

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 JULY 2002, AT 7.00 PM.

A meal will be served at 6.15pm.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

DISCLAIMER

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

DEPUTATION

QUESTION TIME

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 24th June 2002, be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 14

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 – April to June 2002**
Administration..... T-2
Waste Services T-3
Parks and Reserves..... T-4
Property Management T-10
Civil Works T-13

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 JULY 2002

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FLETCHER PARK BUSHLAND MANAGEMENT PLAN - ADOPTION

WARD Armadale
FILE REF A178443
DATE 24 May 2002
REF RVD
RESPONSIBLE EDTS
MANAGER

In Brief:-

- A draft Fletcher Park Bushland Management Plan has been available for public comment for a six-week period.
- The plan has been revised in response to some of the issues raised in submissions.
- The park lessee considers state government agency recommendations that the bushland be fenced and tracks rationalised unacceptable. A monitoring program is recommended to demonstrate that the limited horse activity in the bushland is having minimal impact.
- Recommend that Council adopt the amended Plan.

Tabled Items

Full copy of draft Management Plan and Weed Management Plan 2002-03.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure 5.2 *Maintain, conserve and improve our natural environments and bushland reserves, including rivers and streams.*

Legislation Implications

Assessment of legislation indicates that the following legislation applies:

- Commonwealth Environmental Protection and Biodiversity Conservation Act 1999; and
- Wildlife Conservation Act 1950.

Council Policy / Local Law Implications

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

- Local laws relating to reserves

Budget / Financial Implications

All items can be funded from existing allocations in the five-year plan. The Natural Area Maintenance budget is expected to cover the resources and one to two days staff time needed to implement the 2002-03 Weed Management Plan because Fletcher Park is a high priority reserve for maintenance. The 2001-02 Reserve Management Plans budget funded preparation of the Fire Management Plan (which is expected to be presented to the Community Services Committee in July). Erosion from the paths is proposed to be managed in 2003-04 using funds from the Erosion Control budget.

Consultation

The Draft Fletcher Bushland Management Plan was available for comment for a six week period from 25 March 2002 to 6 May 2002. During the public review period:

- the City's press release was published by the Comment News and the Weekend Examiner and distributed to Bushcare and Environmental Advisory Committee members;
- copies were made available in the City's libraries for comment;
- a copy of the management plan was sent to each adjacent landholder; and
- copies were sent to relevant government agencies for comment.

Five submissions were received. Appendix VI of the Management Plan provides a list of submitters, summary of submissions and response to submissions that notes changes made in response to submissions. The Department of Planning and Infrastructure also provided a

marked up a copy of the Management Plan and most of the changes suggested by the Department have been incorporated in the final version of this management plan.

Three state government agencies made comments regarding horse access to the good condition bushland, as follows:

- Restrict pony club use of the bushland portion of the reserve (DPI);
- Exclude horses from areas of natural vegetation (DEP);
- Fence bushland in good condition (CALM);
- Control access and fence bushland reserve (DPI);
- Rationalise and improve tracks (DPI);
- Close and rehabilitate unnecessary tracks (CALM, DEP).

In response to these comments, the City's Environmental Officer organised a site visit with state government agencies to show that weed invasion from the tracks into the bushland is negligible and there were few other impacts. Heavy rains just before the site visit resulted in track erosion being particularly evident, so the Department of Conservation and Land Management forwarded an additional recommendation that any tracks that remain open be upgraded with limestone.

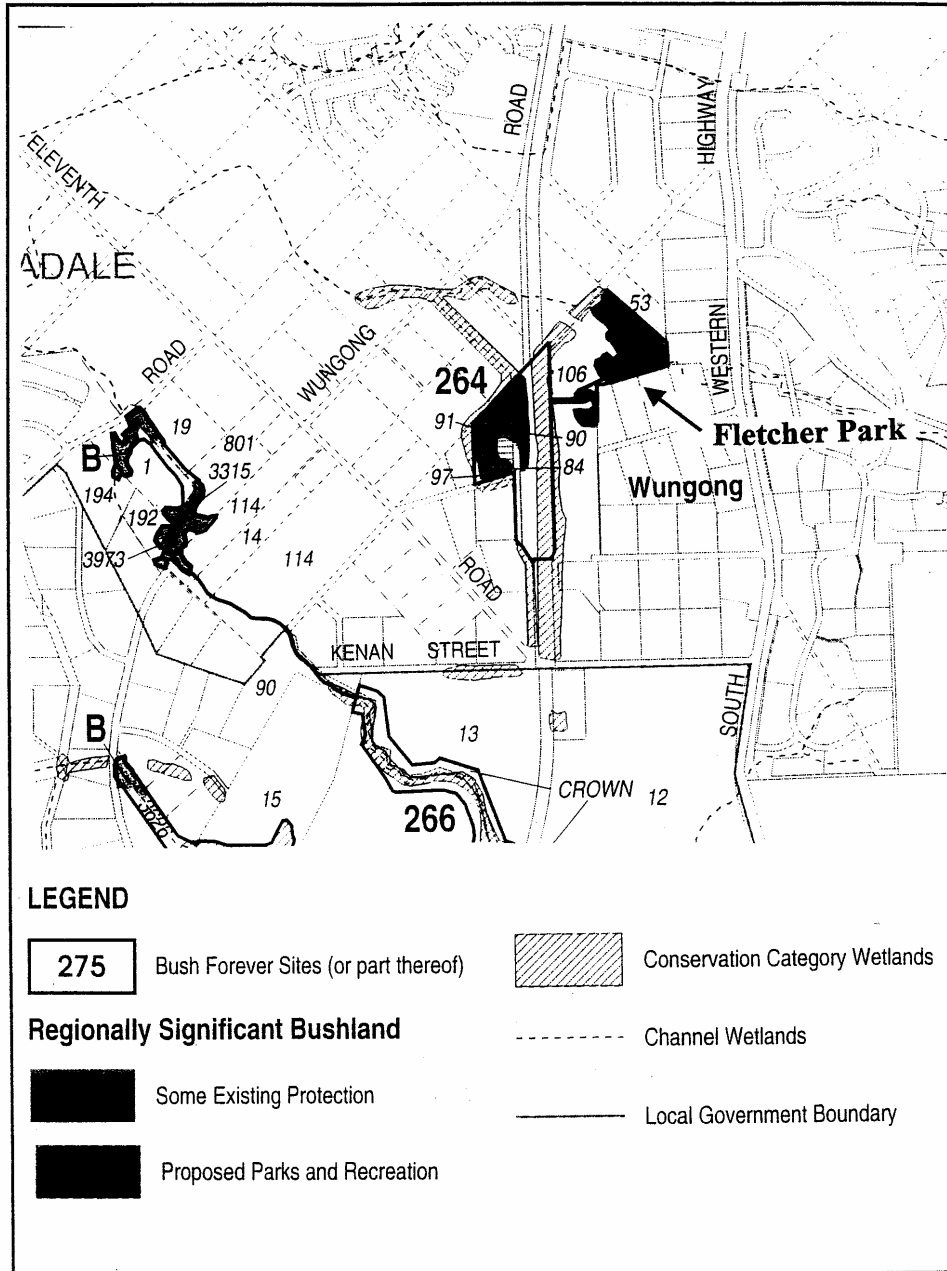
The Wallangarra Riding & Pony Club (Inc) use the bushland area for events about three times per year and event routes only cross the stream if it is dry. Events are tightly controlled because no rider is permitted to preview the tracks before competing in the event. The club requires a maze of tracks so that each track event is different and unpredictable. The Club is prepared to exclude horses from the bushland area at non-event times as horses currently rarely use the bushland outside of events.

With regard to fencing, the club considers fences could not be located near where riders are competing in events, such as along tracks through the reserve, because of the potential for accidents. The Club would prefer to manage horse access to the bushland through education and enforcement of club rules rather than fences.

Therefore, the Club considers it is unacceptable to reduce the number of tracks through the bushland, exclude horses completely from the bushland or to locate fences where competitors (horses and their riders) might run into them.

In the response to the state government agency submissions:

- an additional recommendation has been included in the management plan that the City develop a program to monitor vegetation changes along tracks in consultation with the relevant state government agencies to demonstrate conclusively what the impacts of horse activity are in this particular area of bushland;
- one track that has already become overgrown since the Fletcher Park map was prepared has been removed from the map of tracks to remain open; and
- 130m of track has been identified that should be upgraded with limestone to prevent erosion;



Location of Fletcher Park

BACKGROUND

The Wallangarra Riding & Pony Club (Inc) lease Fletcher Park from the City of Armadale under a five-year lease that expires in September 2005. The lease gives the Pony Club exclusive possession.

The bushland on Fletcher Park is a “Critically Endangered Threatened Ecological Community” which is considered by the guidelines associated with the Commonwealth *Environment*

Protection and Biodiversity Conservation Act 1999 to be of national significance. The lease to the Wallangarra Riding & Pony Club (Inc) contains the following provisions to help protect the bushland:

- the Club, in conjunction with the City, must prepare a management plan within 12 months of commencement of the lease and then comply with the recommendations and obligations contained in it (Clause 9 - Item 10 of the schedule);
- keep and maintain the premises free from rubbish, refuse and disused material of any kind (Clause 5.4);
- permit access by the City with or without workmen at all reasonable times (Clause 5.5);
- keep the premises free of pests and vermin (Clause 5.7); and
- comply with all Acts, laws or regulations applicable to the premises (Clause 5.9).

At its meeting of 5 March 2002, Council resolved “*That Council release the Draft Fletcher Park Bushland Management Plan for a six week comment period and the plan then be recommitted to the Technical Services Committee for finalisation following due consideration of submissions.*”

DETAILS OF PROPOSAL

A full copy of the proposed Fletcher Park Bushland Management Plan will be tabled at the meeting. Chapters that have been significantly amended or are of particular importance have been reproduced *at Attachment “A1” of the Agenda (see Summary of Attachments – Green Page)* along with Appendix VI that is the list of submitters, summary of submissions and response to submissions. Chapter 2.5 that describes the management of horse activities in Fletcher Park before the Management Plan was prepared has been added to the management plan. In *Attachment “A1”*, text proposed to be added to the draft Management Plan is shown as underlined and proposed deletions shown in strikethrough (e.g. ~~strikethrough~~).

The Wallangarra Riding & Pony Club (Inc) has agreed to the revised Management Plan.

Following adoption of the Management Plan by Council the Plan will be formatted and printed in final form, and distributed to all persons or organisations that made submissions.

CONCLUSION

The proposed Management Plan and implementation of the Management Plan is expected to preserve a poorly reserved vegetation complex whilst facilitating its use and management by the Wallangarra Riding & Pony Club (Inc). It is recommended that Council adopt the Management Plan.

RECOMMEND

That Council adopt the Fletcher Park Management Plan dated July 2002.

MOVED

MOTION CARRIED/LOST ()

**MANAGEMENT OF RESERVE 27165 - FORRESTDALE LAKE BUSHLAND AND
ARMADALE GOLF COURSE, FORRESTDALE**

WARD Forrest
FILE REF A18162
DATE 26 June 2002
REF RVD
RESPONSIBLE EDTS
MANAGER

In Brief:-

- It is proposed that the Department of Conservation and Land Management (CALM) manage the portion of Reserve 27165 outside of a revised Golf Course lease area.
- A Management Plan, which could cover future management of Reserve 27165 and which would have the benefit of public input, is being prepared by CALM.
- Recommend that Council write to CALM requesting that it manage the portion of Reserve 27165 outside of the proposed Golf Course lease area from date of release of the Forrestdale Lake management plan.

Tabled Items

Aerial photo showing alternative boundaries for the golf course lease.

Officer Interest Declaration

Nil.

Strategic Implications

The City's aim under Long Term Strategic Planning is to enhance the qualities and benefits of our natural and built environment.

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

The City's costs for fire protection of Reserve 27165 would be reduced.

Consultation

- ♦ Manager Parks
- ♦ Manager Ranger/ Fire Services
- ♦ Nature Conservation Coordinator, Swan Coastal District at Department of Conservation and Land Management

BACKGROUND

The Forrestdale Lake Nature Reserve Management Plan prepared in 1987 recommended that negotiations continue with the City of Armadale regarding the addition of Recreation Reserve 27165 to the adjacent Class A Nature Reserve. Reserve 27165 is currently vested in the City of Armadale for "Recreation". Significant progress has been made with the proposal to relocate the golf course to a new site adjacent to Twelfth Road so that Reserve 27165 can be vested in the Department of Conservation and Land Management. However, it may still be a few years before the golf course is relocated.

Reserve 27165 has an area of about 138ha of which about 24ha has been cleared for the Golf Course.

The Department of Conservation and Land Management is currently preparing a new management plan for Forrestdale Lake Nature Reserve. Plan preparation follows a detailed process that includes input from a Community Advisory Committee and a public comment period on a draft plan.

It has been suggested that the Department should manage the portion of the City's Reserve 27165 not included in the golf course lease area from data of release of the new management plan by the Minister for Environment and Heritage, and that Reserve 27615 should be included in the new management plan.

Reserve 27615 has significant conservation value because it contains Declared Rare Flora, two Threatened Ecological Community types, and a large area of Conservation Category wetland. Currently the City's management of Reserve 27615 is confined to ongoing efforts to prevent illegal vehicular access to the reserve, fire management such as providing adequate firebreaks and low fuel zones near vulnerable property, trail maintenance associated with the network of nature trails through the reserve and removal of dumped rubbish.

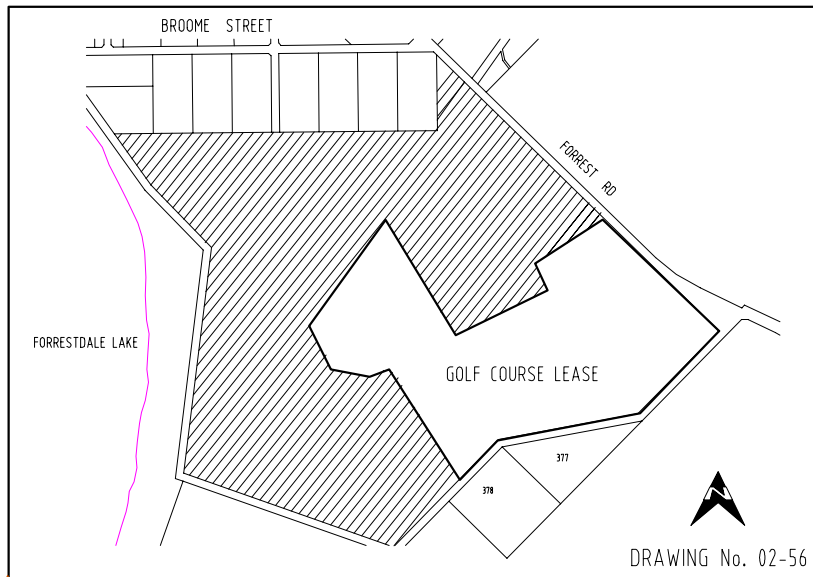
The City is currently negotiating with the leaseholder of the golf course to renew the lease and wrote to him proposing alternative boundaries for the lease area that more closely align with the golf course and existing tracks. In 2001, the Golf Course lease area was 46ha and the alternative boundaries enclose 34.5ha. Both the leaseholder and the Nature Conservation Coordinator, Swan Coastal District of the Department of Conservation and Land Management have indicated that they agree with the proposed alternative boundaries.

There has been a history of cooperation with the Department of Conservation and Land Management regarding Reserve 27615 and recognition that the reserve should be managed as though it were part of Forrestdale Lake Nature Reserve. For example, following the 2001 fire, a meeting was held between the City of Armadale, concerned members of the community, the Fire and Emergency Services Authority and the Department of Conservation and Land Management. An outcome of that meeting was that all parties agreed that one fire response plan should be prepared for both Forrestdale Lake Nature Reserve and Reserve 27615, because, for fire response purposes, they were best considered as one management area.

DETAILS OF PROPOSAL

It is proposed that the area outside of the golf course lease on Reserve 27615 be managed by Department of Conservation and Land Management following finalisation of the management plan and this be achieved by an exchange of letters between the City and the Executive Director of the Department of Conservation and Land Management.

Management objectives and strategies for Reserve 27615 would be included within the proposed Forrestdale Lake Nature Reserve Management Plan, which is currently being prepared, and which will include a public comment period following the release of a draft plan.



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COMMENT

The boundary between Forrestdale Lake Nature Reserve and the City's Reserve does not relate to any logical management boundary or environmental features. This proposal will result in both areas being managed by the one management agency in accordance with a management plan that has been prepared with the benefit of public consultation and input.

City of Armadale officers initially suggested developing an agreement under Section 16 of the *Conservation and Land Management Act*, but were advised by the Nature Conservation Coordinator, Swan Coastal District of the Department of Conservation and Land Management that an exchange of letters would probably be simpler and adequate to transfer management responsibilities.

CONCLUSION

Inclusion of Reserve 27615 in the Department's management plan process enables significant community input as to how the area should be managed into the future.

