
14.0 WORKS & SERVICES

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- R E P O R T S -

14.1 WASTE MANAGEMENT

Nil

14.2 DESIGN SERVICES

Nil

14.3 OPERATIONS

14.3.1 C98032 – Tender for a Grader

File	:	C98032
Proposal/Issue	:	Contract for the replacement of the John Deere Grader
Reporting Officer(s)	:	Justin Zelones (Design Officer)
Summary Recommendation:		To purchase a Caterpillar 12H Grader from Westrac for a nett changeover cost of \$233,900

BACKGROUND

1. Tenders have been called and received for the replacement of P21 a John Deere Grader.

STATUTORY REQUIREMENTS

2. The Local Government Act 1995 (Local Government, Functions and General, Amendment Regulations 1997) list requirements as to the tendering process for goods and services. As per regulation 11(1), the contract is worth more than \$50,000, so tenders have been called and received.
3. Regulation 18, outlines a number requirements relating to choice of tender. This is as follows:
 - 18(1) A tender is required to be rejected unless it is submitted at a place and within the time, specified in the invitation for tenders.
 - 18(2) A tender that is submitted at a place, and within the time, specified in the invitation for tenders but that fails to comply with any other requirement specified in the invitation may be rejected without considering the merits of the tender.
 - 18(3) If, under regulation 23(4), the local government has prepared a list of acceptable tenderers for the supply of goods or services, a tender submitted by a person who is not listed as an acceptable tenderer is to be rejected.
 - 18(4) Tenders that have not been rejected under subregulation (1), (2), or (3) are to be considered by the local government and it is to decide which of them it thinks it would be most advantageous to the local government to accept.
 - 18(5) The local government may decline to accept any tender.
4. Regulation 19, requires Council to notify all tenderers of its decision.

POLICY IMPLICATIONS

Nil

Item 14.3.1 continued

FINANCIAL IMPLICATIONS

5. The City of Albany has budgeted \$243,000 for the replacement of a 12G Grader. This will be taken into consideration when awarding the tender.
6. The following tenders have been lodged for the replacement of our Grader.

Make	Model	Dealer	New Price	Trade-in	Changeover
Champion	710A	CJD Equipment	\$238,215	\$32,000	\$206,215
Komatsu	GD530A-2C	NS Komatsu	\$234,446	\$21,000	\$213,446
Mitsubishi	MG430E	Tutts Tat Hong	\$252,630	\$32,600	\$220,030
Caterpillar	12H	Westrac	\$250,900	\$17,000	\$233,900
John Deere	670CH	Marubeni	\$262,000	\$25,000	\$237,000
John Deere	672CH	Marubeni	\$267,000	\$25,000	\$242,000

STRATEGIC PLAN IMPLICATIONS

7. Asset replacement and acquisition is outlined in the Principal Activity plan. Purchase of the Grader will meet the following objectives outlined in the plan:
 - to provide for the timely purchase and replacement of assets in accordance with acquisition and replacement programs
 - to optimise performance of the plant fleet
 - to minimise plant replacement costs
 - ensure that adequate plant resources are available when necessary

COMMENT/DISCUSSION

8. Engine
Through comparison of the tenders, the John Deere 672CH Grader gives the best engine specifications, with its power rated between 108kW and 116 kW. The capacity of the engine is 6.78 litres.
9. Torque
The best torque supplied by an engine is given by the Champion 710A Grader which ranges from 572 Nm and 800 Nm.
10. Weight
The heaviest Grader, at its total weight, is the John Deere 672CH
11. Transmission Gears and Speed Range
The Mitsubishi M6430E offers the greatest speed range which is between 3.9 km/h and 45.1 km/h. The Mitsubishi and the Komatsu offer six transmission gears, whereas all the others offer eight.

Item 14.3.1 continued

12. Price

The least expensive total changeover price is offered on the Champion 710A Grader. The most expensive total changeover price is offered on the John Deere 672CH.

13. Warranty

The best warranty is offered on the Caterpillar. Westrac offer a 24 month full warranty.

14. Re-sale

The information in the following table was taken from Heavy Equipment magazine, dated December 1998.

Grader	Hours Worked	Re-sale Price
Champion 710A	4,591	\$80,000
Komatsu GD525A-1	7,700	\$65,000
Mitsubishi MG430	7,425	\$80,000
Caterpillar 12G	11,663	\$135,000
John Deere 670B	11,000	\$68,000

It can be seen from the above table, that Caterpillar has by far and away a better re-sale value. The Komatsu GD530A-2C did not have a re-sale price listed, however, the GD525A-1 was the previous model to this one, which does indicate an approximate re-sale value. The John Deere 670CH and 672CH were not listed. The 670B is a prior model, which does indicate what we could expect for the John Deere after this period of time. The Caterpillar 12H was listed, but had only done 1,500 hours of work. The 12G being the prior model does, however, give a better indication of re-sale price for this model.

15. Current Fleet. The City of Albany currently owns one John Deere Grader and six Caterpillar Graders. The John Deere Grader is to be traded in, as previously stated. The purchase of another Caterpillar would allow us to standardise our Grader fleet to Caterpillar. This would mean:

- Immediate savings to the stores workshop as a range of parts is already in place;
- Operator and mechanic familiarity saving time and money in learning costs

16. Back up Service & Spare Parts:

- Previous experience with Caterpillar has proven their backup service and spare parts availability to be outstanding and has been superior to Champion, Komatsu and John Deere Graders.

