

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 MONDAY, 23 SEPTEMBER 2002, AT 7.00 PM.

A meal will be served at 6.15pm.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

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 26th August 2002, be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 18

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

- **Outstanding Matters**
Report on Outstanding Matters –Technical Services Committee..... T-1
- **Minutes from Occasional/Advisory Committees**
Armadale Gosnells Landcare Group..... T-2
- **General**
2002 Burswood Casino Classic Rally – Temporary Road Closure T-8

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

23 SEPTEMBER 2002

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SUPPLY SERVICES

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TENDER NO. 21/02 - SHREDDING OF GREENWASTE AT COUNCIL LANDFILL SITES

WARD All
FILE REF TEN/ 21/02
DATE 16 September 2002
REF BS
RESPONSIBLE MANAGER MTS

In Brief:

- Tender No. 21/02 was recently called for Shredding of Greenwaste at Council Landfill Sites
- 3 tenders were received by the specified closing time.
- The tender from Shaler Pty Ltd trading as Grass Growers has been assessed as being the most advantageous to Council.
- **Recommend:**
 - That with Tender No. 21/02, Tender for Shredding of Greenwaste at Council Landfill sites, Council accept the tender of Shaler Pty Ltd trading as Grass Growers, for the period 8th October 2002 to 7th February 2004 in accordance with their submitted tender, Council's contract documentation and budget allocation.

Tabled Items

Tender documents; tenders received; 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 Act and Tender Regulations.

Council Policy/Local Law Implications

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

Policy No. 2.1.54: Tendering and Purchasing Policy.

Budget/Financial Implications

Total current budget allocation	\$178,562
Estimated value of contract over year	\$168,700

Consultation

Nil

BACKGROUND

Greenwaste collected at the Armadale Landfill and Recycling Facility and the Roleystone Greenwaste Site from the residents, commercial operators and the Council verge collection is mulched for use off site. The previous contractor defaulted on his contract in January 2002 creating a need to call tenders.

The calling of tenders was delayed to accommodate the pending formation of the regional council and the possibility of a joint tender. For the interim period of 6 months, quotes were sought to mulch the greenwaste. It appears the time frame was optimistic and individual council tenders needed to be called until a joint tender can be formulated for the regional council.

PREVIOUS CONTRACT INFORMATION

Table 1 : Previous Contract Information

Former Contractor	Combined Mulching and Recycling Pty Ltd
Contract Type	Schedule of rates
Contract Duration	3 years
Commencement Date	1 st November 1999
Expiry Date	31 st October 2002 (contract terminated 18 Feb 2002)
Extension Permitted	No
Estimated Contract value per year	\$165,650
Rise And Fall Clause Included	No

NEW CONTRACT INFORMATION

Table 2 : New Contract Information

Contract Type	Schedule of rates
Contract Duration	16 months
Commencement Date	8 th October 2002
Expiry Date	7 th February 2004
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	15%
2.	Experience of Tenderer in supplying similar goods or completing similar projects	15%
3.	Understanding of requirement	10%
5.	Price	60%
	TOTAL	100%

TENDERS RECEIVED

Three tenders were received with one of the tenderers offering an alternative proposal. Details of tenders received are as follows:

Table 4 : Tenders Received

	UNIT RATES (m ³ mulch)			UNIT RATES (m ³ greenwaste)
	Grass Growers	Soiland	ATA Construction	ATA Construction(A)
ITEM				
shredding of greenwaste 50mm screen	\$9.50		\$17.20	
shredding of greenwaste 75mm screen	\$8.00	\$11.00		
shredding of greenwaste 100mm screen	\$7.00			
shredding of greenwaste 75x125mm screen		\$9.75		
shredding of greenwaste 150mm screen			\$8.15	
removal of greenwaste from site	\$5.00	\$13.75		
removal of 50 mm greenwaste from Armadale site			\$0.00	
removal of 150 mm greenwaste from Armadale site			\$9.00	
removal of 50 mm greenwaste from Roleystone site			\$3.90	
removal of 150 mm greenwaste from Roleystone site			\$13.00	
downsizing	\$130.00	\$140.00	\$140.00	
remove unshredded greenwaste				
Roleystone				\$19.00
Armadale				\$16.00
receive unshredded verge greenwaste at their depot				\$12.00

The tenders were evaluated against the greenwaste volumes received for 2001.

	Grass Growers	Soiland	ATA Construction	ATA Construction(A)
TOTAL excluding GST for contract using tonnes collected over 2001 prices for the shredding and removal from site				
Mulch passing 50mm screen	\$188,091		\$238,420	
Mulch passing 75mm screen	\$168,700	\$320,584		
Mulch passing 100mm screen	\$155,773			
Mulch passing 75x125mm screen		\$304,367		
Mulch passing 150mm screen			\$237,594	
Alternative tender				\$1,051,983

TENDER RANKING

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

Table 5 : Tender Ranking

Tenderer	Ranking
Grass Growers	1
Soiland	3
ATA Construction	2
ATA Construction (A)	4

The three tenderers are all experienced and recommended by their referees. Apart from price there was very little to separate them. The detailed tender assessment summary will be tabled at the meeting.

CONCLUSION

It is therefore recommended that the tender be awarded to Shaler Pty Ltd trading as Grass Growers. Their submission has satisfied the selection criteria and are ranked number one in the tender evaluation.

