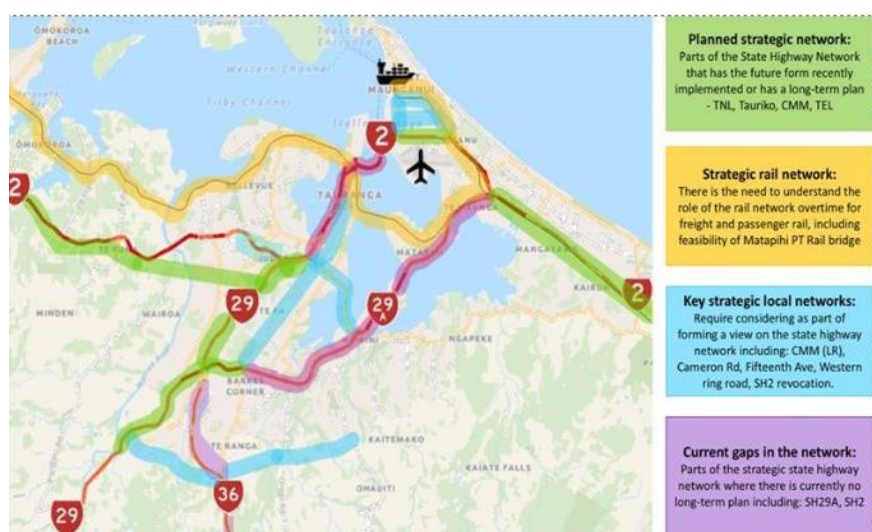
TSNP will need to have an outlook of 30 years and inform the sequencing of activities in the three decades towards the 30-year timeframe. As a strategic plan, interventions will generally be identified at a fairly 'high altitude' to be subsequently refined through project development and design. It is expected the TSNP will provide a level of detail, evidence and justification for potential future activities that are expected to be required in the first decade that is sufficient to enable them to progress to prioritisation processes.

### Geographic Area

The indicative geographic extent for the TSNP is shown in the following map.

The area focuses on the strategic State Highway network within the Tauranga urban area and where there are existing projects currently underway (e.g. RoNS). TSNP will also need to consider the role of the rail network and key strategic local roads that interface and/or are complementary to the strategic State Highway network.

#### Tauranga Strategic Urban Network Plan Scope



## Hamilton to Tauranga Strategic Corridor Plan (HTSCP)

The Hamilton–Tauranga corridor is one of New Zealand’s most strategically significant transport links, forming a critical connection within the Upper North Island between major population centres, freight hubs, and export gateways. It supports the efficient movement of people and goods between the Waikato and Bay of Plenty regions, linking the inland freight and logistics facilities, including Ruakura, with the Port of Tauranga. This transport network corridor is under pressure and experiencing a number of deficiencies in key areas. It is the final section of the corridor from Whangarei to Tauranga where there is not yet clarity about long-term form and function.

The plan will integrate with recent business case decisions (e.g. Cambridge to Piare and Tauriko) to create a cohesive approach that guides where, when and how a variety of different interventions are made in the Hamilton to Tauranga State Highway corridor area in the future.

The work is required to inform future planning, investment prioritisation and project development processes.

### Key issues to be addressed by the HTSCP

**1. Insufficient strategic direction about the role of the corridor within the Upper North Island wider transport system over time.**

There is currently a lack of clear strategic direction on the long-term role of the corridor within the wider Upper North Island transport system, making it essential to understand both the downstream and upstream impacts of proposed improvements, including shifts in travel demand and network interdependencies.

**2. A lack of clarity about what interventions are required over time to best address challenges facing the corridor, so it can efficiently and effectively perform its required functions short, medium and long-term.**

A cohesive approach is needed over time to ensure the corridor can efficiently and effectively perform its intended functions in the short, medium, and long term, highlighting the need for a cohesive approach to guide where, when, and how future investments and improvements are made.

**3. Complex interactions between the corridor and growth aspirations need to be considered holistically.**

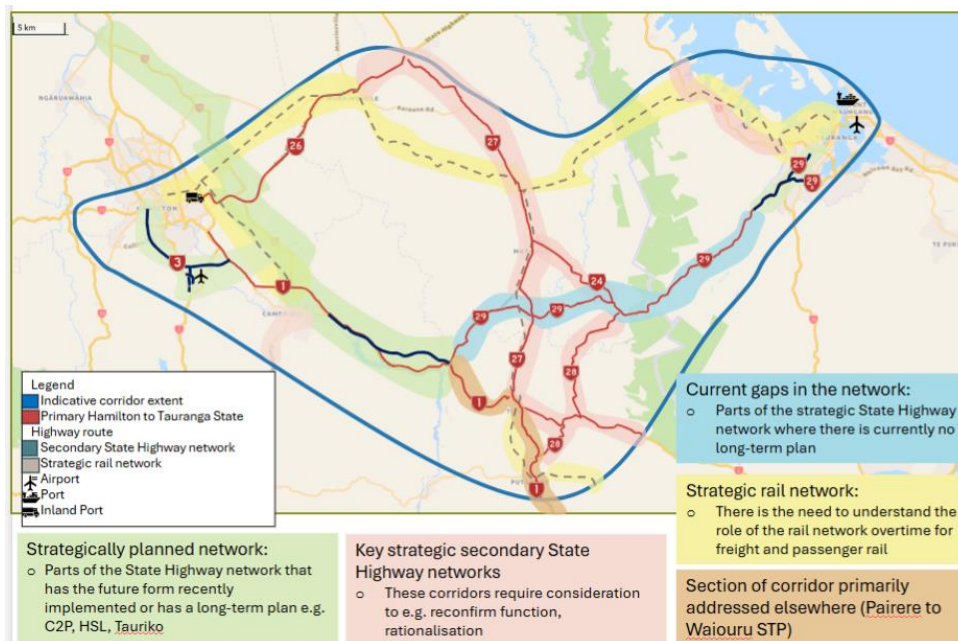
While significant planning work is being progressed to understand the aspirations and outcomes in the vicinity of the corridor overtime, there is less certainty about how to best support these opportunities while efficiently and effectively supporting ongoing functionality of the corridor.

