



CITY of PERTH

Lord Mayor and Councillors,

**NOTICE IS HEREBY GIVEN** that the next meeting of the **Works and Urban Development Committee** will be held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 20 January 2015 at 5.30pm.**

Yours faithfully

**ROBERT MIANICH  
DIRECTOR CORPORATE SERVICES**

15 January 2015

---

**Committee Members:**

**Members:**

Cr Limnios (Presiding Member)  
The Lord Mayor  
Cr McEvoy

**1<sup>st</sup> Deputy:**

Cr Butler

**2<sup>nd</sup> Deputy:**

Cr Yong

# EMERGENCY GUIDE

Council House, 27 St Georges Terrace, Perth



CITY of PERTH

The City of Perth values the health and safety of its employees, tenants, contractors and visitors. The guide is designed for all occupants to be aware of the emergency procedures in place to help make an evacuation of the building safe and easy.

## BUILDING ALARMS

Alert Alarm and Evacuation Alarm.

### ALERT ALARM

**beep beep beep**

All Wardens to respond.

Other staff and visitors should remain where they are.

## EVACUATION ALARM/PROCEDURES

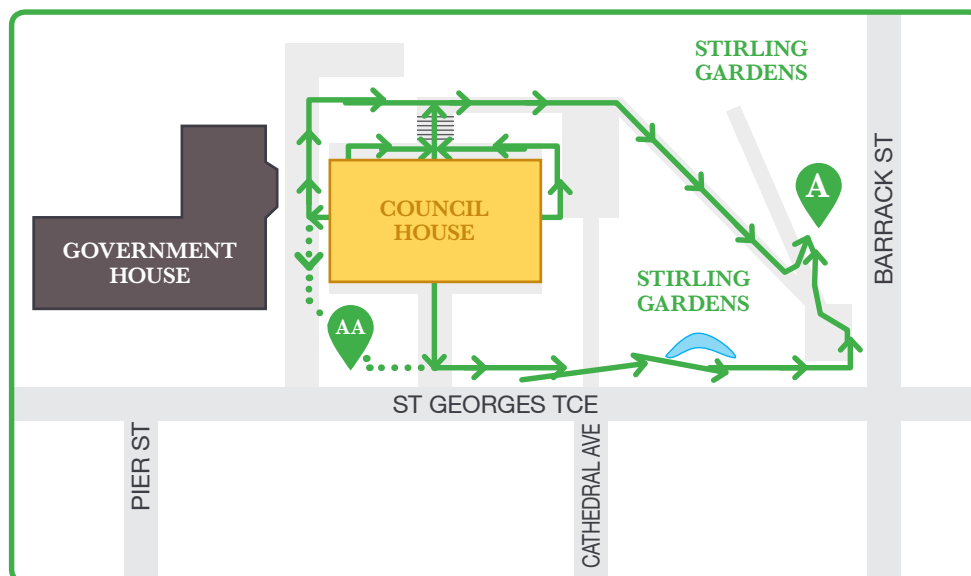
**whoop whoop whoop**

On hearing the Evacuation Alarm or on being instructed to evacuate:

1. Move to the floor assembly area as directed by your Warden.
2. People with impaired mobility (those who cannot use the stairs unaided) should report to the Floor Warden who will arrange for their safe evacuation.
3. When instructed to evacuate leave by the emergency exits. **Do not use the lifts.**
4. Remain calm. Move quietly and calmly to the assembly area in **Stirling Gardens** as shown on the map below. Visitors must remain in the company of City of Perth staff members at all times.
5. After hours, evacuate by the nearest emergency exit. **Do not use the lifts.**



### EVACUATION ASSEMBLY AREA



 Assembly Area

 Alternate Assembly Area

# WORKS AND URBAN DEVELOPMENT COMMITTEE

**Established:** 17 May 2005 (Members appointed 22 October 2013)

<b>Members:</b>	<b>1<sup>st</sup> Deputy:</b>	<b>2<sup>nd</sup> Deputy:</b>
Cr Limnios (Presiding Member) The Lord Mayor Cr McEvoy	Cr Butler	Cr Yong

**Quorum:** Two

**Expiry:** October 2015

**TERMS OF REFERENCE:** [Adopted OCM 04/06/13]

To oversee and make recommendations to the Council on matters related to:

1. works required to construct, upgrade and maintain streets, footpaths, thoroughfares and other public places, including streetscape upgrades, landscaping initiatives and directional signage and graffiti;
2. design, construction and upgrading of parks, reserves, recreational and civic amenities and facilities and Council owned buildings, excluding Council House, the Perth Town Hall, City of Perth Public Lending Library and the Perth Concert Hall;
3. the façade lighting of buildings;
4. waste management.

**This meeting is not open to members of the public**

**WORKS AND URBAN DEVELOPMENT  
COMMITTEE  
20 JANUARY 2015**

**ORDER OF BUSINESS**

- 1. Declaration of Opening**
- 2. Apologies and Members on Leave of Absence**
- 3. Confirmation of Minutes – 25 November 2014**
- 4. Correspondence**
- 5. Disclosure of Members' Interests**
- 6. Reports**
- 7. Motions of which Previous Notice has been Given**
- 8. General Business**
  - 8.1. Responses to General Business from a Previous Meeting**

- 1. Portable Toilets**

*At the Works and Urban Development Committee meeting held on 25 November 2014, Cr Linnios requested information on the re-installation of portable toilets in the city and Northbridge during the peak festive season and summer month.*

- 2. Smoking in the Murray Street and Hay Street Malls**

*At the Works and Urban Development Committee meeting held on 25 November 2014, the Lord Mayor requested information on the number of infringements the City has issued for smoking offences in the Murray Street and Hay Street malls. The Lord Mayor also requested that the City consider installing 'no smoking' signs and waste receptacles near private laneways.*

Information was provided to the Lord Mayor and Elected Members on 4 December 2014 (TRIM reference 334227/14) detailing the number of infringements that have been issued in the Hay and Murray Street Malls since June 2014, and actions that have been completed in regards to 'no smoking' signs and waste receptacles near private laneways.

## **8.2. New General Business**

### **9. Items for Consideration at a Future Meeting**

#### **Outstanding Reports:**

- City of Perth Laneways Program, Northbridge (Raised 05/11/12, updated by DPD 08/04/13 and 04/11/14)
- Sustainable approach to the refurbishment and presentation of Northbridge – James and Lake Streets (Raised 14/01/14 and updated by DPD 04/11/14)
- Northbridge Piazza Green Wall – Detailed Costings for Enhancement (Raised 18/08/14)

*At the Works and Urban Development Committee meeting held on 18 August 2014, the Committee members requested that a report be provided to a future meeting detailing costs for enhancement to the proposed green wall at Northbridge Piazza.*

The Director City Infrastructure and Enterprises advises that further investigation is currently being carried out by Officers on the costs involved for the proposed green wall. A report is due to be presented to the Committee in early 2015.

- Permanent LED Screens (Raised 23/9/14)

*At the Works and Urban Development Committee meeting held on 23 September 2014, the Lord Mayor, Scaffidi, requested consideration of the use of a permanent LED screen on the Council House Forecourt and the Perth Concert Hall for promotional purposes. The Chief Executive Officer and the Director City Infrastructure and Enterprises noted that information will be provided to the Lord Mayor, Scaffidi.*

This matter is currently under investigation and information will be provided to the Lord Mayor, Scaffidi, when possible.

