



City of Nedlands

# Technical Services Reports

**Committee Consideration – 14 March 2017**

**Council Resolution – 28 March 2017**

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<b>TS02.17</b>	<b>City of Nedlands 2016 Annual Waste Report</b>
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<b>Committee</b>	14 March 2017
<b>Council</b>	28 March 2017
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Chaminda Mendis - Waste Minimisation Coordinator
<b>Director</b>	Martyn Glover Director - Technical Services
<b>Attachments</b>	Nil

## **Executive Summary**

The City of Nedlands' Waste Minimisation Strategy 2017-2020 includes the following recommendation:

The Administration prepare an annual report to Council on the progress of the Waste Minimisation Strategy 2017-2020 with the report included in the March Agenda.

The Western Australian Government's Waste Strategy; "Creating the Right Environment" has established a vision for Local Government to work towards a 65 waste diversion from landfill target by 2020. The City's Waste Minimisation Strategy 2017-2020 (WMS 2020) provides strategies for the City to achieve this diversion target.

During 2016 the City diverted 49% of all waste collected including general waste, recyclable waste, green waste, bulk waste (verge collection), e-waste, mattresses and Household Hazardous Waste (HHW).

## **Recommendation to Committee**

**Council receives the City of Nedlands' 2016 Annual Waste Report.**

## **Discussion/Overview**

### **Waste Collection Services**

Residential waste and recycling collection services are provided to all households. The commercial and business precincts are accommodated by kerbside waste and recycling collections on request. The City provides two bulk verge collection services per year to residents.

The Waste Management Services coordinated the following collection and diversion services during 2016:

Collection	Services	Collected (t)	Diverted	Percentage
General	9,095	4,975	No	49%
Recycling	10,095	2,389	Yes	
Green	7,895	2,460	Yes	
Bulk*	2	1,839	Yes	51%
<b>Total</b>	<b>27,087</b>	<b>11,663</b>	<b>Yes</b>	<b>49%</b>

Bulk\* includes hard waste and green waste collected from the verge, e-waste, mattresses and Household Hazardous Waste (HHW).

Therefore from 1 July 2015 to 30 June 2016, the City collected 11,663 tonnes of waste and 5,780 tonnes of the waste was directed to recovery providing a 49% overall diversion rate from landfill. See figure 1 below.

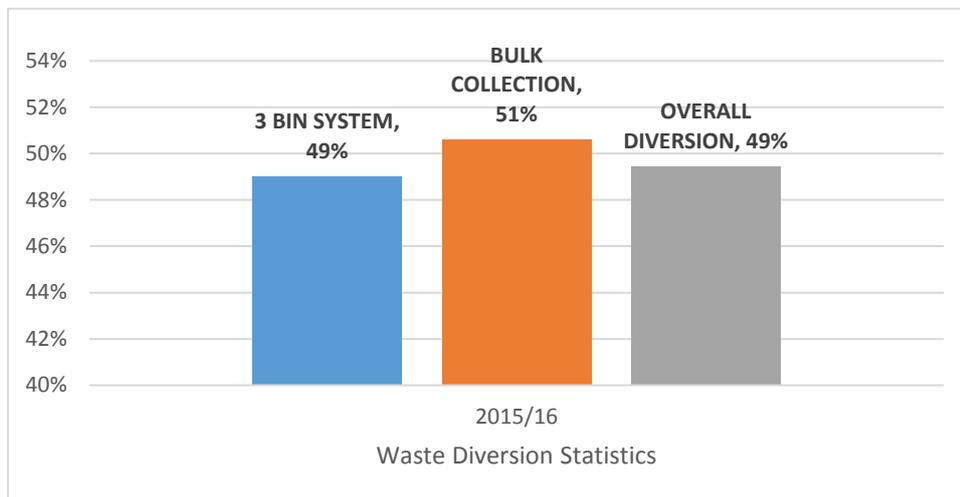


Figure 1: Overall waste diversion of all waste for 2016

Following the introduction of the three bin system in 2006, there was a 20 percent increase in the proportion of the City’s waste being diverted from landfill. However since 2008 there has only been a gradual increase in the diversion rate improvement and in 2014-2015 the City recovered 5,792 tonnes of waste which realised an overall 49 % diversion rate from landfill which was same as 2015-2016. See figure 2 overleaf.

