

MINUTES

**WORKS AND URBAN DEVELOPMENT
COMMITTEE**

10 FEBRUARY 2015

APPROVED FOR RELEASE



**GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER**



CITY of PERTH


MINUTES

**WORKS AND URBAN DEVELOPMENT
COMMITTEE**

10 FEBRUARY 2015

**THESE MINUTES ARE HEREBY CERTIFIED AS
CONFIRMED**

**PRESIDING MEMBER'S
SIGNATURE**


DATE: 24/03/15

WORKS AND URBAN DEVELOPMENT COMMITTEE

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Integrated Planning and Framework Implications	Planning Reporting	Corporate Business Plan
		Council Four Year Priorities: Getting Around Perth
		S4 Enhanced accessibility in and around the City including parking
		4.1 Advocate and work in partnership with others to provide safe and convenient ways to get around Perth, including cycling, light rail and CAT buses
		S9 Promote and facilitate CBD living

DETAILS:

The Cycle Plan 2029 aims to promote cycling as an everyday safe and convenient transport alternative. The proposed strategic cycle network included in the Cycle Plan 2029 seeks to provide key east – west and north – south links along routes that promote a safe riding environment. The proposed education, training and promotion activities included in the Cycle Plan 2029 seek to encourage specific types of cyclists and potential cyclists to cycle more often for short trips in the city.

The first Implementation Program 2012-17 set out the individual projects to be undertaken within that timeframe utilising both the associated capital and operational budgets in order to achieve the City's goals of developing a strategic cycle network and achieving a targeted increase in cycling participation.

Cycle Plan Implementation Program 2012-17 Review

In accordance with the overall strategy, the City is progressively implementing key east-west and north-south cycle routes in a variety of different treatments with the aim of improving the access to a safe, easy to use, sustainable and active transport choice for city residents and commuters.

Four different classifications of treatment for the strategic cycle network were proposed in the Cycle Plan 2029. These treatments aim to assist with the changing culture of movement in the city which seeks to encourage all modes to slow down and share public space as they enter the city core where the pedestrian density and public life is concentrated. These include:

- *Regional Routes* such as existing Principal Shared Paths (PSP's) that provide connections between major destinations in the wider metropolitan region.
- *City Cycle Routes* which are typified by dedicated cycle lanes that connect to regional routes.
- *Integrated Cycling Routes* which are characterised by slow speed bicycle friendly routes that provide fine grain connectivity to destinations in the central core.
- *Pedestrian Priority Zones* which have significantly restricted vehicle access and accommodate slow speed cycling that recognises the pedestrian dominance of the space.

In order to achieve consistency across the strategic cycle network and legibility for its users the administration has worked in conjunction with Main Roads WA to devise standard design features that are attributed to each of the four classifications of cycle infrastructure. These include:

- *Regional Routes* – use of both Main Roads WA regulatory and City of Perth additional advisory shared signage to reinforce pedestrian priority and behaviour of shared path users.
- *City Cycle Routes* – use of a green surface treatment in designated cycle lanes at potential conflict points with other road users to highlight the presence of cyclists on the carriageway, and priority head start boxes at signalised intersections to allow cyclists to establish themselves at the top of the intersection under a red light scenario and take off ahead of other traffic.
- *Integrated Cycling Routes* – use of white thermoplastic bicycle symbols placed on the centre of the carriageway lane and Main Roads WA advisory ‘Share the Road’ signage mounted on the edge of kerb to increase awareness amongst road users of the presence of cyclists.
- *Pedestrian Priority Zones* – use of City of Perth advisory signage to reinforce pedestrian priority and expectation of slow speed cycling.

Applying these four different treatments and their individual standard design features to the planned strategic cycle network, the following projects have been designed and implemented since adoption of the Cycle Plan 2029:

- **Stirling Street** city cycle route between Roe Street and Newcastle Street.
- **Aberdeen Street** city cycle route improvements at Lake Street intersection.
- **Barrack Street Bridge** regional route between Wellington Street and Roe Street.
- **Wellington Street** pedestrian priority area between George Street and Milligan Street.
- **Mounts Bay Road** regional route between Mill Street and William Street.
- **Mount St Bridge** pedestrian priority zone.
- **Murray Street West Stage 1** city cycle route and integrated cycle route between Elder Street and William Street.
- **Murray Street East Stage 1** city cycle route between Barrack Street and Pier Street.
- **Mill Street** city cycle route between Mounts Bay Road and St Georges Terrace
- **Spring Street** city cycle route between Mounts Bay Road and Mount Street

It is noted that the above cycling infrastructure projects have been completed and represent a total expenditure of \$623,000.

demonstrate an overall **6% increase** in the amount of people cycling in the city on both weekdays and weekends between for the first quarter of 2014 in comparison to the first quarter of 2013.

Partnerships

As the capital city of Western Australia the City of Perth is committed to working in partnership with State Government to deliver a safe, easy to use and well-connected cycle network. Informed by the City's Cycle Plan 2029 and State Government's West Australian Bicycle Network Plan design and implementation work is underway on a number of joint initiatives that will have a positive impact upon the city's cycle network, opening up new east-west and north-south cycle routes.

As part of the development of the draft Central Area Transport Plan 2025 the City of Perth and State Government are currently working together to identify strategic cycle network links that are eligible for Perth Parking Management Funding to be implemented in the 2015/16 financial year.

It is recognised that building cycling infrastructure in the core of the capital city is particularly challenging. One of the key lessons learned from the first 2 years of implementation of the program is that the creation of new cycling infrastructure often needs to be programmed to coincide with other projects and existing capital works, for example, two way conversions of Mounts Bay Road and Barrack Street. Maintaining efficient traffic management has a major influence on project planning and requires flexibility and collaboration with other projects and proponents in the public and private sector to ensure that any negative effects of building cycling infrastructure in the centre of the city are minimised.