- Identification and Improvement of “Neglected” Public Realm Spaces (Raised 04/11/14)

### **10. Closure**

# INDEX OF REPORTS

<b>Item</b>	<b>Description</b>	<b>Page</b>
1	MURRAY STREET WEST – CONCEPT PLAN FOR TWO WAY CONVERSION – STAGES 2 AND 3 (THOMAS STREET TO ELDER STREET )	1
2	TENDER 045-14/15 – MANUFACTURE AND DELIVERY OF LITTER BIN ENCLOSURES	10
3	TENDER 053-14/15 – STREETScape ENHANCEMENT – HAY STREET (BARRACK STREET TO PIER STREET)	14

## ITEM NO: 1

### MURRAY STREET WEST – CONCEPT PLAN FOR TWO WAY CONVERSION – STAGES 2 AND 3 (THOMAS STREET TO ELDER STREET )

**RECOMMENDATION:** (APPROVAL)

***That Council:***

- 1. approves the draft Concept Plan for the two way conversion of Murray Street West – Stages 2 and 3 (Thomas Street to Elder Street), as detailed in Schedule 1;***
- 2. notes that the plan has been developed to address the following:***
  - 2.1 improved permeability and legibility of the city with the reintroduction of two way traffic;***
  - 2.2 extension of the completed two way section of Murray Street West (William Street to Elder Street);***
  - 2.3 extension of on-road cycle lane infrastructure increasing connectivity of the cycling network across the city;***
  - 2.4 retention of most kerbside parking and servicing with adjustments surrounding intersections where necessary;***
- 3. approves the release the draft Concept Plan for community and stakeholder consultation and notes that the plan is subject to change following consideration of any feedback received;***
- 4. notes that the results of consultation together with a final Concept Plan and detailed cost estimate will be presented to Council at a future meeting;***
- 5. notes that the implementation of the project will comprise two stages of construction, Stage 2 (Thomas Street to Havelock Street) within the 2015/16 financial year, and Stage 3 (Havelock Street to Elder Street) within the 2016/17 financial year.***

## **BACKGROUND:**

FILE REFERENCE: P1030832  
REPORTING OFFICER: Richard Spencer – Senior Engineer, Traffic and Transport  
RESPONSIBLE DIRECTOR: Steven McDougall – Acting Director Planning and Development  
DATE: 7 January 2015  
MAP / SCHEDULE: Schedule 1 – Two Way Street Draft Concept Plan  
Schedule 2 – Two Way Streets Brochure – Changing the Culture of Movement

### **Two Way Traffic**

At the Council meeting held on **10 March 2009**, Council approved the proposed staging for two-way traffic conversion in the city.

Subsequently Council reiterated its commitment to the two-way streets program at its meeting on **27 January 2010** with the adoption of the City's Urban Design Framework. At its meeting on **24 August 2010**, Council endorsed the 'Perth City Streets – Transport Plan Strategic Agreement'. The program is also underpinned with a "to, not through" access philosophy to city streets – further defining the centre of the city as a destination for people.

In accordance with the staging program, two-way traffic has so far been reintroduced in the following streets:

- William Street – between Wellington Street and Mounts Bay Road;
- The Esplanade – between William Street and Barrack Street;
- Barrack Street – between The Esplanade and St Georges Terrace;
- Horseshoe Bridge – between Roe Street and Wellington Street;
- Beaufort Street – between Roe Street and Newcastle Street;
- William Street – between Roe Street and Newcastle Street;
- Murray Street – between William Street and Elder Street;
- Murray Street – between Barrack Street and Pier Street; and
- Mounts Bay Road – between William Street and Mill Street.

The section of Murray Street between William Street and Elder Street, was opened to two way traffic on Sunday 1 December 2013 which completed the first stage of the overall intention to convert the entire western section of Murray Street up to Thomas Street. This report presents a draft Concept Plan for the subsequent stages for consideration and seeks approval for release of the plan for community and stakeholder consultation.



## City Cycle Plan

At its meeting of **9 October 2012**, Council endorsed the Cycle Plan 2029 and the associated Implementation Plan 2012-2017. A key element of the Cycle Plan is the installation of dedicated on-road cycle lanes in Murray Street to provide an east-west connection between the central core of the city and West Perth including integration with the north-south shared path connection on George Street.

A draft concept plan has been developed based on these fundamental commitments, the details of which are the subject of this report. Information on the project programme and budget are also provided.

### LEGISLATION / STRATEGIC PLAN / POLICY:

#### Legislation

Section 3.53 of the *Local Government Act 1995*

#### Integrated Planning and Reporting Framework Implications

#### Corporate Business Plan

Council Four Year Priorities: Living in 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.

4.2 Continue two-way street conversion program  
Promote and facilitate CBD living

Council Four Year Priorities: Getting Around Perth

9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.

#### Policy

Policy No and Name: 9.7 – Purchasing Policy

### DETAILS:

As part of its 'Urban Design Framework – A Vision for Perth 2029', the City is progressively changing its one-way streets to two-way with the aim of improving the legibility and permeability of the road network.

The program is also underpinned with a “to, not through” access philosophy to city streets, further defining the centre of the city as a destination for people.

### Existing Situation

Murray Street has a mix of residential and commercial development, with the residential development focused at the western end and the commercial development extended at street level over much of the length of Murray Street.

The City of Perth Cycle Plan 2029 identifies the section of Murray Street from Thomas Street to Elder Street (Stages 2 and 3) as a 'City Cycle Route' which is typified by dedicated on-road cycle lanes and will complete a much needed cycle connection to regional routes and major destinations.

The current general layout of Murray Street, between Thomas Street and Elder Street, provides two one way lanes and parking for most of its length. This one-way movement pattern restricts permeability, contributes to relatively high vehicle speeds, increased journey distances, and lacks legibility to road users. It also provides very little amenity and safety for pedestrians and cyclists.

Stages 2 and 3 of this two way conversion will continue on from the successful completion of Stage 1 (William Street to Elder Street) and will finalise the connection of the central city core to West Perth in both directions. Stages 2 and 3 of the project need to continue to provide a safe, efficient and attractive two way street that fits into the urban fabric to ensure greater connectivity between West Perth and the shopping and business centre of Perth.

The combined length of Stages 2 and 3 has facilitated the need to split the project into two construction stages, with Stage 2 being from Thomas Street to Havelock Street, and Stage 3 being from Havelock Street to Elder Street.

## **Stage 2 – Thomas Street to Havelock Street**

This section of Murray Street comprises approximately half of the entire 1.2 kilometre section intended to be converted to two way traffic operation.

The draft Concept Plan for Murray Street addresses the above issues with the overall aim of significantly improving its function and role within the City's street network. The plan proposes:

- Creation of a safer and more cycle-friendly environment with the introduction of on-road cycle lanes.
- Conversion to two-way traffic to allow more choice of movement and greater street legibility within the city.

Key elements of the plan include:

### *Footpath Upgrade and Pedestrian Facilities*

- Creation of a new two metre wide footpath on the northern side of Murray Street between the intersection with Colin Street and Havelock Street increasing pedestrian safety and amenity.
- Upgrade of existing signal controlled intersections to parallel walk pedestrian crossing phases with head start protection, in line with the State Government's conversion of the majority of intersections within the City of Perth.

#### *Cycle Infrastructure:*

- Extension of the on road east/west cycle route with one cycle lane in each direction with incorporation of head start boxes at intersections, signal modifications, signage, road markings and also green surface treatment to increase the prominence of cycle infrastructure in potentially hazardous areas.
- Widening of Murray Street by some 1.5 metres, between the intersections of Outram Street and Colin Street, along the designated 'Road Widening Reserve' to accommodate the required width for traffic and cycle lanes in each direction.

#### *Two-way Traffic:*

- One lane of traffic in each direction and the widening out at intersections where necessary; with an emphasis on retention of existing kerb lines, as far as possible.
- A reduced speed limit in this section is being considered to further improve the environment for cyclists and pedestrians.
- Retention of most kerbside parking and services, as far as possible. The current proposed changes to the road layout require the relocation of some kerbside services and the likely loss of 19 out of 84 on street parking bays.
- Access to Thomas Street from Murray Street will be left turn only (i.e. there will not be a right turn permissible from Murray Street into Thomas Street). This is because of the extensive queuing in Thomas Street from the Wellington Street/Roberts Road traffic signals across Murray Street. There is also no scope for traffic signals at Murray Street/Thomas Street as discussions with Main Roads WA has concluded that these would not be supported by Main Roads WA. This is also a movement which does not currently exist, and there are alternative route options to access Thomas Street via Wellington Street from Murray Street, prior to the Thomas Street intersection.