Management by the Department of Conservation and Land Management of the portion of Reserve 27615 outside the proposed golf course lease consistent with the management plan is considered appropriate because the area is of regional significance, logically forms part of the Forrestdale Lake Nature Reserve and may ultimately be managed by the Department when the golf course is relocated.

RECOMMEND

That Council write to the Executive Director of the Department of Conservation and Land Management requesting the Department to manage that portion of Reserve 27615 as shown on Drawing No. 02-56 outside of the proposed Golf Course lease area from the release date of the Forrestdale Lake Management Plan.

MOVED

MOTION CARRIED/LOST (
COUNCIL

)SOUTH EAST METROPOLITAN REGIONAL

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WARD All
FILE REF: CTE/10
DATE 5 July 2002
REF BS
RESPONSIBLE MANAGER MTS

In Brief:

- Recommend that the unconfirmed Minutes of the South East Metropolitan Regional Council for June 2002 be noted.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Long Term Strategic Planning
Promote Waste Minimisation

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

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

The June 2002 unconfirmed Minutes of the South East Metropolitan Regional Council (to be confirmed at its Meeting being held on 15 August 2002 at the City of Armadale) are *at Attachment "A2" of the Agenda (see Summary of Attachments – Green Page).*

COMMENT

The following reports from the attached unconfirmed Minutes have been identified as being of particular interest to the City and should be noted:

- 14.1 Appointment of Chief Executive Officer
- 14.5 Annual Budget for Year 2002/2003
- 14.6 Program of Ordinary Meeting Dates for the Year 2002/2003

RECOMMEND

That the unconfirmed June 2002 Minutes of the South East Metropolitan Regional Council be noted.

MOVED

MOTION CARRIED/LOST ()

NORTHWARD ROAD / HILTON ROAD – PATH REQUEST PETITION

WARD Roleystone
FILE REF: RDN/6;
 RDH/18
DATE 10 July 2002
REF SB
RESPONSIBLE MTS
MANAGER

In Brief:

- Council is in receipt of a petition requesting the construction of a path in Northward and Hilton Roads, Roleystone.
- Presents two options for Councils consideration.
- Recommends amendment of the skeletal path network programme to facilitate construction of a path in Northward and Hilton Roads at the expense of the listed path in Westborne Road.

Tabled Items

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

No budget implications at this time, however an estimated additional \$3,000 for option a) or additional \$8,000 for option b) will be required and accommodated by the new path construction programme in the relevant financial year.

Consultation

Nil.

BACKGROUND

Council is in receipt of the following covering letter to a petition signed by 74 persons from the Roleystone Ward:

“Approximately 15 years ago the joint use pavement/bike track was temporarily terminated at the corner of Northward Road and Westbourne Road when parents objected to its extension down Westbourne Road to Holden Road on the grounds that the route was too steep. At that time Council stated paving would be installed along Northward Road and down Hilton Road to Holden Road when curbing was installed along those roads. When curbing was installed on Hilton Road approximately three years ago I made representation for paving to be installed. I was informed that funding in the next budget or the one after would be sought; this apparently did not take place. Curbing has now also been installed in Northward Road.”

Can you please make representation to the Council that completion of this long outstanding job to be undertaken as soon as possible.

THIS IS FOR THE SAFETY OF CHILDREN TRAVELLING TO AND FROM THE PRIMARY SCHOOL.

Enclosed is the petition signed by local residents (some of them appear to be the very children on whose behalf this request is being made)."

The prayer of the petition reads:

"We the residents of Roleystone do respectfully request that the City of Armadale give serious consideration to the completion of the joint use pavement / bike path from its current termination point at the corner of Northward Road and Westbourne Road along Northward Road and down Hilton Road to terminate at the controlled school crossing on the corner of Holden and Hilton Roads."

COMMENT

General

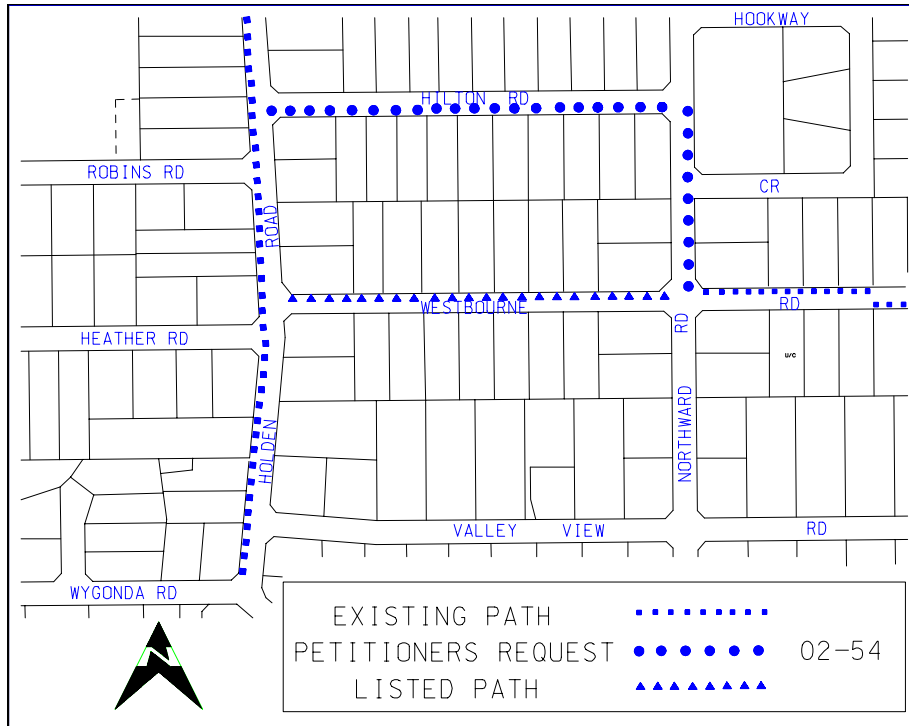
The City of Armadale has developed a programme for the construction of a Skeletal Path Network. The programme was reviewed by Council a number of times between 1997 and 2000 prior to final adoption.

The method for determining the Skeletal Path Network was based almost entirely upon transport benefits i.e. walking access to shops and schools, commuting, interface with other transport modes and links to other paths.

The Skeletal Path Network accounts for approximately 20% of the ultimate desirable path network. The Skeletal Path Programme is designed to derive as much benefit as possible from the limited level of annual expenditure available to paths and will take until 2011/12 to complete.

All streets including Northward Road and Hilton Road were considered for inclusion into the Skeletal Path Network. Those roads excluded in the final adoption version were omitted on an overall transport benefit basis.

Once the Skeletal Path Network was determined by Council, all components were assessed, prioritised and then programmed. The assessment system was designed to deal only with the Skeletal Path Network, and to be a resource allocation process, with the objective of determining priorities in the least subjective manner.



Although it is desirable for both the City and the community for all road reserve environments to enjoy formalised and separate facilities for pedestrians, the sections of path requested by the petitioners for Northward Road and Hilton Road were not included in the Skeletal Path Programme.

The section of path directly linking the existing paths in Westborne Road and Holden Road via Westborne Road was previously listed in the path programme for the financial year commencing July 2004. Due to recent strategic funding decisions by Council a total of \$500,000 has been removed from the path programme for the financial years 2003/04 and 2004/05. As a consequence it is anticipated that this project will be reprogrammed for construction for the financial year commencing July 2005.

Upon receipt of the petition investigations have revealed that, at the time of the Skeletal Path Network development, an oversight occurred whereby the proposed path in Westborne Road, to the west of Northward Road, was not proposed to link to the school crossing in Holden Road, the link being an additional distance of 120 metres along the eastern verge of Holden Road. It is considered that this link is a necessary component, that should be constructed in conjunction with the proposed Westborne Road path. The additional length of 120 metres would require an increase in the Westborne Road path budget from \$22,000 to \$30,000.

Options

There are two options for Council to consider as follows:

- a) Northward Road / Hilton Road.
- b) Westborne Road.

a) Northward Road / Hilton Road

In terms of children walking to the Primary School along Westborne Road, when originating from the east of Northward Road, the most appropriate route choice is to walk along Northward Road and then Hilton Road.

This route choice is made on the basis that the terrain is reasonably flat, whereas the alternative of continuing along Westborne Road and then into Holden Road involves an 18 metre climb over a distance of 200 metres in Westborne Road on the return journey.

The estimate for the construction of this option is \$25,000.

Due to the low traffic volume in Northward and Hilton Roads the proposed path in this option would be constructed to a width of 1.5 metres. In Northward Road due to the installation of flush kerbing and due to vegetation adjacent to the property boundaries the path would require to be aligned in the east verge away from the kerb edge and away from the property boundary. This departure from the traditional path alignments will lead to works being undertaken to accommodate existing drainage arrangements in the verge area. Alternatively, for a similar budget amount, and allowing for drainage implications, the flush kerb could be replaced with a mountable or semi mountable kerb to enable the path to be constructed on a kerb alignment.

b) Westborne Road

In terms of equity of access, for all pedestrians to all destinations, the most appropriate route to Holden Road is the direct link along Westborne Road. This route choice is made on the basis of the existence of other possible destinations such as the shopping centre and the ability to travel on the path in Holden Road either north or south. Westborne Road is also a busier street and therefore conflict between pedestrians and motor vehicles is potentially greater.

The estimate for the construction of this option is \$30,000 (this amount includes an additional \$8,000 as discussed above).

The proposed path in this option would be constructed to a width of 2.0 metres on a kerb alignment.

Comparison

There are arguments for and against each of the two options presented above.

Two groups in society that generally require special consideration on Councils part are the elderly and children. Option a) would provide the most overall benefit for children in terms of travel to and from school. Option b) would provide the most overall benefit for the elderly in terms of travel to and from the shopping centre.

Scoring of the two options, in accordance with the criteria used during development of the Skeletal Path Network reveals no priority differences.

It is considered that in reality, in this particular situation, the likelihood of a child walking or cycling to and from school via Northward and Hilton Roads is greater than the likelihood of an elderly person walking or cycling to and from the shops, particularly when considering the terrain being traversed via Westborne Road.

It is further considered that Council needs to do all that it can to promote walking and cycling to school as a viable alternative to being transported in a motor vehicle, for the social, physical and mental well being of children, as well as to alleviate the pressures on Council concerning parking congestion on the road network adjacent to schools.

CONCLUSION

It is considered that the most appropriate path link between the Northward Road / Westborne Road intersection and Holden Road at this time in the City's development is via Northward Road and Hilton Road. As the present skeletal path network programme lists Westborne Road as the link to Holden Road it is considered that this should be amended to list the link as being via Northward Road and Hilton Road when it is next revised.

RECOMMEND

That Council approve:

- 1. the deletion of Westborne Road between Northward Road and Holden Road from the skeletal path network programme,**
- 2. the inclusion of Northward Road and Hilton Road between Westborne Road and Holden Road, into the skeletal path network programme**

that this amendment be undertaken when the 5 year path programme is next updated and that the petitioners be advised of Council's decision.

MOVED

MOTION CARRIED/LOST ()

SOUTH WESTERN HIGHWAY, WUNGONG – SPEED ZONING

WARD Armadale
FILE REF: RDS/18
DATE 9 July 2002
REF SA
RESPONSIBLE MANAGER MTS

In Brief:

- As a result of a request from Technical Services, MRWA have undertaken a speed zone analysis for the section of South Western Highway, between Stone Street and Rails Crescent. At present, the speed limit on this section of highway is 90 km/hr.
- Recommend that Council supports MRWA intended lowering of the speed limit on the section of South Western Highway, between Stone Street and Rails Crescent, from it's current limit of 90 km/hr to 70 km/hr.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

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

Council Policy/Local Law Implications

Assessment of Policy/Local Law has not revealed any restrictions.

Budget/Financial Implications

No impact on Council's 2002/03 draft budget

Consultation

Main Roads Western Australia, Western Australian Police Service

BACKGROUND

The Technical Services Directorate have recently written to Main Roads Western Australia (MRWA) seeking a speed zone analysis be undertaken on the South Western Highway, between Stone Street and Rails Crescent (north). This was as a result of concerns raised by residents finding it difficult to access the Highway from side roads. The current speed limit on this section of the Highway is 90km/hr.

Traffic classifiers results have been forwarded to MRWA, which indicate that 10.7% of all vehicles using this section of the highway are heavy haulage. MRWA have been informed that Council has received numerous requests from residents of the area concerned with entering the highway from Cooliabberra Drive, in particular, due to the speed of approaching heavy goods traffic. The section of the highway is experiencing continued residential development, particular on the eastern side, resulting in the substantial increase in motorists needing to enter and exit the highway.

MRWA have written back to Technical Services advising that they have carried out a speed zone assessment on this section of the highway and the results indicate that the speed should be lowered from its current limit of 90km/hr to 70km/hr. They have also advised that the Western Australia Police Service endorse this proposal.

CONCLUSION

Given the increased residential and commercial development in this vicinity, it is considered that this section of the highway should have a reduced speed limit, as compared to sections further south. Entry onto the highway is currently quite hazardous due to the high speeds, particularly those of heavy haulage vehicles. To this end, it is recommended that MRWA be informed that Council supports the lowering of the speed limit from 90 km/hr to 70 km/hr over the section of the highway, from Stone Street to Rails Crescent.

RECOMMEND

That Council supports Main Roads Western Australia's proposal for the lowering of the speed limit on the section of South Western Highway, between Stone Street and Rails Crescent, from it's current limit of 90 km/hr to 70 km/hr.

MOVED

MOTION CARRIED/LOST ()

ECKO ROAD, KELMSCOTT – ROAD CLOSURE PETITION

WARD Kelmscott
FILE REF RDE/4
DATE 15 May 2002
REF SB
RESPONSIBLE MANAGER MTS

In Brief:

- Council is in receipt of a petition, signed by 30 residents, and correspondence requesting the closure of Ecko Road, Kelmscott.
- Council had signalled its intention to consider temporarily closing Ecko Road at the intersection of Brookton Highway, however the matter was recommitted for a further report that addresses amenity and alternative treatments.
- Discusses problem identification including amenity aspects.
- Presents four options, including discussion on amenity aspects, for Council to consider.
- Recommends that Council not proceed with the closure of Ecko Road.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects.

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Budget/Financial implications for each of the four options presented are discussed in the Options section of this report under the relevant option heading.

For the financial year 2002/2003 Council has received a budget allocation of \$110,267 through the Metropolitan Regional Road Rehabilitation Programme as a two thirds contribution to the reconstruction of Ecko Road. The allocation has been granted in part due to present and projected traffic volumes into the future based on Ecko Road remaining as is. If the temporary closure of Ecko Road is recommended, Technical Services officers would be obliged to draw the proposal to the attention of the South East Metropolitan Regional Road Group of which Council is a member. If closure of Ecko Road occurs, a reassessment of the carriageway's rehabilitation will be required.

This funding allocation has not been treated as a factor in consideration of the Petitioner's request. The matter has been brought to the attention of Councillors for information purposes only.

Consultation

Intra Directorate, Development Services Directorate

BACKGROUND

Councillors are referred to Technical Services Committee Minutes for September , October 2001 and May 2002 for detailed background reading.

At its Ordinary Meeting on 4th June 2002, Council resolved (T55/02) as follows:

1. *That Recommendation T55/02 be not adopted.*
2. *That the matter with regard to Ecko Road, Kelmscott be recommitted to the Technical Services Committee with a report being submitted addressing amenity and alternative treatments of the Ecko Road precinct.*

Council is in receipt of a letter, dated 10th July 2002, from the Honourable Alannah MacTiernan MLA in support of the temporary closure of Ecko Road at the Brookton Highway. *A copy of this letter is at Attachment “A3” of the Agenda (see Summary of Attachments – Green Page).*

COMMENT

General

In order to summarise matters considered by Council to date, concerning the petition received from the residents of Ecko Road requesting its closure at the Brookton Highway, and to provide further detail addressing Recommendation T55/02 regarding amenity and alternative treatments this section of the report is structured in the following manner:

- (i) Problem Identification
- (ii) Options

The issue of amenity is discussed at the problem identification level and also at the options level, i.e. in each individual option case.

(i) Problem Identification

To legitimise any traffic management intervention at a particular site, that site should be considered to be of a high priority when measured against a set of predetermined and accepted warrants and when compared with other sites on the balance of the road network. Such warrants may include road safety, traffic speed, traffic volume, road function and residential amenity.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

Road Safety. On the City’s road network every year there are, on average, over 200 road crashes reported to the Police, where, as a consequence, a person or persons involved sustain physical injury. A fatal road crash occurs in the City on average every 78 days. The pain, grief and suffering caused by these crashes, to the individuals involved, their families and friends, together with the financial cost to the community, is unacceptable.

