

7.4.3 2025054: CYCLING CONNECTION BETWEEN SCOTCHMANS CREEK TRAIL TO DJERRING TRAIL

(2025054)

Responsible Manager:	Andrew Andonopoulos, Manager Capital Works
Responsible Director:	Jarrod Doake, Director City Services

RECOMMENDATION

That Council

1. Awards the tender from Blue Peak Constructions Pty Ltd for the Cycling Connection Between Scotchmans Creek Trail and Djerring Trail, Contract No. 2025054 for a fixed Lump Sum of \$3,239,560.09 with an extra \$330,000 for Contingencies
2. Authorises the Chief Executive Officer to execute the contract agreement.
3. Notes that the contract will commence on 1 April 2025 and the expected completion date is 31 October 2025 and
4. Notes that the total anticipated project expenditure including the contract fixed Lump Sum, Service Authority Fees and Charges, Traffic Signal Upgrade Works & Project Management/Design Fees is \$4,184,735.09 with a further allocation of \$330,000 for Contingencies.

(*Please note that all dollar figures are GST Inclusive unless stated otherwise)

INTRODUCTION

Council has conducted a tender for the Cycling Connection Between Scotchmans Creek Trail and Djerring Trail. The City of Monash collaborated with Glen Eira and Kingston Councils in the design development of precast concrete bike separation kerb profiles to ensure consistency of design and manufacturing cost efficiency. This product also incorporates recycled materials (recycled concrete, glass, fly ash and slag) within its manufacture and has been nominated within the specification and design for use in this tender.

BACKGROUND

On 28 November 2023, Monash Council committed to delivering the Scotchmans Creek Trail to Djerring Trail Cycling Connection Project, filling the missing safe cycling connection between the city's two busiest cycling paths. The entire project will be delivered in three stages, commencing in 2024/25. This tender is for the construction of Stages 1 and 2, which will provide a two-way, physically separated and protected cycleway along the east side of Atkinson Street and Hanover Street between Dandenong Road and Burlington Street and an off-road shared pathway along Burlington Street to Oxford Street at which stage cyclists will transition and use the on road to connect to Djerring Trail.

The project includes:

- Installation of a 3.0m wide bi-directional physically separated and protected cycleway on the east side of Atkinson & Hanover Streets within the existing indented parking area (removal of 45 parking spaces);
- Construction of a 0.5m wide precast concrete separator island between the southbound traffic lane and the new cycleway;
- Realignment and retention of 2 x 3.2m wide vehicle traffic lanes;
- Retention of all forty-nine existing parking spaces on the west side of Atkinson Street.
- Construction of raised pedestrian/cyclist prioritised crossing points set back into the intersecting side streets along the east side of Atkinson Street between Dandenong Road and Atherton Road;
- Raised platform and zebra crossing at the bus stop on the east side of Atkinson Street, south of Logie Court.

Stakeholder engagement was conducted from early 2022 until late 2023. This included a community consultation period between June 2022 and February 2023. Consultation activities included:

- Letters to residents, traders, and property owners.
- Shape Monash as the main platform for consultation.
- Direct conversations with local businesses.
- Updates at community advisory group meetings.

Council officers considered feedback from the community in the final detailed design, which was completed in late 2024.

NOTIFICATION

A public notice was placed in The Age newspaper on 7 December 2024 and the tender closed on 22 January 2025.

TENDERS RECEIVED

Eight (8) tender submissions were received by the appointed closing time.

TENDERERS SUBMITTED	
1	Blue Peak Constructions Pty Ltd
2	CDN Constructors Pty Ltd
3	Contek Constructions Pty Ltd
4	Kaizen Civil Pty Ltd
5	Parkinson Group (Vic) Pty Ltd

6	Prestige Paving Pty Ltd
7	Reno Con Pty Ltd
8	United Civil Constructions Pty Ltd

TENDER CONFORMANCE

All submissions were assessed for their compliance with the tender conditions including the contractual terms and conditions and the requirements of the response schedules.