### **Stage 3 – Havelock Street to Elder Street**

This section of Murray Street makes up the remainder of the 1.2 kilometre section yet to be converted to two way operation. It includes the interface with the Mitchell Freeway comprising the southbound on ramp adjacent to Elder Street. The operation of the George Street and Elder Street intersections are likely to be closely scrutinised by Main Roads Western Australia (MRWA), the custodians of the Freeway Bridge and the authority responsible for Freeway operations including regulatory signage, line marking and traffic signal operation.

Key elements of the plan include:

*Footpath Upgrade and Pedestrian Facilities:*

- Pedestrian improvements at the intersections with Coolgardie Street and also Gordon Street through the building out of the corner kerb radii to reduce the crossing distance, which is currently very wide. This also has the effect of embaying the on street parking on these side roads.
- Installation of new traffic signals at the intersection with Harvest Terrace to improve pedestrian crossing facilities on this busy desire line.

*Cycle Infrastructure:*

- Extension of the on road east/west cycle route with one cycle lane in each direction. Incorporation of head start boxes at intersections, signal modifications, signage, road markings and also green surface treatment to increase the prominence of cycle infrastructure in potentially hazardous areas.

*Two-way Traffic:*

- One lane of traffic in each direction and the widening out at intersections where necessary, with an emphasis on retention of most kerbside parking and servicing in this area.
- Significant modifications to the section of Murray Street beneath the Mitchell Freeway bridge including changes to the southbound on ramp access, lane allocations and alterations to signal phasing.
- Introduction of a westbound right turn from Murray Street to George Street providing an important connection to Wellington Street and an alternative access to the Freeway northbound helping to alleviate congestion on the current one way system. This new link is considered important given the lack of a right turn in the westbound direction at the intersection of Murray Street/Milligan Street.
- A reduced speed limit in this section is being considered to further improve the environment for cyclists and pedestrians.
- The current proposed changes to the road layout require the relocation of some kerbside services and the likely loss of 8 out of 47 on street parking bays.

**Strategic Importance of Project**

The implementation of two-way traffic in this section of Murray Street has strategic transport benefits. As well as generally improving permeability by enabling alternative routes through the West End, the two-way conversion will:

- Provide alternative access to the Mitchell Freeway North, via George Street;
- Relieve pressure on Wellington Street by enabling alternative east/west traffic movements across the city;
- Relieve afternoon peak time pressure on streets in the West End by providing an alternative route for vehicles exiting the city; and
- Greatly assist east-west city traffic movements during periods of construction activity on the surrounding road network by providing alternative diversion routes not previously possible through the use of traffic management.

The existing Murray Street intersections surrounding the Mitchell Freeway currently operate at capacity during peak periods. Traffic modelling predicts that with the changes to two way configuration including redistribution of traffic flows and alterations to signal phasing to accommodate the new westbound movements, these intersections surrounding the freeway continue to operate at capacity with a similar overall level of service as experienced today. This is with the added benefits of the new westbound movement providing greater accessibility and permeability across the city road network. With the additional access to Freeway North via Murray Street, this is predicted to relieve pressure on Wellington Street for Freeway bound movements.

The intersections in West Perth currently operate with some spare capacity during peak periods. The modelling shows that some of this spare capacity will be taken up by the new westbound traffic demand and with changes to signal phasing to operate the most efficient sequence it is predicted that these intersections will operate close to capacity under the current conceptual two way layout. It is also seen that the new westbound direction on Murray Street shall relieve Hay Street in this area.

At this moment in time, the traffic modelling is subject to change in tandem with changes to the street design as a result of consultation, road safety audit and detailed design work yet to be undertaken.

Further modelling work will be undertaken and greater detail will be reported on at a subsequent meeting of Committee and Council in order to give an accurate picture of the predicted operation of the final recommended two way street layout. It is intended that this information shall help inform decisions on whether to ultimately proceed to construction at that time.

### **Stages 2 and 3 Consultation and Program**

Following Council approval for the public release of the Stage 2 and 3 draft Concept Plan, community and stakeholder consultation will commence. This is currently anticipated to be in mid-February for a period of one month. The feedback received during consultation will be reviewed, consolidated and, if appropriate, design changes will be incorporated into the detailed design.

Internal consultation feedback on the concept design has been received from Parks and Landscape Services, Approval Services, Compliance Services and Contract and Asset Management Services. All feedback received will inform the evolution of the detailed design drawings, to be presented to Council at a later date.

At the concept design stage the project will be the subject of an independent road safety audit and again will be subject to change following the findings and recommendations of the audit.

The Concept Plan shall then be finalised and, together with the feedback from stakeholder consultation, be submitted to Council for final approval at a later date.

At present, it is intended that design and documentation of Stages 2 and 3 will be completed by the end of the current financial year. Following this, it is expected that construction of Stage 2, between Thomas Street and Havelock Street shall commence within the 2015/16 financial year. The timing for construction to implement the project will be considered in conjunction with an inter-agency transport working group with a view to minimising traffic congestion taking into account other works scheduled in the area.

Funding for construction of Stage 3 (between Havelock Street and Elder Street) is available within 2016/17 financial year. Again construction timing will be subject to discussion with an inter-agency transport working group.

Following any changes to the design resultant from community and stakeholder consultation, road safety audits and development of detailed design drawings, a detailed cost estimate shall be prepared for each stage and reported to Council.

#### **FINANCIAL IMPLICATIONS:**

ACCOUNT NO:	CW1637
BUDGET ITEM:	Transport, Streets, Roads, Bridges, Depot: 2-Way Street Conversion Programme – Murray Street
BUDGET PAGE NUMBER:	19
BUDGETED AMOUNT 2014/15:	\$100,000
AMOUNT SPENT TO DATE:	\$ 8,996
PROPOSED COST (DESIGN AND DOCUMENTATION):	\$100,000
BALANCE:	\$ 0

There is currently listed a further \$400,000 in 2015/16 and \$1,000,000 in 2016/17 of the Four Year Financial Plan to complete construction of the project.

#### *On-Street Park – Probable Loss of Revenue*

It is estimated that the approximate total loss of 27 out of 131 short-term on-street parking bays across the entire 1.2 kilometre section of Murray Street will generate a net loss of some \$3,000 per parking bay per annum. This totals an estimated \$81,000 per annum, to the City of Perth. It is noted that this figure is subject to change, as development of the street design changes through feedback received from the consultation process, findings of an independent road safety audit and subsequent detailed design evolution. A more accurate figure shall therefore be

calculated with consideration of data collected on bay utilisation in the West Perth area. The final figure shall be presented to Council at a future meeting.

It is noted that the majority of parking bays lost are surrounding intersections, the removal of which is made necessary to facilitate the accommodation of cycle lanes in both directions. It is noted that the design has prioritised sustainable modes of transport in cycling and public transport – above private car parking when reallocating road space as a result of the changes. This is in accordance with the hierarchy of road users in Council's On-Street Parking Policy and the Urban Design Framework 2029.