For Ecko Road in the latest available three year period no injury crashes have been reported along the street and no injury crashes have been reported at either of the terminating

intersections, being the Albany and Brookton Highways. For the same three year period no damage only crashes have been reported along the street, one damage only crash has been reported at the Albany Highway intersection and three damage only crashes have been reported at the Brookton Highway intersection.

In terms of road safety it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of road safety is generally considered to be a high order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Traffic Speed. There are two issues that are raised by the community in relation to traffic speed.

The first issue is anti-social behaviour where the motorist is not necessarily "speeding" but is driving in an irresponsible and erratic manner without consideration for the safety of others or for themselves. It has proven extremely difficult for roads authorities to address this issue, however the most proven effective intervention to date has been through enforcement by the Police Service backed up by community supplied information. Physical measures very rarely work in this situation and indeed usually serve to exacerbate the problem.

For Ecko Road the occurrence of anti social driver behaviour is no worse than the vast majority of streets in the City's road network as evidenced through Council records and through the presence of rubber tyre marks on road surfaces.

The second issue is where motorists are travelling in excess of the posted speed limit or travelling faster than the prevailing conditions dictate. The problem in this situation is defined by the surveyed vehicle operating speed. The vehicle operating speed is the speed that is exceeded by 15% of all "free flowing" vehicles surveyed. Generally, in terms of practicalities, the ideal operating speed for a roads authority to achieve, on a particular road, is the posted speed limit. Unfortunately the vast majority of traffic surveys undertaken by the City reveal operating speeds higher than the posted speed limit.

For Ecko Road the surveyed vehicle operating speed ranges in the mid to high 50's km/hr range dependant upon exact location and direction of travel. The presence of the two traffic calming devices in Ecko Road contributes significantly to this result.

In terms of traffic speed it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of traffic speed is generally considered to be a high to mid order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Traffic Volume. In November 1997, for the Perth Metropolitan Area, Local Government in partnership with the State Government, agreed on and published the Metropolitan Functional Road Hierarchy.

In the Metropolitan Functional Road Hierarchy document an indicative maximum desirable traffic volume for a Local Distributor Road (Ecko Road's designation) is specified at 6,000 vehicles per day.

From a road authority's perspective, extreme caution should be used when utilising such volumes out of context with the particular road network being managed. For example, the

document allows for an indicative maximum desirable traffic volume of 3,000 vehicles per day for Access Roads (ordinary local residential street). Across the City of Armadale at this time few members of the community would tolerate such a volume in a local residential street.

Application of the guideline volume figures therefore require some interpretation on the part of the roads authority depending, for example, on the level of development adjacent to and/or geographical location of the road network being managed.

Typically for the City of Armadale road network at this time 4,000 vehicles a day tends to be the upper volume limit for a Local Distributor road.

Redevelopment of the hospital site led to an artificially high volume of traffic in Ecko Road to the west of the hospital entrance with all hospital traffic being obliged to use this access point. Traffic surveys undertaken in the street during this time revealed an average weekday (24 hrs) volume of 4,950 vehicles to the west of the hospital entrance and 3,125 vehicles to the east of Salter Road.

An origin/destination traffic survey revealed that the vast majority of hospital generated traffic (approximately 125 vehicles at each peak hour of origin/destination survey) travelled to and from the Albany Highway.

Prior to the commencement of the hospital redevelopment the average weekday traffic volume in Ecko Road, to the west of the hospital entrance, was 3,549 vehicles. The traffic volume to the east of Salter Road remained virtually unchanged with a pre-development volume of 3,051 vehicles. The hospital access arrangements and basic infrastructure are now effectively complete with more recent traffic surveys, taken in May 2002, revealing average weekday volumes of 3,400 vehicles to the West of the hospital entrance and 2,700 vehicles to the east of Salter Road.

The volumes experienced in Ecko Road tend towards the higher end of the scale when compared with the remainder of the Local Distributor network, however, there are at least eight other Local Distributor roads in the network, with residential land abutting, that carry greater or similar volumes. For its designation as a Local Distributor, Ecko Road carries an acceptable volume of traffic.

In terms of traffic volume it is not considered that Ecko Road presents a high priority in comparison with the balance of the City's road network at this time.

In isolation the issue of traffic volume is generally considered to be a mid to low order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Road Function. The function of a road is determined by its designation in the road network hierarchy.

As a Local Distributor, Ecko Road's function is to carry local traffic that is generated locally within the area and link the adjacent Highways to Local Access Roads. The route of the Local Distributor is usually designed to discourage through traffic and it is intended that it only carries traffic belonging to or serving the area.

As discussed above the traffic volumes experienced in Ecko Road are acceptable for a Local Distributor Road, however Ecko Road presents a unique situation in that this level of traffic is

not generated as the definition of a Local Distributor Roads function suggests, that is, *traffic is generated locally*. Rather in the case of Ecko Road the volume is generated by district level traffic short cutting between the Albany and Brookton Highways.

This can be demonstrated by the results of the origin/destination survey undertaken in mid 2001. The table below shows the total number of vehicles travelling in both the western and eastern sections of Ecko Road at peak periods together with the percentage of these vehicles that account for through traffic.

		WESTERN SECTION*		EASTERN SECTION	
		No of Vehicles	No of through	No of Vehicles	No of through
am	Peak	310	156 (50%)	189	156 (83%)
Hour					
pm	Peak	431	225 (52%)	270	225 (84%)
Hour					

It is extremely likely that the majority of drivers that short cut through Ecko Road are aware of the fact that they are taking a short cut and that the Albany and Brookton Highways provide the proper route. Further it is possible that short cutting drivers feel a sense of accomplishment, that they have had a win against the system that would force them to go the “long way around” and through the traffic signals at the Albany Highway and Brookton Highway intersection.

The reality is that going the “long way around” offers a minimal increase in travel time of a few seconds and in some cases at peak periods is actually the quicker option.

Persuading the type of driver psyche described above, however, by conventional education and awareness means, to take the proper route of the Albany and Brookton Highways has not proven effective.

The level of through traffic experienced in Ecko Road considerably contravenes its function. In a review of traffic surveys undertaken on the road network in recent years only one other street compares with Ecko Road.

In terms of road function it is considered that Ecko Road presents a high priority in comparison with the balance of the City’s road network at this time.

In isolation the issue of road function is generally considered to be a low order priority in comparison with a wide range of issues attracting Councils resources on the road network.

Residential Amenity In the case of a residential property, that property’s amenity is the level of enjoyment or pleasantness or comfort that is experienced by the residents living at or visiting there. In the context of the Ecko Road petition it is the level of amenity experienced as it is negatively affected by the traffic on the road adjacent.

Typically traffic affects a residential property’s amenity in three ways, these being noise pollution, air pollution and visual pollution.

Amenity is, to a certain extent, a subjective measure in that different individuals display different levels of tolerance and acceptance to a traffic intrusion, as well as placing different values on the affect of that intrusion.

Ecko Road is situated in the foot hills of the Darling escarpment and therefore vehicle noise can potentially be higher than that experienced on roads situated on the coastal plain, however, where land development takes place in such “hilly” terrain certain roads must necessarily provide the Local Distributor function.

For Ecko Road residents, the factors from the adjacent road, that would negatively affect residential amenity, are road trauma, traffic speed and traffic volume. As discussed above all of these factors are within acceptable limits. The conclusion therefore can be drawn that, for a Local Distributor, Ecko Roads negative affects on residential amenity are within normal limits.

The two traffic calming devices located within Ecko Road present an affect on residential amenity, however in the case of these devices that affect is complex. The devices geometry is highly restrictive and this contributes to a reduction in vehicle speed and the percentage of heavy goods vehicles “cutting through”. At the same time the restrictive nature of the devices leads to an increase in vehicle noise and pollution. Therefore any action taken to reduce noise and air pollution caused by the devices could increase noise, air and visual pollution created by increase vehicle speed and numbers of heavy goods vehicles. This particular issue is discussed further in the Options section of this report.

In terms of residential amenity it is not considered that Ecko Road presents a high priority in comparison with the balance of the City’s road network at this time.

The issue of residential amenity, where it relates to traffic impact, is generally considered to be the net affect of other issues, such as those discussed above, occurring on the adjacent road network.

Conclusion

The identified traffic problem in Ecko Road is the contravention of its function as a Local Distributor. This must be considered in the context that traffic volumes, traffic speed and residential amenity appear to be below the maximum levels acceptable for a Local Distributor.

Over 80% of the traffic volume to the east of the hospital entrance is district level through traffic. The amount of district level through traffic experienced in a typical Local Distributor road would normally be in the single percentage figures.

To legitimise any traffic management intervention, devised to address the problem defined, at a particular site, that site should be considered to be of a high priority when measured against a set of predetermined and accepted warrants and when compared with other sites on the road network as a whole. Such warrants may include road safety, traffic speed, traffic volume, road function, residential amenity and the exhaustion of other potentially effective interventions.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

It is considered at this stage of the City’s road network development that the level of through traffic in Ecko Road does not justify expenditure of resources over and above other priorities, for example road trauma reduction and asset deterioration.

It is acknowledged that it may not always be best to strictly adhere to the process and warrants normally used. In management of the road network, such processes and warrants are considered to be dynamic, thus allowing appropriate change to take place over time for the benefit of the community.

There will be times when a departure from the standard process and application of warrants is required and considered appropriate. In such cases the issues arising should be well thought out and documented with the basis for the departure clearly set out so that the decision cannot be misconstrued or an inappropriate and unsustainable precedent set.

(ii) Options

If Council does not consider that the problem of district level through traffic in Ecko Road is of sufficient priority to justify the expenditure of resources then there are two options that can be considered as follows:

- a) Maintain the Status Quo.
- b) Enhance the existing traffic calming devices.

a) Maintain the Status Quo

The option of maintaining the status quo means to maintain the existing situation whilst acknowledging the significant percentage of through traffic. The total volume of traffic in Ecko Road is acceptable for its designation as a Local Distributor Road albeit that this volume is generated by district level traffic as opposed to local level traffic.

In this option the configuration and location of the two existing traffic calming devices would be reproduced and funded within the Metropolitan Regional Road Rehabilitation Programme grant proposed works.

Maintaining the status quo would lead to the traffic volume in Ecko Road, and the levels of amenity experienced, remaining unchanged with a high percentage of through traffic, however, volumes in Ecko Road will increase over time, as the City develops, with the levels of amenity being affected proportionally.

If this option were pursued the residents of Ecko Road would generally be dissatisfied with Council.

b) Enhance the existing traffic calming devices

In this option the two existing traffic calming devices would be enhanced by upgrading them to current guidelines and practices in conjunction with and funded, through absorption, by the Metropolitan Regional Road Rehabilitation Grant proposed works. Examples include mid block slow points and speed plateau.

This option would offer minimal geometric delays to motorists short cutting between the two highways and, therefore, would not be effective in persuading enough motorists to use the proper route of the Albany Highway and Brookton Highway.

In terms of any upgrading affect on residential amenity a balance or compromise is required. The devices have the potential to simultaneously reduce and improve amenity, for example the devices can reduce vehicle speed and heavy goods vehicle movements but at the same time can lead to an increase in vehicle noise and air pollution.

It is not considered that any upgrade of the devices in Ecko Road would lead to a net improvement in residential amenity.

Enhancing the existing traffic calming devices would lead to the traffic volume in Ecko Road, and the levels of amenity experienced, remaining essentially unchanged with a high percentage of through traffic, however, volumes in Ecko Road will increase over time, as the City develops, with the levels of amenity being affected proportionally.

If this option were pursued the residents of Ecko Road would generally be dissatisfied with Council.

If Council does consider that the problem of district level through traffic in Ecko Road is of sufficient priority to justify the expenditure of resources then there are two general options that can be considered as follows:

- c) Traffic Calming
- d) Road Closure

c) Traffic Calming

The construction of a comprehensive scheme of devices, such as mid block slow points or speed plateaus will offer minimal geometric delay to motorists short cutting between the two highways. It is unlikely, therefore, that this option would be effective in persuading enough motorists to use the proper route of the Albany Highway and Brookton Highway.

In terms of any devices affect on residential amenity a balance or compromise is required. The devices have the potential to simultaneously reduce and improve amenity, for example the devices can reduce vehicle speed and heavy goods vehicle movements but at the same time can lead to an increase in vehicle noise and air pollution.

It is not considered that any comprehensive traffic calming scheme introduced into Ecko Road would lead to a net improvement in residential amenity and is more likely to lead to a reduction in residential amenity.

Typically installation costs for individual devices range from \$5,000 to \$20,000 depending on device type and location. Difficulties can be experienced in location choice for such devices due to the existence of crossovers and concerns raised by adjacent residents, however assuming that say four devices can be accommodated within Ecko Road a budget allocation of approximately \$20,000 to \$40,000 (subject to verification by detailed design) would be required. No funds are presently allocated in the 2002/03 Works Programme.

It is likely that this option will lead to :

- a migration of a percentage of the cut through problem, for west bound vehicles, into Lefroy Road running to the north and parallel to Ecko Road. Presently the residents of Lefroy Road enjoy a quiet street with good access and virtually no through traffic.
- an increase in vehicle noise and pollution together with driver frustration, including local drivers, as they slow down and speed up whilst negotiating the devices.

- the need to implement a similar scheme in Lefroy Road.

If this option were pursued:

- it is unlikely that the identified district level through traffic problem would be resolved sufficiently to satisfy the streets proper functionality or to satisfy the residents of Ecko Road.
- new problems would arise such as dissatisfied residents in Lefroy Road and increased vehicle noise/pollution and driver frustration in Ecko Road.
- a net increase in residential amenity is unlikely to be achieved.
- A net decrease in residential amenity is likely to occur.
- the streetscape would appear less than desirable. Potential residents will not see the devices as the solution to a problem that no longer exists, rather they will deduce on seeing the devices that there is a problem in this street.

d) Road Closure

The closure of a road is a legitimate tool that a roads authority, such as Council, can use to address a particular problem, however, it is considered to be a drastic measure. Generally a road network that has the qualities of permeability and provides good access has an overall positive effect on the community it serves.

In the case of Ecko Road the residents may be willing to trade off their good access provisions in favour of elimination of the through traffic problem. In considering such a trade off Council must also assess the impacts of the closure upon the wider local community.

In terms of amenity, for Ecko Road residents the road closure option offers a significant improvement due to the reduction in district level through traffic movements. However improvements realised in Ecko Road as a consequence of the closure may be exchanged for a decrease in amenity for surrounding streets such as Lefroy Road and Billabong Way.

The closure of Ecko Road at the Brookton Highway would lead to:

- a resolution of the through traffic problem in Ecko Road.
- a significant improvement in residential amenity in Ecko Road.
- a decrease in levels of amenity experienced in surrounding streets such as Lefroy Road and Billabong Way
- a minimal impact on the district level through traffic as the Albany Highway and Brookton Highway are the proper roads to use.
- a reduction in the level of accessibility for properties in Ecko Road and adjacent side streets. If the closure were placed between Wahroonga Road and Salter Road this reduction would be minimised.

- a migration of a significant part of the Ecko Road problem (i.e. west bound through traffic) into Lefroy Road and a noticeable increase in volume in Billabong Way. As discussed previously the residents of Lefroy Road presently enjoy a quite street with good access and virtually no through traffic.
- more than likely lead to a closure of Lefroy Road.

If this option were pursued:

- the residents of Ecko Road would generally be satisfied with Council.
- the residents of Lefroy Road and some residents living immediately to the south and north of Ecko Road in adjacent side streets may generally be dissatisfied with Council. Residents from the wider community who contribute to the through traffic problem may also be dissatisfied however on the whole this is not considered legitimate.

Temporary Closure. If Council considers that the level of through traffic in Ecko Road is of a sufficient enough priority to warrant resolution in the short term it is considered that closure is the only effective means of achieving this and in order to mitigate and minimise the more negative impacts listed above a temporary closure would be the next logical step.

A basic survey form with covering letter was posted out in November 2001 to 236 locally affected landowners and residents. The survey form asked the recipients if they supported (yes), or opposed (no), a **temporary** closure of Ecko Road at its intersection with the Brookton Highway and provided room for comments for individuals to elaborate if they wished. The covering letter provided information on why the consultation was being undertaken.

The high response rate to the Community Consultation initiative, as reported to Council in May 2002, provides a sound and reliable understanding of the community's point of view. In a nutshell it was concluded that there is strong local community support for the temporary closure of Ecko Road and that there is significant local community concern regarding the potential for migration of the through traffic problem or for increased traffic in other streets if the closure is implemented.

Any temporary closure of Ecko Road would therefore need to be clearly defined in terms of process and rigorously monitored to enable reliable assessment of any impacts on surrounding streets.

The petitioners have requested and Council has recommended previously (T129/01) the closure / consideration of temporary closure of Ecko Road at its intersection with the Brookton Highway. A viable alternative closure option that Council may wish to consider would be for Ecko Road to be closed between Wahrenonga Road and Salter Road . It is considered that such a closure would lead to a more balanced distribution of local traffic and provide a higher level of accessibility for local residents.

