CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 22 SEPTEMBER 2003, AT 7.00 PM.

PRESENT:  
Cr V L Clowes-Hollins  
Cr J A Stewart  
Cr F R Green  
Cr D L Hopper  
Cr J Everts  
Cr A L Cominelli  
Cr J Knezevich  
Chair  
Deputy for Cr L Reynolds

APOLOGIES:  
Nil.

OBSERVERS:  
Cr G T Wallace

IN ATTENDANCE:  
Mr W A Bruce  
Mr R G Davies  
Mr P Lanternier  
Mrs J Campion  
Miss L Potter  
Executive Director Technical Services  
Manager Technical Services  
Manager Parks  
Coordinator Support Services  
Minute Secretary

PUBLIC:  
Nil.
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

Travelsmart
Mr Colin Ashton-Graham – Department of Planning and Infrastructure.

Mr Ashton-Graham gave a presentation to the Committee (See Attachment A1) on the history and benefits of the Travelsmart Programme. He detailed the success of the Programme in areas such as South Perth, Cambridge and Marangaroo in reducing the amount of car trips which essentially has a social, economic and environmental impact.

He outlined the process for achieving the Travelsmart goals and the expected timelines. He advised that the City of Armadale residents that had been contacted had been very responsive and it was hoped that this would result in a reduced level of car trips and an increase in active participation of the community in walking, cycling and use of public transport.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 19 August 2003, were confirmed.

MOVED Cr Cominelli, MOTION CARRIED (7/0)

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 18

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

- **Outstanding Matters**
  Report on Outstanding Matters – Technical Services Committee ............ T-1

- **Minutes of Occasional / Advisory Committees**
  Bungendore Park Management Committee – August 2003 ...................... T-2

- **General Information**
  Karragullen Field Day 2003 – Temporary Road Closures ..................... T-9
  Works Programme .................................................................................... T-10

Committee noted the information and no items were raised for discussion.
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TECHNICAL SERVICES COMMITTEE

22 SEPTEMBER 2003

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LOWANNA WAY, WEST ARMADALE – TRAFFIC SPEED PETITION

WARD
FILE REF
DATE
REF
RESPONSIBLE MANAGER

West Armadale
RDL/24
5 September 2003
SB
MTS

In Brief:
- Council is in receipt of a petition requesting the prevention of speeding traffic in Lowanna Way, West Armadale.
- Provides traffic survey information and discusses problems identified.
- Recommend:
  - That with regard to the petition received from the residents of Lowanna Way demanding action to prevent speeding traffic and resulting traffic noise, Council:
    - Advise the author of the petition of Council’s decision.
    - Write to the Western Australian Police Service providing information on vehicle speeds requesting attention to the matter as resources permit.
    - Undertake a Road Safety Audit of the street complemented by an investigation into all reported crashes in the latest available five-year period.

Tabled Items
Nil.

Officer Interest Declaration
Nil.

Strategic Implications
Physical Infrastructure
Develop an integrated transport system including safety aspects.

Legislation Implications
Full assessment of all relevant legislation indicates no restriction.

Council Policy/Local Law Implications
Full Assessment of all Policies/Local Laws indicates that none are applicable.

Budget/Financial Implications
Nil.

Consultation
Nil.

BACKGROUND

Council is in receipt of a petition signed by 32 residents of Lowanna Way the prayer of which reads:

Many drivers are now using Lowanna Way as a shorter access to Armadale Road via Tait Street and many are not obeying the 50km/hr speed limit.
We the residents of Lowanna Way, Armadale, demand action to prevent the speeding traffic and resulting traffic noise.

DISCUSSION

Lowanna Way is classified as a Local Distributor road, as is Tait Street in Council’s adopted road network hierarchy. One of the functions of Lowanna Way is in fact to distribute locally generated traffic to and from Armadale Road via Tait Street. Certain roads must necessarily perform such a function if the community wishes to travel by motor vehicle to access the world around them.

The posted speed limit in Lowanna Way is 50km/hr. The surveyed vehicle operating speed (the speed at which 85% of the free flowing vehicles surveyed are travelling at or less than) is 62km/hr, which is higher than desirable although unfortunately comparable with many Local Access roads in the City’s road network.

The average weekday volume of traffic travelling in Lowanna Way is up to 4,000 vehicles with this volume being within normal limits, although at the upper limit of the City of Armadale’s Local Distributor road network.

In the five-year period 1998 to 2002 there have been five reported injury crashes in Lowanna Way not including its terminating intersections. This level of reported injury crashes is of concern on a Local Distributor road. Three of the five crashes involved out of control vehicles, one of the crashes involved overtaking and the fifth involved a reversing vehicle.

When combined with the higher than desirable surveyed vehicle operating speed, the reported injury crash record and more specifically the type of those crashes in Lowanna Way is cause for concern.

It is important to address any problem with a solution or solutions that will prove effective in reducing or eliminating that problem. Generally solutions should be devised so as not to lead to the problem migrating to surrounding streets or lead to other problems of equal or greater concern.

It is considered that a ‘knee-jerk’ solution, such as a series of vehicle slow points would, from experience and when considering the type of injury crashes occurring, lead to further incidents of vehicles losing control. It is also worthy of mention that such a solution would increase vehicle noise in the street as motorists slow down and speed up at each device.

