

CITY OF ARMADALE

A G E N D A

OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 19TH AUGUST 2003, AT 5.30 PM.

A meal will be served at 6.30pm.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read by the Chairman.

DECLARATION OF MEMBER'S INTERESTS

DEPUTATION

QUESTION TIME

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 28th July 2003, be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 16

The following items were included for information in the “Technical Services” section:

- **Outstanding Matters**
Report on Outstanding Matters – Technical Services Committee T-1
- **Monthly/Quarterly Departmental Reports**
Quarterly Report – Waste Services..... T-2
Quarterly Report – Parks and Reserves T-3
- **Minutes of Occasional / Advisory Committees**
Armadale Settlers Common Advisory Committee – July 2003..... T-12
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- **General Information**
Annual Roads Forum and 4th National Local Roads Congress – Report from
Cr Clowes-Hollins T-24
Works Programme T-38

If any of the items listed above requires clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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TECHNICAL SERVICES COMMITTEE

19 AUGUST 2003

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WESTFIELD HERON RESERVE - DEVELOPMENT

WARD Kelmscott
FILE REF RES/1
DATE 25 June 2003
REF GW/PL
RESPONSIBLE EDTS
MANAGER

In Brief:

- At its ordinary Meeting on 1st July 2002, Council resolved T77/02 that a report be provided outlining possible future uses of the Westfield (Heron) Reserve and associated Montrose Circle Reserve to allow for consideration in the Five Year Works Programme when it is updated in 2003
- **Recommend:**
 - That a comprehensive park development concept plan / improvement programme be designed and costed to allow for consideration in the Five Year Works Programme to be updated in 2003, along with other priority park development projects.

Tabled Items

Site Plan showing Westfield Heron Reserve and adjacent reserves.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Implement long term preventative maintenance and refurbishment program.

Identify the need for reserve funds and overall level of funding for preventative maintenance and refurbishment.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

The matter of the development of Westfield Heron Reserve was first referred to the Technical Services Committee on 24th June 2002. The following information was provided at the meeting:

“White Heron Reserve has had little or no discernable improvements since its naming over ten years ago. It backs onto a major residential precinct, a primary school and a large compensating basin. It is a significant gathering area for many people of all ages in the area. I suggest committee give serious thought to a long term project as to the proper reanimation of this park. Consideration should be given to partnering with the Water Authority to enhance the look of the water catchment into a useable water feature. Planning and

consultation are important and I suggest that this be a budget consideration for 2004/2005 or later, thus giving ample time to coordinate the improvements.

The matter of improvements to Westfield Heron Reserve, Kelmscott was referred to the Technical Services Committee again on 23rd June 2003. The following further information was provided:

“The history of the Westfield Heron Reserve was outlined and the committee informed that the surrounding area continues to grow. With the Westfield School and two childcare centres in the area it is a popular area for young families and there is therefore the need to improve facilities. It was confirmed that the reserve is also part of the Kelmscott Enquiry by Design.”

Committee was informed that an item regarding the Westfield Heron Reserve was scheduled for the July Technical Services Committee and the matter would be dealt with further at that meeting but was deferred to the August Technical Services Committee meeting in order to deal with the Special City Strategy meeting.

At its Ordinary Meeting on 1st July 2002, Council resolved (T77/02) that a report be provided outlining possible future uses of the Westfield Heron Reserve and associated Montrose Circle Reserve to allow for consideration in the Five Year Works Programme when it is updated in 2003.

A report by officers had not been provided earlier, as the Enquiry By Design was pending, details of the Friends Group were not fully known and there are a number of other reserves scheduled for priority development works within the City. Specific unfunded park developments include Derry Avenue – Mt Nasura, Don Simmons Reserve – Brookdale, Dawson Street Reserve – Armadale, Neerigen Brook Reserve – Mt Richon, Heather Locke Reserve – Westfield, Rotary Park – West Armadale, Angelo Street Reserve – West Armadale, Grovelands Drive Reserve – Westfield and Bernice Hargrave Reserve – Westfield.

The reserve in question is titled Westfield Heron Reserve and comprises reserve number 35737 and reserve 40780. The reserve name was gazetted in 1993 (Geographic Names Committee) after the students of Westfield Park Primary School suggested the name based upon the reserve location and the number of herons inhabiting the reserve.

Westfield Heron Reserve is a major non-irrigated passive reserve of some 2.9 hectares. Mowing of the reserve is contracted and currently carried out eight times per year. A friends group comprising of approximately fifteen local residents with assistance from Westfield Park Primary School and local brownies and cubs regularly carry out volunteer work such as rubbish collecting and tree planting.

Within the parks and Reserves Five Year Programme shown at 2006/07 an allocation has been made for new play equipment.

DETAILS OF PROPOSAL

Westfield Heron Reserve falls within the region identified by the Kelmscott Enquiry-by-Design workshop as an area to be developed as a significant recreational asset for the western area of Kelmscott. A copy of the workshop outcomes report was received on 10th July 2003. As this area is currently under investigation and public consultation it is recommended that the outcomes of the report be used as a basis for developing a comprehensive park development concept plan / improvement programme.

A broader review of the City's Public Open Space is currently underway with the Public Open Space Strategy and identification of park facilities and distribution throughout the City. This will allow a strategic approach to the longer term development of parks and reserves within the community.

COMMENT

The types of improvements that may be included in any concept plan may include the provision of play equipment, path to link local residencies to nearby school, additional planting, seating, shelters etc.

RECOMMEND

That a comprehensive park development concept plan / improvement programme be designed and costed to allow for consideration in the Five Year Works Programme to be updated in 2003, along with other priority park development projects.

MOVED Cr
MOTION CARRIED/LOST

2003/2004 ROADWORKS PROGRAMME

WARD All
FILE REF ENG/1
DATE 3 July 2003
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

▪ **Recommend**

- That Council approve the following list of projects to be provisionally deferred from the 2003/2004 Roadworks programme until the 2004/2005 programme, in order to accommodate the inclusion of works on Armadale Road for MRWA.
Redtail Lane \$83,800
Orana Way \$160,000
Churchmans Brook Road..... \$120,000
Glebe Road \$89,500
Mustang Road \$158,000
Hookway Crescent \$191,100

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system incl. safety aspects.

Legislation Implications

Full assessment of all relevant legislation indicates no restriction.

Council Policy/Local Law Implications

Full assessment of all Policies/Local Laws indicates that none are applicable.

Budget/Financial Implications

A proposed delay approximately \$800,000 worth of works from the 2003/2004 programme until 2004/2005.

Loss of income and expenditure for construction of Waterwheel Road.

No Net effect on budget predicted at this stage.

