

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, 9 DECEMBER 2002, 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 25th November 2002, be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 23/02

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

- **Outstanding Matters**
Report on Outstanding Matters –Technical Services Committee...T-1
- **General**
Bungendore Park Management Committee MinutesT-2
Resource Recovery Rebate Scheme Results For Period 6T-7

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.

I N D E X

TECHNICAL SERVICES COMMITTEE

9 DECEMBER 2002

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AMENDED OPENING TIMES FOR ROLEYSTONE GREENWASTE SITE

WARD All
FILE REF: A177540
DATE 28 November 2002
REF BS
RESPONSIBLE MTS
MANAGER

In Brief:

- **Recommend:**
- That the Roleystone Greenwaste Site opening hours be amended to 8:00am to 4:45pm Saturday and Sunday

Tabled Items

Other Council's Landfill site opening times.

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

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

\$12,000 savings.

Consultation

Nil.

BACKGROUND

The Roleystone Greenwaste Site is open Saturday, Sunday and Monday each week from 8:00am to 5:30pm. Over the last two and a half years from April 2000, the number of entries to the site has been recorded daily. On average there are 3,200 entries per year with daily averages as follows:-

	Maximum	Minimum	Average
Saturday	101*	0	24.13
Sunday	81*	4	22.16
Monday	44*	1	12.90

* Bulkbin weekend in December 2000 in the second year of verge pickups.

Closing at 5:30pm means the gatekeeper is locking up in the dark during winter. In the rare event someone arrives as the gates are closing, unloading occurs with the aid of headlamps and it can be 6:00pm before the gatekeeper leaves the site.

The costs and income for the site are as below:

INCOME	
Tip pass reimbursement	\$30,000
Cash	\$4,500
Total income	\$34,500
EXPENDITURE	
Gatekeeper	\$30,000
Bulkbin weekends	\$15,000
Mulching	\$11,000
Area maintenance	\$4,000
Total expenditure	\$60,000
Subsidy	\$25,500

DETAILS OF PROPOSAL

It is proposed to reduce the number of hours that the Roleystone Greenwaste Site remains open. It is intended to bring the opening hours in line with the Armadale Landfill Site and close the gates at 4:45pm with clearance of the site by 5:15pm. It is also proposed to close the site on Mondays because of the lack of patronage.

COMMENT

The Armadale Landfill Site closes at 4:45pm and has experienced only minimal problems with people arriving late at the gate. Closing the gates at 4:45pm means most people are clear of the site by 5:00pm and occasionally 5:15pm. The gatekeeper at Roleystone has reported many days where nobody has used the site during the last hour. Bringing the closure time of Roleystone in line with Armadale will cause minimal inconvenience

An average of 13 residents deposit greenwaste at the site on Mondays. This is equivalent to one entry every 45 minutes. There have been several days when only one resident has used the facility. The site is under utilised on Mondays and should be considered for closure. Even on Saturday and Sunday the average is only 24 and 22 respectively. The Monday closure will only marginally increase the numbers on Saturday and Sunday, and can be easily accommodated.

It has been estimated that if the site was to close on Mondays and the closing time changed to 4:45pm there would be a saving of approximately \$12,000 per annum from the reduced gatekeeper fees and bulkbin weekend costs thus halving the subsidy.

RECOMMEND

That the Roleystone Greenwaste Site opening hours be amended to 8:00am to 4:45pm Saturday and Sunday.

MOVED Cr
MOTION CARRIED/LOST

CANNING ROAD, KARRAGULLEN – RESURFACING

WARD Roleystone
FILE REF: RDC/40
DATE 27 November
2002
REF LP
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advises of correspondence from Main Roads WA stating that they are not prepared to contribute to the resurfacing of Canning Road.
- **Recommend**
 1. That Council confirm the resurfacing of Canning Road as part of the 2002/2003 Civil Works resurfacing programme at a cost of \$60,900.
 2. That Council advise the Minister for Planning and Infrastructure of its disappointment that Canning Road will not be classified as a 'Main Road' for heavy vehicle haulage and advise its disappointment at Main Roads WA unwillingness to contribute funds towards resurfacing costs, given the heavy haulage component of the traffic make up on Canning Road.
 3. That Council advise the Shire of Kalamunda that Canning Road has not been included in the City of Armadale's 'Notice' road network for long vehicles and therefore any vehicle longer than 19.5m may not receive City of Armadale approval to use this route.

Tabled Items

Nil.

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

An amount of \$60,900 has been allocated in Schedule M81 in the 2002/03 Budget.

Consultation

Main Roads Western Australia.

BACKGROUND

At its Ordinary Meeting of 4th November 2002, Council resolved (T118/02) as follows:

- “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 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.*

COMMENT

On the 10th October 2002, Council sent correspondence to Main Roads WA seeking funding towards the resurfacing works on Canning Road and advising of its disappointment that Canning Road has not been classified as a 'Main Road'. The following Main Roads WA response has been received:

"I refer to your letter of 10 October 2002 seeking Main Roads financial assistance towards resurfacing the section of Canning Road within the City of Armadale.