Projects and Programs

Of the 22 infrastructure projects listed in 2012/13 and 2014/15 financial years in the first Implementation Program 2012 - 2017, approximately 55% of these have been successfully implemented. A further 27% of these projects are due to be delivered prior to the end of the current financial year. 18% have been rescheduled so that the works coincide with other key city projects, two-way streets and Parallel Walk conversions.

The revised draft Implementation Program 2014-19 details the priority infrastructure projects to be undertaken by the City of Perth during this timeframe in order to achieve the Cycle Plan 2029 goals.

Key projects to be undertaken in partnership with the Department of Transport in the current 2014/15 financial year include the implementation of cycle lanes on Barrack Street, between Riverside Drive and St Georges Terrace, and design work for the extension of a shared path on Roe Street, between Fitzgerald Street and Thomas Street.

Moved by the Lord Mayor, seconded by Cr McEvoy

That Council:

- 1. receives a progress update on the implementation of the City of Perth Cycle Plan 2029;***
- 2. approves the revised City of Perth Cycle Plan Implementation Program 2014 – 2019; and***
- 3. notes that the estimated spend on cycling infrastructure in 2014/15 within the City of Perth is approximately \$155 per capita, (significantly higher than the national \$5 per capita target set by the Bicycle Network that would demonstrate a meaningful commitment to cycling infrastructure improvements).***

The motion was put and carried

The votes were recorded as follows:

For: The Lord Mayor, Crs Limnios and McEvoy

Against: Nil

5.41pm The Chief Executive Officer entered the meeting.

WK21/15 INVESTIGATION OF ALTERNATIVE OPERATING CONFIGURATIONS OF THE CLAISEBROOK LAKE, EAST PERTH

BACKGROUND:

FILE REFERENCE:	P1029173
REPORTING OFFICER:	Shelley Smith, Environment Officer - Water features, Lakes and Wetlands, Parks and Landscape Services
RESPONSIBLE DIRECTOR:	Doug Forster, Director City Infrastructure and Enterprises
DATE:	19 January 2015
MAP / SCHEDULE:	N/A



Figure 1 Locality map - Claisebrook Lake, East Perth

Issues associated with the water quality of Claisebrook Lake have previously been documented in reports to Council, dated 6 December 2011 and 15 May 2012. Claisebrook Lake was constructed in 1995 by the East Perth Redevelopment Authority (EPRA). The lake was primarily constructed to supply irrigation water for approximately 10 hectares of public open space in East Perth, but is also valued by residents as an ornamental water feature. The main water source for the lake is stormwater which is intercepted from the Claisebrook main drain and passes through a Gross Pollutant Trap before being stored in the lake and cycled through the channels (Figure 2). Since construction, the lake has experienced periodic growth of a native aquatic plant which has, on occasion, been a cause of concern for a limited number of residents who consider the aquatic plants reduce the aesthetic quality of the lake.

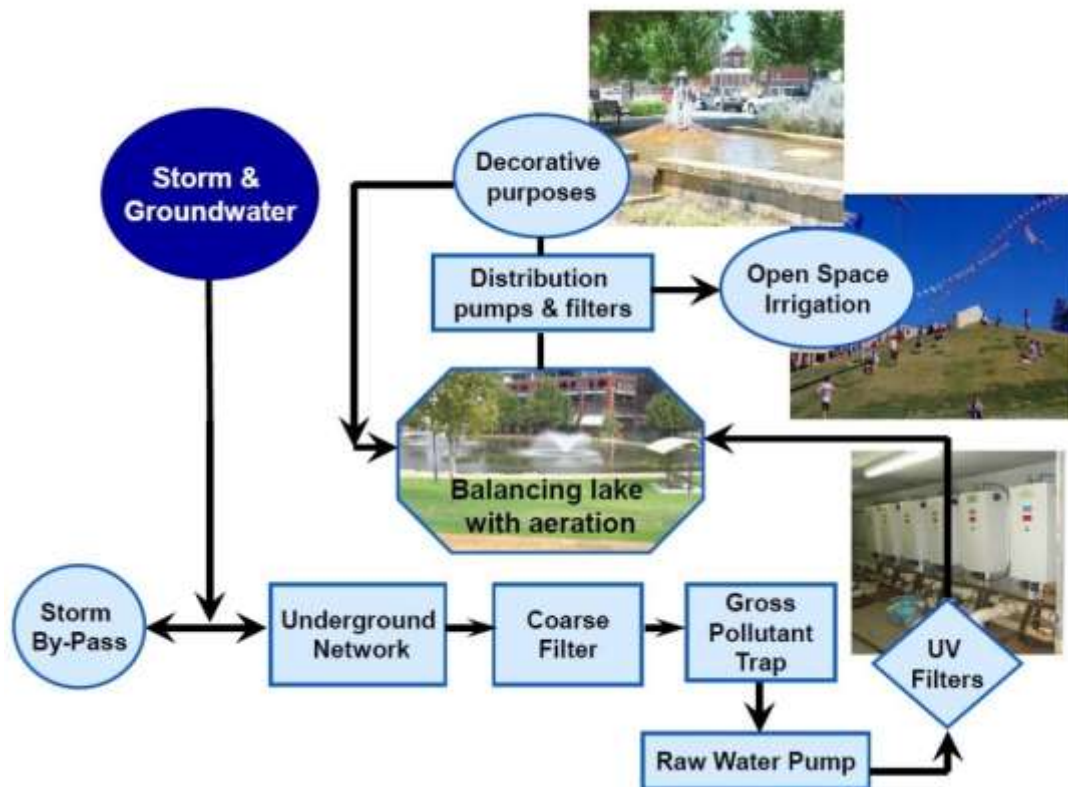


Figure 2 Existing treatment train at Claisebrook Lake, East Perth

At its meeting held on **15 May 2012** it was resolved that Council;