Consultation

MRWA

BACKGROUND

The Technical Services Directorate is aware, at this early stage of the 2003/2004 Works Programme, of two issues that will have a significant effect on the Roadworks Programme. These are:

1. Deed of Agreement with Main Roads Western Australia for Corfield Street.
2. Proposed construction of Waterwheel Road.

COMMENT

1. Deed of Agreement with Main Roads Western Australia for Corfield Street.

At Council's Special Meeting held on 24th June 2003, Council resolved (T67/06/03) as follows:

- 1. That Council enter into a Deed of Agreement with Main Roads Western Australia for the construction of Corfield Street / Seaforth Avenue between Lake Road and the Tonkin Highway and the construction of improvements works on Armadale Road between the Forrest Road and the existing dual carriageway east of Wungong Brook.*
- 2. That the Deed of Agreement include funding arrangements which ensure that the City of Armadale has appropriate funding to provide an equivalent volume of direct work to that undertaken by the Tonkin Highway Contractor using funding from the City constructing Corfield Street / Seaforth Avenue.*
- 3. That the Deed of Agreement provides for Main Road Western Australia to underwrite any funding shortfall arising from the City agreeing to MRWA's exercise of the contract option to shorten the Albany Highway/Southwest Railway/ Seaforth Avenue bridge prior to the completion of the Regional Road Group Funding process and confirmation of the Federal Blackspot funding being reallocated to the realignment.*

Further to the above, a Deed of Agreement for the construction of Corfield Street / Seaforth Avenue has been finalised with Main Roads Western Australia (MRWA). A major component of the agreement is the requirement for MRWA to provide Council with replacement works for its crews in 2004/2005 to offset the loss of funding that would have been available from the Local Road Fund grant. Provisional advice from MRWA is that this work is most likely to be the upgrading of Armadale Road between the Southern River bridge and Forrest Road.

Should the replacement works be as suggested then MRWA have also advised that it is possible that the programming of Tonkin Highway will necessitate their completion by mid 2004. This being the case it will be necessary for Council to defer some works from its 2003/2004 programme to be completed during 2004/2005.

The exact scope of the replacement works and their programming requirements will not be available for a few more weeks. In the meantime therefore it has been necessary to review Council's 2003/2004 programme on the assumption that works will have to be deferred. The works chosen have been based on a total resource requirement of 27 weeks for a road construction crew and 11 weeks for a drainage crew. This is the same requirement as has been estimated for the Corfield Street extension and is the minimum amount of work that must be allocated to Council's crews by MRWA in accordance with the Deed of Agreement. It is possible that more work on Armadale Road may be available and if this is the case Council would have to make a later decision to delay further works.

In the meantime the works nominated for provisional deferral are:

Redtail Lane	\$83,800
Orana Way	\$160,000
Churchmans Brook Road.....	\$120,000
Glebe Road.....	\$89,500
Mustang Road	\$158,000
Hookway Crescent	\$191,100
	<u>\$802,400</u>

It is recommended that Council give approval to the above list of deferred projects on the understanding that a more detailed clarification of the situation would be provided once MRWA make available full details of the timing and extent of the anticipated works on Armadale Road.

2. *Proposed construction of Waterwheel Road.*

Council crews will not be undertaking the construction of Waterwheel Road. The developer will be undertaking these works using their own contractor. The Manager Technical Services will expand on this issue at the Committee meeting.

RECOMMEND

1. **That Council approve the following list of projects to be provisionally deferred from the 2003/2004 Roadworks programme until the 2004/2005 programme, in order to accommodate the inclusion of works on Armadale Road for MRWA:**

Redtail Lane	\$83,800
Orana Way	\$160,000
Churchmans Brook Road.....	\$120,000
Glebe Road	\$89,500
Mustang Road	\$158,000
Hookway Crescent	\$191,100

2. **That Council note that the construction of Waterwheel Road will be undertaken by the subdivision developers, not by Council crews.**

MOVED Cr
MOTION CARRIED/LOST

2003/2004 - APPROVED STATE BLACKSPOT PROGRAMME

WARD Armadale
FILE REF ENG/23
DATE 31 July 2003
REF SA/JG
RESPONSIBLE MTS
MANAGER

In Brief:

- Confirmation has now been received from MRWA of Council's successful State Blackspot applications for 2003/04.
- **Recommend**
 - That the additional amount of \$51,719 required to cover Council's contribution for the Church Avenue / Seventh Road / Avonlee Road and the Holden Road / Raeburn Road State Blackspot projects be from 'Roads to Recovery – Strategic Projects CBD' (GL 1770640).

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

Assessment of legislation (eg local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

An increase of \$51,719 to the already existing \$66,281 is required within the 2003/04 budget as Council's contribution towards the State Blackspot Program.

Consultation

Main Roads Western Australia

BACKGROUND

Main Roads Western Australia (MRWA) has provided confirmation to Council of its successful nominated State Blackspot projects for 2003/04.

Previous advice was received that the Programme for 2003/04 listed the proposed roundabout at the Eleventh Road / Rowley Road intersection as Council's only successful State Blackspot project. This project was therefore included in the 2003/04 Works Programme and Draft Budget. Due to extra funding becoming available however, MRWA have now advised that all four projects submitted have successfully attracted funding.

Along with the intersection of Rowley Road and Eleventh Road, the three other projects are:

- Church Ave / Seventh Rd / Avonlee Rd – proposed roundabout
- Holden Rd / Raeburn Rd – proposed roundabout

- Lake Rd / Cammillo Rd – proposed roundabout

COMMENT

In addition to the funding allocated for Rowley Road and Eleventh Road, provision was also made for an additional \$66,281, to cover the cost of any extra projects that may be successful after the approved Programme was implemented.

A separate report will be presented to Council in regards to the Lake Road / Cammillo Road intersection, as there are some issues to resolve in terms of funding, with a possible contribution to be made by the Armadale Redevelopment Authority (ARA).

In terms of the two other projects however i.e. Church Avenue / Seventh Road and Holden Road / Raeburn Road, the following table outlines the cost structure. It should be noted that the State Blackspot Programme requires the successful Local Government Authority to contribute one third of the total cost of a project, whilst the State pays the remaining two thirds.

As the table indicates, the actual cost of carrying out these two projects differs from that stated in the total cost given to MRWA. The number of accidents at these sites were such that the Benefit Cost Ratio (BCR), which compares the cost of the project to the cost of accident savings was too low to gain funding. As a result, the total cost was reduced so as to increase the BCR and thus generate funding. The consequence of this however is that as well as paying the usual one third of the cost, the additional money to reach the total funds required to construct these treatments are needed from Council.

Project	Actual Cost of Project	Cost of Project in Grant Request	State Contribution	1/3 Contribution by Council	Additional Funding
Church Ave / Seventh Rd / Avonlee Rd	\$144,600	\$100,000	\$66,667	\$33,333	\$44,600
Holden Rd / Raeburn Rd	\$93,400	\$80,000	\$53,333	\$26,666	\$13,401

The total contribution for both projects, which includes the one third contribution and the additional Council funds is \$118,000. Remembering that there is already some \$66,281 provided for in the budget, Council would need to allocate an additional \$51,719, if it is agreed that these two projects should proceed.

