



# TERMS OF REFERENCE (TOR) FOR TRAFFIC IMPACT ASSESSMENT (TIA) STUDY FOR TACIRUA PHASE II SUBDIVISION, NASINU.

## 1. BACKGROUND:

The purpose of this project is to carry out a Traffic Impact Assessment (TIA) Report at Tacirua Phase II. Given the scale and location of the proposed development, FRA requires a TIA Report to proceed through with the development.

## 2. LOCATION:

The site is located along Khalsa road within Tacirua East, the site is approximately 3 kilometers from the Valelevu Town center.

## 3. SCOPE OF WORK:

The TIA investigation is to include,

### 3.1 Traffic Counts

It is recommended that traffic counts at the below road intersection be undertaken:

- i. Khalsa Road/Tacirua East Toad
- ii. Niubalavu Cres Road/Khalsa Road
- iii. Kanace Road/Khalsa Road
- iv. Princess Road/Khalsa Road

To identify turning movement counts during the busiest AM from 6am – 9am, and PM peak periods from 12noon – 7pm on a weekday which will also cater for the school traffic around the area and for Saturday count from 6am – 3pm. These turning movement counts are to be used for the traffic impact analysis of the proposed development.

### 3.2 Traffic Survey Data

A soft copy of the raw traffic count data should be submitted in Microsoft Excel format. From the traffic survey data, network flow diagrams (AM and PM) need to be presented in Microsoft Excel.

### 3.3 Intersection Modelling

The traffic engineering consultant shall undertake intersection and/or network modelling of the intersections to assess the existing operational performance of the intersection and the impact of the additional traffic generated by the proposed development. All peak periods shall be modelled to determine the worst performing peak period. It should model what will be the scenarios with and without the development for the next 10-15 years.

The future trip generation and distribution shall be investigated and explained clearly in the TIA report. The trips shall be split into general traffic, commercial vehicles, public transportation and pedestrians.

The existing and future performance of the modelled intersection shall be presented in the report by including details of traffic volumes, capacity, delays, queue length, level of service and degree of saturation comparisons.

From the assessment of the traffic operations, the consultant is expected to determine any required improvements, upgrades and/or changes to roads, intersections, traffic lanes, controls and accesses.

The FRA recommends that SIDRA Network Modelling software is used to undertake the traffic modelling.

### **3.4 Accesses and Internal Circulation**

The TIA report should provide details of access to and from the site. Clear, unambiguous and safe entry and exit and internal circulation is to be provided for all road users including pedestrians. Safe and efficient access and internal circulation should be demonstrated by the use of swept turning paths for each type of vehicle that will access the site.

### **3.5 Public Transport Facilities**

The report needs to highlight how the site will be connected to existing public facilities such as bus bay, taxi bay, identify the desired pedestrian crossing lines, appropriate crossing facilities, and how will the public be encouraged to use them.

### **3.6 Existing Conditions and Services**

The TIA report should provide details of all services, road asset affected by the proposed development.

The applicant is further required to have pre-consultation with the Authority prior to undertaking a TIA. The applicant is further advised to use the Terms of Reference (TOR) for a TIA and “Guidance on TIA in Fiji” available on <http://www.fijiroads.org/strategy-planning/> as a guide when preparing the TIA.

## **4 TIMING/ WORK DURATION**

This work is required to be completed as soon as possible and the consultant shall nominate a proposed starting date and project duration.

## 5 DELIVERABLES:

The following deliverables should be provided upon completion of the project:

- Preliminary Traffic Impact Assessment (TIA) Report, including all known information.

All data listed shall become the property of the Housing Authority and shall be provided in a relevant suitable format.

A written and priced proposal to this invitation, shall be uploaded on Housing Authority Tenderlink no later than **3pm, Friday 30<sup>th</sup> August, 2024**.

**“RFT –TRAFFIC IMPACT ASSESSMENT (TIA) STUDY, TACIRUA PHASE II”**, and is to be addressed to:

The Chief Executive Officer  
Housing Authority,  
PO Box 6472,  
Nasinu.

Proposals beyond this date and time will not be accepted.

## 6 PAYMENT SCHEDULE

The consultant shall nominate the price for carrying out the work required inclusive of VAT according to the table below.

Item	Description	TOTAL \$FJD (VIP)
1	Traffic Impact Assessment Report	
	<b>TOTAL</b>	

Payment will be made as per the schedule of rates or as proposed by consultant for consideration.

## 7 KEY PERSONNEL REQUIREMENTS

### 7.1 Consultants Organization

The consultant’s project organization will be headed by a qualified Traffic Engineer and will be the sole point of contact with the client dealing with all contractual and technical matters of the assignment.

### 7.2 Qualification and Experience Requirements

The requirements described below are the minimum team requirements and qualifications and experience to be possessed by a selection of nominated personnel of the Consultant. For all positions, it is expected that the nominated expert has a minimum of bachelor's degree in a relevant or related discipline, and at least the years

of professional experience stated in the table below, including for projects of nature similar to that of the Project. The Traffic Engineer should have 15 years of professional experience and have experience with at least three projects of similar nature and complexity. The detailed qualification and experience requirements for each key personnel are shown in the table below. The submission of a CV for each of the key personnel is required. The consultant is requested to nominate additional non-key experts that the consultant deems required to fulfil the scope of the study. The overall team of experts (key and non-key) will be assessed when evaluating proposals.

Key Personnel	Experience	Requirements
Civil / Traffic Engineer	15 years	<ul style="list-style-type: none"> <li>• Degree in Civil Engineering or equivalent</li> <li>• Experienced in local traffic studies and provide updates in a timely and to the satisfaction of the client.</li> <li>• Experience with transportation planning, traffic operations and traffic design.</li> <li>• Must be physically present in the country during site investigation and reporting.</li> </ul>
Engineering Technicians	5 years	<ul style="list-style-type: none"> <li>• Certificate/Diploma in Civil Engineering or equivalent</li> <li>• Experienced in transportation engineering or a related field.</li> <li>• Must be physically present in the country during site investigation and reporting.</li> <li>• Must be fluent in written and spoken English</li> <li>• Work experience in the Pacific is preferred</li> </ul>

## 8 ITT DELIVERABLES

The Consultant will prepare the following for acceptance and approval by the HA.

CHECKLIST	
No.	ITT to include:
1.0	Qualifications and CV of key personnel
2.0	Experience in Similar Projects recently
3.0	Programme
4.0	Methodology

5.0	Price
6.0	Professional Indemnity
7.0	Public Liability
8.0	Tax compliance certificate
9.0	FNPF Compliance certificate
10.0	Business Registration
11.0	Vat Registration

## Appendix