1. *accepts the most suitable tender, being that submitted by GHD, for the provision of consulting and design services to investigate, evaluate and report on the possible treatments for the Claisebrook Lake at a lump sum cost of \$49,930 (excluding GST);*
2. *notes that costs will be incurred for extended water quality testing as part of the investigations and that these costs can be accommodated within the project budget allocation.*

In addition, the City has undertaken several actions to address community concerns, including installation of aeration units and interpretive signage explaining the importance of aquatic plant to water quality and as a natural wildlife habitat which is evidenced by birdlife nesting on and around the lake. In addition, an improved cleaning schedule has been introduced and commenced in September 2014.

It should be noted that aquatic plant growth has not adversely impacted on the appearance of the lake in the last 12 months, and no complaints have been received during this period. In contrast, community members have demonstrated an interest in the other values of the lake, including its role in providing bird habitat.

As a result of further consideration it is recommended that lake water quality and visual amenity continue to be monitored for a further period of 24 months. If the extended monitoring results indicate that the maintenance and channel cleaning

- Reduction of Total Suspended Solids (TSS) concentration;
- Reduction in aquatic plant growth; and
- Improved water circulation.

All options follow a similar treatment train methodology including the removal of suspended solids, deepening of the lake and the introduction of raingardens and/or wetlands to reduce nutrients entering the lake.

All design options, except for Option Three, retain the ability to incorporate the existing ultraviolet (UV) filtration system. The UV treatment system, which is currently unserviceable, was installed in 1995 as a component of the original EPRA design and was intended to reduce the bacterial content prior to water entering the lake. Water quality monitoring demonstrates that lake microbiological concentrations are classified as suitable for low exposure activities according to the *Recycled Water Guidelines* (DoH 2011); therefore reinstating the UV treatment system is not considered to be a necessary component of the treatment train.

Option One

Stormwater is first diverted through a secondary stormwater treatment device, with the option of reinstating the UV filtration system. Treated water then passes through a landscaped raingarden to the north before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; most cost effective option.

Cons: Nutrient uptake of wetland not modelled due to low hydraulic residence time; small raingarden size resulted in lowest overall nutrient uptake efficiency therefore worst performing option.

Option Two

Option Two follows a similar treatment train arrangement to Option One, with the main differences being a gravity fed vegetated swale as opposed to raingarden, and extensive transitional wetland plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased water circulation; decreased lake water temperatures.

Cons: Extensive wetland plantings reduce lake volume for irrigation significantly; nutrient uptake of wetland not modelled due to low hydraulic residence time; restricted access to proposed location of secondary stormwater treatment device.

Option Three

Option Three follows a similar treatment train arrangement to the previous options, with the main differences being a new diversion weir structure, an increased area of raingarden incorporated into the existing turfed terraces, and no submerged plantings.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation.

Cons: Significant additional infrastructure required; no option for reinstating the UV treatment system; large raingarden area detracts from public open space; decommissioning of existing CDS unit may increase maintenance requirements for secondary treatment device; no mechanisms for dissolved nutrient uptake; most expensive option.

Option Four

Option Four is similar to Option One, with stormwater first diverted through a secondary stormwater treatment device and the option of reinstating the ultraviolet (UV) filtration system. Treated water then passes through a larger area of landscaped raingarden incorporated into the existing turfed terraces, before entering the lake through a submerged wetland edge. The lake base would be deepened and concrete lined, with pump intake locations repositioned.

Pros: Increased removal of suspended sediment, particulate-bound nutrients and non-nutrient contaminants; dissolved nutrient uptake; increased lake volume for irrigation; decreased lake water temperatures; ease of maintenance for concrete base; increased water circulation; optimised raingarden footprint on public open space.

Cons: Nutrient uptake of wetland plantings not able to be modelled due to low hydraulic residence time; second most expensive option; raingarden area detracts from public open space.

Modelling demonstrated that the bulk of nutrient and non-nutrient contaminant removal provided by all four options is derived from the installation of the secondary stormwater treatment device, which captures up to 80% of total suspended solids and up to 30% of total nitrogen and total phosphorus. The raingarden would provide final polishing and uptake of dissolved nutrients, whereas the wetland edge was unable to be modelled due to the low hydraulic residence time.

in Lake and James Street, and queried how often the City cleans these areas. The Director City Infrastructure and Enterprises advised that the area is cleaned five nights each week and will provide Cr McEvoy details of the current cleaning regime.

Information was provided to Cr McEvoy by the Director City Infrastructure and Enterprises on 29 January 2015 detailing the City's cleaning regime of Northbridge (TRIM reference 14650/14).

New General Business

1. Claisebrooke Lake Bridge – Lighting

Cr Limnios queried an issue with regard to the lack of lighting around the Claisebrooke Bridge and the antisocial behaviour that occurs during the evenings in this area, this was raised about a year ago as a result of receiving complaints. The Director City Infrastructure and Enterprises advised that since this time the lighting has increased to ensure the safety of the public within this vicinity.

2. Piazza Screening Wall

The Director City Infrastructure and Enterprises provided an overview of the proposed design for the Piazza Screening Wall for the Works and Urban Development Committees to consider and provide feedback. The Works and Urban Development Committee did not agree with the proposal and suggestions were put forward to use this highly exposed area interactively with the public, such as a rock climbing wall or public art project possibly involving the Art Foundation.