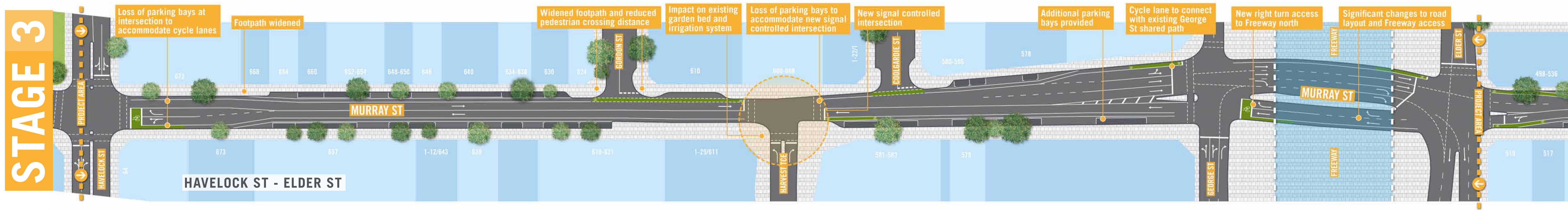
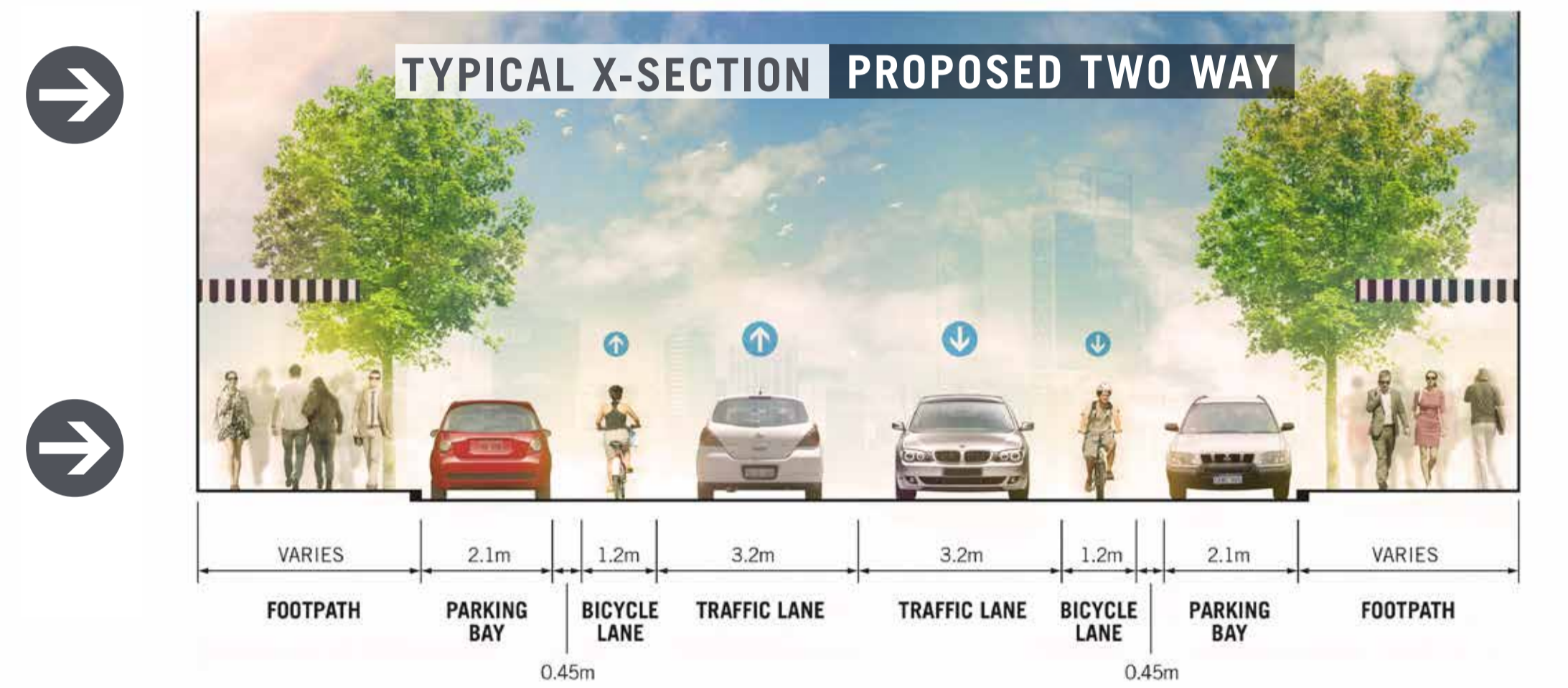
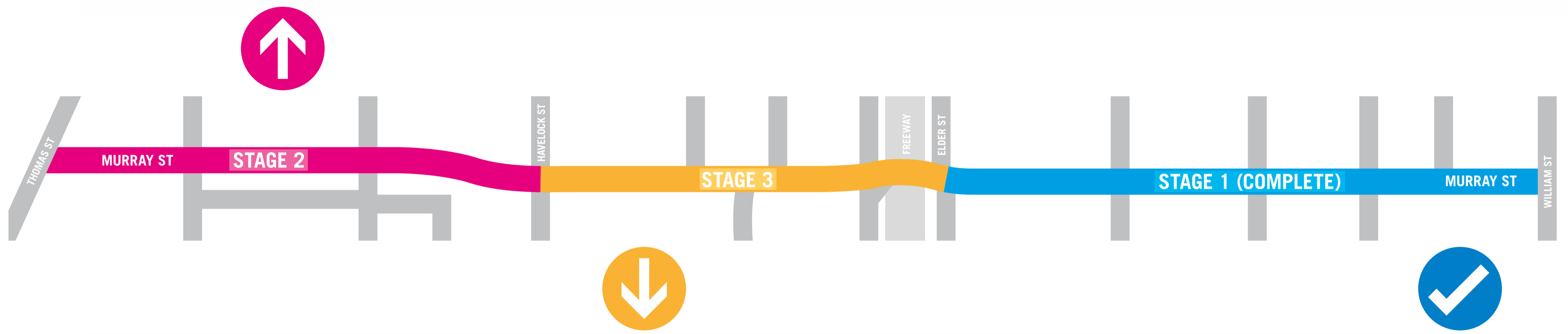
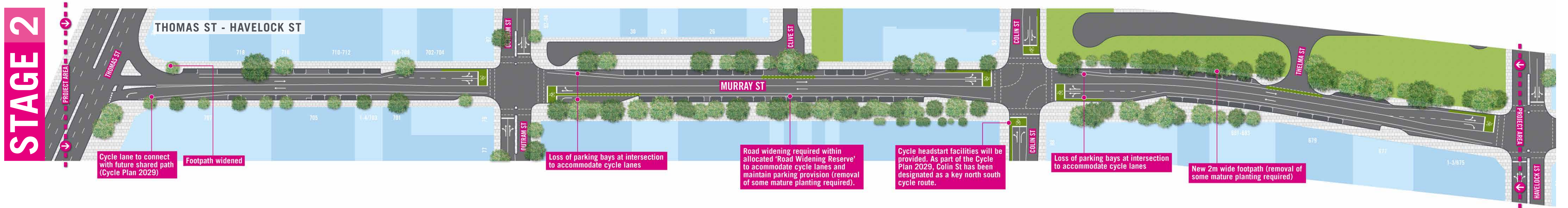
### **COMMENTS:**

The introduction of two-way traffic in Murray Street between Thomas Street and Elder Street furthers the aims of the City's 'Urban Design Framework – A vision for Perth 2029' which aspires to prioritise two-way traffic systems that make streets easier to navigate, safer and that discourage higher traffic speeds. The proposed changes complement the wider strategy of restoring two-way traffic to existing one-way streets in the city and involve an integrated cycling route as part of the City of Perth Cycle Plan 2029.

A commitment to complete Stages 2 and 3 of the project will finish the 'link' between the West End of the city and the central core, providing much needed connectivity not only for motorised vehicles but more importantly for the growing numbers of cyclists accessing and travelling within the city.

These changes are also critical to providing alternative east/west movement of traffic to compliment Wellington Street. The two-way conversion proposed under Stage 3 will also improve alternative access to the northbound side of the Mitchell Freeway via George Street. Once complete, the changes should significantly improve the legibility and permeability of the street for all road users.