Physical engineering interventions very rarely prove effective against social problems perpetrated on the road network, such as antisocial and irresponsible driver activities; this is a matter that is most effectively dealt with by the Police Service backed up by assistance from the community.

CONCLUSION

It is considered that the type of injury crash occurring and the higher than desirable surveyed vehicle operating speed in Lowanna Way are most effectively dealt with through Policing backed up with Council data and community assistance. It is also considered that in light of the injury crash record that Council undertake a Road Safety Audit of the Street complemented by an investigation into all reported crashes occurring within the latest available five-year period.
T97/09/03 RECOMMEND

That with regard to the petition received from the residents of Lowanna Way demanding action to prevent speeding traffic and resulting traffic noise, Council:

1. Advise the author of the petition of Council’s decision.

2. Write to the Western Australian Police Service providing information on vehicle speeds requesting attention to the matter as resources permit.

3. Undertake a Road Safety Audit of the street complemented by an investigation into all reported crashes in the latest available five-year period.

MOVED Cr Knezevich
MOTION CARRIED (7/0)
In Brief:
- At its Ordinary Meeting on 3rd June 2003, Council resolved (T45/5/03) as follows:
  
  "That Main Roads Western Australia be approached to review the operation of the traffic lights at the intersection of Brookton and Albany Highways with a view to facilitating turning movements and through traffic and that the matter of the camber of the intersection be assessed with a view to improving its impact on turning traffic."
- Provides Main Roads WA response.
- **Recommend:**
  - That Council receive the information relating to the operation of the traffic lights and camber of the roadway at the intersection of the Brookton and Albany Highways and that a further report be presented to Council following the conclusion of the investigation of truck rollovers at the Albany Highway intersections with the South Western Highway and Brookton Highway.

**Tabled Items**
Nil.

**Officer Interest Declaration**
Nil.

**Strategic Implications**
Physical Infrastructure
*Develop an integrated transport system including safety aspects.*

**Legislation Implications**
General assessment of relevant legislation (e.g., Local Government Act) has not revealed any restrictions.

**Council Policy/Local Law Implications**
General assessment has not revealed any applicable Policies/Local Laws.

**Budget/Financial Implications**
Nil.

**Consultation**
Main Roads Western Australia

**BACKGROUND**

At its Ordinary Meeting on 3rd June 2003, Council resolved (T45/5/03) as follows:

"That Main Roads Western Australia be approached to review the operation of the traffic lights at the intersection of Brookton and Albany Highways with a view to facilitating turning movements and through traffic and that the matter of the camber of the intersection be assessed with a view to improving its impact on turning traffic."
movements and through traffic and that the matter of the camber of the intersection be assessed with a view to improving its impact on turning traffic.”

Council is in receipt of a response from Main Roads WA, which reads in part as follows:

“Main Roads has investigated the request and have the following comments:

- The existing traffic signals have been checked particularly for turning movements and found to be optimal in terms of correct operation of all detector loops, total intersection cycle time, phasing plan and timings. No adjustments are programmed at this stage.

- Camber at the intersection has also been checked and while may present a problem especially for the Albany Highway northbound turn into Brookton Highway where negative camber exist upon leaving the Albany Highway up-grade.

- However, this adverse camber is constrained by topography of the whole intersection and cannot be changed without considering substantial levelling of the approaches and the entire intersection.

- It would not be justified to raise the northern approach of the Albany Highway and introduce a hump in Albany Highway just to help trucks get around from Albany Highway northbound into Brookton Highway where the negative camber is the greatest because Albany Highway carries the most amount of traffic.

- An examination of crash data since modifications were implemented does not support re-design or re-construction at this stage. Total crash numbers have consistently declined over the years and while a one-off rollover crash could be attributable to excessive speed or an unstable load, it cannot possibly trigger a complete re-design or re-construction.

- There is however an improvement that can be made to the Brookton Highway approach and the visibility of Advance Intersection Warning signs obscured by vegetation.

- Main Roads suggest Council clear a visibility quadrant from about 1m beyond the edge of the sign to a distance back along Brookton Highway of 120m. Some of the jarrah and other trees in the table drain and adjoining road verge may need to be carefully pruned and rebalanced or selectively thinned to allow the necessary visibility.

- A clear visibility quadrant will help trucks identify distance tags on the guide sign and start adjustment of approach speed from the crest to Albany Highway.”

DISCUSSION

At this time arrangements have been put in place to undertake pruning of the vegetation obscuring the advance warning signs. The responses put forward by Main Roads in addressing the Council resolution are self-explanatory and considered reasonable.

The issue of the truck rollover is of special interest and rather than considered as a “one off” it is worthy of mention that there have been three truck rollovers at the intersection of the Albany Highway/South Western Highway intersection so far this year.

The issue of truck rollovers at the intersection of Albany Highway and South Western Highway is presently under scrutiny by Technical Services officers, the Western Australian
Police Service and Main Roads WA and details of the Albany/Brookton incident will now be sought to test for any common factors shared with the other three incidents.

It is considered that at this time Council receive the information relating to the operation of the traffic lights and camber of the roadway at the intersection of the Brookton and Albany Highways and that a further report be presented to Council pending the outcome of the investigation of truck rollovers at the Albany Highway intersections with the South Western Highway and Brookton Highway.