While Main Roads would like to assist the City with this request, there are many high priority State-wide demands on our funds and there is insufficient funding available to undertake all desired improvements to the road network. Regretfully, because of these funding constraints it is not possible for Main Roads to allocate any State funds towards the planning resurfacing of this local road."

Further verbal advice from Main Roads WA stated that, even if Canning Road is gazetted as a 'Main Road' at some point in the future it is considered that the resurfacing works will be Council's responsibility as the road deterioration occurred during Council's ownership.

At its Ordinary Meeting on 2 December 2002, Council resolved (T136/02) to adopt a list of 'Notice' roads for heavy haulage. It should be noted that Canning Road has not been included in Council's proposed "Notice" network for long vehicles. Once the "Notice" network is established and operational any vehicle over 19.5 metres in length will require Council approval prior to the issuing of a permit to travel along Canning Road.

RECOMMEND

1. **That Council confirm the resurfacing of Canning Road as part of the 2002/2003 Civil Works resurfacing programme at a cost of \$60,900.**
2. **That Council advise the Minister for Planning and Infrastructure of its disappointment that Canning Road will not be classified as a 'Main Road' for heavy vehicle haulage and advise its disappointment at Main Roads WA unwillingness to contribute funds towards resurfacing costs, given the heavy haulage component of the traffic make up on Canning Road.**
3. **That Council advise the Shire of Kalamunda that Canning Road has not been included in the City Of Armadale's 'Notice' road network for long vehicles and therefore any vehicle longer than 19.5m may not receive City Of Armadale approval to use this route.**

CHAMPION DRIVE – DUAL CARRIAGEWAY

WARD Westfield/Seville
FILE REF: RDC/18
DATE 22 November 2002
REF SA
RESPONSIBLE MANAGER MTS

In Brief:

- To commence works towards the upgrade of Champion Drive to a dual carriageway, permission to enter a portion of land on the corner of Lake Road and Champion Drive which is currently being acquired from the Education Department is required. The Education Department has agreed but seeks to be indemnified against any costs or claims resulting from the works.
- **Recommend:**
 - That Council indemnify the Education Department against any costs or claims resulting from the proposed road widening on the portion of land within Reserve 39069, as shown on Drawing No. 02-88.

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

Nil.

Consultation

Education Department.

BACKGROUND

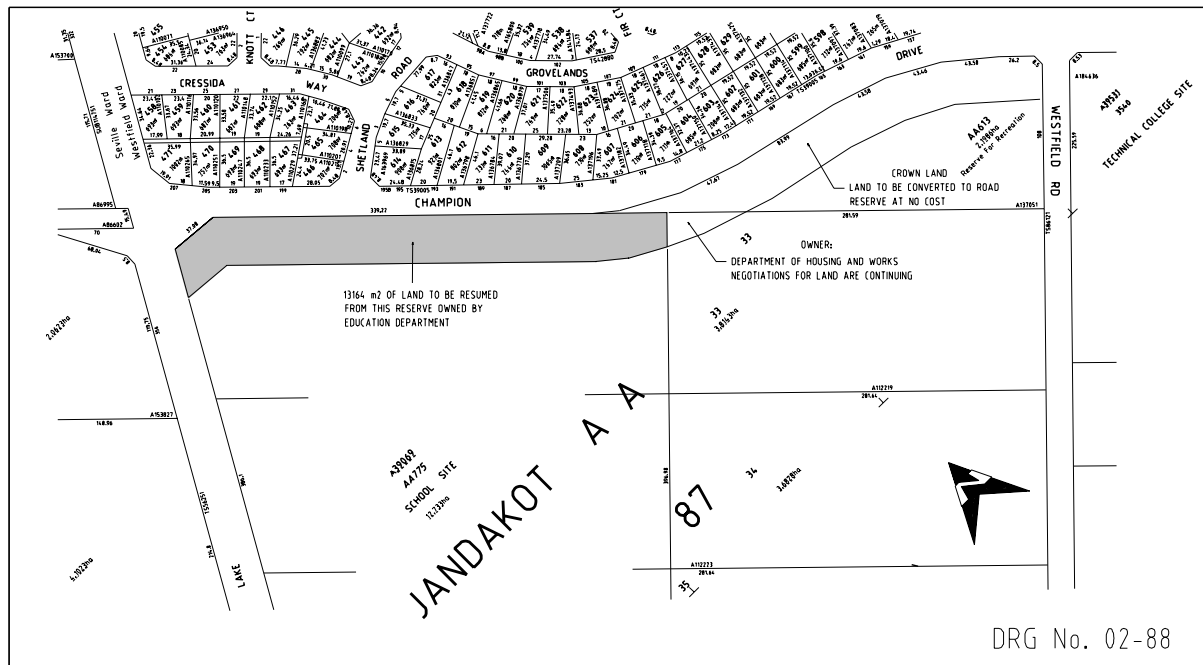
Investigations into the purchase of numerous portions of land to facilitate the widening of Champion Drive are continuing. Technical Services have approached the Minister for Planning and Infrastructure to clarify whether Council needs to pay for a number of these properties, considering that they are owned by other Government Organisations such as the Education Department i.e. the land on the corner of Champion Drive and Lake Road (Reserve No. 39069) is vested in the Education Department.

