

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY,
29th JANUARY 2002, AT 5.30 PM.

PRESENT: Cr D L Hopper JP Chair
Cr L Reynolds JP
Cr J D Cumming
Cr J H Munn CMC
Cr H A Zelones JP
Cr A L Cominelli JP
Cr R R Fletcher

APOLOGIES: Nil.

OBSERVERS: Nil.

IN ATTENDANCE: Mr W A Bruce Executive Director Technical Services
Mr R G Davies Manager Technical Services
Mr P Lanternier Manager Parks
Mr G Elsegood Manager Civil Works
Mr J Gossmann Senior Design Engineer
Mr S Buxton Senior Projects Engineer
Mr B Carter Coordinator Support Services
Miss L Potter Secretary Technical Services
Ms L Kemp Minutes Secretary

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was not read by the Chairman as no members of the public were in attendance.

DECLARATION OF MEMBER'S INTERESTS

Nil.

DEPUTATION

Nil.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 10 December 2001, were confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 2

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

- **Minutes from Occasional/Advisory Committees**
Bungendore Park Management Committee – November 2001 T-1
- **Miscellaneous**
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Committee noted the information and no items were raised for further report.

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TECHNICAL SERVICES COMMITTEE

29 JANUARY 2002

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VANDALISM ON ERROL GREEN RESERVE

The matter of vandalism on Errol Green Reserve was referred to the Technical Services Committee by Councillor Cumming.

Councillor Cumming to provide further information to the Committee.

Cr Cumming wished to thank the Parks and Reserves department for repairing the vandalism damage in Errol Green Reserve.

TIMELINES AND PROCESSES OF DRUM MUSTER

The matter of timelines and processes of drum muster was referred to the Technical Services Committee by Councillor Hopper.

Councillor Hopper to provide further information to the Committee.

Cr Hopper stated her concern regarding drums not being delivered by primary producers, to the Armadale Landfill and Recycling Facility at Hopkinson Road and enquired as to whether further collection points or mobile collections could be made available to reduce the risk of illegal dumping.

T1/02 RECOMMEND

That Council receive a report from the Waste Service Department on the Drum Muster Programme at the February Technical Services Meeting.

*MOVED Cr Fletcher
MOTION CARRIED (7/0)*

ROWLEY ROAD, BROOKDALE – REQUEST FOR TRUCK AND TRAILER PERMIT APPLICATION

WARD Forrest
FILE REF: ENG/30
DATE 16 January 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a second letter from Harvey Fresh Ltd requesting support for further long vehicle permit applications to Main Roads Western Australia.
- Recommend that Council not support the application for vehicle permits to a maximum length of 27.5m.

Tabled Items

Letter of request.

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

With the Director of Harvey Fresh Ltd, MRWA's Heavy Vehicle Section and the Shire of Serpentine-Jarrahdale.

BACKGROUND

At its Ordinary Meeting on 5th November 2001, Council resolved (T130/01) as follows:

“That Council support the application for a truck and trailer permit from Harvey Fresh Ltd – based upon the following:

- a) *Rowley Road being a District Distributor Category A road;*
- b) *Rowley Road being immediately adjacent to a freight route;*
- c) *assisting in the viability of a local business and employer;*
- d) *on the condition that should the permit application prove successful that Rowley Road is not opened up to other permitted vehicles without Council consent;*

- e) *the permit restricts Harvey Fresh Ltd only to the vehicle described in the application, to a maximum length of 22.5 metres;*
- f) *the permit restricts Harvey Fresh Ltd only to that part of Rowley Road between Nicholson Road and the business property location.”*

COMMENT

Council is in receipt of a second letter, from Harvey Fresh Ltd, requesting further support from Council for an application, to be lodged by Harvey Fresh Ltd with Main Roads Western Australia, for vehicle lengths of 22.5 metres, 25 metres and 27.5 metres.

If Main Roads Western Australia were to issue a permit to Harvey Fresh, for vehicles to a maximum length of 27.5 metres, this would result in vehicles some 8 metres longer than the as of right maximum of 19.5 metres for normal metropolitan area streets.

It is considered that with an additional 8 metres in vehicle length, this is more than a marginal and reasonable increase in vehicle size and could become a precedent that causes concern for Council throughout the wider City of Armadale road network in the future.

T2/02 RECOMMEND

~~That Council not support the application for vehicle permits to a maximum length of 27.5 metres by Harvey Fresh Ltd, to Main Roads Western Australia for Rowley Road and that Harvey Fresh Ltd be advised of Council's decision.~~

That Recommendation T2/02 be not adopted and recommitted to the Technical Services Committee.

Amended Full
Council 4 February
2002

MOVED Cr Reynolds
MOTION CARRIED (7/0)

TONKIN HIGHWAY EXTENSION

WARD All
FILE REF: RDL/1 & ENG/27
DATE 17 January 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- The Tonkin Highway is programmed for construction commencing in early 2003.
- Discusses certain implications of the adjacent road network including project management; the Lake Road railway crossing; the future of Seaforth Avenue and the City boundary.
- Recommend that:
 - seek concurrence from the City of Gosnells for Council to arrange and project manage Corfield Street South of the Tonkin Highway;
 - the at grade railway crossing in Lake Road be closed to vehicular traffic as a component of the Corfield Street connection works;
 - that the Seaforth Road link be closed in principle subject to the Corfield Street connection being constructed at no cost to Council.
 - a formal request to the City of Gosnells for concurrence to a City boundary change.

Tabled Items

Main Roads Western Australia Concept Plan 0144-0035.

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

Refer to body of report.

Consultation

Main Roads Western Australia (MRWA), Department for Planning and Infrastructure (DPI), Department of Local Government (DLG WA), Western Australian Government Railways (WAGR), Transperth, Swan Transit and City of Gosnells.