The Director City Infrastructure and Enterprises advised that alternative options can be presented to achieve a more active or artistic approach with the use of this space.

Cr Limnios requested that a report be presented at a future meeting that details the options for more active and creative treatments to the Piazza Screening Wall.

The Committee agreed that this request should be progressed.

3. Paving Upgrade in City's Malls - Update

The Director City Infrastructure and Enterprises advised that the maintenance work on the granite paving in Hay Street Mall is currently being carried out having commenced on Monday, 2 February 2015.

SCHEDULES
FOR THE MINUTES OF THE
WORKS AND URBAN
DEVELOPMENT
COMMITTEE MEETING
HELD ON
10 FEBRUARY 2015



Implementation Program 2014-2019

DRAFT



CITY OF PERTH CYCLE PLAN 2029

Cycle Plan 2029 – Revised Implementation Program 2014 - 2019

Informed by the goals and actions put forth in the City of Perth's Cycle Plan 2029 and initial implementation undertaken between 2012 - 2014 this revised Implementation Program will identify specific infrastructure projects and estimated costs for the current financial year 2014/15 and the preceding four financial years associated with delivering a strategic cycle network and encouraging an increase in cycling participation.

Delivering the Strategic Cycle Network

Goal

- Cyclists of various abilities will have access to an integrated, accessible and safe strategic cycle network

Action

- Create a strategic cycle network to introduce key east-west and north-south routes and implement complementing key infrastructure

Increasing Bicycle Use

Goal

- *The City of Perth will have an informed community that participate in cycling and both acknowledge and appreciate the environmental, economic and social benefits that cycling provides*

Actions

- *Play an active role in the encouragement and promotion of cycling*
- *Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture*

Infrastructure projects to be included in the first two financial years of this revised implementation program have been selected based on priority and will, where possible, be carried out in conjunction with other major capital works projects in the city during this timeframe.

This revised Implementation Program will also provide a summary of projects that have already been implemented from 2012 to 2014.

Strategic Cycle Network- capital projects delivered 2012 – 2014

To meet the Cycle Plan 2029 goal of creating an integrated, accessible and safe strategic cycle network design and implementation of infrastructure projects in 2012 to 2014 has been focused on the creation of a key east - west route with the installation of a city cycle route along Murray Street east and west. A north - south city cycle route has been created along Stirling Street with design work well underway to connect with Barrack Street, from Riverside Drive To Roe Street providing a safe and dedicated north south corridor for cyclists in the city.

Project	Treatment	Cost
Stirling Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$120,000
Aberdeen Street	City Cycle Route – green surface treatment across Lake Street as part of intersection safety improvements	\$16,000
Barrack Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Wellington Street	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Mounts Bay Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link	\$200,000
Mount Street Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking	\$35,000
Murray Street West Stage 1	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$90,000
Murray Street East	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$40,000
Mill Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Spring Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$26,000
Total Expenditure		\$623,000

Increasing Bicycle Use – operational projects delivered 2012 – 2014

Encouragement and Promotion

- **Bike Week** – numerous successfully attended Bike Week community events
- **Ride2Work** – sponsorship of Bicycling Western Australia event 2012 – 2014 with City of Perth information stalls
- **Workplace Cycle Challenge** – active participation and promotion of challenge to other city workplaces 2012- 2014
- **Santos Great Bike Ride** - active participation and promotion of challenge to other city workplaces 2012- 2014
- **Cycle Plan Webpage** – regular turnover of new content to inform both webpage and voluntary stakeholder consultation list comprising of 3,500 individuals and workplaces
- **Perth Bicycle Network Monitoring and Super Tuesday bicycle counts** – Two new permanent bicycle counters were installed within the City of Perth in 2013 in conjunction with the Department of Transport's Perth Bicycle Network Monitoring scheme. These new count sites at Riverside Drive Shared Path and Aberdeen Street have assisted with the Cycle Plan goal of monitoring an increase in the amount of bicycles entering the city. The eleven permanent count sites have recorded a percentage increase on average 6% on weekdays and weekends between the first quarter of 2013 to 2014. City of Perth continues to be involved in Super Tuesday visual bicycle counts each year and uses the results to compare against the permanent bicycle counter data released by State Government on a quarterly basis, which assists with planning and implementing new cycle routes.

Education and Training

- **Education new infrastructure** – series of City of Perth road safety animations currently being produced
- **Cycle confidence workshops** – approximately 12 confidence workshops held for both public community and City of Perth staff from 2012 - 2014
- **Bicycle maintenance sessions** – monthly bicycle maintenance pop up sessions held for both public community and City of Perth staff to attend

Integrated Transport Programs

- **Cycle audits** – cycle audits undertaken on all major projects with transport implications
- **On street bicycle parking** – approximately 85 new on street bicycle parks have been installed from 2012 to 2014. 5 mobile temporary bicycle parking units created with storage capacity for 50 bicycles.
- **End of Trip** – inventory of all commercial buildings in Perth Parking Management boundary undertaken.

Maintenance Strategy

- **City cycle routes** – In 2012 an agreement was established between City of Perth and Main Roads WA regarding the initial use and ongoing maintenance of green surface treatment on city cycle routes. City of Perth are responsible for the initial cost of installing the surface treatment with ongoing maintenance being the responsibility of Main Roads WA.
- **Reporting issues with the cycle network** – Report from the public regarding issues that require attention are done using the City of Perth's info.city@cityofperth.wa.gov.au address where reports can be logged in the business record keeping system and allocated to the relevant directorate and in turn unit to deal with.