RECOMMEND

That with Tender No. 21/02, Tender for Shredding of Greenwaste at Council Landfill sites, Council accept the tender of Shaler Pty Ltd trading as Grass Growers, for the period 8th October 2002 to 7th February 2004 in accordance with their submitted tender, Council's contract documentation and budget allocation.

MOVED

MOTION CARRIED/LOST

ARMADALE SENIOR CITIZENS CENTRE REFURBISHMENT

WARD Armadale
FILE REF A25810
DATE 16 September 2002
REF JNG
RESPONSIBLE MANAGER EDTS

In Brief:

- Request Council to reaffirm commitment to a redevelopment of the scale of \$335,000 proposed through the Seniors Planning Process.
- Further negotiations with Dale Cottages Management proceed regarding “funding in kind”.
- **Recommend:**
 - That the Concept Plan Variation Number 1 be accepted for the redevelopment of the Armadale-Kelmscott Seniors’ Centre 2002/2003 and that the Executive Director Technical Services arrange for working drawings to be prepared and tenders to be called as soon as the full availability of all funding is confirmed.

Tabled Items

Concept Development Plan - Variation 1.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure, Implementation of Refurbishment Programmes
Refurbishment of existing building to accommodate the current and future needs of the Armadale Senior Citizens.

Legislation Implications

Building Code of Australia.

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Municipal Funding	180,000
COA Reserve Account	15,000
AK Seniors Association (to be confirmed)	10,000
Lotteries Commission Grant (to be confirmed)	130,000
Total	335,000

Consultation

Armadale Seniors Management Committee
Community Services
Dale Cottages Management
Armadale City Councillors
Engineering and Quantity Surveyor Consultants

BACKGROUND

The Seniors Plan was adopted in December 2001 by Council, which set the direction for seniors’ services in the City. This document was used as the basis for the development of seniors programs contained in the action plan adopted by Council in March 2002.

In July 2001 when Council resolved to undertake the Seniors Planning Process it was also to provide direction to the redevelopment of the Armadale Kelmscott Seniors Centre.

At its Ordinary Meeting on the 6th August 2002, Council resolved (C123/02) as follows:

1. *The Committee recommends to Council that it reconfirm the redevelopment of the Armadale Kelmscott Seniors Centre with a contribution from Council of \$180,000 for an overall budget of \$335,000.*
2. *The Management Committee of the Armadale Kelmscott Seniors Centre be advised the larger redevelopment can occur if additional funds can be sourced externally to undertake the work.*
3. *The decision be referred to Technical Services Committee for development of plans and working drawings in relation to the \$335,000 model.*
4. *An application be made to Lotteries Commission for \$130,000 towards this project for the redevelopment.*
5. *That should other funding opportunities subsequently become available, Council be prepared to review its decision as detailed in parts 1-4 of this recommendation.*

COMMENT

Following the Council recommendation above, Council Officers from Community Services and Technical Services met with the Armadale-Kelmscott Senior Citizens' Centre Management Committee on the 19 August 2002 to facilitate final agreement being reached on the exact details of the concept proposal.

A number of concept ideas were considered by the Committee and requested to be considered as further variations to original Concept Plan Variation Number 1, previously submitted to the Technical Services Committee in May 2002. These ideas included:

- Extend main hall externally to accommodate extra bowling mats (two options);
- Retain new passage behind hall to avoid traffic through main hall;
- Retain rest room adjacent to entry foyer;
- Refurbish existing Kitchen;
- Extend existing Dining room (two options);
- Create outdoor terraces and landscaped areas adjacent to existing kitchen area.

Depending on the various extensions options, the cost estimates ranged from \$336,000 to \$423,000, inclusive of consultancy fees and disbursements.

The amended plan and cost estimates were presented to the Armadale-Kelmscott Senior Citizens' Centre Management Committee on the 13 September 2002, for their consideration and direction. The Committee, subsequently confirmed that the changes should not proceed and that the Concept Plan Variation Number 1, presented to Council at its Ordinary Meeting of 6th August 2002 should be adopted. It also noted the space required for the additional bowling mats its members had requested could be accommodated in the new activity room, provided that heavy pool tables could be appropriately located. In addition, if sufficient savings were found during finalisation of construction drawings, it was requested that consideration be given to incorporating a small extension to house activity equipment.

DETAILS OF PROPOSAL

Variation Number 1, described above, allows for the requirements of the members of the Armadale-Kelmscott Seniors' Centre in that it provides for:

- Integrated indoor/outdoor areas for passive and social recreation;
- Better access to the Centre through landscaped areas;
- Internal changes which allow for better use of rooms for a wider range of activities;
- New rest room;
- Independent access, including ramp for disabled users, to kitchen and dining areas; without disturbing activities in the main hall area;
- Provision of an additional "unisex" toilet with hand basin and mirror for use by stage performers and others;
- Larger dining area;
- Integrated kiosk and kitchen with servery to both dining area and external terraces;
- Additional indoor bowling mats can be catered for within the larger activities area;
- Extension for new storage area;
- Larger activities area extending into old storage area;
- Fit-out (including air conditioning);
- Parking and Lighting alterations.