BACKGROUND

At its Ordinary Meeting on 3rd December 2001, Council resolved (T155/01) as follows:

“That with regard to the extension of the Tonkin Highway a full and detailed report be presented to the December 2001 Technical Services Committee discussing in particular the at grade railway crossing on Lake Road, the extension of Corfield Street through to Lake Road

and the future of Seaforth Avenue between Lake Road and Eileen Street and that the report detail covers:

- *Adjacent road network connectivity options including traffic modelling information;*
- *Timing;*
- *Funding arrangements;*
- *Project Management including discussion on Local Government boundary adjustment;*
- *Form of community consultation.”*

Further, at its Ordinary Meeting on 17th December 2001, Council resolved (T168/01) as follows:

“That Council note that with regard to the Tonkin Highway extension and adjacent road network issues that the full and detailed report will be presented to the January 2001 Technical Services Committee meeting.”

COMMENT

The Tonkin Highway extension is programmed for construction commencing in early 2003. The extension will have implications upon the adjacent road network and this report deals in particular with the following: 1. Project management of Corfield Street, design and construction, South of Tonkin Highway; 2. The at grade railway crossing on Lake Road; 3. The future of Seaforth Avenue travelling between Lake Road and Eileen Street and 4. A possible City boundary change.

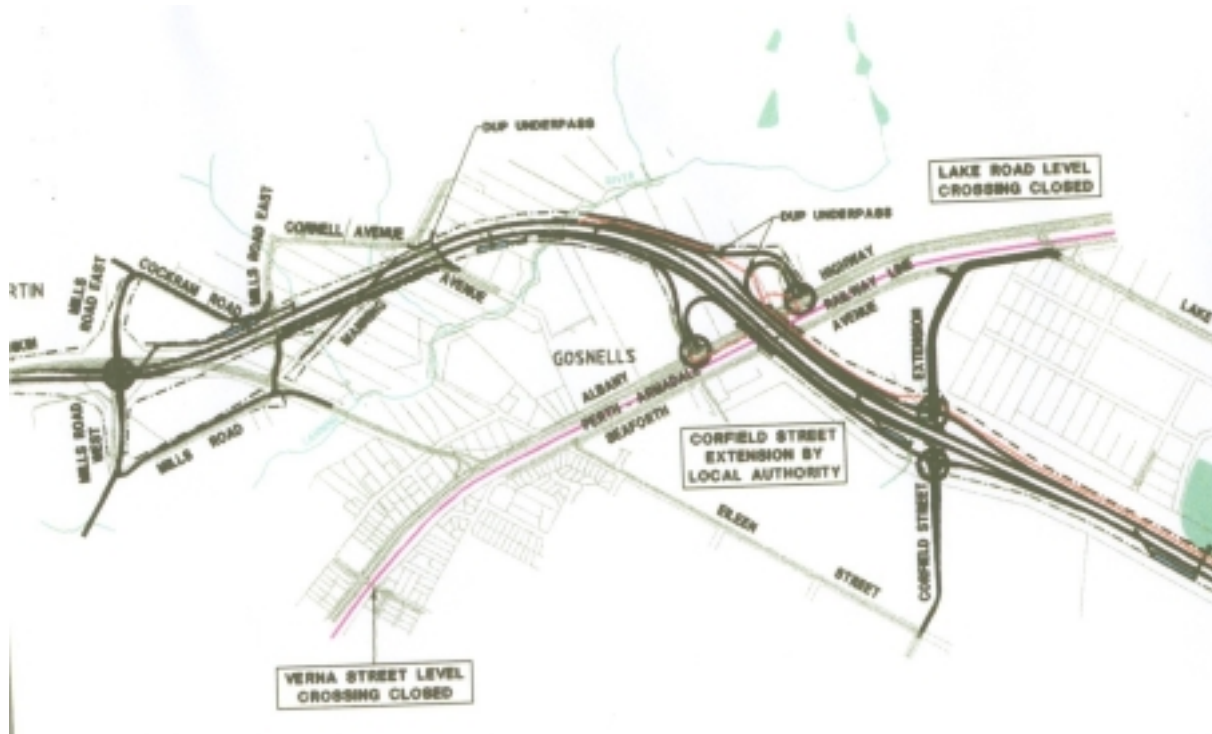
1. Project Management of Corfield Street South of Tonkin Highway

The Local Government boundary between the City of Armadale and the City of Gosnells lies approximately 100 metres to the north of Lake Road along Seaforth Avenue. Although linking to the Tonkin Highway from Lake Road is of high strategic importance to the City of Armadale, it is a lower priority for the City of Gosnells. The City of Armadale therefore needs to arrange for and project manage the design and construction of the connection in terms of both finance and other resources for the benefit of the City of Armadale albeit that the connection is mainly located within the City of Gosnells.

Conclusion

It is recommended that Council write to the City of Gosnells seeking its concurrence to the City of Armadale arranging for and project managing the Corfield Street connection south of the Tonkin Highway. (Refer recommendation 1).