17. The Caterpillar 12H Grader performed well across the board of specifications required. Therefore, from the aforementioned comments, the most advantageous Grader to the Council is considered to be the Caterpillar 12H.

Item 14.3.1 continued

RECOMMENDATION

THAT the City of Albany award Contract C98032 to Westrac for the purchase and delivery of one Caterpillar 12H Grader for the sum of \$250,900, with a trade-in allowance on Council's John Deere Grader of \$17,000, giving a nett changeover cost of \$233,900.

**Voting Requirement Simple Majority*

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It was noted that correspondence from CJD Equipment was made available to the Commissioners prior to them considering this report item.

MOVED COMMISSIONER McGOWAN
SECONDED COMMISSIONER EDMONDSON

THAT the City of Albany award Contract C98032 to Westrac for the purchase and delivery of one Caterpillar 12H Grader for the sum of \$250,900, with a trade-in allowance on Council's John Deere Grader of \$17,000, giving a nett changeover cost of \$233,900.

CARRIED 5 – 0

MOVED COMMISSIONER McGOWAN
SECONDED COMMISSIONER WINTERTON

THAT the changeover cost of \$233,900 for purchase of a Caterpillar 12H Grader be funded from Council's Plant Replacement Reserve.

CARRIED 5 – 0
ABSOLUTE MAJORITY

MINUTES - ORDINARY COUNCIL MEETING - 24/02/99

** REFER DISCLAIMER **

Grader Comparison Sheet

Tender	Make	Model	Dealer	Engine kW & Cap(L)	Torque	Weight Bare + Rip & Scarifier (kg)	Trans., Gears Speed Range
3	Champion	710A	CJD Equipment	101-119 kW / 5.8 L	572 (1-2) / 800 (3-8)	16,430	8 / 3.8 - 39.4 km
1	Komatsu	GD530A-2C	NC Komatsu	107 kW / 5.8 L	not relevant	15,559	6 / 4.3 - 39.9 km
2	Mitsubishi	MG430E	Tutts Tat Hong	116 kW / 11.9 L	706	16,400	6 / 3.9 - 45.1 km
5	Caterpillar	12H	Westrac	104 kW / 10.45 L	682	16,400	8 / 3.6 - 41.8 km
6-1	John Deere	670CH	Marubeni	104 -116 kW / 6.78 L	673 - 697	16,409	8 / 3.5 - 40.2 km
6-2	John Deere	672CH	Marubeni	108-119 kW / 6.78 L	697 - 769	16,645	8 / 3.5 - 40.2 km

Tender	New Price	Trade-in	Changeover	Bonus	Warranty	Warranty Restrictions	Adherence to tender Spec.
3	238,215	32,000	206,215	Less 3000 if comp. purchased	12 full / 36 powertrain	excludes many acces. plus main clutch	yes
1	234,446	21,000	213,446				
2	252,630	32,600	220,030		12 full / 36 powertrain	many warranty exceptions	yes
5	250,900	17,000	233,900		24 full		yes
6-1	262,000	25,000	237,000		12 full / 48 powertrain		yes
6-2	267,000	25,000	242,000		12 full / 48 powertrain		yes

MINUTES - ORDINARY COUNCIL MEETING - 24/02/99

** REFER DISCLAIMER **

14.3.2 C98033 – Tender for a Vibrating Roller

File	:	C98033
Proposal/Issue	:	Contract for a new Vibrating Roller
Reporting Officer(s)	:	Justin Zelones (Design Officer)
Summary Recommendation:		To purchase a Ingersoll-Rand SD 100D Vibrating Roller from NS Komatsu for the sum of \$126,757

BACKGROUND

1. Tenders have been called and received for the supply and delivery of a Vibrating Roller.

STATUTORY REQUIREMENTS

2. As per the Local Government Act 1995 (Local Government, Functions and General, Amendment Regulations 1997) a number of regulations and requirements are listed as to the tendering process for goods and services. As per regulation 11(1), the contract is worth more than \$50,000, so tenders have been received.
3. Regulation 18, outlines a number requirements relating to choice of tender. This is as follows:
 - 18(1) A tender is required to be rejected unless it is submitted at a place and within the time, specified in the invitation for tenders.
 - 18(2) A tender that is submitted at a place, and within the time, specified in the invitation for tenders but that fails to comply with any other requirement specified in the invitation may be rejected without considering the merits of the tender.
 - 18(3) If, under regulation 23(4), the local government has prepared a list of acceptable tenderers for the supply of goods or services, a tender submitted by a person who is not listed as an acceptable tenderer is to be rejected.
 - 18(4) Tenders that have not been rejected under subregulation (1), (2), or (3) are to be considered by the local government and it is to decide which of them it thinks it would be most advantageous to the local government to accept.
 - 18(5) The local government may decline to accept any tender.
4. As per regulation 19, all tenderers must be notified of the outcome.

POLICY IMPLICATIONS

Nil

Item 14.3.2 continued

FINANCIAL IMPLICATIONS

5. The City of Albany has budgeted \$130,000 for the supply and delivery of a Vibrating Roller. This will be taken into consideration when awarding the tender.
6. The following tenders have been lodged for the supply and delivery of a Vibrating Roller.

