

City of Fremantle

MINUTES

Strategic and General Services Committee

Wednesday, 11 February 2009
6.00 pm

COMMITTEE MEMBERS

Mayor Peter Tagliaferri
Cr Shirley Mackay
Cr Georgie Adeane
Cr Donna Haney
Cr Brad Pettitt
Cr Alice King
Cr Doug Thompson

Beaconsfield Ward
South Ward
City Ward
East Ward
Hilton Ward
North Ward

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CLOSURE OF MEETING

STRATEGIC AND GENERAL SERVICES COMMITTEE

Minutes of the Strategic and General Services Committee
held in the Council Chambers, Fremantle City Council
on 11 February 2009 at 6.00 pm.

DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

The Deputy Presiding Member declared the meeting open at 6.04 pm.

NYOONGAR ACKNOWLEDGEMENT STATEMENT

"We acknowledge this land that we meet on today is part of the traditional lands of the Nyoongar people and that we respect their spiritual relationship with their country. We also acknowledge the Nyoongar people as the custodians of the greater Fremantle/Walyalup area and that their cultural and heritage beliefs are still important to the living Nyoongar people today."

IN ATTENDANCE

Cr Georgie Adeane	Presiding Member / South Ward
Peter Tagliaferri	Mayor (left at 6.42pm)
Cr Shirley Mackay	Deputy Presiding Member / Beaconsfield Ward
Cr Doug Thompson	North Ward (left at 6.47pm)
Cr Donna Haney	City Ward
Cr Brad Pettitt	East Ward
Cr Alice King	Hilton Ward
Mr Graeme Mackenzie	Chief Executive Officer
Mr Glen Dougall	Director Corporate Services
Mr Ken Posney	Director Cultural and Community Services
Mr Philip Gale	Acting Director Technical Services
Mrs Mia Zaknich	Minute Secretary
Mr Jon Horne	Financial Controller Technical Services
Mr David Duncanson	Manager Economic Development and Marketing

There were 0 members of the public and 1 member of the press in attendance.

APOLOGIES

LEAVE OF ABSENCE

Cr Alice King is currently taking a leave of absence and is being replaced at this meeting by Cr Bill Massie.

RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

PUBLIC QUESTION TIME

Nil

DEPUTATIONS / PRESENTATIONS

The Mayor, Peter Tagliaferri expressed his condolences to all those effected by the Bushfire Tragedy in Victoria. The City has been inundated with queries as to what part the City of Fremantle will be taking in providing assistance the victims. Contact has been made with WALGA and VLGA. Mayor Peter Tagliaferri advised the Committee that the City's website has been updated to include a link to make donations to the victims of the bushfires via the Westpac Bank and he has been contacted by a large local company in regards to organising a fundraising event to be held most likely at the Esplanade Park with more details to be released shortly.

Cr D Haney arrived at 6.07 pm

DISCLOSURES OF INTEREST BY MEMBERS

Cr D Haney declared a financial interest in item number SGS0902-2 as a family member had placed a tender for this contract.

Cr D Haney declared a financial interest in item number SGS0902-8.

LATE ITEMS NOTED

Nil

CONFIRMATION OF MINUTES**MOVED: Cr Georgie Adeane**

That the Minutes of the Strategic and General Services Committee dated 14 January 2009 as listed in the Council Agenda dated 28 January 2009 be confirmed.

CARRIED: 7/0

For	Against
Cr Georgie Adeane Mayor Peter Tagliaferri Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

TABLED DOCUMENTS

Nil

REPORTS BY OFFICERS (COMMITTEE DELEGATION)

The following items are subject to clause 1.1 and 2.1 of the City of Fremantle Delegated Authority Register

Cr G Adeane moved en bloc recommendations numbered SGS0902-1 and SGS0902-3.

CARRIED: 7/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

The following item number SGS0902-1 was MOVED and carried en bloc earlier in the meeting.

SGS0902-1 EXTENSION TO CONTRACT FOR RECYCLABLES COLLECTION SERVICE

DataWorks Reference: 135/001
Disclosure of Interest: Nil
Previous Item: C0505-22 of 25 May 2005
Responsible Officer: Lionel Nicholson, Manager City Works
Actioning Officer: Lionel Nicholson, Manager City Works
Decision Making Authority: Committee
Agenda Attachments: Nil

PURPOSE

For committee to endorse an option to extend the duration of the current recyclables collection service for a period of one year.

EXECUTIVE SUMMARY

The current 4 year recyclables collection contract with the City of Melville runs until 20 June 2009, and is valued at around \$250,000 per year. The contract provides an option to extend the life of the term up to one year, using the same conditions for service and pricing as currently allowed for.

Based on the satisfactory service and current pricing level for those services it is recommended that the option to extend the contract be pursued with the City of Melville.

BACKGROUND

The tender for the recyclables collection service was conducted as a joint tender through the City of Fremantle and the City of Cockburn in 2005. As the lowest tenderer, an award was made to the City of Melville and the contract period of 4 years commenced from 20 June 2005. The contractor has performed satisfactorily over the contract period, and the current (escalated) pricing is within the projected costs included in the item dealing with the original award.

COMMENT

Based on the performance under the contract to date and the current pricing falling within the expected range, it is proposed to arrange for the maximum allowable extension of 12 months under the contract. Any extension of services beyond June 2010 will need to be tested within the market.

CONCLUSION

Nil

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to the Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), key result areas 6 (Facilities and Infrastructure) and 7 (Environment and Resources Management)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

The continuation of the contract will assist in meeting council objectives on reduction of waste deposited in landfill.

Social

The contract helps to meet community expectations of an efficient and effective recycling service.

BUDGET IMPLICATIONS

Nil.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority required

OFFICER'S RECOMMENDATION

That the Strategic and General Services Committee, acting under delegated authority from Council, endorses an extension of the contract with the City of Melville for the recyclables collection service for a period of one year from 20 June 2009.

COMMITTEE DECISION**MOVED: Cr G Adeane**

That the Strategic and General Services Committee, acting under delegated authority from Council, endorses an extension of the contract with the City of Melville for the recyclables collection service for a period of one year from 20 June 2009.

CARRIED: 7/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

Cr Donna Haney declared an interest in the following item and left the meeting at 6.09pm

SGS0902-2 GRAPHIC DESIGN PANEL TENDER 2009

DataWorks Reference: 016/012
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: David Duncanson, Manager – City Marketing
Actioning Officer: Wendy Filsell, Marketing Officer
Decision Making Authority: Committee
Agenda Attachments: Evaluation and Scores – Graphic Design Panel 2009

PURPOSE

To appoint a panel to provide graphic design services for the period February 2009 through to January 2011.

EXECUTIVE SUMMARY

With the current graphic design panel expiring in January 2009 the City called tenders for the provision of graphic design services for a two year term.

The tender provided for services across the organisation and also for the provision of a panel of up to five if it was considered appropriate.

An assessment panel from City Marketing (place and organisational marketing), Fremantle Arts Centre and finance has completed the review of the tenders submitted against the criteria and recommend the appointment of a panel of five organisations for the provision of services until 31 January, 2011.

BACKGROUND

For the past two years Silverback Creative, Media on Mars and DDA Group have provided graphic design services to the City of Fremantle..

A tender for the new tender contract was advertised on Wednesday 3rd December, 2008 in a Statewide newspaper as well as advertising locally to ensure local organisations were provided with an opportunity to submit a proposal.

COMMENT

A total of seventeen organisations submitted tenders for consideration. One of these was submitted after the 2pm deadline and was therefore excluded from consideration. All tenders were considered compliant.

The tenders were assessed by a panel that included;
David Duncanson – Manager City Marketing
Jim Cathcart – Director Fremantle Arts Centre
Wendy Filsell – Marketing Officer
Lenny Covich – Finance Officer

All compliant tenders were assessed and scored using the following criteria and weighting;

- | | |
|--|-----|
| 1. Demonstrated ability to deliver a high quality professional product on time and within budget. | 20% |
| 2. Demonstrated ability to bring a strong creative edge to high profile marketing projects where appropriate. | 20% |
| 3. Experience of the consultant's team. | 15% |
| 4. Ability to work with a range of different stakeholders seeking to develop promotional material for differing target markets. | 10% |
| 5. How the organisation meets a best fit for the City of Fremantle with other panellists being considered in terms of areas of specialisation. | 5% |
| 6. Tendered price | 20% |

The top scoring eight tenders were selected for interview and advised to prepare a presentation to the panel addressing the above criteria and in addition addressing the following;

- How the organisation responds to the Qualitative Criteria specifically the creative edge that they would bring to projects such as the Festivals, marketing Fremantle the place and website development for the whole of the organisation.
- How the organisation could be a best fit for the City of Fremantle's design panel.

Five tenders were selected from the eight interviewed. Two of these have the capability to undertake the website redevelopment project.

CONCLUSION

It is recommended that the following organisations be appointed to a panel for the provision of graphic design services to the City of Fremantle for the period 1st February 2009 to 31st January 2011:

1. Brown Cow Design
2. Creative Page
3. DDA Group Corporate Communication
4. Media on Mars
5. Nude Design Studio

It is recommended that the website redevelopment project be treated as a separate tender or quotation under the Council purchasing policy and those panellists with the capability to undertake this work be invited to submit a proposal at that time.

STRATEGIC AND POLICY IMPLICATIONS

Nil

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

The City's expenses on graphic design services has been identified within the report.

Environmental

Nil

Social

Nil

BUDGET IMPLICATIONS

Nil

LEGISLATIVE AND LEGAL CONSIDERATIONS

As the City expends more than \$200,000 per annum on graphic design services (including additional services such as printing and signage) it is required to call tenders for the letting of this contract.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

1. That The City of Fremantle appoints the following organisations to provide graphic design services for the period 1st February 2009 to 31st January 2011 in accordance with the schedule of fees provided by them in reference to tender FCC323/08:
 - a) Brown Cow Design
 - b) Creative Page
 - c) DDA Group Corporate Communication
 - d) Media on Mars
 - e) Nude Design Studio

2. It is recommended that the website redevelopment project be treated as a separate tender or quotation under the Council purchasing policy and those panellists with the capability to undertake this work be invited to submit a proposal at that time.

COMMITTEE DECISION

MOVED: Cr G Adeane

1. That The City of Fremantle appoints the following organisations to provide graphic design services for the period 1st February 2009 to 31st January 2011 in accordance with the schedule of fees provided by them in reference to tender FCC323/08:
 - a) Brown Cow Design
 - b) Creative Page
 - c) DDA Group Corporate Communication
 - d) Media on Mars
 - e) Nude Design Studio

2. It is recommended that the website redevelopment project be treated as a separate tender or quotation under the Council purchasing policy and those panellists with the capability to undertake this work be invited to submit a proposal at that time.

CARRIED: 6/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

The following item number SGS0812-3 was **MOVED** and carried en bloc earlier in the meeting.

SGS0902-3 SUPPORT FOR EXTENSION TO TRADING HOURS ON ANZAC WEEKEND 2009

DataWorks Reference: 069/002
Disclosure of Interest: Nil
Author: David Duncanson, Economic Development & Marketing Manager
Actioning Officer: David Duncanson, Economic Development & Marketing Manager
Decision Making Authority: Committee
Agenda Attachments: Nil

PURPOSE

To seek Council support for the extension of retail trading hours on ANZAC weekend, Monday 27 April 2009.

EXECUTIVE SUMMARY

ANZAC Day 2009 falls on Saturday. Saturday is classed as a public holiday as is Monday 27 April 2009. Traditionally the City of Fremantle has applied for extended trading on ANZAC Day to coincide with the ANZAC parade. The extra public holiday on Monday 27 April provides retailers the opportunity to trade a full day and attract people to Fremantle. It is proposed that application be made for an extension to trading hours for Monday 27 April 2009.

BACKGROUND

The ANZAC Day parade in Fremantle brings many people into the City. In addition to the traditional ANZAC Day celebrations, the first ANZAC Day derby between East and South Fremantle will be played at Fremantle Oval, which is expected to draw significant crowds. Feedback from the retail community is that although more people will be in Fremantle, it will not result in an increase in trade. Trading on ANZAC Day, although supported in the past, is restricted due to the nature of celebrations that results in trade only being permissible after ceremonies and parades.

The extra public holiday (Monday 27 April) as a result of ANZAC falling on a Saturday will mean that retail outlets outside of a tourist district will not be able to trade from the 25 to 27 April inclusive. Fremantle is open for late night trade Friday, extended trade Sunday and has the opportunity to trade Monday 27 if the extended trading hours are approved, providing residents, businesses and visitors the opportunity to enjoy the day in Fremantle.

COMMENT

This application has support from the retail division of the Fremantle Chamber of Commerce that includes both small retailers and larger retailers who are not normally permitted to open on public holidays.

The City is allowed two public holidays per year on which extra trading can take place. Permission will be granted if the application meets the guidelines issued by the Department of Consumer Employment Protection. The criteria of linking the extended trading hours to an event will be met by the ANZAC weekend forming part of the school holiday period and Fremantle's School Holiday Program. Further criteria require the application to be supported by local traders and Council.

CONCLUSION

ANZAC Day is a time to reflect and celebrate. Fremantle is host to special ceremonies and the ANZAC parade and this year a derby between East and South Fremantle Football clubs at Fremantle Oval. These events attract people to Fremantle for the specific events. Restaurants, cafes and independent retailers can open on Saturday 25 April without permission from the Department of Consumer Employment Protection and will choose to open at their discretion. Extended trade on Monday 27 April gives retailers unable to trade on public holidays the opportunity for full day trade. Support has been gained from local traders for the extension of trading hours on Monday 27 April 2009. It is therefore requested that Council support the application.

