

**CENTRAL WEST  
TRANSPORT  
NEEDS STUDY  
BRIEF FOR PROPOSALS**

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## **1. Introduction**

Located west of the Blue Mountains, the Central West of New South Wales (NSW) contains major towns and centres including Bathurst, Orange, Parkes, Wellington, Lithgow, Forbes and Cowra. The region has an existing freight and commuter road and rail network that services both population and industries focused on agriculture, mining, food processing, manufacturing, tourism and retail. The Central West is one of NSW's most diverse regions and benefits from being in close proximity to the major population and market centres of the greater Sydney area. Major regional facilities include airports, Charles Sturt University and an extensive range of tourist attractions. Good transport links between the region and cities on the east coast are important for state and national economic development.

The Australian Government has committed funds for a study of transport needs of the Central West. The study focuses on the transport needs of the local government areas forming the Central West Regional Organisation of Councils (CENTROC). (It should be noted that an Inland Rail Alignment Study is also currently being undertaken by the Australian Rail Track Corporation.) The Department of Infrastructure, Transport, Regional Development and Local Government (Department of Infrastructure) and the RTA will jointly manage the study which will evaluate the appropriateness of existing land transport networks in meeting the short and long term transport needs of the Central West. It shall identify potential transport solutions capable of being delivered in the short term, as well as a series of strategic initiatives to meet the identified transport needs over the longer term. It is anticipated that the study will identify and assess options to enhance transport connections linking the Central West to greater Sydney, Port Botany, Port of Newcastle and Port Kembla to support state and national economic growth. The study will be submitted to Infrastructure Australia for consideration in its National Infrastructure Audit.

## **2. Terms of reference**

Terms of reference have already been adopted by the Department of Infrastructure and are attached. This document forms part of the requirements which the interested consultants need to address in their proposals.

## **3. Study objectives**

The study objectives are to:

- Identify passenger and freight land transport needs between the Central West and greater Sydney, Port Botany, Port of Newcastle and Port Kembla over the next 25 years;
- Review current performance of the land transport network, including tourism links, in the Central West and its connections to greater Sydney, Port Botany, Port of Newcastle and Port Kembla and identify current deficiencies and challenges that may be anticipated in the future;
- Consider, as part of the review above, the need to enhance rail services between Bathurst and other towns in the Central West and Sydney for passengers and freight;
- Consider the role of major centres with respect to the provision of future inter-modal terminals;

- Identify land transport strategies to meet passenger and freight needs over the next 25 years, in particular, the need to improve freight access between the Central West and greater Sydney, Port Botany, Port of Newcastle and Port Kembla;
- Identify a list of potential proposals to deliver these strategies and assess the relative benefits of each proposal based on strategic engineering, environmental, economic and cost assessment in meeting the identified long term transport needs of the study area.
- Identify a priority list of proposals capable of being delivered in the short term (say within 5-years), as well as a series of strategic initiatives to meet transport needs over the longer term (say 6 to 25 years).

#### **4. Study area**

The study should consider the area covered by CENTROC. The local government areas involved are Bathurst Regional, Blayney, Boorowa, Cabonne, Central Tablelands County, Cowra, Forbes, Harden, Lachlan, Lithgow, Mid-Western Regional, Oberon, Orange, Parkes, Weddin, Wellington and Young. It should also consider links to greater Sydney, Port Botany, Port of Newcastle and Port Kembla.

#### **5. Other studies**

The review is intended to consider other major transport infrastructure studies and projects including, but not limited to:

- Draft AusLink Dubbo to Sydney Corridor Strategy
- Bells Line of Road Corridor Strategy
- Subsequent independent review of studies prepared to inform the Bells Line of Road Corridor Strategy
- North-South Rail Corridor Study
- Current upgrade of the Great Western Highway
- NSW Ports Growth Plan
- Twice the Task – A Review of Australia’s Freight Transport Tasks

#### **6. Methodology**

In order to fulfil the study objectives and deliver the key outputs an indicative project method, which may be modified and/or refined in consultant submissions, is as follows:

1. Review the existing land transport networks and identify current safety and traffic deficiencies;
2. Review existing and future land use (over the next 25 years) and related land transport demands to establish long term land transport needs;
3. Consider, as part of the review above, the need to enhance rail services between Bathurst and Sydney for passengers and freight and the role of major centres with respect to the provision of future inter-modal terminals;
4. Identify land transport strategies to meet passenger and freight needs over the next 25-years, in particular, including the needs between the Central West and greater Sydney, Port Botany, Port of Newcastle and Port Kembla;
5. At a strategic level identify key environmental constraints, including environmentally sensitive areas, and physical constraints in the natural and built environment in providing additional capacity on the land transport system;

6. Identify a list of potential proposals to deliver these strategies and assess the relative benefits of each proposal based on strategic engineering, environmental, economic and cost assessment in meeting the identified long term transport needs of the study area. In particular, traffic conditions should be modelled in future years and the performance of proposals assessed in meeting identified strategies. Consultants will need to draw on the RTA's Cost Estimating Guidelines and RTA's Economic Analysis Manual;
7. Identify a priority list of proposals capable of being delivered in the short term (say within 5-years), as well as a series of strategic initiatives to meet transport needs over the longer term (say 6 to 25 years) based on economic and environmental considerations with all assumptions to be clearly stated and justified; and
8. Prepare a delivery strategy for the preferred land transport proposals which addresses funding scenarios and possible staging and timing (short and longer term) of the proposals and associated transport network improvements.

## **7. Meetings**

As the consultants progress through the study process they must regularly (at least fortnightly) meet with the Project Manager.

Regular meetings and briefings of the Project Steering Committee will ensure appropriate guidance and governance of the consultants. The Project Steering Committee will be chaired by Department of Infrastructure every month.

Regular meetings and briefings of the Council Reference Group will be held to ensure appropriate input from and liaison with key interest groups.

## **8. Consultation**

In undertaking the study Commonwealth, State, Local Government Agencies and other key stakeholders should be consulted beyond the Community Outreach Program. Relevant stakeholders include, but are not limited to:

- Mayors (or their representatives) of CENTROC, Blue Mountains and Hawkesbury Councils
- Central Area NSW Consultative Committee
- Local State and Federal Members of Parliament
- Australian Rail Track Corporation
- Sydney Port Corporation
- Newcastle Port Corporation
- Port Kembla Port Corporation
- NSW Department of State and Regional Development
- Central Western Regional Development Board
- Bells Line Expressway Group

All consultations with Commonwealth, State and Local Government Agencies are to be attended by the Project Manager, unless prior agreement to the contrary is confirmed.

The successful consultant will be required to establish and host a study website to ensure stakeholders have access to key reference documents, terms of reference, study brief and study updates.

## **9. Key outputs**

The key outputs from the selected consultant will be set out in a Central West Transport Needs Study Report that:

1. Includes a description and summary of the short (within 5 years) and long term (6 to 25 years) transport needs of the Central West including linkages to Sydney, Port Botany, Port of Newcastle and Port Kembla;
2. Identifies strategies and proposals to address these land transport needs that consider other broader state-wide and national strategies; and
3. Identifies realistic, practical, economic and feasible proposal priorities for land transport capable of implementation in the short term, as well as more strategic initiatives that will need to be pursued over the longer term.
4. Incorporates all necessary graphs, tables, diagrams and maps to illustrate the issues, findings and recommendations.
5. Includes a plan (approx 1:50,000 scale) with ortho-rectified photography base layer that shows the location of each proposal, key physical and environmental constraints, and the location of all major and planned developments in the Central West. The plan shall show the location of major bridges, cuts, fills, tunnels, interchanges and other major features.

## **10. Timeframe**

The study period is approximately five months.

All deliverables must be completed by 15 November 2008 for submission to the Minister for Infrastructure, Transport, Regional Development and Local Government by 15 November 2008 so that it can be submitted to Infrastructure Australia by the end of November 2008.

This is a firm study completion date that can not be negotiated.

The selected consultant team, including any sub consultants, will need to be available to attend an Inception Meeting on Monday 7 July 2pm to 4pm at the RTA's Head Office.

