

MINUTES

**WORKS AND URBAN DEVELOPMENT
COMMITTEE**

20 JANUARY 2015

APPROVED FOR RELEASE



**GARY STEVENSON PSM
CHIEF EXECUTIVE OFFICER**



CITY of PERTH

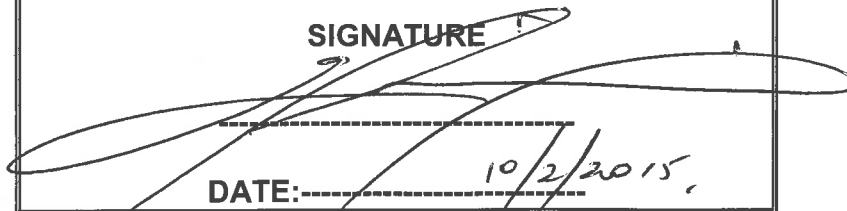
MINUTES

**WORKS AND URBAN DEVELOPMENT
COMMITTEE**

20 JANUARY 2015

**THESE MINUTES ARE HEREBY CERTIFIED AS
CONFIRMED**

**PRESIDING MEMBER'S
SIGNATURE**



DATE: 10/2/2015

WORKS AND URBAN DEVELOPMENT COMMITTEE

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Minutes of the meeting of the City of Perth **Works and Urban Development Committee** held in Committee Room 1, Ninth Floor, Council House, 27 St Georges Terrace, Perth on **Tuesday, 20 January 2015**.

MEMBERS IN ATTENDANCE

Cr Limnios - Presiding Member
Lord Mayor Scaffidi
Cr McEvoy

OFFICERS

Mr Stevenson - Chief Executive Officer
Mr Forster - Director City Infrastructure and Enterprises
Mr Mileham - Director City Planning and Infrastructure
Mr Kingdom - Manager City Design
Mr Ridgwell - Manager Governance
Ms Carlucci - Governance Officer

WK1/15 DECLARATION OF OPENING

5.52pm The Presiding Member declared the meeting open.

WK2/15 APOLOGIES AND MEMBERS ON LEAVE OF ABSENCE

Nil

WK3/15 CONFIRMATION OF MINUTES

Moved by the Lord Mayor, seconded by Cr McEvoy

That the minutes of the meeting of the Works and Urban Development Committee held on 25 November 2014 be confirmed as a true and correct record.

The motion was put and carried

The votes were recorded as follows:

For: The Lord Mayor, Crs Limnios and McEvoy

Against: Nil

- 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 <i>Local Government Act 1995</i>
Integrated Planning and Reporting Framework Implications	<p>Corporate Business Plan Council Four Year Priorities: Living in Perth</p> <p>S4 Enhanced accessibility in and around the City including parking</p> <p>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.</p> <p>4.2 Continue two-way street conversion program Promote and facilitate CBD living</p> <p>Council Four Year Priorities: Getting Around Perth</p> <p>9.3 Enhance and maintain public spaces and streets to high standards to ensure the city centre is an attractive place for people.</p>

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.

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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.

Meeting Note: Cr Limnos requested Officers investigate the option to turn right into Milligan Street from Murray Street west. The Manager City Design advised that he would investigate and advise Cr Limnios.

Moved by Cr McEvoy, seconded by the Lord Mayor

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;***

(Cont'd)

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- 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 programming 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.

- 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

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Items	Civcon	Curnow
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 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.

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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.

Moved by Cr McEvoy, seconded by the Lord Mayor

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;***

(Cont'd)

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.

New General Business

1. Watertown Car Park Design

Cr McEvoy requested that Officers investigate whether planning conditions in regards to the design of the Watertown Car Park have been incorporated appropriately into the car park. The Director City Planning and Development advised that he would investigate and advise Cr McEvoy.¹

6.07pm The Chief Executive Officer returned the meeting.