It is considered that an appropriate period of time to properly assess the temporary closures effectiveness and impacts upon the local road network, and district level motorists, would be a six calendar month period. After the six months the closure should be removed and a further period of three months allowed to further assess any reintroduction of district level traffic.

If Council moves for the temporary closure, with the primary objective to prevent district level traffic from using Ecko Road, and after reopening the traffic levels revert to current levels, Council must be prepared to budget for the permanent closure of Ecko Road.

Also, if after temporarily closing Ecko Road traffic volumes rise significantly in Lefroy Road (say in the order of 2 – 3 times) then Council must be prepared to close Lefroy Road. Above this level of traffic flow, the situation in Lefroy Road will be similar to that which Council has decided is inappropriate for Ecko Road, and so for consistency a similar response would be appropriate.

It is considered that a budget allocation in the order of \$30,000 to \$50,000 would be required to properly and permanently close both Ecko Road and Lefroy Road, however this level of funding would be subject to verification by detailed design.

If the temporary closure of Ecko Road is recommended, Technical Services officers would be obliged to immediately draw the proposal to the attention of the South East Metropolitan Regional Road Group of which Council is a member.

A likely impact of any temporary closure of Ecko Road would be negative and ill feeling towards Council from the broader community i.e. the district level motorists and from residents in streets surrounding Ecko Road, in particular Lefroy Road and Billabong Way.

In the event of a temporary closure Technical Services officers would liaise with Main Roads WA officers to ensure the traffic signal controls at the intersection of Brookton and Albany Highways are operating at an optimum level to cope with the additional traffic, in particular the right turn from Albany Highway into the Brookton Highway.

Based on other temporary road closure processes, the time to formally bring about the temporary closure of Ecko Road will be of the order of four months. Consequently, the temporary closure and assessment period is likely to be one year. If temporary closure of Lefroy Road is required, then the duration may be extended by up to six months.

CONCLUSION

In managing the road network to its optimum level of service, with the resources available, it is best to apply a consistent approach to all traffic management issues which arise. A consistent approach assists the community to better understand the responsibilities and activities of a roads authority and provides a transparent and accountable process when expending resources.

A roads authority must necessarily consider and balance over time the expenditure of its resources across a wide range of issues that arise on the road network.

It is acknowledged that it may not always be best to strictly adhere to the process and warrants normally used. In management of the road network, such processes and warrants are considered to be dynamic, thus allowing appropriate change to take place over time for the benefit of the community.

There will be times when a departure from the standard process and application of warrants is required and considered appropriate. In such cases the issues arising should be well thought out and documented with the basis for the departure clearly set out so that the decision cannot be misconstrued or an inappropriate and unsustainable precedent set.

It is considered at this stage of the City's road network development that the level of through traffic in Ecko Road does not justify expenditure of resources over and above other priorities, for example road trauma reduction and asset deterioration.

RECOMMEND

That with regard to the petition received from 30 residents requesting the closure of Ecko Road, Kelmscott:

- 1. Council not proceed with the closure of Ecko Road, Kelmscott based on the requirement to reach an overall balance between amenity and accessibility in the surrounding local area and being unable to justify expending significant road funds on the identified road function problem in Ecko Road at this time in the City's development.**
- 2. the petitioners be advised of Council's decision.**

MOVED

MOTION CARRIED/LOST ()

LOT 1000 RAEBURN ROAD, ROLEYSTONE – DEDICATION OF ROAD RESERVE

WARD Roleystone
FILE REF: SUB/118818
DATE 3 July 2002
REF HS
RESPONSIBLE MTS
MANAGER

In Brief:

- Council has received an application to subdivide Pt Lot 1000 Raeburn Road, Roleystone.
- Subdivision Guide Plan shows the Right of Way being part of the road reserve for the subdivision of Pt Lot 1000.
- Recommend that the Minister for Planning and Infrastructure be requested to dedicate as road reserve under Section 56 (1)(c) of the Land Administration Act, the land indicated as 'Right of Way' in Certificate of Title Volume 1183 Folio 46 and Certificate of Title Volume 1069 Folio 388, as shown on Drawing No. 02-52, bearing in mind that the Right of Way has had uninterrupted use by the public for a minimum of 10 years.

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 regulations apply:

Land Administration Act 1997

Council Policy/Local Law Implications

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

Budget/Financial Implications

Ongoing maintenance of roadway.

Consultation

Department of Land Administration.

BACKGROUND

In the early 1950's Lots 45 and 46 bounded by Raeburn Road, Holden Road and Hawkins Road, were subdivided.

This subdivision created several lots fronting the above named roads and included a 10m wide strip of what was intended to be a public 'Right of Way' (ROW) adjacent to the present Chevin Woods Estate (see Drawing No. 02-52).

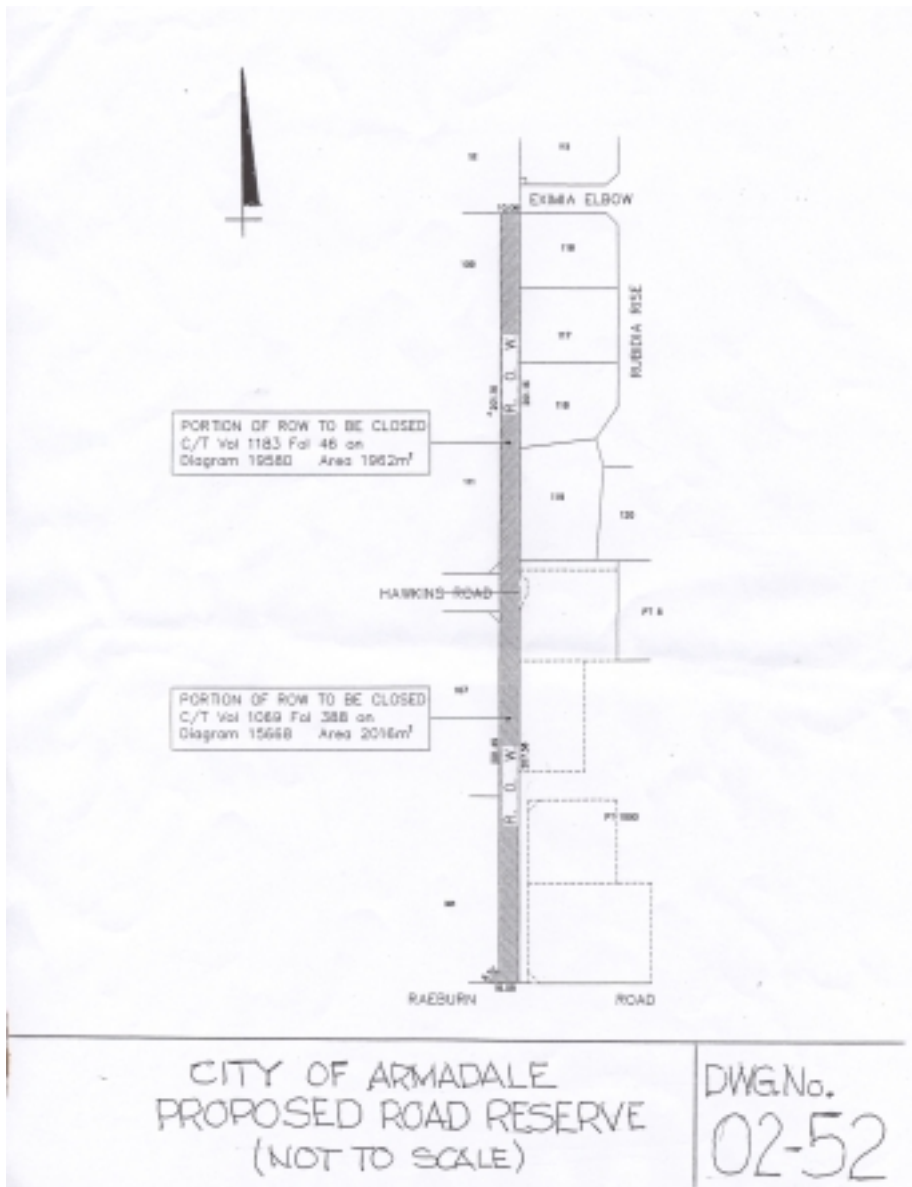
The approved Subdivision Guide Plan for the "Chevin Woods Estate" utilised the ROW as part of the road reserve to be created for the subdivision of Part Lot 1000, the remaining 6m would be given up from Pt Lot 1000. It now appears that the ROW was not excised from the

original Title at the time Lots 45 and 46 were subdivided and is still in the ownership of the heirs of the original owners.

DOLA was advised of the situation and requested to advise on the procedure to overcome this situation to enable to ROW to be dedicated.

Advice has now been received that there are two alternatives open to Council in such a situation:

1. If the land (ROW) has had uninterrupted use by the public for a minimum of 10 years then Council can request the ROW to be dedicated under Section 56(1)(c) of the Land Administration Act 1997 (LAA 1997).
2. That the Minister acquire the land under Section 52 (LAA 1997, Regulation 6).



DETAILS OF PROPOSAL

It is proposed that as the ROW has been in ‘public ownership’, that is the public has unrestricted access over the land, for a period greater than 10 years that Council can request the Minister to have the ROW dedicated as a road.

COMMENT

There is no evidence that access along the ROW has ever been restricted by fences, barriers or gates.

The ROW is shown on the Outline Development Plan for the “Chevin Woods Estate” as an “Emergency Corridor” which may indicate that it was intended to be used as a secondary outlet for residents in Hawkins and Barbara Roads in case of an emergency blocking access to Holden Road.

Options

Council has the option to allow the existing situation to continue and the ROW remain in its state of vacant possession. This means that it will continue to be unmaintained, a potential fire hazard, a dumping ground for rubbish and a route for unauthorised access between Raeburn Road and Hawkins Road.

Taking this option also has the affect of reducing the Lot sizes created by the subdivision of Part Lot 1000, although they are still above the minimum lot size of 2,000m², as the full road reserve (16m) will need to be taken from Pt Lot 1000.

The second option entails asking the Minister to dedicate the ROW under Section 56 (1)(c) of the Land Administration Act 1997 so that the ROW can be utilised as part of the future roadway to service the subdivided Part Lot 1000.

RECOMMEND

That the Minister for Planning and Infrastructure be requested to dedicate as road reserve under Section 56 (1)(c) of the Land Administration Act, the land indicated as ‘Right of Way’ in Certificate of Title Volume 1183 Folio 46 and Certificate of Title Volume 1069 Folio 388, as shown on Drawing No. 02-52, bearing in mind that the Right of Way has had uninterrupted use by the public for a minimum of 10 years.

MOVED

MOTION CARRIED/LOST ()

**AUSTRALIAN INSTITUTE OF TRAFFIC PLANNING AND MANAGEMENT
NATIONAL CONFERENCE – TRAFFIC AND TRANSPORT “ON THE MOVE”**

WARD All
FILE REF: ENG/1
DATE 11 July 2002
REF LP
RESPONSIBLE MANAGER MTS

In Brief:

- Outline of proceedings for 2002 Australian Institute of Traffic Planning and Management National Conference.
- Recommend that Councillor(s) _____ be nominated to attend the 2002 Australian Institute of Traffic Planning and Management National Conference to be held at the Sheraton Hotel, Perth on 8th – 9th August 2002 inclusive.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To foster an effective professional environment for the governance and administration of the City's Services.

To create a workplace where staff are innovative, confident and continue to learn.

Legislation Implications

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

Council Policy/Local Law Implications

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

1.2.5 – Conferences, Seminars and Training.

Budget/Financial Implications

The cost to attend the conference is \$750 per delegate.

Consultation

Nil.

BACKGROUND

The Australian Institute of Traffic Planning and Management (AITPM) National Conference will be held on 8th – 9th August 2002 inclusive at the Sheraton Hotel, Perth. The theme of the conference is Traffic and Transport “On the Move”. Normally the AITPM Conferences are held interstate and unfortunately in the past officers have not been able to attend these conferences due to our support of the IPWEA and ARRB Conferences. The Senior Projects Engineer attended one of the AITPM Conference in Sydney whilst employed by another local authority and advises that the conference has excellent content.

Council policy requires that Council Members who wish to attend the Conference need to nominate at the Technical Services Committee for approval at the Ordinary Meeting of Council (to be held on 5th August 2002). Therefore, any Councillor who is not a member of

the Technical Services Committee but wishes to attend will need to advise the Chair of their request.

Due to the time constraints involved, Councillors wishing to attend all or part of this conference are required to be nominated on the night of the July Technical Services Committee Meeting to enable registrations to be processed.

The Executive Director Technical Services, Manager Technical Services (shared registration), Senior Design Engineer and Senior Projects Engineer will be attending the conference on both days.

COMMENT

The conference outline is as follows:

Thursday, 8th August 2002

Technology

Urban Road Pricing / Congestion Charging : Overcoming the barriers to implementation.
Guidelines for the Use and Operations of Variable Message Signs in Queensland.

Terra Pounders

Pedestrian Facilities Guidelines
Crawl before you can Walk – Increasing pedestrian safety around schools
Disability Planning

Key Players or Wise Virgins – Are we really making a difference?

A Strategy for Professional Sustainability
Growing Traffic Skills and Knowledge for Sustainable Transport
Empowering the Technical and Political Process with resourceful competence

Trauma

Road Safety Engineering – From Principles to Practice
Road Safety Strategy – Western Australia
The Signing of Sub-Standard Curves – A Credibility Problem Exists

Friday, 9th August 2002

Traffic Management

Traffic and Transport for Special Events – Learning from the Experience
Four-Way Stop Signs : The Newcastle Experience
Simulated Solution for the Incremental Retrofitting of ETC lanes in Toll Plazas : A Case Study for the Gateway Bridge Toll Plaza.

Transit

The Liverpool-Parramatta Transitway
Multimodality into Seamless Mobility
Achieving Positive Outcomes for Mode Choices in Greenfields Sites
Bus Public Transport Planning – Issues and Implications

Transport and Land Use

The City of Melville Transport Strategy

The Lessons from an Urban and Regional Design Approach to Roads and Transport by the RTA NSW
Balancing Traffic Planning Objectives and Community Opinion in a Rapidly Growing Tourist Town

RECOMMEND

That Councillor(s) _____ be nominated to attend the 2002 Australian Institute of Traffic Planning and Management National Conference to be held at the Sheraton Hotel, Perth on 8th – 9th August 2002 inclusive.

Or

Should no nomination be received, then the recommendation be as follows:

That no nomination be made for attendance at the 2002 Australian Institute of Traffic Planning and Management National Conference.

MOVED

MOTION CARRIED/LOST ()

LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____ PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

22 JULY 2002

Attachment No.	Subject	Page
A-1	Fletcher Park Bushland Management Plan Extracts	39
A-2	South East Metropolitan Regional Council Minutes June 2002	47
A-3	Letter from Member for Armadale – Ecko Road	83

2. Existing environment and management principles

2.1 Vegetation

2.1.3 Adverse impacts from erosion

The potential for erosion to carry soil from tracks into good condition vegetation or to widen tracks is an issue of concern. About 120m of track has been identified that is currently eroding to the extent that preventative measures should be implemented. As noted in Section 2.3 below only low dieback-risk materials such as limestone should be used.

2.5 Management of horse activities

The Wallangarra Riding & Pony Club (Inc) has been in operation for 23 years at this site and has always shown respect for the Fletcher Park area. The current management of the Park during riding events and rallies has always been for the Committee to ensure horses, visitors and cars are properly managed. Cars and horse floats are always restricted to designated areas.

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The two main areas of concern are the “good bush” area (see Figure 2.1), and an area containing Declared Rare Flora. The “good bush” area is only used during 3 or 4 weekends per year. These events are considered the life-blood of the Club and necessary fund raising events. The same trails are not used at each event as they are changed to ensure a “different” course is created for each event. The Club will continue this policy and consider closing some trails that are not used anymore.

Regarding access to the Declared Rare Fauna area, the club will consider a permanent fence around this small area. Sources of funding for this project would need to be identified.

The Club currently ensures the acknowledgment of the sensitive ecological condition of Fletcher Park by all club members and guests through public address announcements at events and written information in newsletters and event programs. The Club has appointed one of our members Ms. Denise Crosbie, who is currently a field education employee for CALM, to supervise weeding and re-growth projects as prescribed by the management plan. Denise’s roles will include educating our members and their parents on Fletcher Park’s environmental management plan. We feel this concentrated effort will have great affect. At every Rally (which are held monthly) 30 minutes has been set aside for all members to participate.

The Wallangarra Riding and Pony Club Committee and the members are very keen to keep their current home at Fletcher Park. The Committee has agreed to work with the Armadale Council’s Management Plan to maintain the Club. We believe, that we, and all past Committees at the Club have maintained Fletcher Park in a responsible manner, as it’s current condition reflects. We do realise that new plans are needed to ensure we improve on it’s condition and not just try to “maintain” it at it’s present condition. We know that much degradation is due to other issues outside our control (e.g. the brickworks and run-off that come from the surrounding area).