At the Holden Road / Raeburn Road intersection, it is considered that a roundabout is important in reducing the number of recent accidents. As already mentioned, the additional funding of \$66,281 placed in the draft budget, was earmarked to cover the majority of Council's contribution, if it did manage to become successful with this project. Technical Services have been approached by numerous motorists and residents in the immediate area suggesting that the intersection in its current form is dangerous and potentially could cause more crashes. Technical Services agrees with these comments and is reinforced by the number of recent crashes shown on the MRWA database. A roundabout will assist to reduce speeds and improve the right turn and straight ahead movements in particular.

Even with the “reduced” project cost the Church Avenue / Seventh Road project provided a very low B/C ratio and at the time of making the submission it was felt very unlikely that it would be successful.

Notwithstanding this the intersection is within close proximity to the Town Centre and a roundabout, whilst also beneficial in terms of reducing accidents, would assist to enhance the entrance to the CBD. The intersection in its current configuration forms a four way offset intersection and has a high number of right angle crashes. Improving the amenity through the planting of vegetation within the central island plus the general upgrade of the existing road pavement would be seen to match the already carried out on the northern section of Church Avenue. Due to the reasonably low BCR and the extra funds Council needs to provide, it is considered unlikely that this project would again generate funding, if it were to be delayed to future years. The Blackspot funds now available from the State for this project (i.e. \$66,667) is seen as an opportunity to carry out works that may normally not have been practical.

SUMMARY

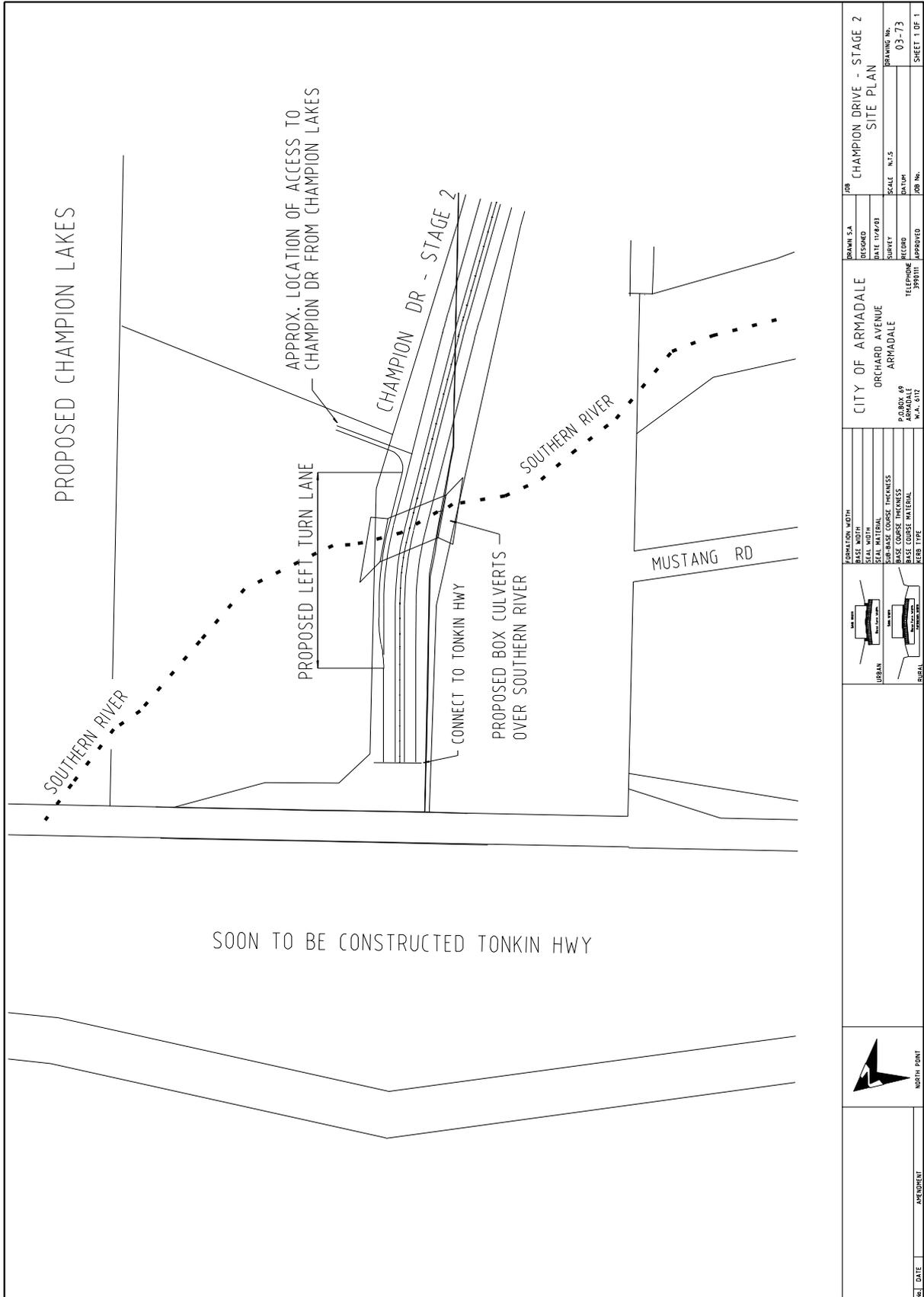
Given the detail provided, it is considered that both sites warrant modification and the increase in the required contribution by Council is justified. It is therefore proposed that Council approaches MRWA to advise that it will accept the funding arrangements as proposed. It is recommended that the additional amount of funds required to complete both projects i.e. \$51,719 be transferred from the money set aside in the draft budget for, Strategic Projects in the Armadale CBD. At present there is a total amount of \$463,755 listed in the budget for works in the CBD. This is spread across two accounts.

RECOMMEND

That the additional amount of \$51,719 required to cover Council’s contribution for the Church Avenue / Seventh Road / Avonlee Road and the Holden Road / Raeburn Road State Blackspot projects be from ‘Roads to Recovery – Strategic Projects CBD’ (GL 1770640).