STRATEGIC AND POLICY IMPLICATIONS

Nil

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Permission for retailers to open on 27 April 2009 will bring significant economic benefit to Fremantle. Consumers will have limited options over the ANZAC weekend; Fremantle City has the opportunity to meet the demand.

Environmental

Nil

Social

Retailers opening on the 27 April 2009 will add to the diversity of activities that visitors and residents can enjoy on the day.

BUDGET IMPLICATIONS

Nil

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Fremantle Chamber of Commerce supports this application.

VOTING AND OTHER SPECIAL REQUIREMENTS

Ordinary

OFFICER'S RECOMMENDATION

That Council support the application for the extended trading hours on Monday 27 April 2009 from 10am - 6pm

COMMITTEE DECISION

MOVED: Cr G Adeane

That Council support the application for the extended trading hours on Monday 27 April 2009 from 10am - 6pm

CARRIED: 7/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

REPORTS BY OFFICERS (COUNCIL DECISION)

Cr G Adeane moved en bloc recommendations numbered SGS0902-7, SGS0902-10, SGS0902-11 and SGS0902-13.

CARRIED: 7/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

SGS0902-4 QUARANTINED BUDGET - FOOTPATH PROGRAM 2008/2009

DataWorks Reference: 091/003
Disclosure of Interest: Nil
Previous Item: SGS0809-2 of 10 September 2008
 SGS0811-1 of 12 November 2008
 SGS0812-9 of 17 December 2008
Responsible Officer: Philip Gale, Acting Director Technical Services
Actioning Officer: Philip Gale, Acting Director Technical Services
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To seek approval for the final release of program funds for the footpath replacement program which have been approved through the formal budget process, but which have been placed in a quarantine status.

EXECUTIVE SUMMARY

Previous items have allocated a total of \$598,900 out of the original \$800,000 footpath program budget approved by Council, with the remainder of \$201,100 placed in quarantine pending further consideration of project funding. Of the \$598,900 allocations made, \$94,000 has been directed to a non-footpath related project (the National Blackspot project for Queen Victoria Street/James Street as approved in item SGS0812-9 of 17 December 2008).

The overall allocation of \$800,000 for an annual footpath replacement program is within the parameters that are necessary to meet the long term objective of having an effective asset replacement program. The current year budget has effectively been reduced by \$94,000 to allow for the shortfall in funding for a particular Blackspot project and it is felt that the remainder of the programmed funds should be allocated to a new specified maintenance program as well as to the normal replacement program.

The specified program seeks to address the poor state of the paving within the central business district and in particular areas of high use, high value Urbanstone paving.

Council approval is also sought to allocate the remaining funds to specific projects as nominated, based on the condition ratings and other factors influencing their selection.

BACKGROUND

Item SGS0809-2 of 10 September 2008 obtained Strategic and General Services Committee endorsement to allocate \$451,250 in footpath projects of the \$800,000 originally approved by Council as part of the adoption of the 2008/09 budget. This was expected to be the first stage of a 2 stage program; with the remaining stage to be submitted for further consideration, however, Item SGS0811-1 of 12 November 2008 noted that substantial works were being advanced by Alinta in its pipeline network in Lefroy Road and approval was gained to allocate a further \$53,650 for footpath works to take advantage of funding being offered for reinstatement works required.

Subsequent funding shortfalls for the National Blackspot projects for Parry Street/High Street and for Queen Victoria Street/James Street traffic light changes and associated civil works were identified in Item SGS0812-9 of 10 December 2008. To partly meet the shortfall in the Queen Victoria Street /James Street project, an allocation of \$94,000 from the quarantined balance of the footpath program was also made. This reduced the balance of the footpath program budget still remaining in quarantine to \$201,100.

COMMENT

A major reassessment of the path network has now been completed which involved a physical inspection of all paths within the City.

The paths were rated on a 1 to 10 basis with 1 being brand new standard and 10 representing a failed path facility.

The result of the inspections shows that we have 12.4% of paths in categories 8-10.

In conjunction with the review of the path condition, a new asset management plan for paths has been developed. This plan describes the asset, its location, age, condition and value. Importantly, the plan also describes levels of service (LOS) that will be applied to the path network. These LOS give a clear direction to officers and the community about the Council's obligations in regards to looking after community assets and helps set projections for future expenditure requirements.

The analysis of the condition rating of the path network has shown that there is a significant gap between funds available for asset preservation and renewal and current expenditure.

This plan will be presented to Councillors for adoption in March 2009.

In the meantime, there is the need to release the final \$201,100 of funding to ensure that these funds can be acquitted in this financial year.

There is an urgent need to address major failings and poor visual standards of the paving throughout the central business district. The paving in this area is mostly high quality Urbanstone which is a high cost capital item and needs the appropriate high level maintenance to ensure that the pedestrian precincts of the city present as safe and visually attractive assets.

At the present time with the minimal maintenance the areas currently receive the paving is a high risk to pedestrians and presents as an asset that deserves a higher level of maintenance.

By providing a specified budget annually to undertake these works, it will ensure that the Council is proactively dealing with potential risks to pedestrians and improving the visual standard of our streetscapes. To achieve this budget allocation, it is recommended that \$100,000 be allocated from the 2008/2009 path replacement program and that \$100,000 be set aside in future budgets (which encompass the annual footpath replacement program) to the CBD paving specified maintenance program.

Typical works that will be undertaken are shown below:

South Terrace – outside Markets	\$15,000.00
3 beams and paving @ \$5000.00 ea	
Market/High – brick paved roadway	\$5,000.00
South Terrace near Parry – brick paved roadway	\$3,000.00
High St – remove paving and replace with Concrete infill around pits and service covers	\$21,000.00
30 @ \$700.00	
9 & 13 Essex St – x-over and road	\$6,000.00
Esplanade Park – concrete footpath	\$17,000.00
CBD – 2 man crew for 54 days (approx 3 months)	\$48,000.00
To maintain and repair paving, bollards, concrete	
Grab rails, bike rails, kerbing and drains (This is for the remainder of the year)	
TOTAL	\$98,000.00

The balance of \$101,100 is recommended to be allocated to the following projects:

1. Scott Street (SS Parmelia Street to South Terrace) \$14,700
2. Stevens Street (NS Attfield Street to Brennan Street) \$12,900
3. Watkins Street (SS Newbold Street to Yalgoo Avenue) \$9,100
4. Ord Street (WS Ellen Street to Finnerty Street) \$64,400 (insitu liquid limestone)

It is noted that the Ord Street footpath section was previously considered in Item SGS0807-11 of 23 July 2008 with the eastern section being replaced with insitu liquid limestone. While the western footpath section was retained in its original slab form, it does present ongoing maintenance and liability issues because of the extent of usage. It is therefore proposed to complete replacement of the western side slab areas with insitu liquid limestone to match the current footpath running along the eastern side adjacent to the Arts Centre and high school.

CONCLUSION

Nil

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to the Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), key result area 6 (Facilities and Infrastructure)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

Nil

Social

Improved footpaths can enhance community perception of local and central areas.

BUDGET IMPLICATIONS

There are no net municipal contribution implications involved with the change in quarantine status and approval of the allocation of budgeted funds, however, the use of part of the funding involves a change in the nature of expenditure and therefore Council approval is sought to effect this.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Absolute Majority Required

OFFICER'S RECOMMENDATION

1. That Council approve the allocation of \$100,000 from the footpath replacement program for CBD paving specified maintenance program works.
2. That Council approve the allocation of the remaining \$101,100 for footpath replacement works in;
 - a) Scott Street (SS Parmelia Street to South Terrace) \$14,700
 - b) Stevens Street (NS Attfield St to Brennan Street)
 - c) \$12,900; Watkins Street (SS Newbold Street to Yalgoo Avenue) \$9,100 and
 - d) Ord Street (WS Ellen Street to Finnerty Street) \$64,400 (insitu liquid limestone)
3. That Council consider the allocation of \$100,000 out of the footpath replacement program for CBD paving specified maintenance program works in future financial year budgets.

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

- 1. That Council approve the allocation of \$100,000 from the footpath replacement program for CBD paving specified maintenance program works.**
- 2. That Council approve the allocation of the remaining \$101,100 for footpath replacement works in;**
 - a) Scott Street (SS Parmelia Street to South Terrace) \$14,700**
 - b) Stevens Street (NS Attfield St to Brennan Street)**
 - c) \$12,900; Watkins Street (SS Newbold Street to Yalgoo Avenue) \$9,100 and**
 - d) Ord Street (WS Ellen Street to Finnerty Street) \$64,400 (insitu liquid limestone)**
- 3. That Council consider the allocation of \$100,000 out of the footpath replacement program for CBD paving specified maintenance program works in future financial year budgets.**

CARRIED: 5/2

For	Against
Mayor Peter Tagliaferri Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	Cr Georgie Adeane Cr Donna Haney

SGS0902-5 INFORMATION REPORT FOR FEBRUARY 2009**PORT CITY COLUMN**

DataWorks Reference: 107/003
Author: David Duncanson, Manager Economic Development & Marketing
Agenda Attachments: Nil

The City of Fremantle currently publishes a weekly advertising column, known as the Port City Column in a local newspaper. Quotes are sought in December of each year from both the Fremantle Herald and the Fremantle Gazette for publishing the column the following year. Policy OP8 gives the CEO delegated authority to decide which newspaper will host the column for the following year. The column will be hosted by the Fremantle Herald in 2009 as they submitted a quote which gave the best overall outcome for the City.

CORPORATE EVENTS WORKING GROUP

DataWorks Reference: 039/027
Author: Marie La Frenais, Corporate Events Team Leader
Agenda Attachments: Attachment 1 - Corporate Events Working Group Minutes 13 January 2009

The Corporate Events Working Group meets on the 1st Tuesday of every 2nd Month. This information report is an opportunity to inform Council of items discussed including feedback on recent events and information/ progress on upcoming events. All future minutes will be submitted in the form of this report.

OFFICER'S RECOMMENDATION

The information report for February 2009 be received.

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

The information report for February 2009 be received.

CARRIED: 7/0

For	Against
Mayor Peter Tagliaferri Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt Cr Doug Thompson	

Mayor, Peter Tagliaferri left the meeting at 6.42pm prior to consideration of the following item and did not return.

Cr D Thompson left the meeting at 6.47pm prior to consideration of the following item and did not return.

SGS0902-6 PROJECT FUNDING OF ANNIE ST WORKS AND SALE OF O'HARA ST SUMP LOT

DataWorks Reference: 091/003, Roadway O'Hara
Disclosure of Interest: Nil
Previous Item: SGS0712-6 of 12 December 2007
Responsible Officer: Glen Dougall Director Corporate Services
Philip Gale, Acting Director, Technical Services
Actioning Officer: John Amor, Property Co-ordinator
Jake Tanner, Acting Parks and Landscapes Co-ordinator
Decision Making Authority: Council
Agenda Attachments: Confidential attachment on land valuation

PURPOSE

To seek approval for extra funding to complete works on the Annie Street/O'Hara Street sump conversion/water harvesting project, additional actions to effect the sale of the O'Hara Street freehold lot, together with a reset of the sale reserve pricing to better reflect the current market.

EXECUTIVE SUMMARY

The item seeks Council's approval for extra funding to complete final irrigation and landscaping works for the Annie Street/O'Hara Street sump conversion and water harvesting project, thereby meeting the conditions of the grant funding under the Community Water Grants scheme administered through the Federal Government.

It also seeks approval to commence the subdivision process for the existing freehold lot in O'Hara Street (where the previous sump was positioned) to provide additional incentive for prospective buyers to purchase the land. This has become necessary because of the general downturn in the real estate market over the recent period.

As part of the sale process for the freehold lot it is also necessary to determine a revised valuation and set the reserve price for the land in line with the updated market assessment. Council's endorsement for the reserve price is therefore also requested.

BACKGROUND

The relocation of the O'Hara St sump and the associated sump in Annie Street (positioned on Department of Education land in the Winterfold Primary School) was approved as a project for completion in item SGS0712-6 of 19 December 2007.

The project is funded by:

- A Community Water Grant from the Federal government
- Sale of the O'Hara Street lot once the sump area was filled in as part of the overall scope of works.
- Department of Education contribution towards garden and reticulation improvements

As part of item SGS0712-6, the creation of a new financial reserve (the sump relocation and improvement reserve) was endorsed to be set up to accept any surplus funds which may arise from the project funding arrangements offset by its costs.

Item SGS0712-6 also endorsed the valuation of the freehold lot (in line with the confidential attachment presented at that time) for use as the reserve sale price by auction. Subsequently, the auction for the sale of the lot was held on 11 October 2008, however, it failed to attract any interest from prospective buyers.

Works on the project were substantially completed in the 2007/08 financial year, with final irrigation and landscaping currently budgeted for this year. To ensure that the conditions of the Community Water Grant are met, it is necessary to complete such irrigation and landscaping works, however, the current budget of \$50,000 to complete the project has been subsequently revised upwards due to the complexity of the system required to draw water from the water storage tanks. It is now expected that the overall cost will be around \$95,200; an increase of \$45,200. Part of the upgrade necessary to the bore and reticulation system will be the responsibility of the Department of Education and it has agreed to meet \$23,100, therefore resulting in a net additional funding requirement of \$22,100 from the City.