2. Lake Road At-Grade Railway Crossing



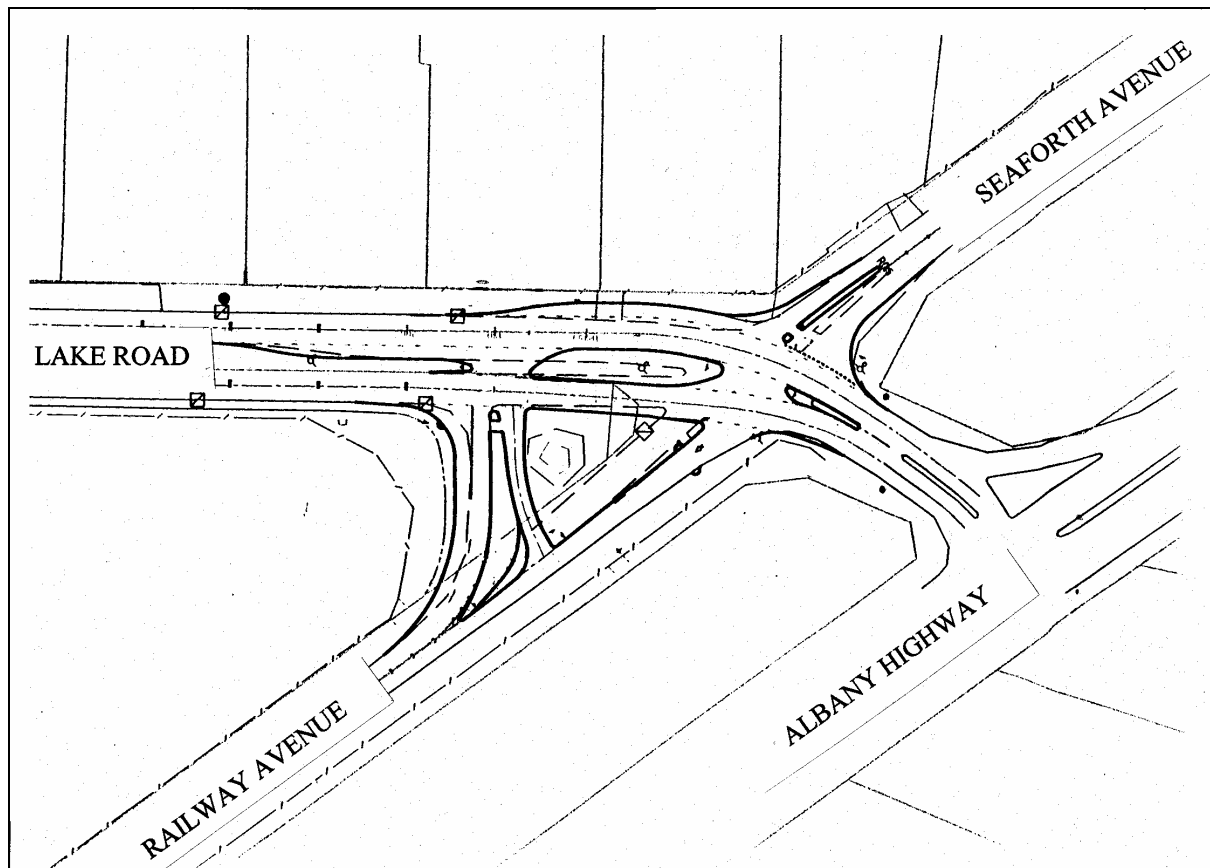
The connection of Lake Road to the Tonkin Highway via the new Corfield Street connection is seen as a critical and strategic road network development for the City of Armadale. The connection will provide good access between the arterial road network and the Champion Lakes Regional Recreation Park as well as providing improved access for residents in the Westfield area and adjacent suburbs. Traffic modelling of the connection indicates a 24-hour weekday traffic volume to the north of Lake Road of 21,500 vehicles per day by the year 2011. The present traffic volume is approximately 5,000 per day.

The modelled high volumes of traffic on the Corfield Street connection south of the Tonkin Highway provides justification for Council's position in pursuing its construction, however if the at grade railway crossing on Lake Road is left open this will create unacceptable levels of safety and vehicle delays in the vicinity of the crossing. For the Corfield Street connection to be viable the crossing must be closed. Further to this, there is also the issue of the future of the Lake Road railway crossing itself, regardless of the construction of the Corfield Street connection, and the present levels of safety and efficiency experienced.

This matter can be discussed in three basic areas, as follows

- i) safety,
- ii) efficiency and
- iii) access/connectivity.

The existing configuration of the intersection of Lake Road with Seaforth Avenue and Railway Avenue is detailed in the plan below.



i) Safety

Safety at the Crossing

The average train/vehicle crash rate for a metropolitan railway crossing protected by boom barriers is 0.034 crashes per annum. For the Lake Road crossing, the crash rate presently stands at around 0.33 or close to 10 times the network average.

The Operational Railway Crossing Protection Sub-Committee has been monitoring safety at the crossing over a number of years. In 1997, the Sub-Committee expressed concern at the relatively high number of crashes and 'near-miss' incidents that were occurring at the crossing and subsequently arranged for a formal road safety audit to be conducted. Among other things the audit found that the close proximity of the intersections with Albany Highway and Seaforth Avenue / Railway Avenue adversely impacted upon safety at the crossing due to the potential for vehicle queues to form over the rails and distractions caused by the need for drivers to negotiate heavy traffic flows and turning movements, particularly during peak times.

Potentially hazardous incidents continue to occur at the crossing, including three 'near-miss' incidents involving vehicles striking the boom barriers since 1998, and a recent crash between a vehicle and a train on 13th December 2001 which resulted in a car being dragged down the track by an Armadale bound passenger train. The Police Service found that the major contributing factor to this latest incident was the position of the sun.

Adjacent to the crossing at the intersection of the Albany Highway and Lake Road, between 1996 and 2000 inclusive, 25 crashes were reported to the Police Service. Of these 25 crashes, 9 incidents resulted in injuries being sustained by the persons involved.

Further safety issues are also created by the crossing, to the north and south along the Albany Highway, due to queuing vehicles in the 'fast' lane of the Albany Highway south bound carriageway and vehicles undertaking U-turns at a gap in the central median to the south of the crossing in an attempt to avoid the associated significant peak hour queuing delays.

Safety at the Lake Road Railway Avenue / Seaforth Avenue Intersection

Construction of the Corfield Street connection will lead to an increase in traffic volumes from the present 5,000 vehicles per day on Seaforth Avenue to 13,000 by 2006 and 21,500 by 2011.

Since the opening of the reconfigured intersection of Lake Road / Seaforth Avenue / Railway Avenue in mid 1999 to the end of 2000, 16 crashes were reported to the Police Service. Four of the 16 incidents resulted in injuries being sustained by the persons involved.