MOVED Cr

MOTION CARRIED / LOST



DATE	AMENDMENT	NORTH POINT		URBAN SUBURBAN RURAL		FORMATION WIDTH BASE WIDTH SEAL WIDTH SUB-BASE COURSE THICKNESS BASE COURSE THICKNESS BASE COURSE MATERIAL KERB TYPE	CITY OF ARMADALE ORCHARD AVENUE ARMADALE P.O. BOX 49 ARMADALE W.A. 6112	DRAWN S.A. DESIGNED DATE 11/14/03 CHECKED REVISIONS APPROVED	JOB CHAMPION DRIVE - STAGE 2 SITE PLAN
						TELEPHONE 3983111	SCALE 1:1.5	DRAWING NO. 03-73	SHEET 1 OF 1

***CAMMILLO ROAD / LAKE ROAD INTERSECTION AND CHAMPION DRIVE -
STAGE 2***

WARD Armadale
FILE REF: ENG/23 &
ENG/38
DATE 31 July 2003
REF SA/JG
RESPONSIBLE MTS
MANAGER

In Brief:

- As a result of a recent meeting held with the ARA, two issues relating to Council's own Design / Works Programme and its impact on the proposed Champion Lakes development were discussed.
- **Recommend**
 - That Council approve the transfer of \$120,000 from 'Roads to Recovery – Strategic Projects CBD' (GL1770640) to cover the additional funds required to construct a roundabout at the intersection of Cammillo Road / Lake Road, subject to the Armadale Redevelopment Authority committing to a \$60,000 contribution towards the works.
 - That Council approve the transfer of \$98,000 from 'Roads to Recovery – Strategic Projects CBD' (GL1770640) to cover the additional funds required to widen the box culverts over the Southern River to accommodate a future left turn lane into the Champion Lakes development (see Drawing 03-73), subject to the Armadale Redevelopment Authority committing to a payment of \$98,000 for the works.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

Assessment of legislation (eg local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Provision of \$218,000 funding is required to modify the intersection of Lake Road / Cammillo Road and widening Champion Drive and the Southern River crossing.

Consultation

Main Roads Western Australia, Armadale Redevelopment Authority.

BACKGROUND

A recent meeting has been convened involving Technical Services Directorate staff and a representative from the Armadale Redevelopment Authority (ARA) to discuss issues relating to the upgrade of Champion Drive and the Lake Road / Cammillo Road intersection.

DISCUSSION

1. Lake Road / Cammillo Road Intersection

The first issue raised was that involving the proposed upgrade of the Lake Road / Cammillo Road intersection. A report is included within this agenda regarding Council's successful applications for the 2003/04 State Blackspot Programme. The four projects that have gained funding have been listed in conjunction with recommended funding arrangements. The fourth project listed as being successful is the proposed roundabout at the Lake Road / Cammillo Road intersection. This project is now considered in this report because of its links to the ARA and the Champion Lakes Development.

The latest conceptual plan prepared for the Champion Lakes Development indicates that a roundabout is required at this intersection. Whilst this is only conceptual at this stage it appears from speaking to the ARA, that this intersection will provide the main entry point into the residential component of the development. In preparing the concept plan the ARA took account of advice from Technical Services staff that a grant may be available to cover some of the necessary works.

The proposals are reasonable considering that both Lake and Cammillo Road are best equipped to cater for an increase in traffic volumes, once the development proceeds i.e. both roads are dual carriageways.

The 2003/04 State Blackspot application was submitted to Main Roads Western Australia (MRWA) for the construction of a dual carriageway roundabout at this intersection. Whilst aware at the time of submitting an application that a roundabout may be considered at this site for the Champion Lakes Development, the main purpose of applying was to reduce the high number of crashes. There have been a total of 19 accidents at this intersection between 1998 and 2002, the majority of which have been right angle crashes. A roundabout therefore is considered to be the superior treatment to prevent this type of crash. As the Benefit Cost Ratio (BCR) (i.e. used to calculate the projects benefit in terms of accident savings and cost) was low, at the time of submitting the application it was considered unlikely to gain funding. The cost of constructing a roundabout was therefore reduced in an attempt to increase the BCR. Whilst the total cost was calculated to be \$220,000, a reduced amount of \$ 150,000 was used in the application. MRWA have now advised that the State will contribute \$100,000 towards the project (i.e two thirds of the \$150,000), leaving Council's contribution as \$120,000 (i.e. the usual one third component plus the additional funds). For Council's information, the BCR calculated using a cost of \$150,000 was 1.3. Based on previous years this score would have been too low to warrant funding, and as such the expectation was that the project would not be successful in achieving Blackspot Programme funding.

Project	Actual Cost of Project	Cost of Project in Grant Request	State Contribution	Shortfall	Proposed Funding
Cammillo Road / Lake Road Roundabout	\$220,000	\$150,000	\$100,000	\$120,000	\$60,000 COA \$60,000 ARA

A representative from the ARA has informed Technical Services staff that they may be able to contribute towards the \$120,000 shortfall in funding, as they along with Council are stakeholders in determining the most suitable treatment at this site. At present however they are unable to commit to any funding, although the matter could be included in the Memorandum of Understanding currently being prepared as a matter which the ARA would recoup fund to the City at some future time. Whilst a formal approach will be made to the ARA, it is unlikely that a response will be given for some weeks. Based on discussions it is also unlikely that any funding could be made to assist Council this current financial year. If the roundabout is to proceed therefore in 2003/04, Council will be required to fund the full \$120,000. MRWA will need to be informed within the next month or so as to Council's willingness to proceed with this project. In addition the ARA may wish to contribute to an upgrading of the landscaping of the roundabout at a later date. This may cost approximately \$20,000 and will provide an opportunity to create a significant entry statement to the Champion Lakes development.

2. *Champion Drive / Champion Lakes Intersection*

The second matter raised with the ARA involves the proposed Champion Drive extension from Lake Road to the Tonkin Highway. The conceptual plan for Champion Lakes again highlights a possible entry from the development directly to Champion Drive, adjacent to the Southern River.

The ARA initially advised that this access would only be intended to be used as an informal road during special events and would never be treated as a direct link to the Tonkin Highway. However, Technical Services staff have advised that the proposed residential development in the area means that there will be a demand for an appropriate constructed intersection of some form to be created at this location, resulting in the need to apply traffic management measures. A left turn lane on Champion Drive and appropriate median storage / turning facilities for right turning traffic would be considered necessary at the very least. Based on the location of this access point in relation to the Southern River, the left turn lane will have to be constructed over the proposed box culverts crossing the Southern River. Therefore whilst the cost of constructing a future left turn lane would only be minor in normal circumstances, there would need to widen the culverts to facilitate the left turn lane. Provision has not been made within the budget allocation for Champion Drive to cover the additional costs relating to widening of the culverts in the present project, but it is logical that the works be carried out now. An estimated cost to include the left turn lane and its subsequent impact on the culverts is \$98,000 (see Drawing 03-73).

The ARA have again verbally advised that they could assist with funding, however are unsure as to how much they could provide and when. They will be formally approached seeking a commitment to assist with funding (possibly by a statement in the Memorandum of Understanding), however as stage two of the Champion Drive project will be constructed this current financial year, it appears that Council will again need to provide the shortfall amount i.e.\$98,000.

SUMMARY

Given the significant additional costs involved with both of the proposals ie. the Lake Road / Cammillo Road intersection and the widening of the culverts, it is recommended that the ARA be approached seeking a financial commitment towards these projects.