HTSCP will need to have an outlook of 30 years and inform the sequencing of activities in the three decades towards the 30-year timeframe. As a strategic plan, interventions will generally be identified at a fairly ‘high altitude’ to be subsequently refined through project development and design. It is expected the HTSCP will provide a level of detail, evidence and justification for potential future activities that are expected to be required in the first decade that is sufficient to enable them to progress to prioritisation processes.

### Geographic Area

The geographic extent for the HTSCP is shown in the following map.

The project area focuses on the State Highways and Rail corridors connecting Hamilton and Tauranga centres, including existing projects that are currently underway (e.g. RONS, RORS).



## 2.2 Projects programme

Each project will need to work within a tight deadline, as a key milestone for each project will be to complete the Strategic Transport Plan work by mid-2026 to support the SHIP and RLTP deadlines for confirming activities to be included in the 2027/2030 NLTP.

## 2.3 Key outcomes

Each contract will guide decision-makers about how to efficiently and effectively address current and future challenges facing the transport system, through a structured approach. These are not 'Programme Business Cases' but need to be strongly evidence-based to identify high-quality future activities across a wide range of interventions, to inform decisions about managing, operating and improving performance of the transport network.

It will be critical for the three strategic plans to be well integrated with wider strategic transport planning in the relevant regions, and for the plans to consider how the network can and should help improve performance of the whole transport system.

## 2.4 What we require

Other than the key requirements outlined for each contract above, NZTA also require each contract to:

- Deliver a succinct plan, targeted to evidenced based issues and future opportunities, rather than a broad-brush strategic approach.
- Have an outlook of 30 years and inform the sequencing of activities in the three decades towards the 30-year timeframe.
- Include interventions at a fairly 'high quality altitude' to be subsequently refined through project development and design. Provide a level of detail, evidence and justification for potential future activities that are expected to be required in the first decade that is sufficient to enable them to progress to prioritisation processes.

Core skillset that will be required from the Consultant on each contract opportunity will include:

1. Expertise in system thinking: Providers should have the capability to understand and analyse the whole transport system recognising interdependencies between modes, networks, land use, and policy settings.

2. **Expertise in Transport Planning:** Providers should have a strong transport and urban planning background and experience developing and implementing strategic transport frameworks.
3. **Expertise in multi-modal systems:** Providers should have a strong understanding of how different transport modes interact including road and rail, and within urban environments, with the ability to design and evaluate integrated solutions.
4. **Strategic Thinking:** The team must possess strong analytical and strategic thinking abilities to develop long-term solutions aligning with the plan's overarching goals.
5. **Data Analysis and Modelling Skills:** Proficiency in data analysis, traffic modelling, and predictive analytics is crucial for understanding current performance and forecasting future demands and challenges.
6. **Project Management:** Strong project management skills are essential to ensure timely service delivery, stakeholder coordination, and budget and timeline adherence.
7. **Technical Knowledge:** Professional transportation engineering knowledge and familiarity with relevant technologies, including intelligent transport systems, real-time data collection methods, and sustainable transport solutions, can enhance the effectiveness of the plan.
8. **Regulatory Knowledge:** Understanding regional and national transportation regulations and policies is critical for ensuring compliance and alignment with broader initiatives.
9. **Communication Skills:** Clear and effective communication skills are necessary for presenting findings, recommendations, and updates to various stakeholders, including policymakers and the public.
10. **Innovation and Adaptability:** A commitment to innovation and the ability to adapt to changing circumstances and new technologies will be vital in addressing emerging challenges and opportunities in transport.

Each contract opportunity will require a consultant(s) that supports effective collaboration with the NZTA project teams and efficient delivery of these activities, and therefore some local presence/co-location will be required from suppliers. Local knowledge is not essential, but Tenderers will need to demonstrate how they will be able to hit the ground running on each contract opportunity to meet the tight timeframe.

## 2.5 Documents made available to Tenderers

The following additional documents will be made available electronically to the Tenderers for the ROI process. We take no responsibility for the accuracy or adequacy of the items.

| Document                                       | Link  |
|--|---|
| <b>HORNBY ACCESS AND URBAN DEVELOPMENT</b>     |   |
| Endorsed Point of Entry                        | Available on request.   |
| Greater Christchurch Spatial Plan              | <a href="https://www.greaterchristchurch.org.nz/urbangrowthprogramme/greater-christchurch-spatial-plan">https://www.greaterchristchurch.org.nz/urbangrowthprogramme/greater-christchurch-spatial-plan</a> |
| Greater Christchurch MRT IBC                   | <a href="https://www.greaterchristchurch.org.nz/urbangrowthprogramme/transport">https://www.greaterchristchurch.org.nz/urbangrowthprogramme/transport</a>   |
| <b>WELLINGTON STATE HIGHWAY STRATEGIC PLAN</b> |   |
| Endorsed Point of Entry                        | Available on request.   |

|   |   |
|---|---|
| Relevant investment cases, strategies and plans       | Available on request.                                     |
| <b>TAURANGA STRATEGIC NETWORK PLAN</b>                |   |
| Endorsed Point of Entry                               | Available on request.                                     |
| Relevant investment cases, strategies and plans       | Available on request.                                     |
| Urban Form and Transport Initiative (UFTI)            | <a href="#">UFTI</a>                                      |
| Transport System Plan (TSP)                           | <a href="#">Transport   SmartGrowth   Western BOP, NZ</a> |
| <b>HAMILTON TO TAURANGA STRATEGIC CORRIDOR PLAN</b>   |   |
| Endorsed Point of Entry                               | Available on request.                                     |
| Relevant investment cases, strategies and plans       | Available on request.                                     |
| Future Proof Strategy and Future Development Strategy | <a href="#">Home   Future Proof</a>                       |

## SECTION 3: OUR EVALUATION APPROACH

This section sets out the Evaluation Approach that will be used to assess Tenders.