CONCLUSION

It is recommended therefore that Council proceed with the reduced Concept Plan Variation Number 1, as previously submitted to Council (tabled), at an estimated construction cost, including fees and disbursements of \$335,000, subject to the availability of funding from the Seniors Association and the Lotteries Commission.

This expenditure would be made up as follows:

Fees and disbursements	\$30,000
Construction	\$245,000
Fit out (including air-conditioning)	\$30,000
Lighting and parking	\$30,000
Total Expenditure	\$335,000

RECOMMEND

That the Concept Plan Variation Number 1 be accepted for the redevelopment of the Armadale-Kelmscott Seniors' Centre 2002/2003 and that the Executive Director Technical Services arrange for working drawings to be prepared and tenders to be called as soon as the full availability of all funding is confirmed.

MOVED

MOTION CARRIED/LOST

***REGINA ROAD AND RAVENSCROFT WAY, WESTFIELD – ROAD CLOSURE
PETITION***

WARD Westfield
FILE REF: RDR/21
DATE 12 September 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a petition, signed by 49 residents requesting a road closure between Third Avenue and Westfield Road, Kelmscott.
- Provides discussion and analysis on traffic and reported injury crashes.
- **Recommend:**
 - That with regard to the petition signed by 49 residents, requesting the closure of the Shawfield Street, Regina Road and Ravenscroft Way link between Third Avenue and Westfield Road, Council not approve of a road closure and that the petitioners be advised of Council's decision.

Tabled Items

Petition.

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

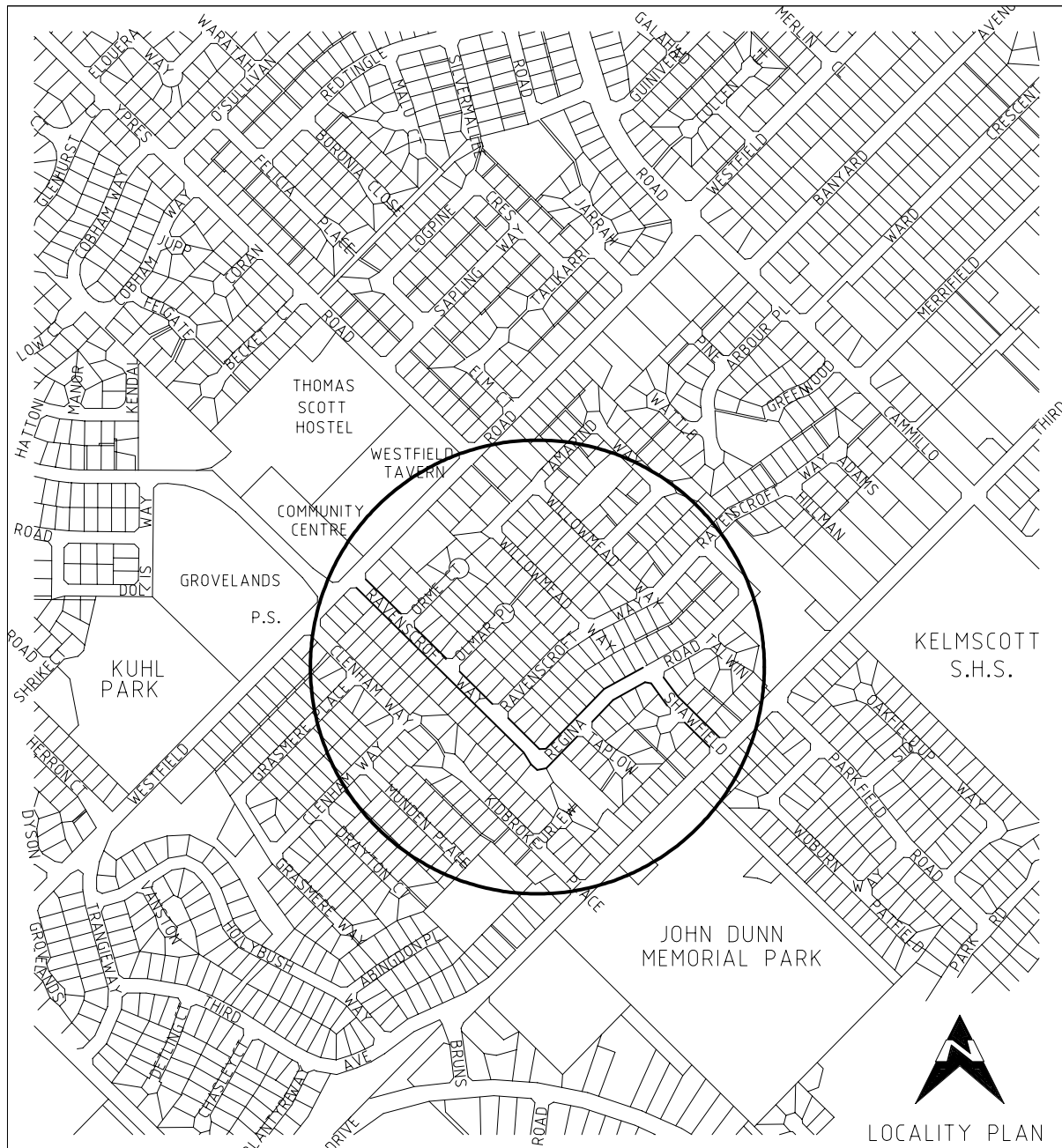
Intra-Directorate.