T98/09/03  RECOMMEND

That Council receive the information relating to the operation of the traffic lights and camber of the roadway at the intersection of the Brookton and Albany Highways and that a further report be presented to Council following the conclusion of the investigation of truck rollovers at the Albany Highway intersections with the South Western Highway and Brookton Highway.

MOVED Cr Green
MOTION CARRIED (7/0)
In Brief:
- Technical Services have submitted three applications for the 2004/05 National and State Black Spot Programmes.
- **Recommend:** That Council endorse the submission of the following projects for the national and State Black Spot Programmes for 2004/05:
  - Armadale Road/Nicholson Road – Signal modification,
  - Neerigen Street – Reduction of Access Points,
  - Armadale Road/Abbey Road – Left Turn Lane and Painted Seagull.

Tabled Items
Nil.

Officer Interest Declaration
Nil.

Strategic Implications
Physical Infrastructure
*Develop an integrated transport system including safety aspects*

Legislation Implications
Assessment of legislation (e.g., 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
As the Armadale Road / Abbey Road intersection is the only State Black Spot project requiring a contribution, Council will be required to include $15,000 (i.e., one third contribution) in its 2004/05 Budget if it is successful with this project.

Consultation
Main Roads Western Australia.

BACKGROUND
Applications have been referred to MRWA for the 2004/05 National and State Black Spot Programmes.

Three applications have been submitted, two for the National Programme and one for the State Programme. Below is a table illustrating the three projects and their anticipated costs. Please note that for the National Black Spot Programme, the funding criteria stipulates that the successful Council does not need to contribute any funds, whilst for the State Programme, the successful Council must contribute one third of the total cost of the project. The column labelled BCR represents the ratio of the cost of crash savings to that of the cost of the project (Benefit Cost Ratio). This figure is used by MRWA as a tool to prioritise projects.
The scope of works proposed at the Armadale Road / Nicholson Road intersection involves the installation of right turn pockets and the modifications to the existing traffic signals to include right turn arrows. The estimated cost of works is significant due to major service alterations and a large civil works component. It should be noted that this project was previously submitted and approved as a Black Spot project for 2002/03. However due to significant design alterations as a result of the intended upgrade of Armadale Road, the estimated cost of the project could not match the scope of works. The new application for $500,000 now suitably reflects the increased scope of works.

The proposal for Neerigen Street involves the reduction of access points into Woolworths Shopping Centre and the minor modifications to the internal carpark (within the Neerigen Street road reserve). This proposal also impacts on the cinema complex development in terms of access to existing parking facilities and internal driveway movements. To this end, the Technical Services Directorate are continuing discussions with Meyer Shircore & Associates (the Consultants acting on behalf of the Developer for the cinema complex) to ensure an agreed treatment is carried out.

The works proposed for Armadale Road / Abbey Road is for a painted seagull island in Armadale Road and a left turn pocket from Armadale Road into Abbey Road. The project would be similar to those recently carried out on Armadale Road with Black Spot funding for 2002/03 i.e. Seville Drive, Tait Street etc.

DISCUSSION

Based on results from previous years, the calculated BCRs for these three projects would be sufficient to warrant funding in their respective Programmes. The audited list of successful applications is expected to be known within the next month or so. Once the list of successful projects is known, a follow up report will be presented to Council.

T99/09/03 RECOMMEND

That Council endorse the submission of the following projects for the national and State Black Spot Programmes for 2004/05:

- Armadale Road/Nicholson Road – Signal modification.
- Neerigen Street – Reduction of Access Points.
- Armadale Road/Abbey Road – Left Turn Lane and Painted Seagull.

MOVED Cr Everts

MOTION CARRIED (7/0)
In Brief:
- Tender No. 32/03 was called for the Supply of One Side Loading Rubbish Truck.
- Six tenders were received by the specified closing time.
- The tender from Skipper Trucks has been assessed as being the most advantageous to Council.
- **Recommend:**
  - That for Tender No. 32/03 - Supply of One Side Loading Rubbish Truck, Council accept the tender from Skipper Trucks in accordance with the submitted tender and Council’s contract documentation for the supply of one Iveco Acco Side Loading Rubbish Truck with a Wastemaster body for $271,030 ($298,133 including GST).

Tabled Items
Tenders received.

Officer Interest Declaration
Nil.

Strategic Implications
**Corporate Services**
To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications
Assessment of legislation indicates that the following regulations apply:
*Local Government (Functions and General) Regulations 1996 s3.57 (11)(2)(f).*

Council Policy/Local Law Implications
Assessment of Policies/Local Laws indicates that the following are applicable: -
*Policy ENG 5 – Tendering and Purchasing.*

Budget/Financial Implications
Current budget allocation $280,000.

Consultation
Departmental Coordinator/Operators/Mechanical staff.

BACKGROUND
Council currently owns five waste trucks that are utilised by Waste Services for waste collection. One of these trucks, an Isuzu P416, is due for replacement.