One (1) submission was deemed non-conforming, and this submission was not evaluated further.

PRE-TENDER PROCESS

On-site Pre-Tender Supplier briefings were conducted on 16 and 20 December 2024 with prospective tenderers able to attend either session. These briefings were conducted to provide tenderers with a clear understanding of the constraints and requirements to be adhered to when delivering these works through the busy Oakleigh Activity Centre whilst witnessing the precinct in operation. Council Officers emphasised critical non-negotiable elements to ensure the works are delivered to the appropriate requirements whilst minimising community & trader disruption.

Items:

- Maintaining the PTV bus route & multiple car park accesses throughout construction;
- Highlighting the space constraints within the area and defining limited areas available for construction site compound(s) and material storage;
- Establishment of and maintenance of a temporary on road alternative bicycle route throughout construction;
- Management of high-volume pedestrian movements within the area of works throughout construction including retail trade, festivals, events, and markets such as the Rotary Sunday Market;
- Maintenance and management of vehicular traffic in and around the streets and car parks of the activity centre and surrounds.

The pre-tender briefing offered tenderers the opportunity to seek clarifications, ensuring that their submissions were well-informed and aligned with the project-specific requirements. This process allowed tenderers to incorporate all necessary elements within their construction methodology, leaving no doubt that all aspects of Council’s contract requirements are included in their tender submissions and Lump Sum Price. Outcomes from the briefings are binding & incorporated into the final contract between Council and the successful tenderer.

TENDER EVALUATION

All members of the evaluation panel signed Conflict of Interest and Confidentiality forms, and no conflicts were raised.

The remaining conforming tenderers were assessed in accordance with the evaluation criteria published in the tender documentation:

Pass/Fail Assessment Criteria	Score
Quality Systems	<i>Pass/Fail</i>
Certified OHS System	<i>Pass/Fail</i>
Mandatory Insurances	<i>Pass/Fail</i>
Attendance at Mandatory Pre-Tender Meeting	<i>Pass/Fail</i>

Table 2	Key Selection Criteria	Criteria Weightings
Qualitative Criteria	Capacity and Capability	20%
	Project Timelines	10%
	Sustainability (Mandatory)	10%
Quantitative Criteria	Price (Mandatory)	60%

DISCUSSION

All tender submissions were assessed against the tender evaluation criteria, including the price and non-price evaluation criteria. The Tender Evaluation Panel (TEP) compared the relevant experience of the tenderers and capability to deliver the project included in this tender. The TEP shortlisted the top two ranked tenderers for further consideration:

- Blue Peak Construction Pty Ltd
- Kaizen Civil Pty Ltd

The TEP requested clarifications to ensure that the tender prices received were in compliance with all project scope requirements and constraints, including the provision for night works as specified in the tender. Both tenderers provided amended prices which are reflected in the final evaluation table above.

The TEP agreed to interview the top-ranked tenderer, Blue Peak Constructions Pty Ltd (Blue Peak). The purpose of this interview was to gain a comprehensive understanding of the tenderer's proposed construction methodology, available resources, program timeline, and site establishment & management.

The interview provided the TEP with confidence that Blue Peak Constructions Pty Ltd possesses the capability to deliver the project within the required timeframes and to the expected quality standard. In addition, comprehensive pricing clarifications were sought to ensure completeness and accuracy of their tendered price which was confirmed by Blue Peak.

Blue Peak’s staging plan outlines a phased approach to construction, ensuring that Stages 1 and 2 of the project are completed concurrently with minimal disruptions to the local area enabling the project to be completed within a shortened timeframe and prior to the Christmas/end of year trading period. Blue Peak has allocated two dedicated crews to work on the project, ensuring continuous progress and efficient delivery of the works.