BACKGROUND

Council is in receipt of a petition signed by 49 residents, the prayer of which reads:

“We the undersigned urgently request immediate investigation and closure of traffic thoroughfare from Shawfield Street, to Westfield Road, via Regina Road and Ravenscroft Way.

The right angle bend in Regina Road is potently (sic) lethal with numerous accidents occurring in the past. Excessive damage to road calming devices bears witness to the inflicted danger not only to properties, but lives as well.”



COMMENT

The streets named in the petition, being Shawfield Street, Regina Road and Ravenscroft Way, provide a local link between Third Avenue and Westfield Road. All the streets in the link are classified as local access roads.

When viewing the wider local road network it can be seen that although the link is classified as local access it does nonetheless provide an important route for the local neighbourhood in travelling to and from the shops and community facilities situated on Westfield Road. This is reflected in the surveyed traffic volume of 1,400 vehicles per day, which is considered to be of a higher order volume for a local access road at the present time for the City, but is not considered unacceptable.

To effect a road closure in Regina Road at, say, the immediate south west of its intersection with Shawfield Street would:

- a) cause the migration of any identified problems in the link to the north eastern sections of Regina Road and Ravenscroft Way;
- b) leave unreasonable route alternatives for the wider local community to the shops and facilities via Cammillo Road or Champion Drive.

In the latest available three year period one reported injury crash occurred in the link. This crash involved a skateboarder travelling north west in Regina Road being side swiped by a station wagon also travelling north west on Regina Road. Although a road closure may reduce the chances of such an incident occurring in the link itself the chances of such an incident occurring in alternative north eastern sections of Regina Road and Ravenscroft Way would be increased through migration of traffic flow.

The vehicle operating speed (85th percentile) along the section of Ravenscroft Way in the vicinity of Olmar Place is 53km/h, this being considered to be at a satisfactory level when compared with the vast majority of other vehicle operating speeds surveyed on the City's local road network.

It is acknowledged that there is evidence of vehicles coming into contact with the traffic calming devices in the link, however it is considered that the devices contribute significantly to the present lower order vehicle operating speed, and to remove them would lead to a risk of the vehicle operating speed increasing.

It is considered that the traffic statistics and level of injury crash incidence do not support any further physical engineering intervention into the streets making up the link. It is considered that the problem of vehicles coming into contact with the traffic calming devices are caused by the irresponsible and anti-social behaviour of certain motorists who hold little or no regard for the safety of others or themselves. The vast majority of such motorists would be more than familiar with the layout of the streets in the link and are breaking the law by driving without due care and attention.

It is considered that the most proven effective intervention to date in dealing with irresponsible and erratic driver behaviour is through enforcement by the Police Service backed up by community supplied information.

RECOMMEND

That with regard to the petition signed by 49 residents, requesting the closure of the Shawfield Street, Regina Road and Ravenscroft Way link between Third Avenue and Westfield Road, Council not approve of a road closure and that the petitioners be advised of Council's decision.

MOVED

MOTION CARRIED/LOST

HERITAGE DRIVE, ROLEYSTONE – SAFETY ISSUES AND REQUEST FOR PATH

WARD Roleystone
FILE REF: RDH/60
DATE 12 September 2002
REF SB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Council is in receipt of correspondence and a petition relating to safety concerns with respect to vegetation, kangaroos and the need for a path.
- Discusses vegetation issues and path request.
- **Recommend:**
 - That Council acknowledge the need to significantly replace existing native vegetation with native vegetation to a height of no greater than 300mm to 500mm in the western verge area of Heritage Drive adjacent to Churchman's Bushland and that in this regard a report be provided to the October Technical Services Committee including a typical concept plan and costings and following a trial clearance of approximately 150m and the correspondents and petitioners be advised of Council's decision.
 - That Council not consider the inclusion of roadside paths in the Araluen Estate in Council's Skeletal Path Network Plan at this time and that the correspondents and petitioners be advised of Council's decision in this regard.

Tabled Items

Heritage Drive Road Safety Audit – October 2000.
Correspondence and Petition.