4. Community consultation

The Draft Fletcher Bushland Management Plan was available for comment for a six week period from 25 March 2002 to 6 May 2002. During the public review period:

- the City’s press release was published by the Comment News and the Weekend Examiner and distributed to Bushcare and Environmental Advisory Committee members;

Deleted: The City of Armadale will consult with the community and key government agencies regarding this management plan, prior to adoption of the plan.

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- [copies were made available in the City's libraries for comment;](#)
- [a copy of the management plan was sent to each adjacent landholder; and](#)
- [copies were sent to the Department of Conservation and Land Management, Department of Environmental Protection, Department of Planning and Infrastructure and Environment Australia for comment.](#)

[Five submissions were received. Appendix VI provides a list of submitters, summary of submissions and response to submissions that highlights changes made in response to the document. The Department of Planning and Infrastructure also marked up a copy of the Management Plan and most of the changes suggested by the Department have been incorporated in the final version of this management plan.](#)

5. Recommendations and obligations

This section of the environmental management plan translates the management objectives and principles into recommendations and obligations of the City of Armadale and Wallangarra Riding & Pony Club (Inc).

In the "who" column below:

- CoA means the City of Armadale; and
- WRPC means the Wallangarra Riding & Pony Club (Inc).

Recommendation	Who
1. Prepare an annual weed control plan by November 30 th of each year for the following year that as a minimum focuses on the good condition bushland (Map 2.1), weeds of which there are few of, or weeds new to the reserve. The plan will include an updated weed map, and identify costs and responsibilities for weed management.	CoA in consultation with WRPC
2. Prepare and then distribute to all members annually with their membership notices and to attendees at events, a brochure that includes: <ol style="list-style-type: none"> a description of the location of and importance of the good condition bushland; how event organisers should ensure events and event participants do not damage the vegetation; and other management measures that apply to members and events deemed appropriate by the WRPC to prevent damage to the bushland; to the satisfaction of the City of Armadale. The brochure may include any other information deemed appropriate by the WRPC, and must be published by DATE.	WRPC
3. Prepare a fire management plan consistent with the guidelines for Fire Management Planning for Urban Bushland that identifies the responsibilities of the City of Armadale and the Wallangarra Riding & Pony Club (Inc) by December 2002 .	CoA in consultation with WRPC

Recommendation	Who
4. Encourage Wallangarra Riding & Pony Club (Inc) club members, individuals, Friends Groups and other organisations to undertake conservation works in Fletcher Park bushland such as weed removal, stream revegetation and replanting with <u>local provenance plants</u> that are not susceptible to Phytophthora dieback.	WRPC, CoA
5. There will be no soil disturbance or soil movement from the good condition bushland depicted in Map 2.1 or from 25 m either side of the stream, other than that required for revegetation works or that occurs as a result of horse hooves along existing tracks.	WRPC, CoA
6. With the exception of selective trimming to maintain existing tracks, there will be no clearing of local vegetation or plants in the good condition bushland or the vegetation link between the good condition bushland and the railway (Map 3.1).	WRPC, CoA
7. The Committee of the Wallangarra Riding & Pony Club (Inc) will appoint one of their members to have primary responsibility for Environmental Management of the bushland, environmental aspects of the lease highlighted in the management plan (see Section 3.2 Lease requirements above), protection of important and Declared Rare Flora, and liaison with the City of Armadale on environmental matters. The Committee will advise the City of Armadale following each Annual General Meeting of the name and contact details of the responsible person.	WRPC
8. <u>A monitoring program will be developed that includes vegetation and erosion to monitoring to evaluate the impacts of horse activity in the good condition bushland.</u>	<u>CoA in consultation with state agencies and WRPC</u>
9. <u>Upgrade tracks where erosion has been identified using limestone of suitable grade for horses by February 2004.</u>	<u>CoA in consultation with WRPC</u>
10. <u>The City of Armadale will seek to change the purpose of Reserve 14217 to include conservation whilst permitting ongoing use of the reserve for passive recreation and horse riding.</u>	<u>CoA</u>
11. <u>Audit and review this Management Plan in 2006.</u>	CoA & WRPC

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List of submitters

Submission No	Submitter
1	Western Australian Government Railways Commission
2	Ian Robinson
3	Department of Conservation and Land Management
4	Department of Environmental Protection
5	Department of Planning and Infrastructure

Topic	Comment	Response	
Fauna	The importance of the vegetation as part of a link should not be underestimated.	Noted.	
Importance of the vegetation	Access to stream zone vegetation should be restricted, with well-designed crossing points (i.e. fenced & with rocks to prevent stream erosion).	There are two stream crossing point of the stream and the other near Sto: crossing is only used for events two when the stream is dry. The brochu Recommendation 2 will state that ac condition bushland area is only perr restrictions are considered adequate	

Topic	Comment	Response	
Importance of the vegetation	Horse riding is inconsistent with conservation objectives	Although there are areas in the State soil conditions are quite susceptible to horse usage, the level of horse use appears to have resulted in little impact. Visitors to the reserve often express damage. See also response below.	
Importance of the vegetation	The boundaries of the Threatened Ecological Community vegetation should be identified and the bushland should be fenced, with only strategic tracks remaining open and controlled access to the area.	<p>Fencing of the bushland and closing bushland is unacceptable to the less Riding & Pony Club (Inc) - See general However, in response to the comment</p> <ul style="list-style-type: none"> • a new recommendation 8 has a management plan that the City should monitor vegetation changes along with the relevant state government demonstrate conclusively what types of activity are in this particular area • one track that has already been Fletcher Park map was prepared the map of tracks to remain open 	

Topic	Comment	Response	
Other - Illegal dumping	Accessible areas of bushland should be fenced.	Illegal dumping in Fletcher Park is an ongoing concern. Illegal dumping in the adjacent unfenced areas is also an ongoing concern.	
Other - Reserve purpose	The purpose of the reserve should be changed to include Conservation.	Agreed. New Recommendation 10 Plan.	
Other - Track erosion	A number of tracks have started to erode and should be upgraded with limestone.	About 120m of track have been identified for upgrading with limestone. Recommendation 10 needs to monitor track erosion and upgrade where erosion is occurring.	
Phytophthora dieback	A dieback survey would be useful and supported by CALM's Threatened species unit.	A dieback survey was completed in 2010 and mapped the entire area as dieback free.	
Weeds	Horse owners should be encouraged to ensure feed consumed by stock is seed free 24 hours before entering the reserve.	This suggestion will be included in the next management plan developed under Recommendation 10. A suggestion is not possible to enforce due to lack of evidence of weed invasion from horse paddocks.	
Weeds	Weed control plan should refer to and ensure that Declared Rare Flora is not affected.	The Wallangarra Riding & Pony Club and Armadale are aware of Declared Rare Flora and manage accordingly.	

Response of Wallangarra Riding & Pony Club (Inc) to summary of submissions

Members and instructors are very aware of the rules within Fletcher Park regarding its Flora and Fauna reserve designation. Since the preliminary introduction of the Fletcher Park management Plan we have appointed Denise Crosbie as the Club's Environmental Officer. Denise is an environmental educator working with children. We are very fortunate to have Denise in our Club and we intend to use her expertise to increase our Club Member's knowledge and respect of environmental issues. Denise will also oversee weed control and revegetation projects at the Club.

Being that this Club, which is part of the largest youth movements in the world, has been in operation at Fletcher Park for 23 years is proof enough that horses and conservation principles can work together.

To fence in this area or should I say fence our kids out, would be detrimental to not only the members of Wallangarra but also to many members who use our grounds from all over the State. Wallangarra are proud of the fact that we are among the only Club with a top level Cross Country course which accommodates every level and age of rider. We are also one of the last remaining Club's in the greater Armadale area that can offer a complete riding program. And as a result, we support many businesses in the Armadale area. Closing down our Cross Country Course because you fence off the "good bushland area" will severely effect, if not fully close down our Club! With the 23-year history and visible proof that a high level of land degradation is not present, we feel that with our agreement to the proposed management plan is Fletcher Parks best chance to be maintained.

**SOUTH EAST METROPOLITAN
REGIONAL COUNCIL
MINUTES OF
ORDINARY COUNCIL MEETING
THURSDAY 20 June 2002
COUNCIL CHAMBERS, CITY OF GOSNELLS**

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21. **CLOSURE OF MEETING**

Distribution:-

Cr Deb Hopper, JP	Member
Cr Roger Stubbs, JP	Member
Cr Carol Matison	Member
Cr Julie Brown, JP	Member
Commr Eric Lumsden	Member
Commr Stephanie Smith	Member
Cr Jeff Munn	Deputy Member
Mr. Ray Tame	Chief Executive Officer, City of Armadale
Mr. Andrew Bruce	Director of Technical Services, City of Armadale
Mr. Glyn Davies	Manager of Technical Services, City of Armadale
Mr. Werner Corbe	Director of Commercial Services, City of Gosnells
Mr. Dave Denton,	Manager of Waste and Infrastructure, City of Gosnells
Mr. Cliff Frewing	Actin Chief Executive Officer, City of South Perth
Mr. Ross Povey	Director of Strategic Planning, City of South Perth
Mr. Sebastian Camillo	Manager Environmental Health Serv., City of South Perth
Mr. Harold C McKenzie	Acting Chief Executive Officer

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

MINUTES OF ORDINARY MEETING

Minutes of the Ordinary Meeting of the South East Metropolitan Regional Council, held in the Council Chambers, City of Gosnells, Albany Highway, Gosnells on 20 June 2002.

1. DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

6.02pm The Chair declared the meeting open and welcomed all present to the Ordinary Meeting of Council.

There were no visitors to be announced.

2. RECORD OF ATTENDANCE, APOLOGIES AND APPROVED LEAVE OF ABSENCE

2.1 Present

Cr Deb Hopper, JP	Member (Chair)
Cr Jeff Munn	Deputy Member (for Cr Roger Stubbs)
Cr Carol Matison	Member
Cr Julie Brown	Member
Commr Eric Lumsden	Member
Commr Stephanie Smith	Member
Mr. Harold McKenzie	Acting Chief Executive Officer
Mr. Andrew Bruce	Director of Technical Services, City of Armadale
Mr. Glyn Davies	Manager of Technical Services, City of Armadale
Mr. Werner Corbe	Director of Commercial Services, City of Gosnells
Mr. Dave Denton	Manager of Waste and Infrastructure, City of Gosnells
Mr. Sebastian Camillo	Manager Environmental Health Serv., City of South Perth

2.2 Apologies

Cr Roger Stubbs	Member
Mr. Ross Povey	Director of Strategic Planning, City of South Perth
Mr. Bob Sutton	Coordinator of Waste Management, City of Armadale

2.3 Observers

Mr. Ray Tame	Chief Executive Officer, City of Armadale
Mr. Stuart Jardine	Chief Executive Officer, City of Gosnells
Mr. Cliff Frewing	Acting Chief Executive Officer, City of South Perth

2.4 Absent

Nil

2.5 Approved Leave of Absence

Nil

3. DISCLOSURE OF INTERESTS

Commr Smith disclosed that she had a non-financial interest in Report Item No. 14.1, but that she would deal impartially with the matter.

4. ANNOUNCEMENTS BY THE CHAIR OR PERSON PRESIDING WITHOUT DISCUSSION

Nil.

5. RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE

Nil.

6. PUBLIC QUESTION TIME

There were no members of the public present.

7. APPLICATIONS FOR LEAVE OF ABSENCE

Nil.

8. PETITIONS, DEPUTATIONS AND PRESENTATIONS

Nil.

9. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

9.1 Ordinary Meeting of Council held on 18 April 2002

COUNCIL DECISION - ITEM 9.1

MOVED Matison/Brown

That the Minutes of the Ordinary Meeting of Council held on 18 April 2002 in the Council Chambers, City of South Perth be confirmed.

CARRIED (6/0)

9.2 Special Meeting of Council held on 6 June 2002

Commr Smith drew the attention of the Meeting to an omission in the Minutes as presented and requested that the following be inserted as 'Item 4' on the last page of the Minutes.

"MOVED Stubbs/Smith

That the Council accepts that the sub-committee may not be in a position to report by 20 June 2002 and in this event, the report be provided as soon as possible"

CARRIED (5/0)

As a consequence of the above, 'Item 4' to be renumbered 'Item 5'.

COUNCIL DECISION - ITEM 9.2

MOVED Smith/Matison

That subject to the above inclusion and re-numbering, the Minutes of the Special Meeting held on 6 June 2002 in the Council Chambers, City of Gosnells be confirmed.

CARRIED (6/0)

10. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAVE BEEN GIVEN

Nil.

11. QUESTIONS WITHOUT NOTICE

Nil.

12. ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETING MAY BE CLOSED TO THE PUBLIC

Nil.

13. BUSINESS NOT DEALT WITH FROM PREVIOUS MEETING

Nil.

14. REPORTS

Subject	APPOINTMENT OF CHIEF EXECUTIVE OFFICER
Report Item No.	1 with Attachment Nos. 3, 4, 5 & 6
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	16 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to submit to Council a recommendation for the appointment of a Chief Executive Officer (part time).

BACKGROUND

The progress of this subject matter has been progressively documented in Minutes of meetings of Council as listed in the following: -

- Ordinary Meeting of Council dated 23 August 2001,
- Ordinary Meeting of Council dated 18 October 2001,
- Ordinary Meeting of Council dated 13 December 2001,
- Ordinary Meeting of Council dated 21 February 2002,
- Ordinary Meeting of Council dated 18 April 2002, and
- Special Meeting of Council dated 6 June 2002.

The position of Chief Executive Officer is a statutory requirement under the Local Government Act 1995 and it has been determined that the appointment has to be with a natural person and not some firm or corporation.

At the February Meeting, a progress report was given on the calling of public tenders for the position in December 2001, in a similar format to the methods used for several contract terms by the Western Metropolitan Regional Council. The outcome of this process was that only one tender was received which was subsequently declared non-conforming.

At the April Meeting, it was resolved that a Duty Statement with Performance Indicators be prepared for the position and that upon completion, the position be advertised with the aim of having a report available to the Ordinary Meeting of Council to be held on 20 June 2002.

At the Inaugural Meeting in August 2001 and to allow for the Regional Council to carry on with its designated functions, Mr. Harold McKenzie was appointed Acting Chief Executive Officer. The term of that appointment was for a period of 4 months.

At the February Meeting, that appointment was extended until 30 June 2002. Any further extension of that appointment is not desirable, even though Mr. McKenzie has indicated that all possible assistance will be made available during any transition period.

Submissions of applications were required to be lodged by the close of business on 13 May. This process resulted in seven responses, which were assessed by the Technical Advisory Committee on 17 May. A shortlist of four applicants was determined - these being: -

- Mrs. Elizabeth Cox of Claremont,
- Mr. Richard Green of South Perth,
- Ms Jan Grimoldby of Claremont, and
- Ms Ruth Levett of Peppermint Grove.

At the Special Meeting of 6 June, it was resolved that:

1. *"That a sub-committee be established to assess applications and to conduct interviews for the position of Chief Executive Officer of the South East Metropolitan Regional Council with the membership of that sub-committee to consist of the: -*
 - *Chief Executive Officer or their respective nominees, of the three (3) Participants;*
 - *Chairperson, or nominated elected member delegate;*
 - *Acting Chief Executive Officer.*
2. *That following the interview and subsequent reference check process, the Acting Chief Executive Officer prepare a report for submission to the Ordinary Meeting to be held on Thursday 20 June 2002 recommending the appointment of the preferred candidate identified by the sub-committee".*

A sub-committee comprising: -

- Cr Deb Hopper JP, Chair
- Mr. Ray Tame, Chief Executive Officer, City of Armadale,
- Mr. Cliff Frewing, Acting Chief Executive Officer, City of South Perth,
- Mr. Werner Corbe, as nominee for Mr. Stuart Jardine, Chief Executive Office, City of Gosnells, and
- Acting Chief Executive Officer

carried out the interview process on the Thursday 13 June, commencing at 8.30am.

The sub-committee was provided with a copy of: -

- The advertisement placed in the 'West Australian' on 27 April 2002,
- A copy of the applications relating to the applicants on the shortlist,
- A copy of the Duty Statement expected including performance indicators,
- An agreed set of questions to be put to the applicants by the Chair, and
- A score sheet to assist in the final determination.

