

# CITY OF ARMADALE

## **A G E N D A**

**OF TECHNICAL SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 22 APRIL 2002, AT 7.00 PM.**

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**PRESENT:**

**APOLOGIES:**

**OBSERVERS:**

**IN ATTENDANCE:**

## **DISCLAIMER**

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The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read by the Chairman.

## **DECLARATION OF MEMBER'S INTERESTS**

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## **DEPUTATION**

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## **QUESTION TIME**

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## **CONFIRMATION OF MINUTES**

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### **RESOLVED**

**Minutes of the Technical Services Committee Meeting held on 25 March 2002, be confirmed.**

## **ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 8**

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

- **Outstanding Matters**  
Report on Outstanding Matters –Technical Services Committee.....T-1
  
- **Quarterly Reports – January to March 2002**  
Administration .....T-2  
Civil Works.....T-3  
Parks and Reserves .....T-5  
Property Management.....T-11  
Waste Services.....T-13
  
- **Environmental Issues**  
Bungendore Park Management Plan Five Year Review.....T-14  
Perth Biodiversity Project – Memorandum of Understanding.....T26

*If any of the items listed above requires clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.*

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## TECHNICAL SERVICES COMMITTEE

22 APRIL 2002

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***PROTECTION OF ARMADALE LANDFILL AND RECYCLING FACILITY***

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WARD All  
FILE REF: A200773  
DATE 15 April 2002  
REF BS  
RESPONSIBLE EDTS  
MANAGER

**In Brief:**

- The life of the Landfill Facility is under threat from development in the buffer zone and increasing waste disposal tonnages.
- Ensuring the Facility's life is maximised is fundamental to minimising the long-term costs of waste disposal.
- That the entry fees for all types of waste delivered to the Hopkinson Road Landfill and Recycling Facility be set at market rates for the life of the Facility with an appropriate discount for the City's residents' and ratepayers.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Long Term Strategic Planning  
*Promote waste minimisation.*

**Legislation Implications**

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

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

Potential addition into waste operations of \$2 million pa if premature closure.

**Consultation**

Intra-directorate liaison.

**BACKGROUND**

The life of the Armadale Landfill And Recycling Facility is under threat from two directions: disposal of waste in the landfill is increasing rapidly and also there is increasing pressure to develop land in the buffer zones of the landfill site.

The two landfill sites closest to the city in the southern metropolitan region, Gosnells (Kelvin Road, Orange Grove), and now Canning (Ranford Road, Canning Vale), have closed. Armadale (Hopkinson Road, Brookdale) and Cockburn (Rockingham Road, Henderson) Landfill Sites are the next in line. Armadale has experienced a 30% increase (equivalent to 4,000 tonnes per year) in commercial and trailer waste, after only 3 months of Canning's closure. This translates into a reduction of the life of the tip from 15 years to 13 years approximately.

The Shire of Serpentine-Jarrahdale borders Armadale's landfill boundary on three sides. The rural land on the southern and western boundaries has been subdivided into 2 hectare lots with building envelopes outside the 350m landfill buffer zone.

## **COMMENT**

The Cities of Gosnells and Canning no longer provide a service for the industries in their areas and residents with trailer rubbish do not have a disposal facility in Gosnells. Both Councils are seeking to provide a service for their ratepayers by implementing many new waste disposal technologies in very short time frames. Canning has been able to reserve 18 months of air space at its landfill for its domestic waste, which gives a buffer to implement the new technology. Gosnells does not have that luxury and is paying a high cost to transport their waste to a private facility at Cardup.

Armadale can take advantage of the experience of Canning and Gosnells and observe some developing waste technologies which are approaching operational trial status. Consequently, safe guarding the time to investigate and implement an appropriate waste disposal technology by maximising the life of the landfill is essential if the City is to minimise the long term cost to its communities.

The developers of the adjacent lots in the Shire of Serpentine-Jarrahdale have now sought approval to subdivide land inside the buffer. If successful this will make it very difficult to protect the neighbours from the landfill nuisance. This may result in complaints which could cause early closure of the landfill. It can be seen therefore that maintaining good relations with the neighbours to the landfill site is just as important as limiting the waste accepted in the landfill for the life of the site. This applies to both the neighbouring residents and the relevant Local Government. Either could make the situation difficult if not impossible for landfill operations to proceed.

The City of Armadale is in the fortunate position that it has a landfill site that provides a waste disposal alternative for at least 15 years, if managed correctly. Estimates indicate that if there is no change in waste disposal techniques, which is highly unlikely, there will be additional costs of \$1- 2 million for each year if the landfill is closed prematurely and private disposal facilities have to be utilised. It is therefore important that Council extends the life of the landfill site to the maximum - to minimise future costs and allow alternative disposal technologies to be fully developed and investigated before being implemented.

## **DETAILS OF PROPOSAL**

It is proposed that a management process be adopted to extend the life of the landfill as long as economically possible and operationally feasible. To achieve this goal the following guidelines should be considered:-

- Preference should be given to residents and industries of Armadale.
- Non-Armadale residents and industries should be encouraged to use other waste disposal facilities.
- Separation of waste for recycling should be encouraged.
- Acquisition of land within the buffer to reduce the possibility of conflict with the neighbours and potential limitations to the life of the Facility.
- Because of the location of the landfill consider favourably proposals of the neighbouring council.

Council can manage the volume of waste delivered to the Facility by fixing charges to users at such levels that alternative disposal sites are chosen. Market pricing is the best method of both limiting demand and ensuring sufficient financial resources are available to sustain the Facility's operations. A suitable pricing discount can be offered to residents and ratepayers to ensure they use the Facility for disposing of their non-bin waste.

Protection of the Facility's buffer is being actively pursued through both land use planning and commercial avenues. The costs and implications of ownership / control of the buffers are being investigated and will be the subject of a future report.

## CONCLUSION

Maximising the life of the Hopkinson Road Landfill and Recycling Facility is essential if the long-term cost of waste disposal is to be minimised. The key success factors are:

- a) minimising the waste coming into the Facility by keeping entry fees at market levels, with an appropriate discount for the City's community and ratepayers;
- b) maintaining the integrity of the buffer by land use planning and commercial avenues.

## RECOMMEND

**That the entry fees for all types of waste delivered to the Hopkinson Road Landfill and Recycling Facility be set at market rates for the life of the Facility with an appropriate discount for the City's residents and ratepayers.**

*MOVED*

*MOTION CARRIED/LOST (        )*

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**WASTE DISPOSAL FEES FOR ARMADALE LANDFILL AND RECYCLING FACILITY AND ROLEYSTONE GREENWASTE SITE**

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WARD All  
FILE REF: A200773  
DATE 15 April 2002  
REF BS  
RESPONSIBLE EDTS  
MANAGER

**In Brief:**

- Proposes changes of fees for the Armadale Landfill and Recycling Facility and Roleystone Greenwaste Site to ensure maximum life expectancy for the Facilities.
- Recommend that the proposed Fee Schedule be adopted.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Long Term Strategic Planning  
*Promote waste minimisation.*

**Legislation Implications**

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

**Council Policy/Local Law Implications**

Puts in place a pricing structure at the waste disposal sites to extend the life of the landfill site.

**Budget/Financial Implications**

The disposal rates proposed will cover increased costs of disposal and maintain the budget bottom line for Waste Services.

**Consultation**

Finance Services and Library and Cultural Services

**BACKGROUND**

The fees at Council's disposal sites were last increased 3 years ago on the 4<sup>th</sup> January 1999 for cars and trailers, and 4<sup>th</sup> October 1999 for commercial general and greenwaste. During this period a number of changes have occurred requiring a review of the Schedule of Tipping Fees. The Consumer Price Index (CPI) has increased by 10.7% over the three year period.

***Landfill closures at Gosnells and Canning***

The landfill site at the City of Gosnells has closed and the City of Canning's is about to close. Already commercial vehicles have been turned away from Canning and trailer prices have been increased to \$18.00 and \$30.00 for the two sizes, in preparation for the increased costs of a transfer station. Mixed greenwaste and rubbish is no longer being accepted.

Gosnells no longer provides a waste disposal facility for its residents.

### ***Increased waste disposal volumes at Armadale Landfill***

The lack of waste disposal sites and high prices in the northern councils has increased the numbers of people using Armadale Landfill Site by 25-30%, which is equivalent to approximately 4,000 tonnes per year. Trailer numbers on weekends are often over 300 per day.

### ***Increased greenwaste costs***

Greenwaste mulching prices have risen from \$23.00 to \$30.00 per tonne. Part of the increase is due to contamination of the greenwaste by a small number of residents causing damage to the mulching machine.