COMMENT

Sale of land

As advised by the auctioneers, the lack of interest shown in the auction is indicative of the relative slow down in the real estate market which has been compounded by the current financial problems being experienced on a global basis. Advice has since been received from real estate agents that completion of subdivision of the block would provide a more attractive selling point for the land in the current market, with two smaller sized blocks to be put to auction. The sale of these individual blocks would be subject to the Council requirements on development of suitable sustainable buildings in line with current policy; it is felt that starting subdivision formalities (with potential for completion as part of sale conditions) would provide an extra incentive for prospective buyers to compete for the land parcels.

Indicative costs of up to \$30,000 to complete the necessary planning, survey, title transfer fees and connection to services etc have been received. It is felt that the City should pursue the option of commencing the subdivision process to attract more interest at a future auction.

A new valuation has also been received for the property on an “as is” basis, and this is included in the confidential attachment. It is proposed that a new valuation form for the two properties form the basis for a reserve price to be used for a future auction. Council approval is therefore sought to pursue the land subdivision and complete a future auction of the property on this basis within the current financial year.

Project funding and transfer to financial reserve

As noted above, the net additional costs associated with the irrigation and landscaping works amount to \$45,200 and Council approval is sought to increase the budget by that amount. This will be funded through an extra Department of Education contribution of \$23,100 and a \$22,100 reduction to the budgeted transfer of funds to the sump relocation and improvement reserve.

Combined with the expected reduction to the sale value to be achieved from the sale of the land, it is noted that the anticipated transfer of funds to the financial reserve created for the net surplus funding will be severely diminished. The current budgeted net transfer to the financial reserve is set at \$215,000; this will need to be reduced by around \$127,000 to account for the reduction in the land sale price and the net increase in project costs.

CONCLUSION

Nil

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to the Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), key result area 6 (Facilities and Infrastructure)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Potential economic benefits may accrue to the community through an injection of funds to promote more sustainable use of resources.

Environmental

Potential environmental benefits may result from projects involving a more sustainable approach to resources such as stormwater discharge.

Social

Potential social benefits may result from improvements to drainage facilities.

BUDGET IMPLICATIONS

The impact of the net increase in funding required has been canvassed in the report, as well as the likelihood that the surplus funds available for transfer into the newly created financial reserve will be substantially diminished by the combination of downturn in property values and over run of budgeted expenditure.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Absolute Majority Required

OFFICER'S RECOMMENDATION

1. That Council approve an increase of \$45,200 in the budget for the Annie Street/O'Hara Street sump conversion and water harvesting project, to be funded by a contribution of \$23,100 from the Department of Education and \$22,100 to be offset against the sale proceeds of the O'Hara Street lot
2. That Council approve a budget of up to \$30,000 for officers to pursue subdivision of the existing O'Hara Street lot, to be offset against the sale proceeds of the O'Hara Street lot
3. That Council approve the sale of the O'Hara Street sump location parcel of freehold land through public auction, with the reserve price to be set based on the independent valuation for the two new lots and the net budgeted transfer to the Sump Relocation and Improvement Reserve be reduced from \$215,338 to \$88,238 to reflect the revised budgets for the project.

Cr G Adeane moved an amendment to the Officer's Recommendation to include the following wording:

4. A report be brought back to Council once the valuations are received for setting of the reserve price.

LOST: 2/3

For	Against
Cr Donna Haney Cr Shirley Mackay	Cr Georgie Adeane Cr Bill Massie Cr Brad Pettitt

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

1. That Council approve an increase of \$45,200 in the budget for the Annie Street/O'Hara Street sump conversion and water harvesting project, to be funded by a contribution of \$23,100 from the Department of Education and \$22,100 to be offset against the sale proceeds of the O'Hara Street lot
2. That Council approve a budget of up to \$30,000 for officers to pursue subdivision of the existing O'Hara Street lot, to be offset against the sale proceeds of the O'Hara Street lot
3. That Council approve the sale of the O'Hara Street sump location parcel of freehold land through public auction and the net budgeted transfer to the Sump Relocation and Improvement Reserve be reduced from \$215,338 to \$88,238 to reflect the revised budgets for the project.

CARRIED: 3/2

For	Against
Cr Georgie Adeane Cr Bill Massie Cr Brad Pettitt	Cr Donna Haney Cr Shirley Mackay

The following item number SGS0812-7 was MOVED and carried en bloc earlier in the meeting.

SGS0902-7 ROAD SAFETY AUDITS POLICY

DataWorks Reference: 106/050
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Philip Gale, Acting Director Technical Services
Actioning Officer: Frank Squadrito, Acting Design Coordinator
Decision Making Authority: Council
Agenda Attachments: Attachment 1 - Draft Road Safety Audit Policy

PURPOSE

To seek Council adoption of an operational policy for Road Safety Audits.

EXECUTIVE SUMMARY

Road safety auditing is an important tool for road authorities such as Local Government Authorities (LGA) to assess existing roads and intersections and proposed road projects. The Institute of Public Works Engineering Australia (WA Branch) produced a model road safety audit policy in 2001 that has since been adopted by many metropolitan LGAs.

The adoption of a policy on this issue is recommended so the City's position on road safety audits is clearly defined. The model policy is sound and only minor changes have been made to it to ensure that it makes appropriate reference to the City and establishes a suitable position for the City.

BACKGROUND

Road safety auditing is an important tool for road authorities to use to assess the safety of existing roads or intersections and proposed road projects. The standards for road safety audits in Australia were developed by Austroads, the national association of Australian and New Zealand road transport and traffic authorities. Austroads Main Roads Western Australia (MRWA) is the Western Australian representative to Austroads.

Austroads produced the first edition of the Road Safety Audit manual in 1994 and that was subsequently updated in 2002. The manual is a guide to the audit process and includes sample checklists for the various audit stages. The Austroads Road Safety Audit manual (Austroads 2002) defines a road safety audit as "*a formal examination of an existing or future road or traffic project, or any project that interacts with road users, in which independent, qualified examiners look at the projects crash potential and safety performance*".

Road safety audits can be undertaken at the following stages of a project:

Stage 1	Feasibility Stage
Stage 2	Preliminary Design Stage
Stage 3	Detailed Design Stage
Stage 4	Pre-opening Stage
Stage 5	Roadwork Traffic Scheme
Stage 6	Road Safety Review

Road safety audits can also be undertaken for a number of specialised needs such as:

- Cycling audits;
- Pedestrian audits;
- Railway crossing audits;
- Road safety around schools audits;
- Shared path audits; and
- Universal access audits

MRWA provides a service of registering road safety audit reports so that there is a record of what audits are undertaken within the state. This system is reliant on audit Team Leaders registering their audits with MRWA. In Western Australia, the Institute of Public Works Engineering Australia (IPWEA) has a Road Safety Panel that performs the role of overall coordination of road safety audit training, accreditation, and advancement within Western Australia. IPWEA produced a model road safety policy in 2001 that has been adopted by many metropolitan LGAs and which forms the basis for the proposed policy.

The main part of the proposed policy is the guidelines, which are included below:

Guidelines for the provision of road safety audits in the City of Fremantle.

Council policy requires that the following actions be adopted as part of a strategic framework for the implementation of Road Safety Audit principles and practices in the planning and development of public and privately owned infrastructure within the City of Fremantle.

- a) The City will include Road Safety Audit goals and objectives in its corporate plan and quality management systems.
- b) Adopted procedures shall be in accordance with Austroads Road Safety Audit Manual and Checklists, and Main Roads Western Australia and IPWEA (WA Division) complimentary checklists and procedures.
- c) The City acknowledges the requirements to subject all Metropolitan Regional Road funded improvement projects to a road safety audit.
- d) The City acknowledges the requirements to subject the design of countermeasure treatments for approved State Black Spot Program projects with a budget greater than \$40,000 to a road safety audit.

- e) All road projects in excess of \$100,000 will be subject to a formal road safety audit.
- f) Sections of the City's existing road network will be subject to audit where there is a recognised level of conflict between vehicular traffic and vulnerable road users or traffic management/safety concerns.
- g) Ensure that appropriately trained, experienced, independent and accredited road safety auditors are used in undertaking road safety audits.
- h) Ensure that relevant officers are given the opportunity to fulfill the training and experience requirements to achieve and maintain Road Safety Auditor accreditation.
- i) A road safety audit report shall be submitted, as part of the Development Conditions, for new subdivisions over 100 lots and where developments adjoin or are serviced by roads of functional hierarchy levels above Local Distributor level.
- j) A road safety audit and traffic impact report shall be submitted as part of any planning application for new or redeveloped Commercial Developments greater than 20,000m² floor area.
- k) Any new schools will be subject to a process of road safety audit from the structure planning stage through to ultimate construction.
- l) The City will negotiate with other local governments to undertake a reciprocal partnership agreement, whereby road safety audits are undertaken by accredited independent members from partnering Local Governments.

The full draft Road Safety Audit policy is included as an attachment to this report.

COMMENT

Although the City has had no formal position on road safety audits to date, the City's Technical Services staff have had road safety audits done by experienced consultants on a number of projects over the years which is common practice by most LGA's. These would best be described as basic audits of existing intersections and the design of Black Spot Program projects.

The cost of these road safety audits varies depending on the size and complexity of the project involved. Typical costs are from approximately \$3,000 for a basic audit to \$10,000 for the audit of a major project.

Some Technical Services staff have attended the IPWEA Road Safety Audit training and are now accredited team members or progressing towards that, however, attending the training is valuable even if officers do not pursue accreditation because of the increased knowledge about safety issues that is provided to officers involved in road design and/or investigating traffic issues.

CONCLUSION

The adoption of a road safety policy is recommended because it clearly defines the City's position and demonstrates a proactive approach to road safety. Although it is already standard practice for road safety audits to be commissioned by Technical Services officers on an as-needed basis, a policy will make it clear to officers and relevant external parties such as developers as to when they are required to have a road safety audit undertaken.

The benefit to the City, the local community and users of the Fremantle road network will be that road safety will progressively be improved through the City and road trauma reduced.

STRATEGIC AND POLICY IMPLICATIONS

This issue relates directly to the following strategy from the City's Strategic Plan 2006-2010:

- Improve safety and access for all road users.

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

In the context of the value of most road projects, the cost of a Road Safety Audit is not significant. Audits have the potential to save money, particularly the economic cost of crashes and particularly during the project design stage by identifying potential safety issues that can then be addressed before the design is finalised and constructed. In the case of an Existing Road Layout review, they can be used to identify safety issues at an existing site for which Black Spot Program funding may be obtained to construct a suitable countermeasure to reduce the crash situation, which will also reduce the location's crash costs.

Environmental

The environmental impact of implementing recommendations from a road safety audit can vary from none to significant, depending on what is required to address the identified hazard. For example, removing a trip hazard from a footpath would have no real environmental impact because the path exists whereas in an extreme example, the construction of a grade separated intersection would result in a major environment impact to the immediate area, but at the same time is likely to result in reduced vehicle emissions by improving the flow of traffic.

Social

The use of Road Safety Audits can have a major social benefit by reducing road trauma in our community. By identifying and removing or minimising road hazards, the frequency and severity of crashes on our roads are likely to be reduced.

BUDGET IMPLICATIONS

The cost of road safety auditing is typically funded from within the budget of capital works projects or, as needed, from operational accounts. The identification of safety hazards in audits does create a responsibility for road authorities to address those hazards, where they agree they are a hazard and this can require future funding to be proposed to address identified hazards with a suitable countermeasure. Depending on the complexity and cost of the countermeasure, they can be fully funded by the City or may involve funding assistance from either the State or AusLink Black Spot Programs.

In the case of approved State Black Spot Program projects, it is a mandatory requirement of MRWA that projects valued at more than \$40,000 must be subject to a road safety audit. It is, however, possible that the cost of the audit can be included within the total project cost. The requirements to audit AusLink Black Spot Program projects is less stringent and it is only required to audit approved projects valued at more than \$150,000.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Consultation on the draft policy has been undertaken with relevant Technical Services and Planning Services staff.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

That the proposed Road Safety Audit policy as provided in the Strategic and General Services Committee Meeting Attachments be adopted.

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

That the proposed Road Safety Audit policy as provided in the Strategic and General Services Committee Meeting Attachments be adopted.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

At 6.42pm Cr D Haney declared a financial interest in item number SGS0902-8 and was absent during discussion and voting of this item.

SGS0902-8 ACCEPTANCE OF NON-RECURRENT GRANT FUNDING FROM THE GOVERNMENT OF WESTERN AUSTRALIA DEPARTMENT OF HEALTH

DataWorks Reference: 106/020, Fremantle Community Care
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Jan Bayman, Acting Manager Community Services
Actioning Officer: Dorte Nielsen, Coordinator Transport & Support Services
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To accept non-recurrent funding 2008-2009 from the Government of Western Australia, Department of Health of \$94,117 (GST exclusive) for the replacement of a bus and car. This requires Council approval to amend the budget for Fremantle Community Care in the 2008-2009 financial year. The one off non-recurrent funding is to be attributed to costs of replacing existing fleet bus and vehicle. The trade in price realised from the sale of existing bus will be attributed to the modifications required to service elderly clients and clients with disabilities.