COMMENT

Whilst a resolution to this matter should be reached within the next few weeks, entrance onto this corner property to begin installing stormwater drainage pipes and the relocation of boundary fences for the road widening is now necessary. Council Staff have approached the Education Department seeking permission to enter the land and commence works. Verbal advice from the Education Department in response suggests that permission to enter the land will be given, however they will need to be indemnified against any costs or claims resulting from Council's intended works.

CONCLUSION

It is therefore recommended that Council agree to indemnify the Education Department against any costs or claims resulting from the proposed works on the portion of land within Reserve 39069, shown on the plan (Drawing No. 02-88) below.



RECOMMEND

That Council indemnify the Education Department against any costs or claims resulting from the proposed road widening on the portion of land within Reserve 39069, as shown on Drawing No. 02-88.

MOVED Cr
MOTION CARRIED/LOST

**** NICHOLSON ROAD / WARTON ROAD INTERSECTION**

WARD Forrest
FILE REF: ENG/23
DATE 26 November 2002
REF SA
RESPONSIBLE MTS
MANAGER

In Brief:

- A report providing background for the successful applications for Blackspot funding for the intersection of Nicholson and Warton Road was presented to Council at its 4 November, 2002 meeting.
- The Technical Services Committee discussed the alternative treatments at this site and concluded that a roundabout is the preferred treatment, as compared to modifying the traffic signals.
- This report provides further information in terms of funding and possible contributions to be made by neighbouring Councils.
- **Recommend:**
 1. That the construction of a roundabout at the Nicholson Road/Warton Road intersection be selected as the treatment for the State Blackspot Programme in preference to the traffic light channelization funded under the State Federal Scheme.
 2. That schedule M81 Civil Construction - MRWA Blackspot State (G/L 179294) be modified to include the one third component i.e., \$165,667 for the roundabout. The required funds be transferred from Wymond Road (Schedule M81) budget \$377,500, leaving the Wymond Road budget with \$211,833.
 3. That a report be presented to Council once the three other Councils have Agreed/Disagreed with contributing towards the construction of the roundabout

Tabled Items

Nil.

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

To proceed with the roundabout, it will be necessary to transfer funds within the current budget to obtain the required \$165,667. The three bordering Councils involved have been asked to assist with this contribution, however these contributions will not be available until 2003/04.

Consultation

Cities of Cockburn, Gosnells and Canning.

BACKGROUND

At its Ordinary Meeting held on 4 November 2002, Council resolved T128/02 as follows:

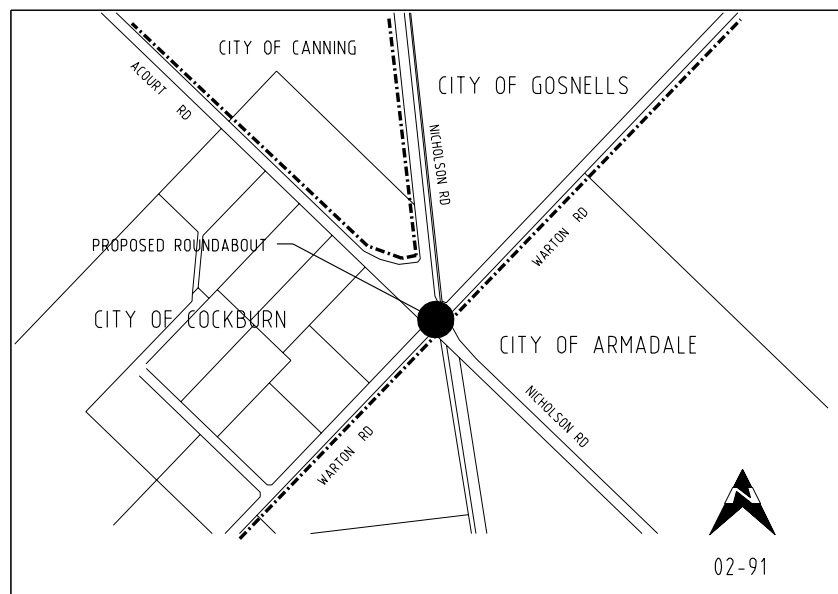
“That the issue of Blackspot Funding for the intersection of Nicholson Road / Warton Road be recommitted to the December Technical Services Committee. “

At the previous Committee meeting, concerns were raised regarding altering the traffic signals as per the successful Federal Blackspot submission. The Committee were of the opinion that the construction of a roundabout to replace the existing traffic signals would in fact be a safer treatment at this intersection.

COMMENT

As previously reported, the Blackspot submission for the roundabout option was made under the State Programme. As a result, the successful Local Government Authority is required to contribute one third of the total cost of construction, whilst the State Government funds the remaining two thirds. The total estimated cost of constructing the roundabout is \$497,000, of which \$165,667 is the one third component to be funded by Council. However, as this intersection forms a boundary for three other Councils, i.e. the Cities of Cockburn, Gosnells and Canning, it is considered that these Councils also be requested to contribute towards the one third contribution.