2. East End Two Way Program

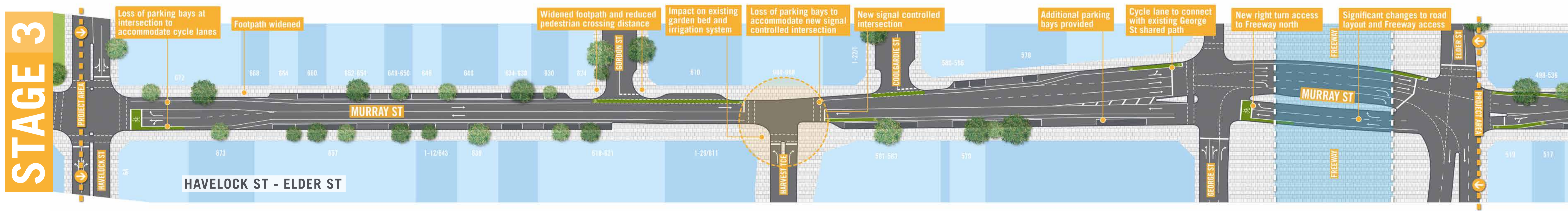
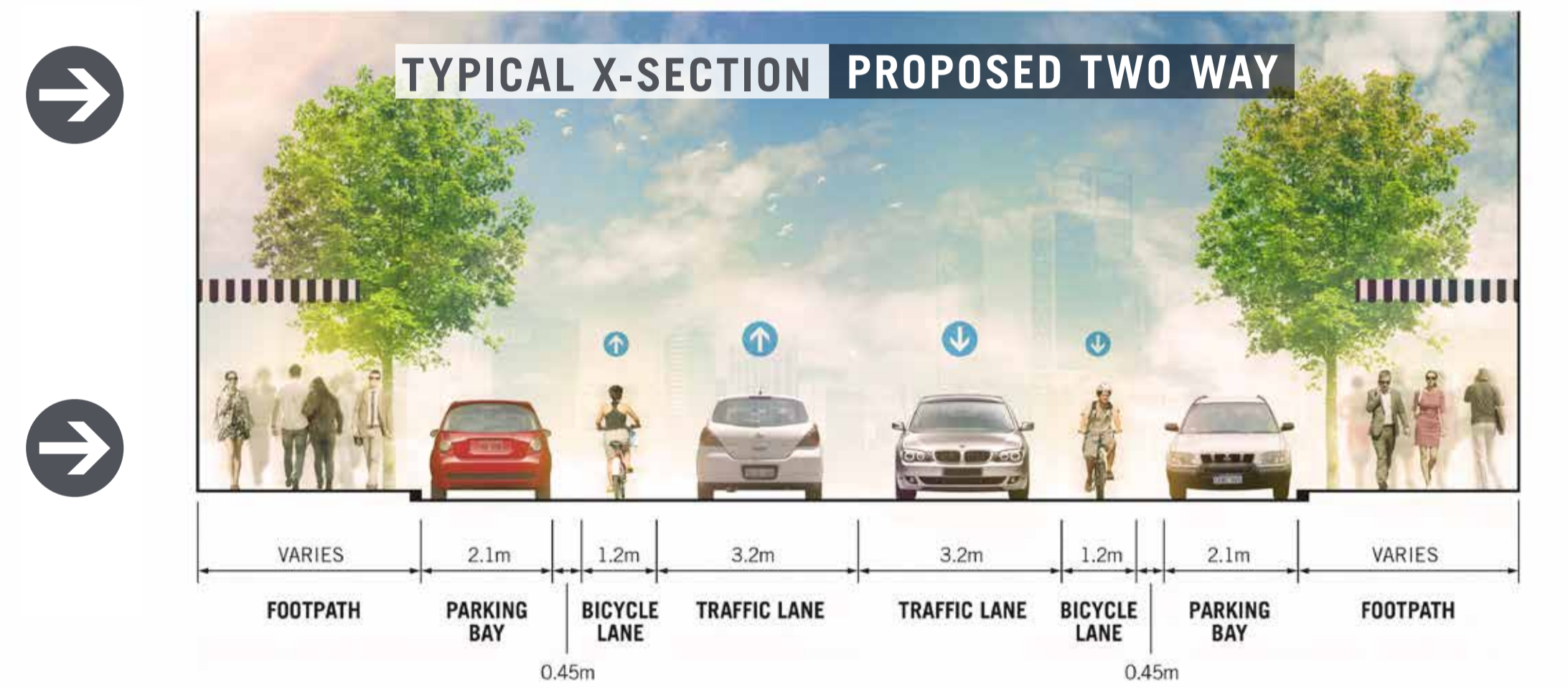
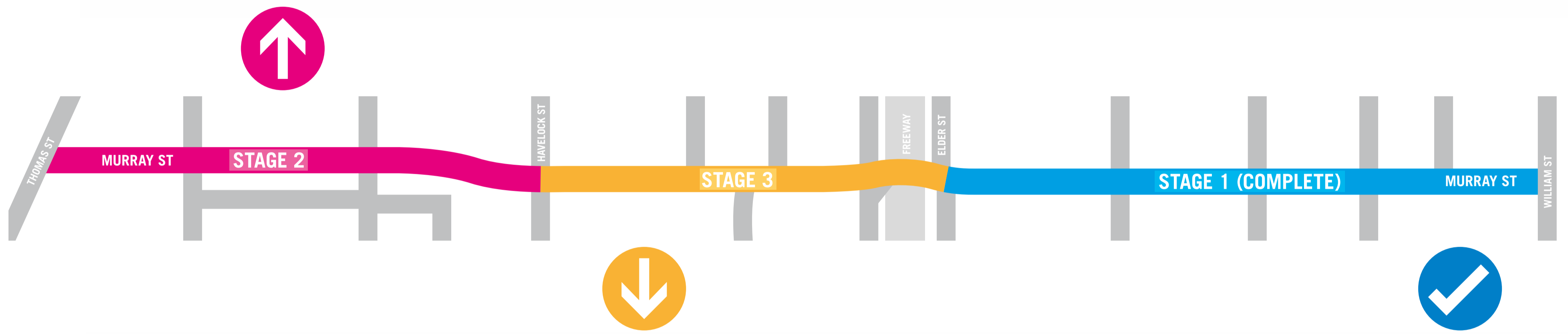
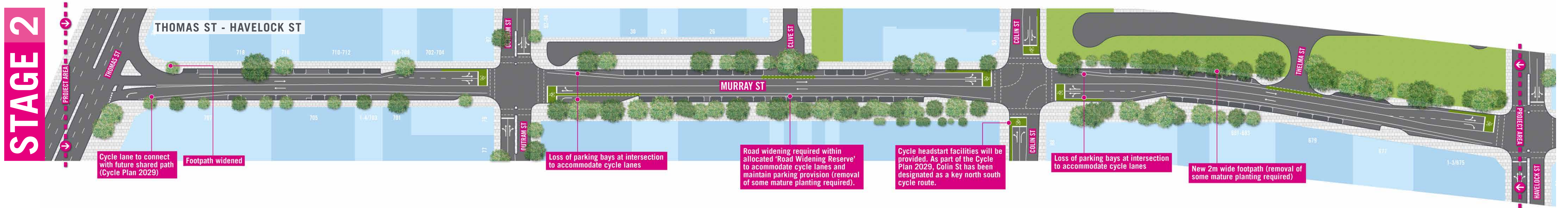
Cr McEvoy queried the status on the East End Two Way Program. The Manager City Design advised that he would investigate and provide an update to Cr McEvoy.