EXECUTIVE SUMMARY

Fremantle Community Care applied for non-recurrent growth funding from the Department of Health WA in July 2008. Grant application was successful and approval given for the purchase of a Toyota Coaster bus and vehicle to replace existing fleet, amount received via direct deposit 8 January 2009 totalling \$94,117 (GST exclusive). The bus and vehicle will be used for the City of Fremantle Dial a Ride programme.

<u>Bus Purchase - Toyota Coaster Manual Diesel</u>	\$
<u>Income</u>	
Non-recurrent grant (GST exclusive)	(\$82,573)
Net trade in price (GST exclusive)	(\$30,000)
Total	(\$112,573)
<u>Expenditure</u>	\$
Gross purchase price (GST exclusive)	\$89,000
Gross cost of modifications (GST exclusive)	\$23,500
Total	\$112,500
<u>Vehicle Purchase - Holden Astra Station Wagon</u>	
<u>Income</u>	\$
Non-recurrent grant (GST exclusive)	(\$11,544)
Net trade in price (GST exclusive)	(\$9,000)
Total	(\$20,544)
<u>Expenditure</u>	\$
Gross purchase price (GST exclusive)	\$20,500
Total	\$20,500

BACKGROUND

The City of Fremantle operates a grant funded transport programme for the elderly, frail aged for its community members. The Council has a fleet of 2 large Toyota Coaster buses and 2 smaller buses. Over time the buses require replacement and grant funding is applied for through annual non-recurrent grant funding. This was the case in July 2008 when an application was lodged to replace 'DAR100'.

COMMENT

The replacement of buses is part of the operational requirements of the transport service provided to the community in the City of Fremantle.

CONCLUSION

The grant application has been successful, the funding has been deposited into the Municipal bank and the bus and vehicle are due for replacement. It is desirable under these circumstances to accept the funding and replace the existing fleet.

STRATEGIC AND POLICY IMPLICATIONS

3.3 Sustainable Transport – Fremantle has a balanced transport system that encourages the use of public transport, bicycles and walking, while managing passenger and commercial vehicle use, particularly freight and haulage.

1. Develop and implement integrated transport policies that: encourage greater use of public transport.

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil.

Environmental

The use of public transport options in favour of single vehicles reduces carbon emissions.

Social

The City of Fremantle Dial a Ride programme provides transport for elderly, frail & people with intellectual disabilities. The programme enables community members to attend to their shopping, medical and social needs. The programme provided 14,000 one way trips in and out of Fremantle in 2007-2008.

BUDGET IMPLICATIONS

The acceptance of funding, trading in of existing fleet will enable Fremantle Community Care to replace a bus and vehicle without any additional cost to the Municipal budget in 2008-2009.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Absolute Majority Required

OFFICER'S RECOMMENDATION

1. The Council accept the non-recurrent grant funding of \$94,117 (GST exclusive) from the Government of Western Australia Health Department.
2. The annual budgets for Fremantle Community Care be amended to reflect grant funding, revenue realised from the trade of bus and vehicle, associated expenditure in relation to purchase of new bus and vehicle.
3. Proceeds from the trade in of the DAR100 Toyota Coaster bus are attributed to the modifications required for disability access to the new DAR100 Toyota Coaster bus.

COMMITTEE AND OFFICER'S RECOMMENDATION**MOVED: Cr G Adeane**

1. The Council accept the non-recurrent grant funding of \$94,117 (GST exclusive) from the Government of Western Australia Health Department.
2. The annual budgets for Fremantle Community Care be amended to reflect grant funding, revenue realised from the trade of bus and vehicle, associated expenditure in relation to purchase of new bus and vehicle.
3. Proceeds from the trade in of the DAR100 Toyota Coaster bus are attributed to the modifications required for disability access to the new DAR100 Toyota Coaster bus.

CARRIED: 4/0

For	Against
Cr Georgie Adeane Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

Cr D Haney returned to the meeting at 6.43pm.

SGS0902-9 PERTH BICYCLE NETWORK LOCAL GOVERNMENT GRANTS 2009 - 2010

DataWorks Reference: 106/052, 165/008
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Philip Gale, Acting Director Infrastructure Services
Actioning Officer: Frank Squadrito, Acting Design Coordinator
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To seek Council endorsement of funding submissions made to the Perth Bicycle Network (PBN) Local Government Grants Program 2009-2010.

EXECUTIVE SUMMARY

The PBN Local Government Grants Program is a State Government initiative that provides funding assistance, typically on a dollar for dollar basis, to Local Government Authorities (LGA) for approved cycling projects. This funding can be used for such projects as the update or development of a Bike Plan, a new shared path, addressing minor cycle related works and end-of-trip facilities such as bicycle parking.

The following two projects have been submitted to the program:

Review and update of the Fremantle Bike Plan	\$40,000
Installation of an on-road cycle lane of Lefroy Road, Beaconsfield, from Shepherd Street to Carrington Street.	\$70,000

Submissions to the program closed on Friday 30 January 2009 and the Department of Planning and Infrastructure (DPI) anticipate advising LGA's about the success of their applications in May 2009. All approved projects are required to be undertaken during the 2009/2010 financial year, with project completion and submission of invoices to DPI due by 24 April 2010.

BACKGROUND

The following is an extract from DPI's website;

"The PBN is one of the most extensive and advanced cycling networks in the world. The Department for Planning and Infrastructure coordinates the development of the PBN in partnership with Main Roads WA, the Public Transport Authority and all metropolitan local government authorities. Significant progress has been made towards achieving the goals stated in the 1996 PBN plan, but there are still some gaps in the network and a number of routes need progressing."

The PBN Local Government Grants Program is a State Government initiative that provides funding assistance to LGAs for approved cycling projects. The grant funding for the Perth metropolitan area is available in the following seven project categories:

Priority 1	Bicycle lanes	\$200,000
Priority 2	Signage	\$100,000
Priority 3	Local Bike Plans	\$100,000
Priority 4	New Shared Paths	\$300,000
Priority 5	Path Upgrades	\$200,000
Priority 6	Generic Minor Works	\$50,000
Priority 7	End of Trip Facilities	\$50,000
Total		\$1,000,000

A maximum grant of \$50,000 per project can be requested, although larger projects can be broken down into up to four sections. The maximum funding request that can be made is 50% of the project cost. This results in a typical dollar for dollar funding arrangement.

The advised program timeframe is:

DATE	MILESTONE
15 October 2008	Invite applications for PBN Local Government Grants
30 January 2009	Submissions close
15 March 2009	DPI assessment and recommendations made to Minister
1 May 2009	Successful applicants receive formal offers of grant funding assistance
25 June 2009	Deadline for accepting formal offers of grant
24 April 2010	Deadline for completing projects and submission of invoice
29 May 2010	Project inspection and grant acquittal

COMMENT

Bike Plan

The Fremantle Bicycle Network Plan 2003-2007 (September 2003) included a Schedule of Works identified for PBN routes and other cycling routes in Fremantle, a number of proposed shared-paths and numerous minor spot improvements. The final recommendation of the Bike Plan was that it be reviewed in 2007.

In addition to auditing what recommended actions have been implemented and what remain outstanding, there is a need to review and update the cycling strategy in general and ensure that there is a valid cycling strategy and Schedule of Works in place for the next 5 years. This will continue the City's long term commitment to cycling which is demonstrated by the City being one of the earliest Australian municipalities to prepare in Bike Plan, in 1983.

One of the greatest values of having a good quality and current Bike Plan is that it should include a Works Programme that gives strategic direction to the provision of cycling infrastructure by identifying and prioritising required projects, which helps formulate the budgetary requirements over a period of time, being typically 5 or 10 years.

Lefroy Road cycle lane

The full length of Lefroy Road is part of PBN route SW8, which starts at Marine Terrace, South Fremantle, and travels eastwards to Karel Avenue, Leeming. On-road cycle lanes are recommended when traffic volumes exceed more than 3,000 vehicles a day. An Average Weekday Traffic volume of 7,342 vehicles was recorded on Lefroy Road in September 2008.

There is an exclusive cycle-lane on Lefroy Road between Fifth Avenue and Shepherd Street and it is proposed that Lefroy Road be widened between Shepherd Street and Carrington Street (approx. 320 metres) to allow the extension of the cycle lane. The improvement of cycling facilities on Lefroy Road is important because it is a PBN route and it provides a safer east-west cycling alternative to busy South Street.

CONCLUSION

There is a strong need for the City to have a new Bike Plan to ensure that there is a clear position to cycling and strategic direction to the supply of cycling infrastructure in Fremantle. The inclusion of an updated Schedule of Works will ensure that the City's limited resources are used most effectively in meeting the needs of the cycling community in Fremantle.

The extension of the cycle lane on Lefroy Road will help improve the level of safety and amenity for cyclists on what is an important cycling route.

STRATEGIC AND POLICY IMPLICATIONS

The Fremantle Strategic Plan 206-2010 includes the action to *"Progressively implement the recommendations of the Fremantle Transport Strategy, Fremantle TravelSmart Action Plan, Fremantle Bicycle Network Plan and Corporate Green Transport Plan"*.

The City's Transport Strategy 2003-2007, Fremantle at the Crossroads, included a section dedicated to cycling and defined the City's cycling strategy as:

"Provide, improve and maintain on-road and off-road bicycle routes and end-of-trip facilities for cyclists."

To implement this strategy, a number of actions were listed, including the following actions which are particularly relevant to this report:

Action 4.1	Prepare a new Bike Plan	Priority High
Action 4.2	Work in partnership with DPI on the implementation of bicycle routes identified in the Bicycle Network Plan	Priority High
Action 4.8	Construct the bicycle routes and improvements recommended in the Bike Plan	Priority High

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

The grant scheme is an excellent opportunity for LGAs to undertake cycling related projects, typically improving and increasing the City's assets and only have to fund 50% of the project cost.

Environmental

Continuing to provide safe and efficient cycling facilities will encourage and facilitate more use of bicycles rather than vehicles, for commuting, transport or recreational journeys. Reducing vehicle dependency will help reduce vehicle emissions and vehicle noise.

Social

Providing cycling facilities for safety and to increase the level of cycling has positive outcomes such as helping to improve individual's health because of the exercise benefits, it gives cyclists a better appreciation of their cycling route because they experience their environment at a greater level than when in a vehicle and it ensures that people who choose not to drive, or can't afford to, have a cost efficient and sustainable form of transport.

BUDGET IMPLICATIONS

The City will need to fund at least 50% of the nominated project costs to receive the grant funding from DPI, assuming the projects are approved. The funding arrangement would be:

Project	Funding source		Total
	City of Fremantle	DPI	
Fremantle Bike Plan	\$20,000	\$20,000	\$40,000
Lefroy Road cycle lanes	\$35,000	\$35,000	\$70,000
	\$55,000	\$55,000	\$110,000

Therefore, at least \$55,000 needs to be allocated in the 2009/2010 financial year budget for these cycling projects.

It is noted that the current ten year program endorses a funding level of around \$50,000 per year for Bike Plan activities and it is intended that these funds be used for the municipal contribution against the abovementioned projects.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

That Council endorse the Perth Bicycle Network grant program submission and consider the inclusion of \$55,000 in municipal funding for the 2009/10 budget to meet the equal dollar contribution towards the update of the Fremantle Bike Plan (total project at \$40,000, with a Council contribution of \$20,000) and the extension of the Lefroy Road (Shepherd Street to Carrington Street) cycle lane (total project \$70,000, with a Council contribution of \$35,000).

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

That Council endorse the Perth Bicycle Network grant program submission and consider the inclusion of \$55,000 in municipal funding for the 2009/10 budget to meet the equal dollar contribution towards the update of the Fremantle Bike Plan (total project at \$40,000, with a Council contribution of \$20,000) and the extension of the Lefroy Road (Shepherd Street to Carrington Street) cycle lane (total project \$70,000, with a Council contribution of \$35,000).

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

The following item number SGS0812-10 was **MOVED** and carried en bloc earlier in the meeting.

SGS0902-10 ANNUAL REPORT CITY MARKETING (FREMANTLE FIRST)

DataWorks Reference: 068/004
Disclosure of Interest: Nil
Previous Item: SGS0712-13, 19 December 2007
Responsible Officer: Graeme Mackenzie, Chief Executive Officer
Actioning Officer: David Duncanson, Manager Economic Development & Marketing
Decision Making Authority: Council
Agenda Attachments: Marketing Plan

PURPOSE

To provide Council with an Annual Report on the activities and achievements of the City Marketing Business Unit.

EXECUTIVE SUMMARY

The City Marketing Business Unit has managed the successful transition from the Chamber of Commerce (Fremantle First) since its inception in July 2008, through the implementation of the Marketing Plan which was endorsed by Council in August 2008.

The Marketing Plan has successfully been blended into Council's strategic objectives as well as putting into place important benchmarks and research activities.

The slogan "Find Yourself In Fremantle" is a cornerstone of the Marketing Plan

BACKGROUND

At its meeting on 19th December 2007 Council resolved to establish a new business unit to deliver the marketing and promotional services of the City (place) from 1st July 2008. The business unit would replace the arrangement where the Fremantle Chamber of Commerce delivered these services under the brand Fremantle First. The business unit was to be funded 50% from general revenue and 50% from a differential rate levied on businesses in the Central Business District.

As part of the resolution an Annual report is to be brought back to Council in February of each year detailing the business unit's achievements.