Upon commissioning of the Corfield Street connection in 2004 the immediate and projected increase in traffic volumes will lead to an increased amount of right angle vehicle conflicts, which will almost certainly lead to an increase in crash incidence. Due to this increase, and the associated concern of crashes occurring in close proximity to the railway crossing, the situation would become unacceptable.

ii) Efficiency

Efficiency at the Crossing

At the crossing during peak periods typically the boom gates are down on a range of, and between, 30 seconds every 5 minutes to 3 minutes every 10 minutes, depending upon exact train locations in both directions and their proximity to one another. The impact of the operation of the boom gates, together with overall traffic volumes, at the intersection of the Albany Highway and Lake Road, and in particular south bound Albany Highway traffic wishing to turn right into Lake Road, is queuing times regularly in excess of 5 minutes and queue lengths regularly in excess of 400 metres. These delays create a significant inconvenience to the travelling community of Westfield and western sections of Armadale with many becoming frustrated and undertaking U-turn manoeuvres on Albany Highway to the south, which can also lead to queuing at median openings, or, by simply avoiding the manoeuvre altogether and travelling via Denny Avenue. It is considered that the level of service for traffic provided at the intersection of Albany Highway and Lake Road is extremely poor at peak periods.

Efficiency at the Lake Road / Railway Avenue / Seaforth Avenue intersection

Assuming that the Corfield Street connection is provided but the Lake Road railway crossing is open, traffic analysis of the intersection indicates that the critical manoeuvre of vehicles turning right from Corfield Street into Lake Road at the pm peak period is unsatisfactory in terms of level of service by 2006. By 2011 during peak-periods vehicles wishing to turn right or proceed straight ahead out of Corfield Street would experience average delays of 7 minutes.

iii) Access/Connectivity

With the present road network layout, access between the Albany Highway and Tonkin Highway and the suburbs to the west of the railway line is via Verna Street, Lake Road and Denny Avenue. With the construction of the Tonkin Highway flyover, and the Corfield

Street connection linking in with Lake Road and Railway Avenue, motorists will be provided with the safer alternative of crossing over the railway line on a bridge as opposed to crossing the line at grade.

The flyover will be located approximately 800 metres to the north of the existing Lake Road / Albany Highway intersection and would entail the motorist travelling an additional distance of approximately 0.65km between Albany Highway / Tonkin Highway intersection and the Corfield Street / Lake Road intersection.

However the additional distance would be offset by proposed intersection treatments, for example, traffic travelling from Lake Road/Railway Avenue to the Tonkin Highway on the new route would negotiate four roundabouts (anticipated) on the Corfield Street connection as opposed to the level crossing and two sets of traffic signals on the Albany Highway on the old route.

With the construction of the Champion Drive connection many residents of the Westfield and West Armadale areas will be able to undertake their journeys with no additional travel distance required.

Pedestrian and Cyclist access / connectivity at the Crossing

The proposal to construct a Principal Shared Path (PSP) on the eastern side of the railway line will provide significant commuter and recreational capabilities for cyclists in particular.

It is considered that pedestrian and cyclist access across the railway line to the PSP and the eastern suburbs beyond ie. Clifton Hills for Westfield residents and visa versa, should be retained at Lake Road or moved nearby to the south at Centre Road.

Conclusion

The connection of Lake Road and Railway Avenue with the Tonkin Highway via the Corfield Street connection is considered to be a critical and strategic road network development for the City of Armadale. The connection will provide good access for residents in the Westfield area and adjacent suburbs and to the Champion Lakes Regional Recreation Park.

It is considered, in terms of safety, at the Lake Road level crossing and at the adjacent intersection of Lake Road with the Albany Highway, Railway Avenue and Seaforth Avenue, that Council has a clear choice to make between providing the Corfield Street connection to the Tonkin Highway or retaining the Lake Road level crossing. Both arrangements cannot exist together.

It is considered, in terms of efficiency, that within a short space of time after the opening of the Corfield Street connection, were the Lake Road level crossing to remain open, the delays experienced by motorists would be unsatisfactory and soon after 2006 become unacceptable.

Access via the new Tonkin Highway will provide a much safer option and, with the closure of the crossing, a more efficient option in terms of overall vehicle delays, albeit an extra 0.65km distance is travelled.

It is considered that an at grade railway crossing in the metropolitan road network is an archaic feature whereby any opportunity to replace it with a grade separated facility should be very seriously considered.

It is recommended that Council approve of the closure of the Lake Road level crossing in conjunction with the construction of the Corfield Street connection between Lake Road and Tonkin Highway extension and that in this regard the retention of pedestrian and cyclist access be further considered pending discussions between Council and representatives of WAGR and Main Roads Western Australia. It is also recommended that the WAGR be requested to consider the closure when dealing with future road network and urban development projects in the City of Armadale. (Refer recommendation 2).

Consultation

At its Ordinary Meeting on 17th December 2001, Council resolved (T169/01) as follows:

“That Council note its official representation at the Main Roads Western Australia public meeting to be held at the City of Gosnells on Wednesday, 6th February 2002, to outline the Corfield Street proposals in relation to the Tonkin Highway extension and discuss any community concerns raised.”

At the public meeting Council officers will brief, and answer questions from, the community attending on the issue of closure of the level crossing on Lake Road. Unless major concern is expressed at the meeting, and bearing in mind that MRWA have advised 1858 households in the Westfield area, it is expected that no further consultation will be needed.

Financial Budget Implications

The preliminary estimated cost of construction of the Corfield Street connection is \$1.2million.

Funding for this project would normally be raised on a two thirds State Government, one third Local Government arterial road network grant. It is anticipated that the project would attract sufficient points for Council to receive funding assistance for the financial year 2004/2005. Main Roads Western Australia anticipate December 2004 as being the completion date for construction works on the Tonkin Highway to Armadale Road.