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

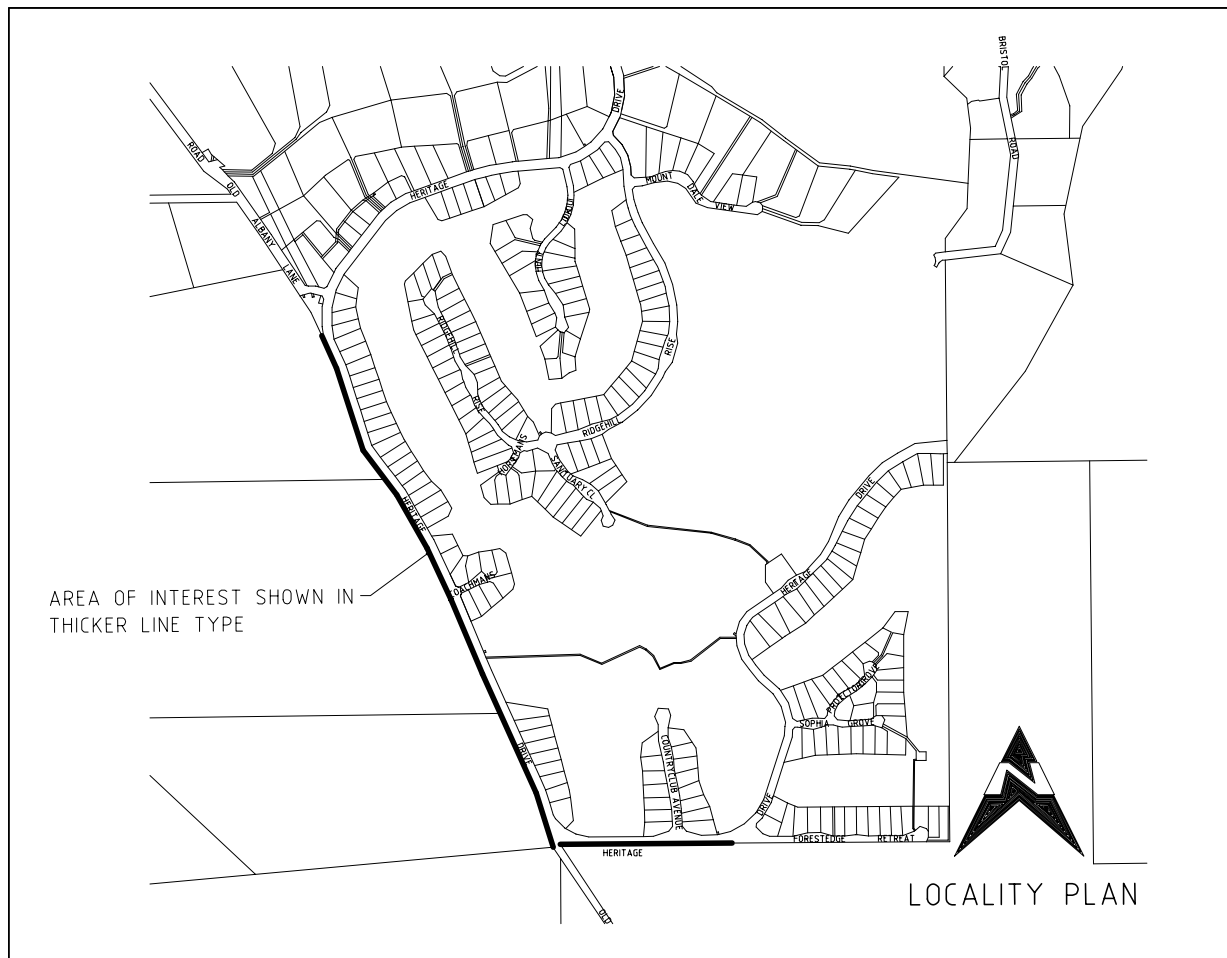
Nil.

Consultation

Key staff across Council Directorates, including the Environmental Officer.

BACKGROUND

Council is in receipt of a letter from the President of the Araluen Estate Progress Association, 6 letters from individuals and a petition with 60 signatories regarding safety concerns along Heritage Drive with respect to vegetation and the need for a path.



COMMENT

It is acknowledged that the correspondence and petition received tie in and relate the clearance of vegetation with the construction of a path, however the two issues are considered to be separate and each issue therefore is dealt with in this report in its own right.

Vegetation

The native vegetation along Heritage Drive in the verge area adjacent to Churchman's Bushland (the Bushland) is not reflective of the understorey in the Bushland, which naturally occurs to a height of around 0.5 metre.

The roadside vegetation was established through development of the area and is 2 to 3 metres in height, is dense and grows right up to the road side requiring annual pruning to keep the roadway clear.

It is reasonable to assume that the verge area will be occupied by large fauna such as kangaroos. It is also reasonable to assume that pedestrians will traverse the verge area when venturing into the Bushland from the residential properties adjacent.

The posted speed limit in Heritage Drive is 50km/h. The distance required to stop a vehicle at this speed is generally 28 metres but this is dependant on many factors including the individual drivers and vehicles involved and the road and weather/lighting conditions prevailing at the time.

The surveyed vehicle operating speed (85th percentile) in this section of Heritage Drive is 63km/h. The distance required to stop a vehicle at this speed is generally 47 metres again being dependant on many factors.

The forward visibility provided to the verge area in Heritage Drive adjacent to the Bushland for north bound vehicles is mostly virtually zero metres.

At 52km/hr studies in Australia have shown that a collision between a vehicle and a pedestrian will probably result in fatal injuries being sustained by the pedestrian.

It is considered that zero metres forward visibility to the verge area is unacceptable. The risk created by the presence of the vegetation far outweighs any positive calming effect that it may have through vertical displacement, upon any passing vehicle speed. A safer environment would prevail at a speed of 60km/h with appropriate forward visibility provided, than would prevail at a speed of 50km/hr with no visibility provided.

Removal of vegetation could be undertaken selectively to leave in place certain shrubs and young trees, where these would not adversely affect forward visibility or would only present a momentary obstruction in the sight line, as is typically presented by a street tree or power pole.

Removal of the vegetation will lead to the potential for weed infestation and it is therefore considered that the verge area would require re-seeding with native species that would grow to a height of no greater than 300mm to 500mm in height.

It is considered that significant replacement of the existing vegetation with lower native vegetation is required as in this regard a further report will be presented to the October Technical Services Committee providing a typical concept plan and costings and following a trial clearance of approximately 150m.