Since the last Committee meeting, the three other Councils have been requested to provide funding in their respective 2003/04 budgets. The following break down of funds was calculated as the fairest, considering the impact the works will have on each City.
(Refer to diagram below Drawing No. 02-91 illustrating the Municipal Boundaries).



- The City of Armadale contributes the amount of \$85,667.
- The Cities of Gosnells and Cockburn each contribute 22% towards the intersection i.e. \$35,000.
- The City of Canning contributes the remaining \$11,000.

In the letter to each Council requesting their contribution, it was outlined that the works are programmed to commence this current financial year and it is understandable that they would not have provision in their current 2002/03 budgets for these contributions. As a result, the City of Armadale will fund the total one third contribution i.e. \$165,667 in order to complete the project this year, as per the grant. It would then be anticipated that the three Councils provide their contributions to the City of Armadale in the next financial year i.e. 2003/04. The Cities were also advised that if they were not able to contribute, it was unlikely that Council would be able to carry out construction of the roundabout.

As yet formal confirmation from each Council committing the required funds has not been given. Staff from all three Cities have advised that they will endeavour to present reports to their respective Councils within the next month or so. Realistically therefore, a decision from the other Councils as to their willingness to contribute may not occur until early next year.

If a roundabout is to be constructed this financial year, the detailed design component, which includes determining land resumptions and relocation of services needs to be undertaken immediately. Physical works on site would need to commence by March / April 2003 in order to complete the project by June 2003.

CONCLUSION

To this end, it is proposed to commence with the design of a roundabout so that construction can commence early in the New Year. It is also recommended that the required \$165,667 be made available within the current budget to cover the one third contribution. It is proposed to transfer the required \$165,667 from the Wymond Road project (Budget allocation \$377,500). The remaining amount of \$211,833 will be used to reconstruct the required sections of road considered to be the most important this year. The remaining works will be completed in 2003/04.

RECOMMEND

- 1. That the construction of a roundabout at the Nicholson Road/Warton Road intersection be selected as the treatment for the State Blackspot Programme in preference to the traffic light channelization funded under the State Federal Scheme.**
- 2. That schedule M81 Civil Construction - MRWA Blackspot State (G/L 179294) be modified to include the one third component i.e., \$165,667 for the roundabout. The required funds be transferred from Wymond Road (Schedule M81) budget \$377,500, leaving the Wymond Road budget with \$211,833.**
- 3. That a report be presented to Council once the three other Councils have Agreed/Disagreed with contributing towards the construction of the roundabout.**

**** ABSOLUTE MAJORITY REQUIRED**

MOVED Cr

MOTION CARRIED/LOST

RIVER ROAD, KELMSCOTT – PETITION TO RELOCATE FOOTPATH FOLLOW UP REPORT

WARD Kelmscott
FILE REF: RDR/6
DATE 27 Nov 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- This is a follow up report as required by T46/02 which in part reads:
“That the issues raised by the petitioner be monitored for a period of six months with a report being provided to the November Technical Services Committee.”
- **Recommend:**
 - That Council receive the information presented on the River Road path local alignment and visibility improvements undertaken near Brookton Highway.

Tabled Items

Nil.

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 Petitioner, Ward Councillor.

BACKGROUND

At its Ordinary Meeting on 6 May 2002, Council resolved (T46/02) as follows:

1. *“That Council approve of local alignment and visibility improvements to the footpath in River Road, Kelmscott near the Brookton Highway to assist path users and adjacent residents to avoid conflict with one another, that the necessary work, estimated to cost \$500 be funded from the Community Safety Works account and that the main petitioner be advised of Council’s decision.*
2. *That the issues raised by the petitioner be monitored for a period of six months with a report being provided to the November Technical Services Committee.”*

The second part of recommendation T46/02 calls for a report that reviews the six month period following completion of the improvements.

The works were completed towards the end of June 2002 and since that time the main petitioner has not approached either the City or its Councillors with further concerns.

Contact was made with the main petitioner who appeared generally content stating that the problems experienced have “eased off” since the local alignment and visibility improvements works were completed.

It is considered that no further action is required in dealing with this section of pathway in River Road other than to monitor as part of the path network as a whole.

RECOMMEND

That Council receive the information presented on the River Road path local alignment and visibility improvements undertaken near the Brookton Highway.

MOVED Cr
MOTION CARRIED/LOST

SHETLAND ROAD, WESTFIELD – PATH REQUEST

WARD Westfield
FILE REF: RDS/11
DATE 28 November 2002
REF SB
RESPONSIBLE MTS
MANAGER

In Brief:

- Council is in receipt of a petition signed by the residents of Shetland Road, Westfield requesting the construction of a path in Shetland Road.
- Discusses the local and area wide path network.
- **Recommends:**
 1. That Council approve of the construction of a 2.0 metre wide shared path in Shetland Road, Westfield as part of the accommodation works in the Champion Drive dual carriageway project.
 2. That the main petitioner 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

Pathway link to be constructed by accommodation into the Champion Drive dual carriageway project.