The timing for construction for both stages of this project will be critical. Full consultation will be conducted with other relevant government agencies to establish the best time to build. This will also be reported on at a future meeting of Council.



Stage 2 & Stage 3

CITY DESIGN / MURRAY ST WEST - TWO WAY CONVERSION



# TWO WAY STREETS

THE CITY OF PERTH IS CONVERTING TO TWO WAY TRAFFIC TO IMPROVE OUR CITY CENTRE



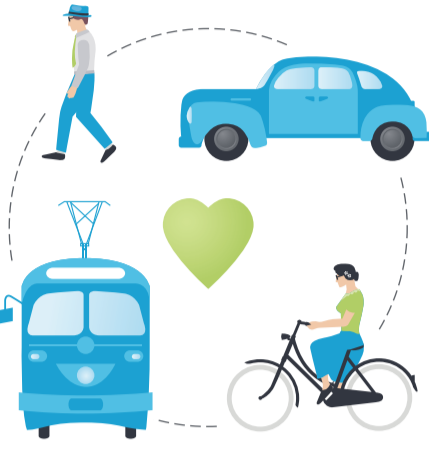
Changing the culture of movement



## A BRIEF HISTORY



### 1940s



#### ONCE A SHARED SPACE

Perth streets were once a successfully shared space between many different types of traffic - trams, bikes, cars and pedestrians.

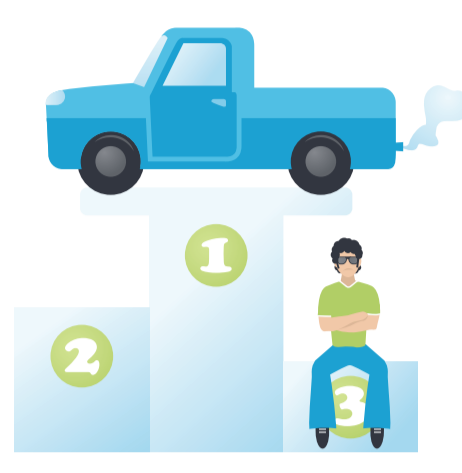
### 1960s



#### A LOVE AFFAIR WITH THE CAR

Economic and population boom, suburban expansion and increased affordability of the motor vehicle leads to a huge spike in car use.

### 1970s



#### ORIGIN OF ONE WAY PLANNING

The dominance of the private car influences planning that prioritises vehicular movement over pedestrians and cyclists. As a result, Perth city streets are converted to one way during the 1970s.

So, why go two way?

## 1. TWO WAY STREETS PRIORITISE PEOPLE

### SLOWER TRAFFIC

Two way streets slow traffic by discouraging high-speed, high-volume through traffic.



### FRIENDLIER FOR PEDESTRIANS

Slower traffic gives more priority to pedestrians and improves the quality of their experience.

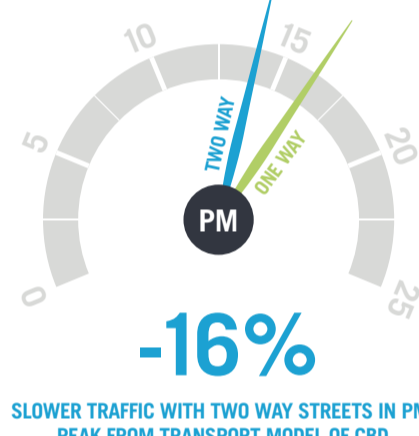
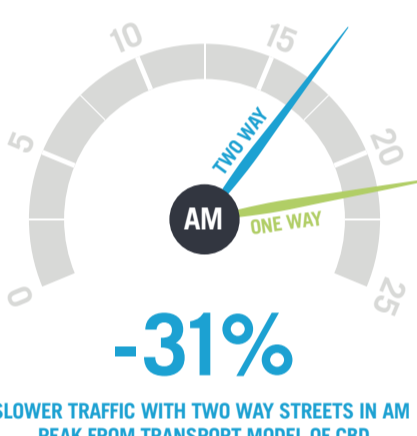


### CREATES PEOPLE ORIENTATED STREETS

More people on our city streets contributes to enhanced vitality, improved liveability and higher levels of economic activity.

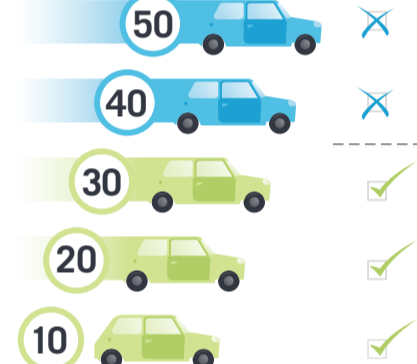


#### AVERAGE VEHICLE SPEED DURING PEAK PERIODS (IN KM/H)



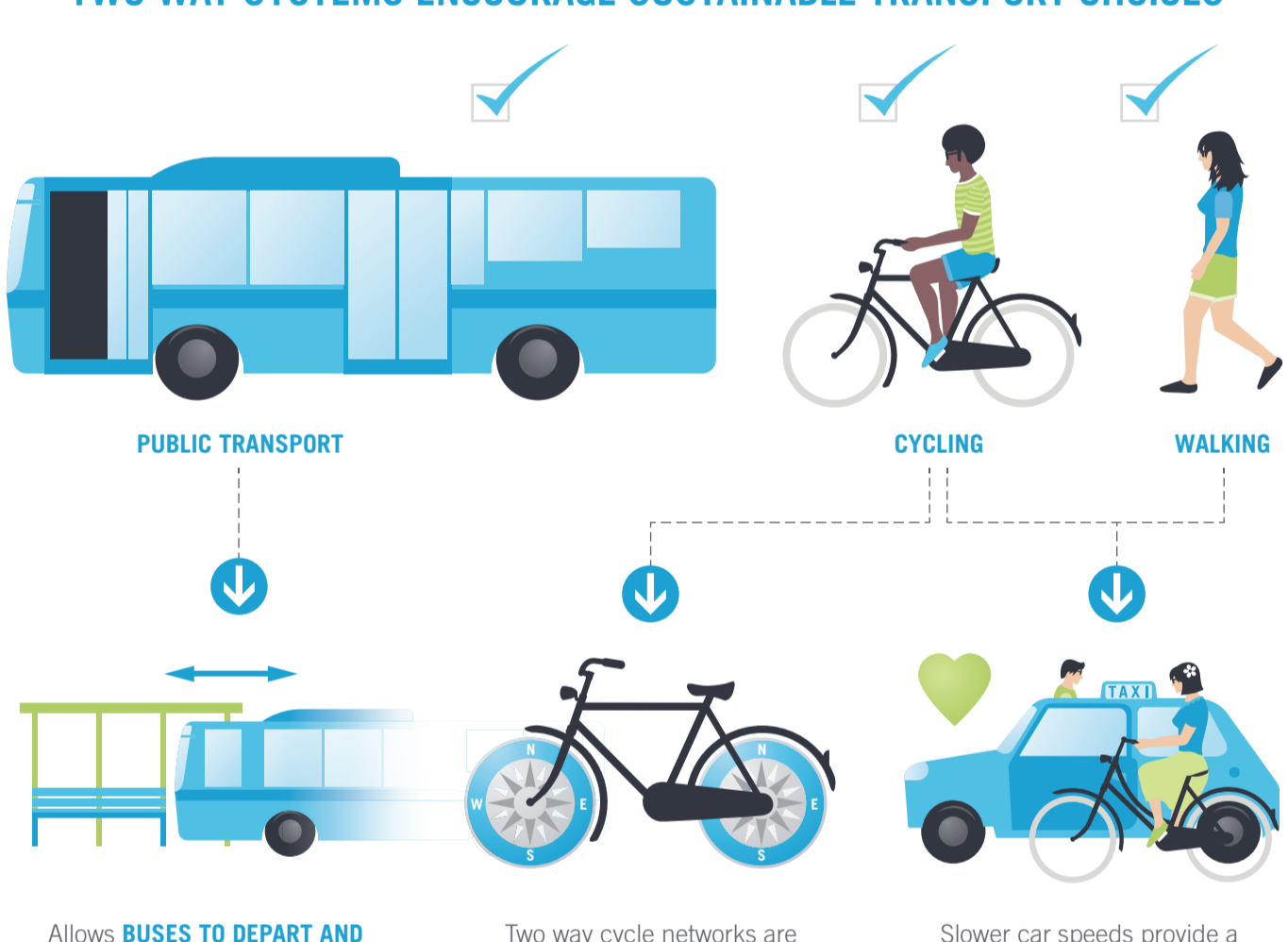
#### PEDESTRIAN COLLISIONS

Chances of survival decrease rapidly above 30 km/h.



