

## 13.7 TVP/23/07 Archer Mint Revitalization Stage 2 Protected Bike Lane Construction - Award of Tender

<b>Location</b>	Carlisle
<b>Reporting officer</b>	Strategic Project Manager
<b>Responsible officer</b>	Chief Operations Officer
<b>Voting requirement</b>	Simple majority
<b>Attachments</b>	1. CONFIDENTIAL REDACTED - TV P-23-07 Evaluation Report [13.7.1 - 11 pages]

### Recommendation

That Council awards the contract associated with Archer Mint Revitalization Stage 2 Protected Bike Lane Construction to Bos Civil Pty Ltd for Stage 2A, with the terms and conditions as outlined in the contract.

### Purpose

For the Council to accept the tender submitted by Bos Civil for the Archer Mint bike lane between Gemini Way and Star Street.

### In brief

- The Public Tender TVP /23/07 consists of two separable works packages (Stage 2A: Gemini Way to Star Street and stage 2B: Raleigh to Hubert Street). The project is a continuation of the recently completed bike lane section between Mars and Star Street and forms part of the overall Archer Mint streetscape improvement plan between Orrong Road and Albany Highway.
- Due to construction costs escalation and construction impacts with the Carlisle train station project, the tender document is staged in two separable works packages to enable the delivery of a section of the project within the current budget of the grant agreement.
- The public tender was published through Tenderlink on 15 September 2023 and closed on 3 October 2023
- Suppliers were requested to provide two lump sum prices for separable portions 2A and 2B.
- The approved budget is \$1,552,000 in FY23/24 including a grant funding from the Department of Transport of \$830,000.
- The Town received 1 submission and deemed it to be compliant.

### Background

1. A street improvement plan for Archer Mint Street was prepared between Orrong Road and Albany Highway, which includes a concept design of the streetscape as well as a staging plan.
2. The Plan was subsequently endorsed by Council at the September 2020 meeting - Council Resolution (508/2020).
3. The protected bike lane project, part of the street improvement plan is co funded by Department of Transport via the WABN grant (Western Australian Bicycle Network).

4. The initial stages of the street improvement plan were delivered in December 2022 for the streetscape works between Planet and Bishopsgate Street and February 2023 for the protected bike lane section between Mars and Star Street (Stage 1a).
5. The current stage 2 section of the bike lane aims to link the residential areas to the Town Centre and future Carlisle train station.

## Compliance criteria

6. Tender submissions must comply with the advice provided under the compliance criteria, as indicated in the tender documents.
7. The Town's Procurement & Contracts Officer assessed all submissions for compliance against the compliance criteria.
8. The submission was deemed compliant.

## Evaluation process

<b>Relevant experience</b> Details of similar works Details of issues related to previous project and their management	Weighting 25%
<b>Capacity</b> Role in the contract Resume Membership and qualifications List of plant and equipment's	Weighting 10%
<b>Methodology</b> Project timeline Traffic management approach Methodology details to minimize construction impacts	Weighting 20%
<b>Sustainability</b> Social, indigenous Economic benefits Environmental impacts Support to local businesses	Weighting 5%
<b>Price</b>	Weighting 40%

## Strategic alignment

Economic	
Community Priority	Intended public value outcome or impact
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	Building a protected cycle lane along Archer and Mint Street will provide a more comfortable and inviting experience for visitors to the Town Centre and improve the likelihood of businesses' coming out' onto the street and upgrading their shopfronts

Environment	
Community Priority	Intended public value outcome or impact
EN1 - Protecting and enhancing the	The design includes additional trees along the verges and

natural environment.	vegetations in the median buffers which represents an opportunity to increase the Town Urban tree canopy in line with the Urban Forest Strategy and Public open space strategy.
EN3 - Enhancing and enabling liveability through planning, urban design and development.	The protected will encourage more people with various cycling abilities to ride and improve their general wellbeing. Additionally, trees planted on the verge will increase the tree canopy which will contribute to the Town Urban Urban Forest Strategy.
EN6 - Improving how people get around the Town.	Creation of a slow speed pedestrian focused precinct with shared space where various transport modes such as public transport, walking and cycling can interact.

## Social

Community Priority	Intended public value outcome or impact
S1 - Helping people feel safe.	The protected bike lane with raised intersections and adequate signs prioritizes pedestrians and cyclists over vehicles aiming to improve road safety.