### 3.1 Tender Evaluation Team

A Tender Evaluation Team (“**TET**”) has been nominated to evaluate ROI submission across all four submissions. Expert advisors may be requested to support and advise the TET during the evaluation. The TET for this ROI will be:

| Tender Evaluation Team   | Role                 |
|--|----------------------|
| Kira Matevie, Senior Procurement Specialist, NZTA                              | TET Lead (Qualified) |
| Cole O’Keefe, Lead Strategic Planner Bop/Waikato, and Programme Director, NZTA | TET Member           |
| Haroun Turay, Principal Transport Planner, NZTA                                | TET Member           |
| Sean Berry, Senior Procurement Specialist, NZTA                                | TET Support          |

Tenderers who believe there is a conflict of interest or risk of bias with a member of the TET may raise this for the Probity Auditor within their proposal of this ROI being issued, outlining their concerns so that the appropriate action can be taken. Tenderers will be notified in writing of any changes to the TET.

The following expert advisors will be providing advice to the TET during the evaluation:

| Technical advisors   |
|--|
| Mark Rushworth, Principal Planning Advisor Waikato, System Leadership NZTA           |
| Jeremy Blake, Lead Strategic Planner Wellington, System Leadership NZTA              |
| Rhiannon Fechney, Transport Planner, Canterbury, Transport Services NZTA             |
| Alastair Cribbens, Principal Planning Advisor, Bay of Plenty, System Leadership NZTA |

## 3.2 ROI Evaluation criteria – Non-Price Attributes

ROI respondent shall provide information on the short-listing non-price attributes listed below.

ROI Respondents will be evaluated on their merits in accordance with the following evaluation criteria, the weightings set out in section 3.5

| Criterion – Non-Price Attributes             |   |         |  |  |  |
|--|---|---------|--|--|--|
| A. RELEVANT EXPERIENCE AND VALUE PROPOSITION |   |         |  |  |  |
| 1.   | For the relevant Experience section, ROI Respondents shall provide details for two recent projects that demonstrate the suitability of their experience and that of their consultants to complete the Strategic Transport Planning work for the specific network they are registering their interest for.   |         |  |  |  |
| 2.   | Nominated projects can include any project relevant to strategic transport planning or transport investment planning, including but not limited to: <ul style="list-style-type: none"> <li>Higher level strategic, system, network or outcome-focused transport plans.</li> <li>Programme Business Cases and Investment Cases for transport programmes and projects.</li> <li>Network development plans.</li> <li>Transport network optimisation plans</li> </ul>   |         |  |  |  |
| 3.   | Should the applicant nominate less than the required number of projects this will be taken as a deficiency in the attributes for relevant experience and will be scored accordingly. Where more than the required number of projects are submitted, only the first two nominated projects for relevant experience will be considered.   |         |  |  |  |
| 4.   | For each project nominated, ROI Respondents shall provide a description of the work they carried out, with a focus on the relevance of each nominated project in relation to the specific contract opportunity they are registering for and following critical factors: <table border="1"> <tr> <td rowspan="3">General</td><td> <ul style="list-style-type: none"> <li>Provide a description of the work carried out and amplify on the relevance of each nominated project;</li> <li>Include key personnel and their focus for the nominated project;</li> <li>Identify if any of the nominated projects were joint ventures. Identify the Joint Venture partner(s) and the proportion and nature of the work undertaken by the applicant.</li> </ul> </td></tr> <tr> <td>Provide detail of the start date and period over which each project was undertaken, or the percentage complete if still in progress.</td></tr> <tr> <td>Provide the dollar value of the work carried out, or the value of work complete if the project is ongoing.</td></tr> </table> | General | <ul style="list-style-type: none"> <li>Provide a description of the work carried out and amplify on the relevance of each nominated project;</li> <li>Include key personnel and their focus for the nominated project;</li> <li>Identify if any of the nominated projects were joint ventures. Identify the Joint Venture partner(s) and the proportion and nature of the work undertaken by the applicant.</li> </ul> | Provide detail of the start date and period over which each project was undertaken, or the percentage complete if still in progress. | Provide the dollar value of the work carried out, or the value of work complete if the project is ongoing. |
| General                                      | <ul style="list-style-type: none"> <li>Provide a description of the work carried out and amplify on the relevance of each nominated project;</li> <li>Include key personnel and their focus for the nominated project;</li> <li>Identify if any of the nominated projects were joint ventures. Identify the Joint Venture partner(s) and the proportion and nature of the work undertaken by the applicant.</li> </ul>  |         |  |  |  |
|  | Provide detail of the start date and period over which each project was undertaken, or the percentage complete if still in progress.  |         |  |  |  |
|  | Provide the dollar value of the work carried out, or the value of work complete if the project is ongoing.  |         |  |  |  |

5. In addition, ROI Respondents shall provide a value proposition statement that describes:
  - The overall capability that their team will bring to the project, including description of subconsultants/specialists they may use and how they will be able mobilise quickly to meet project timeframe and provide some local presence to support effective co-location and delivery with NZTA project team
  - The unique value their company and team will bring to work. This could include an innovative idea they have successfully implemented in a previous project and that they would bring to this piece of work to achieve project outcomes
  - High level description of any existing knowledge of the project area, and/or an appreciation of the project risks, opportunities or potential treatment strategies of the project being applied for.
  - Two lessons learnt from projects presented under the relevant experience section and how they will refine their approach to incorporate these learning to the new approach to Strategic Transport Planning

## B. RELEVANT SKILLS

1. ROI Respondents shall nominate personnel for each of the roles specified below
2. Nominated personnel shall be supported by a summary statement that explains how and why their experience and knowledge is appropriate for this project and describe the following attributes:

|  |  |
|--|--|
| <b>Qualifications and practical experience</b> | <p>Describe your experience that is relevant to this role and how and why this experience will bring value to the role and to the Project.</p> <p>Describe the length of experience in equivalent full-time years relative to the position for which they are nominated.</p> <p>Formal qualifications and training in the development of technical and/or management skills shall be described, together with their particular relevance to the position for which they are nominated.</p> |
| <b>Focus</b>                                   | <p>The ROI Respondent shall state the focus and commitment of each person nominated to the project, describing their tasks and responsibilities for each of the project phases. The ROI Respondent shall also outline any other project the nominated personnel is currently involved in and the proposed level of commitment for this project.</p>  |

3. Personnel nominated in the Personnel Schedule must be available to provide the services for the contract as required. The preformatted Personnel Schedule provided with this document, shall be completed and submitted with the Tender as an appendix.
4. Attach CVs for each person nominated. CVs need to demonstrate specific experience relevant to the position and should differentiate between technical and managerial skills where relevant to the position. CVs shall be bound as an appendix to the Tender, and include reference to relevant qualifications and training and state the dates completed.  
  