Pathways

The benefits provided by any roadside path constructed in the Araluen Estate would have a greater recreational value than a transport value.

The safety of pedestrians is an issue on the vast majority of streets within the City.

Council is presently embarked upon a programme of works to construct a 'Skeletal' Path Network throughout the City of Armadale area. The programme was developed between 1997 and 2000 and was reviewed on a number of occasions by Council prior to final adoption.

The method of determining the Skeletal Path Network was based almost entirely upon transport benefits ie. walking access to shops and schools, commuting, interface with other transport modes and links to other paths.

The Skeletal Path Network accounts for approximately 20% of the ultimate desirable path network and will take until at least 2010/11 to complete at the present level of funding.

Although it is desirable for the City and the community to have a roadside path network constructed in Heritage Drive and the Araluen Estate, unfortunately no streets in the Estate are listed on the path construction programme.

As discussed above, paths listed on the programme form part of the Skeletal network of paths and have been listed as having the greatest need.

The Araluen Estate would form part of the City's final path network and will ultimately be considered for inclusion into the path construction programme.

RECOMMEND

- 1. That Council acknowledge the need to significantly replace existing native vegetation with native vegetation to a height of no greater than 300mm to 500mm in the western verge area of Heritage Drive adjacent to Churchman's Bushland and that in this regard a report be provided to the October Technical Services Committee including a typical concept plan and costings and following a trial clearance of approximately 150m and the correspondents and petitioners be advised of Council's decision.**

- 2. That Council not consider the inclusion of roadside paths in the Araluen Estate in Council's Skeletal Path Network Plan at this time and that the correspondents and petitioners be advised of Council's decision in this regard.**

MOVED

MOTION CARRIED/LOST

CANNING ROAD, KARRAGULLEN - RECLASSIFICATION

WARD Roleystone
FILE REF: RDC/40
DATE 6 September 2002
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advice received from MRWA that reclassification of Canning Road, Karragullen will not be investigated until 2005.
- Requests confirmation from Council to resurface Canning Road as part of the 2002/2003 Works Programme.
- **Recommend:**
 - That Council confirm its intention to resurface Canning Road, Karragullen in the 2002/2003 Civil Works resurfacing programme.
 - That Council advise the Commissioner of Main Roads Western Australia of its disappointment regarding proposed delays in the assessment of the reclassification of Canning Road, Karragullen and that should the reclassification eventuate in the future it will be seeking compensation for resurfacing works which have been carried out.

Tabled Items

Correspondence from MRWA.

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

Main Roads Western Australia.

BACKGROUND

At its Ordinary Meeting on 23rd April 2002, Council resolved (T37/01) as follows:

“That Council advise Main Roads Western Australia that it agrees in principle to the reclassification of Canning Road subject to a final decision being made after the completion of the proposed Regional Road Network.”

This recommendation related to advice received from MRWA that Canning Road from Brookton Highway to Welshpool Road was to be used as a recommended Freight Route, in particular for grain trucks travelling towards Forrestfield/Kewdale.

As a result of the recommendation discussions took place at officer level with representatives from the Shire of Kalamunda and a joint request was forwarded to MRWA with a view to having the road reclassified as a main road.

COMMENT

Since the date of that request, officers have been regularly following the matter up with MRWA seeking a decision on the matter. Initially advice was received that whilst operational staff were in favour of the reclassification the MRWA planning staff felt that the it should be considered from a wider planning context and that a separate report would be prepared in this regard.

This process also became very protracted as MRWA advised that other priorities were preventing the completion of the proposed planning study. Again, following staff requests for a decision on the matter, a response was received during May 2002 that indicated that “Main Roads no longer intends to conduct this (ie. the planning) study as the responsibility for such studies now rests with the Department for Planning and Infrastructure (DPI). At this stage I am unable to advise on DPI’s intention regarding the study.” The correspondence goes on to advise that the Commissioner has resolved that the reclassification of local roads and state roads would be deferred pending the outcome of the “State Road Funds to Local Government Agreement” review, which is due to take place in the second half of 2005.

When Council’s original decision to seek reclassification was made resurfacing works on Canning Road were removed from the resurfacing programme. Since that time however a further three years have elapsed and the road is now in need of attention. As a result of this, when the above advice was received from MRWA, the works were reintroduced into the resurfacing programme for 2002/2003.

The purpose of this report is to seek Council’s confirmation that the resurfacing works should proceed at an estimated cost \$60,900 as included in the 2002/2003 Civil Works Programme.

RECOMMEND

- 1. That Council confirm its intention to resurface Canning Road, Karragullen in the 2002/2003 Civil Works resurfacing programme.**
- 2. That Council advise the Commissioner of Main Roads Western Australia of its disappointment regarding proposed delays in the assessment of the reclassification of Canning Road, Karragullen and that should the reclassification eventuate in the future it will seek compensation for resurfacing works which have been carried out.**

MOVED
MOTION CARRIED/LOST

ROLEYSTONE THEATRE CARPARK

WARD Roleystone
FILE REF A163270
DATE 28 August 2002
REF SA
RESPONSIBLE MTS
MANAGER

In Brief:

- The upgrading of parking facilities at the Roleystone Theatre is scheduled in the Five Year Programme to take place in 2005/06. Many of the members of the Theatre have approached Council requesting consideration be given towards bringing this project forward on the Programme.
- **Recommend:**
 - That the upgrade of the Roleystone Theatre carpark, at an estimated cost of \$141,200, be included in the first year (ie. 2003/04) of the Civil Works Five Year Programme when it is next updated.
 - That the Roleystone Theatre Committee be advised that the upgrade of the carpark is to be considered for inclusion in the first year (ie. 2003/04) of the Civil Works Five Year Programme when it is next updated.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

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

Council Policy/Local Law Implications

Assessment of Policy/Local Law has not revealed any restrictions.