Make	Model	Dealer	New Price
AMMANN	AC 110E	E & MJ Rosher	\$114 950
Vibromax	W1103	CaseQuip	\$120 000
Ingersoll-Rand	SD100D	NS Komatsu	\$126 757
Bomag	BW212D-3	Banbury Engineering	\$128 490
Multipac	VV904D	Wel Quip	\$128 650
Caterpillar	CS-563C	Westrac	\$131 000 (ex Qld)
Dynapac	CA251D	Sveldala Compaction	\$131 900
HAMM	2420D	Capital Equip. Div.	\$133 775
Caterpillar	CS-563C	Westrac	\$137 800

STRATEGIC PLAN IMPLICATIONS

7. Asset replacement and acquisition is outlined in the Principal Activity plan. Purchase of the Vibrating Roller will meet the following objectives outlined in the plan:
 - to provide for the timely purchase and replacement of assets in accordance with acquisition and replacement programs
 - to optimise performance of the plant fleet
 - to minimise plant replacement costs
 - ensure that adequate plant resources are available when necessary

COMMENT/DISCUSSION

8. Budget Restrictions
The Caterpillars, Dynapac and HAMM Vibrating Rollers were found to be outside the limits of Councils budget and were not considered further.
9. Engine
The Ingersoll-Rand was found to have the greatest power at 93.2 kW for an engine capacity of 3.9 litres. The Multipac and AMMANN had the largest engine capacity of 6 litres, with power rating at 89 kW and 88kW respectively.
10. Torque
The largest torque was produced by the Ingersoll-Rand at 451.5 Nm.

Item 14.3.2 continued

11. Weight

The heaviest Vibrating Roller was found to be the AMMANN, at 11.2 tonne. The AMMANN also provided the largest weight on the front drum at 6.7 tonne.

12. Variable Frequency

The largest range of variable frequency was produced by the Ingersoll-Rand, which was between 18.3 Hz and 31.5 Hz. The AMMANN produced the highest frequency at 38 Hz.

13. Centrifugal Force

The Ingersoll-Rand produced the largest range of centrifugal force, which was between 116.8 kN and 233.5 kN. The Bomag produced the highest centrifugal force at 275 kN.

14. Amplitude

The AMMANN and Vibromax produced the best range of amplitudes, which was between 1.8 mm to 0.8 mm, and 1.6 mm to 0.6 mm respectively. The AMMANN, Bomag and Multipac produced the highest amplitude at 1.8 mm.

15. Speed Range

The greatest speed range came from the Multipac, which ran as high as 14 km/h.

16. Total Width of Roller

The Vibromax and Bomag had the smallest width of roller at 2250 mm. However, the AMMANN, Ingersoll-Rand and Multipac all fit within limits of width that Council required.

17. Maximum Gradeability

The Ingersoll-Rand had the best gradeability, managing grades of up to 65%.

18. Warranty

The best warranty deal was on the Multipac, which offered twelve months on the Vibrating Roller and 24 months on the powertrain.

19. Current Fleet. The Council currently owns two Ingersoll-Rand Vibrating Rollers. The purchase of another Ingersoll-Rand would allow us to standardise our Vibrating Roller fleet to Ingersoll-Rand. This would mean:

- Immediate savings to the stores workshop as a range of parts is already in place;
- Operator and mechanic familiarity saving time and money in learning costs.

Item 14.3.2 continued

20. Back up Service & Spare Parts:

- Council has obtained good service and back up from NS Komatsu for our existing Ingersoll-Rand Vibrating Rollers.

21. The AMMANN is the least expensive Vibrating Roller that has been tendered at \$114,950. The Multipac was the most expensive Vibrating Roller at \$128,650, excluding those Vibrating Rollers outside our budgetary limitations.

22. The Ingersoll-Rand Vibrating Roller performed well across the board of specifications. Therefore, from the aforementioned comments, the most advantageous Vibrating Roller to the Council is the Ingersoll-Rand SD100D.

RECOMMENDATION

THAT the City of Albany award contract C98033 to NS Komatsu for the supply and delivery of one Ingersoll-Rand SD100D Vibrating Roller for the sum of \$126,757.

**Voting Requirement Simple Majority*

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MOVED COMMISSIONER EDMONDSON
SECONDED COMMISSIONER DAWSON

THAT the City of Albany award contract C98033 to NS Komatsu for the supply and delivery of one Ingersoll-Rand SD100D Vibrating Roller for the sum of \$126,757, funded from Council's Plant Replacement Reserve.

CARRIED 5 – 0
ABSOLUTE MAJORITY

MINUTES - ORDINARY COUNCIL MEETING - 24/02/99

** REFER DISCLAIMER **

Roller Comparison Sheet

Tender	Make	Model	Dealer	Engine kW & Cap(l)	Torque (Nm)	Total Weight (t)	Weight on front drum (t)
7	AMMANN	AC 110E	E & MJ Roshier	88 kW / 6 l	434	11.2	6.7
2	Vibromax	W1103	CaseQuip	85 kW / 5.9 l	370	11.1	5.8
4	Ingersoll-Rand	SD100D	NS Komatsu	93.2 kW / 3.9 l	451.5	10.2	6.04
3	Bomag	BW212D-3	Banbury Engineering	90 kW / 4.7 l	375	11.08	6.68
5	Multipac	VV904D	Wel Quip	89 kW / 6 l	255	10.4	5.4
1-2	Caterpillar	CS-563C	Westrac	103 kW / 6.6 l	540	11.585	5.69
8	Dynapac	CA251D	Sveldala Compaction	80 kW / 5.6 l	315	10.8	5.28
6	HAMM	2420D	Capital Equip. Div.	100 kW / 4.79 l	449	11.575	6.25
1-1	Caterpillar	CS-563C	Westrac	103 kW / 6.6 l	540	11.585	5.69