CVs shall identify technical and management positions held and responsibility carried in relation to consultancy projects. Only one CV for each of the nominated personnel shall be submitted and recognised.

| Role                    | Responsibility  | Minimum Requirements  |
|-------------------------|---|---|
| Team Lead               | Principal contact with NZTA, responsible for the coordination of the team and deliverables, responsible to keep NZTA updated with progress against scope. | 5 years' experience in leading multi-disciplinary teams.<br><br>At least two previous roles leading projects aligned with those named in Section 3.2.A.2 above.<br><br>Relevant Tertiary Qualification. |
| Transport Planning Lead | Responsible for the transport planning activities   | 5 years' experience in leading the transport planning scope on previous projects.<br><br>Tertiary Qualification in Transport Planning or a similar field  |
| Economist Lead          | Responsible for cost and benefit estimates and economic evaluation  | 5 years' experience in leading the economic assessment scope on previous projects.<br><br>Tertiary Qualification in Economics, Transport Planning or a similar field                                    |
| Traffic Modeller        | Responsible for the development of traffic models   | 3 years' experience in traffic modelling and familiarity with using Saturn and SIDRA modelling software.<br><br>Relevant Tertiary Qualification   |
| Urban Design Lead       | Responsible for high level urban environment assessments and integration of multi-modal design  | 5 years' experience in leading the urban design scope on previous projects<br><br>Relevant Tertiary Qualification   |

### 3.3 Evaluation criteria – weightings

Submissions will be evaluated in accordance with the following weightings and the relevant sections of the NZTA *Contract Procedures Manual* (SM021).

| Weightings                                |           |
|---|-----------|
| Attribute                                 | Weighting |
| Relevant Experience and Value proposition | 50%       |
| Relevant Skills                           | 50%       |
| Total                                     | 100%      |

## 3.4 Scoring

Refer to evaluation summary forms and guidelines in the NZTA *Contract Procedures Manual* (SM021).

## 3.5 Evaluation process and due diligence

The TET will complete their individual evaluation of the ROI submissions and then meet and reach preliminary agreement on the evaluation of the non-price attribute score for each Respondent and for each contract opportunity.

For each contract opportunity, the TET will evaluate the ROI submission based on a direct comparison of each submission for that contract opportunity and rank each applicant in order based on the markings gained in the evaluation. If the TET cannot reach a consensus, the TET Leader will consider the teams' attribute scores and decide the final attribute score.

For the evaluation of the non-price attributes, the TET will take into account:

- NZTA's records of contracts the respondent have completed.
- Their personal knowledge of any of the Respondent's experience.
- Information from referees of other organisations the tenderers have worked for.

Where the tenderer does not meet the minimum standard required of these Tender Documents or a grade of 35 or less is awarded for any non-price attribute, the tender will be deemed to be a Non-Conforming Tender and no further evaluation will take place.

The three highest overall scoring applicants will be short-listed as tenderers for each subsequent RFT.

On completion of the evaluation of ROI Submissions, all respondents will be advised only whether or not they have been short listed, with no other evaluation information being given.

In the event that one or more of the short-listed tenderers withdraws from the process, leaving less than three remaining, NZTA reserves the right to invite the next highest ranked applicant to tender, provided that this does not result in more than three invited tenderers proceeding through stage 2 of this Tender.

Following evaluation of the ROI submissions, the TET will draft a summary document for internal approval, recommending the three Respondents with the highest non-price attributes for Stage 1 be invited to progress to Stage 2 RFT.

## 3.6 Overview of Stage 2 procurement process

The Shortlisted tenderers will be invited to submit a tender for each Strategic Transport Plan they have been shortlist for.

Indicative timeframe for issue of the tender documents is mentioned in the timeline table in section 1.2 of this document.

It is anticipated that the evaluation method used for these procurements will be Purchaser Nominated price and the evaluation method will be presentation based.

The Contract that will be used for this second stage procurement will be based on the NZTA RFT SM030 proforma.

Short-listed tenderers should not change their team from that nominated in the applicant's ROI submission. NZTA may allow the use of a different team if the tenderer can demonstrate good reason for the change and can offer an equal or better alternative, and the change is approved in writing by NZTA.

It is expected that scores for the 'Relevant Skills' short-listing non-price attributes will be carried over to the second stage procurement process Stage 2 without change. However, if the TET considers it necessary, it may review these non-price attribute scores following the stage 2 presentation process.

The Relevant Experience/Value proposition non-price attribute will only be assessed for this shortlisting process, and scores will not be used for the second stage RFT process.

### 3.7 Evaluation Forms

The following evaluation forms will be used in the evaluation of non-price attributes:

- Form A: Relevant Experience and Value proposition
- Form B: Relevant Skills

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

| Form A  |     |   |  |
|---|-----|---|--|
| Relevant Experience and Value proposition (weighting 50%) |     |   |  |
| Factor  |     | Standard (100%)   |  |
|   |     | 35 or less: Poor<br>40, 45: Below Average<br>50, 55: Average<br>60, 65, 70: Above Average<br>75, 80, 85: Good<br>90, 95, 100: Excellent |  |
| Relevant experience                                       | 40% |   |  |
| Value proposition   | 60% |   |  |
|   |     |   |  |
|   |     |   |  |
| Summary Rating:   |     |   |  |
| Tenderer:   |     | Relevant Experience and Value proposition Rating:   |  |