### ***Increased entry fees for metropolitan waste disposal sites***

Armadale has the cheapest disposal rates for small loads in the Perth metropolitan area, for example \$8.80 for a 1.8 x 1.2 trailer compared with \$13.00 at EMRC and \$25.00 at Western Regional Council. This is attracting many users from outside the City. The attached table outlines the tipping fees of several disposal sites north and south of the river.

## **DETAILS OF PROPOSAL**

It is important that Armadale should extend the life of the landfill site to the maximum, for the benefit of its residents. To achieve this, the disposal rate should be reduced to a level that maintains the viability of the landfill site, by minimising waste volume not generated in the City. The entry prices are a means to achieve this result and need to be adjusted accordingly.

A price increase on its own will only achieve part of the desired result and at the same time alienate a large portion of the community. In conjunction with the price increase for material going into landfill there is a reduction in price for material capable of being recycled at no cost to Council. With a surcharge on material not separated. It is therefore proposed that the following changes be implemented (reasons for the charges are detailed later in the report):

### **1) Cars and trailers**

- a) The tip pass be amended from one 1.8 x 1.2m trailer to 1.8 x 1.2 x 0.6 m trailer or equivalent volume (limits volumes to 1.3m<sup>3</sup>).
- b) The tip pass allows 4 car tyres or two light truck tyres to be disposed.
- c) Additional tip passes be available to Armadale residents for \$12.00 (an increase of \$3.20) from the Council Administration Centre or Libraries. The current arrangement with the Shire of Serpentine-Jarrahdale is recommended to be continued at the City's residents' rates of \$12.00 plus an administration fee of \$2.00.
- d) The entry categories for cars and trailers be amended to include a trailer height or equivalent volume.
- e) The entry fee for a load up to 1.8 x 1.2 x 0.6m trailer or equivalent volume be increased to \$18.00 (and increase of \$9.20).
- f) The entry fee for a load up to 2.5 x 1.5 x 0.6m trailer or equivalent volume be increased to \$28.00 (an increase of \$11.20)
- g) Loads larger than (f) above be weighed.
- h) A surcharge of \$12.00 be placed on mixed greenwaste and rubbish loads where the deliverer is not prepared to separate. The surcharge is to be introduced after an extensive advertising campaign over 6 months.



- i) Free entry to the landfill for all material that can be recycled with no cost to Council. To be phased in, in conjunction with the \$12.00 surcharge.
- j) Free mulch (a decrease of \$10.00) to residents with trailer.

**2) General Waste**

- a) Putrescible or trade waste increased to \$52.00 (an increase of \$10.00) per tonne, with a minimum charge of \$28.00.
- b) Clean bricks, concrete and sand increased to \$12.00 (an increase of \$4.00) per tonne, with a minimum charge to \$24.00.
- c) Greenwaste increased to \$38.00 (an increase of \$5.00) per tonne, with a minimum charge of \$28.00.
- d) A surcharge of \$12.00 per tonne be placed on mixed greenwaste and rubbish loads where the deliverer is not prepared to separate. To be introduced after an extensive advertising campaign over 6 months.

**COMMENT**

The proposed pricing is designed to:

- maintain the current level of tonnages coming into the site;
- attract material that is needed for operating the landfill;
- encourage commercial operators to separate greenwaste and general waste;
- reduce the amount of cover material coming in at no cost.

The charges were modified for the following reasons: -

**Items 1(a), (d), (e), (f), and (g)** - Small loads coming into the landfill have been expressed as a trailer size rather than a volume. This has created problems at the gatehouse. The same load coming into the landfill in various vehicles could be assessed at different rates. A number of the 1.8 x 1.2m trailers have “hungry boards” ie. side extensions that increase their capacity above the 2.4 x 1.5m trailers.

**Item 1(b)** - Dumping of tyres or hiding them in loads to the landfill is a problem for the City. Allowing residents to dispose of up to 4 car tyres or two light truck tyres with a tip pass should reduce this trend. The cost of the disposal of the tyres would be covered in the pass fee factored into the resident's rubbish rate.

**Item 1(c), (e) and (f)** - The factors contributing to the proposed increase in fees for small loads are –

- the cost of mulching,
- the need for additional staff to supervise unloading of trailers to prevent contamination,
- the fees charged by surrounding Councils
- the increased operational costs at the landfill.

The mulching contractor has mulched for three days and has damaged his machine on each day with pieces of steel concealed amongst the greenwaste brought in by residents and commercial operators. The last incident put the machine out of action for three days. Justifiably the contractor is considering his position and it can only result in higher mulching rates, if a contractor can be found who is prepared to do the work.

Increased supervision of the unloading of greenwaste is the only way to overcome this problem. An additional staff member is required, the cost being covered by increased disposal fees.

It is proposed to raise the minimum fee to \$18.00 in line with surrounding Councils, with a discount fee of \$12.00 to Armadale residents. The \$18.00 entry fee should decrease the number of users from outside Armadale. The \$12.00 fee to Armadale residents will cover increased mulching costs and disposal supervision.

**Items 1(h) and (i)** – Many of the loads coming to the landfill contain material that can be recycled. Currently they are not being separated. With these two items, a surcharge on mixed greenwaste and rubbish, and free entry to the landfill for material that can be recycled will hopefully encourage landfill users to separate their waste.

**Item 1(j)** – The market for mulch is spasmodic. Currently there is no market. There are several composting operators that will take the mulch for the cost of transport. Under these circumstances the residents of Armadale should have the same opportunity.

**Item 2(a) and (d)** – The \$52.00 per tonne rate was struck considering the surrounding landfill site charges, the relevant distances and the increased operational costs. The rate is structured so that the larger vehicles travelling from the north of Armadale will be encouraged to continue on to the WALS Cardup Site while the smaller local vehicles will continue to use Hopkinson Road.

The minimum rate of \$28.00 plus the \$10.00 penalty for mixed rubbish will make it worth while for the small local bag contractors to separate their rubbish and comply with the DEP request that greenwaste should not go to landfill.

**Item 2(b)** - The rate for clean bricks, concrete and sand, will increase from \$8.00 to \$12.00 per tonne for road building materials. Topsoil will remain free. The increase in rates will cover the higher operating costs, but will continue to attract materials normally bought to construct and maintain the roads.

**Item 2(c)** – It is proposed to increase the Facility’s greenwaste rate from \$33.00 to \$38.00 per tonne with a minimum of \$28.00 per tonne. The greenwaste rate was increased to match the increased contract mulching rate from \$23.00 to \$30.00 per tonne, and to match the surrounding landfill rates.

At its Ordinary Meeting on 4<sup>th</sup> December 2000, Council resolved (T186/00) as follows:

- “1. That tip passes issued by the Shire of Serpentine-Jarrahdale be accepted at the Armadale Landfill and Recycling Facility for a trial period until 30 June 2001.
2. That the charge set for each Shire of Serpentine-Jarrahdale tip pass presented be set at \$10.00.”

The acceptance of the tip passes from Shire Serpentine-Jarrahdale has progressed satisfactorily and is recommended to be continued. The price of the passes to the Shire of Serpentine-Jarrahdale are to be set at the City’s residents’ entry fee of \$12.00 plus a \$2.00 administration fee.

## CONCLUSION

The proposed rate rises for the various categories of waste re-establish parity with prices for other land fill sites within the Metropolitan area (**see spreadsheet at end of item**). The entry fees are set at a level designed to minimise waste coming to the Facility from outside the district and so make a significant contribution to maximising the Facility's life.

Under the Health Act 1911 there is no provision to amend a resolution made by a local government. However, Section 344C (5) of the Health Act does provide for a previously made resolution by a local government to be revoked. As a consequence, the amendment will mean that a schedule of tipping fees would have to be advertised in a local newspaper and published in a Government Gazette at least 14 days before the date that the resolution is to take effect.