Tender	Variable Frequency (Hz)	Centrifugal Force (kN)	Amplitude (mm)	Speed Range (km/h)	Total Width of Roller (mm)	Max. Gradeability %
7	28 - 38	220 - 160	1.8 - 0.8	0 - 12	2290	45
2	28 - 36	210 - 107	1.6 - 0.6	6.5 - 11	2250	45
4	18.3 - 31.5	233.5 - 116.8	1.7 - 0.85	7.2 - 12.2	2360	65
3	30 - 36	275 - 198	1.8 - 0.9	0 - 10	2250	43
5	35 - 29	201 - 145	1.8 - 0.9	0 - 14	2400 (can reduce to 2265)	40 (without vib) / 35 (with)
1-2	30	226 - 113	1.7 - 0.85	0 - 12.8	2438	47(without)/42(with),28(with-rev.)
8	30 - 33	203 - 119	1.75 - 0.85	0 - 10	2373	33
6	30 - 42	333 - 293	1.6 - 0.6	0 - 12	2310	40 (without)/35 (with)
1-1	30	226 - 113	1.7 - 0.85	0 - 12.8	2438	47(without)/42(with),28(with-rev.)

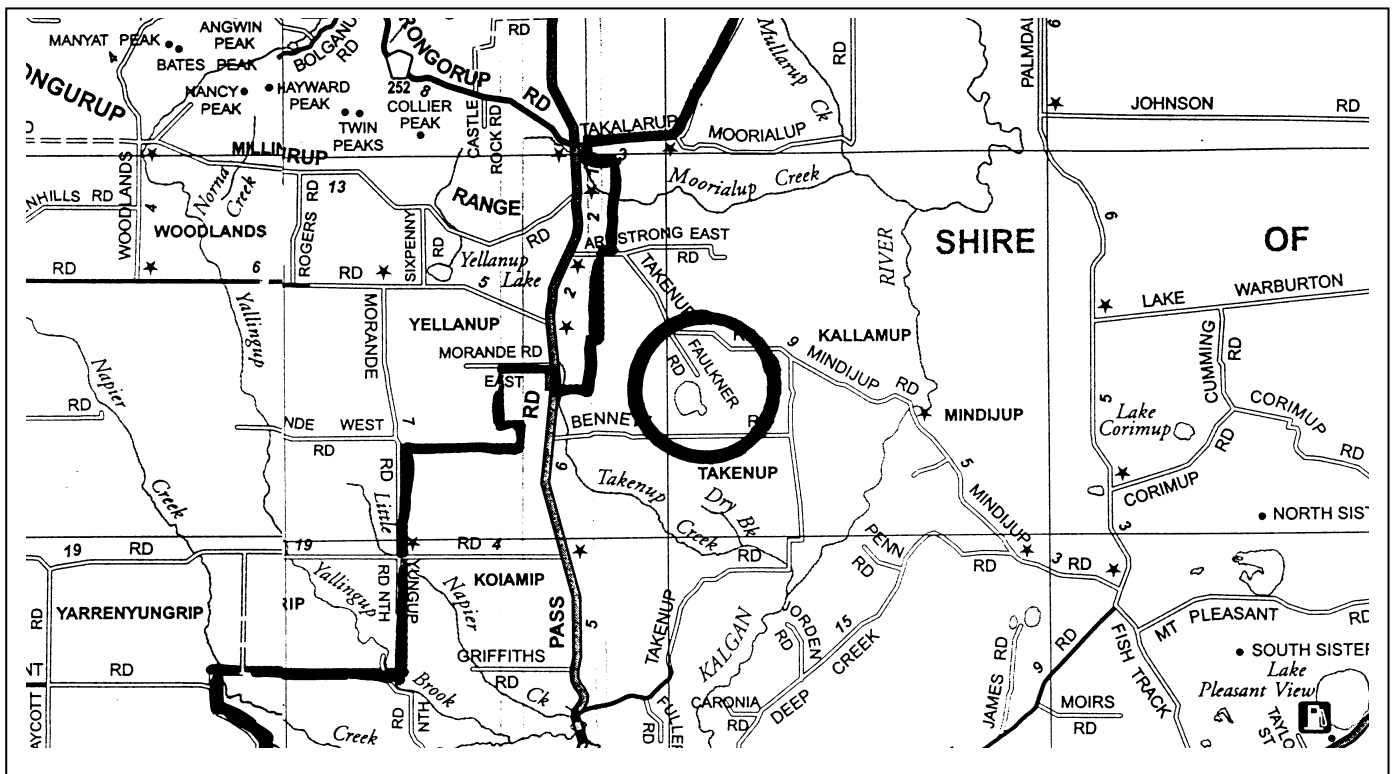
Tender	New Price	Trade-in	Changeover	Bonus	Warranty	Warranty Restrictions	Adherence to Tender Spec.
7	114,950	-	114,950		12 mths unlimited hours		Yes
2	120,000	-	120,000		12 mths unlimited hours		Yes
4	126,757	-	126,757		12 months		Yes
3	128,490	-	128,490		1 year / 1500 hours		Yes
5	128,650	-	128,650		12 mths/24 mths ptrain		Yes
1-2	131,000 (ex Qld)	-	131,000 (ex Qld)	less 3000 if grader purchased	2 years / 3000 hours		Yes
8	131,900	-	131,900		12 months / 1500 hours		No
6	133,775	-	133,775		12 months		Yes
1-1	137,800	-	137,800	less 3000 if grader purchased	2 years / 3000 hours		Yes