Strategic Cycle Network – projects to be delivered in 2014/15 financial year

Project	Treatment	Estimated Cost
George Street	Regional Route – upgrade of shared path using regulatory and advisory line marking and signage.	\$30,000
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections. Design and Approval 2014/15	\$20,000
Harvest Terrace	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections	\$200,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit. Design and Approval 2014/15	\$5,000
Mercantile Lane/King Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$20,000
Mount Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Cliff Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit	\$5,000
Hay & Murray Malls	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage.	\$50,000
Kings Park Road	Regional Route –feasibility study for new shared path alignment.	\$45,000
Total Projected Expenditure		\$400,000

Strategic Cycle Network – projects to be delivered in 2015/16 financial year

Project	Treatment	Estimated Cost
Barrack Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$200,000
Colin Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Milligan Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$50,000
Murray Street West Stage 2	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Murray Street West Stage 3	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$100,000
Kings Park Road	Regional Route - addition of regulatory and advisory shared path signage and line marking on new shared path link.	\$100,000
Total Projected Expenditure		\$600,000

Strategic Cycle Network – projects to be delivered in 2016/17 financial year

Project	Treatment	Estimated Cost
Bennett Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Kensington Street	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
East Parade	City Cycle Route – on road cycle lanes with green surface treatment and head start boxes at signalized intersections.	\$50,000
Royal Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Fielder Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Pier Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Irwin Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Victory Terrace	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.	\$25,000
Trafalgar Bridge	Pedestrian Priority Zone – addition of regulatory and advisory shared path signage and line marking on new bridge surface.	\$50,000
Total Projected Expenditure		\$325,000

Strategic Cycle Network – projects to be delivered in 2017/18 financial year

Project	Treatment
James Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Francis Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Lake Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit.
Milligan Street / Shenton Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Parker Street	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

Strategic Cycle Network – projects to be delivered in 2018/19 financial year

Project	Treatment
Hay Street West	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit
Murray Street East Stage 2	Integrated Cycle Route – Main Roads WA regulatory line marking and signage, head start boxes at signalized intersections where carriage widths permit

CYCLING ROUTES



EXISTING CYCLING INFRASTRUCTURE

COMPLETED CYCLING INFRASTRUCTURE

2014

- A. Stirling St [Newcastle St to Roe St]
- B. Wellington St [George St to Milligan St]
- C. Barrack St bridge
- D. Spring St [Mount St to Mounts Bay Rd]
- E. Mill St [St Georges Tce to Mounts Bay Rd]
- F. Mount St bridge
- G. Murray St west [Elder St to William St]
- H. Murray St east [Barrack St to Irwin St]

PLANNED CYCLING INFRASTRUCTURE

2015

- 1. Mounts Bay Rd [Mill St - William St]
- 2. Harvest Tce [Kings Park Rd - Murray St]
- 3. Mercantile Ln
- 4. King St [Wellington - St Georges Tce]
- 5. Barrack St [Wellington St - Riverside Dv]
- 6. Murray St mall
- 7. Hay St mall
- 8. Cliff St
- 9. Mount Street
- 10. George St [upgrade]
- 11. Wellington St [Milligan - William St]
- 12. Colin St
- 13. Murray St [Thomas St - Havelock St]
- 14. Murray St [Havelock St - Elder St]
- 15. Milligan St [Spring St - Wellington St]
- 16. Roe St / Railway Pde [Thomas St - Fitzgerald St]



TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	68.00	107.00	107.00	40.00	46.00	46.00	44.00	55.50	66.60	75.42	86.73	92.39	13.77	16.80	16.80	43.00	43.00	43.00	41.00	65.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	51.00	81.00	81.00	9.00	10.35	10.35	6.00	7.50	9.00	22.83	26.26	27.97	1.70	2.10	2.10	8.50	8.50	8.50	2.00	3.00	3.13
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	63.00	99.00	99.00	42.00	48.30	48.30	58.00	60.00	87.00	64.38	74.03	78.86	34.00	41.50	41.50	45.00	45.00	45.00	54.00	69.00	99.00
4	As in (3) but for clay pavers.	m ²	68.00	106.00	106.00	43.00	49.00	49.00	58.00	60.00	87.00	68.67	78.97	84.12	31.00	37.80	37.80	45.00	45.00	45.00	54.00	69.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	100.00	158.00	158.00	79.00	86.90	86.90	68.00	85.00	102.00	92.25	106.09	113.01	28.45	34.70	34.70	60.00	60.00	60.00	43.00	62.00	64.00
	100mm thick	m ²	115.00	181.00	181.00	90.00	103.50	103.50	71.00	88.75	106.50	93.78	107.85	114.88	32.55	39.70	39.70	70.00	70.00	70.00	47.00	76.00	79.00
	150mm thick	m ²	135.00	213.00	213.00	129.00	141.90	141.90	92.00	115.00	138.00	97.64	112.29	119.61	40.70	49.70	49.70	85.00	85.00	85.00	64.00	105.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	74.00	117.00	117.00	126.50	139.15	139.15	240.00	300.00	360.00	161.54	185.77	197.88	5.60	6.85	6.85	80.00	80.00	80.00	243.00	368.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	145.00	230.00	230.00	270.80	297.88	297.88	260.00	325.00	390.00	614.89	707.13	753.24	82.30	100.40	100.40	180.00	180.00	180.00	518.00	525.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	96.00	152.00	152.00	68.50	75.35	75.35	100.00	125.00	150.00	73.87	84.95	90.49	35.10	42.80	42.80	73.00	73.00	73.00	66.00	87.00	128.00