The Cammillo Road / Lake Road intersection has a reasonably high crash record within the last five years, however as previously mentioned the low Benefit Cost Ratio suggests that the

need for a roundabout, for safety reasons alone is marginal. If however, the ARA commit to this intersection being the main entry into the Champion Lakes development, and are willing to contribute financially, then the roundabout could be justified.

Similarly the need for a left turn lane into the development near the Southern River also depends upon the ARA's willingness to assist Council with a contribution. Remembering that this facility, if constructed, will be provided primarily to improve safety at the entrance to the proposed development.

Therefore, it is recommended that Council continue to pursue both projects and transfer relevant funds, only if the ARA agree to assist financially, or at least can commit to providing a contribution in the near future.

RECOMMEND

- 1. That Council approve the transfer of \$120,000 from 'Roads to Recovery – Strategic Projects CBD' (GL1770640) to cover the additional funds required to construct a roundabout at the intersection of Cammillo Road / Lake Road, subject to the Armadale Redevelopment Authority committing to a \$60,000 contribution towards the works.**
- 2. That Council approve the transfer of \$98,000 from 'Roads to Recovery – Strategic Projects CBD' (GL1770640) to cover the additional funds required to widen the box culverts over the Southern River to accommodate a future left turn lane into the Champion Lakes development (see Drawing 03-73), subject to the Armadale Redevelopment Authority committing to a payment of \$98,000 for the works.**

MOVED Cr
MOTION CARRIED / LOST

NICHOLSON ROAD, FORRESTDAL - MAIN ROADS WA TRIAL OF 2.6 M WIDE REFRIGERATED VEHICLES

WARD Forrest
FILE REF: RDN/2;ENG/30
DATE 6th August 2003
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a letter, dated 28th July 2003, from Main Roads WA requesting Council support for a trial of 2.6 metre wide refrigerated vehicles in Nicholson Road.
- Discusses Nicholson Road functionality and trial implications.
- **Recommend**
 - That Council raise no objections to Main Roads WA proposal to trial a 2.6 metre wide refrigerated vehicle in Nicholson Road as per the conditions set down in its letter dated the 28th July 2003, that Main Roads be advised of Councils decision and that Council be kept fully informed by the Trial's Steering Committee of the progress and outcomes of the Trial.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport and parking system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Nil.

Consultation

With officers of Main Roads WA.

BACKGROUND

Council is in receipt of a letter, dated 28th July 2003, from Main Roads WA requesting Council support for a trial of 2.6 metre wide refrigerated vehicles in Nicholson Road. The contents of the letter are as follows:

“Bob Peters, whilst Acting Director Heavy Vehicle Operations, wrote to you on 26 May 2003 advising that Main Roads intends conducting a twelve-month Trial of a 2.6m wide refrigerated vehicle on major roads within your Council. Main Roads is seeking to fully consult with Local Government in relation to this proposed Trial. I am now writing to

further inform you about the reason for this Trial and let you know specifically which of your roads might be affected should you agree to the Trial proceeding.

The National Road Transport Commission (NRTC) has agreed to Main Roads conducting the trial, acting as Lead Agency. Therefore, the proposed trial has the endorsement of the national body responsible for delivering national road transport reform.

The need for the extra width has arisen because of changes in loading requirements, whereby refrigerated goods are now mostly carried on pallets. Trailers are also now designed with a centre partition that gives the ability to separate frozen foods from chilled foods thus improving their quality and shelf-life. The centre partition's width has forced designers to reduce the insulation thickness of the outside walls of the trailer to remain within the standard 2.5m overall width. The width of two standard pallets effectively leaves no remaining width that can be used for maintaining side wall insulation thickness. As a result, side wall insulation thickness has been reduced to barely adequate levels. The result has been greater fuel use to run refrigeration units, higher costs and a greater risk of spoiled goods. In order to provide satisfactory refrigeration of frozen foods, it is important to increase the overall width of the refrigerated vans 100mm, to 2.6 metres.

Main Roads believes there is a good case to be made for this Trial. As an environmental initiative, Main Roads believes the operation of 2.6m wide refrigerated trailers with greater side wall insulation thickness will bring benefits of lower greenhouse gas emissions due to lower fuel consumption. The expected improved thermal performance should see reduced loss of product quality and wastage, and an improved service to consumers throughout the State. In addition, the 2.6m wide trailers will benefit from improved stability due to wider trailer axle track. The trial vehicles will only be 100mm wider than normal full-width heavy vehicles and the trial routes will mostly be comprised of major roads. It is expected that there will only be one 2.6m wide trailer operating in the Perth metropolitan area during the Trial. It is probably that the additional 100mm width will not have any noticeable impact. During the Trial the ability of the road network to safely accommodate these vehicles will be closely examined.

A route compliance approach is seen as managing the access given to these vehicles within the boundaries of acceptable risk. The attachment shows those roads within your Council's responsibility that the operator seeks to use (Nicholson Road). The trial vehicles would use these roads one daily on Saturdays during the trial.

Main Roads has assessed these roads and is confident that they are suitable for the operation of the 2.6m wide refrigerated vehicles. The use of these roads by the trial vehicles will be observed on the first journey in each case. Should there be any problems on the route, Main Roads will not grant ongoing approval for the use of the route by a 2.6m wide refrigerated vehicle. I would appreciate you providing feedback to Main Roads if their use presents a problem to you.

Could you please advise Main Roads as to whether the City of Armadale can agree to this Trial proceeding, and of any special operating conditions reflecting local factors that you consider would be appropriate during this trial.

Ms Debbie Terelinck of WALGA represents Local Government on the Trial's Steering Committee."

DISCUSSION

General

In dealing with the request to trial 2.6 metre wide refrigerated vehicles it should be noted that the Western Australian Road Traffic Code allows for a vehicles mirrors and indicators to extend to a width of 2.8 metres.

Nicholson Road is classified in the City's road network hierarchy as a District Distributor Category 'A' road with a recognised part of its functionality being that of a heavy haulage route. Nicholson Road extends between the northern and southern boundaries of the City, is typically a single carriageway with sealed shoulders and with rural land abutting. There are three major intersecting roads with Nicholson Road, these being Rowley Road, Armadale Road and Warton Road.

Lane widths

Nicholson Road between major intersections.

On the sections of Nicholson Road between the major intersections, the sealed carriageway, including lanes and approximate one half-metre shoulders, range from a minimum 9.2 metres in width to a maximum of 10.5 metres. It is considered that this width is sufficient to accommodate the proposed trial vehicle as per the trial conditions set by Main Roads WA.

Nicholson Road/Rowley Road intersection.

The intersection of Nicholson Road with Rowley Road was upgraded in 2001 providing Nicholson Road through lane widths of 4.3 metres. It is considered that this width is sufficient to accommodate the proposed trial vehicle as per the trial conditions set by Main Roads WA.

Nicholson Road/Warton Road intersection.