Tenders were therefore called for Supply of One Side Loading Rubbish Truck.
SELECTION CRITERIA

The selection criteria and weightings for the evaluation of the tenders are as follows:

Table 1: Selection Criteria – Purchase

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Tender Proposal</td>
<td>10%</td>
</tr>
<tr>
<td>2.</td>
<td>Operational Assessment</td>
<td>20%</td>
</tr>
<tr>
<td>3.</td>
<td>Mechanical Assessment</td>
<td>20%</td>
</tr>
<tr>
<td>4.</td>
<td>Whole of Life Costs</td>
<td>50%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

DETAILS OF TENDERS RECEIVED

Three companies submitted 6 conforming tenders for the supply of one 6 x 4 side loading rubbish truck.

- WA HINO offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Skipper Trucks offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Major Motors offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Two non-conforming tenders were received for supply of body only, one for a McDonald Johnston body and one for a Wastemaster body.
- One tender was received for outright purchase of the trade vehicle. The six conforming tenders for truck and body were assessed.

TENDER EVALUATION

Details of tenders received are as follows:

Table 2: Tenders Received

<table>
<thead>
<tr>
<th>Tenderer</th>
<th>Model</th>
<th>Body Type</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA Hino</td>
<td>Ranger Pro 14</td>
<td>Wastemaster</td>
<td>$245,637</td>
</tr>
<tr>
<td>WA Hino</td>
<td>Ranger Pro 14</td>
<td>McDonald Johnston</td>
<td>$248,352</td>
</tr>
<tr>
<td>Skipper Trucks</td>
<td>IVECO Acco F2350G</td>
<td>McDonald Johnston</td>
<td>$273,490</td>
</tr>
<tr>
<td>Skipper Trucks</td>
<td>IVECO Acco F2350G</td>
<td>Wastemaster</td>
<td>$271,030</td>
</tr>
<tr>
<td>Major Motors</td>
<td>ISUZU FVZ1400</td>
<td>Wastemaster</td>
<td>$276,300</td>
</tr>
<tr>
<td>Major Motors</td>
<td>ISUZU FVZ1400</td>
<td>McDonald Johnston</td>
<td>$279,287</td>
</tr>
</tbody>
</table>
TENDER EVALUATION

Waste trucks are constantly stopping and starting whilst collecting bins and as such, have an extremely high maintenance regime compared to trucks of a similar size in Council’s other applications.

WA Hino tendered the lowest purchase price, but replacement parts and maintenance costs are high. The majority of waste trucks in Western Australia are International Acco trucks, which is purpose built and have heavy duty brakes fitted to counteract the wear and tear from constant stopping and starting.

The Skipper Trucks is a well-established company who have provided a high level of service to the City of Armadale in the past.

All three International Acco waste trucks in the fleet have only required normal servicing and maintenance. Council’s mechanical staffs have indicated the truck is easy to maintain and suitable to perform the work required.

Mechanical staffs have assessed the lifting arm of the Wastemaster unit to have the least moving parts and would require least maintenance. The hydraulic hoses were completely covered inside the lifting frame thus preventing damage to the hoses.

Operational staff had the opportunity to drive and operate a Wastemaster unit for a full day and assessed the vehicle to be easy to operate.

One of the main points of consideration when purchasing a Wastemaster unit is that the operator never needs to enter the hopper, as the compactor does not get entangled with debris. From a safety viewpoint this is considered very important as the risks involved with entering compaction machinery and climbing the side of the vehicle are avoided.

Referee checks were carried out with the following Council’s, City of Canning, Melville City, Wanneroo Shire, Cockburn Shire, Town of Vincent, City of Rockingham, Swan Shire and City of Mandurah.

Table 4: Tender Rankings

<table>
<thead>
<tr>
<th>Company</th>
<th>Make</th>
<th>Model</th>
<th>Body</th>
<th>Ranking</th>
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</thead>
<tbody>
<tr>
<td>Skipper Trucks</td>
<td>Iveco Acco</td>
<td>F2350G</td>
<td>Wastemaster</td>
<td>1</td>
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<tr>
<td>Skipper Trucks</td>
<td>Iveco Acco</td>
<td>F2350G</td>
<td>McDonald Johnston</td>
<td>2</td>
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<td>WA Hino</td>
<td>Ranger</td>
<td>PRO 14</td>
<td>Wastemaster</td>
<td>3</td>
</tr>
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<td>WA Hino</td>
<td>Ranger</td>
<td>PRO 14</td>
<td>McDonald Johnston</td>
<td>4</td>
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<tr>
<td>Major Motors</td>
<td>Isuzu</td>
<td>FVZ1400</td>
<td>Wastemaster</td>
<td>5</td>
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<tr>
<td>Major Motors</td>
<td>Isuzu</td>
<td>FVZ1400</td>
<td>McDonald Johnston</td>
<td>6</td>
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</tbody>
</table>

CONCLUSION

It is thus recommended that the tender be awarded to Skipper Trucks, who have satisfied the selection criteria and are ranked number one in the tender evaluation.
T100/09/03  RECOMMEND

That for Tender No. 32/03 - Supply of One Side Loading Rubbish Truck, Council accept the tender from Skipper Trucks in accordance with the submitted tender and Council’s contract documentation for the supply of one Iveco Acco Side Loading Rubbish Truck with a Wastemaster body for $271,030 ($298,133 including GST).

MOVED Cr Green
MOTION CARRIED (7/0)
LIGHT VEHICLE ACQUISITION AND DISPOSALS

WARD All
FILE REF STA/6
DATE 8 September 2003
REF JMC
RESPONSIBLE MANAGER MTS

In Brief:
- Recommend:
  - That the quarterly reports for the vehicle disposal and acquisition be received.
  - That future quarterly reports for the vehicle disposal and acquisition be reported through the Technical Services Directorate Information Bulletin.