Blue Peak has a strong history in successfully completing similar projects valued at up to \$2.5 million for Greater Dandenong, Whitehorse, Knox, and Merri-bek City Councils. A referee check was undertaken with City of Stonnington for which Blue Peak has delivered multiple shared path projects, including the Yarra Main Trail at Alexandra Avenue, South Yarra.

The referee check reaffirmed the TEP’s assessment of Blue Peak’s capability to deliver this contract. City of Stonnington officers praised Blue Peak for their proactive approach in addressing streetscape project site challenges and their ability to engage effectively with residents, traders, and the community, ensuring minimal disruption addressing concerns promptly. Blue Peak consistently met project deadlines and delivered high quality standards throughout the multiple streetscape construction projects at City of Stonnington.

An independent financial assessment was undertaken by Corporate Scorecard on Blue Peak, and it was deemed satisfactory.

The final evaluation ranking (including the price and non-price evaluation criteria) had Blue Peak ranked highest. As such, the evaluation panel recommends Blue Peak as representing the best value outcome for the Council and that they be awarded this tender.

FINANCIAL IMPLICATIONS

The Capital Works Program makes provision for this project across this, and next financial year as follows:

Capital Budget Allocation	\$ GST Ex.	\$ GST Inc.
Project C09694 – Cr Nomination: Cycling Connection between Scotchmans Creek Trail and Djerring Trail*	\$4,135,000	\$4,548,500
TOTAL PROJECT BUDGET	\$4,135,000	\$4,548,500

Total Anticipated Project Expenditure Based Upon Blue Peak Construction Pty Ltd’s Submission		
Lump Sum Price	\$2,945,054.63	\$3,239,560.09
Contingency	\$300,000.00	\$330,000.00
Traffic signal upgrade works: Atherton Road / Atkinson Road intersection (Separate Contract)	\$100,000.00	\$110,000.00
Service Authority Fees and Charges	\$250,000.00	\$275,000.00

Pre-Cast Separation Kerb (pre-purchased to be supplied by Council)	\$39,250.00	\$43,175.00
Design Fees (Full length incl. Stage 3 north of Dandenong Road)	\$360,000.00	\$396,000.00
Project Management/Delivery Fees	\$110,000.00	\$121,000.00
TOTAL ANTICIPATED PROJECT EXPENDITURE	\$4,104,304.63	\$4,514,735.09

* The current budget allocation encompasses Stage 1 and Stage 2 design and construction, as well as the design phase for Stage 3. The construction cost for Stage 3 will be determined once final feasibility, alignment & detailed design has been completed.

SUSTAINABILITY OUTCOMES

The project incorporates the use of significant volumes of recycled materials in its construction including:

- Reclaimed asphalt pavement (RAP) within new asphalt – 20-30% (280 tonne)
- Crushed Concrete as a crushed rock replacement – 10% (50 tonne)
- Reclaimed Crushed Glass as a crushed rock replacement & within new asphalt – 10%/5% (120 tonne)
- Slag Aggregate as a crushed rock replacement & within new asphalt – 10% (50 tonne)
- Fly Ash within new asphalt as a filler – (14 tonne)
- Plastic within new asphalt – (14 tonne)
- Bike path separation kerbs are manufactured using reclaimed rainwater and consists of up to 20% manufactured sand, a waste by-product from quarry processing and 10% mixed recycled plastic waste as well as fly ash as a cement replacement.

Construction of the cycling path will also encourage road user shift from private vehicles to bike and significantly improve sustainability in several ways:

- Encouraging cycling as an alternative to driving reduces the number of cars on the road, leading to lower greenhouse gas emissions and less air pollution.
- Bike paths help alleviate traffic congestion, making transportation more efficient and reducing the overall environmental impact.
- Improved Urban Spaces by enhancing the aesthetic appeal of urban areas, making them more liveable and attractive.

CONCLUSION

That Council approves the recommendations contained within this report.



ATTACHMENT LIST

Nil