An Economic Development & Marketing Advisory Committee was established to oversee the strategic direction and priorities for the new business unit. A workshop was held in June 2008 to clarify and confirm the objectives for the new business unit and endorsed by Council in August 2008.

The objectives are framed in the context of "a commitment to support projects and organizations that contribute to the economic viability and benefit of all Fremantle businesses".

The 2008-09 Marketing program has five (5) key objectives:

1. Building on the success of Friday to Sunday trade by increasing the number of visitors Monday to Thursday – [reference to Council’s Strategic plan item 2.1, 2.4, 2.5, 2.6]
2. To establish a viable marketing program for central Fremantle - [reference to Strategic plan item 2.5]
3. Attracting significant Cultural, Commercial, Sporting, Tourism, Convention and other events to Fremantle - [reference to Council’s Strategic plan item 2.1, 2.2 2.5]
4. Develop comprehensive on-going research on visitation patterns - [reference to Council’s Strategic plan as part of determining strategies]
5. Attract new business to Fremantle - [reference to Council’s Strategic plan item 2.1, 2.3, 2.5, 2.6]

A Marketing Plan was developed which was presented to Council (Item SGS0808-12 27/08/08) and was supported by Council. Achievements have been split for reporting purposes into first (1/7/08 – 30/09/08) and second quarters (1/10/08 – 31/12/08) and are listed in the following tables against each of the adopted objectives.

STRATEGY	FIRST QUARTER
<p>Build on the success of Friday to Sunday trade by increasing the number of visitors Monday to Thursday through:</p> <p>Undertaking promotions to attract people</p> <p>Specific event/activity days in central Fremantle</p> <p>Events in conjunction with the CDU at City of Fremantle develop, support and or implement events that target key times and periods in the calendar year.</p> <p>Develop June to August troughs in the event calendar</p>	<p>6 new banners in central CBD</p> <p>School holiday program start Tuesday 30 September</p> <p>Development of Down the Line concept</p> <p>Christmas program</p> <p>Development of Village Art Market media plan and logo</p> <p>Use of Electronic sign (inc repairs)</p> <p>Negotiations with Blues & Roots festival and Boat Show on dates.</p>
<p>To establish a viable marketing program for central Fremantle; through</p> <p>Retail seasonal campaigns</p> <p>Tourism program by cruise ship/navy support, education sector campaign and tourism publications</p> <p>Sponsorship and partnership by identifying key areas of attraction</p> <p>Branding & awareness</p> <p>Newsletters</p> <p>Forums/meetings/awards</p>	<p>Annual marketing plan produced and adopted by Council</p> <p>Find Yourself In Fremantle slogan support</p> <p>Find Yourself In Fremantle Mayors business lunch</p> <p>PR stories for Spring campaign</p> <p>July/August/September Fremantle Herald newspaper advertorial</p> <p>Media launch Thursday 4th September of business kits</p> <p>Channel 10 Find Yourself In Fremantle Thursday 4th September</p> <p>Spring campaign in Fremantle Gazette and Western Suburbs Weekly</p> <p>Spring campaign in regional WA – Albany, Bunbury & Geraldton</p> <p>Business kits distributed to business in</p>

	<p>CBD Evaluation/assessment of sponsorship criteria Evaluation of three sponsorship proposals.</p>
<p>Attracting significant cultural, commercial, sporting, tourism, convention and other events to Fremantle through:</p> <p>Influence the agenda for economic development, tourism, events by producing a conference attraction brochure and pack Work with TWA & PCB to attract and provide support material for key events Make submissions on policies and strategies relevant to the City of Fremantle.</p>	<p>Tourism website updated Presentation to Elected Members on EDMAC objectives Draft events attraction development strategy Cruise ship strategy workshops Key event calendar for website Update new tourist tear off maps Experience Perth planner & editorial content Membership of PCB Development of conference brochure for conference attraction</p>
<p>Develop comprehensive on-going research on visitation patterns through:</p> <p>Gather and disseminate relevant information about Fremantle</p>	<p>Business perceptions study Data collection on traffic to Fremantle Tourism postcard People counters New schedule & uniforms & planning for visitor guides.</p>
<p>Attract new business to Fremantle through:</p> <p>Tenancy mix/real estate agent support</p>	<p>Discussions with Notre Dame about undertaking vacancy & retail mix study</p>

STRATEGY	SECOND QUARTER
<p>Build on the success of Friday to Sunday trade by increasing the number of visitors Monday to Thursday through:</p> <p>Undertaking promotions to attract people Specific event/activity days in central Fremantle Events in conjunction with the CDU at City of Fremantle develop, support and or implement events that target key times and periods in the calendar year. Develop June to August troughs in the event calendar</p>	<p>Down the Line concept developed into May 16page insert Implement Christmas and Boxing Day program: banners, lights, pole surrounds, advertising. Participate in Fremantle Festival with mobile cars (with fashion statement) and giant coffee cups.</p>
<p>To establish a viable marketing program for central Fremantle; through</p> <p>Retail seasonal campaigns Tourism program by cruise ship/navy support, education sector campaign and tourism publications Sponsorship and partnership by identifying key areas of attraction Branding & awareness</p>	<p>Approve and overview High St fashion collective sponsorship Approve following sponsorships - Wooden Boats (as part of Boat Festival), Film & Television Institute short film program and WA Genesis event at Fly by Night Club. Oct/Nov/Dec Fremantle Herald newspaper advertorial. Published the first new on-line trader newsletter</p>

Newsletters Forums/meetings/awards	Arrange speakers/venue Mainstreet Business Breakfast for 19 March 2009
Attracting significant cultural, commercial, sporting, tourism, convention and other events to Fremantle through: Influence the agenda for economic development, tourism, events by producing a conference attraction brochure and pack Work with TWA & PCB to attract and provide support material for key events Make submissions on policies and strategies relevant to the City of Fremantle.	Development of Tourism Conference brochure. Results of tourism research Results of random visitor research Appoint consultant to undertake development of Tourism Strategy Advertise for EOI for Tourism package consultants Submission for tender to host the Visitor Servicing Association conference
Develop comprehensive on-going research on visitation patterns through: Gather and disseminate relevant information about Fremantle	Data collection on traffic to Fremantle Collection of customer postcode data of shoppers to Fremantle. Tourism postcard program continues, new print run developed. People counters data provided.
Attract new business to Fremantle through: Tenancy mix/real estate agent support	Agreement with Notre Dame University to undertake vacancy & business mix research in 2009. Data collection and assimilation.

COMMENT

Whilst the Economic Development & Marketing Advisory Committee is focussed on the strategic and longer term programs of marketing the City, two sub groups have been formed to support the committee with more detailed and tactical actions. These are the sponsorship and strategic sub groups.

The City's Marketing unit has also worked closely with stakeholders within the City, State and Federal bodies as well as key industry sectors.

The overall result has been a coordinated and cohesive approach in achieving results in all of the five objectives.

CONCLUSION

The City Marketing Business Unit is well placed to build on the foundations with overarching strategies to ensure that Fremantle (the brand) is an exciting and vibrant place for the local community (residents & business) and visitors.

However, it should be noted that in the "Risk Matrix table" in the Marketing Plan (p25) that an economic downturn was identified as having a major impact on the program. The suggested strategy was to "increase support for retail/tourism initiatives".

STRATEGIC AND POLICY IMPLICATIONS

The five objectives are all linked to the Council's strategic plan.

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

The work of the business unit has direct implications on the local economy and is aimed at stimulating economic prosperity, business growth and job creation.

Environmental

Environmental factors are always taken into consideration when undertaking City Marketing projects.

Social

The business unit has a positive impact on social outcomes particularly in the sponsorship of events.

BUDGET IMPLICATIONS

Nil

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority required

OFFICER'S RECOMMENDATION

That Council note the City Marketing Annual Report.

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

That Council note the City Marketing Annual Report.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

The following item number SGS0812-11 was MOVED and carried en bloc earlier in the meeting.

SGS0902-11 REQUEST FROM DISABILITY AND THE ARTS DISADVANTAGE AND THE ARTS AUSTRALIA (WA) INC. (DADAA) FOR LEASE EXTENSION

DataWorks Reference: L014 – Lease - DADAA
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Glen Dougall, Director Corporate Services
Actioning Officer: John Amor, Property Coordinator
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To consider a request from Disability and the Arts, Disadvantaged and the Arts Australia (DADAA) for a five (5) year extension of its current Lease of the Beach Street, Fremantle premises beyond the current expiry date of 10th December 2011. There are not any options available to DADAA beyond that date.

EXECUTIVE SUMMARY

DADAA has been Leasing the premises at 21 Beach Street, Fremantle since December 1998.

Recently DADDA has been negotiating with the Department of Culture and the Arts (DCA) to secure funding towards a program of minor works that DADAA wishes to undertake at these premises. According to DADAA, the minor works will improve audience and community engagement with the venue and allow for a higher quality presentation of art work produced by DADAA artists and members.

DCA has advised DADAA that its funding application will be approved on the grounds that DADAA's tenancy will continue for a further five (5) year period from December 2011 (the current expiry date).

As all the minor works (set out below) will be fully funded by the DCA's Arts Capital Fund – part of the state government's \$73 million Ignite funding package announced in December 2007 – no additional investment will be sought from the City of Fremantle.

BACKGROUND

By virtue of a Lease (as extended and varied in 2005) dated 30th June 2003, DADAA occupies these premises at Beach Street, Fremantle.

The premises are located on Reserve 4720 which has, via a Management Order from the Minister for Lands, being placed in the care, control and management of the City of Fremantle.

The Permitted Use as set down in DADAA's Lease is "*community workshop space for the development and promotion of artistic works by members of the Lessee.*"

The Lessee pays to the City a rental (subsidised by the City each year by \$10,000.00) for the premises. The rent is reviewed annually to the prevailing rate of the CPI increase over the preceding twelve months.

The Lessee is responsible for routine (non structural) repair and maintenance of the premises.

DADAA has, dependent upon securing a five (5) year lease extension, successfully applied to DCA for funding of the following minor works to be carried out at the premises;

- Replacement of the windows along the Beach Street wall of the foyer and gallery space and extending them to floor level (from their current height).
- Introducing floor – mounted lighting to illuminate the hanging panels in the windows.
- Restoration of floorboards in the foyer, gallery and hallway areas.
- Installing "blackout" blinds in the windows to allow for projection of audio visual material during daylight hours.
- Replacing the gyprock on the Eastern and Western internal walls of the Gallery space.
- Reshelving existing storage along the Southern internal walls of the Gallery to allow for better archiving.
- Introduction of new storage along the Western wall of the Workshop/Studio.
- Realignment of the internal gallery entrance/exit doors from the foyer space to allow for easier access (allowing double doors to disappear into a recess in the Western wall of the gallery which backs on the foyer).

Consider moving current air conditioning unit in Freight Gallery or else remove altogether and replace with more discrete unit.

COMMENT

With the exception of the first bullet point, the nominated works are internal and of a non-structural nature. DADAA has agreed to provide drawings for the first bullet point item so that the City may further consider this proposal through the normal development application process.

DADAA has assured the City that on the termination of the Lease, it will leave the premises in good tenable condition and should it be a Landlord's requirement (or DADAA's own intention) that the minor works will be removed e.g. blackout blinds; shelving and storage.

DADAA has confirmed that it continues to be very happy with the premises as it suits very well the needs and purpose of the company.

The location offers DADAA the opportunity to participate in the life of the Fremantle Community and contribute to "... the rich and diverse activities which are central to the local cultural environment."

CONCLUSION

Given that DADAA has proven to be a reliable tenant and because of the valuable community role it fulfils for disabled people, the five (5) year lease extension is a worthy request.

STRATEGIC AND POLICY IMPLICATIONS

Nil

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

Nil

Social

DADAA's functions helps to fulfil a most valuable role by assisting people with disabilities back into the general community life stream.

BUDGET IMPLICATIONS

The five (5) year Lease extension will prolong the modest cash flow for the City from this tenancy.

Should the Lease extension be granted it is proposed that effective from the beginning of the new term the City commissions an independent market rental analysis and apply the \$10,000.00 subsidy to that figure.

Going forward the annual rental will be reviewed each year and increased in line with CPI movement.

LEGISLATIVE AND LEGAL CONSIDERATIONS

The Lease extension will need to conform with Local Government Regulations and be recorded with a formal legal document.

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

1. That the City of Fremantle consent to a five (5) year Lease extension of the Beach Street, Fremantle premises to DADAA effective from 11th December 2011.
2. That the terms and conditions of the new Lease reflect those of the current Lease.
3. That the commencing annual rental effective from the 11th December 2011 be in accordance with then prevailing market rental rates (as assessed by an independent valuer) subsidised by the City of Fremantle to the sum of \$10,000.00 per annum.
4. That the annual rental for the extension period be subject to yearly CPI based reviews.

COMMITTEE AND OFFICER'S RECOMMENDATION**MOVED: Cr G Adeane**

1. That the City of Fremantle consent to a five (5) year Lease extension of the Beach Street, Fremantle premises to DADAA effective from 11th December 2011.
2. That the terms and conditions of the new Lease reflect those of the current Lease.
3. That the commencing annual rental effective from the 11th December 2011 be in accordance with then prevailing market rental rates (as assessed by an independent valuer) subsidised by the City of Fremantle to the sum of \$10,000.00 per annum.
4. That the annual rental for the extension period be subject to yearly CPI based reviews.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

SGS0902-12 ACQUISITION OF JETTY AT HARVEY BEACH

DataWorks Reference:	146/024
Disclosure of Interest:	Nil
Previous Item:	N/A
Responsible Officer:	Philip Gale, Acting Director Technical Services
Actioning Officer:	Philip Gale, Acting Director Technical Services
Decision Making Authority:	Council
Agenda Attachments:	Nil

PURPOSE

This item details a request from the Department of Planning and Infrastructure regarding the possible acquisition of the jetty at Harvey Beach.