The intersection of Nicholson Road with Warton Road is presently being upgraded. Once fully constructed it is considered that the new dual circulatory lane layout will sufficiently accommodate the proposed trial vehicle as per the trial conditions set by Main Roads WA.

Nicholson Road/Armadale Road Intersection.

At its intersection with Armadale Road the Nicholson Road verge lane approach widths are a minimum of 3.1 metres for the northbound approach and a minimum of 3.3 metres for the southbound approach.

Given the Western Australian Road Traffic Codes existing allowance of 2.8 metres for a vehicles mirrors and indicators and given the existing volume and size of trucks travelling along this roadway it is considered that the issue of accommodating a heavy goods vehicle and a cyclist in the same lane width on the Nicholson Road approaches to the Armadale Road intersection is an existing issue.

The trial proposal is to increase the width of the refrigerated unit from 2.5 metres to 2.6 metres, however the proposal does not allow an increase in the vehicles overall wing mirror and indicators width of 2.8 metres. In the latest available five-year period no crashes involving cyclists have been reported at the intersection.

It should be noted that a joint proposal between Main Roads WA and the City of Armadale to apply for blackspot funding, to significantly upgrade this intersection is presently being

prepared, with the anticipation, in the event of a successful submission, of construction in the financial year 2004/05.

It is considered, given the function of Nicholson Road as a recognised heavy haulage route and given that there are no reported crashes involving cyclists at the Nicholson Road/Armadale Road intersection that the proposed trial vehicle as per the trial conditions set by Main Roads WA could go ahead through this location.

SUMMARY

It is considered that Main Roads WA are proposing the trial of a vehicle under certain predetermined controls that when properly followed and when compared with the existing Nicholson Road cross-section and usage scenario, will not adversely impact safety and efficiency.

RECOMMEND

That Council raise no objections to Main Roads WA proposal to trial a 2.6 metre wide refrigerated vehicle in Nicholson Road as per the conditions set down in its letter dated the 28th July 2003, that Main Roads be advised of Councils decision and that Council be kept fully informed by the Trial's Steering Committee of the progress and outcomes of the Trial.

MOVED Cr
MOTION CARRIED / LOST

FOUR-WAY STOP SIGN CONTROL AT INTERSECTIONS

WARD All
FILE REF: ENG/17
DATE 2 July 2003
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- At its Ordinary Meeting of 7th April 2003 Council resolved T21/3/03 part a to refer the issue of 4-way stop signs to the appropriate Directorate for action and report back to Committee.
- Provides information on trials undertaken in NSW and WA and discusses potential local impacts for the City.
- **Recommend:**
 - That no further action be taken with regard to consideration of the utilisation of four-way stop sign controlled intersections.

Tabled Items

Documentation relating to trials of four-way stop sign controlled intersections undertaken in both New South Wales and Western Australia.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Nil

Consultation

Australian Institute of Traffic Planning and Management (AITPM) National Conference August 2002 Paper entitled Four-Way Stop Signs: The Newcastle Experience. Main Roads Western Australia.

BACKGROUND

At its Ordinary Meeting of 7th April 2003 Council resolved (T21/3/03) in part as follows:

That Councillor's items regarding:

- a) *4-way Stop Signs*

be referred to the appropriate Directorate for action and/or report back to Committee.

Resolution T21/3/03 Part (a) was borne from a request for a report which considered the pros and cons of using 4-way stop signs as a traffic management device. The request was made following attendance by a Councillor at the AITPM National Conference held in Perth in August 2002.

At the conference a paper was presented entitled Four-Way Stop Signs: The Newcastle Experience.

The paper discussed the trial introduction, in Newcastle New South Wales, of four-way stop sign control at cross-road intersections in defined road network areas as an intervention specifically designed to reduce reported road crash incidence.

Some 42 intersections were treated with a measured 93% reduction in reported road crashes being realised in the 5 year 'after' introduction period when compared with the five years 'before' introduction period. Similar reductions were not realised at untreated control intersections within the defined areas over the same time period.

The streets in the defined areas typically carry traffic volumes of between 800 to 2,000 vehicles per day. The paper noted a 72% 'full stop' compliance rate by motorists at the stop signs.

Main Roads Western Australia conducted a four-way stop sign controlled trial at nine intersections in the Hilton postal district of the City of Fremantle between August 1995 and December 1996. The majority of intersecting roads typically carried traffic volumes of between 200 to 500 vehicles per day.

The Principal findings of the Main Roads trial were:

- Reported crashes remained relatively constant at the trial intersections
- Reported crashes increased slightly in the immediate area
- Traffic volumes on treated streets reduced by an average of 23%
- The vehicle operating speeds reduced by an average of 12km/hr
- Significant concerns due to disobedience to the signs, with only 62% to 68% compliance, compared with 95% compliance at normal stop controlled intersections.

Main Roads WA noted that in discussion with Northern American traffic authorities that the use of this type of traffic control is no longer as extensive as it once was in the 1950's to 1970's and that there was only now limited support for the four-way stop sign controlled intersection.

Particularly in relation to the low compliance rate noted during the trial and the potential for this to reduce the compliance rate of stop sign control overall Main Roads WA will not allow the implementation of this type of traffic control.

It would seem from the two trials that the greater the traffic volume on the intersecting roads the greater the compliance rate to the signs. This notion is tentatively proven by the 95% compliance rate at existing WA stop signs, which generally are placed in locations of high traffic volume.

Throughout the Perth Metropolitan area there unfortunately resides a significant number of persons who, at best, are unaware of the traffic, safety and social impacts that they inflict on their local communities by the irresponsible and unlawful way that they routinely drive motor vehicles on the City's road network.

Driver culture is an important consideration in the design of solutions to identified traffic problems. It is considered that responsible law abiding motorists would comply with the stop signs at a four-way stop controlled intersection but generally may view them as unreasonable. However, irresponsible motorists are unlikely to fully comply with the stop signs at a four-

way stop controlled intersection and this may lead to an increased level of disrespect of traffic controls and the road rules in general.

A letter dated 20th May 2003, was sent to Main Roads WA requesting their consideration of conducting a trial of a Four Way Stop intersection at a location in the City to be determined.

Main Roads WA have written in response, 19th June 2003 declining the request.

In light of this response and taking into account the results of the trials carried out in Western Australia it is recommended that no further resources be committed to the consideration of the utilisation of four-way stop sign controlled intersections on the City of Armadale road network.

RECOMMEND

That Council receive the information with regard to four-way stop signs and that no further resources be committed to the consideration of the utilisation of four-way stop sign controlled intersections on the City of Armadale road network.