MINUTES - ORDINARY COUNCIL MEETING - 24/02/99

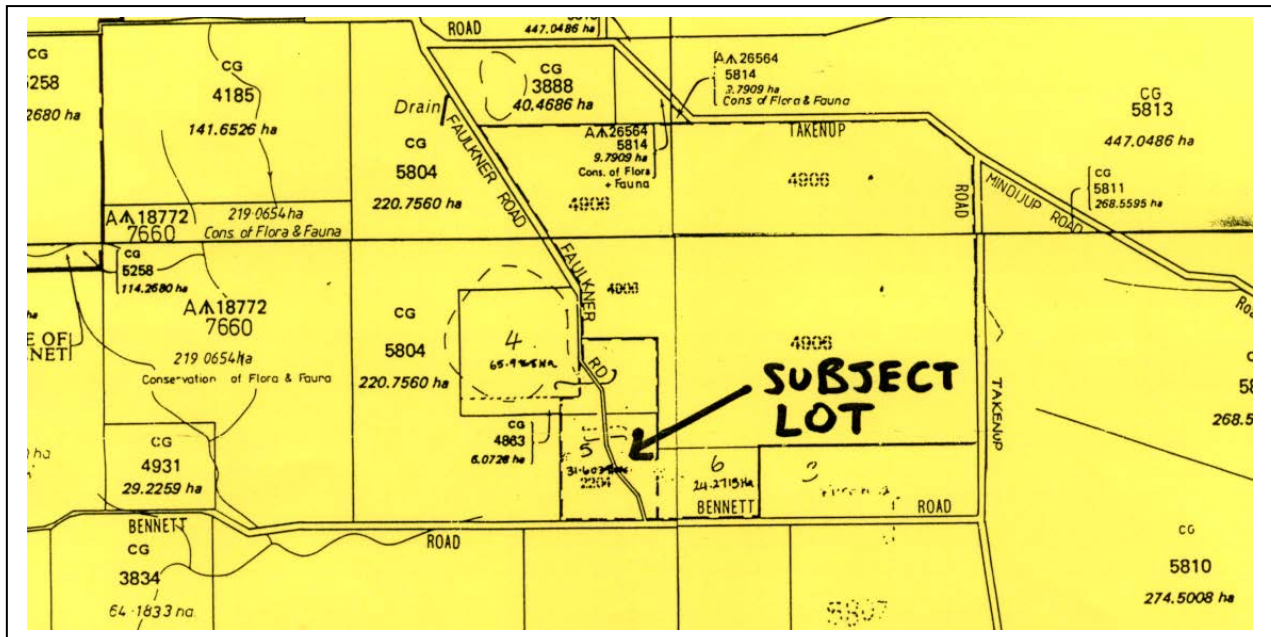
** REFER DISCLAIMER **

14.3.3 Faulkner Road, Napier – Proposed Road Reserve Closure

- File** : A72328
- Proposal/Issue** : Road Reserve Closure
- Subject Land/Locality** : Lot 5 Bennett Road, Napier
- Owner** : KJ & JM Forsyth
- Reporting Officer(s)** : Engineering Project Officer (J Barnes)
- Summary Recommendation:** Advertise road closure proposal for Faulkner Road and invite comment
- Locality Plan** :



Item 14.3.3 continued



BACKGROUND

1. Faulkner Road Napier is a formed road from Takenup Road southwards to Lot 4. The portion of road reserve traversing Lot 5 Bennett Road has no constructed road within the road reserve. Lots 4, 5 and 6 were created 2 years ago by subdivision. The owner of Lot 5 has requested Council to administer closing of the road reserve within Lot 5.

STATUTORY REQUIREMENTS

2. Council is required to comply with Section 58 of the Land Administration Act and Regulation 9 of the Land Administration Regulations 1998 when considering objections and service authorities responses and formally resolve to close the road reserve and advise DOLA in writing.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

3. There are no costs to Council in this particular case. An advertisement is required in the local paper, however, the cost of this will be paid for by the original owner of Lot 5 Bennett Road before subdivision, as this was an agreement made between that owner and the purchaser of Lot 5.

Item 14.3.3 continued

STRATEGIC PLAN IMPLICATIONS

Nil

COMMENT/DISCUSSION

4. It is considered unlikely that there will be a future requirement to construct such a road as all the surrounding properties have access via either Takenup Road or Bennett Road. Lot 4 has a legal right of carriageway over Lot 5 adjacent to the eastern boundary of the lot. The owner of Lot 4 uses the Right of Carriageway as an access and has no objection to the proposed road closure.
5. The abutting properties do not require access via the road reserve within Lot 5, it is considered that Council should advertise the proposal to close the road and invite comment from the community and service authorities.

RECOMMENDATION

THAT Council advertise the proposal for the closure of Faulkner Road within the boundaries of Lot 5 Bennett Road, and invite comments from the community and service authorities to enable consideration of the closure.

**Voting Requirement Simple Majority*

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MOVED COMMISSIONER DAWSON
SECONDED COMMISSIONER EDMONDSON

THAT Council advertise the proposal for the closure of Faulkner Road within the boundaries of Lot 5 Bennett road, and invite comments from the community and service authorities to enable consideration of the closure.