EXECUTIVE SUMMARY

This jetty is a popular and well used facility at Harvey Beach and provides a facility for all walks of the community. The removal of the jetty would limit some of the recreational activities which would create a negative impact on the residents and visitors to Harvey Beach.

BACKGROUND

The City was approached by the Department of Planning and Infrastructure (DPI) seeking Council's position regarding the possible acquisition of the jetty at Harvey Beach. The jetty currently isn't owned or maintained by any Government or private organisation and the condition of the jetty is beginning to deteriorate. DPI has explained to Council officers that if Council is not prepared to take over ownership of this jetty (including maintenance costs), the jetty would be removed.

COMMENT

Vesting of the jetty would remain with the City of Fremantle as the authorised Government Authority. Should Council support the proposal, officers would develop a maintenance and liability agreement covering the ongoing upkeep and repairs of the jetty.

CONCLUSION

The removal of the jetty would limit some of the recreational activities at Harvey Beach which would create a negative impact on residents and visitors.

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to the Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), Key Result Area 6 (Facilities and Infrastructure)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

Nil

Social

Nil

BUDGET IMPLICATIONS

Ongoing costs will be incurred annually for maintenance of the jetty which can be built into future budgets commencing 2009/10

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

That Council acquire ownership (at no purchase cost) and responsibilities for the Harvey Beach Jetty and make allocations in future budgets for maintenance, commencing the 2009/10 financial year.

COMMITTEE AND OFFICER'S RECOMMENDATION**MOVED: Cr G Adeane**

That Council acquire ownership (at no purchase cost) and responsibilities for the Harvey Beach Jetty and make allocations in future budgets for maintenance, commencing the 2009/10 financial year.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

The following item number SGS0812-13 was **MOVED** and carried en bloc earlier in the meeting.

SGS0902-13 ACCEPTANCE OF GRANT FUNDING FOR 'YOU'RE WELCOME WA' ACCESS INITIATIVE (YWWAAI)

DataWorks Reference: 106/43
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Philip Gale, Acting Director Technical Services
Actioning Officer: Adelaide Wood, Disability Access Officer
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To seek Council approval for the acceptance of a grant in relation to the YWWAIS scheme and amendments to budgets to allow for related expenditure.

EXECUTIVE SUMMARY

This item recommends acceptance of the \$25,000 grant offered through the West Australian Local Government Organisation (WALGA) for the YWWAAI. This is a fully funded project which aims to;

- enable people with disabilities, their families and carers to participate in community life by encouraging community and businesses to make their services and facilities accessible
- provide accurate and easy to obtain information
- establish links between people with disabilities Government and community including business, that will help to create WA as an accessible community.

BACKGROUND

Council officers have been successful in securing grant funding offered through WALGA for the YWWAAI. The 'You're Welcome WA' Access Initiative Support Grants are for Western Australian Local Governments to support them to implement the initiative in partnership with the Disability Services Commission and WALGA.

Local Governments are encouraged to work collaboratively within their regions and communities and to include local community, State Government and business agencies in the project.

COMMENT

The YWWAAI requires the City to complete the following activities in line with its responsibilities in the guidelines contained for the scheme;

- 'You're Welcome' contact person
- Receive induction on 'You're Welcome' and Partner's Pack.
- Contact the Commission with queries by phone or email.
- Form an implementation group and invite the Commission's 'You're Welcome' contact to the first meeting and others as appropriate.
- Arrange for the Commission's 'You're Welcome' contact to visit the Local Government at least once during implementation.
- Provide 'You're Welcome' access reports for inclusion on the 'You're Welcome' website.
- Arrange for your 'You're Welcome' initiative people to receive the 'You're Welcome' training from the Commission.
- Receive 'You're Welcome' Partner's Pack and:
 - Decide how to implement 'You're Welcome' locally.
 - Use 'You're Welcome' checklists to gather the access information;
 - Use online 'You're Welcome' templates to input data and prepare reports for the website
 - Comply with 'You're Welcome' guidelines for logo use and badging. (nb - This will complement existing Local Government and regional logos and branding.)

Conduct:

- A brief disability customer service awareness raising training session/activity for local business and community groups and
- Present a 'You're Welcome' Certificate and information pack to participants.
- Co-operate with the Disability Services Commission in order to implement 'You're Welcome' as required.

CONCLUSION

The City of Fremantle Disability Access and Inclusion Officer in conjunction with the Disability Access Consulting Committee (DACC) will engage a suitably qualified and experienced consultant to develop a community universal access geographic cluster encompassing the Fremantle Central Business District. The audit will include accessible parking, public toilets, key business and services for the area (cafes, restaurants, function centres, iconic tourist sites, landmarks) public spaces, accommodation and community facilities.

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to:

- The Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), key result area 6 (Facilities and Infrastructure).
- To the Disability Access and Inclusion Plan through Objective 2 (People with disabilities have the same opportunities as other people to access the buildings and other facilities of the City of Fremantle)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

Nil

Social

A socially inclusive society is defined as one where all people feel valued, their differences are respected, and their basic needs are met so they can live with dignity. Social Inclusion means participation for all and it is a method for social justice. It is about increasing opportunities for people, especially the most disadvantaged people, to engage in all aspects of community life.

'You're Welcome' WA provides Local Governments and local communities with an opportunity to provide clear access information about their local facilities and amenities to people of all ages and abilities living in or visiting their locality.

The program will provide increased support for the inclusion of people with a disability in the community, improve lifestyle opportunities for people with disabilities and increase the number of people with disabilities participating in their community.

BUDGET IMPLICATIONS

It is not anticipated that accepting this funding will incur future recurrent expenditure; however, a one-off budget approval of \$25,000 will need to be approved in order to engage a Disability Access Consultant which will be reimbursed through the YWWAAI grant.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Absolute Majority Required

OFFICER'S RECOMMENDATION

1. That Council accept the YWWAAI grant of \$25,000 offered.
2. That Council approve a budget of \$25,000 for costs related to the YWWAAI Scheme

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

1. That Council accept the YWWAAI grant of \$25,000 offered.
2. That Council approve a budget of \$25,000 for costs related to the YWWAAI Scheme

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

SGS0902-14 BIKEPLAN PROJECTS - RELEASE OF QURANTINED FUNDS

DataWorks Reference: 091/003, Roadway Johannah St
Disclosure of Interest: Nil
Previous Item: Nil
Responsible Officer: Phillip Gale Acting Director, Technical Services
Actioning Officer: Frank Squadrito, Acting Design Coordinator,
Infrastructure Services
Decision Making Authority: Council
Agenda Attachments: Nil

PURPOSE

To seek Council approval to release funds relating to Fremantle Bike Plan projects which have been approved through the formal budget process, but which have been placed in quarantine status.

EXECUTIVE SUMMARY

As part of the current financial year budget process, an amount of \$50,000 was approved for projects associated with Bike plan. The amount was quarantined, pending review and approval of nominated projects which form a priority for completion in the current financial year. This item seeks to release the budget from its quarantined status, based on an assessment of the priority for works to be completed.

Technical Services also seeks to assign some funding towards Bikeweek 2009 which will support catering and advertising for the event. Bikeweek is an initiative that raises the profile of cycling as a healthy, easy, low cost and environmentally friendly alternative to driving for short trips in your local community. The event will actively engage and encourage all community members to participate in bikeweek and promote the use of bicycles for short local trips.

BACKGROUND

A number of generic programs have been approved by Council for the 2008/2009 financial year; however, lack of availability of information relating to scope, viability and detailed budget planning has prevented the specific projects from being finalised in time for budget adoption.

The intention of providing funding of \$50,000 in the current financial year is to continue with staging of works for improvements identified for actioning in the Fremantle Bike plan.

Council officers have completed a review of the current plan and propose to install on-road bicycle lanes in Johannah Street between John Street and the existing shared path along the foreshore reserve. This path network ends unexpectedly leaving cyclists and pedestrians with no visual cue regarding destination. Ultimately the City is investigating a cycle friendly network to provide connectivity to the existing regional recreation path via Rule Street into Mosman Park

Bikeweek 2009 is operational between Sunday 22 March 2009 to Sunday 29 March 2009 and is an initiative endorsed by the Department of Planning and Infrastructure and supported by various Local Governments and other Government departments. The City of Fremantle will be holding a Bikeweek event at the Fremantle Leisure Centre Thursday 26th March, 7 – 8:30am. The event is open to the public and it is estimated between 100 to 150 cyclists will attend.

Established goals of Bikeweek 2009 are to:

- Increase community event focus for Bikeweek
- Promote and encourage the increased use of bicycles as a form of sustainable transport
- Promote cycling as a way to integrate exercise into daily routine.

COMMENT

As part of the works in Johannah Street, North Fremantle, it is proposed to allocate \$43,000 towards road widening which will allow for the installation of on-road cycle lanes and associated bike logos. The road widening is necessary as currently the pavement width is only approximately 8m wide. In accordance with Main Roads requirements a total of 8.8 pavement width is essential to provide 1.2m lanes on both sides of the road.

Technical Services would also like to assign a budget amount of \$5000 towards a minor works account for one off requests directly related to cycling infrastructure eg. bike lockers, rails and additional signage requirements. The remaining funds of \$2000 will be allocated to Bikeweek for the provision of catering services and promotional tools including advertising.

CONCLUSION

On-road cycling infrastructure in Johannah Street to be supported as it forms part of the proposed NW 11 Mosman Park to North Fremantle (via Rule Street, Tydeman Road) bicycle network route.

STRATEGIC AND POLICY IMPLICATIONS

This item has a connection to the Strategic Plan through Strategy 3 (A Beautiful and Accessible Place), key result area 6 (Facilities and Infrastructure)

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

There are potential economic benefits with increased physical activity

Environmental

Cycling provides sustainable transport

Social

Improved bicycle path networks within the municipality may provide potential social benefits.

BUDGET IMPLICATIONS

There are no net municipal contribution implications involved with the change in quarantine status and approval of the allocation of budgeted funds to the project works. However, the proposal to allocate \$2,000 in funds to Bikeweek 2009 involves a change in nature of expenditure and Council approval is therefore sought to endorse this.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

Council approve the allocation of \$43,000 from the Bike plan projects program to completion of the Johanna Street on road bicycle works, creation of a minor works account with a budget amount of \$5000 and remaining funds of \$2,000 to be allocated to Bikeweek 2009.

Cr G Adeane moved an amendment to the Officer's Recommendation to include the following wording:

Council approve the allocation of \$7,000 from the Bike plan projects program to creation of a minor works account with a budget amount of \$5000 and remaining funds of \$2,000 to be allocated to Bikeweek 2009 and officers bring a further report direct to Council with recommendations on the allocation of the balance of \$43,000.

COMMITTEE RECOMMENDATION

MOVED: Cr G Adeane

Council approve the allocation of \$7,000 from the Bike plan projects program to creation of a minor works account with a budget amount of \$5000 and remaining funds of \$2,000 to be allocated to Bikeweek 2009 and officers bring a further report direct to Council with recommendations on the allocation of the balance of \$43,000.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

REASON/S FOR CHANGE TO OFFICER'S RECOMMENDATION

Officers are requested to bring a further report directly to Council with recommendations on the allocation of the balance of \$43,000

SGS0902-15 WHITE GUM VALLEY PLAYGROUP RELOCATION

DataWorks Reference:	Kim Beazley School/White Gum Valley Primary School/White Gum Valley Playgroup
Disclosure of Interest:	Nil
Previous Item:	SGS0809-9 of 24 September 2008
Responsible Officer:	Ken Posney, Director Community Development Philip Gale, Acting Director Technical Services
Actioning Officer:	Jan Bayman, Acting Manager Community Services
Decision Making Authority:	Council
Agenda Attachments:	Nil

PURPOSE

To provide funding for the relocation of a suitable transportable building for the White Gum Valley Playgroup onto the White Gum Valley Primary School site land.

EXECUTIVE SUMMARY

The White Gum Valley Playgroup has been given notice by the Kim Beazley School to vacate their premises. The Kim Beazley School will close at the end first term in April 2009. The school will relocate to a site in Beeliar. During the latter part of 2008, a series of community workshops were held to discuss various locations for this group and the final consensus has been that they should relocate to the White Gum Valley Primary School site.

Funding of around \$40,000 is required to accomplish this goal on a temporary basis.

BACKGROUND

The White Gum Valley Playgroup (up until 1997) was located at Council's After School Hours Centre at the White Gum Valley Primary School. The building however, burnt to the ground and the playgroup was relocated to the Kim Beazley site. In September 2008, a report was submitted to Council with the following recommendations:

1. Officers investigate the option of securing an agreement from the Education Department and Landcorp to allow the White Gum Valley Playgroup to continue operating on the Kim Beazley site while the planning process proceeds.
2. That Council accept responsibility for the operational and maintenance costs during this period.
3. Officers hold a stakeholder workshop to evaluate the possibility of relocating the White Gum Valley Playgroup to a new building at the White Gum Valley Primary School site or co-locating with other community facilities in land available on Stage 4 of Booyeembara Park.