It may also be possible with the closure of Lake Road to attract funding contributions from WAGR and also from Federal and State Blackspot funding programmes.

It is worthy of mention that a significant number of points are attracted to this project in the arterial road network grants programme by savings in crash costs through the closure of the Lake Road level crossing and reconfiguration of the Corfield Street / Lake Road / Railway Avenue intersection.

3. Seaforth Avenue

With the extension of Corfield Street and the connecting of Lake Road with the Tonkin Highway, Main Roads Western Australia is questioning the need for Seaforth Avenue to remain open. The main reason for this questioning is potential ultimate savings to the State of up to \$3.6 million by reduction in bridge structure costs due to a shorter span being required for the extension bridge spanning the Albany Highway, Railway Avenue and Seaforth Avenue.

Main Roads Western Australia have indicated that if Seaforth Avenue were to be closed it would construct the Corfield Street connection, as part of the Tonkin Highway project, at no cost to Council.

Whilst it is important for Council to consider such a closure on its road network management and planning merits for the City of Armadale, the financial offer made by Main Roads Western Australia cannot be removed from any consideration. From a road management and planning point of view, it could be considered that the “ideal” situation for the City of Armadale is to have the new connection and retain Seaforth Avenue. However, the benefits of the local linkages provided by Seaforth Avenue, for the City of Armadale, are at best marginal and could be considered to be offset by the financial offer from Main Roads Western Australia.

Traffic modelling of the impact of the closure of Seaforth Avenue at the Tonkin Highway, once Corfield Street is connected between Lake Road and Eileen Street, reveals a minimal impact on the local road network. The construction of Corfield Street diverts the majority of traffic away from Seaforth Avenue irrespective of whether or not the latter remains open.

Conclusion

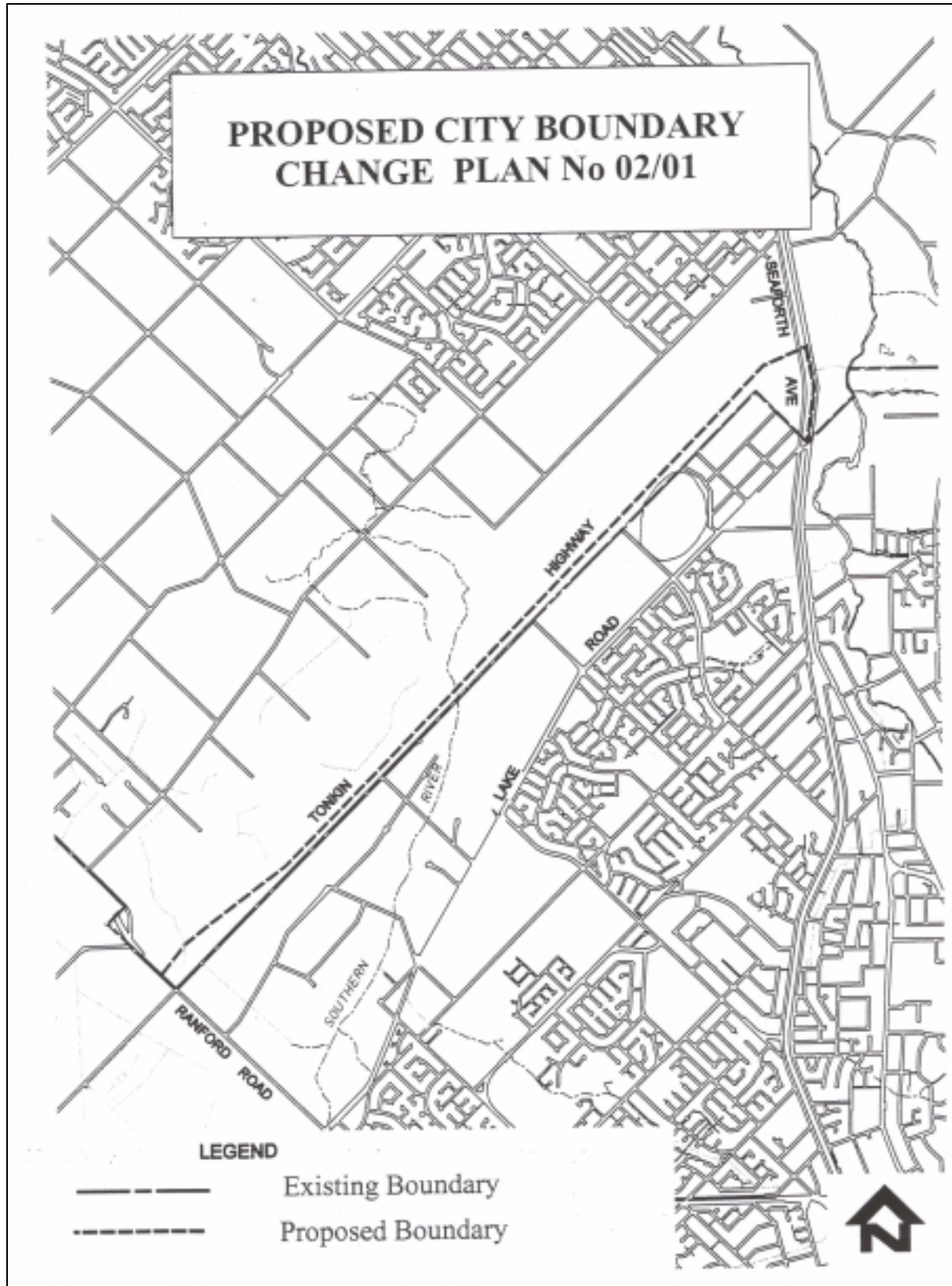
It is recommended that Council approve the closure of Seaforth Avenue at Tonkin Highway upon condition that the Commissioner of Main Roads Western Australia agrees to construct the Corfield Street connection at no cost to Council as a component of the Tonkin Highway extension works. (Refer recommendation 3).