MOVED Cr

MOTION CARRIED/LOST

TENDER NO. 29/03 - PASSIVE RESERVE MOWING

WARD All
FILE TEN/29/03
DATE 15 July 2003
REF JW/PL
RESPONSIBLE EDTS
MANAGER

In Brief:

- Tender No. 29/03 was recently called for the provision of services for Passive Reserve Mowing.
- Five tenders were received by the specified closing time.
- **Recommend:**
 - That with Tender No. 29/03, Tender for the Provision of Services – Passive Reserve Mowing, Council accepts the tender from Landscape Development for Schedule ‘A’ for the period of two years in accordance with their submitted tender, Council’s contract documentation and budget allocation.
 - That with Tender No. 29/03, Tender for the Provision of Services – Passive Reserve Mowing, Council accepts the tender from Landscape Development for Schedule ‘B’ for the period of two years in accordance with their submitted tender, Council’s contract documentation and budget allocation.

Tabled Items

Tender documents; tenders received; pre tender briefing notes, summary of tender assessment.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government (Functions and General) Regulations 1996 s3.57(11) (2) (f)

Council Policy/Local Law Implications

Assessment of Policy / Local Law indicates that the following are applicable:

Policy ENG 5 – Tendering and Purchasing

Budget/Financial Implications

Budget allocation for contract Passive Reserve Mowing is \$60,230.

Consultation

Nil.

BACKGROUND

The existing tender for the Passive Reserve Mowing concluded on the 7th August 2003. As a result, a new tender for Passive Reserve Mowing is required in order to have unbroken supply of these services. These services are currently provided by a single contractor.

The value of the Passive Reserve Mowing contract will exceed \$50,000, therefore a tender has been issued to conform to the Local Government Act and Council's Purchasing Policy.

EXISTING CONTRACT INFORMATION

Essential details of the existing contract are as follows:

Table 1: Existing Contract Information (Passive Reserve Mowing)

Current Contractor(s)	Landscape Development
Contract Type	Schedule of Rates
Contract Duration	24 months
Commencement Date	7 August 2001
Expiry Date	7 August 2003
Extension Permitted	No
Annual Contract Cost	In accordance with budget allocation \$60,230
Total Contract Cost	N/A
Rise And Fall Clause Included	No

DETAILS OF PROPOSAL

The Request for Tenders was advertised on Saturday 28 June 2003. Fifteen organisations requested tender documents. The compulsory Pre-Tender Briefing was held on the 7th July 2003 and attended by eight organisations. The organisations that attended the briefing and submitted tenders by the closing time are listed below.

The tender involves the provision of services for Passive Reserve Mowing within the City for a period of 2 years.

NEW CONTRACT INFORMATION

Essential details of the new contract are as follows:

Table 2: New Contract Information

Contract Type	Schedule of Rates
Contract Duration	Two years
Commencement Date	8 August 2003
Expiry Date	4 August 2005
Extension Permitted	No
Rise And Fall Included	No

SELECTION CRITERIA

The selection criteria and weightings for the evaluation of the tender are as follows.

Table 3: Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability/competence of Tenderer to perform the work required	20%
2.	Experience of Tenderer in supplying similar goods or completing similar projects	25%
3.	Understanding of Requirement	20%
4.	Tendered Price/s	35%
	TOTAL	100%

TENDERS RECEIVED

The Tenders were received from:

- Landscape Development
- Gecko Contracting
- Lovegrove Turf Services
- Bob’s Lawn and Garden Service
- Commercial and Industrial Mowing

The prices submitted in tenders received were as follows:

Table 4: Schedule “A” Eight Cuts Per Year

Tenderer	New Tendered Price Per Cut	Current Price Per Cut
Gecko Contracting	\$2,095.50	\$3,006
Landscape Development	\$2,979.29	\$3,006
Bob’s Lawn and Garden Service	\$3,697.00	\$3,006
Commercial and Industrial Mowing	\$4,835.00	\$3,006
Lovegrove Turf Services	\$6,400.00	\$3,006

Table 5: Schedule “B” Six Cuts Per Year

Tenderer	New Tendered Price Per Cut	Current Price Per Cut
Gecko Contracting	\$4,147.00	\$5,738
Landscape Development	\$6,257.04	\$5,738
Bob’s Lawn and Garden Service	\$7,605.00	\$5,738
Commercial and Industrial Mowing	\$8,585.00	\$5,738
Lovegrove Turf Services	\$11,760.00	\$5,738

TENDER EVALUATION

Landscape Development is the existing contractor for these services to the City of Armadale.

The overall tender evaluation for Passive Reserve Mowing shows that whilst the price from Gecko Contracting is significantly lower than both the current estimated prices, there is an element of risk in selecting such a low priced tender because the tenderer has no previous experience with the City of Armadale. Given that the performance of Landscape Development has been satisfactory to date and is ranked number one, officers recommend Landscape Development be awarded Schedule 'A' for mowing 13 reserves.

Officers recommend Landscape Development be awarded Schedule 'B' for mowing 37 reserves because their price is within the anticipated range and their service to date has been satisfactory.

ESTIMATED ANNUAL COST

If Landscape Development was awarded Schedule 'A' the estimated annual cost would be \$23,834. If Landscape Development was awarded Schedule 'B' the estimated annual cost would be \$37,542.

The total estimated annual cost is expected to be \$61,376.

TENDER RANKINGS

The tender rankings resulting from the application of the selection criteria are as follows.

Table 6: Tender Ranking for Schedule 'A'

Tenderer	Ranking
Landscape Development	1
Gecko Contracting	2
Lovegrove Turf Services	3
Commercial & Industrial Mowing	4
Bob's Lawn & Garden Service	5

Table 7: Tender Ranking for Schedule 'B'

Tenderer	Ranking
Landscape Development	1
Gecko Contracting	2
Lovegrove Turf Services	3
Commercial & Industrial Mowing	4
Bob's Lawn & Garden Service	5

CONCLUSION

Due to the element of risk associated with selecting a tender price lower than both the current and estimated prices, and given the satisfactory performance of Landscape Development to date, Officers believe the contract should be awarded to Landscape Development.

RECOMMEND

- 1. That with Tender No. 29/03, Tender for the Provision of Services – Passive Reserve Mowing, Council accepts the tender from Landscape Development for Schedule ‘A’ for the period of two years in accordance with their submitted tender, Council’s contract documentation and budget allocation.**

- 2. That with Tender No. 29/03, Tender for the Provision of Services – Passive Reserve Mowing, Council accepts the tender from Landscape Development for Schedule ‘B’ for the period of two years in accordance with their submitted tender, Council’s contract documentation and budget allocation.**

MOVED Cr

MOTION CARRIED/LOST

TENDER NO. 30/03 - VERGE SLASHING

WARD All
FILE TEN/30/03
DATE 1 August 2003
REF JW/PL
RESPONSIBLE EDTS
MANAGER

In Brief:

- Tender No. 30/03 was recently called for the Provision of Services for Verge Slashing.
- 3 tenders were received by the specified closing time.
- There were two tenders submitted from Bob's Lawn & Garden Service, both of which were non-conforming.
- Landscape Development only submitted a tender for Schedule 'C'.
- **Recommend:**
 - That with Tender No. 30/03, Tender for the Provision of Services – Verge Slashing, Council not accept any tenders and all organisations who collected tender documents be notified that the tender will be re-advertised.
 - That the City undertake verge slashing by quotation from capable contractors in the intervening period.