4. Officers submit a final report to Council during the October 2008 round of meetings, examining the options and costs associated with the relocation.

COMMENT

The Kim Beazley site has been identified in LPS4 as a site for future residential development. The Education Department will use Landcorp to develop their proposals and project manage the development on behalf of the Education Department. The site requires a structure plan to be developed and Council approval. The Education Department lodged a Town Planning Scheme amendment that was supported by Council. Landcorp, on behalf of the Education Department are developing a structure plan and development application to submit to Council for approval.

The White Gum Valley Playgroup has been advised to vacate the existing building located on Education Department land by October 2008. This has been extended to allow for a suitable relocation option, but has now become urgent. Council is now placed with the dilemma of where to house the Playgroup as an interim or permanent solution.

The Education Department has now offered land at the White Gum Valley School site subject to Council agreeing to provide funding towards the relocation of a building to this site. The Education Department has also made available for an 18 month period free use of a suitable transportable building to house the playgroup. The White Gum Valley School has agreed verbally (this will be confirmed in writing) that they will be responsible for the maintenance of the building and would welcome other community uses, for example, the White Gum Valley Precinct meetings.

The Education Department has now tendered the project of relocating the building to site and has received competitive bids to undertake these works. The relocation consists of:

- Transporting the building from its current location
- Installing all services and security and
- All site works at the primary school.

The total for this operation is \$85 829.70 inclusive of GST. As the Education Department is keen to progress the departure of the playgroup from their current site, they have offered to provide the relocation of the building on 50/50 cost sharing basis. This would mean therefore that the City of Fremantle would have to find approximately \$40,000.00 to undertake these works.

CONCLUSION

The works as described above are urgently required to be completed as the play group has no home at present and the Education Department want them off the Kym Beazley school site so that demolition can commence unhindered.

The Education Department have been very generous in providing a building and 50% of the cost of relocating the building to a new site. In this instance, it is recommended that the offer be accepted and that Council fund the \$40,000 from municipal sources to complete the project.

This is however only an interim solution as the Education Department are adamant that the transportable building is only available for 18 months and at the end of that period must be returned for use elsewhere. At that time alternative premises will need to be found for the White Gum Valley Playgroup, and council officers will need to consider this in future planning.

STRATEGIC AND POLICY IMPLICATIONS

1.4 Sense of Community – “Fremantle has a strong sense of community, fosters harmony and social justice.

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

Nil

Environmental

Nil

Social

Fosters and encourages a closer relationship between parents, children and Council.

BUDGET IMPLICATIONS

There are no specific funds set aside for this project in the current budget. The funding sought is for capital works and there is no requirement to provide ongoing maintenance funding for the facility at the school site once installed.

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

Nil

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

That Council approve a budget of \$40,000 for Council's contribution to the relocation costs of a suitable transportable building to the White Gum Valley Primary School site (for use by the White Gum Valley Playgroup), to be funded from municipal sources.

COMMITTEE AND OFFICER'S RECOMMENDATION**MOVED: Cr G Adeane**

That Council approve a budget of \$40,000 for Council's contribution to the relocation costs of a suitable transportable building to the White Gum Valley Primary School site (for use by the White Gum Valley Playgroup), to be funded from municipal sources.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

SGS0902-16 2009/2010 BLACK SPOT PROGRAM SUBMISSIONS

DataWorks Reference:	106/050, 165/022
Disclosure of Interest:	Nil
Previous Item:	Nil
Responsible Officer:	Philip Gale, Acting Director Technical Services
Actioning Officer:	Frank Squadrito, Acting Design Coordinator
Decision Making Authority:	Council
Agenda Attachments:	Attachment 1 – Hampton Rd / Clontarf Rd intersection concept plan. Attachment 2 – South St / Ladner St intersection concept plan. Attachment 3 – Winterfold Rd / McCombe Ave intersection concept plan. Attachment 4 – South St / McCombe Ave intersection concept plan. Attachment 5 – South St / Paget St intersection concept plan.

PURPOSE

To seek Council endorsement of funding submissions made to the 2009/2010 AusLink and State Black Spot Programs.

EXECUTIVE SUMMARY

The State and AusLink (*formerly National*) Black Spot Programs (BSP) are annual funding assistance programs that provide the opportunity for road authorities such as Main Roads Western Australia (MRWA) and Local Government Authorities (LGA) to obtain funding to reduce road trauma by improving road safety at sites with a reported crash history. Both programs are administered by MRWA in this state. Full project funding for approved projects is available from the AusLink BSP and 2/3 funding project funding is available from the State BSP.

The projects that were submitted to the 2009/2010 Black Spot Programs are:

- | | |
|--|------------------|
| 1. Hampton Rd / Clontarf Rd, South Fremantle
Install left turn lane and overhead signal mast arms | \$160,000 |
| 2. South St / Ladner St, O'Connor
Install Seagull Island in South Street median | \$20,000 |
| 3. Winterfold Rd / McCombe Ave / Rocke Rd, Samson
Install roundabout | \$200,000 |
| 4. South St / McCombe Ave, Samson
Install traffic signals. | \$250,000 |

**5. South St / Paget St, Hilton
Install traffic signals**

\$200,000

BACKGROUND

To assist the investigation and evaluation process, MRWA provide each LGA with lists of sites that meet the criteria for the State BSP (5 crashes in 5 years) and the AusLink Program (3 Casualty crashes in 5 years). Many of the sites identified in Fremantle were reviewed and five specific locations were identified for road safety treatments.

Those intersections are;

- Hampton Road / Clontarf Road, South Fremantle,
- South Street / Ladner Street, O'Connor,
- Winterfold Road / McCombe Avenue / Rocke Road, Samson,
- South Street / McCombe, Samson, and
- South Street / Paget Street.

Although MRWA have been reluctant to support the last two projects mentioned above, in the past we have now obtained their agreement 'in-principle' for these projects by presenting them with detailed reports that demonstrate that the proposed treatments will improve road safety and when implemented, will maintain an acceptable level of performance on South Street.

MRWA anticipate advising LGA's about the success of their applications in May 2009. All approved projects are required to be undertaken during the 2009/2010 financial year with final expenditure by 30 June 2010.

Unfortunately, whilst passing through the BSP funding review process conducted by the Metropolitan Regional Road Group in November 2008, the submission to install traffic signals at the South Street/McCombe Avenue intersection was rejected because MRWA agreement 'in-principle' was granted too late for this project to be considered in the 2009-2010 BSP. As a result, this project will need to be resubmitted to the 2010-2011 BSP.

COMMENT

The following is a description of the road safety problem at each location and the proposed countermeasure:

1. Hampton Road / Clontarf Road

The crash problem at this intersection is that rear-end crashes are significantly over-represented (76% vs. network average of 41%). This is occurring on the Hampton Road approaches to the intersection. Some of these rear-end crashes involve southbound traffic turning left into Clontarf Road. The curved alignment of Hampton Road at this intersection and the impact of this on visibility to the traffic signals are considered likely to be a factor in these crashes.

To improve road safety, it is planned to:

- install a separate left-turn lane which will be controlled by the traffic signals,
- install overhead signal mast arms for the north and south approaches, and
- upgrade all the signal lamps to Light Emitting Diode (LED) lamps.

These actions will allow traffic turning left into Clontarf Road to queue safely separately from continuing traffic and will improve visibility of the traffic signal lamps from a greater distance and in poor light conditions.

A copy of the concept plan for this treatment is included at Attachment 1.

2. South Street / Ladner Street

Right-angle crashes at this intersection are over-represented, when compared to the network average and 86% of the right-angle crashes are resulting in motorists being injured. The installation of a seagull island in the median will channelise the right-turn movements in and out of Ladner Street and discourage turning motorists from stacking side-by-side in the median, which creates sight vision problems.

As this intersection is an important vehicle access point into the O'Connor Industrial area, the seagull island will be designed to cater for the turning paths of heavy vehicles.

A copy of the concept plan for this treatment is included at Attachment 2.

3. Winterfold Road / McCombe Avenue / Rocke Road, Samson

There have been a number of right-angle crashes at this intersection and 50% of these crashes resulted in motorists being injured. Installing a roundabout at this intersection will help reduce the frequency and severity of these crashes and help reduce vehicle speeds, which has been a source of complaint from some residents along Winterfold Road in close proximity to the intersection.

The City of Cockburn has been consulted about this project as Winterfold Road is a shared boundary road. They have confirmed their support for the project in writing and have committed to fund 50% of the Local Government contribution to the project if it is funded from the State BSP.

A copy of the concept plan for this treatment is included at Attachment 3.

4. South Street / McCombe Avenue

This intersection was identified in the City Plan 2006-2010 in the following action:

Investigate safer connections across South Street (McCombe Avenue).

South Street carries a significant volume of traffic and it is difficult for road users to turn in and out of McCombe Avenue safely, particularly during the AM and PM peak hours. This is an important treatment because McCombe Avenue is the main and one of only two vehicle access points to/from South Street for the suburb of Samson. It is also an important crossing location for pedestrians because of the well patronised bus services

that operates along South Street and the presence of the commercial premises on the north side of South Street.

The predominant crash types at this location are right-angle crashes involving vehicles turning right from McCombe Avenue and rear-end crashes involving vehicles turning left out of McCombe Avenue. All of the right-turn crashes resulted in motorists being injured. These types of crashes and the severity can be attributed to the difficult motorist's face entering or crossing the high volume/high speed traffic stream on South Street.

This project involves the installation of traffic signals to safely control the turning movement in and out of McCombe Avenue and allow pedestrians to safely cross at the intersection. As part of this project, the point that South Street merges from three to two westbound lanes will need to be moved further east beyond Plane Tree Grove for safety.

A copy of the concept plan for this treatment is included at Attachment 4.

Unfortunately, whilst passing through the BSP funding review process conducted by the Metropolitan Regional Road Group this project was rejected because MRWA agreement 'in-principle' was granted too late for this project to be considered in the 2009-2010 BSP. As a result, this project will need to be resubmitted to the 2010-2011 BSP.

5. South Street / Paget Street

The predominant crash type at this intersection involves right-angle and right-turn through crashes, involving vehicle turning right in/out of Paget Street colliding with westbound traffic on South Street. These crashes represent 48% of all crashes at the intersection, which is over-represented when compared to the network average of 30%.

The proposed countermeasure project involves:

- the installation of traffic signals to control turning movements in and out of Paget Street. These traffic signals will include a Parallel Pedestrian phase;
- the removal of the Pelican pedestrian crossing that is 30 metres to the east of the intersection;
- the installation of a median island or kerbing along South Street that will restrict vehicle access to Victor Street to left in / left out; and
- the installation of pedestrian barrier fencing along South Street to direct pedestrians to cross at the traffic signals.

Consideration has been given to combining the operation of both the South Street/Paget Street and South Street/Victor Street intersections as one traffic signal controlled intersection but it was found that results in an unacceptable level of performance on South Street. It is appropriate in this case that Paget Street is treated as the more important road and that Victor Street is limited to left in/left out only because:

- It carries more than twice the traffic volume of Victor Street;
- It services a much greater proportion of Hilton;
- It provides access to a greater number of trip generating land uses; and
- It is a bus route.

The existing Pelican pedestrian crossing on South Street has been the source of complaints from users for many years because of motorists driving through without giving way to pedestrians. The crossing has unfortunately also been the scene of a fatal crash when a pedestrian was hit by a vehicle. As it would be too close for the Pelican crossing to operate to traffic signals at the South Street/Paget Street intersection, it is proposed to remove that crossing and install pedestrian barrier fencing to direct pedestrians to cross at the new signals.

These new signals will include Parallel Walk phases into the new traffic signals and this will still allow pedestrians to cross safely as they will be given a 3-5 second head start to cross the road before vehicles turning across their path are permitted to move. This means that pedestrians will either be well across the road by the time that vehicles are permitted to move or at least clearly visible to turning movements who are required to give-way to them. As these signals would be a more typical traffic signal installation involving vehicles turning at an intersection rather than the mid-block pedestrian only Pelican crossing, it is considered that incidences of vehicles not stopping when facing a red signal lamp will be very rare.

As part of this project, a median or kerb will be installed along South Street past Victor Street which connects to the opposite side of South Street within 12 metres of Paget Street. This will result in access to Victor Street being left in/left out at South Street which is required to prevent vehicles wanting to turn right into Victor Street obstructing traffic on South Street when they are delayed by vehicles.

Importantly, this treatment also helps to address the crash history of the South Street/Victor Street intersection where 69% of crashes involve vehicles turning right in/out of Victor Street. Right-turn through crashes, involving vehicles turning right into Victor Street from the east colliding with eastbound traffic on South Street, are significantly over-represented at this section, being almost three times the network average.

The above turning restriction will remove these hazardous turning movements and those motorists needing to turn right in/out of Victor Street will need to use any of the readily available alternative routes such as Hughes Street to the north, or Ethelwyn Street to the east. This is considered a minor inconvenience and will also reduce the volume of unnecessary 'rat-run' traffic that was observed to use Victor Street during the morning and afternoon peak hours when turning movement surveys were undertaken at the intersection in June 2008.

Those motorists are likely to be using Victor Street to avoid delays at the nearby South Street/Carrington Street traffic signals and it was noted that removing a mid-block traffic island from South Street will more than double the capacity of the right-turn lane and allow more vehicles to access the right-turn lane without being stuck in the through traffic lane. This would hopefully encourage those 'rat-run' motorists to stay on South Street.