COMMENT

1. The sub-committee unanimously agreed that Ms Jan Grimoldby be recommended to Council for the position of Chief Executive Officer. (A copy of the application is included as Attachment No. 4 in the Minute Book).
2. The attributes that made this applicant stand out from the other applicants were: -
 - A very sound knowledge of Local Government of varying sizes spanning some 17 years,
 - Held the position of Chief Executive Officer over the formative years of the South East Metropolitan Regional Council, which involves seven Councils,
 - A deep understanding of Strategic Planning, the preparation of Policy Manuals and all aspects of governance including compliance reporting and other statutory requirements,
 - Chief Executive Officer of the Town of Cottesloe for some 5 years,
 - An involvement with many other Local Governments, including the Eastern Metropolitan Regional Council and the Cities of Wanneroo and Joondalup,
 - A member of the Municipal Advisory Council through the Officers Advisory Group from 1992 to 1994, and
 - An understanding of the aims of Waste 2020.
3. Reference checks have been completed as requested with satisfactory results.
4. If appointed, this applicant is not available in Perth until 23 July. However if appointed, negotiations could proceed during the period of absence.
5. The position is for a period of two years commencing on 1 July 2002 or as near as practical thereafter. A review opportunity for both parties is proposed for April 2003 to match the timing of budgetary provisions.
6. The appointment would be subject to both parties entering into a contract of employment, which is proposed to be based on the "Model Contract of Employment", prepared for the Institute of Municipal Management or other similar form of model contract available.

The contract would include a list of agreed Performance Indicators. A summary list of eight PI's were included in the Duty Statement, but these have since been reviewed and expanded. Refer to list included as Attachment No. 5.

FINANCIAL IMPLICATIONS

Provision has been made in the Annual Budget for the Year ending 30 June 2003 for the following amounts that are considered to be of an administrative nature: -

• Chief Executive Officer (part time) with resources	\$35,000
• Vehicle Travel	\$2,500
• Parking	\$100
• Business Development	<u>\$25,000</u>
	\$62,600

In addition, separate provisions have been made to cover reimbursables such as bulk photocopying, postage, and communications (Total = \$1,000).

An allowance of \$25,000 has also been made for Research and Development Projects which are expected to be substantially driven by the CEO after Council has resolved to proceed on any specific R&D Project.

To give assistance to the incoming CEO during the transition period, a separate allowance of \$7,500 has been allowed for the reimbursement of any services provided by the current Acting CEO. These services will be available on an 'as-needs' basis during the balance of the year.

In summary, it is considered that adequate funding provisions have been made to cover the appointment and other administrative functions over the coming year. Some scope for a gradual progression of activities has also been allowed.

VOTING REQUIREMENTS

By majority of Members present.

OFFICER RECOMMENDATION (submitted under "Supplementary Agenda Information")

1. That Ms Jan Grimoldby be appointed to the position of Chief Executive Officer as from 1 August 2002.
2. That the above appointment be subject to completion of a contract of employment incorporating agreed performance indicators and the commercial details set out in the document titled "Appointment of Chief Executive Officer (Part Time) with Support Services, April 2002".
3. That Mr. Ray Tame be appointed Acting Chief Executive Officer from 1 July 2002 until 31 July 2002.

Prior to resolution of this Item, the Acting CEO sought the leave of the Meeting to replace the above Recommendations with amended and extended Recommendations to more clearly define the intent as follows: -

1. That Ms Jan Grimoldby be appointed to the position of Chief Executive Officer as from 1 August 2002, subject to: -
 - The completion a Contract of Employment based on the LGMA Model Contract of Employment (see Attachment No. 6) or similar, and
 - The Contract to incorporate agreed performance indicators and the commercial details set out in the document titled "Appointment of Chief Executive Officer (Part Time) with Support Services, April 2002".
2. That the Acting CEO co-opt the assistance of any of the Participant's Officers to finalise the details to be included in the Contract.
3. That if considered necessary, the Acting CEO be authorised to obtain any necessary legal advice to assist with the preparation of the Contract of Employment.
4. That the Acting CEO call a Special Meeting of Council on an appropriate date to progress the completion of the Contract of Employment by Council.
5. That Mr. Ray Tame be appointed Acting Chief Executive Officer from 1 July 2002 until 31 July 2002.

COUNCIL DECISION - ITEM 14.1

That Council adopt the Recommendations listed as 1 to 5 above.

MOVED Matison./Lumsden

MOTION CARRIED/LOST (6/0)

Subject	FINANCIAL REPORT FOR 31 MAY 2002
Report Item No.	2
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	13 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to provide an update on receipts and expenditure items.

BACKGROUND

This Report is submitted to comply with the requirements of the Local Government Act and the associated Regulations.

COMMENT

Table No. 1 attached lists: -

- Progressive Listing of Receipts and Expenditure from 1 July 2001 to 31 May 2002.
- Cash (Bank) Balance at 31 May 2002.

Table No. 2 attached shows in spreadsheet format, details of the "Progressive Cost Reconciliation against Budget".

ACCOUNTS FOR PAYMENT

Ongoing expenditure for the position of Acting CEO, secretarial and support services for the month of June have been processed and are listed in Table No. 2, bringing to a close all commitments against this item of expenditure for this year.

An invoice for an amount of \$5,625 plus GST has been received from WALGA. This amount is included as an item in the SEMRC Annual Budget 2002 and is a contribution for Research and Development carried out by WALGA on behalf of Local Governments. This invoice has since been processed.

An invoice for legal expenses is currently anticipated. The commitment to meet Councilors fees for attendance at all Council Meetings will be met as soon as the June Meeting is completed.

There are no other outstanding accounts for payment.

VOTING REQUIREMENTS

By majority of Members present.

OFFICER/TAC RECOMMENDATIONS

1. That the Financial Report to the 31 May 2002 be adopted.

COUNCIL DECISION - ITEM 14.2

That Council adopt the recommendation.

MOVED Lumsden/Munn

MOTION CARRIED/LOST (6/0)

Subject	PROGRESS REPORT ON VARIOUS PROCEDURAL MATTERS
Report Item No.	3 and Attachment No. 1
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	13 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to provide an update on various procedural matters carried over from previous reports.

BACKGROUND

The only outstanding item carried forward from previous meetings is the progression of the Standing Orders, Local Law.

The required statewide notice was advertised in the 'West Australian' on Saturday 2 March 2002. Notices were also posted at each of the Participant's offices and libraries.

A copy of the Draft Standing Orders Local Law was submitted to the Department of Local Government on 26 February 2002. Because of the size of the document, advice was sought on the best procedure for the publication of the Standing Orders Local Law in the Government Gazette.

At the Council Meeting on 18 April, Council resolved to:

"That the SEMRC now make a Standing Order Local Law as previously proposed".

COMMENT

The Standing Orders Local Law in the process of being adopted by the SEMRC is exactly the same (except for the Regional Council name) as the one in place at the Eastern Metropolitan Regional Council, which was modeled on the Model Standing Orders Local Law.

The advice received from the Department of Local Government and Regional Development allows for the gazettal to be achieved by exception. See Attachment No. 1, which has to be signed and sealed by resolution of Council.

Attachment No. 1 upon request to the Department will then be published in the Government Gazette. At the same time a full copy of the Standing Orders Local Law has to be provided to the Minister for Local Government. Fourteen days after being published in the Gazette, the Local Law comes into being.

Statewide notice has to then be again published advising that the SEMRC has made the Local Law, the date of commencement and where copies may be obtained.

FINANCIAL IMPLICATIONS

The above matters either has no financial impact on the budget other than the cost of advertising in the Gazette. The method advised by the Department represents considerable cost savings to the SEMRC.

VOTING REQUIREMENTS

By a 'Special Majority' which for the SEMRC means an absolute majority of Council.
(Local Government Act Cl 1.9 and 1.10)

OFFICER/TAC RECOMMENDATIONS

That Attachment No. 1 be authenticated under the sealing clause which reads as follows - "The Common Seal of the South East Metropolitan Regional Council was hereunto affixed by Authority of Council".

COUNCIL DECISION - ITEM 14.3

That the Recommendation be adopted.

MOVED Lumsden./Matison

MOTION CARRIED/LOST (6/0)

Subject	ESTABLISHMENT AGREEMENT - DEED OF VARIATION
Report Item No.	4
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	7 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to advise Council on the progress of procedures to overcome an administrative anomaly in the execution of the Establishment Agreement approved by the Minister and gazetted on 3 July 2001.

BACKGROUND

The need for a change to the Establishment Agreement was first reported to the February Ordinary Meeting of Council.

At the April, Council resolved to: -

"That the SEMRC support the action taken to overcome the administrative problems observed in the current Establishment Agreement, as set out in the above report."

COMMENT

A Deed of Variation was prepared by Watts and Woodhouse, Legal Advisors and five copies of the document were made available to the Participants for their signature under seal. The completed documents were then made available by Watts and Woodhouse to the Department on 11 April for approval of the Minister of Local Government.

Advice was received from the Department on 4 June that the Minister had approved the Deed of Variation and signed each of the copies.

The signed copies have been returned to Watts and Woodhouse and are expected to be available to the SEMRC within the next few days.

Once they are received, a signed copy will be made available to each of the Participants for their records.

FINANCIAL IMPLICATIONS

The above matter has no financial impact on the budget. The Local Government Act allows for Ministerial approval of this matter without the need to advertise in the Government Gazette.

OFFICER/TAC RECOMMENDATIONS

The favorable progress of the Deed of Variation be noted.

COUNCIL DECISION - ITEM 14.4

That the Recommendation be adopted.

MOVED Matison./Lumsden

MOTION CARRIED/LOST (6/0)

Subject	ANNUAL BUDGET FOR YEAR 2002/2003 - DRAFT
Report Item No.	5 and Attachment No. 2
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	13 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to submit to Council, preliminary details of the budget requirements for the year 2002/2003.

BACKGROUND

The SEMRC is required to submit to the Department of Local Government and Regional Development by the end of August in each year, details of the adopted budget.

Each Participant is also required to submit its budget requirements by the same date.

A Draft Annual Budget was submitted to the April Meeting to allow the Participants to make the necessary provisions as they individually prepare their Annual Budgets.

COMMENT

The Establishment Agreement, clause 8.1 states:

Each Participant shall make a contribution towards the amount necessary to meet the deficiency, if any, disclosed in the annual budget of the SEMRC, which contribution shall be an amount which bears the same proportion to that deficiency as the Population of that Participant bears to the total of the Populations of all Participants.

The Participants cannot withhold making a contribution determined by the SEMRC Council. That is, a Participant is required to provide for in its own budget, the monies required for the Regional Council to carry out its normal functions.

Because each Participant needs to know the requirements of the Regional Council in advance of adopting its own budget, it has become common place by other Regional Councils to complete their Annual Budget details by a June meeting. This in turn allows adequate time for a Participant to progress its budget provisions.

The details of the Annual Budget 2003 are included as Attachment No. 2. The Budget includes suggested changes discussed at the April Ordinary Meeting of Council.

VOTING REQUIREMENTS

By majority of Members present.

OFFICER/TAC RECOMMENDATION

1. That the Annual Budget for the Year Ending 30 June 2003, as presented in a separately compiled document as Attachment No. 2 be adopted.

COUNCIL DECISION - ITEM 14.5

1. That the allowance for 'Councilor's Travel' be increased from \$250 to \$1,000.

MOVED Lumsden./Brown

MOTION CARRIED/LOST (6/0)

2. That the Annual Budget for the Year Ending 30 June 2003, as amended be adopted.

MOVED Lumsden/Matison

MOTION CARRIED/LOST (6/0)

The Acting CEO submitted the following Additional Data for information only: -

"The Australian Bureau of Statistics released some results of the Year 2001 Census on 17 June 2002.

The Annual Budget as presented used the population data based on the 1996 Census as shown in Columns 2, 3 & 4 below.

The population data from the 2001 Census is shown in Columns 5 & 6. Assuming the same Revenue is required the results mean small changes to the Participants contributions as shown in Column 7.

The contribution for Armadale decreases by \$1,210, Gosnells increases by \$2,306 and South Perth decreases by \$ 1,096.

It is stressed that the data has been downloaded from the ABS Internet service and is unconfirmed.

Submitted for information only".

1. Participant	2. Population using ABS Data for 1996 (refer definition on page 2 of Est. Agreement)	3. %ages	4. Estimated Fees for 2002-2003 shown in Budget	5. Population using ABS Data for 2001 (refer definition on page 2 of Est. Agreement)	6. %ages	7. Estimated Fees for 2002-2003 using ABS 2001 Data
Armadale	49,703	31.30	\$42,724	53,675	30.415	\$41,514
Gosnells	73,705	46.42	\$63,356	84,898	48.108	\$65,662
South Perth	35,376	22.28	\$30,409	37,900	21.476	\$29,313
Totals	158,784	100.00	\$136,489	176,473	100.00	\$136,489

Subject	PROGRAM OF ORDINARY MEETING DATES OF COUNCIL FOR THE YEAR 2002/2003
Report Item No.	6
Author	Harold C McKenzie, Acting Chief Executive Officer
Date of Report	16 June 2002
File Reference	(TBA)

PURPOSE OF THIS REPORT

The purpose of this report is to submit to Council a program of meeting dates for the Year 2002/2003.

BACKGROUND

The SEMRC is required by the Act to hold Ordinary Meetings of Council at periods not exceeding three months.

Following the Inaugural Meeting of Council in August 2001, a survey of Councillors was carried out to determine the preferred time, day, week and period for the meetings to be held.

The outcome of this survey was that meetings should be held at 6.00pm on the third Thursday in the months of February, April, June, August, and October. In December and for convenience, the day should become the second Thursday. The venue for each meeting would be by rotation of the Participants Council Chambers if available.

COMMENT

Since then, there has been five meetings scheduled.

The Act requires that all Ordinary Meetings of Council be advertised in a newspaper and also by the posting of a notice in each of the public libraries and offices of the Participants.

The last advertisement and posting of notices was limited to this June to allow for the program of meetings to be effectively tested.

FINANCIAL IMPLICATIONS

There are considerable cost savings if the meeting details are posted for the full year, even if some subsequent event may mean that one or more meetings may have to be cancelled or deferred.

VOTING REQUIREMENTS

By majority of Members present.

OFFICER RECOMMENDATION

That Ordinary Meetings of Council be held at 6.00pm on the following days and venues: -

15 August 2002	City of Armadale
17 October	City of South Perth
12 December	City of Gosnells
20 February 2003	City of Armadale
17 April	City of South Perth
19 June	City of Gosnells

COUNCIL DECISION - ITEM 14.6

MOVED Matison/Brown

MOTION CARRIED/LOST (6/0)**15. REPORTS OF COMMITTEES**

Nil

16. REPORTS OF DELEGATES

Cr Brown reported on her attendance at the Municipal Waste Advisory Council (MWAC) meeting held at Local Government House on Wednesday 19 June 2002 at 4.00pm.

Key issues of interest were: -

- the report from the SMRC that their Secondary Waste Treatment plant was on target with an expected start-up in September 2002 and commissioning period of many months.
- The 'Waste Wise' Schools Program appears to be causing some concerns due to uncertainty of funding and the lack of physical resources for the program.
- The formation of WALGA, previously WAMA will mean some possible changes to Country and Zone representation. The Officers Advisory Group has been asked to progress an agenda item for the August meeting when elections for positions were normally held.
- The new Waste Board was not as yet passing on data (as minutes or summary reports) to other stakeholders. This was of some concern, but as the Board was still finding its way, it was expected that some improvements in communications would soon be forthcoming.

17. ELECTED MEMBERS MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

18. NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIR OR PERSON PRESIDING OR BY DECISION OF THE MEETING

Cr Deb Hopper wished to bring to the attention of Council that Harold McKenzie, the Acting CEO had been appointed as Secretary to the South East Zone Refuse Disposal Committee (SEZRDC) on 26 June 1992. The SEZRDC was later changed to the South East Regional Waste Committee and then on 3 July 2001, Regional Council status was achieved.

This meant that Mr McKenzie had completed 10 years of service to waste management and he had decided that it was now appropriate to relinquish the position of Acting CEO from 30 June 2002.

The position had also involved him in attendance on behalf of the Committee(s) and more recently, the Council at both MWAC and OAG meetings over the same period.

On behalf of Council, Cr Hopper expressed her appreciation to Mr. McKenzie for his years of service.

In reply, Mr. McKenzie commented that the progress of the Committee(s) and now Council had at times been slow and uncertain, but in the end the aims had been achieved and it was time to go forward.

Mr. McKenzie acknowledged the support he had been given over the years by Officers of all Regional Councils and that he had always been treated as an equal. This was despite the fact that the SEZRDC, SERWC and now the SEMRC had very limited budgets and could not achieve the progress that the larger bodies had over recent years.

There would be further difficulties ahead as the SEMRC worked to progress with a limited Annual Budget. It was to be hoped that this situation would be overcome in the coming years.

Mr. McKenzie concluded by acknowledging Council's appreciation to him and hoped that even though he was stepping aside as the Acting CEO, that there would still be a need for some of his services in the transitional months ahead.

19. CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

20. ADVICE OF NEXT MEETING

The next meeting will be held at the City of Armadale on Thursday 15 August 2002 at 6.00pm.

21. CLOSURE OF MEETING

The meeting was declared closed at 6.46pm.