3. Cleanliness of Northbridge

Cr McEvoy commented on the general un-cleanliness of Northbridge, particularly 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.

¹ Administration Note: This General Business item will be transferred to the Planning Committee as this is a planning matter.

**SCHEDULES
FOR THE MINUTES OF THE
WORKS AND URBAN
DEVELOPMENT COMMITTEE
MEETING
HELD ON
20 JANUARY 2015**



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.

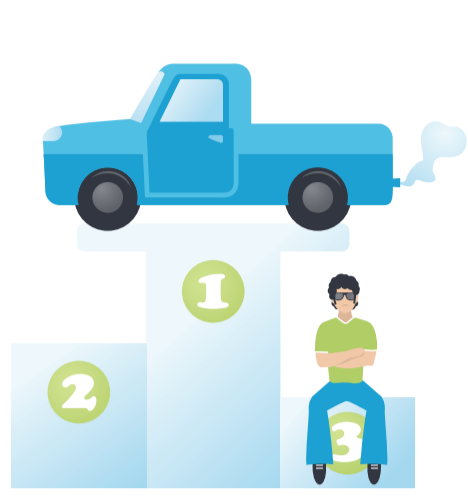
1960s



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.

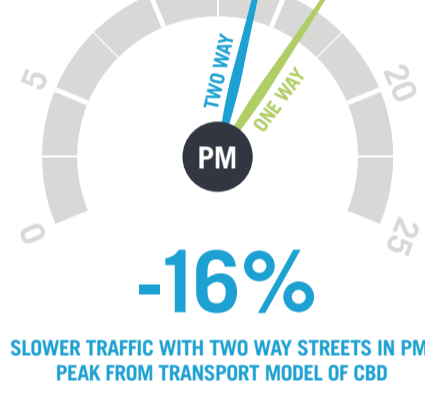
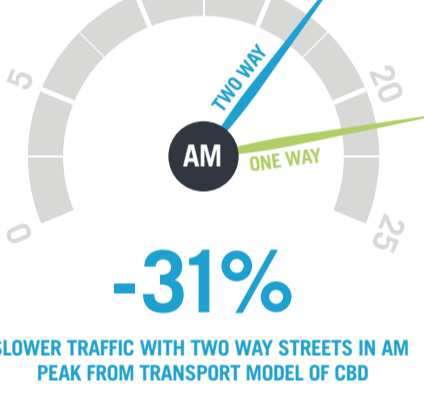


CREATES PEOPLE ORIENTATED STREETS

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

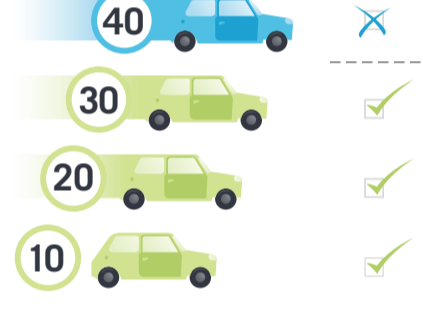


AVERAGE VEHICLE SPEED DURING PEAK PERIODS (IN KM/H)



PEDESTRIAN COLLISIONS

Chances of survival decrease rapidly above 30 km/h.



2. ENCOURAGING SUSTAINABLE TRANSPORT

TWO WAY SYSTEMS ENCOURAGE SUSTAINABLE TRANSPORT CHOICES

PUBLIC TRANSPORT

Allows **BUSES TO DEPART AND RETURN ON THE SAME STREET**, which is more convenient and logical.