Budget / Financial Implications

Provided the City of Gosnells agrees to the closure of Seaforth Avenue, and the Commissioner of Main Roads Western Australia accepts Council’s condition, and any other conditions set by Gosnells, the Corfield Street connection will be constructed at no cost to Council.

4. **Local Government Boundary Amendment**

The plan 02/01 below details and proposed changes to the boundary between the Cities of Armadale and Gosnells.



The catalyst for initiating the possible boundary amendment is the construction of the Tonkin Highway and the Corfield Street connection to it from Lake Road. This, together with proposed Champion Lakes development, would appear to indicate that the Tonkin Highway is the most suitable alignment for the boundary in this vicinity.

The land area situated between the existing and proposed boundary alignments is wholly owned by the State Government with no rates being payable to the City of Gosnells. The approximately triangular portion of the land at the northern extremity of the boundary change area is zoned Public Purpose Special Use with the balance of the land area down as far south as Ranford Road being zoned either Recreation or Rural.

The Department for Local Government WA advises that a Local Government boundary amendment under the circumstances prevailing in this case can be dealt with by its Advisory Board, which meets and reports to the Minister on a monthly basis. As there is no public ownership of the area of land affected, the amendment can proceed without the need for public consultation but with the formal consent of the two Local Governments involved.

Budget/Financial Implications

As the land area subject to the boundary change is wholly owned by the State Government and no revenue is collectable there are no specific Budget/Financial Implications that would affect the amendment taking place.

Conclusion

It is recommended that Council approve of the Local Government boundary amendment as detailed in the plan above (Plan No. 02/01) and that the matter be forwarded to the Executive Director Development Services to seek formal concurrence between Council and the City of Gosnells prior to approaching the Department for Local Government WA. (Refer recommendation 4).

The Senior Projects Engineer outlined the implications of the closure of Lake Road with regards to the safety, efficiency and accessibility. Committee members discussed the routes to be taken to move between Kelmscott and Westfield using the Corfield Street interchange to access Albany Highway, Tonkin Highway and the flow of traffic between Gosnells and Armadale.

T3/02 RECOMMEND

- 1. That Council officers write to the City of Gosnells seeking its concurrence for the City of Armadale to arrange for and project manage the Corfield Street connection south of the Tonkin Highway.**
- 2. That Council support the closure of the Lake Road level crossing in conjunction with the construction of the Corfield Street connection between Lake Road and Tonkin Highway, that the retention of pedestrian and cyclist access be further considered pending discussions between Council officers and representatives of WAGR and Main Roads Western Australia and that bearing in mind Council's previously expressed concerns regarding the adequacy of rail crossing provision in the Armadale and Kelmscott areas, WAGR be advised to take into account the closure when dealing**

with Council in future road network and urban development projects.

- 3. That Council support the closure of Seaforth Avenue at Tonkin Highway in conjunction with the construction of the Tonkin Highway Extension and the Corfield Street connection upon condition that the Commissioner of Main Roads Western Australia agree to construct the Corfield Street connection at no cost to Council as a component of the Tonkin Highway extension works.**
- 4. That Council approve the proposed amendment of the Local Government boundary with the City of Gosnells between Ranford Road and Seaforth Avenue, by moving the boundary northwards to the centreline of the Tonkin Highway, as indicated in Plan 02/01, and that the Executive Director Development Services seek formal concurrence from the City of Gosnells to approach the Department of Local Government upon receipt of any such concurrence to instigate Ministerial approval of the amendment**

MOVED Cr Reynolds
MOTION CARRIED (7/0)

TENDER NO. 36/01: TENDER FOR SUPPLY OF CONCRETE

WARD All
TEN/36/01
DATE 15 January 2002
REF JC
RESPONSIBLE MANAGER MCW

In Brief:

- Tender No. 36/01 was recently called for the Supply of Concrete
- 2 tenders were received by the specified closing time.
- Neither of the submitted tenders has been assessed as being advantageous to Council.
- Recommend no tender be accepted. Tender be advertised for a fixed price of 12 months only.

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

\$within project costs.

Estimated contract management/supervision costs

\$N/A

Consultation

Nil

BACKGROUND

During the course of the construction and maintenance operations for roads and associated works, there is a need to have concrete supplied to the work sites to achieve completion of the works at the approved schedule. 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

This is not applicable as not existing contract applied.

DETAILS OF PROPOSAL

The tender involves the supply of concrete for a period of 2 years to various construction and maintenance projects within the City.

NEW CONTRACT INFORMATION

Essential details of the new contract are as follows:

Table 1 : New Contract Information

Contract Type	Schedule of Rates
Contract Duration	2 years
Commencement Date	11 February 2002
Expiry Date	10 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 2 : 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%
4.	Tendered Price/s	60%
	TOTAL	100%

TENDERS RECEIVED

Tenders were received from B.G.C Concrete and CSR Readymix.

Details of tenders received are as follows:

Table 3 : Tenders Received

Tenderer	Tender Price (per m ³)				Estimate value 20 MPa for 500 m ³
	20 Mpa	25 MPa	32 MPa	40 MPa	
<i>B.G.C Concrete (1 year price including GST)</i>	\$107.80	113.30	\$118.80	\$129.80	\$53,900
<i>CSR Readymix (till March 2002, including GST)</i>	\$105.60	\$108.90	\$113.30	\$126.50	\$52,800
<i>CSR Readymix (From April 2002, including GST)</i>	\$121.00	\$124.30	\$128.70	\$141.90	\$60,500

TENDER EVALUATION

The two tenderers have experience with local government contracts and have been suppliers to the City of Armadale in the past.

A non-conformance to the Tender Documents has been found from B.G.C Contractors, this company has submitted a price for a period of one year only and the Special Conditions of Contract specified a period of the contract as 2 years.