Budget/Financial Implications

The upgrade to the parking facilities at the Roleystone Theatre is listed in Councils Five Year Programme for the 2005/06 financial year. An amount of \$65,000 is the figure listed in the Programme

Consultation

Members of the Roleystone Theatre, Manager Recreational Services.

BACKGROUND

In conjunction with the Roleystone Theatre, Council recently purchased a portion of land adjacent to the theatre for the future upgrade of the existing parking facilities.

The proposed upgrade or extensions to the carpark have been included in Council's Five Year Programme, currently listed for the year 2005/06 and the Theatre Secretary has been advised of this. In response to the advice, a large proportion of the Roleystone Theatre members have

written to Council stating that the programmed date is unacceptable due to the current dangers associated with the existing carpark.

The members state that the existing carpark is significantly undersized and as a result they are compelled to park across the road in the Congregational Church car park on the corner of Croyden Road and Brookton Highway. This obviously makes it necessary to cross the Brookton Highway, often in darkness, without pedestrian facilities. The existing crossover into the Theatre carpark is also positioned in an undesirable location, close to a bend in Brookton Highway. Modifications to the carpark facilities will provide the opportunity to construct a new crossover in a safer location.

The members state in their letters that this carpark should have higher a priority and as such should be brought forward in the Five Year Programme.

COMMENT

The following carparks and their intended construction dates are currently listed in the Five Year Programme:

CARPARK	FINANCIAL YEAR	TOTAL COST
Fancote Park	2002/03	\$10,000
Pries Park	2003/04	\$73,000
Gwynne Park	2004/05	\$30,000
Roleystone Theatre	2005/06	\$65,000
Alfred Skeet Oval	2006/07	\$40,000

Council’s Manager Recreation Services has confirmed that there is an opportunity of modifying this programme to bring forward the Roleystone Theatre carpark. The Manager Recreation Services advises that there is a possibility that the ARKS Rugby League Club will be relocating from Pries Park to Gwynne Park in the near future. If this eventuates, there will be no need to upgrade parking at this oval or at least to the extent covered within the allocated \$73,000. It should be noted that discussions are only in a preliminary phase, however the Manager Recreation Services also endorses the Roleystone Theatre members’ comments that parking at the Theatre, from a safety and recreational perspective is considered to be of higher priority than Pries Park, even if the ARKS Rugby League Club is not relocated.

The preliminary design of the carpark as shown on Drawing 02-65 (**see over**) allows for 71 new bays. This is considered to be the maximum number of carparking bays possible to fully utilise the available area. Preliminary discussions with Theatre members indicate that all of these bays will be required to adequately accommodate Theatre patrons.

CONCLUSION

Due to a higher priority for safety and recreational reasons, Technical and Recreational Services staff agree that the Five Year Programme should be modified such that the Roleystone Theatre carpark be brought forward ahead of Pries Park. As there are some issues to be further resolved in regards to the future of the ARKS Rugby Club, it is recommended that the upgrade of the carpark at Pries Park remain in the Five Year Programme. It is however suggested that the two carparks be switched to allow for the Roleystone Theatre carpark to be upgraded during the 2003/04 financial year.

A review of the Five Year Programme is scheduled to take place in December of this year and it is recommended that the Carpark Upgrade Programme be modified accordingly at this time. As an indication, the anticipated shortfall amount of \$70,300 could be provided by deferring the reconstruction of Rock Crescent, Roleystone, currently listed in the Five Year Programme for 2003/04 until the following year.

RECOMMEND

- 1. That the upgrade of the Roleystone Theatre carpark, at an estimated cost of \$141,200, be included in the first year (ie. 2003/04) of the Civil Works Five Year Programme when it is next updated.**
- 2. That the Roleystone Theatre Committee be advised that the upgrade of the carpark is to be considered for inclusion in the first year (ie. 2003/04) of the Civil Works Five Year Programme when it is next updated.**

MOVED

MOTION CARRIED/LOST

TENDER 25/02 – SUPPLY, DELIVERY AND FITTING OF TYRES AND ASSOCIATED SERVICES

WARD All
FILE REF: TEN/25/02
DATE 17 September 2002
REF JC
RESPONSIBLE MANAGER MTS

In Brief:

- The City of Armadale purchases tyres and associated services, such as wheel alignments, through a contract, which is tendered regularly.
- **Recommend:**
 - That in accordance with Tender No 25/02 – Tender for the Supply, Delivery and Fitting of Tyres and Associated Services, Council accept the tender of Taylor Tyres for the period 14th October 2002 to 30th June 2004 in accordance with their submitted tender, Council’s contract documentation and budget allocation.

Tabled Items

Tender documents; tenders received; 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 Act and Tender Regulations

Council Policy/Local Law Implications

Assessment of Policies/Local Laws indicates that the following are applicable: -
Tendering and Purchasing Policy

Budget/Financial Implications

A sum of \$54,000 has been budgeted in the 2002/2003 budget for Tyres.