CYCLING

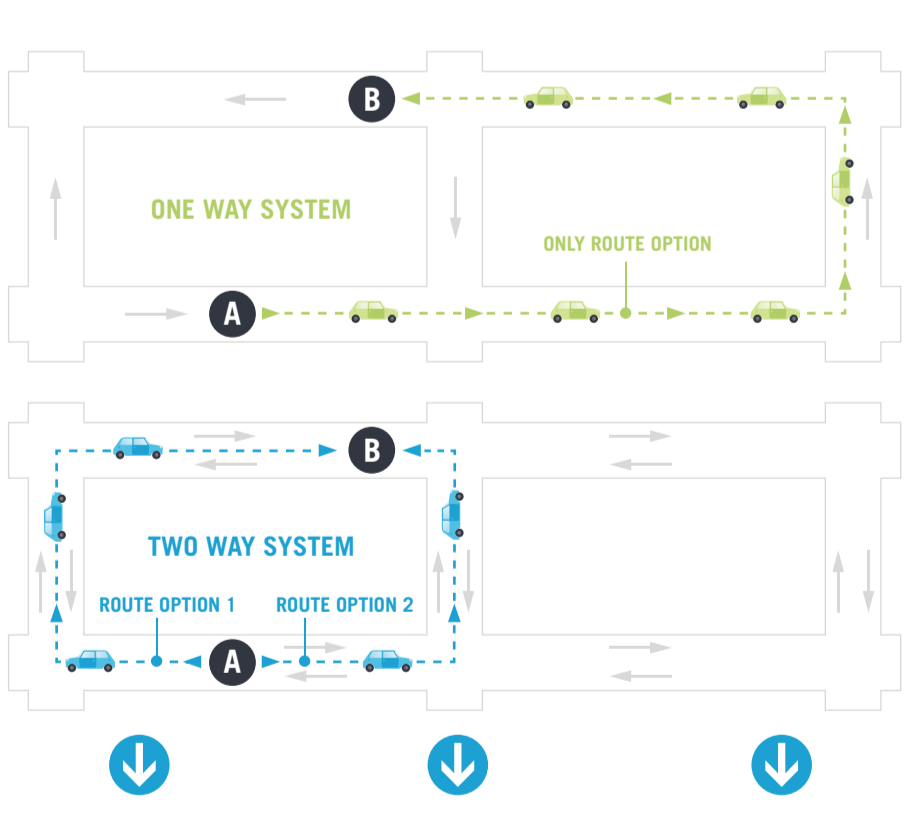
Two way cycle networks are **EASIER TO NAVIGATE** and encourage the building of cycling infrastructure.

WALKING

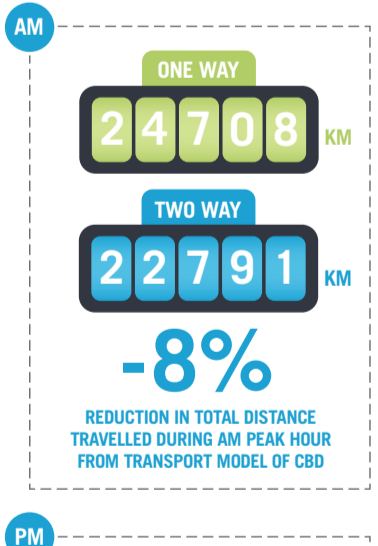
Slower car speeds provide a **SAFER ENVIRONMENT** for cyclists and pedestrians.

3. TWO WAY BENEFITS THE DRIVER

THE ADVANTAGE OF TWO WAY FOR GETTING FROM A TO B



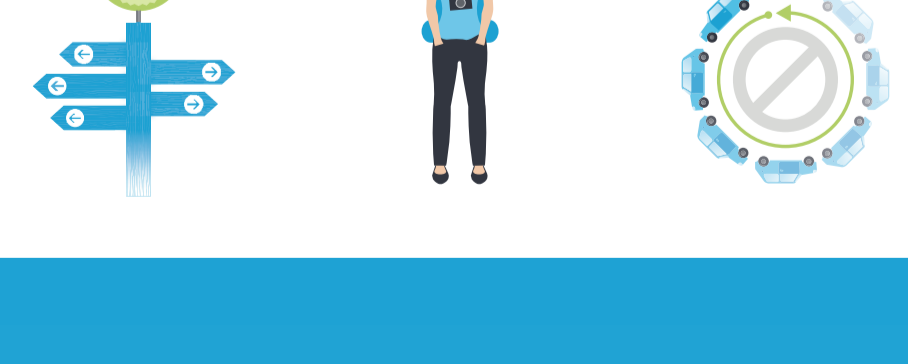
A TWO WAY SYSTEM DECREASES THE AVERAGE DRIVING DISTANCE BETWEEN ORIGIN AND DESTINATION



PROVIDES MORE ROUTE CHOICES

EASIER TO FIND YOUR WAY AROUND

DECREASES UNNECESSARY CIRCLING TRIPS



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

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

Works and Urban Development Committee
Confidential Schedule 5
(Minute WK8/15 refers)

Distributed to Elected Members under separate cover

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Confidential Minute Book
Volume 1 2015

Works and Urban Development Committee
Confidential Schedule 6
(Minute WK9/15 refers)

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