SCHEDULE 3

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	54.00	85.00	85.00	195.00	214.50	214.50	78.00	97.50	117.00	93.00	106.95	113.93	20.38	24.90	24.90	100.00	100.00	100.00	88.00	109.00	172.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	74.00	117.00	117.00	137.00	150.70	150.70	78.00	97.50	117.00	114.88	132.12	140.73	27.47	33.50	33.50	110.00	110.00	110.00	94.00	96.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	1850.0	2920.0	2920.0	2000.0	2380.0	2380.0	2210.0	2762.5	3315.0	2250.0	2587.5	2756.25	1440.0	1756.8	1756.8	1950.0	1950.0	1950.0	2178.0	3828.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	135.00	213.00	213.00	95.00	109.25	109.25	175.00	218.75	262.50	78.75	90.56	96.47	42.90	52.30	52.30	90.00	90.00	90.00	153.00	240.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	275.00	435.00	435.00	625.00	687.00	687.00	1100.0	1375.0	1650.0	1249.12	1436.49	1530.17	300.00	366.00	366.00	280.00	280.00	280.00	1079.0	1629.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	55.00	87.00	87.00	18.98	21.82	21.82	20.00	25.00	30.00	5.85	6.73	7.17	14.00	17.10	17.10	21.50	21.50	21.50	46.00	54.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	49.00	75.00	75.00	20.30	23.34	23.34	10.00	12.50	15.00	30.50	35.08	37.36	45.00	54.90	54.90	24.00	24.00	24.00	29.00	35.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	168.00	265.00	265.00	155.00	178.00	178.00	120.00	150.00	180.00	192.61	221.50	235.95	55.00	67.10	67.10	150.00	150.00	150.00	108.00	136.00	141.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule X – Comparative Schedule of Rates – Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	53.00	83.00	83.00	25.00	30.00	30.00	40.00	50.00	60.00	15.35	17.65	18.80	16.22	19.80	19.80	9.50	9.50	9.50	24.00	43.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	70.00	110.00	110.00	89.00	97.90	97.90	90.00	112.50	135.00	140.00	161.00	171.50	82.30	100.41	100.41	105.00	105.00	105.00	79.00	106.00	110.00
	500 x 245 x 165	Lm	70.00	110.00	110.00	85.00	97.75	97.75	90.00	112.50	135.00	137.20	157.78	168.07	80.10	97.70	97.70	105.00	105.00	105.00	74.00	101.00	105.00
	500 x 332 x 100	Lm	70.00	110.00	110.00	80.00	92.00	92.00	90.00	112.50	135.00	134.46	154.62	164.71	81.90	99.90	99.90	105.00	105.00	105.00	73.00	100.00	104.00
	500 x 245 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	131.77	151.53	161.41	78.80	96.15	96.15	105.00	105.00	105.00	73.00	99.00	103.00
	500 x 159 x 100	Lm	70.00	110.00	110.00	70.00	80.00	80.00	90.00	112.50	135.00	129.13	148.50	158.19	76.35	93.15	93.15	105.00	105.00	105.00	69.00	96.00	100.00
	500 x 117 x 100	Lm	70.00	110.00	110.00	60.00	72.00	72.00	90.00	112.50	135.00	126.55	145.53	155.02	73.50	89.67	89.67	105.00	105.00	105.00	65.00	93.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	59.00	94.00	94.00	50.00	70.00	70.00	60.00	75.00	90.00	68.95	79.29	84.46	55.00	67.10	67.10	65.00	65.00	65.00	61.00	104.00	110.00
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	95.00	118.75	142.50	106.75	122.76	130.77	85.00	103.70	103.70	96.00	96.00	96.00	151.00	198.00	205.00
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	95.00	118.75	142.50	118.50	136.28	145.16	80.00	97.60	97.60	85.00	85.00	85.00	117.00	159.00	166.00
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	80.00	100.00	120.00	122.50	140.88	105.06	80.00	97.60	97.60	35.00	35.00	35.00	95.00	100.00	101.00
	Mini excavator	/hour	65.00	65.00	65.00	145.00	145.00	145.00	100.00	125.00	150.00	112.85	127.78	138.24	75.00	91.50	91.50	130.00	130.00	130.00	114.00	160.00	167.00
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	80.00	100.00	120.00	38.95	44.79	47.71	15.00	15.00	15.00	45.00	45.00	45.00	23.00	70.00	76.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
 Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
1	Demolition and Initial Preparation - Remove existing paving and base to a minimum 150mm, transport and dispose of waste at Osborne Park Works Depot, transport new base materials to site, lay limestone base course and bedding sand, include all labour and fleet/plant costs.	m ²	107.00	107.00	107.00	56.00	61.60	61.60	55.50	66.60	88.80	86.73	99.74	106.24	17.90	21.85	21.85	47.30	47.30	47.30	68.00	68.00	68.00
2	Final Site Preparation - Regrade sand fill to achieve revised levels to a maximum depth of 40mm including bedding sand, include all labour and fleet/plant costs.	m ²	81.00	81.00	81.00	10.80	12.42	12.42	7.50	9.00	12.00	26.26	30.20	32.17	2.21	2.75	2.75	9.35	9.35	9.35	3.00	3.00	3.00
3	Construction of Precast Concrete Paving - Collect and transport materials from Osborne Park Works Depot, provide forklift on site, lay paving on prepared bed, allow for expansion joints, joint filler as supplied by City, compaction of units, washed concrete surrounds to pits as per Design and Construct Notes 5.7(b) or (c), apply jointing sand, include all labour fleet/plant costs, all cutting of pavers, clean-up and crossover installations.	m ²	99.00	99.00	99.00	58.80	64.68	64.68	60.00	87.00	116.00	74.03	85.14	90.69	44.20	53.95	53.95	49.50	49.50	49.50	99.00	99.00	99.00
4	As in (3) but for clay pavers.	m ²	106.00	106.00	106.00	60.20	69.23	69.23	60.00	87.00	116.00	78.97	90.81	96.73	40.30	49.15	49.15	49.50	49.50	49.50	99.00	99.00	99.00
5	Insitu Concrete Paving - Supply and lay insitu – pre-mixed concrete including all preparation and clean up, include all labour, fleet/plant costs.																						
	75mm thick	m ²	158.00	158.00	158.00	110.60	127.19	127.19	85.00	102.00	136.00	106.09	122.00	129.96	36.99	45.10	45.10	66.00	66.00	66.00	64.00	64.00	64.00
	100mm thick	m ²	181.00	181.00	181.00	126.00	144.90	144.90	88.75	106.50	142.00	107.85	124.02	132.11	42.32	51.60	51.60	77.00	77.00	77.00	79.00	79.00	79.00
	150mm thick	m ²	213.00	213.00	213.00	180.60	207.69	207.69	115.00	138.00	184.00	112.29	129.13	137.55	52.90	64.60	64.60	93.50	93.50	93.50	109.00	109.00	109.00
6	Pram Ramps Demolition - Removal of existing materials to a depth of 200mm, transport of waste to Osborne Park Works Depot, include all labour, fleet/plant costs	m ²	117.00	117.00	117.00	177.10	203.66	203.66	300.00	360.00	480.00	185.77	213.63	227.57	7.30	8.90	8.90	88.00	88.00	88.00	386.00	386.00	386.00
7	Pram Ramps Construction - Supply and install insitu concrete in accordance with Design and Construct Note 5.3 including collection of consumables from Osborne Park Works Depot, transport and installation of tactile pavers, clean-up, include all labour, fleet/plant costs	m ²	230.00	230.00	230.00	379.12	417.03	417.03	325.00	390.00	520.00	707.13	813.20	866.23	107.00	130.55	130.55	198.00	198.00	198.00	526.00	526.00	526.00
8	Paving Lift and Relay - Lift and relay existing paving material, install pit surrounds, remove waste and transport to Osborne Park Works Depot, transport replacement pavers as required to site, apply jointing sand, include all clean-up, labour, fleet/plant costs	m ²	152.00	152.00	152.00	75.35	82.88	82.88	125.00	150.00	200.00	84.95	97.69	104.06	45.65	55.65	55.65	80.30	80.30	80.30	128.00	128.00	128.00