Consultation

Intra-directorate.

BACKGROUND

Council is in receipt of a petition signed by the residents of Shetland Road, Westfield requesting the construction of a path in Shetland Road.

Below is a plan of Shetland Road and the immediate surrounding area.



DISCUSSION

Running along the eastern verge of Grovelands Drive is a 2.0 metre wide shared path. As a component of the Champion Drive dual carriageway project it is proposed to construct a 2.5 metre wide shared path in the eastern verge which will link into the Lake Road shared path and ultimately link into the Principle Shared Path to be constructed as a component of the Tonkin Highway extension.

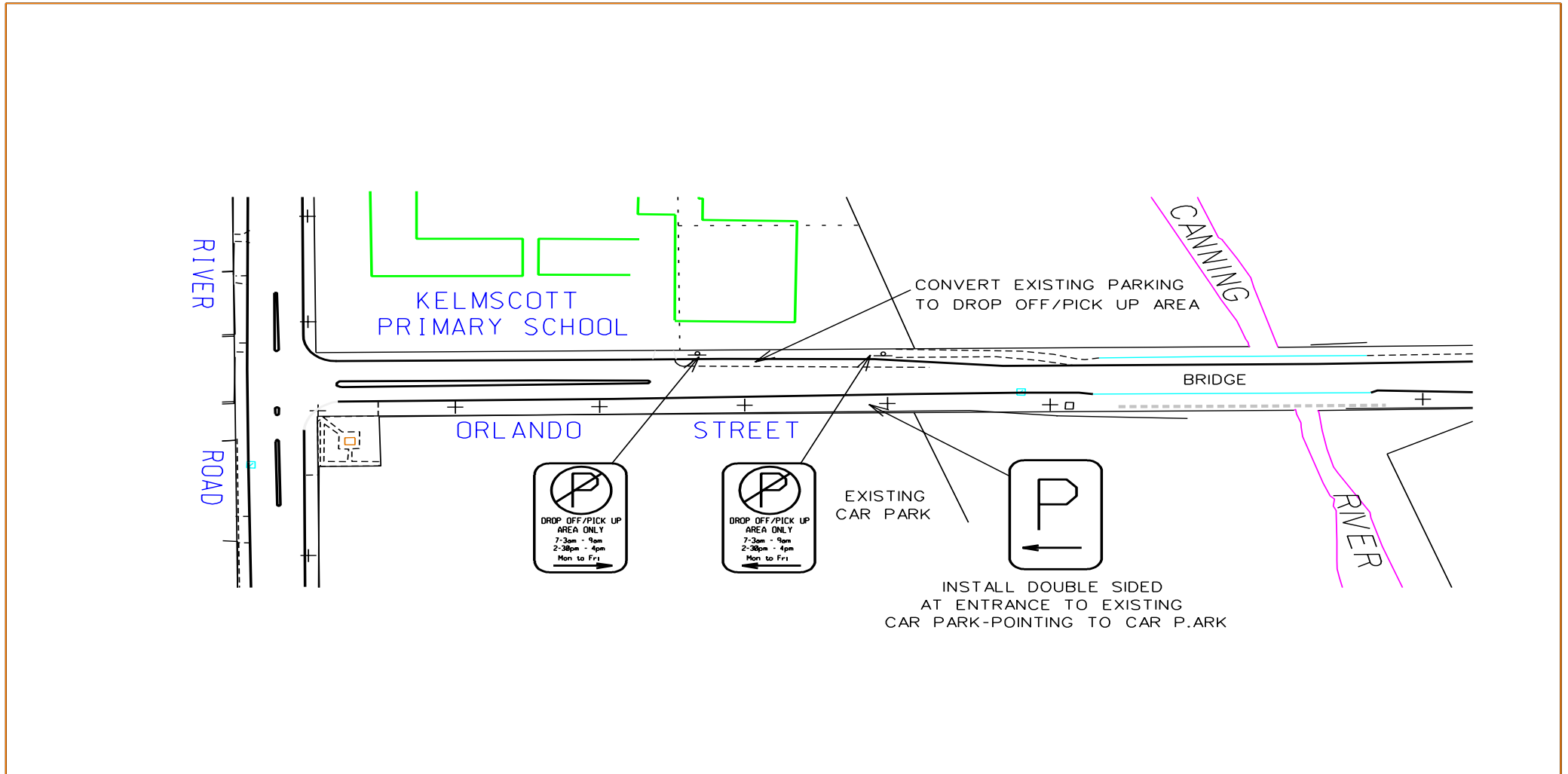
Grovelands Drive path services a significant number of residential properties. Shetland Road provides an important link between the Grovelands Drive community and the future proposed wider district path network. A missing link in the skeletal path network therefore will become apparent with the construction of the shared path in Champion Drive. Provision of this link would add value to the existing and proposed path networks in the wider area.