## RECOMMEND

**That Council resolution number T201/99 resolved on the 6<sup>th</sup> September 1999 and taking effect on 4<sup>th</sup> October 1999 be rescinded on the 10<sup>th</sup> June 2002.**

**That pursuant to Section 344C of the Health Act 1911 and Section 6.16 of the Local Government Act 1995 Council resolve that effective from the 10<sup>th</sup> June 2002 the following schedule of tipping fees shall apply:**

**CITY OF ARMADALE  
SCHEDULE OF TIPPING FEES**

<b>CARS AND TRAILERS</b>		
1.	Cars, utilities or trailers not exceeding 1.8m. x 1.2m x 0.6m. or equivalent volume and the person produces a current tip entry voucher as issued by the City of Armadale	Nil
2.	Additional tip entry voucher available to Armadale residents	\$12.00 each
3.	Cars, utilities or trailers not exceeding 1.8m. x 1.2m x 0.6m. (or equivalent volume) and the person does not produce a current tip entry voucher as issued by the City of Armadale	\$18.00 each
4.	Trailers not exceeding 2.5m. x 1.5m x 0.6m (or equivalent volume).	\$28.00 each
5.	Surcharge on all loads not sorted	\$12.00 each
<b>GENERAL WASTE</b>		
6.	Domestic, putrescible or trade waste, logs and stumps not in 300mm blocks	\$52.00/tonne
	Minimum charge	\$48.00
7.	Clean bricks, concrete, top soil and sand	\$12.00/tonne
	Minimum charge	\$24.00
8.	Tree loppings, vegetation & garden waste	\$38.00/tonne
	Minimum charge	\$28.00
9.	Surcharge on mixed greenwaste and other rubbish	\$12.00/tonne
10.	Large consignments and special burial	Price on application
In the event of any of the above being mixed, the higher rate shall apply.		
Where the material being deposited is, in the opinion of the Executive Director Technical Services, suitable for use in the operation of the landfill site and is required at the time for such purpose, the scheduled fee may be waived.		
<b>VEHICLE BODIES</b>		
11.	Car bodies from residential premises	\$11.00 each
12.	Car bodies from commercial or industrial premises	\$33.00each
<b>BURIAL OF ASBESTOS WASTE</b>		
13.	Asbestos burial	\$66.00/tonne
	Minimum charge	\$22.00
<b>SPECIAL CHARGES</b>		
14.	Tyres (unprocessed) will be accepted only from residents of the City of Armadale and in small quantities: 100% surcharge if on rims <ul style="list-style-type: none"> <li>▪ Car tyres</li> <li>▪ Small truck tyres</li> <li>▪ Truck tyres</li> </ul>	\$2.20 each \$4.40 each \$11.00 each
15.	Animal Carcasses: <ul style="list-style-type: none"> <li>▪ Small animals; eg. dogs</li> <li>▪ Large animals; eg. cattle</li> <li>▪ Small consignment; eg. offal &amp; bird carcasses</li> <li>▪ Large consignments (over 3 tonnes) and special disposals</li> </ul>	\$16.50 each \$44.00 each \$11.00 each Price on application
<b>WEIGHBRIDGE BREAKDOWN</b>		
16.	In the event of weighbridge at the Landfill and Recycling Facility breaking down due to power failure, maintenance or repairs, the following fees shall apply for items 4,5 & 6 inclusive: <ul style="list-style-type: none"> <li>▪ All vehicles carrying non-compacted waste, per wheel of truck and/or trailer/s</li> <li>▪ All vehicles carrying compacted waste, per wheel of truck and/or trailer/s</li> </ul> Burial surcharge: add 50% to the rate per wheel	\$16.50/wheel \$22.00/wheel

**\*\*ABSOLUTE MAJORITY REQUIRED**

*MOVED*

*MOTION CARRIED/LOST ( )*

COMPARATIVE SCHEDULE OF GATE FEES FOR LANDFILL SITES

	Southern Councils									Northern Councils				
	Armadale		Gosnells	Serpentine Jarahdale	WA Landfill	Rockingham	Cockburn	Canning	SMRC	Western regional	EMRC	Stirling	Mindarie	
	existing	Proposed												
Disposal site	landfill	landfill	Nothing	Transfer	landfill	landfill	landfill	Landfill Transfer						
Distance from population														
Passes issued	3 Armadale / 5 Roleystone	3 Armadale / 5 Roleystone	no passes	4 passes	none accepted	4G+4J passes	6 passes	2				2	none	
1 pass	1.8x1.2 trailer	trailer 4 car tyres		1.8x1.2 trailer		1m <sup>3</sup> 4 car tyres	1m <sup>3</sup>	1.8x1.2 trailer seperated						
Discount - Green	-	\$12					\$7.50				12			
inert waste	-	\$12					\$7.50				22			
Recycling	-	free				free	free	none			free	free	free	
Verge pickups	2G+1J+1V	free	1G+1J	none	Not applicable	3G+1J	3G+3J				varies	varies	2G+1J	
Mulch	\$10.00	free	Not available	Not available	Not available	free	free @SMRC	free @SMRC	free				varies	
<b>CARS AND TRAILERS</b>														
1	1.2m. and the person produces a current tip entry voucher as issued by the City of Armadale - each	1 pass		1 pass	NA	1 pass	not exceeding 1m3	1 pass	accept passes Cockburn and East Fremantle		passes accepted	passes accepted	1pass	no passes accepted
	inert waste	1 pass	1 pass		NA	1m3								
	Greenwaste	1 pass	1 pass		NA	1m3								
	Mixed greenwaste and inert over 0.6 m high (1.3 m <sup>3</sup> )	1 pass	1 pass + \$12 sorting category 3		NA		\$27.00							
	Cars													
	inert waste	1 pass	-			\$7.00					\$10.00	\$9.10		
	Greenwaste	1 pass	-			\$6.00		\$5.00			\$10.00	\$9.10		
	Mixed greenwaste and inert	1 pass	-			\$7.00					\$19.80			
2	Cars, utilities or trailers not exceeding 1.8m. x 1.2m. and the person does not produce a current tip entry voucher as issued by the City of Armadale - each	\$8.80			\$11.00	NA	\$18.00							
	inert waste	\$8.80	\$18.00	not available		NA	\$16.00- 1m <sup>3</sup>	\$18.00	\$18.00		\$25.00	\$13.00	\$22.55	
	Greenwaste	\$8.80	\$18.00	\$16.00		NA	\$6.00- 1m <sup>3</sup>			\$16.00- 1.5m <sup>3</sup>	\$15.00	\$13.00	\$22.55	
	Mixed greenwaste and inert over 0.6 m high (1.3 m <sup>3</sup> )	\$8.80	\$18.00+\$12 sorting			NA	\$16.00- 1m <sup>3</sup>		not accepted				\$39.50	
		\$8.80	Category 3			NA						next category	next category	
3	Trailers not exceeding 2.5m. x 1.5m - each	\$16.50				NA	\$20.00 -1.5m <sup>3</sup> \$28.00 -2.0m <sup>3</sup> \$34.00 >2.0m <sup>3</sup>	\$36.00 -2.5m <sup>3</sup>						
	inert waste	\$16.50	\$28.00			NA			\$30.00		\$32.00	\$23.00	\$45.40	
	Greenwaste	\$16.50	\$28.00			NA			\$21.00	\$21.00- 3.0m <sup>3</sup>	\$20.00	\$23.00	\$45.40	
	Mixed greenwaste and inert over 0.6 m high (2.25 m <sup>3</sup> )	\$16.50	\$28.00+\$12 sorting			NA			not accepted				\$68.70	
		\$16.50	Weighed			NA		\$70.00 >2.5m <sup>3</sup>				weighed	weighed	
<b>GENERAL WASTE</b>														
4	Domestic, putrescible or trade waste, reinforced concrete - /tonne	\$44.00	\$52.00				\$33.00	\$35.00	\$45.00	\$69.99		\$59.00	\$46.20	\$68.70
	Minimum charge	\$22.00	\$28.00				\$66.00	\$35.00	\$51.00			\$15.00	\$46.20	
5	Clean bricks, concrete, top soil and sand - /tonne	\$8.80	\$12.00			NC	\$17.00	\$13.00				\$46.20		
	Minimum charge	\$8.80	\$24.00			NA	\$17.00	\$18.00				\$46.20		
	TopSoil	Free	Free			NA	NC	\$4.00						
	Minimum charge					NA	nc	\$18.00						
6	Tree loppings, vegetation & garden waste - /tonne	\$33.00	\$38.00			NA	\$28.00	\$1.00		\$33.00	\$33.00	\$46.20	\$45.40	\$39.50
	Minimum charge	\$16.50	\$28.00			NA	\$28.00	\$22.00		\$33.00	\$15.00	\$46.20		
7	Large consignments and special burial													
	In the event of any of the above being mixed, the higher rate shall apply.													