## Engagement

### Internal engagement

Stakeholder	Comments
Procurement	Provided advice and acted as a probity advisor throughout the public tender process from public tender preparation to evaluation.
Internal staff	The Team provided comments included in the design.
Street Improvement	The team provided technical advice and support to inform the design.
Place Planning	The officer provided comments regarding landscaping and general alignment of the bike lane.
Operations	Location of new trees on verge were reviewed to maximize sightlines and canopy cover.
Parking Team	Impact on parking was also reviewed by the team.
Communication Team	Communication officer was consulted to prepare the various updates on the Town website and provided updates to the community.

### External engagement

Stakeholder	Comments
Community	Residents, business owners and elected members were consulted during the design process.
Other engagement	Western Power, Public Transport Authority (PTA) and Department of Transport

	(DoT) and other relevant utility services were actively engaged during the process.
Method of engagement	<ul style="list-style-type: none"> <li>• One-on-one meetings with impacted business owners</li> <li>• On-site signage plan</li> <li>• Your Thoughts feedback site</li> <li>• Post cards drop to nearby residents and landowners</li> <li>• Regular updates via the Towns digital channels on the project</li> <li>• Regular meetings with external agencies.</li> </ul>

## Legal compliance

[Section 3.57 of the Local Government Act 1995](#)

[Part 4 Division 2 of the Local Government \(Functions and General\) Regulations 1996](#)

## Risk management consideration

Risk impact category	Risk event description	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk treatment option and rationale for actions
Financial	Failure to comply with financial requirements under the Act in relation to Procurement.	Moderate	Likely	Medium	Low	TREAT – Go through a public tender process
Financial	Insufficient funds to deliver the project	Low	Unlikely	Low	Low	TREAT- current budget has sufficient contingency given the construction price. Additionally, the tender is divided into 2 separate works packages to award the contract within the budget.
Health and safety	Potential injuries from works	Moderate	Possible	Medium	Low	SHARE- Review Contractor's documentation methodology, risk and controls prior to starting work.
Enviromental	Failure to	Moderate	Possible	Medium	Medium	SHARE- Review

	comply with environmental requirements of the work.					Contractor's construction methodology, risk and controls prior to starting work.
Legislative compliance	Not applicable					
Reputation	residential and business complaints during the work.	Moderate	Likely	Moderate	Low	TREAT- Notify residents via the website social media and 7 of 9 Letter-drop prior to construction start. Engage with the contractor during regular project control group meetings to monitor construction impacts.
Service delivery	Project completion delay	Moderate	Possible	Medium	Low	SHARE- Continuous review of the Construction program and identification of key project milestones.

## Financial implications

<b>Current budget impact</b>	<p>As the value of the contract exceeds \$250,000, the acceptance of the offer/tender and subsequent award of any such contract is to be determined by Council.</p> <p>Sufficient funds exist within the annual budget to address this recommendation.</p>
<b>Future budget impact</b>	<i>Not applicable</i>

## Relevant documents

[Policy 301 – Purchasing](#)

## Analysis

9. The assessment of the submissions was formally undertaken by a panel that included:
  - Strategic Project Manager

- Strategic Project Manager
- Place Planner
- Communication Officer

10. The Town received one submission, which was deemed compliant.
11. An evaluation of submission against the qualitative criteria was conducted as per the evaluation Plan.
12. The evaluation of the submission against the quantitative and qualitative criteria resulted in BOS Civil Pty Ltd being the recommended tenderer based on the following points:
  - a. Previous experience on complex streetscape projects with the Town (Archer Mint streetscape stage 1 and Protected bike lane stage 1A)
  - b. Strong understanding of vehicles and traffic movement along Archer Mint with a detailed staging plan
  - c. A reputable project team with sound experience in complex projects.

## Further consideration

At the Agenda Briefing Forum held on 7 November 2023 the following information was requested:

1. Provide advice on whether the design for section 2A is publicly available.  
The detail design for stage 2A is not publicly available. However, plans were developed in alignment with the endorsed concept design and will be uploaded on the Town website.

2. Provide information on the groups the Town consulted with.  
A "Your Thoughts" webpage was created in June 2020 and received 75 public comments on the concept design with feedback from Carlisle, East Victoria Park and Victoria Park residents.  
Moving forward, the detail design for stage 2 and 1A will be reassessed by PTA and DoT with potential changes to the raised bus stop. Additionally, West Cycle will also be consulted in regard to the design.

Once the changes are reviewed by the project team in terms of costs and timeline implication, a provisional sum will be allocated before finalization of the contract.

3. Provide information on how many tenders were received for stage 1.  
The Archer Mint Streetscape Stage 1 project was publicly advertised through tenderlink and received one submission.

The Archer Mint bike lane Stage 1A was advertised via the WALGA vendorpanel and also received one submission.