SCHEDULE 4

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
9	Kerbing Lift and Relay – Lift and relay existing precast kerbing to line, transport and dispose of waste material at Osborne Park Works Depot, collect and transport replacement materials as required to site, backfill and reset levels as required or instructed, include all clean-up, labour, fleet/plant costs	Lm	85.00	85.00	85.00	214.50	235.95	235.95	97.50	117.00	156.00	106.95	122.99	131.01	26.50	32.40	32.40	110.00	110.00	110.00	93.00	93.00	93.00
10	Kerbing New – Remove existing kerbing, transport and dispose of waste materials at Osborne Park Works Depot, collect and transport replacement materials, reset levels as required, install new pre-cast kerbing, backfill and reset finished levels as required, include all clean-up, labour, fleet/plant costs.	Lm	117.00	117.00	117.00	164.40	180.64	180.64	97.50	117.00	56.00	132.12	151.93	161.84	35.70	43.55	43.55	121.00	121.00	121.00	181.00	181.00	181.00
11	Day Rate – to be applied to designated maintenance works, all inclusive rate for 8 hours, 2 men, 1 truck, 1 compactor	day	2920.0	2920.0	2920.0	2600.0	2860.0	2860.0	2762.5	3315.0	4420.0	2587.5	2975.63	3169.69	1872.0	2283.85	2283.85	2145.0	2145.0	2145.0	4064.0	4064.0	4064.0
12	Trenching – lifting of paving, hand digging of service trench 300mm wide by a minimum 600mm depth, installation of conduits and pits as directed, reinstatement of paving, collection of materials and disposal of waste at Osborne Park Works Depot, include all clean-up, labour, fleet/plant costs	Lm	213.00	213.00	213.00	109.25	120.17	120.17	218.75	262.50	350.00	90.56	104.15	110.94	55.80	68.00	68.00	99.00	99.00	99.00	291.00	291.00	291.00
13	Tree Grates – Removal of existing materials as required, removal of waste and transport to Osborne Park Works Depot, collection of materials, installation of frames and grates, level reset and reinstatement of surrounding pavement to a maximum of 3m ² , include all clean-up, labour, fleet/plant costs.	each	435.00	435.00	435.00	812.50	934.37	934.37	1375.0	1650.0	2200.0	1436.49	1651.96	1759.70	390.00	475.80	475.80	308.00	308.00	308.00	1708.0	1708.0	1708.0
14	Cutting - Continuous cutting of paving. include all clean-up, labour, fleet/plant costs.	Lm	87.00	87.00	87.00	21.82	24.00	24.00	25.00	30.00	40.00	6.73	7.74	8.24	18.20	22.25	22.25	23.65	23.65	23.65	57.00	57.00	57.00
15	Haunching – provision of materials, installation of concrete base and sides of finished paving edge where there is no solid adjoining finish or as directed by the Superintendent, include all clean-up, labour, fleet/plant costs.	Lm	75.00	75.00	75.00	26.39	28.50	28.50	12.50	15.00	20.00	35.08	40.34	42.97	58.50	71.40	71.40	26.40	26.40	26.40	36.00	36.00	36.00
16	Concrete Crossovers - Supply and lay insitu pre-mixed concrete including all preparation, washed finish and clean up, include all labour, fleet/plant costs.	m ²	265.00	265.00	265.00	217.00	238.00	238.00	150.00	180.00	240.00	221.50	254.73	271.34	71.50	87.25	87.25	165.00	165.00	165.00	141.00	141.00	141.00