All vehicles weighed at \$51.00 per tonne with \$15.00 minimum except for cars and station wagons where the minimum is \$6.00

COMPARATIVE SCHEDULE OF GATE FEES FOR LANDFILL SITES

	Southern Councils								Northern Councils				
	Armadale		Gosnells	Serpentine Jarahdale	WA Landfill	Rockingham	Cockburn	Canning	SMRC	Western regional	EMRC	Stirling	Mindarie
	existing	Proposed											
<b>VEHICLE BODIES</b>													
8	Car bodies from residential premises - each	\$11.00	\$11.00		NA	nc	NC				\$18.00		\$25.00
9	Car bodies from commercial or industrial premises - each	\$33.00	\$33.00		NA	nc							
<b>BURIAL OF ASBESTOS WASTE</b>													
10	Asbestos burial - /tonne	\$66.00	\$66.00		\$66.00	\$70.00	\$50.00				\$86.00		\$110.00
	Minimum charge	\$22.00	\$22.00		\$132.00								
<b>SPECIAL CHARGES</b>													
12	Tyres (unprocessed) will be accepted only from residents of the City of Armadale and in small quantities:												
	Car tyres	\$2.20	\$2.20			\$10.00	\$10.00						\$13.00
	100% surcharge on rims - each	\$4.40	\$4.40										
	Small truck tyres	\$4.40	\$4.40			\$15.00	\$15.00						
	100% surcharge on rims - each	\$8.80	\$8.80										
	Truck tyres	\$11.00	\$11.00			\$15.00	not accepted						
	100% surcharge on rims - each	\$22.00	\$22.00										
13	Animal Carcasses:												
	Small animals; eg. dogs - each	\$16.50	\$16.50										\$6.00
	Large animals; eg. cattle - each	\$44.00	\$44.00										\$13.00
	Small consignment; eg. offal & bird carcass	\$11.00	\$11.00										
	Large consignments (over 3 tonnes) and special	P on A	P on A										
<b>WEIGHBRIDGE BREAKDOWN</b>													
14	In the event of weighbridge at the Landfill and Recycling Facility breaking down due to power failure, maintenance or repairs, the following fees shall apply for items 4, 5 & 6 inclusive:												
	All vehicles carrying non-compacted waste, per wheel of truck and/or trailer/s	\$16.50	\$16.50			\$17.00	\$20.00						\$15.30
	All vehicles carrying compacted waste, per wheel of truck and/or trailer/s	\$22.00	\$22.00				\$38.00						\$29.30
	Burial surcharge: add 50% to the rate per wheel												
	Burial fee - /tonne <i>Italics - /consignment</i>	\$100.00	\$100.00		\$16.50	\$55.00							\$127.60
	minimum												

 Sub categories not in Armadale's current Tipping Fee Schedule

 Previous pricing no longer available

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***SCHOOL PARKING – CHALLIS PRIMARY SCHOOL***

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WARD West Armadale  
FILE REF: RDB/89  
DATE 10 April 2002  
REF SA  
RESPONSIBLE SDE/MTS  
MANAGER

**In Brief:**

- Technical Services have been asked to investigate the current parking and traffic related problems on Braemore Street, fronting the Challis Primary School.
- Recommend that Council approve the minor modifications to the current parking arrangements along Braemore Street, between Toorak Road and Ardross Street, as shown on Drawing 02-22.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system including safety aspects*

**Legislation Implications**

Assessment of legislation indicates that the following are applicable:

*Local Government Act 1995 – Schedule 9.1, Section 2.1*

*Road Traffic Act 1975 – Section 103*

**Council Policy/Local Law Implications**

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

*Local Law relating to Parking Facilities*

**Budget/Financial Implications**

General allocation in Schedule M81 under Replacement or installation of signs.

**Consultation**

Ranger Services and the Principal of the Challis Primary School

**BACKGROUND**

In conjunction with Ranger Services and the Challis Primary School, Technical Services have been requested to investigate the current parking arrangements along Braemore Street, adjacent to the Challis Primary School. The length of particular concern is the section between Ardross Street and Toorak Road. Effective parking restrictions are in place along Lowanna Way (including the new carpark inside the school). Braemore Street has some minor parking and traffic congestion requiring rectification, as outlined below.

**ANALYSIS**

Attached to this report is a plan (drawing number 02-22), illustrating the proposed works.

The works consist of the installation of one new sign, the marking of five new parallel parking bays, remarking of the existing bus embayment next to the crosswalk and the

relocation of two “No stopping” signs. It is recommended that the attached plan be referred to in conjunction with the following description of proposed works.

A new “No Stopping” sign needs to be installed on the Braemore Street and Lowanna Way intersection to prohibit parking on the intersection and between Lowanna Way and Toorak Road. Preventing parking along this short section of road will increase sight distance, particularly for motorists turning from Lowanna Way into Braemore Street. It will also stop motorists from being able to park on residents’ driveways and verges, as is currently the case.

There is an opportunity to create five new parallel parking bays on Braemore Street, adjacent to Ardross Street. At present there is a disused bus embayment at this location and is marked with a sign indicating No Standing. As neither the School nor Transperth use the bus embayment, the 30 metre section of road could be converted to parking allowing for five new bays. The creation of these bays will not have detrimental effect on traffic flows within and outside the school in this immediate vicinity. It is considered that the newly created bays could be increased in their ‘value’ to the school community by being designated as priority parking bays. Priority parking bays can be assigned to parents who, for example, participate in a car pooling programme which would be policed / controlled by the school community. If the school community are prepared to develop and run the bays as priority parking minor line marking by Council would be required to identify their designation.

The existing painted bus embayment located immediately outside the school, next to the crosswalk, has faded and the lines are no longer visible. Whilst there is a bus stop sign in place, motorists occasionally park within this embayment, causing obvious problems when a bus arrives. The embayment should be re-marked with yellow paint (dashed lines, in accordance with Australian Standards) and the existing sign left in place.

The existing signage along the northern side of Braemore Street, between Toorak Road and Ardross Street indicates No Standing at all times. Whilst this should remain, there is one sign that should be relocated nearer to Toorak Road, as it is currently located approximately 40 metres short of the intersection.

## CONCLUSION

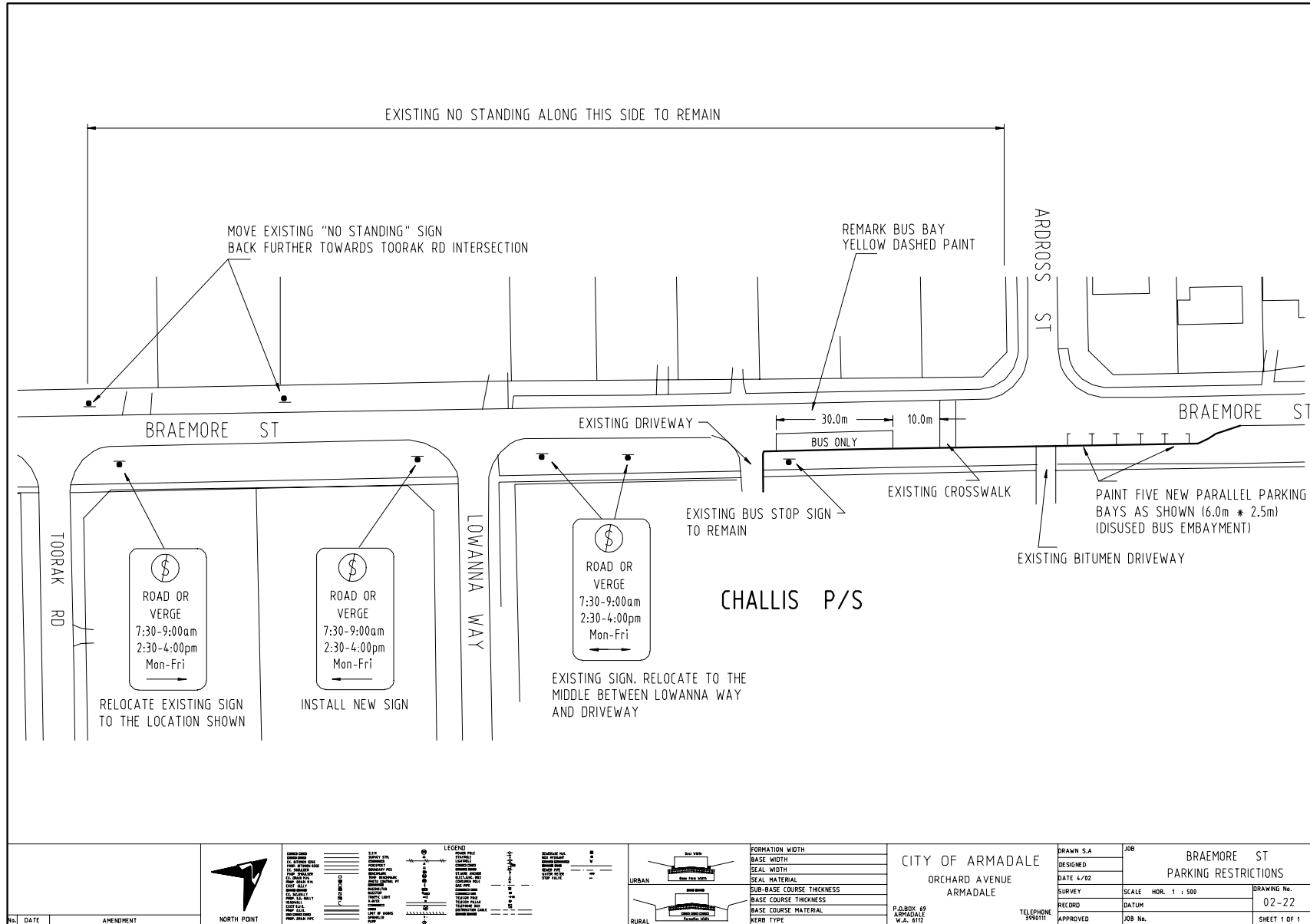
The minor works as outlined above are considered necessary to improve parking and traffic flows along this short section of Braemore Street. Both Ranger Services and the School have endorsed the proposed modifications.