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).

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

At its Ordinary Meeting on 4th November 2002, Council resolved (T131/02) as follows:

“That quarterly reports be provided to Council detailing the quarterly purchases and disposals, and the next quarter’s proposed changes.”

The allocation of vehicle types / models has recently been reviewed and a number of vehicles are being changed-over to Dual/Single Cab Utilities which are better suited to Council business use, resulting in savings to Council as this class of vehicle does not attract FBT (Fringe Benefits Tax). The average amount per vehicle is $4,000 per year. A number of passenger vehicles in the fleet have been changed to 4 cylinder vehicles. The current market trend for 4 cylinder vehicles at auction have seen prices reaching upwards of $15,000 compared to $12,000 for 6 cylinder vehicles. Utilities return an average of $16,500.
**OCTOBER – DECEMBER 2002**

**CHANGES AS PER BUDGET**

<table>
<thead>
<tr>
<th>Plant</th>
<th>Purchase Budget</th>
<th>Purchase Actual</th>
<th>Disposal Budget</th>
<th>Disposal Actual</th>
<th>Budget Changeover</th>
<th>Actual Changeover</th>
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<td>$23,400</td>
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**JANUARY – MARCH 2003**

No light vehicle changeovers for the second quarter January – March 2003.

**APRIL – JUNE 2003**

**CHANGES AS PER BUDGET**

<table>
<thead>
<tr>
<th>Plant</th>
<th>Purchase Budget</th>
<th>Purchase Actual</th>
<th>Disposal Budget</th>
<th>Disposal Actual</th>
<th>Budget Changeover</th>
<th>Actual Changeover</th>
</tr>
</thead>
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<td><strong>$138,500</strong></td>
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</table>

* Note these vehicles have been changed over to Dual Cab or Single Cab Utilities suited to business purposes and results in a reduction in FBT. The average FBT for each vehicle is $4,000.
**JULY – SEPTEMBER 2003**

**CHANGES AS PER BUDGET**

<table>
<thead>
<tr>
<th>Plant</th>
<th>Purchase Budget</th>
<th>Purchase Actual</th>
<th>Disposal Budget</th>
<th>Disposal Actual</th>
<th>Budget Changeover</th>
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</table>

*Note these vehicles have been changed over to Dual Cab or Single Cab Utilities suited to business purposes and results in a reduction in FBT. The average FBT for each vehicle is $4,000. AK 2391 had significant paint damage and as a result obtained a lower sale price.

**OCTOBER – DECEMBER 2003**

**EXPECTED CHANGES FOR THE SECOND QUARTER AS PER BUDGET**

<table>
<thead>
<tr>
<th>Plant</th>
<th>Purchase Budget</th>
<th>Purchase Actual</th>
<th>Disposal Budget</th>
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**SUMMARY**

Higher prices were received by trade-in for the prestige vehicles in the fleet whilst it was more advantageous to auction the remaining vehicles. Prices for passenger vehicles are expected to remain subdued till the end of the year. The light commercial vehicle sector continues to flourish. More light commercial vehicles are going through the auctions and prices have remained steady.

Market trends will continue to be monitored and assessed for any changes.
T101/09/03  RECOMMEND

1. That the quarterly reports for the vehicle disposal and acquisition be received.

2. That future quarterly reports for the vehicle disposal and acquisition be reported through the Technical Services Directorate Information Bulletin.

MOVED Cr Stewart
MOTION CARRIED (7/0)
OUTDOOR ADVERTISING – 50KM / HOUR SPEED SIGNS ON LITTER BINS

WARD: All
FILE REF: ENG/1
DATE: 4 September 2003
REF: CB
RESPONSIBLE MANAGER: EDTS

In Brief:
- Proposal to place 50km/hour signs on 10 advertising bins to reinforce the local speed limit in the community.
- Grant application submitted to RoadWise as a Community Road safety initiative was not approved.
- Council has three options detailed within the report.
- Recommend:
  - That the item on Outdoor Advertising, including on rubbish bins, be referred to the City Strategy Committee.

Tabled Items
Plan showing location of proposed locations.

Officer Interest Declaration
Nil.

Strategic Implications
Long Term Strategic Planning
Promote Waste Minimisation
Physical Infrastructure
Develop an integrated transport system including safety aspects

Legislation Implications
Assessment of legislation indicates that the following regulations apply.
Memorandum of Agreement between City of Armadale and Natsales Australia.

Council Policy/Local Law Implications
General assessment of relevant legislation (e.g. Local Government Act) has not revealed any restrictions.

Budget/Financial Implications
Additional expenditure of $2,215 per annum.

Consultation
Intra – Directorate liaison.

BACKGROUND
Council’s Information Bulletin, Issue No. 12/2003 dated 12 June 2003 summarised below:

- Discussed with Natsales Australia to utilise the advertising space of approximately 10 advertising bins for getting a road safety message (50 km/h Your Local Limit) into the community.

- Natsales offered Council a 50% discount off their lowest monthly rentals amounting to $42.50 per month plus GST per bin.
• The advertising cost is anticipated at $5,100 p.a. plus a preliminary cost of $415 for artwork, totalling $5,515.