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS
Schedule XX – Comparative Schedule of Rates – Outside Normal Hours

	Description	\$ per	Contraflow Pty Ltd			Access Paving Co.			Dowsing Concrete			BOS Civil			Remote Civils Australia			City Brickpaving Pty Ltd			Civcon Civil & Project Management Pty Ltd		
			Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun	Mon – Fri	Sat	Sun
17	Salvage - under some circumstances the City shall request the salvaging of paving slabs for maintenance purposes. Rate to include the lifting, palleting, loading, transportation to Osborne Park Works Depot and unloading of salvaged materials, include all labour and fleet/plant costs	m ²	83.00	83.00	83.00	29.00	33.00	33.00	50.00	60.00	80.00	17.65	20.30	21.62	21.10	25.75	25.75	10.45	10.45	10.45	46.00	46.00	46.00
18	Limestone blocks – prepare suitable base, supply and lay blocks, finish and clean. Include all labour, fleet/plant costs.																						
	500 x 332 x 165	Lm	110.00	110.00	110.00	102.35	117.70	117.70	113.00	141.25	188.33	161.00	185.15	197.23	107.00	130.55	130.55	115.50	115.50	115.50	110.00	110.00	110.00
	500 x 245 x 165	Lm	110.00	110.00	110.00	97.75	112.00	112.00	113.00	141.25	188.33	157.78	181.45	193.28	104.15	127.00	127.00	115.50	115.50	115.50	105.00	105.00	105.00
	500 x 332 x 100	Lm	110.00	110.00	110.00	92.00	105.80	105.80	113.00	141.25	188.33	154.62	177.82	189.41	106.50	129.90	129.90	115.50	115.50	115.50	104.00	104.00	104.00
	500 x 245 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	151.53	174.26	185.63	102.45	125.00	125.00	115.50	115.50	115.50	103.00	103.00	103.00
	500 x 159 x 100	Lm	110.00	110.00	110.00	80.50	92.57	92.57	113.00	141.25	188.33	148.50	170.78	181.91	99.30	121.10	121.10	115.50	115.50	115.50	100.00	100.00	100.00
	500 x 117 x 100	Lm	110.00	110.00	110.00	69.00	79.35	79.35	113.00	141.25	188.33	145.53	167.36	178.28	95.55	116.60	116.60	115.50	115.50	115.50	96.00	96.00	96.00
19	Provide cost for each item listed. Rates only to be used where not included or are additional to rates provided above.																						
	Supply of labour (per person)	/hour	94.00	94.00	94.00	70.00	84.00	84.00	75.00	90.00	120.00	79.29	91.19	97.13	71.50	87.25	87.25	71.50	71.50	71.50	-	-	-
	Single axle truck	/hour	65.00	65.00	65.00	82.00	82.00	82.00	118.75	142.50	190.00	122.76	141.18	150.38	110.50	134.80	134.80	105.60	105.60	105.60	-	-	-
	Bob cat	/hour	65.00	65.00	65.00	88.00	88.00	88.00	118.75	142.50	190.00	136.28	156.72	166.94	104.00	126.90	126.90	93.50	93.50	93.50	-	-	-
	Forklift	/hour	65.00	65.00	65.00	48.00	48.00	48.00	100.00	120.00	160.00	140.88	162.01	172.57	104.00	126.90	126.90	38.50	38.50	38.50	-	-	-
	Mini excavator	/hour	65.00	65.00	65.00	167.00	183.00	183.00	125.00	150.00	200.00	129.78	149.24	158.98	97.50	118.95	118.95	143.00	143.00	143.00	-	-	-
	High frequency medium compactor	/hour	65.00	65.00	65.00	47.00	47.00	47.00	100.00	120.00	160.00	44.79	51.51	54.87	19.50	19.50	19.50	49.50	49.50	49.50	-	-	-

TENDER 050-14/15 MAINTENANCE AND CONSTRUCTION OF FOOTPATHS AND ASSOCIATED WORKS

Schedule XXX – Comparative Schedule of Rates – Additional Costs

Description	Unit	Contraflow Pty Ltd	Access Paving Co.	Dowsing Concrete	BOS Civil	Remote Civils Australia	City Brickpaving Pty Ltd	Civcon Civil & Project Management Pty Ltd
Concrete Batching Plant Opening Fee – After Hours	Ea.	-	-	-	-	\$3025.00	-	-
After Hours Concrete Supply Surcharge	m ³	-	-	-	-	\$60.50	-	-
After Hours Concrete Supply – Cancellation Fee	m ³	-	-	-	-	\$1850.00	-	-
Lighting Tower	Ea.	-	-	-	-	\$250.00	-	-
Minimum Charge per Visit – Concrete, Limestone Walls and Paving	Ea.	-	-	-	-	\$1200.00	-	-
Lay Granite on Cement Base	m ²	-	-	-	-	-	\$140.00	-
Lay Granite on Sand Base	m ²	-	-	-	-	-	\$110.00	-

SCHEDULE 5

Works and Urban Development Committee
Confidential Schedule 6
(Minute WK22/15 refers)

Distributed to Elected Members under separate cover

Bound in Consolidated Committee
Confidential Minute Book
Volume 1 2015