The length of path required to provide the link is approximately 130 metres. While Shetland Road is not a component of Council's skeletal path network programme, construction of the link is considered as an extension of the proposed Champion Drive shared path, to the existing Grovelands Drive shared path, and therefore would be funded by accommodation into the Champion Drive dual carriageway project.

RECOMMEND

- 1. That Council approve of the construction of a 2.0 metre wide shared path in Shetland Road, Westfield as part of the accommodation works in the Champion Drive dual carriageway project.**
- 2. That the main petitioner be advised of Council's decision.**

MOVED Cr
MOTION CARRIED/LOST



DRAWN JL	SURVEY	SCALE: N.T.S.	 CITY OF ARMADALE ORCHARD AVENUE ARMADALE LOCKED BAG 2 ARMADALE W.A. 6142 TELEPHONE 95501111	JOB ORLANDO STREET KELMSCOTT PRIMARY SCHOOL - CHANGE PARKING BAYS TO DROP OFF-PICK UP	DRAWING NO. 02-84
DESIGNED	DATUM	RECORD			SHEET 1 OF 1
DATE 15/11/02	JOB NO. 0284	APPROVED			

ORLANDO SREETT, KELMSCOTT – KELMSCOTT PRIMARY SCHOOL, PARKING

WARD Kelmscott
FILE REF: RDO/2
DATE 28 November 2002
REF JL/JG
RESPONSIBLE MANAGER MTS

In Brief:

- Council has received a written request from Kelmscott Primary School to convert existing parking bays on Orlando Street to a drop off / pick-up area.
- **Recommend:**
 - That Council approve the installation of ‘No Parking’ signs with ‘drop off and pick-up area only’, text included and a ‘Parking’ sign for the existing car park, as shown in Drawing No. 02-84.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

Assessment of legislation indicates that the following are applicable:

Local Government Act 1995 – Schedule 9.1, section 2.1

Road Traffic Act 1975 – Section 103

Council Policy/Local Law Implications

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

Local Law relating to Parking Facilities

Budget/Financial Implications

Parking Signs Maintenance (G/L 1515920) Current Budget \$14,500

Cost of this Project 480

Total Remaining \$14,020

Consultation

Kelmscott Primary School Parents & Citizens, and the Principal Kelmscott Primary School.

BACKGROUND

There are existing parking bays in Orlando Street in front of the Kelmscott Primary School, and there is currently no drop off/pick up area. The School’s P & C has requested that the existing bays, on the school side of Orlando Street be signed as such. As some parents park for long periods in these bays, there is no area for parents who need to quickly drop off/pick up their children safely on the same side of the road as the school.

DETAILS OF PROPOSAL

To create a safe area for a drop off and pick up location, by installing ‘No Parking’ signs at both ends of existing parking bays, on Orlando Street. Also install a ‘Parking Sign’ at entrance of parking area to clearly indicate where parking is available.

COMMENT

A Technical Services representative inspected the site, and following discussions with all parties involved, confirmed that the Orlando Street parking area is a suitable and safe position for a pick up/drop off area, and will allow for safe arrival and departure of students in this situation.