**Evaluators Comments:** (Continue on Separate Sheet if Necessary)

**Note to TET:**

- Relevant experience relates to company not individuals;
- Company permanence and commonality of personnel with those nominated in RS are of greater relevance;
- Relevant experience should include relevant experience of key sub-consultants if appropriate;
- Recent experience is more valuable than historic experience (for uncommon or unusual projects older than 5 years, currency is to be assessed more moderately);
- Where the relevant phase is incomplete or more than 5 years old, the TET may consider downgrading the Project.
- Can the Tenderer readily adapt existing experience to the type of work being tendered for?
- The TET should consider the following when evaluating:

| Form B                          |     |  |   |
|---------------------------------|-----|--|---|
| Relevant Skills (Weighting 50%) |     |  |   |
| Personnel                       |     | Practical Experience, Qualification and Training (75%)   | Focus (25%)   |
|                                 |     | 35 or less: Barely adequate<br>40, 45: Adequate<br>50, 55: Meets requirements<br>60, 65, 70: Related<br>75, 80, 85: Very Related<br>90, 95, 100: Directly Applicable | 35 or less: Poor<br>40, 45: Below Average<br>50, 55: Average<br>60, 65, 70: Above Average<br>75, 80, 85: Good<br>90, 95, 100: Excellent |
| Team Leader                     | 20% |  |   |
| Transport Planning Lead         | 30% |  |   |
| Economist Lead                  | 30% |  |   |
| Traffic Modeller                | 10% |  |   |
| Urban Design Lead               | 10% |  |   |
| Summary Rating:                 |     |  |   |
| Tenderer:                       |     | Relevant Skill Rating  |   |

**Evaluators Comments:**

**Note to TET:**

- Relevant Skills relates to individuals not company and should include relevant skills of key sub-consultants if the positions listed are to be filled by sub-consultants.
- The TET should refer to the minimum requirements listed for each role in section 2.2
- The focus criteria is intended to give the TET the ability to see the capacity and availability of the nominated roles, and to provide the opportunity to value the local presence where NZTA sees value in that for specific roles.

|  |  |
|--|--|
|  |  |
|--|--|

## SECTION 4: ROI TERMS

### 4.1 Information from a Tenderer

- (a) The Tenderer must ensure that all information they provide to NZTA:
  - (i) is true, accurate and complete;
  - (ii) is not misleading in any material respect; and
  - (iii) does not contain material that infringes a third party's intellectual property rights.
- (b) NZTA may rely on the Tender and all information provided by the Tenderer during the ROI process (e.g. correspondence and negotiations).

### 4.2 Issues and complaints

- (c) A Tenderer may, in good faith, raise with NZTA any issue or complaint about the ROI, or the ROI process at any time.
- (a) When this occurs:
  - (i) NZTA will consider and respond promptly and impartially to the Tenderer's issue or complaint;
  - (ii) both NZTA and the Tenderer must do their best to resolve any issue or complaint; and
  - (iii) NZTA must not allow the issue or complaint to prejudice the Tenderer's participation in the ROI process, or limit or affect the Tenderer's future procurement opportunities.

### 4.3 Point of Contact

- (b) The Tenderer must direct all enquiries regarding the ROI to NZTA's Point of Contact in Section 1 of the ROI. Tenderers must not directly or indirectly approach any other employee or other representative of NZTA, or any other person, to solicit information concerning any aspect of the ROI.
- (c) Only the Point of Contact, and any authorised person of NZTA, are authorised to communicate with Tenderers regarding any aspect of the ROI. NZTA will not be bound by any statement made by any other person.
- (d) NZTA may change the Point of Contact at any time. NZTA will notify Tenderers of any such change by email or posting a notification on GETS.
- (e) Where a Tenderer has an existing contract with NZTA, Tenderers must not use business as usual contacts to lobby NZTA, solicit information or discuss aspects of the ROI.

### 4.4 Communications

- (a) It is the Tenderer's responsibility to ensure NZTA's Point of Contact has received any request for clarification raised.
- (b) Where NZTA considers it necessary and/or appropriate, NZTA's response to a question from a Tenderer will be made in writing:
  - (i) by way of a Notice to Tenderers, which will be sent to all suppliers who have received this ROI. Tenderers will be asked to acknowledge receipt of each Notice to Tenderers by emailing or returning the Acknowledgement Receipt to the NZTA Point of Contact.

Tenderers are also required to confirm receipt of each Notice to Tenderers in their Tender; or

- (ii) for commercial in confidence queries, by way of Notice to Specific Tenderer. The Tenderer will be asked to acknowledge receipt of each Notice to Specific Tenderer by emailing or returning the Acknowledgement Receipt to the NZTA Point of Contact. Tenderers are also required to confirm receipt of each Notice to Specific Tenderer in their Tender.

## 4.5 Third party information

- (c) NZTA may request information from a third party where NZTA considers the information may be relevant to the ROI process, excluding commercially sensitive information about pricing or contract terms.
- (d) If this occurs, the Tenderer:
  - (i) authorises NZTA to collect that information from the relevant third party (e.g. a referee or client), and authorises the third party to release it to NZTA;
  - (ii) agrees NZTA may use that information in its evaluation of the Tender must ensure that all referees listed in the Tender agree to provide a reference; and
  - (iii) must ensure that all referees listed in the Tender agree to provide a reference.

## 4.6 Conflict of interest

- (a) Each Tenderer must complete the Conflict of Interest Declaration.
- (b) If a Conflict of Interest arises during the ROI process, the Tenderer must inform NZTA immediately.
- (c) NZTA may exclude a Tenderer from the ROI process if a material Conflict of Interest arises.

## 4.7 Ethics

- (d) Tenderers must not attempt to influence or provide any form of personal inducement, reward or benefit to any representative of NZTA in relation to the ROI or the RFT ROI process.
- (e) NZTA may exclude a Tenderer from the ROI process for a breach of paragraphs 6.3(a), 6.3(d) or 6.7(a).
- (f) To maintain a fair and ethical ROI process, NZTA may require additional declarations or other evidence from a Tenderer, or any other person, at any time.

## 4.8 Anti-collusion and bid rigging

- (a) By submitting a Tender, the Tenderer warrants that:
  - (i) the Tender has not been prepared in collusion with a Competitor; and
  - (ii) it will not engage in deceptive or improper conduct during the ROI process.
- (b) NZTA may exclude a Tenderer from the ROI process for a breach of the warranties in paragraph 6.8(a).
- (c) NZTA reserves the right to report suspected collusive or anti-competitive behaviour to the appropriate authority, and to give that authority all relevant information, including a Tender.