## RECOMMEND

- 1. That Council approve the minor modifications to the current parking arrangements along Braemore Street, between Toorak Road and Ardross Street, as shown on Drawing No. 02-22.**
- 2. That Council request the school community to consider developing and running the newly created bays as priority parking bays to further reduce vehicle numbers and the school during drop off and pick up times.**

*MOVED*  
*MOTION CARRIED/LOST ( )*





***RIVER ROAD, KELMSCOTT – PETITION TO RELOCATE FOOTPATH***

WARD Kelmscott  
FILE REF: RDR/6  
DATE 11 March 2002  
REF SB  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Council is in receipt of a letter and petition requesting the relocation of a section of pathway in River Road, Kelmscott.
- Details three options for Council's consideration.
- Recommend local realignment and visibility improvements.

**Tabled Items**

Letter and Petition.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system including safety aspects.*

**Legislation Implications**

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

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

Not budgeted. Cost of relocation of path up to \$3,800.

**Consultation**

Ward Councillors, Intra-directorate and residents

**BACKGROUND**

This item was originally presented to the March 2002 Technical Services Committee and the Ordinary Meeting of Council on 2<sup>nd</sup> April 2002, where it was resolved (T35/02) as follows:

*“That the issue of relocation of a portion of footpath on River Road, Kelmscott be recommitted to the April Technical Services Committee.”*

The basis for the recommittal is to report further investigation and more detailed costing.

The following is an extract from a covering letter, to a petition signed by 33 individuals, and received by Council from a resident of River Road, Kelmscott.

*“Since the reconstructure of the Footpath in 1993, we, my husband and I, all Pedestrians, neighbours and visitors, have been in danger of being run over by inconsiderate speeding cyclists, skateboard and rollerblade riders, scooters and go-carts (children using the path as a play area). We feel that the present position of the path, with the bends and slopes, encourages the children to use it as a race track! This creates a Hazard for people of all*

ages, especially the aged, and young families with their toddlers and pets. A lot of people use this Footpath, it is a popular area for young and old.

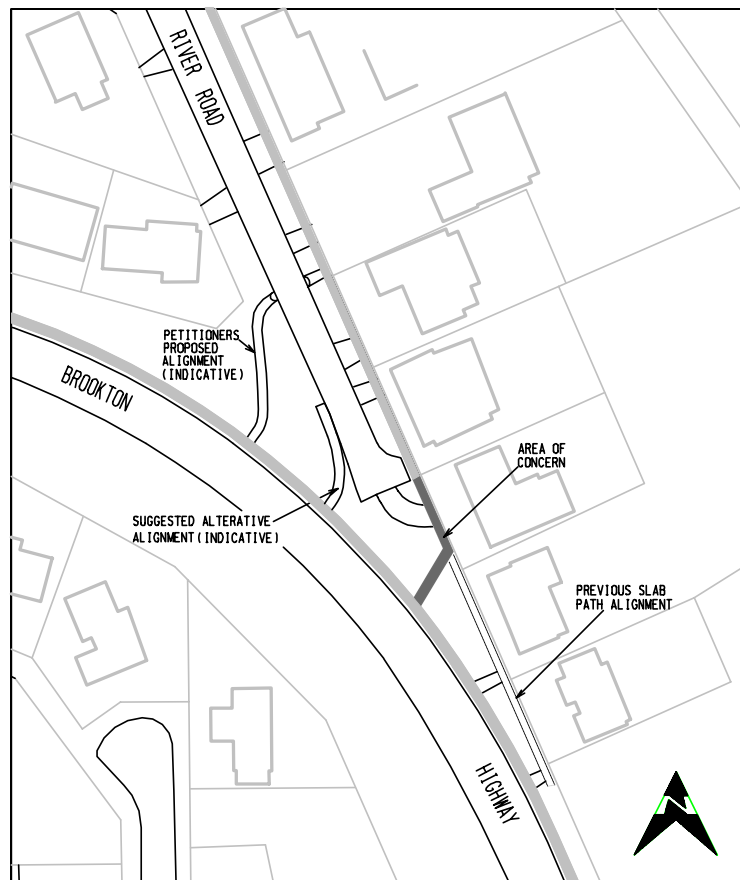
We have tried to solve this problem but we only get abused and now we can take no more, we are at the end of our patience. In desperation we write to you. Several people have been hit by unruly cyclists, my husband and myself have been knocked also.

The cyclists and pedestrians will be a lot safer if the small section of the path was re-located to the Shire Land just a few metres up River Road. The old path could still be used for walkers, if a few more bollards were installed. The new path would enhance the area, and, as the land is not directly in front of a residence there would be clear vision of the cyclists, the path having no hidden bends. With bollards in place, the area would be safer, and no cars would be able to take a short cut through to the Brookton Highway. We still have a few motor cycles that use the path.

The petition attached to the letter reads:

“For relocation of “Footpath” between Brookton Highway and River Road. To make this area safer for pedestrians, by redirecting the cyclists to a safer entry from Brookton Highway.”

The plan below details the location:



## DISCUSSION

The footpath in River Road is 1.5 metres wide, formed with cast-in-situ concrete and situated on a boundary alignment on the eastern verge. The localised realignment of the path took place as a measure to deter vehicle drivers from crossing the verge between River Road and the Brookton Highway and vice versa by removing the ‘through’ visibility on the old path alignment.

Generally the law allows for cyclists up to and including 11 years of age to travel along a footpath, but requires the rider to keep to the left of the footpath, unless it is impractical to do so, and to give way to any pedestrians.

The Australian Road Rules includes in its definition of pedestrians the following:

- a person driving a motorised wheel chair that cannot travel at over 10km/hr (on level ground);
- a person in a non-motorised wheelchair;
- a person pushing a motorised or non-motorised wheelchair;
- a person in or on a wheeled recreational device or wheeled toy.

The definition of a wheeled recreational device is a wheeled device, built to transport a person, propelled by human power or gravity, and ordinarily used for recreation or play, and:

- a) includes rollerblades, rollerskates, a skate board or similar wheeled device; but
- b) does not include a golf buggy, pram, stroller or trolley, or a bicycle, wheelchair or wheeled toy.

The definition of a wheeled toy is a child’s pedal car, scooter or tricycle or a similar toy, but only when it is being used by a child who is under 12 years old.

Although there are no reported incidents at this location the main petitioner states that both herself and her husband have been “knocked” and a Ward Councillor has advised that he is personally aware, through an independent party, of an incident at the bend.

### Options

There are three options for Council to consider, these being:

- a) Relocate the path to the opposite side of the road.
- b) Undertake local remedial action at the bend.
- c) No action.

a) *Path Relocation*

(i) Petitioners Option

The petition requests the relocation of the path away from the eastern verge, at the end of River Road, to the western verge, skirting around screening vegetation and over land not adjacent to any residential housing.

It should be noted that in this option the petitioners suggestion that the old path could still be used by walkers is not practical. It is impossible to construct a path that would allow walkers but bar other users such as wheelchairs, prams, scooters and skateboards. This option would therefore require the removal of the old path, but it is understood that the main petitioner would be prepared, to the requirements of the Manager Parks, to re-establish and beautify the area at no cost to Council.

Unsolicited on site discussions with another resident from River Road revealed that there may be some opposition encountered from some residents to this option.

The estimated cost for such a relocation is \$3,800 this being made up of: \$1,500 clearing, earthworks and contingency; \$1,500 cast-insitu concrete; \$800 removal of old path and sand backfill. In order for this option to be pursued it could be funded from the Community Safety Works account.