Consultation

Nil.

BACKGROUND

Tenders were called for “Supply, Delivery and Fitting of Tyres and Associated Services” Tender No 25/02, a contract that is scheduled to carry on for a period of 21 months. Submissions from four tenderers were received, all of which are experienced companies located in Perth. The companies are Bridgestone, Burns Bros Tyre Service, Taylor Tyres Pty Ltd and Beaurepaires, who are the current contractors.

The tender includes six schedules as listed within the Schedule of Rates. The schedule included:-

- A Cars/Light Fleet - Tyres and Tubes.
- B Heavy Fleet - Tyres and Tubes.

- C Cars/Light Fleet - Cost of Tyre Services.
- D Heavy Fleet - Cost of Tyre Services.
- E Emergency Call Outs.
- F Wheel Alignments.

DETAILS OF PROPOSAL

The contract is split into six schedules to provide an opportunity for smaller, local companies to tender on the light vehicle and passenger tyres. However, no small tyre companies submitted tenders, with tenders only received from large Australia wide companies.

Below is a list of each schedule and a brief description of what is required under the contract.

Schedule A

Schedule A called for the supply, delivery and fitting of tyres and tubes for cars and light fleet vehicles.

Schedule B

Schedule B called for the supply, delivery and fitting of tyres and tubes for Heavy fleet vehicles.

Schedule C

Schedule C called for the cost of tyre services for cars and light fleet vehicles.

Schedule D

Schedule D called for the cost of tyre services for heavy fleet vehicles.

Schedule E

Schedule E called for the cost of Emergency callouts.

Schedule F

Schedule F called for the costs of wheel alignments.

EXISTING CONTRACT INFORMATION

Table 1 : Existing Contract Information

Current Contractor	Beaurepaires
Contract Type	Schedule of Rates
Contract Duration	1 Year
Commencement Date	1 st July 2001
Expiry Date	30 June 2002
Extension Permitted	No
Estimated Contract value per year	\$58,367
Rise And Fall Clause Included	No

NEW CONTRACT INFORMATION

Table 2 : New Contract Information

Contract Type	Schedule of Rates
Contract Duration	21 Months
Commencement Date	15 October
Expiry Date	30 June 2004
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 in supplying goods and services and Tenderers experience in performing the work required	35%
2.	Understanding of requirement	15%
3.	Price	50%
	TOTAL	100%

TENDERS RECEIVED

The tables below give an estimated summary of the tender prices (excluding GST) for each schedule using 2001/2002 usage figures. These figures may vary marginally year by year depending on the age of the fleet and differing usage patterns but do provide a benchmark to analyse the tender.

Table 4 : Tenders Received

Company	Schedule						TOTAL
	A	B	C	D	E	F	
Beaurepaires	\$6,727	\$36,519	\$255	\$1,150	\$437	\$1,424	\$46,512
Burns Bros Tyre Service	\$5,166	\$38,790	\$312	\$1,164	\$446	\$743	\$46,621
Bridgestone	\$5,535	\$40,411	\$413	\$183	\$535	\$668	\$47,745
Taylor Tyres Pty Ltd	\$6,414	\$38,547	FOC	\$79	\$365	\$1141	\$46,546

TENDER RANKING

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

Table 5 : Tender Ranking

Company	Ranking
Taylor Tyres Pty Ltd	1
Beaurepaires	2
Burns Bros Tyre Service	3
Bridgestone Australia Ltd	4

Taylor Tyres is estimated to provide the second lowest priced tender (based on actual 2001/2002 tyre usage figures), being \$34 greater than the lowest price. They are ranked number one on the selection criteria however because they are supplying Michelin tyres which have a lower cost per kilometre than other tendered tyres. This means that future years tyre expenditure will be reduced.

Also Taylor Tyres are offering a high level of service, are quality assured, which includes an Operational Procedure, Total Expenses Report, Tyre Inspection Report and a CPK (Cost per kilometre) Report. An additional service offered by Taylor Tyres is a Fleet Tyre Management Program.

Taylor Tyres are a large established company with a sound record of achievement who are currently servicing the City of Gosnells, City of Belmont and Western Metropolitan Council Group.

Taylor Tyres were highly recommended for their excellent service and quality reporting systems, by the City of Gosnells and City of Belmont.

CONCLUSION

Taylor Tyres scored the highest points in the selection criteria and are offering two additional services, and all fittings at no cost. They are a well-established company who are offering quality services at the second lowest estimated cost and are supplying Michelin tyres. It is therefore recommended that in accordance with Tender No. 25/02 Tender for the supply delivery and fitting of tyres and associated services, Council accept the tender of Taylor Tyres.

RECOMMEND

That in accordance with Tender No 25/02 – Tender for the Supply, Delivery and Fitting of Tyres and Associated Services, Council accept the tender of Taylor Tyres for the period 14th October 2002 to 30th June 2004 in accordance with their submitted tender, Council's contract documentation and budget allocation.

MOVED

MOTION CARRIED/LOST

LATE ITEMS

COUNCILLORS' ITEMS

MATTERS REQUIRING CONFIDENTIAL CONSIDERATION

See item at Page 29.

MEETING CLOSED _____ PM.