Removal of the traffic island can be justified because although the island has been constructed as a pedestrian refuge island and has a refuge gap, there are no pedestrian ramps on each side of the road. It is also not a safe location to encourage pedestrians to cross the road as it is less than 40 metres away from the traffic signals at the South Street/Carrington Street intersection. Pedestrians should be discouraged from crossing the road that close to the traffic signals because it is highly likely that they would have to cross between vehicles queued in the westbound traffic lanes, which is hazardous and undesirable.

Therefore, removing the island will not result in any major inconvenience to pedestrians wanting to cross the road as they will be well catered for by the safe crossing facilities that are provided at the existing traffic signals and will also be provided at the new traffic signals.

A copy of the concept plan for this treatment is included at Attachment 5.

CONCLUSION

Each of the submitted projects will result in road safety improvements that achieve the objective of reducing road trauma. It is recommended that the projects are adopted for implementation.

STRATEGIC AND POLICY IMPLICATIONS

The Strategic Plan 2006-2010 includes the strategy to *“Improve safety and access for all road users (the needs of one road user should not be sacrificed to meet the needs of another).”*

One of the actions listed to achieve this is to *“Investigate safer connections across South Street (McCombe Avenue)”*.

A number of strategies and actions in the Fremantle Transport Strategy 2003-2007 'Fremantle at the Crossroads', are relevant to these projects including:

- *“Redirect through traffic away from residential neighbourhoods.*
- *Identify accident Black Spot locations and apply for Federal/State funding to implement countermeasures.”*

TRIPLE BOTTOM LINE IMPLICATIONS

Economic

The City's participation in the Black Spot Program is a very efficient way to maximise available funding resources as the approved projects are either fully funded by the AusLink program or 2/3 funded by the State program. In this instance, the City will be able to complete four road safety projects worth an estimated total cost of \$580,000 with an expenditure of \$120,000. Even more importantly, the implementation of these 4 projects is estimated to achieve a Net Present Value (*the difference between the present value of reduced crash costs and the present value of the project costs*) to the community of \$809,116. This increases to \$1,059,752 if the South Street/McCombe Avenue project is included.

Environmental

None of the submitted projects will have a significantly greater environmental impact than is present at these existing intersections.

Social

The nominated projects will all reduce road trauma by improving road safety. Some of the intersections, such as South Street/Paget Street and South Street/McCombe Avenue, will also result in improved accessibility at desirable trip attractors such as the Hilton Shopping Centre and the retail premises on the northern side of South Street, opposite McCombe Avenue.

BUDGET IMPLICATIONS

In the case of some of these projects, it is possible that they could be funded by either the State or AusLink BSP if they satisfy the criteria for both programs. A number of factors are involved including the number of casualty crashes that have occurred at the site, the Benefit-Cost ratio of the project and the number of other projects competing for the same funding. All submitted BSP projects have been audited and subsequently considered by the Metropolitan Regional Road Group. Based on their recommendations as to what projects were supported the anticipated funding arrangement for these projects is:

Intersection	Estimated cost	Funding source		
		Fremantle	State Govt.	AusLink
Hampton Rd / Clontarf Rd	\$160,000	\$53,333	\$106,667	\$0
South St / Ladner St	\$20,000	\$0	\$0	\$20,000
Winterfold Rd / McCombe Ave	\$200,000	\$0	\$0	\$200,000
South St / Paget St	\$200,000	\$66,667	\$133,333	\$0
	\$580,000	\$120,000	\$240,000	\$220,000

LEGISLATIVE AND LEGAL CONSIDERATIONS

Nil

PRECINCTS AND OTHER COMMITTEES RECOMMENDATIONS PLUS OTHER CONSULTATION

As Winterfold Road is a shared municipal boundary road, the City of Cockburn was consulted about the construction of a roundabout at the Winterfold Road/McCombe Avenue/Rocke Road intersection. They support that treatment and have committed to funding support for the project, if required.

VOTING AND OTHER SPECIAL REQUIREMENTS

Simple Majority Required

OFFICER'S RECOMMENDATION

1. That Council endorse the following projects for the 2009-2010 Black Spot Program and that funding for these projects, where required, be considered in the City's 2009/2010 budget;
 - a) Hampton Road/Clontarf Road – install left-turn lane, over signals mast arms and LEDs (\$53,333 Council funding required),
 - b) South Street/Ladner Street – install seagull island,
 - c) Winterfold Road/McCombe Avenue – install roundabout and
 - d) South Street/Paget Street – install traffic signals (\$66,667 Council funding required).
2. That the proposed installation of traffic signals at the South Street/McCombe Avenue intersection be resubmitted to the 2010-2011 Black Spot Programs.

COMMITTEE AND OFFICER'S RECOMMENDATION

MOVED: Cr G Adeane

1. That Council endorse the following projects for the 2009-2010 Black Spot Program and that funding for these projects, where required, be considered in the City's 2009/2010 budget;
 - a) Hampton Road/Clontarf Road – install left-turn lane, over signals mast arms and LEDs (\$53,333 Council funding required),
 - b) South Street/Ladner Street – install seagull island,
 - c) Winterfold Road/McCombe Avenue – install roundabout and
 - d) South Street/Paget Street – install traffic signals (\$66,667 Council funding required).

2. That the proposed installation of traffic signals at the South Street/McCombe Avenue intersection be resubmitted to the 2010-2011 Black Spot Programs.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

CONFIDENTIAL MATTERS

At 7.16pm Cr G Adeane **MOVED** that item number SGS0902-17 be closed to members of the public in accordance with Section 5.23(2) (e)(ii) of the Local Government Act.

RESOLUTION FOR CONFIDENTIALITY

MOVED: Cr G Adeane

That item SGS0902-17 be closed to members of the public in accordance with Section 5.23(2) (e)(ii) of the Local Government Act.1995.

CARRIED: 5/0

For	Against
Cr Georgie Adeane Cr Donna Haney Cr Bill Massie Cr Shirley Mackay Cr Brad Pettitt	

At 7.17pm Cr G Adeane requested the public to vacate the chamber to allow discussion on item SGS0902-17, which was deemed to be confidential.

SGS090217 CONFIDENTIAL REPORT - HOYTS REQUEST TO MODIFY QUEENSGATE LEASE

DataWorks Reference: 049/008, L005
Disclosure of Interest: Nil
Previous Item: SGS0805-12
Responsible Officer: Glen Dougall, Director Corporate Services
Actioning Officer: John Amor, Co-ordinator Property Services
Decision Making Authority: Council
Agenda Attachments: Nil

REASON FOR CONFIDENTIALITY

This report is **CONFIDENTIAL** in accordance with Section 5.23(2) of the Local Government Act 1995 which permits the meeting to be closed to the public for business relating to the following:

- (c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting

SUMMARY GUIDE TO CITIZEN PARTICIPATION AND CONSULTATION

SUMMARY GUIDE TO CITIZEN PARTICIPATION & CONSULTATION

The Council adopted a Participation Policy in August 2001 to give effect to its commitment to involving citizens in its decision-making processes.

The City values citizen participation and recognises the benefits that can flow to the quality of decision-making and the level of community satisfaction.

Effective participation requires total clarity so that Elected Members, Council officers and citizens fully understand their respective rights and responsibilities as well as the limits of their involvement in relation to any decision to be made by the City.

How consultative processes work at the City of Fremantle	
The City's decision makers	1 The Council, comprised of Elected Members, makes policy, budgetary and key strategic decisions while the CEO, sometimes via on-delegation to other City officers, makes operational decisions.
Various participation opportunities	2 The City provides opportunities for participation in the decision-making process by citizens via its Advisory Committees and Task Forces, its Community Precinct System, and targeted consultation processes in relation to specific issues or decisions.
Objective processes also used	3 The City also seeks to understand the needs and views of the community via scientific and objective processes such as its annual Community Survey.
All decisions are made by Council or the CEO	4 These opportunities afforded to citizens to participate in the decision-making process do not include the capacity to make the decision. Decisions are ultimately always made by Council or the CEO (or his/her delegated nominee).
Precinct focus is primarily local, but also city-wide	5 The Community Precinct System establishes units of geographic community of interest, but provides for input in relation to individual geographic areas as well as on city-wide issues.
All input is of equal value	6 No source of advice or input is more valuable or given more weight by the decision-makers than any other. The relevance and rationality of the advice counts in influencing the views of decision-makers.
Decisions will not necessarily reflect the majority view received	7 Local Government in WA is a representative democracy. Elected Members and the CEO are charged under the Local Government Act with the responsibility to make decisions based on fact and the merits of the issue without fear or favour and are accountable for their actions and decisions under law. Elected Members are accountable to the people via periodic elections. As it is a representative democracy, decisions may not be made in favour of the majority view expressed via consultative processes.

How consultative processes work at the City of Fremantle	
	Decisions must also be made in accordance with any statute that applies or within the parameters of budgetary considerations. All consultations will clearly outline from the outset any constraints or limitations associated with the issue.
Decisions made for the overall good of Fremantle	8 The Local Government Act requires decision-makers to make decisions in the interests of “the good Government of the district”. This means that decision-makers must exercise their judgment about the best interests of Fremantle as a whole as well as about the interests of the immediately affected neighbourhood. This responsibility from time to time puts decision-makers at odds with the expressed views of citizens from the local neighbourhood who may understandably take a narrower view of considerations at hand.
Diversity of view on most issues	9 The City is wary of claiming to speak for the ‘community’ and wary of those who claim to do so. The City recognises how difficult it is to understand what such a diverse community with such a variety of stakeholders thinks about an issue. The City recognises that, on most significant issues, diverse views exist that need to be respected and taken into account by the decision-makers.
City officers must be impartial	10 City officers are charged with the responsibility of being objective, non-political and unbiased. It is the responsibility of the management of the City to ensure that this is the case. It is also recognised that City Officers can find themselves unfairly accused of bias or incompetence by protagonists on certain issues and in these cases it is the responsibility of the City’s management to defend those City officers.
City officers must follow procedures	11 The City’s consultative processes must be clear, transparent, efficient and timely. City officers must ensure that policies and procedures are fully complied with so that citizens are not deprived of their rights to be heard.
Consultation processes have cut-off dates that will be adhered to.	12 As City officers have the responsibility to provide objective, professional advice to decision-makers, they are entitled to an appropriate period of time and resource base to undertake the analysis required and to prepare reports. As a consequence, consultative processes need to have defined and rigorously observed cut-off dates, after which date officers will not include ‘late’ input in their analysis. In such circumstances, the existence of ‘late’ input will be made known to decision-makers. In most cases where citizen input is involved, the Council is the decision-maker and this affords citizens the opportunity to make input after the cut-off date via

How consultative processes work at the City of Fremantle	
	personal representations to individual Elected Members and via presentations to Committee and Council Meetings.
Citizens need to check for any changes to decision making arrangements made	1 The City will take initial responsibility, via 3 'Consultation Process notifications', for making . citizens aware of expected time-frames and decision making processes, including dates of Standing Committee and Council Meetings if relevant. However, as these details can change, it is the citizens responsibility to check for any changes by visiting www.freofocus.com/projects/html/default.cfm , checking the Port City Column in the Fremantle Herald or inquiring at the Service and Information Desk by phone or in-person.
Citizens are entitled to know how their input has been assessed	1 In reporting to decision-makers, City officers will in 4 all cases produce a Schedule of Input received . that summarises comment and recommends whether it should be taken on board, with reasons.
Reasons for decisions must be transparent	1 Decision-makers must provide the reasons for 5 their decisions. .
Decisions posted on www.freofocus.com/projects/html/default.cfm	1 Decisions of the City need to be transparent and 6 easily accessed. For reasons of cost, citizens . making input on an issue will not be individually notified of the outcome, but can access the decision at www.freofocus.com/projects/html/default.cfm or at the City Library or Service and Information counter.

Issues that Council May Treat as Confidential

Section 5.23 of the new Local Government Act 1995, Meetings generally open to the public, states:

1. Subject to subsection (2), the following are to be open to members of the public -
 - a) all council meetings; and
 - b) all meetings of any committee to which a local government power or duty has been delegated.
2. If a meeting is being held by a council or by a committee referred to in subsection (1) (b), the council or committee may close to members of the public the meeting, or part of the meeting, if the meeting or the part of the meeting deals with any of the following:
 - a) a matter affecting an employee or employees;
 - b) the personal affairs of any person;
 - c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting;
 - d) legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting;
 - e) a matter that if disclosed, would reveal –
 - i) a trade secret;
 - ii) information that has a commercial value to a person; or
 - iii) information about the business, professional, commercial or financial affairs of a person.Where the trade secret or information is held by, or is about, a person other than the local government.
 - f) a matter that if disclosed, could be reasonably expected to -
 - i) impair the effectiveness of any lawful method or procedure for preventing, detecting, investigating or dealing with any contravention or possible contravention of the law;
 - ii) endanger the security of the local government's property; or
 - iii) prejudice the maintenance or enforcement of a lawful measure for protecting public safety.
 - g) information which is the subject of a direction given under section 23 (1a) of the Parliamentary Commissioner Act 1971; and
 - h) such other matters as may be prescribed.
3. A decision to close a meeting or part of a meeting and the reason for the decision are to be recorded in the minutes of the meeting.