(ii) Alternative Option

Following further on site investigation an alternative alignment to the petitioners' suggestion has been devised. The alternative alignment is approximately 25 metres in length and will require the removal of a semi-mature white gum, some juvenile red gums and the clearing of minor vegetation. Earthworks on this alternative option will need to be undertaken in a manner that minimises vegetation debris encroaching onto the pathway from the adjacent side slope. This option will require the removal of the old path but it is understood the main petitioner would be prepared, to the requirements of the Manager Parks, to re-establish and beautify the area at no cost to Council. The estimated cost for the alternative is \$2,850 this being made up of: \$1,100 clearing earthworks and contingency; \$950 cast-insitu concrete; \$800 removal of old path and sand backfill. In order for this alternative option to be pursued it could be funded from the Community Safety Works account.

b) *Localised Action*

Whilst the bend in the path reduces visibility it can be argued that it also reduces speed, thereby drawing the conclusion that to 'iron' out the bend will merely lead to an increase in, for example, cyclist speed at this location. However such an increased speed would still be similar to that experienced by the remainder of the River Road path.

It is considered that improving the alignment and visibility at the bend will address the concerns about conflict, expressed in the petition, by affording users of the path the opportunity to see one another in advance, although it should be noted however that this solution is not acceptable to the main petitioner.

An estimate of cost to 'iron' out the bend is in the order of \$500. Some clearing of vegetation (shrubby) to allow improvements at the bend and to improve visibility will be required. In order for this alternative option to be pursued it could be funded from the Community Safety Works account.

c) *No Action*

For Council to take action over this matter is to acknowledge that the problem of different types of users sharing the verge area and the constraints on effective visibility, at this location, are a concern over and above many other locations under Council's care and control, that must be shared in the same way.

Conclusion

The situation of pathways and crossovers sharing the verge area is common throughout residential metropolitan areas, and both path users and accessing vehicles alike must exercise caution and consideration of others as a basic requirement of usage and law.

Similar potential dangers experienced by the main petitioner exist on many of the City's residential streets. An example of this is further along River Road where high front garden fences combined with boundary aligned pathways mean that visibility is virtually non-existent but where the speed of passing cyclists / skateboarders etc is potentially high.

It is considered that relocation of the path from the eastern to the western side of River Road in the vicinity of Brookton Highway, due to a potential clash between path users and vehicles accessing properties in the verge area, is not in this case a warranted use of Council resources.

It is considered that improving the alignment and visibility at the bend will address the concerns about conflict expressed in the petition, by assisting users to avoid conflict with one another and with adjacent residents.

**RECOMMEND**

**That Council approve of local alignment and visibility improvements to the footpath in River Road, Kelmscott near the Brookton Highway to assist path users and adjacent residents to avoid conflict with one another, that the necessary work, estimated to cost \$500 be funded from the Community Safety Works account and that the main petitioner be advised of Council's decision.**

*MOVED*

*MOTION CARRIED/LOST ( )*

**ALBANY HIGHWAY, KELMSCOTT – PEDESTRIAN FACILITIES**

WARD Kelmscott  
FILE REF: RDA/8  
DATE 10 April 2002  
REF SB  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Council is in receipt of a letter from Main Roads, WA regarding the possible installation of a signalised pedestrian crossing on the Albany Highway, Kelmscott between Page Road and Denny Avenue.
- Recommend approval in principle of installation of a signalised pedestrian crossing on the Albany Highway, Kelmscott between Page Road and Denny Avenue.

**Tabled Items**

Main Roads WA Vehicle Pedestrian Survey Video and Report.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Social Infrastructure

*Facilitate initiatives to improve community safety and security.*

**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 at this time, however pending further discussion with MRWA Budget / Financial Implications may be reported on further to the Technical Services Committee.

**Consultation**

Main Roads Western Australia.

**BACKGROUND**

The following is an extract from a letter received by Council from Main Roads Western Australia:

*“Main Roads Western Australia has had various requests from local residents to improve pedestrian facilities along Albany Highway between Page Road and Denny Avenue in Kelmscott.*

*In response to these, Main Roads Western Australia had conducted an investigation to review the pedestrian requirements and to identify what type of pedestrian facilities could best be accommodated along this section of the highway.*

*As part of this investigation a video survey was conducted. Based on the outcome of the survey one of the options available to Main Roads is to install a pelican crossing with a suitable location being in between the existing bus stops adjacent to the Kelmscott Station Precinct and the shopping centre on the east of Albany Highway.*

*The investigation also identified that to ensure the optimum use of the pelican crossing other engineering works will be required in order to encourage pedestrian patronage of the pelican crossing. Improved accessibility should be provided for pedestrians approaching from both the Kelmscott Station precinct area and the shopping area located on the east of the highway.”*

#### **COMMENT**

At this time Main Roads WA officers need to develop and cost the proposal to install a signalised pedestrian crossing (pelican crossing), prior to a submission to State Government for funding consideration / approval.

Following a review of the video and report accompanying the Main Roads WA letter it is considered that the proposal is worthy of support.

To assist Main Roads WA in the development and submission of the proposal, Council approval in principle is sought.

If Council approval in principle is given, officers from Technical Services will work with officers of Main Roads WA to develop the proposal with a further report being brought to the Technical Services Committee upon conclusion, for consideration and possible final endorsement.

#### **RECOMMEND**

**That Council approve in principle the installation of a signalised pedestrian crossing on the Albany Highway, Kelmscott between Page Road and Denny Avenue and that a further report be provided to the Technical Services Committee for consideration upon development of the proposal.**

*MOVED*

*MOTION CARRIED/LOST (            )*



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***ANSTEY ROAD, FORRESTDALÉ – DEDICATION OF PT LOT 70***

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WARD Forrest  
FILE REF: RDR/4  
DATE 8 April 2002  
REF CB  
RESPONSIBLE  
MANAGER EDTS

**In Brief:**

- Request from LandCorp for the dedication of land (Pt Lot 70 Anstey Road) as part of the road was constructed on their land.
- Recommend that in order to arrange dedication of Pt 70 Anstey Road, Forrestdale, Council concur to the vesting of the land in accordance as per the terms and conditions stated by LandCorp and in accordance with Section 56 of the Land Administration Act.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system, including road safety aspects.*

**Legislation Implications**

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

**Council Policy/Local Law Implications**

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

**Budget/Financial Implications**

Nil.

**Consultation**

LandCorp

**BACKGROUND**

A letter dated 3 April 2002 has been received from LandCorp, for the dedication of Pt Lot 70 Anstey Road, Forrestdale as part of Anstey Road has been constructed on land owned by LandCorp.

Their letter reads:

*“We note that the City has constructed a road over part of the above land owned by LandCorp. As previously indicated, LandCorp has no objections to the creation of the road but requires for the road to be vested in the Crown as soon as possible. Until the road is vested, LandCorp is potentially liable for any injury to any person or to property as a result of any defect in the road.*

*The purpose of this letter is to obtain confirmation from you that you agree to indemnify LandCorp. In particular, LandCorp requires that you agree to indemnify and keep indemnified LandCorp from and against all damage, sums of money, costs, charges, expenses, actions, claims and demands which may be sustained or suffered or recovered*

*against LandCorp by any person for any injury, loss or damage whatsoever and howsoever arising as a result of the road being constructed on Lot 70.*

*Would you please sign a copy of this letter to confirm your agreement to indemnify LandCorp in terms of this letter and return the signed copy of the letter to us as soon as possible”.*

#### **COMMENT**

Officers could not ascertain as to why the land was not acquired at the time of road construction.

Officers have commenced negotiations with LandCorp and DOLA in order to resolve the issue. As part of the discussions, it was stated that the “old reserve” that is no longer required by Council would become saleable as commercial land. DOLA however stated that any income from this sale would have to go directly to Treasury.

The Minister Planning and Infrastructure has been asked to address this issue as funds from the sale of the “old reserve” could be used to offset the cost required to purchase of land from LandCorp. The Minister’s decision is still pending.