CARRIED 5 – 0

14.3.4 Uniform for Outdoor Staff

File	:	PER 021
Proposal/Issue	:	A registered uniform for the Outdoor Work Teams
Reporting Officer(s)	:	Executive Director – Works & Services (C Meeking)
Summary Recommendation:		Council provide a registered uniform for the City of Albany outdoor work teams

BACKGROUND

1. The former Shire and Town Councils provided their outdoor work force with 2 pairs of trousers and 2 shirts each year. Replacement items of clothing have in recent months been held over, unless condition of existing clothing requires items to be replaced, until the issue of a staff uniform has been resolved.
2. It was considered practical to develop a City uniform that would be required to be worn by the employees in lieu of purchasing clothing that attracted a fringe benefit tax.
3. The provision of uniforms is currently included in the EB Agreement negotiations.

FINANCIAL IMPLICATIONS

4. The budget provided \$18000 in the 98/99 budget for protective clothing which includes ear muffs, safety glasses, boots, gloves, overalls, sun screen, etc. Approximately \$7000 has been spent up to the end of January on these items.

STRATEGIC PLANNING

5. The provision of a uniform to be worn by outdoor staff is driven by the strategy of providing high customer focus. The Council logo will be attached on each item of clothing, which will then be registered as the designated uniform for the outdoor work teams. It is intended that the City's outdoor workers uniform will be different to other outdoor work teams in the public and private sectors to ensure our workforce will be readily recognised.

COMMENT/DISCUSSION

6. The uniform needs to be registered with the Council logo, to avoid payment of fringe benefit tax. This process will take approximately 4 weeks.

Item 14.3.4 continued

7. Quotes have been obtained from two local businesses, 'Barefoot Clothing Manufacturers' and 'Just Sew Embroidery'. Barefoot clothing is considered to be providing the best overall advantage to Council.

Barefoot Clothing Manufacturers *			Just Sew Embroidery **		
Polo Shirts	\$19.70	\$39.40	Polo Shirts	\$26.50	\$53.00
Shirts	\$29.20	\$58.40	Shirts	\$27.50	\$55.00
Wool Jumper	\$54.65	\$54.65	Wool Jumper	-	-
Nylon Jacket	\$57.70	\$57.70	Nylon Jacket	-	-

8. A typical order based on 4 tops, jumper and jacket from Barefoot plus 2 trousers from Yakka at \$58.00 would give a total estimate per person of \$268.45.

*Barefoot Clothing Manufacturers -The cost of the sewn on patch \$4.70 has been included in the above prices. The lead-time for supply is 14 days.

**Just Sew Embroidery -The cost of the sewn on patch \$4.50 has been included in the above price. The lead-time for supply is 10 weeks. The supplier also requires 50% of the order value to be paid at time of order.

9. The estimated cost to supply all staff including team leaders (which may include a different coloured shirt) is \$25000. However, to reduce the initial cost to Council, the purchase of the waterproof nylon jackets could be deferred to the 1999/00 budget deliberations. This would reduce the initial cost by \$5,400 to \$19,600.
10. Funds will be needed to purchase protective clothing for the remainder of the financial year and it is considered that \$4,000 should be held for this purpose. Therefore, funding the uniform is as follows:
 \$7,000 re-allocated from protective clothing – COA No. 148820
 \$12,600 funded from design salaries – COA No. 144920
11. It is proposed that the initial issue of clothing will consist of, four shirt/polo tops, two pairs of trousers/shorts and a jumper. A waterproof jacket is also proposed, however, it is considered the provision of this item could be delayed.
12. Discussions with the outdoor work teams have indicated a preference of dark green trouser/shorts with a maroon shirt/polo top and jumper with the City of Albany logo.
13. It is considered that the uniform will provide a corporate identity for the outdoor work teams and distinguish the teams from other private and public organisations. The outdoor teams have continual contact with the community and as such should be readily identified as part of the City of Albany workforce to enhance our customer service.

Item 14.3.4 continued

RECOMMENDATION

THAT:

- i) Council approve and provide a registered uniform as described in the report consisting of 4 shirts, 2 trousers and jumper for the outdoor work teams at an approximate cost \$19,600 (\$210.00 per person);
- ii) Council re-allocate funding to purchase the uniform as follows:
\$7,000 protective clothing COA 148820
\$12,600 design salaries COA 144920; and
- iii) the provision of a registered waterproof jacket for the outdoor work teams be deferred to next years budget deliberations.