These minutes were confirmed at a meeting on
Signed
(Chair)

Period / Invoice Date	Payee's Name	Notation	Cheque No.	Amount (\$)
		1/7/2001 Balance of funds held by City of South Perth and transferred to SEMRC		28,201.61
3/7/01 to 30/9/01		Previously listed by City of South Perth		- \$8,639.65
19/9/01	Cash	Transfer from Float to open account at CBA		+ \$20.00
16/10/01	H C McKenzie	Secretarial Services and Travel	000001	- \$2,196.20
Sept/Oct	CBA	Stamp Duty, Service Fees, etc		- \$6.25
1/11/01	CBA	Stamp Duty, Service Fees, etc		- \$5.00
8/11/01	H C McKenzie	Secretarial Services and Travel	000002	- \$2,473.45
8/11/01	Petty Cash	Reimbursement of Float	000003	- \$149.10
26/11/01		Annual Contribution received from City of South Perth		+ \$14,518.57
27/11/01	WAMA/MWAC	Contributions - Standard Contributions - Additional	000004	- \$10,203.60 - \$3,588.20
3/12/01	CBA	Interest		+ \$2.86
3/12/01	CBA	Bank Fees		- \$11.20
12/12/01		Annual Contribution received from City of Armadale		+ \$20,061.36
14/12/01	H C McKenzie	Secretarial Services and Travel	000005	- \$2,227.17
2/1/02	CBA	Bank Fees		- \$5.00
2/1/02		Annual Contribution received from City of Gosnells		+ \$30,250.00
7/1/02	The West Australian	Tender advert	000006	- \$418.00
7/1/02	EMRC	Photocopying	000007	- \$70.30
7/1/02	H C McKenzie	Secretarial Services and Travel	000008	- \$1,910.41
1/2/2002	CBA	Bank Fees		- \$7.10
11/2/2002	Watts & Woodhouse	Legal Expenses re CEO advice	000009	- \$1,034.00
14/2/2002	H C McKenzie	Secretarial Services and Travel	000010	- \$1,132.38
18/2/2002	Aust Tax Office	GST for December quarter	000011	- \$4,426.00
1/3/2002	CBA	Bank Fees		- \$8.45
5/3/2002	Watts & Woodhouse	Legal Expenses re Deed of Variation	000012	- \$660.00
4/3/2002	H C McKenzie	Secretarial Services and Travel	000013	- \$2,893.79
1/4/2002	H C McKenzie	Secretarial Services and Travel	000014	- \$1,898.21
2/4/2002	CBA	Bank Fees		- \$6.40
5/4/2002	The West Australian	Standing Orders	000015	- \$392.92
1/5/2002	CBA	Bank Fees		- \$5.60
2/5/2002	ATO	Refund of part GST		+ \$738.00
9/5/2002	The West Australian	CEO Advert	000016	- \$441.44
5/5/2002	H C McKenzie	Secretarial Services and Travel	000017	- \$3,098.48
10/5/2002	Petty Cash	Reimbursement of Float	000018	- \$180.65
		Balance at 31/5/2002		\$45,703.45

**DETAILS OF RECEIPTS AND EXPENDITURE SINCE 1 July 2001
(effective from 3 July 2001)**

TABLE No. 1

SOUTH EAST METROPOLITAN REGIONAL COUNCIL**MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON 20 JUNE 2002****LIST OF ATTACHMENTS AND EXPLANATORY NOTES**

- ATTACHMENT No. 1** Standing Orders Local Law 2002
List of Modifications for publication in Government Gazette
- Signed and sealed copy included in Minute Book
- ATTACHMENT No. 2** Annual Budget for the Year Ending 30 June 2003
Bound separately
- ATTACHMENT No. 3** This Attachment covering the appointment of a Chief Executive
Officer and the interview process was submitted in "Supplementary
Agenda Information" and has been incorporated into Minutes of
Report Item No. 14.1.
- ATTACHMENT No. 4** Application from Ms Jan Grimoldby for position of CEO, Part
time.
Copy included in Minute Book.
- ATTACHMENT No. 5** Performance Indicators for position of CEO, part time.
- ATTACHMENT No. 6** Copy of LGMA Model Contract of Employment.
Copy included in Minute Book

LOCAL GOVERNMENT ACT 1995

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

STANDING ORDERS LOCAL LAW 2002

Under the powers conferred by the Local Government Act 1995, the Council of the South East Metropolitan Regional Council resolved on 18 April 2002 to adopt the Eastern Metropolitan Regional Council Standing Orders Local Law 1998 published in the Government Gazette on 20 September 1999, with such modifications as are here set out.

Citation

- (1) This Local law may be cited as the South East Metropolitan Regional Council Standing Orders Local Law 2002.
- (2) In the clauses to follow, this Local Law is referred to as "the Standing Orders".

Schedule

Modifications to the Eastern Metropolitan Regional Council Standing Orders Local Law 1998.

Item	Clause(s) Affected	Description
1	1.1(1),	Delete 'Eastern' and substitute 'South East'
2	1.3(1),	Delete 'Eastern' wherever it appears and substitute 'South East' Delete 'EMRC' wherever it appears and substitute 'SEMRC' Delete '7.1(5)' and substitute '7.1(2)'.
3	3.17(1)	Delete 'EMRC' and substitute 'SEMRC'
4	8.2	Delete 'EMRC' and substitute 'SEMRC'
5	19.1(1), (2), (3), (4), (5)	Delete 'Eastern' and substitute 'South East' Delete 'Eastern' and substitute 'South East' Delete 'Eastern' and substitute 'South East' Delete 'Eastern' and substitute 'South East' Delete 'Eastern' and substitute 'South East'

Dated this 20 June 2002

The Common Seal of the South East Metropolitan Regional Council was here to affixed by authority of Council in the presence of: -

Deborah Hopper, Chairman

Harold C McKenzie, Acting Chief Executive Officer

**SOUTH EAST METROPOLITAN
REGIONAL COUNCIL**

ANNUAL BUDGET

**For the Year Ending
30 June 2003**

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

Harold C McKenzie
Acting Chief Executive Officer
c/o 31 Zamia Road
GOOSEBERRY HILL WA 6076
Phone/Facsimile: (08) 9293.2220
Email: Maczaf31@aol.com

PARTICIPANTS **:-

City of Armadale
City of Gosnells
City of South Perth

** The statutory term for Local Governments, which establish a Regional Council.

COUNCIL MEMBERS

Cr Deb Hopper JP Chairman
Cr Carol Matison Deputy Chairman

City of Armadale
Cr Deb Hopper JP, Cr Roger Stubbs JP, Cr Jeff Munn (Deputy)

City of Gosnells
Cr Julie Brown JP, Cr Carol Matison, Cr Michael Devereux JP (Deputy)

City of South Perth
Commr Eric Lumsden, Commr Stephanie Smith,
Commr Julian Donaldson (Deputy)

SOUTH EAST METROPOLITAN REGIONAL COUNCIL**BUDGET CERTIFICATION FOR YEAR 2002/2003**

This is to certify that the Annual Budget of the South East Metropolitan Regional Council for the year ending 30 June 2003 was adopted at the Ordinary Meeting of Council held on Thursday 20 June 2002.

This is a true copy of the Annual Budget and associated schedules and notes adopted by Council.

Signed (Original Signed By Cr Deb Hopper, JP)
Chairperson

Signed (Original Signed by Harold C McKenzie)
Acting Chief Executive Officer

Dated this Twentieth day of June 2002.

SOUTH EAST METROPOLITAN REGIONAL COUNCIL EXPLANATORY MEMORANDUM
--

1. INTRODUCTION

The formation of the South East Metropolitan Regional Council (SEMRC) was approved by the Minister of Local Government on 19 June 2001.

The required notice appeared on page 3289 of the Government Gazette on 3 July 2001.

The Participants to the Establishment Agreement are the Local Governments of:-

City of Armadale,
City of Gosnells, and
City of South Perth

The Establishment Agreement, which was formally signed and sealed by the Participants on 24 May 2001, states that the SEMRC is established for the following regional purposes:-

- (a) To investigate and assess the possibilities and methodology of carrying out and to identify funding opportunities for, a range of services on a regional basis including the services referred to in paragraphs (b) and (c);
- (b) To plan, manage, undertake and facilitate the processing, recycling, treatment, sale and disposal of waste for the benefit of the communities of the Participants;
- (c) To plan, manage, undertake and facilitate the collection and removal of waste from the districts of the Participants; and
- (d) To influence and liaise with local, State and Federal governments in the development of policies and legislation to the benefit of the Region.

The first Annual Budget was adopted at an Ordinary Meeting of Council on 18 October 2001.

2. BACKGROUND

Prior to the formation of the SEMRC, the three Local Governments had co-operated and worked together for several years as the South East Regional Waste Committee (SERWC) and prior to that for many years as the South East Zone Refuse Disposal Committee (SEZRDC).

The aim of the Local Governments under the Committee relationship was to foster a common interest in solid waste management.

Funding for Committee purposes was by an arrangement whereby each Local government contributed equally to the annual needs of the Committee. Annually, the Local Governments considered the budget requirements as they prepared their own Annual Budgets.

Each Local Government resolved to contribute their share of the surplus in the SERWC Account held at the City of South Perth to the SEMRC as a nucleus for the inaugural budget. The balance available at 30 June 2001 was \$28,201.61 (\$28,202).

With the SEMRC becoming an identity from the 3 July 2001, the funding provisions were required to be based on the Establishment Agreement which states:-

"Each Participant shall make a contribution towards the amount necessary to meet the deficiency, if any, disclosed in the annual budget of the SEMRC, which contribution shall be an amount which bears the same proportion to that deficiency as the Population of that Participant bears to the total Populations of all the Participants.

'Population' in the above means at any relevant time in relation to a Participant, the estimated resident population of that Participant as set out in Table 1 of the statistics last published by the Australian Bureau of Statistics, etc, etc"

Using the published data from the 1996 Census, application of the above resulted in the following percentages against each of the Participants:-

City of Armadale	49,703	31.30%
City of Gosnells	73,705	46.42%
City of South Perth	<u>35,376</u>	<u>22.28%</u>
Totals	158,784	100.00%

These percentages have been used in calculating the proportional contributions for the year 2001/2002 and in the absence of any published data from the 2001 Census being available, the same proportions have been used in the preparation of this Budget.

3. STATUTORY REQUIREMENTS

As the SEMRC in its own right has limited historical data available, the presentation of this second Budget is based on experience gained over the past year. Every endeavour has been made to match the detail requirements of the Local Government Act, 1995 and the Local Government (Financial Management) Regulations 1996.

Council has appointed Hall Chadwick of Perth as its Auditors. The results of the 2001/2002 Financial Year are expected to be presented to the Auditors in late July/early August.

4. PRINCIPAL ACTIVITIES PLAN

The SEMRC proposed to develop an initial Principal Activities Plan prior to 30 June 2002. Due to delays in appointing a Chief Executive Officer (part time), the progress of a Principal Activities Plan has been held over to the coming year.

The current commitments of the Council is to continue to progress a management structure best suited to its formative years needs and to ensure that all statutory requirements are in place, before embarking on the Objectives detailed in the Establishment Agreement.

(See also Item 15.2 below)

SOUTH EAST METROPOLITAN REGIONAL COUNCIL

Notes to and Forming Part of the Budget for the Year Ending 30 June 2003

1. SIGNIFICANT ACCOUNTING POLICIES

1.1 THE SEMRC REPORTING ENTITY

All funds through which Council expects to control the resources necessary to carry out its functions are included in this budget.

1.2 BASIS OF ACCOUNTING

The budget statements are a general purpose financial report which has been prepared in accordance with the applicable accounting standards and other mandatory professional reporting requirements and the Local Government (Financial Management) Regulations.

The current budget statements have been prepared with the experience and knowledge of the past financial year only. (Where practical, the experiences gained through the SERWC have been drawn upon). As for last year, some items may reflect a degree of conservatism to cover unforeseen contingencies.

Also the SEMRC is yet to determine in its own right, the resources necessary to best achieve the regional purposes as detailed in the Establishment Agreement.

1.3 ASSETS

The SEMRC does not hold any assets in its own name. The need for and acquiring of any assets is yet to be determined.

There is no provisions made for any assets to be acquired or purchased in the time of this budget.

1.4 DEPRECIATION

There are no provisions for depreciation in this budget.

1.5 DISCLOSURE OF REVENUE AND EXPENSES BY NATURE AND TYPE.

The budget statements have been developed with regard to function and activity (i.e. Schedules).

Where considered applicable, notes have been applied to the budget statements to clarify detail and in accordance with the Local Government (Financial Management) Regulations.

1.6 PROVISION FOR EMPLOYEES OR EMPLOYEE ENTITLEMENTS

At the time of preparing this Budget, the SEMRC has not determined to engage any employees. Depending on the outcomes currently in hand for the appointment of a Chief Executive Officer(part Time), this situation may change early in the Year 2002/2003. The current allocations may need to be modified part way through the reporting period.

Some flexibility in the above approach has been allowed.

Currently there are no provisions included in the budget for the engagement of an employee(s) or for the provision for any employee entitlements such as Workers Compensation, Annual, Sick and Long Service Leave or Superannuation.

1.7 GRANTS, DONATIONS AND OTHER CONTRIBUTIONS

All contributions from the Participants are recognized as revenues during the current reporting period.

Revenue from Donations and/or Grants is not expected within this current financial year.

2.0 DETAILS OF FUNCTIONS

Governance - Expenditure items include payments of expenses to Members (Councilors) and estimates of the administrative costs involved in the ongoing development of the SEMRC. Also included in the estimates is provision for a possible function to launch the Regional Council to parties interested in solid waste management. The provision made in the Year 2001/2002 has been carried over to this year.

3.0 OPERATING REVENUE AND EXPENSES CLASSIFIED ACCORDING TO NATURE AND TYPE

Operating Revenue

	<u>Budget</u> <u>2002/2003</u>	<u>Budget</u> <u>2001/2002</u>
	\$	\$
Rates	0	0
Grants and Subsidies	0	0
Contributions, Reimbursements and Donations	137,239	110,702
Profit on Asset Disposals	0	0
Fees and Charges	0	0
Interest Earnings	20	400
Other Revenue/Income	<u>2,500</u>	<u>0</u>
Total	139,759	111,102

Operating Expenses

Employee Costs	0	0
Materials and Contracts	62,300	43,800
Utilities	300	300
Depreciation on Non-current Assets	0	0
Loss on Asset disposal	0	0
Interest Expenses	0	0
Other expenditure	<u>89,639</u>	<u>39,063</u>
Total	152,289	86,163

Change in Net Assets Resulting from Operations

(12,480)	24,939
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4.0 GRANTS FOR THE DEVELOPMENT OF ASSETS

There are no grants for the development of assets.

5.0 DISPOSAL OF ASSETS

There are no current assets available for disposal.

6.0 ASSET PURCHASES

There are no proposals for the purchase of any assets.

7.0 DEPRECIATION

As there are no current assets, there are no provisions for Depreciation.

8.0 PRINCIPAL ACTIVITIES

There are intentions to develop a Principal Activity Plan, held over from the Year 2001/2002 during the reporting period.

9.0 MAJOR TRADING UNDERTAKINGS

Council has not as yet determined any major undertakings. The Establishment Agreement details procedures required before any major undertaking can be progressed.

10.0 MAJOR LAND TRANSACTIONS

Council has not as yet determined any intent to be involved in any major land transactions as similar procedures to the above would be necessary.

11.0 PAYMENTS TO MEMBERS

As allowed under the Local government Act 1995, provision has been made for payment to the six Members of Council on the same basis as last year.

It is anticipated that there will be six Ordinary Meetings of Council over the year.

Chair	\$850 per annum
5 Members at \$430	<u>\$2,150 per annum</u>
Total	\$3,000 per annum

Provision for Members travel has also been allowed. There are no separate items of expenditure allowed for such items as entertainment and telephone expenses in the budget period.

Nominal provisions have been made in this Budget for Members attendance at a selected conference(s) and or seminar(s) to progress self development related to waste management issues.

12.0 CASH AND INVESTMENTS

Apart from interest earnings on the Bank Account, there are no earnings available from any investments.

13.0 BORROWINGS

There are no provisions for any borrowings to be considered within this reporting period.

14.0 NET CURRENT ASSETS AND LIABILITIES

The SEMRC has not developed any assets and has no liabilities. None are expected to be developed during the period of this Budget.

15.0 EXPENDITURE - ADDITIONAL DETAILS

15.1 Support to Municipal Advisory Council (MWAC)

Ongoing support to MWAC has been allowed. The contributions being calculated on an equal share basis with other Metropolitan Regional Councils.

15.2 Research and Development Projects and Business Development

Two separate sums of \$25,000 have been allowed against these listed items.

Typical issues to be addressed are:-

- A complete survey and compilation of all existing waste management infrastructure spread across the Participants and an assessment of how it may be better used on a Regional basis,
- Recycling initiatives,
- The more efficient disposal and treatment of solid waste,
- An appreciation of new technologies, and
- An assessment of community expectations and their involvement in education programs currently being developed by the State Government and other Regional Councils.