Tabled Items

Tender documents; tenders received.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government (Functions and General) Regulations 1996 s3.57(11) (2) (f)

Council Policy/Local Law Implications

Assessment of Policy / Local Law indicates that the following are applicable:

Policy ENG 5 – Tendering and Purchasing

Budget/Financial Implications

The estimated annual cost of the contract is \$63,044.

Consultation

Nil.

BACKGROUND

The existing tender for the Verge Slashing concluded on the 7th August 2003. As a result, a new tender for Verge Slashing is required in order to have unbroken supply of these services. These services are currently provided by a number of contractors.

As the value of the supplied service will exceed \$50,000, a tender to conform to the Local Government Act and Council's Purchasing Policy is required.

EXISTING CONTRACT INFORMATION

Essential details of the existing contract are as follows:

Table 1: Existing Contract Information

Current Contractor(s)	JM & ED Moore for Rural Roads and Industrials, Bob's Lawn & Garden Service for all other verges.
Contract Type	Schedule of Rates
Contract Duration	24 months
Commencement Date	7 August 2001
Expiry Date	7 August 2003
Extension Permitted	No
Annual Contract Cost	In accordance with budget allocation \$47,861
Total Contract Cost	N/A
Rise And Fall Clause Included	No

DETAILS OF PROPOSAL

The Request for Tenders was advertised on Saturday 28 June 2003. Fifteen organisations requested tender documents. The compulsory Pre-Tender Briefing was held on the 7th July 2003. Six organisations attended the briefing. The tender involves the provision of services for Verge Slashing within the City for a period of 2 years.

NEW CONTRACT INFORMATION

Essential details of the new contract are as follows:

Table 2: New Contract Information

Contract Type	Schedule of Rates
Contract Duration	Two years
Commencement Date	8 August 2003
Expiry Date	4 August 2005
Extension Permitted	No
Rise And Fall Included	No

SELECTION CRITERIA

The selection criteria and weightings for the evaluation of the tender are as follows:

Table 3: Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability/competence of Tenderer to perform the work required	20%
2.	Experience of Tenderer in supplying similar goods or completing similar projects	25%
3.	Understanding of Requirement	20%
4.	Tendered Price/s	35%
	TOTAL	100%

TENDERS RECEIVED

The tenders received by the closing time were from Landscape Development (Schedule ‘C’ only) and Bob’s Lawn & Garden Service. Bob’s Lawn & Garden Service submitted two tenders, both of which were non-conforming.

TENDER EVALUATION

The Tender from Landscape Development only contained prices for Schedule ‘C’ Major Roads 6 Cuts Per Year. Landscape Development have extensive experience with local government contracts, however their price is high compared to the existing tender price, is unaffordable and not considered value for money for the City. In the absence of other tenders, Officers believe the whole tender should be re-advertised.

ESTIMATED ANNUAL COST

The estimated annual cost of the contract is \$63,044.

SUMMARY

It is recommended that due to the lack of comparative prices the tender not be awarded. Instead, the Officers recommend that the tender for verge slashing be re-tendered and all organisations who collected tender documents be notified that the tender will be re-advertised.

RECOMMEND

1. **That with Tender No. 30/03, Tender for the Provision of Services – Verge Slashing, Council not accept any tenders and all organisations who collected tender documents be notified that the tender will be re-advertised.**
2. **That the City undertake verge slashing by quotation from capable contractors in the intervening period.**

MOVED Cr
MOTION CARRIED/LOST

MEMORIAL PARK PUBLIC TOILET – OVERNIGHT LOCKING OF FACILITY

WARD All
FILE REF: A35259
DATE 18August 2003
REF JNG
RESPONSIBLE MANAGER MTS

In Brief:

- **Recommend**
 - That Council endorse the recommendation from Armadale Police to lock the Memorial Park toilets overnight.
 - That Council approve an over budget expenditure in the amount of \$1,592 for the fabrication and installation of steel gates to the facility and ongoing cost in the amount of \$5,000 per annum for the locking management by an external Security company.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Social Infrastructure

Facilitate initiatives to improve community safety and security

Legislation Implications

General assessment of relevant legislation (eg Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

General assessment has not revealed any applicable Policies/Local Laws.

Budget/Financial Implications

Over expenditure of \$6,592 within Property Management.

Consultation

Armadale Police, Development Services, Technical Services.

BACKGROUND

As part of the Armadale Police initiatives being undertaken in the reduction of crime within the City of Armadale, an inspection of the public toilets located within Memorial Park, revealed improper use of the facility by unknown offenders.

It would appear from evidence of campfires found within the toilets that they were being used overnight for accommodation by unknown itinerants using the Park area.

The Police requested assistance from the Council in managing problems within the Park, in that Council provide lockable gates to the entry of the facility and undertake to close the toilets overnight.

DETAILS OF PROPOSAL

To enable the Armadale Police to facilitate a safer environment around the Memorial Park area, they have requested that steel gates be provided to the entrance to the male and female toilets. The gates have been fabricated such that they can be re-used for another purpose when the Memorial Park toilets are demolished at some time during the Cinema Complex construction period.

Two steel framed gates have been constructed and erected at the entrance to the facility. The gates can be locked in both the open and closed positions. Currently they are in a “Locked Open” position.

The operation of the Memorial Park toilets is proposed that an external security company will lock the gates each evening at approximately 18:30 hours and re-opened by Council cleaning staff at 06:30 hours each weekday morning.

At weekends and public holidays the facility will be opened and closed by Security staff for safety reasons.

The gates cost \$1,592 to fabricate and install and will require an ongoing amount in the order of \$5,000 per annum for a contracted security company to lock up the facility during normal times and opening and closing during weekends and public holidays.

It is expected the ongoing cost imposition will only prevail until the completion of the Cinema Project.

COMMENT

From discussion with Officers from Development Services and Technical Services, it was agreed that the proposal from the Armadale Police was acceptable and had a positive benefit that enabled cleaning staff to undertake their responsibilities with less possible interference from improper use of the facility.

This initiative is unfunded in the Property Management 5 Year Plan and the costs for the fabrication and installation works together with ongoing security management of the facility by a contracted security company, be seen as a necessary over budget expenditure.

RECOMMEND

- 1. That Council endorse the recommendation from Armadale Police to lock the Memorial Park toilets overnight.**
- 2. That Council approve an over budget expenditure in the amount of \$1,592 for the fabrication and installation of steel gates to the facility and ongoing cost in the amount of \$5,000 per annum for the locking management by an external Security company.**

MOVED Cr
MOTION CARRIED/LOST ()

COUNCILLORS' ITEMS

MEETING CLOSED _____PM.