**Voting Requirement Absolute Majority*

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MOVED COMMISSIONER DAWSON
SECONDED COMMISSIONER EDMONDSON

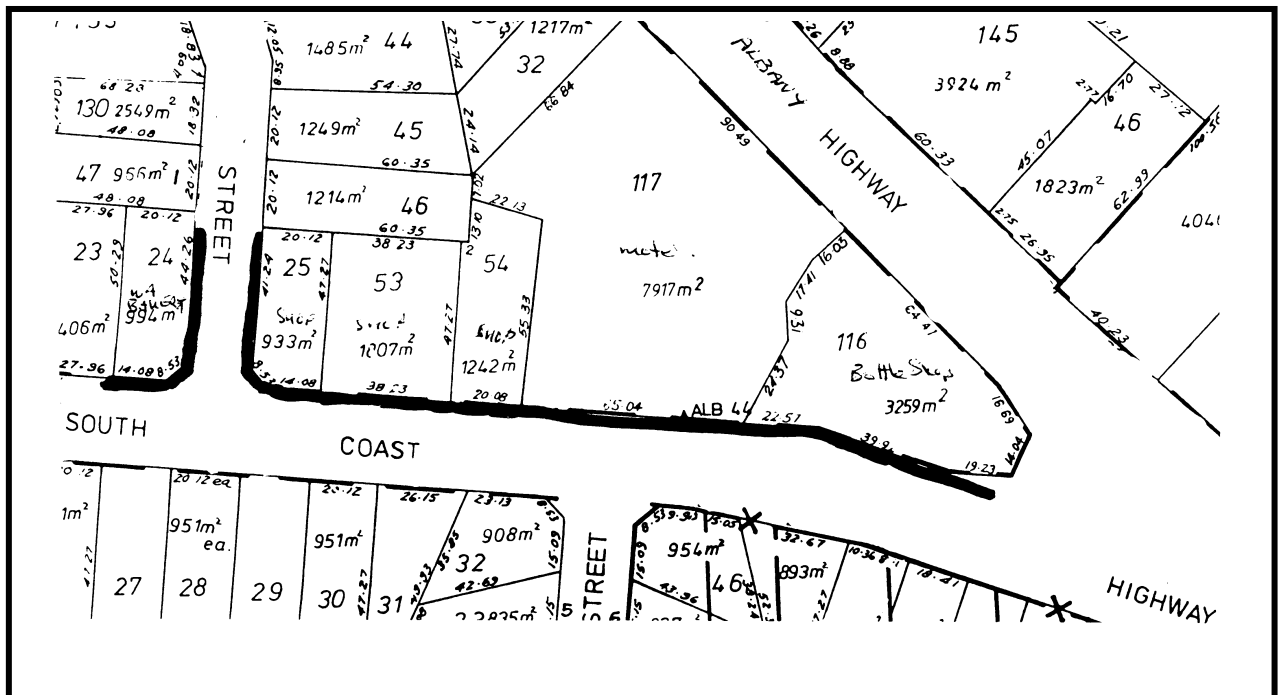
THAT:

- i) Council approve and provide a registered uniform as described in the report, consisting of 4 shirts, 2 trousers and jumper for the outdoor work teams at an approximate cost of \$19,600 (\$210 per person);**
- ii) Council re-allocate funding to purchase the uniform as follows:
\$7,000 protective clothing COA 148820
\$12,600 design salaries COA 149220**
- iii) The provision of a registered waterproof jacket for the outdoor work teams be deferred to next year's deliberations.**

CARRIED 5 – 0
ABSOLUTE MAJORITY

14.3.5 Petition – South Coast Highway Footpath – Lockyer

- File** : SER 083
- Proposal/Issue** : Upgrade footpaths at South Coast Highway Strip Shopping Centre – Lockyer
- Subject Land/Locality** : At intersection of South Coast Highway/Barrett Street
- Proponent** : Residents of the Lockyer area
- Reporting Officer(s)** : Operations Manager (C Mibus)
- Summary Recommendation:** Approve re-allocation of funds to construct the improvement program outlined for the area
- Locality Plan** :



Item 14.3.5 continued

BACKGROUND

1. A petition was presented to Council at its 10th February meeting requesting Council to take urgent action in the upgrading of the footpath outside the Lockyer shops on South Coast Highway.

STATUTORY REQUIREMENTS

Nil

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

2. Apart from minor maintenance works, no funding is provided to complete capital works in this financial year. Accordingly a re-allocation of funds is required should Council resolve to proceed with any improvement program.

STRATEGIC PLAN IMPLICATIONS

Nil

COMMENT/DISCUSSION

3. Initial maintenance works will commence as soon as possible to remove the major hazards to pedestrians in this area.
4. The existing path work at the strip shopping centre consists of bitumen and concrete slab pavers which has been used extensively throughout Albany. Council has been progressively replacing the old concrete slab paved paths, due to their age, cracking and uneven surface.
5. A plan of the existing area is currently being prepared to enable a street landscape architect to design and cost the improvement program. Abutting owners will be consulted on the improvement program concept plan prior to construction. Tenders/quotations will be then called for undertaking the project.
6. The improvement program works will significantly enhance the aesthetics and safety of the strip shopping centre in South Coast Highway and provide access to Albany Highway.

Item 14.3.5 continued

7. A preliminary estimate of \$115,000 will enable the following:
 - complete upgrading of the footpath abutting the shops with a new surface (asphalt surface with brick paved edging similar to that at Middleton Beach)
 - construct a concrete footpath to connect to the existing footpath network at the intersection of Albany Highway and South Coast Highway
 - improve to drainage at front of WA Bakery and Barrett Street
 - provision of street furniture and landscaping
 - provision of additional off-street parking in Barrett Street, and
 - replace kerbing along Southcoast highway.
8. Council has a budget of \$600,000 this financial year for the Lockyer Precinct project. This consisted of a \$190,000 Main Roads grant, \$350,000 from Council Reserves and \$60,000 from revenue. The Main Roads grant is to be matched with a minimum Council contribution of \$95000. It is considered that all of the funding for the project cannot be fully spent this financial year. It is now planned to concentrate on expending \$285,000 (Main Roads grant and minimum Council contribution) this year and budget additional funding in the following financial year to progress the Lockyer Precinct Project.
9. This would enable funds to be re-allocated for both the Locker Shopping Centre and Beaufort Road paths to proceed.
10. Beaufort Road is another street that Council has received a number of complaints similar to those outlined in the petition for South Coast Highway. The path provides access to Yakamia Primary School and enables residents to walk to the North Road Shopping Centre. It is estimated that to replace the existing concrete slab path with a concrete path will cost \$20,000.