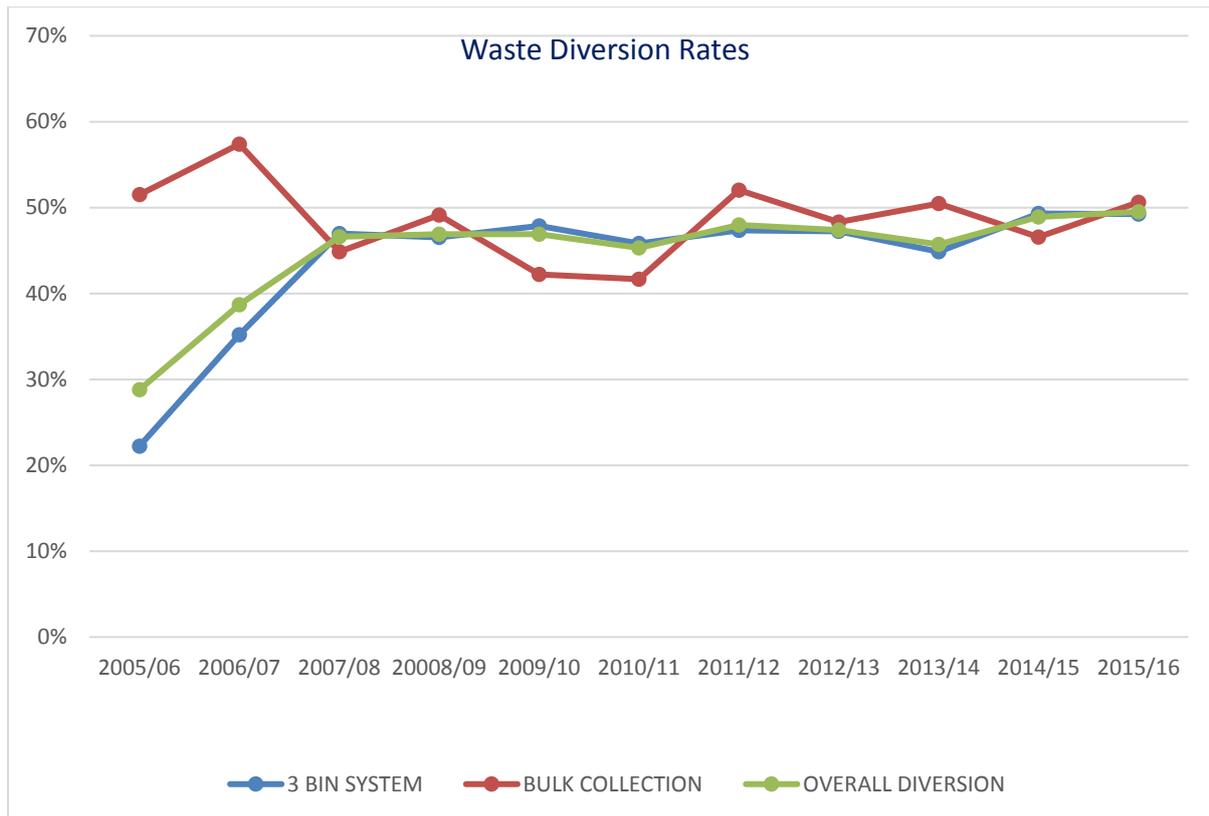


Figure 2 Diversion of all waste since introduction of the three bin system in 2006

### Waste Minimisation

The City’s WMS 2020 provides a series of recommendations aimed at reducing waste and increasing recycling and recovery of wastes throughout the City to ultimately achieve the State Government’s 2020 target of 65 percent of all waste being diverted from landfill.

The recommendations and brief update for each are as follows:

1. Review current recycling services and cost structures.
  - a. Included in the 2017-18 budget.
2. Develop information sheets and education materials which encourage residents to place all recyclables in the recycle bin.
  - a. No progress to date.
3. Provide details on the performance of the new bulk waste collection service.
  - a. The City completed the first round of the new bulk collection tender on Friday 9 December 2016. The collection was completed in a four-week period with 379 tonnes of hard waste and 229 tonnes of green waste collected from the City’s verges and 553 tonnes (91%) was recovered from landfill. This is a significant improvement on past best performance where the collection took eight weeks and realise a recovery rate of 51%.
4. Review the waste page on the City’s website to improve the information available to the community with respect to reduce, reuse and recycle.
  - a. Currently in progress.