The increase in CSR Readymix rates at April 2002 is substantial and it is believed this is due the fixed price conditions of the tender for 2 years period.

TENDER RANKINGS

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

Table 4 : Tender Ranking

Tenderer	Ranking
CSR Readymix	1
B.G.C Concrete	Non-Conformance

The detailed tender assessment summary will be tabled at the meeting

CONCLUSION

There is a significant difference in the tendered price from both companies and this is believed to be due to the fact that the period of fixed pricing is 2 years.

It is assessed that Council would be financially penalised by this price over a 2 year period. It is therefore recommended that no tender be accepted and the supply of concrete be re-tendered on the basis of a fixed price for 12 months only.

T4/02 RECOMMEND

That with Tender No. 36/01, Tender for the Supply of Concrete, Council accept no tender and that tenders be recalled for a 12 month period.

MOTION Cr Cominelli
MOVED CARRIED (7/0)

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

WARD All
FILE REF: CTE/10
DATE 10 January 2002
REF NB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Recommend that the Minutes of the South East Metropolitan Regional Council for October 2001 be noted.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Long Term Strategic Planning
Promote Waste Minimisation

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 Establishment Agreement for the South East Metropolitan Council was signed and sealed by the three member Councils and approved by the Minister of Local Government on 19 June 2001.

The next meeting of the Regional Council is scheduled for Thursday 21 February 2002.

COMMENT

To ensure that Council is kept informed of the Regional Council's deliberations, Council resolved (T162/01) that the Minutes of these meetings be presented through the Technical Services Committee rather than the Information Bulletin to ensure that relevant items can be discussed.

The October 2001 Minutes of the South East Metropolitan Regional Council (confirmed at its Meeting on 13 December 2001) are *at Attachment "A1" of the Agenda (see Summary of Attachments – Green Page)*.

Cr Hopper suggested that in order to reduce the time lag in receiving the South East Metropolitan Region Council (SEMRC) minutes, due to waiting for their confirmation, the minutes of the SEMRC be presented to the Committee “Unconfirmed”. Any amendments can be reported to the Committee after confirmation of the minutes.

T5/02 RECOMMEND

That the October 2001 Minutes of the South East Metropolitan Regional Council be noted.

*MOVED Cr Zelones
MOTION CARRIED (7/0)*

TECHNICAL SERVICES FIVE YEAR WORKS PROGRAMME 2002/3 – 2006/7

WARD All
FILE REF: ENG/31
DATE 15 January 2002
REF WAB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Proposed meeting schedule for Technical Services Committee deliberations to approve the 2002/03-2006/07 Five Year Works Programme and Draft Budget to meet the Corporate Calendar deadlines for Council to determine the 2002/03 Budget.
- The proposed approach is for Council to adopt the Five Year Works Programme, including priorities and workload balancing at a Special Meeting, in March.
- It is proposed that the 2002/03 Draft Budget be recommended at the April 2002 Technical Services Committee.
- Recommend that a Special Meeting of the Technical Services Committee be held on Wednesday, 13 March 2002 to consider the Draft Five Year Works Programme only.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

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

Improve Council's financial viability.

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

To determine the Technical Services Directorate 2002/03 Draft Budget.

Consultation

Technical Services Managers and MANEX.

BACKGROUND

The first Draft Five Year Works Programme for the Technical Services Directorate was presented to the Technical Services Committee in 1999 for comment. The Draft Programme was based on historical budget allocation and expenditure patterns. This approach was chosen to maintain field staff stability and to continue the works programmes. As no adverse comment has been received, this approach has been continued in subsequent years. The Programme has been updated each year since by the addition of the next (fifth) year and the dropping of the last completed year. The Five Year Works Programme provides Council with a powerful tool to determine Policies relating to priorities, strategic allocations of funds

across activities programmes and Departments and to ensure stable ongoing employment for Council's Field Staff.

The Five Year Works Programme also simplifies determination of the Annual Budget by firstly putting the next year's proposed expenditures and scheduled works into a broader framework and secondly by enabling the next Budget to be allocated from largely as it is presented in the Five Year Plan. Consequently, the principal financial and programme decisions made by Council following Committee's deliberations arise from the Five Year Works Programme rather than the Budget itself. It is therefore appropriate that the major deliberation be directed to the policies and priorities reflected in the Five Year Works Programme, and this emphasis warrants a Special Meeting of Committee.

The City's Corporate Calendar sets out the timetable for the passage of the Budget, Principal Activities Plan, Rating Review and Annual Report. The Calendar also reflects the role of the Five Year planning process as a precursor to the Budget processes. The Five Year planning process has fallen behind schedule, partly due to the strategic planning process being undertaken in the second half of 2001 and the requirement to review the underlying revenue generation assumptions of the Five Year Financial Plan.

In order to maintain the Corporate Calendar Schedule, the Draft Directorate Budget should be recommended to Council in the April round of meetings. If the budget process is to essentially allocate the 2002/03 year out of the Five Year Works Programme and the business of the meeting emphasises this principal task, then the usual Technical Services Committee meeting should be sufficient to achieve this recommendation.

COMMENT

The 2002/03 – 2006/07 Five Year Works Programme is being restructured to accommodate the \$1.407m reduction to the Technical Services Directorate allocation to enable a similar increase in other areas of Council's activities for the years of the 2001/02 – 2005/06. Five Year Financial Plan as determined by Council in making Resolution CS49/01 on 2 July 2001.

The Draft Five Year Works Programme is to be provided to Councillors with the Agenda (but not forming part of that Agenda) for the February 2002 Technical Services Committee Meeting.

CONCLUSION

To maintain the Corporate Calendar Schedule for Council to adopt its 2002/03 Budget in July, the Technical Services Committee should complete its deliberation on the 2002/03 – 2006/07 Five Year Works Programme during March and recommend its Draft Budget to Council in the April round of meetings. It is proposed that the Five Year Works Programme be considered and, if possible, adopted at a Special Meeting of the Committee be held on 13th March 2002.