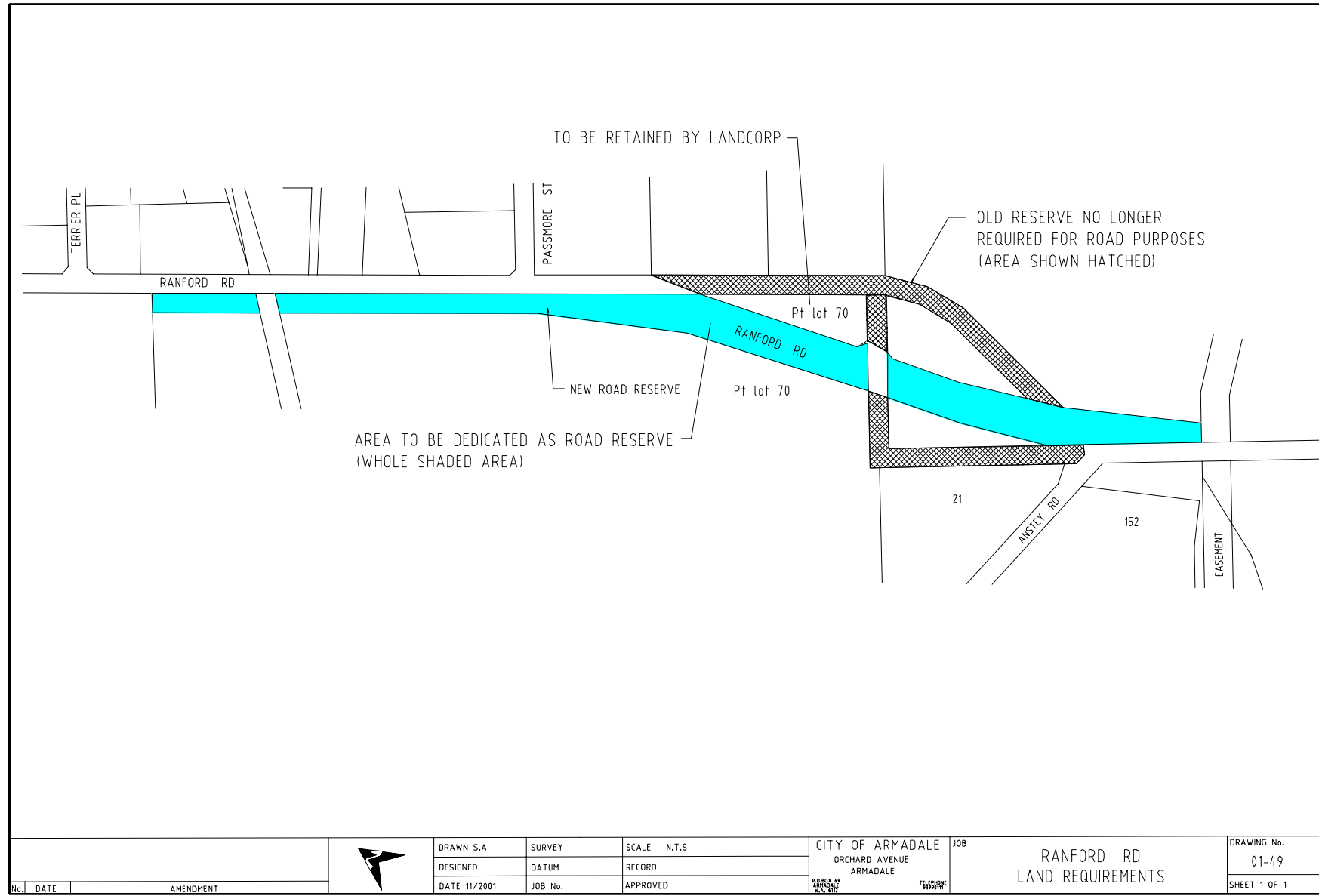
In the mean time, the request from LandCorp regarding indemnity is considered appropriate. Council insurers have confirmed that Council is appropriately covered.

#### **RECOMMEND**

- 1. That Council concur with the dedication of Pt Lot 70 Anstey Road, Armadale as per the terms and conditions of LandCorp’s letter and in accordance with Section 56 of the Land Administration Act.**
- 2. That the Chief Executive Officer be authorised to sign the letter of agreement indemnifying LandCorp from any claims or actions resulting from the road being constructed on Pt Lot 70.**

*MOVED*

*MOTION CARRIED/LOST (        )*



No.	DATE	AMENDMENT	DRAWN S.A	SURVEY	SCALE N.T.S	CITY OF ARMADALE ORCHARD AVENUE ARMADALE	JOB	DRAWING No. 01-49
			DATE 11/2001	JOB No.	APPROVED	<small>FOR SALE BY ARMADALE W.A. 6100</small>	<small>TELEPHONE 9450 0000</small>	

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***BUS SHELTER - GRANT SCHEME***

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WARD ALL  
FILE REF: ENG/2  
DATE 10 March 2002  
REF CB  
RESPONSIBLE EDTS  
MANAGER

**In Brief:**

- The Department of Planning and Infrastructure has advised of new Government initiative - Bus Shelter Grants Scheme.
- To meet DPI's timetable, Council Officers have tentatively prioritised a list of locations from a recent survey conducted by Swan Transit.
- Recommend that funding allocated in 5 Year Works Programme be brought forward to take maximum advantage of funding available.

**Tabled Items**

Bus Shelter design plans from Jason Signmakers – JSa, JSb, JSc, JSd and JSe

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Physical Infrastructure

*Develop an integrated transport system, including road safety aspects.*

Corporate Services

*Encourage innovation and creativity in meeting the needs of the community.*

**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**

There will be a budget implication of \$25,000 pa in this year's budget 2001/02 along with a further commitment of \$25,000 pa for the next 3 years 2002/03, 2003/04 and 2004/05.

It is proposed to bring forward budget allocation in the 5 Year Programme in order to receive maximum funding available. In this regard, no additional funds will be expended for the procurement of new bus shelters over the life of the Programme.

**Consultation**

Department of Planning and Infrastructure  
Jason Signmakers  
Departmental Managers

**BACKGROUND**

At a seminar in the Town of Victoria Park in February 2002, Officers from WALGA presented an outline of a new Government initiative "Bus Shelter Grants Scheme". The Department of Planning and Infrastructure has since provided further details of the Scheme.

The Bus Shelter Grants Scheme is a commitment by the Government in partnership with Local Government to provide bus stop shelters across Western Australia. The Scheme

provides funding of \$500,000 per year to Local Authorities over the next four years. DPI's contribution towards each new shelter (which includes the procurement and installation, hardstand area and tactile surface indicators) cannot not exceed \$5,000. The maximum amount requested for any one application cannot not exceed \$25,000.

Funding for approved projects is on a dollar-for-dollar basis. The Scheme is based on a joint funding agreement and provides a maximum grant of 50% of the overall project cost.

Local Authorities requesting funding as part of the current 2001/02 financial year budget must have projects committed by 31 May 2002 to enable funds to be allocated for this financial year. Projects requesting funding as part of the 2002/03 financial year budget must be completed prior to the beginning of April 2003 to enable payment of the grant within that financial year.

The Local Government Authority will own the assets created by the Bus Shelter Scheme and be responsible for the ongoing management and maintenance.

### **DETAILS OF PROPOSAL**

An Officer from the Directorate attended the seminar in Victoria Park, where attendees were given an overview of the Scheme. From the information provided (at that time the timing of the project was not conclusive) funding was allocated in the Directorate's 5 Year Programme as follows: 2002/03 - \$25,000, 2003/04, 2004/05, 2005/06, 2006/07 - \$30,000pa.

As grant funding is available from 2001/02, it is proposed to bring forward the funding allocation in order to take advantage of the full potential of the Scheme, ie \$100,000 over the four years. It should be noted that over the life of the 5 Year Programme 2002/03 to 2006/07 no additional funds would be expended for the procurement of new bus shelters.

In this regard, there is the possibility of installing between five and six new shelters each year (not on Primary Distributor Roads) depending on type and design in high usage areas and where it would not be possible to attract the new advertising type of bus shelters.

In discussion with Jason Signmakers, there is also the possibility that if ordered in bulk (say 20 shelters) the cost of each shelter could be reduced by \$500 which equates to an additional shelter at no cost.

Jason Signmakers have four new type of shelters (JSa, JSb, JSc and JSd) available that are in accordance with DPI's guidelines and meets access and disability requirements as specified in AS1428. Their fifth design (JSe) is of the older style and would not be the preferred option of DPI.

Cost of these shelters are:

Shelter type JSa \$8,100 plus GST  
Shelter type JSb \$8,250 plus GST  
Shelter type JSc \$9,800 plus GST  
Shelter type JSd \$10,000 plus GST  
Shelter type JSe \$5,900 plus GST

It is suggested that in order to achieve the maximum number of shelters within the grant allocation, that Council choose Shelter type JSa at \$8,100 each.

Where it is advantageous to replace an existing concrete shelter with a new shelter, the concrete shelter will be relocated on a needs basis.

Primary Distributor Roads (Albany Hwy, Brookton Hwy, South Western Hwy and Armadale Road) still have the potential of attracting the high profile advertising type shelters and have not been considered as part the Bus Shelter Grant Scheme.

### COMMENT

It is suggested that Council takes advantage of funding available this financial year by matching the maximum funds available thus allowing new shelters to be installed at the locations listed below:

These locations have been listed tentatively in priority order from the result of a recent survey conducted by Swan Transit for the need of Bus Shelters within the City of Armadale.