• Council receives an annual royalty ($3,300 based on 2002/03) that will be reinvested towards the cost of the advertising and artworks.

• This amount has been included in the 2003/04 Budget. It was envisaged that the net expenditure to Council would be nil, as the additional funding of $2,215 to make up the $5,515 (advertising cost and artworks) will be sought as a Community Road Safety Grant from RoadWise through the ARK RoadWise Committee.

DETAILS OF PROPOSAL

A submission seeking funding of $2,215 was sought from RoadWise as a Community Road Safety Project indicating that the intent of placing road safety signs on advertising bins is to reinforce the 50 km/hr on local streets in order for motorists to have a continuous reminder of the local speed limit.

RoadWise was also advised that Council would fund the balance of $3,300.

RoadWise has responded, advising that the grant application was unsuccessful on the grounds that they were concerned with the effectiveness of regulated and advisory signs and suggested that Council liaise with the Police regarding enforcement which may be more effective.

COMMENT

In view of RoadWise’s decision not to fund this project, Council now has three options:

Option 1

Not to proceed any further and to thank Natsales Pty Ltd for their offer of the reduced rate.

Option 2

Proceed with advertising on 5 litterbins at a cost of $2,965 using the anticipated annual royalty of $3,300 expected in 2003/04.

Option 3

Proceed with the 50km/hr advertising signs on 10 litterbins at a cost of $5,515 using the anticipated annual royalty of $3,300 expected in 2003/04 noting an anticipated over-expenditure of $2,215.

SUMMARY

Despite RoadWise’s comments the visual reminder of the 50 km/hr speed limit to local road users is still considered a worthwhile exercise in road safety therefore Option 3 is recommended for Council to consider.
Officer Recommendation

That Council proceed with the 50km/hr advertising signs on 10 litterbins at a cost of $5,515 using the anticipated annual royalty of $3,300 expected in 2003/04 noting an anticipated over-expenditure of $2,215.

COMMITTEE resolved to refer the item to the City Strategy Committee for consideration of advertising opportunities for the organisation as a whole, utilising the outdoor advertising to advertise issues such as local events, immunisation clinics as well as road safety messages.

T102/09/03 RECOMMEND

That the item on Outdoor Advertising, including on rubbish bins, be referred to the City Strategy Committee.

MOVED Cr Stewart
MOTION CARRIED (7/0)
**EXTRACTIVE INDUSTRIES LOCAL LAW**

**In Brief:**
- The new Extractive Industries Local Law was adopted by Council on 4 September 2000 after meeting, statutory advertising requirements.
- Extract from the Department of Local Government and Regional Development’s circular 10-2003 requires an amendment to the Extractive Industries Local Law.
- **Recommend:**
  - That Council adopts the amended Local Law relating to Extractive Industries.

**Tabled Items**
Extractive Industries Local Law.

**Officer Interest Declaration**
Nil.

**Strategic Implications**
Social Infrastructure
*To have in place the range of services to enhance the well being and safety of the community.*
*The levels of safety and well being within the City.*

**Legislation Implications**
Assessment of legislation indicates that the following regulations apply.

**Council Policy/Local Law Implications**
Assessment of Policy/Local Law indicates that the following are applicable.
*Amended Local Law in relation to Extractive Industries.*

**Budget/Financial Implications**
Cost of advertising – approximately $500.00 inclusive of GST.

**Consultation**
Department of Local Government
Corporate Services Directorate

**BACKGROUND**
At its Ordinary Meeting on the 4 September 2000, Council resolved (T149/00) to adopt the new Extractive Industries Local Law following the statutory advertising period required under section 3.12 of the Local Government Act 1995.

**COMMENT**
Advice just received from the Department of Local Government and Regional Development (Circular 10 – 2003) states that some local governments have been modifying WALGA’s Extractive Industries model local law by adding a new clause 2.3 (3) as follows:
“The local government may exempt a person making application for a licence under subclause (1) from providing any of the data otherwise required under subclause (1), if in the opinion of the local government, the location and size of the proposed excavation are such that no significant adverse environmental affects will result therefrom”.

The Circular continued, stating that – “It is recognised that there are cogent reasons to permit exemptions from many of the requirements for the granting of the licence. However, the Committee is concerned by the lack of any specific criteria in the clause to guide the council when it exercises its discretion. The Committee perceives the above clause as being beyond the power (ultra vires) of the Local Government Act 1995. After negotiation with a number of local governments, it has been agreed that the following phrasing is acceptable to the Committee:

Where in relation to a proposed excavation-

(a) the surface area is not to exceed 2000m$^2$; and
(b) the extracted material is not to exceed 2000m$^3$.

The local government may exempt a person making application for a licence under subclause (1) from applying any of the data specified in paragraphs (b), (d) and (i) of subclause (1).

It is understood that this wording will be added to the WALGA model when it is next revised.

CONCLUSION

Council when adopted the model Local Law relating to Extractive Industries included the incorrect sub clause 2.3(3) that is now is required to be amended to:

Where in relation to a proposed excavation-

(a) the surface area is not to exceed 2000m$^2$; and
(b) the extracted material is not to exceed 2000m$^3$

the local government may exempt a person making application for a licence under subclause (1) from applying any of the data specified in paragraphs (b), (d) and (i) of subclause (1).