Outcomes of the above should in turn allow for informed development of a Principal Activity Plan and/or a Business Plan(s) addressing the key issues.

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Account	Account Name	Total Estimate	Rates	Grants and Subsidies	Contributions, Reimbursements & Donations	Fees and Charges	Interest Earnings	Other Income	Proceed from Sale		
Governance											
Governance - General											
(1.7.1)	Armadale	\$ 42,959			\$ 42,959						
(1.7.2)	Gosnells	\$ 63,704			\$ 63,704						
(1.7.3)	South Perth	\$ 30,576			\$ 30,576						
	Contributions	\$ -									
	Grants	\$ -									
(1.7.5)	Interest on Investments/Bank Account	\$ 20					\$ 20				
(1.24.3)	GST Refunds-ATO (previous Year)	\$ 2,500									
Total Governance - General		\$ 139,759	\$ -	\$ -	\$ 137,239	\$ -	\$ 20	\$ -	\$ -		
Total Governance		\$ 139,759	\$ -	\$ -	\$ 137,239	\$ -	\$ 20	\$ -	\$ -		
Total Income		\$ 139,759	\$ -	\$ -	\$ 137,239	\$ -	\$ 20	\$ -	\$ -		

Population Data (refer Establishment Agreement)	
Armadale	49,703
Gosnells	73,705
South Perth	35,376
Total	158,784

**South East Metro
INCOME**

Account No.	Account Name	Total Estimate	Salaries	Employees	Materials	Contracts	Utilities	Interest Expense	Insur.	Other Expense				
Governance - Members of Council														
(4.1.2)	Conference Expenses	\$ 4,000								\$ 4,000				
(4.1.1)	Chairman's Allowance	\$ 850								\$ 85				
(4.1.3)	Refreshments & Entertainment	\$ -								\$ -				
(4.1.1)	Sitting Fees	\$ 2,150								\$ 2,15				
(4.1.4)	Council Travel Allowances	\$ 1,000								\$ 1,00				
(4.1.5)	Telephone Expenses	\$ -								\$ -				
Total Members of Council		\$ 8,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,00				
Governance - Other														
(4.2.1)	MWAC Annual Support	\$ 12,914								\$12,91				
(4.2.2)	MWAC R & D Contingency	\$ 5,625								\$ 5,62				
(4.2.5)	Chief Executive Officer (part time)	\$ 35,000				\$ 35,000								
(4.2.7)	Function to Launch Regional Council	\$ 10,000								\$10,00				
(4.2.8)	New Image, Stationery, etc	\$ 5,000			\$ 5,000									
(4.2.9)	Management Advice/Audit Fees	\$ 5,000				\$ 5,000								
(4.2.6)	Coordinator/Consultant Support	\$ 7,500				\$ 7,500								
(4.3.1)	Travel for above	\$ 2,500				\$ 2,500								
(4.3.2)	Parking	\$ 100				\$ 100								
(4.3.3)	Postage/Freight	\$ 300				\$ 300								
(4.3.4)	Communications/Telephone, etc	\$ 300						\$ 300						
(4.2.5)	Photocopying	\$ 400				\$ 400								
(4.2.12)	Manuals, Publications, Support References	\$ 500			\$ 500									
(4.2.7)	Legal Expenses	\$ 3,500				\$ 3,500								
(4.3.8)	Research & Development/Projects	\$ 25,000								\$25,00				
(4.3.8)	Business Development	\$ 25,000								\$25,00				
(4.3.9)	Conferences/Seminars	\$ 3,000								\$ 3,00				
(4.3.10)	Advertising/media	\$ 2,500				\$ 2,500								
(4.3.15)	Bank Fees	\$ 100								\$ 10				
Total Governance - Other		\$ 144,239	\$ -	\$ -	\$ 5,500	\$ 56,800	\$ 300	\$ -	\$ -	\$81,63				
Total Governance		\$ 152,239												

Capital Expenditure	
Governance	\$ -
Total Governance	\$ 152,239
Total Expenditure	\$ 152,239

**South East Metropolit
OPERATING EXPEND**

FEE SETTING STATEMENTFor the period 1 July 2002 to 30
June 2003

	Budget 2002/2003	Budget 2001/2002
OPERATING REVENUE		
Governance	\$ 139,759	\$ 111,102
<i>Less</i>		
OPERATING EXPENDITURE		
Governance	\$ 152,239	\$ 86,163
Surplus/Deficit	-\$ 12,480	\$ 24,939
<i>Add</i>		
Contributions for Development of Assets	\$ -	\$ -
<i>Less</i>		
Depreciation	\$ -	\$ -
Funds Available from Operations	-\$ 12,480	\$ 24,939
Opening Funds	\$ 33,456	\$ -
Closing Funds	-\$ 12,480	\$ 24,939
Surplus/Deficit	\$ 20,976	\$ 24,939

**South East Metropolitan Regional Council
FEE SETTING STATEMENT**

Budget - Statement of Cash Flows for the Period Ending 30 June 2003

Cash Flows from Operating Activities	Notes	2002/2003 Budget	2001/2002 Budget
Receipts			
Rates		\$ -	\$ -
Grants and Subsidies		\$ -	\$ -
Contribution, Reimbursements and Donations		\$ 137,239	\$ 110,702
Fees and Charges		\$ -	\$ -
Interest Earnings		\$ 20	\$ 400
Other Revenue / Income		\$ -	
Proceeds from Sale		\$ -	
Activity Based Costing		\$ -	
Non-Operating Income		\$ 2,500	\$ -
Totals		\$ 139,759	\$ 111,102

Payments			
Salaries		\$ -	\$ -
Employees		\$ -	\$ -
Materials		\$ 5,500	\$ 10,000
Contracts		\$ 56,800	\$ 33,800
Utilities		\$ 300	\$ 300
Interest Expenses		\$ -	\$ -
Insurance Expenses		\$ -	\$ -
Other Expenditure		\$ 89,639	\$ -
Non-operating Expenses (Capital)		\$ -	\$ -
Overheads		\$ -	
Plant		\$ -	
Activity Based Costing		\$ -	\$ 42,063
Totals		\$ 152,239	\$ 86,163

Nett Cash Used in Operating Activities -\$ 12,480 \$ 24,939

Cash Flows From Investing activities

Payments for Purchase of Assets	\$	-	\$	-
Proceeds for Disposal of Assets	\$	-	\$	-
Net Cash Used in Investing Activities	\$	-	\$	-

Cash Flows from Financing Activities

Net Loans Raised	\$	-	\$	-
Loan Principal Repayments	\$	-	\$	-
Net Cash Used in Financing Activities	\$	-	\$	-

Net Increase / (Decrease) in Cash Held -\$ 12,480 \$ 24,939

Cash at Beginning of the Year \$ 33,456 \$ -

Cash at the End of the Year \$ 20,976 \$ 24,939

**South East Metropolitan Regional Council
Statement of Cash Flows for Year 2002-2003**

Budget - Operating Statement for the Period Ending 30 June 2003

Operating Income	Notes	2002/2003 Budget	2001/2002 Budget
General Purpose Funding		\$ -	\$ -
Governance		\$ 139,759	\$ 111,102
Law, Order, Public Safety		\$ -	\$ -
Health		\$ -	\$ -
Education and Welfare		\$ -	\$ -
Housing		\$ -	\$ -
Community Amenities		\$ -	\$ -
Recreation and Culture		\$ -	\$ -
Transport		\$ -	\$ -
Economic Services		\$ -	\$ -
Other Property and Services		\$ -	\$ -
Totals		\$ 139,759	\$ 111,102

Operating Expenditure	Notes	2002/2003 Budget	2001/2002 Budget
General Purpose Funding		\$ -	\$ -
Governance		\$ 152,239	\$ 86,163
Law, Order, Public Safety		\$ -	\$ -
Health		\$ -	\$ -
Education and Welfare		\$ -	\$ -
Housing		\$ -	\$ -
Community Amenities		\$ -	\$ -
Recreation and Culture		\$ -	\$ -
Transport		\$ -	\$ -
Economic Services		\$ -	\$ -
Other Property and Services		\$ -	\$ -
Totals		\$ 152,239	\$ 86,163

Contributions to Development of Assets	Notes	2002/2003 Budget	2001/2002 Budget
Governance		\$ -	\$ -

Profit / Loss on Disposal of Assets	Notes	2002/2003 Budget	2001/2002 Budget
Governance		\$ -	\$ -

Change in Nett Assets	Notes	2002/2003 Budget	2001/2002 Budget
Resulting from Operations		\$ 12,480	\$ 24,939

South East Metropolitan Regional Council
Operating Statement for Year 2002-2003

SOUTH EAST METROPOLITAN
REGIONAL COUNCIL

BUDGET FOR 2002 - 2003

Row No.	DETAILS	Budget 2001-2002	Actuals to 30-May-02	Est Balance to 30-Jun-02	Est Total to 30-Jun-02	Budget 2002 - 2003
1	Transfer of funds from SERWC at S/Perth	\$ 28,202	\$ 28,202			\$ 33,456
2	INCOME					
3	Normal Receipts as Contributions					
4	Armadale	\$ 25,824	\$ 18,238	\$ -	\$ 18,238	\$ 42,959
5	Gosnells	\$ 38,295	\$ 27,500	\$ -	\$ 27,500	\$ 63,704
6	South Perth	\$ 18,380	\$ 13,199	\$ -	\$ 13,199	\$ 30,576
7	Cash advance to Bank	\$ -	\$ 20	\$ -	\$ 20	\$ -
7a	GST Refunds-ATO (previous Year)	\$ -	\$ -	\$ -	\$ -	\$ 2,500
8	Bank Interest	\$ 400	\$ 3	\$ 3	\$ 6	\$ 20
9	Total receipts	\$ 111,102	\$ 87,161	\$ 3	\$ 87,164	\$ 173,215
10						
11	EXPENDITURE					
12	MWAC Standard Support	\$ 9,276	\$ 9,276	\$ -	\$ 9,276	\$ 12,914
13	MWAC Extra Admin. Support - Contingency	\$ 3,262	\$ 3,262	\$ -	\$ 3,262	\$ -
14	MWAC Draft Contaminated Sites Investigations	\$ 900	\$ 900	\$ -	\$ 900	\$ -
15	MWAC R & D - Contingency	\$ 5,625	\$ -	\$ 5,625	\$ 5,625	\$ 5,625
16						
17	Regional Council					
18	Councillor Fees	\$ 3,000	\$ -	\$ 3,000	\$ 3,000	\$ 3,000
18a	Councillor Travel	\$ -	\$ -	\$ -	\$ -	\$ 1,000
18b	Councillor Conferences/Seminars	\$ -	\$ -	\$ -	\$ -	\$ 4,000
19	Function to launch Regional Council	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
20	New Image/Logo/Stationery, etc	\$ 10,000	\$ -	\$ -	\$ -	\$ 5,000
21	Management Advice	\$ 3,000	\$ 260	\$ 500	\$ 760	\$ 5,000
22	Contingency	\$ 5,000	\$ -	\$ -	\$ -	\$ -
23						
24	Administration General					
25	Chief Executive Officer with resources	\$ -	\$ -	\$ -	\$ -	\$ 35,000
26	Vehicle Travel	\$ 2,500	\$ 1,458	\$ 115	\$ 1,573	\$ 2,500
27	Parking	\$ 100	\$ 27	\$ 10	\$ 37	\$ 100
28	Chief Executive Officer (part time)	\$ 5,000	\$ 5,558	\$ 548	\$ 6,105	\$ -
29	Coordinator/Consultant (part time)	\$ 17,500	\$ 15,668	\$ 1,393	\$ 17,060	\$ 7,500
30	Disbursements Postage	\$ 300	\$ 256	\$ 50	\$ 306	\$ 300

31	Communications	\$ 300	\$ -	\$ -	\$ -	\$ 300
32	Copying	\$ 400	\$ 153	\$ 70	\$ 223	\$ 400
33	Bank Fees	\$ -	\$ 55	\$ 10	\$ 65	\$ 100
34	Cash advance to Bank	\$ -	\$ 20	\$ -	\$ 20	\$ -
35	Manuals, Publications, Support References	\$ -	\$ 125	\$ -	\$ 125	\$ 500
36	Provision for GST	\$ 1,000	\$ -	\$ -	\$ -	\$ -
37	Legal Expenses	\$ 3,000	\$ 2,489	\$ 500	\$ 2,989	\$ 3,500
38	Research and Development/Projects	\$ 3,000	\$ -	\$ -	\$ -	\$ 25,000
38a	Business Development	\$ -	\$ -	\$ -	\$ -	\$ 25,000
39	Staff Conferences/Seminars	\$ 1,000	\$ -	\$ -	\$ -	\$ 3,000
40	Adverts/Media	\$ 2,000	\$ 1,384	\$ -	\$ 1,384	\$ 2,500
41	Total Expenditure	\$ 86,163	\$ 40,889	\$ 11,820	\$ 52,709	\$ 152,239
42	Plus GST Suspense	\$ -	\$ 1,358	\$ 881	\$ 2,239	\$ -
43	Plus GST Payment	\$ -	\$ 3,688	\$ -	\$ 3,688	\$ -
44	Sub-Totals	\$ 86,163	\$ 43,219	\$ 10,939	\$ 54,159	\$ 152,239
45	Estimated Closing Balances	\$ 24,939			\$ 33,456	\$ 20,976
46	Totals	\$ 111,102			\$ 87,615	\$ 173,215

Participant	Population using ABS Data for 1996 (refer definition on page 2 of Est. Agreement)	%ages	Estimated Fees for 2002-2003
50	Armadale	49,703	31.30 \$ 42,959
51	Gosnells	73,705	46.42 \$ 63,704
52	South Perth	35,376	22.28 \$ 30,576
53	Totals	158,784	100.00 \$ 137,239

54

55 **Target Total Fees Req'd** \$ **137,239** (based on Total Expenditure-\$5,000-\$10,000)
(i.e lines 44, 19 & 20)

SOUTH EASTERN METROPOLITAN REGIONAL COUNCIL**PERFORMANCE INDICATORS FOR CHIEF EXECUTIVE OFFICER****DRAFT At 16 June 2002, expanded from List included in Duty Statement of April 2002.**

1. The timely and effective management of financial and regulatory reports.
2. The efficient management of the SEMRC 2002/2003 Budget and to facilitate the development and adoption of the 2003/2004 Budget as determined by Council.
3. The compliance with the requirements of the Local Government Act 1995 and all other relevant Acts and Regulations in respect of Annual Compliance Return, Interest returns, financial management and Annual Budget.
4. The delivery of any agreed Strategic, Principal Activity and Business Plan(s) not later than the agreed date and to ensure effective management and review of all adopted Plans and policies.
5. The development and maintenance of professional relationships with the Participants and the Mayors and CEOs of the Participants and the SEMRC Council and by actively contributing to the conduct of the Technical Advisory Committee (TAC) meetings.
6. The conduct of regular (not less than 6 monthly) briefings with each Participant CEO bringing to their attention, all significant corporate developments.
7. The development and maintenance of professional relationships with the metropolitan and rural Regional Councils.
8. The development and maintenance of professional relationships with the Municipal Waste Advisory Council (MWAC), its members and its officers.
9. The development and maintenance of professional relationships with all regulatory and policy making bodies involved in local government and solid waste management.

(SEMRC Agenda June 2002, Attachment No. 3)



Alannah MacTiernan

BA B.JURIS LLB JP MLA

MEMBER FOR ARMADALE

Minister for Planning & Infrastructure

10 July 2002

Mr Ray Tame
CEO
City of Armadale
Locked Bag No 2
ARMADALE WA 6992

CITY OF ARMADALE	
RECD	12 JUL 2002
TO	ETD / SB
REF/NOTE	
FILED	RDE / 4

I65357

Dear Ray

Partial closure of Ecko Road

I have been approached by a number of my constituents who are concerned that Ecko Road is used as a short cut between Brookton Highway and Armadale Road. I have examined the traffic counts available and it appears quite clear when examining the traffic counts at various points that this is indeed the case. Such use of a local road as a rat run between two major highways is clearly unacceptable and indeed unnecessary particularly given the upgrades that have taken place on the junction of Albany Highway and Brookton Highway.

I understand that the proposal is to close the road at the eastern end, east of Billabong Way. This will allow maximum flow through of local traffic through Ecko Road. Of course it is possible that this closure may in fact have a consequential impact on Lefroy Road in particular and that will need to be monitored.

I would very strongly support any decision by Council to at least trial this road closure. This is not something I do lightly but in this case, I believe there is real justification and it should not unduly impact on other local streets. I repeat there is a need of course to monitor the impact on Lefroy Road.

Yours sincerely

HON ALANNAH MacTIERNAN MLA
MINISTER FOR PLANNING AND INFRASTRUCTURE
cc. T Ginn



Legislative Assembly, Parliament of Western Australia.

Electorate Office: Unit 11, 2736 Albany Highway, Kelmscott 6111 Western Australia
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