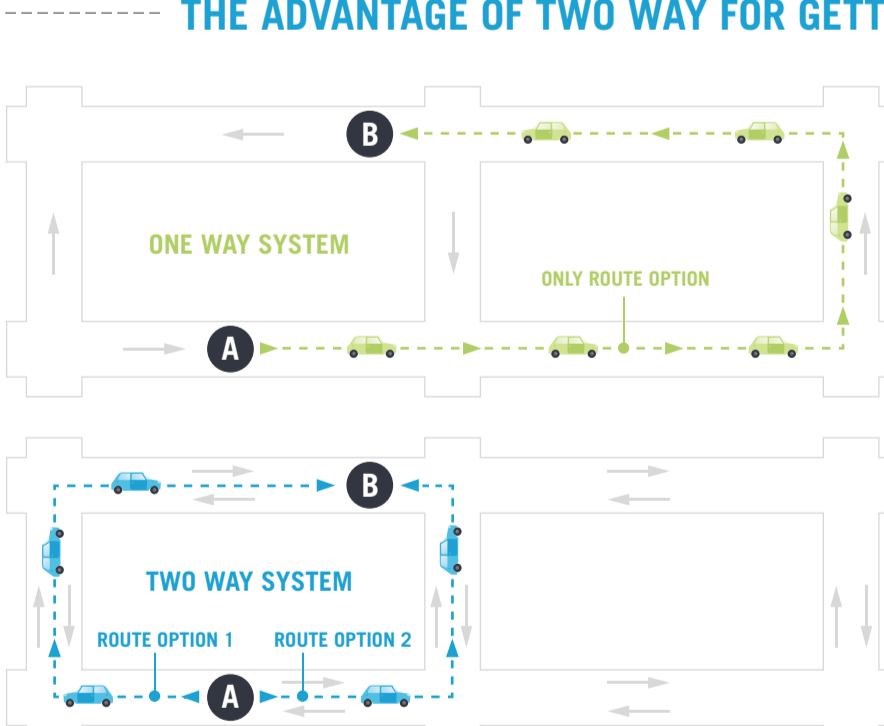
## 2. ENCOURAGING SUSTAINABLE TRANSPORT

### TWO WAY SYSTEMS ENCOURAGE SUSTAINABLE TRANSPORT CHOICES



## 3. TWO WAY BENEFITS THE DRIVER

### THE ADVANTAGE OF TWO WAY FOR GETTING FROM A TO B



#### A TWO WAY SYSTEM DECREASES THE AVERAGE DRIVING DISTANCE BETWEEN ORIGIN AND DESTINATION



- ↓ PROVIDES MORE ROUTE CHOICES
- ↓ EASIER TO FIND YOUR WAY AROUND
- ↓ DECREASES UNNECESSARY CIRCLING TRIPS



[www.cityofperth.wa.gov.au](http://www.cityofperth.wa.gov.au)

© City of Perth 2014

STATISTICS  
Two Way Road Network Paramics Model, Final Report, SKM 2010  
Towards Zero Road Safety Strategy, State Government of Western Australia 2009

## ITEM NO: 2

### TENDER 045-14/15 – MANUFACTURE AND DELIVERY OF LITTER BIN ENCLOSURES

**RECOMMENDATION:**

**(APPROVAL)**

***That Council accepts the most suitable tender, being that submitted by Boyd Metal Industries, for the manufacture and delivery of litter bin enclosures (Tender 045-14/15) for a period of four years commencing 15 February 2015, in accordance with the Schedule of Rates detailed in Schedule 3 for the first year, and with each subsequent year subject to CPI increases.***

**BACKGROUND:**

FILE REFERENCE: P1030914  
REPORTING OFFICER: Mel Wilson, Project Officer Works and Services  
RESPONSIBLE DIRECTOR: Doug Forster, Director City Infrastructure and Enterprises  
DATE: 17 December 2014  
MAP / SCHEDULE: Schedule 3 – Schedule of Rates  
Schedule 4 – Litter Bin Enclosures – Photographs  
Confidential Schedule 5 – Tender Evaluation Matrix –  
Distributed to Elected Member under separate cover

Tender 045-14/15 – Manufacture and Delivery of Litter Bin Enclosures was advertised in The West Australian on Wednesday, 29 October 2014. Tenders closed at 2.00pm on Tuesday, 18 November 2014, and the following tenders received:

- Riviera Pty Ltd trading as Australian General Engineering;
- EP Draffin Manufacturing Pty Ltd trading as Draffin Street Furniture;
- Boyd Metal Industries;
- Altiform Pty Ltd; and
- The Terrain Trust trading as Terrain Group Pty Ltd.

In late 2013 and the first half of 2014 the City undertook trials of higher capacity bins and public place recycling in William Street and the Hay and Murray Street Malls in order to ascertain the effects on service and the viability of recycling in the public domain. Operational systems did not allow a full audit of waste diverted from landfill, however anecdotal evidence indicates public place recycling is well utilised and is in the public interest. Overall, the results of the trial were positive and as such a design

consultant was engaged to design suitable, bespoke enclosures for the larger capacity bins.

Following consultation and revision of designs, prototype stainless steel enclosures were manufactured and installed in William Street to test durability, maintenance requirements and usage. Results were again favourable and tenders were called for the manufacture and delivery of enclosures for the next four years.

The City requested two enclosure sizes, capable of taking either a 120 litre mobile garbage bin (wheelie bin) or a 240 litre mobile garbage bin with each size having four different design elements, those being:

- Waste bin enclosure with hood;
- Waste bin enclosure with incorporated ashtray and no hood;
- Waste bin enclosure with no ashtray or hood; and
- Recycle bin enclosure.

Enclosures are to be manufactured utilising stainless steel, polished to a satin finish.

#### **LEGISLATION / STRATEGIC PLAN / POLICY:**

**Legislation**                      3.57 of the *Local Government Act 1995*  
Part 4 of the *Local Government (Functions and General)*  
*Regulations 1996*

**Integrated Planning and Reporting Framework Implications**      **Corporate Business Plan**  
Council Four Year Priorities: Living in Perth  
S9            Promote and facilitate CBD living.  
9.3           Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.

**Policy**  
Policy No and Name:      9.7 – Purchasing Policy

#### **DETAILS:**

Tenderers were required to address the selection criteria in the specification in detail to demonstrate both their experience and ability to manufacture and deliver the bin enclosures and to submit a Form of Tender that included a Schedule of Rates.

The criteria included:

- Experience;
- Support Resources;
- Program of Works; and
- Quality Control.

The five submissions were assessed and ranked according to the criteria with particular emphasis on relevant experience and resources, predominantly in respect to plant, facilities and trained labour. Each submission was assessed individually and ranked in order of merit against the qualitative criteria.

Submissions were ranked as follows:

**1. Draffin Street Furniture**

Draffin provided a very thorough and informative submission. The company has substantial experience in providing street furniture for the public domain particularly utilising stainless steel. Draffin Street Furniture designed the enclosures relevant to this tender and manufactured the associated prototypes. Draffin provided the second cheapest pricing for all items.