## 4.9 Confidential information

- (a) Without limiting any other confidentiality agreement between them, NZTA and the Tenderer will each take reasonable steps to protect the other party's Confidential Information
- (b) Except as permitted in this Section 6.9, neither party will disclose the other party's Confidential Information to a third party without that other party's prior written consent.
- (c) Each party may each disclose the other party's Confidential Information to anyone who is directly involved in the ROI process on that party's behalf, such as officers, employees, consultants, contractors, professional advisors, evaluation panel members, partners, principals or directors, but only for the purpose of participating in the ROI. When this occurs, the disclosing party must take reasonable steps to ensure the third party does not disclose the information to anyone else, and does not use the information for any purpose other than participating in the ROI process.
- (d) Each Tenderer acknowledges that NZTA's confidentiality obligations are subject to requirements imposed by the Official Information Act 1982 (**OIA**), the Privacy Act 2020, parliamentary and constitutional convention and any other obligations imposed by law. Where NZTA receives an OIA request that relates to a Tenderer's Confidential Information, NZTA will consult with the Tenderer and may ask the Tenderer to explain why the information is considered by the Tenderer to be confidential or commercially sensitive.
- (e) A Tenderer may disclose NZTA's Confidential Information to the extent strictly necessary to comply with law or the rules of any stock exchange on which the securities of the Tenderer or any related entity are currently listed. Unless prohibited by law, the Tenderer must consult with NZTA before making such a disclosure.
- (f) NZTA will not be in breach of its obligations if it discloses Confidential Information to the appropriate authority because of suspended collusive or anti-competitive tendering behaviour.

## 4.10 Cost of participating in the ROI process

- 4.11 Except as otherwise stated in the ROI, each Tenderer will meet its own costs associated with the preparation and presentation of its Tender and any negotiations.

## 4.12 Ownership of documents

- (g) The ROI and its contents remain the property of NZTA. All Intellectual Property rights in the ROI remain the property of NZTA or its licensors.
- (h) NZTA may request the immediate return or destruction of any or all ROI documents and any copies. Tenderers must comply with any such request in a timely manner.
- (i) All documents forming the Tender will, when delivered to NZTA, become the property of NZTA. Tenders will not be returned to Tenderers at the end of the ROI process.
- (a) Intellectual Property rights in the Tender remain the property of the Tenderer or its licensors.
- (b) The Tenderer grants to NZTA a non-exclusive, non-transferable, perpetual licence to retain, use, copy and disclose information contained in the Tender for any purpose related to the ROI process.

## 4.13 Limited rights and obligations

- (c) Except as stated otherwise in this Section 6.12, nothing in the ROI, these ROI terms or the ROI process, creates a process contract or any other legal relationship between NZTA and any Tenderer, unless and until they enter into a Contract.
- (a) The following are binding on the Tenderer:

- (i) the Tenderer's signed declaration in its Tender;
  - (ii) the Tenderer's obligation under Section 1.6 to ensure the Tender remains open for the Offer Validity Period;
  - (iii) the Tenderer's obligations in Section 6.1. Nothing in this Section 6.12 takes away from any rights or remedies that NZTA may have in relation to the Tenderer's statements, representations or warranties in the Tender or in correspondence or negotiations with NZTA;
  - (iv) the ROI terms in this Section 6;
  - (v) the Evaluation Approach to be used by NZTA to assess Tenders as set out in Section 3 and the NZTA *Contract Procedures Manual* (SM021); and
  - (vi) any other matters expressly described as binding obligations in Section 1, paragraph 1.6.
- (b) Sections 6.9 and 6.11 are binding on NZTA.
  - (c) Where applicable, NZTA and each Tenderer are bound by any other obligation expressly identified in Section 1 of the ROI as being binding.
  - (d) All terms and other obligations that are binding on NZTA are subject to NZTA's additional rights in Section 6.14.

#### 4.14 Exclusion from the ROI process

- (e) NZTA may exclude a Tenderer from the ROI process if the Tenderer:
  - (i) has not provided requested information in the correct format;
  - (ii) has breached the ROI terms and NZTA considers the impact of the breach is more than trivial (this applies whether or not the provision in question is itself legally binding on the Tenderer);
  - (iii) included a material error, omission or inaccuracy in the Tender;
  - (iv) is in bankruptcy, receivership or liquidation;
  - (v) has made a false declaration;
  - (vi) has a conviction for a serious crime or offence;
  - (vii) has failed to pay taxes, duties or other levies;
  - (viii) represents a threat to national security or the confidentiality of sensitive government information; and/or
  - (ix) is a person or organisation designated as a terrorist by New Zealand Police.
- (f) NZTA may exclude a Tenderer from the ROI process if:
  - (i) there is a serious performance issue in a historic or current contract delivered by the Tenderer;
  - (ii) NZTA considers the integrity of the Tenderer is in doubt due to the Tenderer's professional misconduct or an act or omission contrary to the Supplier Code of Conduct; and/or
  - (iii) NZTA becomes aware of any other matter that materially diminishes NZTA's trust in the Tenderer.

## 4.15 NZTA's additional rights

- (g) Despite any other provision in the ROI, NZTA may, on giving due notice to Tenderers:
  - (i) amend, suspend, cancel and/or re-issue the ROI, or any part of the ROI; and/or
  - (ii) make any change to material aspects of the ROI (including any change to the timeline, Requirements or Evaluation Approach), provided the Tenderers are given a reasonable time within which to respond to the change.
- (h) Despite any other provision in the ROI, NZTA may:
  - (i) accept a late Tender if it is NZTA's fault that it is received late, or if NZTA considers there is no material prejudice to other Tenderers in accepting a later Tender. NZTA will not accept a late Tender if it considers that there is risk of collusion on the part of a Tenderer, or the Tenderer may have knowledge of the content of any other Tender;
  - (ii) answer a question submitted after the Deadline for Questions;
  - (iii) accept or reject any Tender, or part of a Tender, including any non-compliant, non-conforming or alternative Tender;
  - (iv) decide not to accept the lowest price conforming Tender unless stated otherwise in the Evaluation Approach;
  - (v) decide not to enter into a Contract with any Tenderer;
  - (vi) provide or withhold from any Tenderer information in relation to any question arising in relation to the ROI. Information will usually only be withheld if it is deemed unnecessary, is commercially sensitive to a Tenderer, is inappropriate to supply at the time of the request or cannot be released for legal reasons; and
  - (vii) waive irregularities or requirements around the ROI process where NZTA considers it appropriate and reasonable to do so.
- (i) NZTA may make its selection conditional on the Tenderer agreeing to NZTA selecting individual elements of the Tender that can be delivered separately, unless the Tender specifically states that the Tender, or elements of the Tender, must be taken collectively.