5. Develop and continually update education materials regarding waste performance for students (primary, secondary, tertiary).
  - a. No progress to date.
6. Investigate methods to ascertain the actual level C&D waste recycling within the City.
  - a. No progress to date.
7. Explore options to accommodate food waste into the green waste stream.
  - a. City monitoring trial in progress at City of Stirling.
8. Research options for the potential reuse of residual waste materials.
  - a. City monitoring progress of waste to energy contract at Rivers Regional Council.

### **Key Achievements in 2015-2016**

- The 2016 annual residential waste charges remained unchanged.
- The City's waste service was rated as one of the best performing City services by residents in the community perception survey in 2016.
- Over 80% of the residents are utilising the small putrescible rubbish bin (120L), which contributes to lower waste production within the City.
- Over 21% of residents are using the complimentary second recycling bin option.
- There have been reduced instances of illegal dumping within the City's boundaries.

### **Consultation**

Not required.

### **Budget / Financial Implications**

In 2015-16 the City adopted a budget of \$3,214,800 for the provision of waste services. The details of the budget performance are as follows:

- Budget Expenditure \$3,214,800
- Actual Expenditure \$2,987,214 (92.9%)
- Budget Income \$3,338,100
- Actual Income \$3,380,801 (101.3%)

The City's waste service performed well in financial terms with a saving of \$227,586 on anticipated expenditure and generating \$42,701 more income than expected. This realised a benefit of \$270,287 which meant that the City did not require an increase to the budget into 2016-2017.

<b>TS03.17</b>	<b>Tender No. RFT 2016/2017.09 Brockway Road / Brookdale Street / Underwood Avenue - Road Improvement Project</b>
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<b>Committee</b>	14 March 2017
<b>Council</b>	28 March 2017
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Nathan Brewer – Purchasing and Tenders Coordinator
<b>Director</b>	Martyn Glover Director - Technical Services
<b>Attachments</b>	1. Final evaluation score sheet (confidential)

## Executive Summary

To Award the contract for the Brockway Road / Brookdale Street / Underwood Avenue Road Improvement project contract

## Recommendation to Committee

### Council

1. **Agrees to award RFT 2016/2017.09 Brockway Road / Brookdale Street / Underwood Avenue - Road Improvement Project to Densford Civil Pty Ltd.**
2. **Authorises the Chief Executive Officer to Sign the acceptance of offers.**

## Discussion/Overview

### Brockway Road / Brookdale Street / Underwood Avenue Intersection

In collaboration with the Town of Cambridge, The City of Nedlands applied for and received a Road Improvement grant through the Metropolitan Regional Road Group (MRRG) for 2016/2017 to make improvements to the Underwood Avenue / Brockway Road / Brookdale Street intersection.

The project addresses issues at the intersection to:

1. Reduce crash numbers and severity of rear end crashes by installing left turn lanes on Brookdale Street (southbound) and Underwood Avenue (westbound) at the intersection
2. Reduce crashes and severity of intersection crashes by modifying the existing traffic signals to a single diamond arrangement
3. Improve pedestrian facilities by installing cut through on the islands and pedestrian push buttons
4. Optimise the storage on the right turn lanes on Underwood Avenue (Eastbound and Westbound)
5. Upgrade street lighting

The overall project design has been reviewed and audited and is based on providing the best outcome possible within the current constraints.

This project is supported by the Main Roads Department WA, the Town of Cambridge and the City of Nedlands.

### **Tender Information**

To comply with legislative requirements outlined in the *Local Government Act 1995* and to ensure the best value for money for the City, this project went out to tender.

Tender 2016/17.09 was advertised on 23 January 2017 in the West Australian Newspaper and on [www.tenderlink.com/nedlands](http://www.tenderlink.com/nedlands). The tender period ended on 8th February 2017 and submitted tenders were opened by officers of the City at 2:00 pm. Five submissions were received by the City. Compliant tenders were received from the following companies;

1. Curnow Group Pty Ltd;
2. Densford Civil Pty Ltd;
3. CQ and JM Dowsing PI atf The Dowsing Family Trust t/a Dowsing Group; and
4. WCP Civil Pty Ltd.

One non-compliant tender was received by Advanteeing Civil Engineers.

### **Evaluation**

The tender was independently evaluated by three City officers in accordance with the qualitative criteria specified in the tender documentation. Qualitative aspects of this tender were afforded a total of 50% of the total score.

Price criteria was evaluated on lump sum prices based on the completed itemised price schedules included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price.

A total of 50% weighting was allocated to the price criteria.

### **Conclusion**

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Densford Civil Pty Ltd be accepted.