**2. Boyd Metal Industries**

Based in Western Australia, Boyd submitted a reasonable offer thoroughly addressing most criteria. Whilst experienced in manufacturing various stainless steel items the submission provided only limited detail on works undertaken relating to street furniture. However, Boyd provided the cheapest pricing for all items and thus warranted further investigation of capabilities.

City representatives visited Boyd's Welshpool factory on Wednesday, 17 December 2014. The visit confirmed Boyd as being more than capable of providing the City with a quality product in accordance with the specifications. The company is currently supplying stainless steel furniture for both the Perth City Link and Elizabeth Quay projects together with specialised artwork for Barrack Square.

**3. Altiform Pty Ltd**

Altiform provided a fair submission with few deficiencies. The company is based in Western Australia and provides street furniture to numerous local governments including the City of Perth. Altiform's offer was the most expensive overall.

**4. Australian General Engineering**

This company provided a fair offer with few deficiencies. Whilst having adequate experience and support resources the offer failed to satisfactorily address criteria relating to works programing and quality control.

**5. Terrain Group Pty Ltd**

Whilst this company is experienced in providing street furniture for the public domain the submission failed to adequately address the remaining criteria, particularly in respect to program of works and quality control.

**FINANCIAL IMPLICATIONS:**

ACCOUNT NO:	CW1652
BUDGET ITEM:	Transport - Streets, Roads, Bridges, Depots – Litter Bin Enclosures
BUDGET PAGE NUMBER:	20
BUDGETED AMOUNT:	\$350,000
AMOUNT SPENT TO DATE:	\$ 0
PROPOSED COST:	\$322,000
BALANCE:	\$ 28,000
ANNUAL MAINTENANCE:	\$ 32,000
ESTIMATED WHOLE OF LIFE COST:	\$574,000

All figures quoted in this report are exclusive of GST.

This tender is for bespoke items not previously supplied to the City therefore no price comparison is available at this time.

**COMMENTS:**

Following evaluation of all submissions both Draffin Street Furniture and Boyd Metal Industries were both considered as being capable of providing the required services. However, Boyd are able to provide a local service and provided an offer that was substantially cheaper than all other submissions. It is therefore recommended that the offer from Boyd Metal Industries be accepted effective from 15 February 2015.

# SCHEDULE 3

## TENDER 045-14/15 MANUFACTURE AND DELIVERY OF LITTER BIN ENCLOSURES COMPARATIVE SCHEDULE OF RATES

Tenderer	Unit Qty	120L Standard Enclosure with Hood \$	240L Standard Enclosure with Hood \$	120L Standard Enclosure no Hood, no Ashtray \$	240L Standard Enclosure no Hood, no Ashtray \$	120L Standard Enclosure no Hood, built in Ashtray \$	240L Standard Enclosure no Hood, built in Ashtray \$	120L Recycle Enclosure - no Hood, no Ashtray \$	240L Recycle Enclosure - no Hood, no Ashtray \$
Australian General Engineering	Single	4,170	5,270	3,800	4,800	3,990	4,990	3,900	4,950
	2 to 10	3,570	4,660	3,220	4,200	3,375	4,375	3,300	4,350
	11 to 20	3,170	4,245	2,790	3,790	2,950	3,950	2,890	3,950
	21 to 50	2,960	4,040	2,590	3,590	2,745	3,745	2,690	3,740
	51+	2,669	3,749	2,299	3,299	2,449	3,449	2,399	3,449
Draffin	Single	3,141	3,795	2,364	2,812	2,654	3,102	2,321	2,803
	2 to 10	3,141	3,795	2,364	2,812	2,654	3,102	2,321	2,803
	11 to 20	3,141	3,795	2,364	2,812	2,654	3,102	2,321	2,803
	21 to 50	3,141	3,795	2,364	2,812	2,654	3,102	2,321	2,803
	51+	3,141	3,795	2,364	2,812	2,654	3,102	2,321	2,803
Boyd	Single	1,767	1,853	1,452	1,541	1,768	1,843	1,452	1,541
	2 to 10	1,689	1,771	1,390	1,474	1,689	1,761	1,390	1,474
	11 to 20	1,586	1,662	1,307	1,386	1,587	1,653	1,307	1,386
	21 to 50	1,560	1,634	1,287	1,363	1,561	1,626	1,286	1,363
	51+	1,495	1,566	1,235	1,308	1,496	1,558	1,235	1,308
Altiform	Single	9,028	12,619	6,292	8,794	7,132	9,634	8,400	10,758
	2 to 10	9,028	12,619	6,292	8,794	7,132	9,634	8,400	10,758
	11 to 20	4,497	6,286	3,833	5,357	5,020	5,778	4,763	6,276
	21 to 50	4,497	6,286	3,833	5,357	5,020	5,778	4,763	6,276
	51+	4,497	6,286	3,833	5,357	5,020	5,778	4,763	6,276
Terrain	Single	5,526	4,511	4,313	4,430	5,337	5,450	11,407	11,551
	2 to 10	3,779	3,936	3,228	3,336	3,460	3,555	4,114	4,237
	11 to 20	3,551	3,700	3,036	3,139	3,238	3,329	3,590	3,667
	21 to 50	3,480	3,269	2,972	3,076	3,161	3,288	3,348	3,465
	51+	3,480	2,269	2,972	3,076	3,161	3,288	3,348	3,465

All prices GST exclusive

TENDER 045-14/15 MANUFACTURE AND DELIVERY OF LITTER BIN ENCLOSURES

PHOTOGRAPHS



Litter Bin Enclosures – Waste and Recycle Suite – William Street

CONFIDENTIAL SCHEDULE 5  
ITEM 2 – TENDER 045-14/15 MANUFACTURE AND  
DELIVERY OF LITTER BIN ENCLOSURES

FOR THE WORKS AND URBAN DEVELOPMENT  
COMMITTEE MEETING

20 JANUARY 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER



## ITEM NO: 3

### TENDER 053-14/15 – STREETScape ENHANCEMENT – HAY STREET (BARRACK STREET TO PIER STREET)

**RECOMMENDATION:** (APPROVAL)

**That Council:**

1. ***accepts the most suitable tender, being that submitted by Civcon civil and project management, for the Streetscape Enhancement – Hay Street (Barrack Street to Pier Street)(Tender 053-14/15) at a Lump Sum price of \$763,468 (excluding GST) based on a maximum contract period of nine weeks;***
2. ***notes that commencement on site is anticipated to be end of February / early March 2015 to coordinate with the completion of the City of Perth library and before the Barrack Street two way conversion and Street enhancement work.***

#### BACKGROUND:

FILE REFERENCE: P1030271  
REPORTING OFFICER: Hugh Wong, Senior Design Engineer  
RESPONSIBLE DIRECTOR: Steven McDougall, Acting Director City Planning and Development  
DATE: 12 January 2015  
MAP / SCHEDULE Confidential Schedule 6 – Tender Evaluation Matrix – Distributed to Elected Members under separate cover

At its meeting of **26 August 2014**, Council received a report containing the results of the community consultation on the proposed streetscape enhancement to Hay Street. Council resolved to:-

- “1. *receive the results of the community consultation on the proposed improvements to Hay Street, between Barrack and Pier Streets, noting an overall high level of support for the project;*
2. *notes that:*
  - 2.1 *the preliminary estimate for the total project (including granite kerbs on the south side) exceeds the initial budget allocation by \$382,000 based on general enhancement works to the street;*

- 2.2 *detailed plans, together with any proposed budget adjustments, will be presented back to Council prior to the next Budget Review;*
- 2.3 *the documentation of the project will proceed with the intention of seeking contractor prices in November 2014;*
- 2.4 *the contract for construction should be awarded in December 2014, to allow sufficient lead time for materials; and*
- 2.5 *the timing for project completion has been coordinated to coincide with the opening of the new Perth City Library and Public Plaza and ahead of enhancement works to Barrack Street.”*

This report provides recommendations following an assessment of tenders for the construction works for the project.