T103/09/03 RECOMMEND

1. That the following statement be read aloud by the Mayor at the Council meeting:

“Notice is hereby given that the Council of the City of Armadale intends to amend:

1.1 Extractive Industries Local Laws, the purpose and effect of which are to:

- bring into line the recommendation made by the Joint Standing Committee on Delegated Legislation by
providing a specific criteria to guide Council in exercising its discretion when exempting applicants for a licence.

2. That the following draft Amendment Local Laws be advertised for public comment in accordance with the provision of Section 3.12(3) of the Local Government Act 1995.

2.1 City of Armadale Extractive Industries Amended Local Law 2000.

**Citation**

1 These Local Laws may be cited as the City of Armadale Extractive Industries amended Local Laws 2003.

**Principal Local Laws**

2 In these Local Laws, the City of Armadale Extractive Industries Local Laws 2000 (published in Government Gazette Special No. 193) of 13 December 2000 are referred to as the principal local laws.

**Clause 2.3(3) amended**

3 Clause 2.3(3) is amended by deleting “The local government may exempt a person making application for a licence under subclause (1) from providing any of the data otherwise required under subclause (1), if in the opinion of the local government, the location and size of the proposed excavation are such that no significant adverse environmental affects will result therefrom”;

and replacing with

“Where in relation to a proposed excavation-

(a) the surface area is not to exceed 2000m$^2$; and
(b) the extracted material is not to exceed 2000m$^3$

the local government may exempt a person making application for a licence under subclause (1) from applying any of the data specified in paragraphs (b), (d) and (i) of subclause (1).

MOVED Cr Knezevich
MOTION CARRIED (7/0)
In Brief:
- Outline of proceedings for the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’.
- Recommend
  - That Council nominate Cr Hart to attend the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’ to be held in Perth from Sunday, 26th October 2003 to Wednesday, 29th October 2003 inclusive with costs to be charged to GL1508520.
  - That Council note the attendance of the Manager Parks to the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’ to be held in Perth from Sunday, 26th October 2003 to Wednesday, 29th October 2003 inclusive with costs to be charged to GL1526720.

Tabled Items
The programme for the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’.

Officer Interest Declaration
Nil.

Strategic Implications
Corporate Services
To foster an effective professional environment for the governance and administration of the City’s services.

Legislation Implications
General assessment of relevant legislation (e.g. Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications
Assessment of Policy/Local Law indicates that the following are applicable:
Council Policy ADM3 – Conferences, Seminars and Training.

Budget/Financial Implications
The 2003/2004 Members Training and Development budget is $25,000 of which approximately $13,000 has been committed, leaving a current balance of $9,600.

The cost for full delegate member registration is $927 per person.

Consultation
Nil.
BACKGROUND

The Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’ is to be held in Perth from Sunday 26th October to Wednesday 29th October 2003 inclusive.

2003 has been designated as the international year of Fresh Water. This recognition of such an important resource has influenced the conference theme of – ‘Fresh Parks, Fresh Leisure, Fresh Water’.

The 2003 Conference has been designed to help us wade through the complex issues we are facing today and how we manage them in the future.

A number of keynote speakers will talk on the following themes:

- ‘Strategic Planning for Sustainability’
- ‘Sustainability – Grand Illusion or Practical Strategy?’
- ‘Sport and Globalisation - Environmental Issues and Concerns’
- ‘Future Challenges’
- ‘Public Open Space – how important is access, size and attractiveness to encourage users to be physically active?’
- ‘Eco-tourism in Parks – a natural partnership or a necessary evil?’
- ‘Enhancing the quality of life in a live, work, play environment’

Discussion topics include water management, standards, community issues, management issues, turf management, playgrounds, standards for Public Open Space, environment, service delivery.

A number of technical tours are to be conducted including national park/wetlands, environmental/waterwise issues, facilities/parks management and irrigation.

COMMENT

The annual Parks and Leisure Australia Conference attracts a wide range of professionals from around the world.

The conference will focus on many themes covering a range of areas of interest for Parks and Leisure members, parks and recreation professionals, elected government representatives and students.

The aim of the conference is to provide a forum for sharing information through debate, discussion, site inspections, presentations, informal meetings and networking with international, national and local speakers.

The conference presents a great opportunity for Council representatives to further develop an understanding of and develop skills in a wide range of issues.

Council’s Manager Parks has been a member of Parks and Leisure Australia for approximately sixteen years and a past Councillor, W A Region.

The cost to attend the conference is $927 per person.

Council’s Elected Members’ Conference Budget (Schedule M1) GL1508520 provides sufficient funds for elected member representation.
T104/09/03 RECOMMEND

1. That Council nominate Cr Hart to attend the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’ to be held in Perth from Sunday, 26th October 2003 to Wednesday, 29th October 2003 inclusive with costs to be charged to GL1508520.

2. That Council note the attendance of the Manager Parks to the 2003 Parks and Leisure Australia Conference – ‘Fresh Parks, Fresh Leisure, Fresh Water’ to be held in Perth from Sunday, 26th October 2003 to Wednesday, 29th October 2003 inclusive with costs to be charged to GL1526720.