Densford scored second highest in the evaluation process, however they scored significantly higher than the first placed submission in the qualitative criteria. A comprehensive methodology for completion of the project was provided with good examples of projects of a similar size and scope delivered to a high standard and specification. As a prequalified Main Roads contractor with experienced personnel and extensive plant, Densford Civil Pty Ltd provide the best value for money option for the City.

In addition to this, as the project is intended to be programmed concurrently with RFT 2016/17.10 the evaluation panel concluded it would be prudent to award to separate contractors when considering the resources available.

The final scores can be found on Attachment 1. Final evaluation score sheet (confidential)

**Key Relevant Previous Council Decisions:**

Nil.

**Consultation**

Not required.

**Budget/Financial Implications**

- Total project cost \$870,000
- Metropolitan Regional Road Improvement Grant contribution \$580,000
- Local Government contribution \$290,000
- (City of Nedlands \$194,010 / Town of Cambridge \$95,990)

<b>TS04.17</b>	<b>Tender No. RFT 2016/17.10 Railway Road / Guger Street / Loch Street – Federal Black Spot Project</b>
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<b>Committee</b>	14 March 2017
<b>Council</b>	28 March 2017
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Nathan Brewer – Purchasing and Tenders Coordinator
<b>Director</b>	Martyn Glover Director - Technical Services
<b>Attachments</b>	1. Final Evaluation Shore Sheet (confidential).

## Executive Summary

To Award the contract for the Railway Road / Guger Street / Loch Street intersection improvement project contract.

## Recommendation to Committee

### Council

1. **Agrees to award RFT 2016/17.10 Railway Road / Guger Street / Loch Street Intersection Improvement Project to WCP Civil Pty Ltd.**
2. **Authorises the Chief Executive Officer to Sign the acceptance of offers.**

## Discussion/Overview

### Railway Road / Guger Street / Loch Street intersection federal black spot

The City of Nedlands received a Federal Black Spot grant through the Metropolitan Regional Road Group (MRRG) for 2012/2013 to make improvements to the Railway Road / Guger Street / Loch Street intersection.

Due to insufficient warrants and funding to deliver the scope, the project was delayed until Ministerial approval was provided in November 2015.

The project aims to address Black Spot issues at the intersection by:

1. Improved pedestrian safety and facilities with the installation by installing cut throughs on the islands and a push button signalised pedestrian crossing on Railway Road (There was a pedestrian fatality in 1996);
2. Reduce crashes and severity of intersection crashes by modifying the existing road alignment by installing a right turn pocket on Guger Street into Loch Street;
3. Reduce crashes and severity of intersection crashes by modifying the existing road alignment by installing a left turn pocket on Railway Road into Loch Street;
4. Reduce crashes and severity of intersection crashes by re-aligning Loch Street to a 90-degree alignment; and
5. Upgrade street lighting.

The overall project design has been reviewed and audited and is based on providing the best outcome possible within the current constraints.

This project is supported by the Main Roads Department and the Town of Claremont.

### **Tender Information**

To comply with legislative requirements outlined in the Local Government Act 1995 and to ensure the best value for money for the City, this project went out to tender.

Tender 2016/17.10 was advertised on 23 January 2017 in the West Australian Newspaper and on [www.tenderlink.com/nedlands](http://www.tenderlink.com/nedlands). The tender period ended on 8th February 2017 and submitted tenders were opened by officers of the City at 2:00 pm. Five (5) submissions were received by the City. Compliant tenders were received from the following companies;

1. Curnow Group Pty Ltd;
2. Densford Civil Pty Ltd;
3. CQ and JM Dowsing PI atf The Dowsing Family Trust t/a Dowsing Group;
4. WCP Civil Pty Ltd; and
5. Advantearing Civil Engineers.

### **Evaluation**

The tender was independently evaluated by three City officers in accordance with the qualitative criteria specified in the tender documentation. Qualitative aspects of this tender were afforded a total of 50% of the total score.

Price criteria were evaluated on lump sum prices based on the completed itemised price schedules included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price.

A total of 50% weighting was allocated to the price criteria.

### **Conclusion**

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor WCP Civil Pty Ltd be accepted having attained the highest score in the evaluation and providing the most cost efficient outcome.

WCP provided the low price and displayed evidence of adequate resources and experience to complete the project to the required standard.

### **Key Relevant Previous Council Decisions:**

Nil.

## **Consultation**

Not required.

## **Budget/Financial Implications**

- Total project cost \$553,500
- Metropolitan Regional Road Improvement Grant contribution \$553,500
- City of Nedlands contribution \$0