#### **LEGISLATION / STRATEGIC PLAN / POLICY:**

<b>Legislation</b>	3.57 of the <i>Local Government Act 1995</i> Part 4 of the <i>Local Government (Functions and General) Regulations 1996</i>
<b>Integrated Planning and Reporting Framework Implications</b>	<b>Corporate Business Plan</b> Council Four Year Priorities: Getting Around Perth S4 Enhanced accessibility in and around the City including parking. 4.2 Continue two-way street conversion program. Council Four Year Priorities: Living in Perth S9 Promote and facilitate CBD living. 9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.
<b>Policy</b>	
Policy No and Name:	9.7 – Purchasing Policy

#### **DETAILS:**

A public invitation to tender for the streetscape enhancement was advertised in The West Australian on 5 November 2014. At the close of tender on 4 December 2014, four submissions were received with lump sum prices and status from the following:

- BCL Group Pty Ltd – \$909,807;
- BOS Surveying Pty Ltd (disqualified due to late submission);
- Civcon Civil & Project Management – \$763,468; and
- Curnow Group Pty Ltd – \$709,617.

The three valid submissions were evaluated against the following qualitative criteria:

- Management and Personnel;
- Project Appreciation and Methodology;
- Relevant Experience;
- Safety and Risk Management;
- Ability to meet the City's Timeframe; and
- Quality Control Procedures

Particular emphasis was placed on proven experience of construction of projects of a similar scale and complexity and also demonstrating an understanding of the requirements of the project.

### **Qualitative Rating**

Following assessment of the qualitative criteria, the tenders were rated as follows:

1. Civcon Civil & Project Management;
2. Curnow Group Pty Ltd; and
3. BCL Group Pty Ltd.

### **Pre-Tender Estimate**

The pre-tender estimate by Quantity Surveyor (QS), Ralph Beattie Bosworth Pty Ltd (RBB) was \$779,900. Conforming tenders were therefore anticipated to be within a variance of +/- 10% of the estimate and thus within a range of \$702,000-\$857,000. Both the tenders from Curnow Group Pty Ltd and Civcon Civil & Project Management were within this range.

### **Value for Money Assessment**

#### **Civcon Civil & Project Management**

Civcon has submitted comprehensive tender documentation that clearly demonstrated the company's ability and expertise to successfully implement this project. The qualified management and construction team nominated has the extensive experience working on road projects in the Central Business District (CBD). Civcon's methodology provided a good understanding of the stakeholder requirements and the scope of works within the constraints of the City's environment. The company has extensive experience in complex civil works in CBD and managing risks associated with utility services. It has proven track record to complete projects within agreed time frame.

## **Curnow Group Pty Ltd**

The tender has proposed a construction team that lacks relevant experience for projects in the CBD environment. The company's methodology demonstrated a good understanding of the stages of work required with the constraints (pedestrians and traffic) encountered. A good appreciation of the importance of communication, management of stakeholders and traffic was shown. The company has good experience in managing construction projects with similar budgets, but not necessarily with a focus on civil construction in the CBD with complexity associated with utility services and business activities. In regards to the timeframe, a work program was provided. The Curnow Group operate a quality management system that is third party certified to CCF civil construction management code issue 9.

Northbridge Piazza resurfacing is the only project completed by the Curnow Group on behalf of the City of Perth.

The submission from Curnow had fourteen conditions specified which give rise to financial risk to the project. Thus the potential outturn cost should Curnow be awarded the project could be significantly higher than its tender sum.

## **BCL Group Pty Ltd**

BCL Group provided relevant information on its management and personnel but the company has little relevant experience to road projects within CBD. BCL Group's methodology presented is closely related to rural road construction. It has limited details regarding a communication plan with stakeholders. The submitted tender provided little information concerning risk factors and mitigation measures required. BCL Group demonstrated no relevant experience in city road construction.

In view of the fact that BCL Group Pty Ltd has a higher tender price than the QS and it is not preferred as a contractor for this project, BCL is excluded from the further evaluation process as tabulated below:

<b>Items</b>	<b>Civcon</b>	<b>Curnow</b>
Laying of granite kerb	Its subcontractor, Lightning Brick Pavers, has extensive experience with granite work	No known granite work experience for the nominated subcontractor, Challenge Brick Paving
Inclusions and exclusions in submission	None mentioned	There are 14 conditions specified with some that may give rise to variations at construction stage
Wi-Fi infrastructure and its management	Included in the tender	The cost of re-alignment of Wi-Fi infrastructure is not included in the tender
Requirements of ATCO Gas or Western Power	Accounted for in the tender	No allowance is made in the tender. The company suggested a provisional sum be allocated to it

Items	Civcon	Curnow
		Assessment panel suspected the tenderer is unfamiliar with services utility in the CBD
Second mobilisation and de-mobilisation	Will consider without cost	Will consider with cost for additional works
Current/future project commitment	Two projects committed for March 2015 to July 2015 period. Have the extra capacity and resources to deliver Hay Street	No projects committed for March 2015 to July 2015 period
Tender sum	Tender sum is 2% below the QS estimates	Tender sum is 9% below the QS estimates

### FINANCIAL IMPLICATIONS:

ACCOUNT NO:	CW-1643
BUDGET ITEM:	Streetscape Enhancement – Hay Street (Barrack St to Pier St)
BUDGET PAGE NUMBER:	19
BUDGETED AMOUNT:	\$985,000
AMOUNT SPENT TO DATE:	\$ 31,665
COMMITMENTS:	\$ 8,961
PROPOSED COST:	\$763,468 (this tender)
CONTINGENCY, FEES, INT. COSTS:	\$114,520
BALANCE:	\$ 66,384

All figures quoted in this report are exclusive of GST.

### COMMENTS:

#### Budget adjustments

Due to the high level of support by the stakeholders and the public for the project, the tender documents were prepared during September and October 2014 to include granite kerbing at the southern footpath. As a result, the initial project budget of \$500,000 became insufficient for the amended scope of works.

In the October Budget Review, there was an additional fund of \$485,000 transferred to the project. Therefore the adjusted project budget is currently at \$985,000.

#### Preferred Tenderer

The following table ranks the qualified tenderers in terms of assessed value for money together with comments:

Rank	Tenderer	Lump sum (excl GST)	Comments
1	Civcon Civil	\$763,468	Good price, highly experienced contractor ranked highest on qualitative criteria. Presents as lowest risk.
2	Curnow Group	\$709,617	Good price, experienced builder (although not civil) demonstrating a capability to manage this contract.
3	BCL Group	\$909,807	High price, various deficiencies in tender submission, and little experience in city road construction.

In consideration of the qualitative ranking and the value of money assessment, it is recommended that the Civcon Civil & Project Management be awarded the contract for the streetscape enhancement of Hay Street. Although it is in the second placing where price is concerned, it is the opinion of the tender assessment panel that the company has costed based on the company's familiarity and understanding of the city environment. Unlike Curnow, Civcon has not declared any inclusions and exclusions in its submission with potential to become variations during the construction period.

### **Commencement of Construction**

The project is anticipated to be awarded in mid-February 2015 following Council's approval of the recommendation. Commencement of construction is expected to be by the end of February / early March 2015. The exact date will be negotiated with the successful tenderer and in consideration of other building developments such as the New Annex Building by Mirvac and the official opening of the Perth City Library.

CONFIDENTIAL SCHEDULE 6  
ITEM 2 – TENDER 053-14/15 – STREETScape  
ENHANCEMENT – HAY STREET (BARRACK STREET TO  
PIER STREET)

FOR THE WORKS AND URBAN DEVELOPMENT  
COMMITTEE MEETING

20 JANUARY 2015

DISTRIBUTED TO ELECTED MEMBERS UNDER  
SEPARATE COVER