## **11. Consultants submission**

The consultant shall submit the following for consideration by the Project Steering Committee in selection of the preferred proposal:

1. Documentation demonstrating a full understanding of the tasks;
2. A detailed methodology for delivering this work including:
  - Detailed scope of the study
  - Method of reporting, presenting findings and consultation
3. A resource plan detailing the project management structure and key personnel involved on each activity, time allocation and hourly rates of nominated staff. Key personnel dedicated to the study for its full term shall be identified, together with their CVs. Details of any sub-contractors proposed for various aspects of the work also need to be provided;

4. Proposed detailed work program including discrete stages of work, milestones and payment schedule. The payment schedule must align with project milestones, listed in the timeline and be consistent with the budget for this project; and
5. Details of any information and/or data required from the Department of Infrastructure, RTA and Ministry of Transport to undertake the tasks.

The consultant should provide five (5) hardcopy versions plus an electronic copy (in pdf format) on CD ROM of their proposals to the Project Manager.

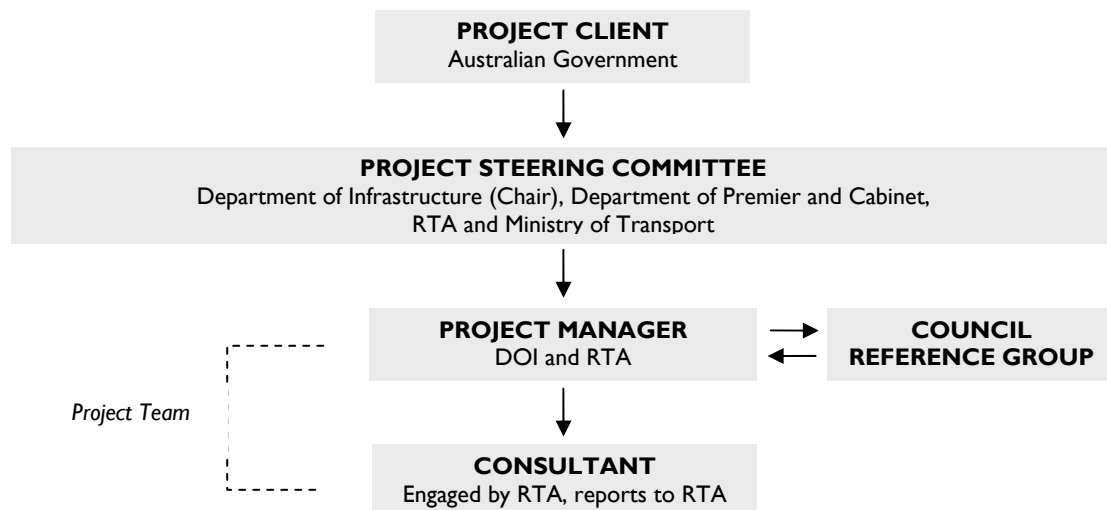
## 12. Project budget

A maximum budget for this project of \$800,000, including GST, has been set which is the limiting maximum fee for this project. Tenderers are invited to bid within this ceiling.

Submitted price must include all project cost including travel costs and overheads and not exceed \$800,000 including GST.

## 13. Reporting arrangements

The administrative structure for this project is described in the following diagram.



For the purpose of submission of this brief the client is the RTA. Ms Natalie Camilleri, A/Manager Network and Corridor Planning, is the contact to whom all enquiries about the proposal should be addressed:

Telephone: (02) 9218 6077  
 Email: [Natalie\\_Camilleri@rta.nsw.gov.au](mailto:Natalie_Camilleri@rta.nsw.gov.au)

## 14. Submission of proposals

Proposals should be submitted in writing by **10:00am on Monday 30 June 2008** via the RTA's Tender Box located at the RTA's Head Office on the Ground Floor, 260 Elizabeth Street, Surry Hills. Proposals should be addressed to the RTA's Ms Natalie Camilleri, A/Manager Network and Corridor Planning, Strategic Network Planning Branch.

## 15. Consultant selection procedure

Upon receipt of submissions, they will be reviewed and evaluated by a panel with representation from the Project Steering Committee against the following criteria:

<b>Criteria</b>	<b>Indicative weights</b>
1. Demonstrated understanding of the brief and methodology	30%
2. Key personnel and technical skills	30%
3. Organisation's capability	10%
4. Recent performance	10%
5. Price	20%