## 4.16 New Zealand law

- 4.17 The laws of New Zealand shall govern the ROI. Each Tenderer agrees New Zealand courts have non-exclusive jurisdiction to rule in any dispute concerning the ROI or the ROI process. The Tenderer agrees that it cannot bring any claim in relation to the ROI except in a New Zealand court.

## 4.18 Disclaimer

- (j) Nothing contained or implied in the ROI, or ROI process, or any other communication by NZTA to any Tenderer shall be construed as legal, financial or other advice. NZTA will endeavour to provide accurate information in any communication, but the Tenderers accept this information is not independently verified and may not be up-to-date.
- (k) NZTA will not be liable in contract, tort, equity, or in any other way whatsoever for any direct or indirect damage, loss or cost incurred by the Tenderer or any other person in respect of the ROI process, whether as a result of NZTA exercising its rights under Section 6.14, NZTA's negligence or breach of this ROI Terms, NZTA failing to select the Tenderer as the Preferred Tenderer, or any other cause.
- (l) To the extent that liability cannot be excluded, the maximum aggregate liability of NZTA, its agents and advisors in connection with the ROI process is \$1.

- (a) The limitations and exclusions in paragraphs b and c above do not apply to any liability NZTA may have for breach of confidentiality or infringement of the Tenderer's intellectual property rights.

## 4.19 Precedence

- (b) Any conflict or inconsistency in the ROI shall be resolved by giving precedence in the following descending order:
- (i) the NZTA *Procurement Manual*;
  - (ii) the NZTA *Contract Procedures Manual* (SM021);
  - (iii) Section 1 of the ROI;
  - (iv) these ROI Terms;
  - (v) all other Sections of this ROI document;
  - (vi) any additional information or document provided by NZTA to Tenderers through NZTA's Point of Contact or GETS.
- (c) If there is any conflict or inconsistency between information or documents having the same level of precedence the more recent information or document will prevail.

## 6.18 Definitions

In relation to the ROI the following words and expressions have the meanings described below.

|                                 |   |
|---------------------------------|---|
| <b>Business Day</b>             | Any weekday in Aotearoa New Zealand, excluding Saturdays, Sundays, New Zealand (national) public holidays and all days from Boxing Day up to and including the day after New Year's Day.  |
| <b>Competitors</b>              | Any other business that is in competition with a Tenderer either in relation to the goods or services sought under the ROI or in general.   |
| <b>Confidential Information</b> | <p>Information acquired by the other party (Recipient) from the other party (Provider) in connection with the ROI process, where that information:</p> <ul style="list-style-type: none"> <li>a) is by its nature confidential</li> <li>b) is marked at the time of disclosure by the Recipient as 'confidential', 'commercially sensitive', 'sensitive', 'in confidence', 'top secret', 'secret', 'classified' and/or 'restricted', and/or</li> <li>c) the Recipient knows, or ought to know, is confidential to the Provider or a third party who supplied it to the Provider.</li> </ul> <p>This does not include information that is publicly available through no fault of the Recipient, or that the Recipient acquired entirely independently of the Provider.</p> |
| <b>Conflict of Interest</b>     | <p>A Conflict of Interest arises if personal or business interests, relationships or obligations of the Tenderer or any of its personnel do, could, or be perceived to</p> <ul style="list-style-type: none"> <li>a) conflict with the Tenderer's obligations to NZTA under the ROI or in the provision of the goods or services, and/or</li> <li>b) call into question the independence, objectivity or impartiality of any person involved in the ROI process on behalf of NZTA.</li> </ul> <p>A Conflict of Interest may be:</p>   |

|                                       |  |
|---------------------------------------|--|
|                                       | <p>c) actual: where the conflict currently exists</p> <p>d) potential: where the conflict is about to happen or could happen, or</p> <p>e) perceived: where other people may reasonably think that a person is compromised.</p>  |
| <b>Contract</b>                       | The written Contract entered into by NZTA and the Preferred Tenderer/s for the delivery of the Requirements.   |
| <b>Contract Award Notice</b>          | A notice on GETS which NZTA is required to publish under Rule 48 of the Government Procurement Rules, when it has awarded a contract that is subject to those Procurement Rules.   |
| <b>Deadline for Answers</b>           | The deadline for NZTA to respond to questions submitted by a Tenderer stated in Section 1.2 of the ROI.  |
| <b>Deadline for Tenders</b>           | The deadline for delivering or submitting Tenders to NZTA as stated in Section 1 of the ROI.   |
| <b>Deadline for Questions</b>         | The deadline for submitting questions to NZTA as stated in Section 1 of the ROI.   |
| <b>Evaluation Approach</b>            | The approach used by NZTA to evaluate Tenders as described in Section 3 of the ROI.  |
| <b>GETS</b>                           | Government Electronic Tenders Service available at <a href="http://www.gets.govt.nz">www.gets.govt.nz</a> .  |
| <b>GST</b>                            | The goods and services tax payable in accordance with the Goods and Services Tax Act 1985.   |
| <b>Intellectual Property</b>          | All intellectual property rights and interests, including copyright, trademarks, designs, patents and other proprietary rights, recognised or protected by law.  |
| <b>NZTA</b>                           | New Zealand Transport Agency.  |
| <b>Offer Validity Period</b>          | The period of time when a Tender is held open by the Tenderer for acceptance by NZTA as stated in Section 1 of the ROI.  |
| <b>Point of Contact</b>               | NZTA and each Tenderer are required to appoint a Point of Contact. This is the channel to be used for all communications during the ROI process. NZTA's Point of Contact is identified in Section 1 of the ROI. The Tenderer's Point of Contact will be notified to NZTA on receipt of this ROI. |
| <b>Preferred Tenderer</b>             | Following the evaluation of Tenders, the Tenderer/s who is named as the Preferred Tenderer to deliver all or part of the Requirements.   |
| <b>Price</b>                          | The total amount, including all costs, fees, expenses and charges, to be charged by the Preferred Tenderer for the full delivery of the Requirements. Each Tender must include its Price.  |
| <b>Proposed Contract</b>              | The Contract terms and conditions proposed by NZTA for the delivery of the Requirements as described in Section 5 of the ROI.  |
| <b>Registration of Interest (ROI)</b> | A formal request by NZTA asking potential suppliers to register their interest in a procurement. It is the first step in a multi-step tender process.  |