MOVED Cr Hopper
MOTION CARRIED (7/0)
TECHNICAL SERVICES COMMITTEE

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Nil.

MEETING CLOSED 8.10PM.
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<th>Attachment No.</th>
<th>Subject</th>
<th>Page</th>
</tr>
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<tbody>
<tr>
<td>A-1</td>
<td>Travelsmart Programme – Presentation</td>
<td>31</td>
</tr>
</tbody>
</table>
TravelSmart
Household
Progress Report - Armadale

What are the challenges?

Travel Demand Response

Private cars contribute 8% of CO2-e emissions
Vehicle emissions are growing at 2% per annum

Trip Type

Number of Weekday Trips (millions)

2029 Current Trend
2029 MTS Target
### TravelSmart Households Results

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<td>Car as driver trips</td>
<td>-14% (3.4m trips/yr)</td>
<td>-7% (1.2m trips/yr)</td>
<td>-4% (280,000 trips/yr)</td>
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<tr>
<td>Public transport</td>
<td>+17%</td>
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<td>+22%</td>
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<tr>
<td>Bicycle</td>
<td>+61%</td>
<td>+67%</td>
<td>+140%</td>
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<tr>
<td>Walking</td>
<td>+35%</td>
<td>+11%</td>
<td>+57%</td>
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<tr>
<td>Car sharing</td>
<td>+9%</td>
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<tr>
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<td>-17% (36m kms/yr)</td>
<td>-9% (12.8m kms/yr)</td>
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<td>Community benefits</td>
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### Is it transferable?

Increase of 11% (April to January)

### TravelSmart Cambridge - Bus Boardings

Increase of 11% (April to January)
Armadale Scope/ Timelines

Project Partners - City of Armadale, DPI, SWAN Transit, Millennium Kids, Challis PS, Willandra PS

Project area - Part of the suburb of Armadale (Champion Dr/ Railway Av/ Armadale Rd/ Lake Rd)

Timeline:
- Baseline travel survey (March 2003)
- Generate local information materials (to June 2003)
- Contact phase (August 2003)
- Delivery/ motivation phase (Sept to Nov 2003)
- Schools program (Sept to Nov 2003)
- TravelSmart competition/ puppet show (22 Nov 2003)
- Bus patronage figures (February 2004)
- Follow up travel survey (March 2004)
- Final report on results (November 2004)

How does TravelSmart work?
Example

Letter and Telephone contact → Segmentation
All households 90%

N not interested 35% → Left alone

I interested in change 40% → Motivate/system experience

R regular user of alternatives 15% → Reward

It's how you get there that counts
### Contact/segmentation Armadale

- Total persons: 7,000
- Total households: 2,863
- Households not contactable: 67
- Households to be serviced: 2,796
- Successful household contact: 2,657
- Contact rate (%): 95

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
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<tr>
<td>Interested</td>
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<td>Regular users</td>
<td>12</td>
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<tr>
<td>Not interested</td>
<td>35</td>
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</table>

### Quantities Armadale

- 7,500??? letters
- 6,000??? phone calls
- 12,000??? items of information
- 1,000??? personalised travel plans
- 1,100 individual packages
- 50??? home visits by SWAN Transit drivers
- 400??? personal advice on walking/cycling
- 2.?? tonnes of materials (all requested by residents)
Residents made 1800 comments during the telephone contact stage:

- Requests for footpaths (142)
- Requests for pedestrian crossings (24)
- Requests for bike paths/lanes (31)
- Comments on road conditions/intersections (35)
- Comments on traffic and speeding (62)
- Requests for increased bus routes (143)
- Requests for increased service frequencies (163)
- Concerns about public transport safety and security (134)
- Requests for improved stop/station facilities (78)

### TravelSmart Sustainability Outcomes

<table>
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<tr>
<th>Outcome</th>
<th>Social</th>
<th>Environment</th>
<th>Economic</th>
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<tbody>
<tr>
<td>Lower car running costs</td>
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<td></td>
</tr>
<tr>
<td>Reduced congestion</td>
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<td>✔</td>
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<tr>
<td>More people on the street</td>
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<td>✔</td>
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<tr>
<td>Less vehicle emissions</td>
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<td>✔</td>
<td></td>
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<tr>
<td>More physical activity (walking &amp; cycling)</td>
<td>✔</td>
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<tr>
<td>Lower health care costs</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td>More public transport ridership</td>
<td>✔</td>
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</table>
TravelSmart Household Program

10-year Plan: 640,000 pop
Stage I (1999/00):
  - South Perth (35,000)
Stage II (2001/2/3/4/5):
  - Cambridge (24,000)
  - Marangaroo (11,000)
  - Subiaco (15,000)
  - Fremantle (17,000)
  - Melville West (19,000)
  - Vincent (15,000)
  - Armadale (7,000)
  - Belmont (15,000)
  - Gosnells (14,000)
  - Thornlie (14,000)

What are the benefits?

Providing TravelSmart IndiMark to half of Perth will:

- Return $1 billion in socio-economic benefits
  (10 Yr benefit of car operating costs; pollution; greenhouse gas; mortality)
- Save the State Government $12 million per annum
  (Fare revenues, health service cost reductions and traffic management)
- Reduce traffic by 5% (cutting congestion and distribution costs)
- Abate 300 million Kg of CO2-e per annum

It's how you get there that counts