The Executive Director Technical Services was asked to expand on the comments section. The Executive Director explained that the expenditure of the Directorate fell into four categories:

- *operational expenditure, to ensure usage and aesthetic standards are met (eg. mowing playing grounds);*
- *on going maintenance, which keeps assets in good condition;*
- *rehabilitation and refurbishment of existing assets to maintain their value; (Note: both the latter two points are asset management);*
- *capital development works to establish new assets.*

The Executive Director explained that funds had previously been reallocated from the Technical Services Budget and allocated to other directorates. This was initially a one off reallocation of capital, for example for the Business Process review and upgrade costs. However, this reallocation has now become the source of addition recurrent expenditure in other Directorates in establishing future expenditure levels in the 5 Year Financial Plan. This obviously has funding implications for the services provided by the Technical Services Directorate.

T6/02 RECOMMEND

That a Special Meeting of the Technical Services Committee be held at 7:00pm on Wednesday 13th March 2002 to consider the Five Year Works Programme only.

*MOVED Cr Cumming
MOTION CARRIED (7/0)*

LAKE ROAD UPGRADE – SOUTHERN RIVER BRIDGE

WARD Westfield
FILE REF: RDL/1
DATE 29 January 2002
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advises of shortfall in funding for the ideal method of construction for bridge.
- Advises of intention to seek special MRWA funding and of interim construction requirements.
- Recommend that Council endorse actions to seek extra funding.
- That Council note proposed interim single carriageway construction.

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

No affect on 2001/02 budget.

Consultation

Main Roads Western Australia

BACKGROUND

As Councillors would be aware works are presently proceeding on the final stage of the upgrading of Lake Road from single carriageway to dual carriageway in the section between Poad Street and Ranford Road. Included in these works is the provision of a second bridge over the Southern River just to the west of Henderson Drive.

COMMENT

The original estimate for the bridge construction as included in the grant submission amounted to \$300,000. This figure was based on standard rates provided by Main Roads Western Australia and allowed for the construction of the new bridge to be slightly bigger than the old bridge in order to accommodate the known flooding problems which are presently experienced.

After finalising discussions with local Aboriginal groups regarding heritage issues around the bridge site Technical Services staff engaged the services of specialist consultants to assess the size and design of the bridge. After carrying out detailed flows/flood analysis the consultants have now provided information regarding the exact size requirements of the new bridge.

This analysis has revealed that the constriction caused by the existing bridge will have a significant affect on the proposed new bridge. This affect means that, whereas in normal circumstances a bridge of cross sectional area of 31m² would be sufficient to accommodate all standard flooding requirements, in this instance the smaller existing downstream bridge means that the new bridge supplied must have a cross sectional area of 48.5m².

As would be expected the increase in bridge size highlighted above results in a significant extra expense. In summary the details are:

Budgeted cost for bridge to 1 new carriageway	\$300,000
Estimate cost of 1 carriageway bridge with no flow restrictions	\$300,000
Estimated cost of 1 carriageway bridge to accommodate flow restrictions	\$500,000
Estimated cost of 2 carriageway bridge with no flow restrictions	\$600,000

From the above information it can be seen that Council would require an additional \$200,000 (\$500,000 - \$300,000) to construct the required size bridge for the 1 new carriageway. Should construction proceed on this basis then ultimately it would be necessary to upgrade the existing bridge at an estimated further cost of \$300,000. Alternatively a bridge appropriately sized to accommodate all necessary flooding requirements could be constructed across for both carriageways of Lake Road at an estimated cost of \$600,000.

It would appear logical from this overview of the situation that the best solution is to construct a new appropriately sized bridge to accommodate both carriageways at an estimated cost of \$600,000. With this in mind discussions have already commenced with Main Roads Western Australia to ascertain whether or not funding could be made available to offset the shortfall of \$300,000 which would exist if this option is to proceed. Such negotiations will inevitably take some weeks to finalise and as a result of this it will no longer be possible for the bridge to be constructed during the 2001/02 works programme. This means that arrangements have already been put in place to allow the construction of Lake Road to be reduced from dual carriageway to single carriageway for a short section across and either side of the existing bridge.

The figures referred to in this report are only indicative because detailed design of the bridge has not yet commenced. The report has been provided however in order to keep Council informed at the earliest possible opportunity of the potential significant shortfall in funds and also of the proposal to leave a short section of single carriageway in the vicinity of the bridge.

T7/02 RECOMMEND

- 1. That Council endorse the actions of the Technical Services Directorate in seeking extra funding for the construction of a full width bridge over the Southern River on Lake Road.**
- 2. That Council note that negotiations for extra funding will result in delays in construction of the bridge which will necessitate the narrowing of this section of Lake Road to one carriageway until negotiations are finalised.**

MOVED Cr Munn
MOTION CARRIED (7/0)

COUNCILLORS' ITEMS

Cr Cumming

Cr Cumming expressed interest in the use of Worm Farms, based on a TV documentary which had reported on the Worm Farms in the Eastern States and sought information on the possible usage within the City of Armadale.

T8/02 RECOMMEND

**That a report on Worm Farms be presented to the February 2002
Technical Services Committee meeting.**

Cr Cominelli

Cr Cominelli informed the Committee that she had recently visited the Pioneer World, and was very pleased with the Parking facilities.

Executive Director Technical Services

The Executive Director Technical Services informed the Committee that the dual purpose path along Armadale Road (between Fifth and Seventh Roads) was to be constructed in red asphalt to a width of 2.5m (to provide a sacrificial edge in preference to a more expensive edge treatment).

MEETING CLOSED 6.32PM

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

29 JANUARY 2002

Attachment No.	Subject	Page
A-1	South East Regional Waste Council - October 2001 Minutes	29