|                                 |   |
|---------------------------------|---|
| <b>Request for Tender (RFT)</b> | The RFT comprises the Registration of Interest (where used), this RFT document (including the RFT Terms) and any other schedule, appendix or document attached to this RFT, and any subsequent information provided by NZTA to Tenderers through NZTA's Point of Contact or GETS. |
| <b>Requirements</b>             | NZTA's requirements for goods and/or services as described in Section 2 of the ROI.   |
| <b>ROI Terms</b>                | Means the ROI Terms as set out in Section 6 of the ROI.   |
| <b>Tender</b>                   | The response a Tenderer submits in reply to the ROI. It comprises the response, the Tenderer's bid, financial and pricing information and all other information submitted by a Tenderer.  |
| <b>Tenderer</b>                 | A person, company or organisation that submits a Tender in response to the ROI, including each member of any consortium.  |



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## **Attachment 5: NZTA Post Submission Correspondence**

**From:** [Jeremy Phillips](#)  
**To:** [Nick Fuller](#)  
**Subject:** FW: 104 Ryans Road, Christchurch: Fast-Track Application Feedback CRM:0093190919 [Filed 15 Oct 2025 15:14]  
**Date:** Wednesday, 5 November 2025 1:29:41 pm  
**Attachments:** [image001.png](#)

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**From:** Kate Bonifacio [REDACTED] >  
**Sent:** Wednesday, 15 October 2025 3:02 pm  
**To:** Jeremy Phillips [REDACTED] z>  
**Subject:** RE: 104 Ryans Road, Christchurch: Fast-Track Application Feedback CRM:0093190919 [Filed 15 Oct 2025 15:14]

Good Afternoon Jeremy,  
By way of an update, I am in the process of convening a meeting with NZTA colleagues to identify specific conditions NZTA would want imposed on the consent for the development to manage effects on the state highway network. After that meeting has happened (ideally in the next week or so), the intention is to request a further meeting with your client and representatives to talk through the conditions sought and the rationale for them,  
Kind Regards Kate

---

**From:** Jeremy Phillips [REDACTED]  
**Sent:** Wednesday, 15 October 2025 9:07 am  
**To:** Kate Bonifacio [REDACTED]  
**Subject:** RE: 104 Ryans Road, Christchurch: Fast-Track Application Feedback CRM:0093190919

You don't often get email from [jeremy@novogroup.co.nz](mailto:jeremy@novogroup.co.nz). [Learn why this is important](#)

Thanks Kate

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**From:** Kate Bonifacio [REDACTED]  
**Sent:** Wednesday, 15 October 2025 7:19 am  
**To:** Jeremy Phillips [REDACTED] >  
**Subject:** RE: 104 Ryans Road, Christchurch: Fast-Track Application Feedback CRM:0093190919

Good Morning Jeremy,  
I agree that is a fair and accurate summary of our meeting,  
Kind Regards Kate

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**From:** Jeremy Phillips [REDACTED]  
**Sent:** Tuesday, 14 October 2025 2:15 pm  
**To:** Kate Bonifacio [REDACTED]  
**Cc:** Nick Fuller [REDACTED]; Bruce Van Duyn [REDACTED]  
[REDACTED]  
**Subject:** RE: 104 Ryans Road, Christchurch: Fast-Track Application Feedback

You don't often get email from [jeremy@novogroup.co.nz](mailto:jeremy@novogroup.co.nz). [Learn why this is important](#)

■  
Hi Kate

Thank you for taking the time to meet with us last Wednesday (8/10/2025) to discuss NZTA's comments on the Ryans Road Fast Track (FT) application.

To ensure we have a shared understanding of the discussion, please find below a brief summary of the key points covered:

**Attendees:**

- Kate Bonifacio (NZTA – planner), Jeremy France (NZTA – transport engineer), Ben Hendrie (NZTA – transport engineer).
- Jeremy Phillips (Novo Group- planner), Nick Fuller (Novo Group – transport engineer), Bruce van Duyn & Tim Carter (Carter Group – applicant)

**1. General Position on the Application**

We noted that NZTA's written comments acknowledged both the economic opportunity and infrastructure risks associated with the project. Importantly, the comments indicated that these risks could be managed through appropriate conditions and independent verification, and welcomed further engagement. All parties agreed this reflected a generally constructive position, with no suggestion that the application should be declined based on the matters raised.

**2. Conditions**

It was confirmed during the meeting that NZTA had not identified any specific conditions to be applied to the FT application, nor were any conditions known to be forthcoming from NZTA's safety team.

**3. Hornby Study**

A significant portion of the discussion focused on broader network pressures and the upcoming Hornby Study, which NZTA advised is commencing this month. While the scope is still being finalised, it was noted that the study will likely take over 12 months and will inform future planning, funding and upgrades to the network in the medium to longer term extending from SH1 / Sawyers Arms Road in the north through to SH1 / SH76 in the south, in response to growth. All parties acknowledged that the study's findings will not be available in time to inform the FT application, although the application itself may help inform the study.

**4. Review of Technical Material**

Ben reiterated the issues raised in NZTA's written comments. However, in response to clarification provided by Nick Fuller, he acknowledged that he had not yet reviewed the transport assessment and modelling reports.

## 5. Meeting Conclusion

As NZTA did not have any proposed conditions to present or discuss—whether draft, indicative or otherwise—it was agreed that there was no further value in continuing the meeting at this stage.

Please let us know if the above accurately reflects your understanding of the meeting, or if any amendments are required.

Thanks again for your time. We will keep you informed of any changes to the transport aspects of the proposal, particularly where they may be relevant to the state highway network.

Kind regards,

**Jeremy Phillips**

Director + Senior Planner

[Redacted]

[Redacted] | W: [www.novogroup.co.nz](http://www.novogroup.co.nz)

Level 1, 279 Montreal Street | PO Box 365 | Christchurch 8140



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