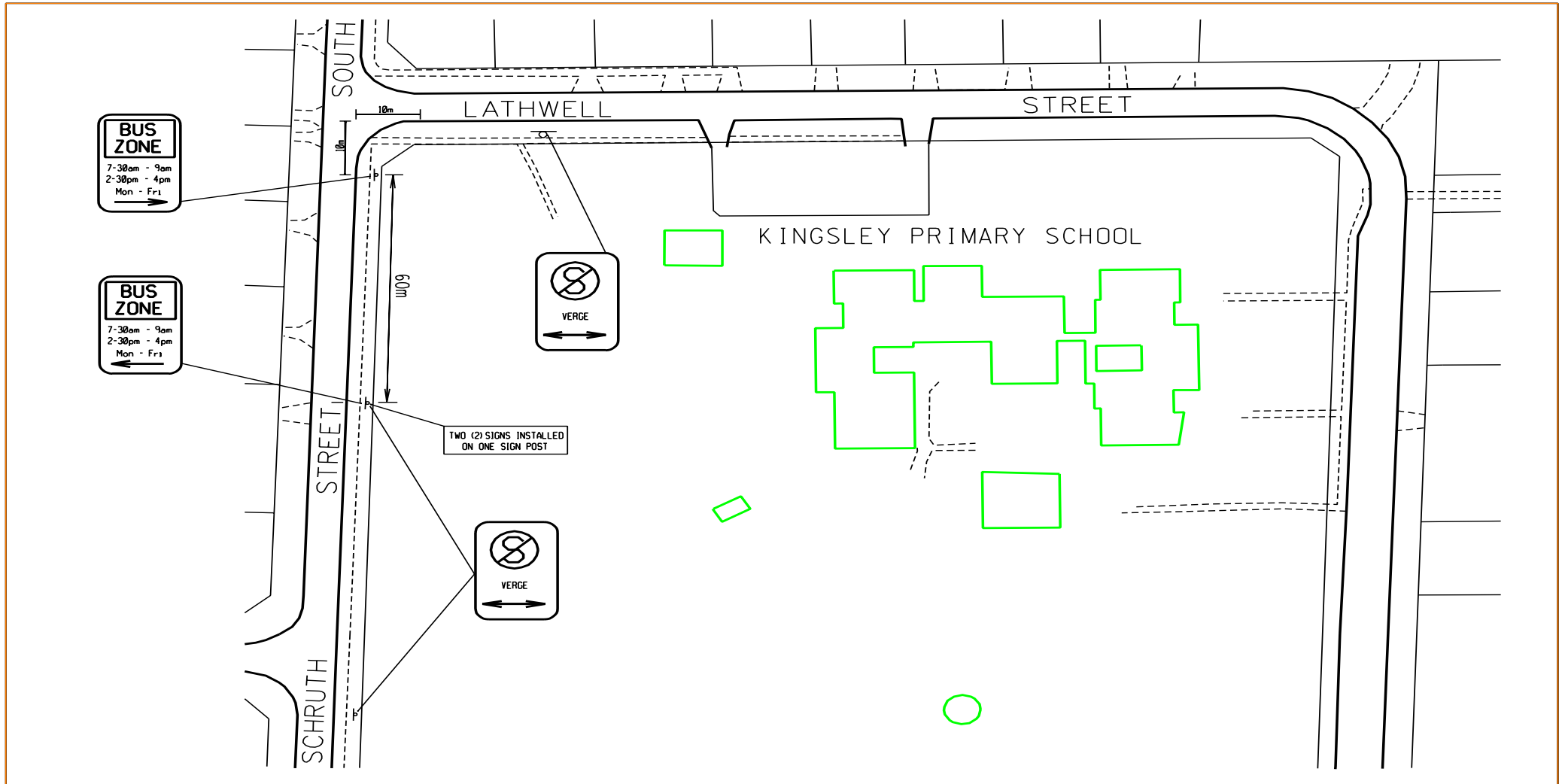
CONCLUSION

Congestion around schools is an issue that Council and the community must manage together. As the safe “set down and pick up” of children from school is critical, the school’s representatives and Technical Service officers have mutually devised a proposal to install signs shown on Drawing No. 02-84. These signs should be installed prior to commencement of the new School year in 2003.

RECOMMEND

That Council approve the installation of ‘No Parking’ signs with ‘drop off and pick up area only’ text included and a ‘Parking’ sign for the existing car park, as shown in Drawing No. 02-84.

MOVED Cr
MOTION CARRIED/LOST



NO. DATE	AMENDMENT	 NORTH POINT	CITY OF ARMADALE		DRAWN J.L.	JOB
			ORCHARD AVENUE ARMADALE	DESIGNED J.L.	KINGSLEY PRIMARY SCHL	
					DATE 9/02	TIMED BUS PARKING & NO STANDING
					SURVEY	VERG-SCHRUTH ST STH/LATHWELL ST
					RECORD	SCALE = N.T.S
					DATUM	DRAWING NO.
					APPROVED	02-74
					LOCKED BAG 2 ARMADALE V.A. 6492	JOB NO. 0274
					TELEPHONE 93948111	SHEET 1 OF 1

LATHWELL STREET, KELMSCOTT – KINGSLEY PRIMARY SCHOOL, PARKING

WARD Armadale
FILE REF: RDO/2
DATE 28 November 2002
REF JL
RESPONSIBLE MANAGER MTS

In Brief:

- Council has received requests from concerned bus drivers and Kingsley Primary School, regarding bus parking.
- Consider request for signs to regulate parking.
- **Recommend**
 1. That Council approve the installation of time restricted 'Bus Zone' signs and 'No Standing Verge' signs, as shown on Drawing 02-74.
 2. That Council advise the School Principal and the School P & C of Councils intention to install the signs prior to commencement of the new School year in 2003.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

Local Government sct. 1995 – Schedule 9.1 sct. 2.1 Road Traffic Act 1975 – sct.103.

Council Policy/Local Law Implications

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

Local Law relating to Parking Facilities

Budget/Financial Implications

Parking Signs Maintenance (1515920) Current Budget	\$14,020
Cost of this project	<u>600</u>
Total remaining	<u>\$13,420</u>

Consultation

Ranger Services, Kingsley Primary School Principal and South East Metropolitan Learning Centre.

BACKGROUND

There is currently no designated Bus Parking area for the three buses servicing Kingsley Primary School. The South East Metropolitan Learning Centre is also situated at this site.

Council has had complaints from bus drivers, advising that parents are parking vehicles in such a way which prevent them from being able to drop off and pick up students safely. Ranger Services have also reported that vehicles park on the verge and across the footpath, in between Schruth Street and the teacher's car park entrance, preventing pedestrian movement.

DETAILS OF PROPOSAL

It is proposed to install two 'Bus Zone' signs, one placed 10m from the corner of Lathwell Street on Schruth Street, and the other 70m down Schruth Street, creating a 60m bus parking zone on the road. Also, to install 'No Standing Verge' sign in Lathwell Street, and Standing in Schruth Street as shown on Drawing No. 02-74.