RECOMMENDATION

THAT Council:

- i) proceed with the improvement program for the South Coast Highway Strip Shopping Centre in the Lockyer project (\$115,000) and consult with abutting owners prior to construction;
- ii) proceed with the construction of a concrete path in Beaufort Road (\$20,000); and
- iii) approve the re-allocation of funds from COA No.131140 Lockyer Precinct for the amount of \$125,000 for the South Coast Highway Strip Shopping Centre Improvement Program and Beaufort Road projects.

**Voting Requirement Absolute Majority*

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Item 14.3.5 continued

The Executive Director Works and Services advised he would like to add the following information to paragraph 4 of the Officer Report:

“Prior to finalising the design, the adjacent retailers will be consulted on the proposed improvement programme and will be requested to display the plans in their shop windows to enable feedback from the community.”

MOVED COMMISSIONER DAWSON
SECONDED COMMISSIONER MCGOWAN

THAT subject to inclusion of the additional sentence in paragraph 4 of the Officer Report as outlined above, Council:

- i) Proceed with the improvement programme for the South Coast Highway Strip Shopping Centre in the Lockyer project (\$115,000) and consult with abutting owners prior to construction;**
- ii) Proceed with the construction of a concrete path in Beaufort Road (\$20,000); and**
- iii) Approve the re-allocation of funds from COA No.131140 Lockyer Precinct for the amount of \$125,000 for the South Coast Highway Strip Shopping Centre Improvement Programme and Beaufort Road projects.**

CARRIED 5 – 0
ABSOLUTE MAJORITY

14.4 RECREATION

14.4.1 Lane Hire Fees

File	:	SER 002
Proposal/Issue	:	Introduction of lane hire fees
Reporting Officer(s)	:	Leisure Centre Manager (P Sporton)
Summary Recommendation:		Defer the introduction of lane hire fees

BACKGROUND

1. Lane hire fees were included in the 1998/99 of budget and were set at:
Incorporated Clubs and Schools \$4.00(per lane per hour)
Community Groups etc \$8.00(per lane per hour)
2. The fee was scheduled to be introduced in 1999 with the relevant seasonal commencement of each club.
3. The fee is not applicable to school groups between the hours of 9.00am to 3.30pm. It is also not applicable to user groups that have been allocated lane space for the specific purpose of performing their competition.
4. Following an initial letter the Leisure Centre Manager has met with groups and schools individually to explain the lane hire fee and gather feedback on its implications.
5. A user group forum with representatives from 12 different groups was held on the 15th February 1999 to discuss:
 - a) management of lane space;
 - b) subsidy of facility; and
 - c) feasibility of fee introduction.

The working group is investigating options to maximise patronage for all groups and the community and to reduce the subsidy for the pool without the necessity to introduce lane hire fees.

STATUTORY REQUIREMENTS

6. State Health Act (Swimming Pools).

POLICY IMPLICATIONS

Nil

Item 14.4.1 continued

FINANCIAL IMPLICATIONS

7. Lane hire fee is expected to collect \$1,500 in revenue for the remainder of the 1998/99 financial year and \$7,000 in 1999/00.

STRATEGIC PLAN IMPLICATIONS

8. Sport and Recreation

Objective: Facilitate the health and well being of the community by ensuring the provision and promotion of leisure, sport and recreation facilities, services and programmes.

Strategy

- Identify the community's sport, leisure and recreational needs
- Develop and review a business plan for ALAC
- Maximise utilisation of existing facilities

COMMENT/DISCUSSION

9. Following the user group meeting on the 15th February 1999 the lane hire fee has been met with strong opposition. Clubs, associations and general user groups believe it will have a negative impact on membership numbers via the need to increase membership fees to pay the lane hire.
10. Another meeting has been scheduled for the 15th March 1999 to allow representatives to gather feedback from their respective groups. This meeting will look at the management of lane space at ALAC. Once established the management plan will be adopted and included in the ALAC Business Plan.
11. The subsidy of the facility in relation to the operational deficit and the feasibility of fee introduction still requires further consideration. The outcome of these topics will require careful consideration by Council to become part of the City of Albany's philosophy in relation to the management of ALAC.

RECOMMENDATION

THAT:

- i) commercial business be charged a lane hire fee as per the adopted budget and introduction of fees for non-profit community groups be deferred and forwarded to the 1999/00 budget deliberations for consideration;

OR

- ii) all lane hire fees be deferred and forwarded to the 1999/00 budget deliberations for consideration.

**Voting Requirement Simple Majority*

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Item 14.4.1 continued

AMENDED RECOMMENDATION

THAT all lane hire fees be deferred and forwarded to the 1999/00 budget deliberations for consideration.

**Voting Requirement Simple Majority*

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The Executive Director Strategic Planning Mr Rob Jefferies had earlier declared an interest in this item (see Agenda Item 8) and left the room at 6:39pm.

The Executive Director Works and Services advised a lot of inquiries had been received about the proposed lane fees, and since the last Council meeting he had met with 14 community groups and one community representative to discuss the matter. It was hoped it would be possible to manage community use of the lanes to avoid the introduction of fees, and in the meantime he would recommend the matter be deferred for consideration in the 1999/2000 budget deliberations.

<p>MOVED COMMISSIONER WINTERTON SECONDED COMMISSIONER EDMONDSON</p> <p>THAT all lane hire fees be deferred and forwarded to the 1999/2000 budget deliberations for consideration.</p> <p style="text-align: right;">CARRIED 5 – 0</p>
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The Executive Director Strategic Planning returned to the meeting at 6:41pm.