#### 2001/02

ROUTE	LOCATION	DIRECTION
245	Grovelands Drive – front of Lots 74 –76	Kelmscott to Armadale
245	Westfield Road near Champion Drive *	Kelmscott to Armadale
243	Ypres Road near Lake Road	Kelmscott to Armadale
245	Westfield Road near Champion Drive	Armadale to Kelmscott
254	Eighth Road and Girraween Road	Forrestdale to Armadale

\* Existing concrete shelter to be relocated and replaced with new type of shelter.

Following requests from residents the concrete shelter will be relocated to:

Various	Fourth Road near Armadale Shopping Centre	Various
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#### 2002/03

ROUTE	LOCATION	DIRECTION
254	Armadale Road near Weld Street	Forrestdale to Armadale
254	Armadale Road stop after Weld Street near Forrest Road	Forrestdale to Armadale
245	Corner of Strawberry Drive and San Jacinta Avenue	Armadale to Kelmscott
250	Ninth Road and Farmer Avenue	Armadale to Wungong
250	Duri Street and Pelham Street	Armadale to Wungong

#### 2003/04

ROUTE	LOCATION	DIRECTION
243	First stop on Seville Drive *	Armadale to Kelmscott
243	Champion Drive and Gillam Drive Roundabout	Armadale to Kelmscott
250	Tijuana Road and Mornington Street	Armadale to Wungong
250	Chadwick Parade	Armadale to Kelmscott
250	Farmer Avenue and wallaby Place	Armadale to Wungong

\* Existing concrete shelter to be relocated and replaced with new type of shelter.

Following requests from residents the concrete shelter will be relocated to:

250	Tijuana Road near Gwen Park Primary School	Armadale to Wungong
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The final year, 2004/05 is still to be determined.

Due to time constraints (Grant application had to be submitted by Friday 12 March 2002), all of the above has been submitted in order to meet DPI's deadlines.

**RECOMMEND**

**That Council endorse the action taken by the Executive Director Technical Services to apply for the Bus Shelter Grants Scheme that included committing funding of \$25,000 for 2001/02 financial year and a further \$25,000 in the 2002/03 and 2003/04 financial years.**

*MOVED*

*MOTION CARRIED/LOST (        )*

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***CANNING-WUNGONG-SOUTHERN RIVERS IRRIGATION ADVISORY  
COMMITTEE***

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WARD All  
FILE REF: CTE/19  
DATE 17 April 2002  
REF LP  
RESPONSIBLE MANAGER MTS

**In Brief:**

- Request for nomination for Canning-Wungong-Southern Rivers Irrigation Advisory Committee due to resignation of current member.
- Recommend that no nomination be made for the Canning-Wungong-Southern Rivers Irrigation Advisory Committee.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Communication

*Stronger communication links with Government and other groups.*

**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**

In May 2001, Council nominated Mr Antonio Cutri as a landowner representative on the Canning-Wungong-Southern Rivers Irrigation Advisory Committee for a term of three years.

Mr Cutri has since resigned from the Committee and nominations for a new member is therefore required.

**COMMENT**

In May 2001, relevant Ward Members were requested to propose additional nominees for the Committee. At this time no further nominations were able to be found.

To be considered for nomination to the Committee, nominees are required to be regular users of groundwater irrigation systems and have an interest in promoting careful use of this natural resource.



Conclusion

It is recommended that due to the limited number of nominations for this Committee less than 12 months ago, that no nomination be made.

**RECOMMEND**

**That no nomination be made for the Canning-Wungong Southern Rivers Irrigation Advisory Committee.**

*MOVED*

*MOTION CARRIED/LOST (7/0)*

**VACANCY FOR WALGA MEMBER – WESTERN AUSTRALIAN FLOOD WARNING COMMITTEE**

WARD: All  
FILE REF: GOV/51  
DATE: 17 April 2002  
REF: LP  
RESPONSIBLE MANAGER: MTS

**In Brief:**

- Request from WALGA for nomination of member for the Western Australian Flood Warning Committee.
- Recommend that Council nominate Cr \_\_\_\_\_ for the position of WALGA Member on the Western Australian Flood Warning Committee.  
Or  
If there is no nomination at the Council Meeting of 6<sup>th</sup> May 2002 then the recommendation be as follows.  
That no nomination be made.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Communication

*Develop stronger communication links with Government and other groups.*

**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.

A circular letter has been received from the Western Australian Local Government Association (WALGA) inviting Council to submit a nomination for appointment of a WALGA Member for the Western Australian Flood Warning Committee.

<b>QUALIFICATIONS</b>	A metropolitan based Elected Member experienced in, or with a knowledge of floodplain management activities.
<b>TERM</b>	To be advised.
<b>COMMENCES</b>	Upon appointment.
<b>REASON FOR VACANCY</b>	This is a new Committee and interim members have been appointed until the nomination process is complete.
<b>MEETINGS:</b>	Bi-monthly to coordinate with the State Council Meetings.
<b>Location</b>	Bureau of Meteorology, West Perth
<b>Day/Time</b>	Wednesday, with a time to be advised.
<b>Duration</b>	Two hours
<b>Meeting Fee</b>	Nil.

<p><b>SELECTION CRITERIA</b></p>	<p>Nominee to address the following Selection Criteria:</p> <ul style="list-style-type: none"> <li>• To be a current Elected Member</li> <li>• Availability of the applicant to undertake the responsibility</li> <li>• Relevant skills in the area</li> <li>• Relevant experience and qualifications that are applicable to the position</li> <li>• Demonstrated interest in the position</li> <li>• Capacity of the applicant to represent the interests of Local Government and the Association</li> <li>• To hold leadership and management experience at the local government level in implementing strategies and guiding policies</li> <li>• Knowledge and understanding of floodplain management and flood warning service issues.</li> </ul>
<p><b>TERMS OF REFERENCE</b></p>	<p>Working through member agencies, the Terms of Reference of the Committee are to:</p> <ul style="list-style-type: none"> <li>• In consultation with all stakeholders, conduct a full strategic analysis of total flood warning system needs</li> <li>• Identify and choose strategies that will enable the requirements for new and upgraded flood forecasting and warning systems to be implemented and formulate appropriate strategic objectives on a regular basis (rolling five-year management plan updated every 12 months) for the ongoing development of the WA Flood Warning Service</li> <li>• Each year, identify and see agreement / commitment to a program of activities / tasks with appropriate financial and other performance indicators / targets, to be undertaken by member agencies consistent with the strategic plan</li> <li>• Coordinate the implementation of flood warning systems in accordance with the approved management plan</li> <li>• Promote effective means of communication of flood warning information to the effective communities</li> <li>• Monitor and review the performance of flood warning services</li> </ul>
<p><b>COMMITTEE MEMBERSHIP</b></p>	<ul style="list-style-type: none"> <li>• FESA (Chair)</li> <li>• WA Local Government Association Metropolitan Member</li> <li>• WA Local Government Association Country Member</li> <li>• Waters and River Representative</li> <li>• Main Roads Representative</li> <li>• Water Corporation Representative</li> </ul>

**RECOMMEND**

**Recommend that Council nominate Cr \_\_\_\_\_ for the position of  
WALGA Metropolitan Member on the Western Australian Flood  
Warning Committee.**

**Or**

**If there is no nomination at the Council Meeting of 6<sup>th</sup> May 2002 then the  
recommendation be as follows:-**

**That no nomination be made.**

*MOVED*

*MOTION CARRIED/LOST (     )*

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***CONSIDERATION OF TECHNICAL SERVICES BUDGET 2002/2003***

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WARD: All  
FILE REF: FIN/7  
DATE: 17 April 2002  
REF: AB  
RESPONSIBLE EDTS  
MANAGER:

**In Brief:-**

- To set a date for Technical Services Committee to consider draft Directorate Budget 2002/2003.
- Date proposed is Wednesday, 22<sup>nd</sup> May 2002.

**EXECUTIVE DIRECTOR – TECHNICAL SERVICES REPORTS**

In accordance with the adopted corporate budget timetable, Technical Services Committee will need to meet near the end of May in order to consider and resolve a Draft Directorate Budget for overview and review by Manex and City Strategy Committee in May/June.

A date and time will need to be set for a Special Technical Services Committee Meeting and it is recommended that this be Wednesday, 22<sup>nd</sup> May 2002.

**RECOMMEND**

**That a special meeting of Technical Services Committee to resolve a draft Directorate Budget be held on Wednesday, 22<sup>nd</sup> May 2002.**

*MOVED*

*MOTION CARRIED/LOST ( )*

***LATE ITEMS***

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***COUNCILLORS' ITEMS***

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**MEETING CLOSED \_\_\_\_\_PM.**