COMMENT

Representatives from Technical Services and Ranger Services, inspected the site along with school representatives, and have confirmed that this proposal is the best solution in providing the buses with a suitable area to service the school. The 'No Standing Verge' signs will deter drivers from blocking the movement of pedestrians on the footpaths.

CONCLUSION

Congestion around schools is an issue that Council and the school community must manage together. As the provision of a bus service to the school is critical in reducing vehicle congestion at peak times and as Technical Service Officers and the school community have mutually devised the proposal, as set out in Drawing No.02-74, it is considered that the time restricted 'Bus Zone' and 'No Standing Verge' signs be installed prior to commencement of the new School year in 2003.

RECOMMEND

- 1. That Council approve the installation of time restricted 'Bus Zone' signs and 'No Standing Verge' signs on Schruth Street and Lathwell Street, Kelmscott as shown on Drawing No. 02-74.**
- 2. That Council advise the School Principal and the School P & C of Council's intention to install the signs prior to commencement of the new School year in 2003.**

MOVED Cr
MOTION CARRIED/LOST

TENDER NO. 29/02: FOR SUPPLY OF THREE 9 TONNE TIPPER TRUCKS

WARD All
FILE REF TEN/29/02
DATE 25 November 2002
REF JMC
RESPONSIBLE EDTS
MANAGER

In Brief:

- Tender No.29/02 was recently called for the supply of three 9 tonne tipper trucks.
- Seven tenders were received.
 - **Recommend:**
 - That in accordance with Tender No. 29/02, for the supply of Three 9 Tonne Tipper trucks, that Council accept the tender from AV Truck Services Pty Ltd for \$290,400, (\$319,440 including GST) in accordance with its submitted tender and Council's contract documentation and budget allocation.

Tabled Items

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

Local Government Act and Tender Regulations.

Council Policy/Local Law Implications

Policy No. 2.1.54: Tendering and Purchasing Policy.

Budget/Financial Implications

Total current budget allocation	\$285,000
Transfer from Plant & Equipment Reserve	<u>\$5,400</u>
Total	<u>\$290,400</u>

Consultation

Departmental Manager /Supervisors/Operators

BACKGROUND

Council currently has three Isuzu 9 tonne tipper trucks, on a seven-year lease which expires in February 2003; the vehicles then revert to the lessor. All three trucks have reached the optimum changeover period, and the 5-year programme shows no reduction in the workload.

On investigation the cost to lease three new trucks for a period of seven years is \$337,617. It is more advantageous for Council to purchase three 9 tonne tipper trucks.

DETAILS OF PROPOSAL

In light of the above, tenders were called for the supply of three 9 tonne tipper trucks. (Tender No. 29/02) resulting in seven tenders being received.

SELECTION CRITERIA

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

Table1: Selection Criteria – Purchase

Item No.	Description	Weighting
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	TOTAL	100%

Tender Evaluation

Details of tenders received are as follows:

Table 2: Tender Evaluation

Company	AV Truck Services Pty Ltd	Skipper Trucks	Major Motors Pty Ltd	W.A Hino	Skipper Trucks	Skipper Trucks	Max Winkless Pty Ltd
Make	UD Nissan	Mitsubishi Fighter 10	Isuzu	Hino Ranger 10	Mitsubishi Fighter 10	Iveco Eurocargo	Volvo
Model	PK255	FM65FH1RFAE	FVR950	GH1JGLD	FM65FH2RFAE	ML180E28	FL6
Warranty	2year/500,000km	2years/200,000km	2year/500,000km	3year/200,000km	2years/200,000km	2years/200,000km	2years/200,000km
Price	\$290,400	\$301,171	\$306,701	\$308,250	\$314,310	\$319,540	\$380,664
Whole of life costs p.a.	\$9,015	\$13,335	\$10,095	\$11,050	\$13,335	\$10,140	\$18,565
Ranking	1	2	3	4	5	6	7

Summary

The tender from AV Truck Services Pty Ltd meets all of the selection criteria. Operational and Mechanical staff have indicated the UD Nissan would be easy to maintain and suitable to perform the work required including overall performance, ease of driving, overall driver ergonomics, and superior driver comfort.

Council's allocated budget is \$285,000, the minor shortfall of \$5,400 can be funded from Council's Plant and Equipment Reserve.

CONCLUSION

Following the evaluation of the tenders, it is recommended that the tender for the outright purchase of three 9 tonne tipper trucks be awarded to AV Truck Services Pty Ltd who have satisfied the selection criteria and are ranked number one in the tender evaluation.

RECOMMEND

That in accordance with Tender No. 29/02, for Supply of Three 9 tonne Tipper Trucks, Council accept the tender from AV Trucks Pty Ltd for \$290,400. (\$319,440 including GST), in accordance with its submitted tender and Council's contract documentation and budget allocation.

MOVED Cr
MOTION CARRIED/LOST

LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____ PM.

