

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, 27 JUNE 2005, AT 7.00 PM.

A meal will be served at 6.15pm.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

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

Mr Rod Ross – Araluen Botanic Park - *Northern Boundary Access*.

QUESTION TIME

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 30 May 2005, be confirmed.

MOVED Cr

SECONDED Cr

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 12

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

- **Outstanding Matters**
Report on Outstanding Matters – Technical Services Committee..... T-1
- **Monthly / Quarterly Departmental Reports**
Technical Services Directorate Works Programme..... T-2
- **Minutes from Occasional Advisory Committees**
Armadales Gosnells Landcare Group Meeting T-5
Bungendore Park Management Committee – April 2005 T-19
Bungendore Park Management Committee – May 2005 T-25

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.

INDEX

TECHNICAL SERVICES COMMITTEE

27 JUNE 2005

PARKS AND RESERVES

PROPOSED RE-ALLOCATION OF BUDGET FUNDS AND ASSOCIATED RE-CONFIGURATION OF PARKS DEPARTMENT MAINTENANCE OPERATIONS...	4
PROPOSED TOWN CENTRE MAINTENANCE CREW FOR ARMADALE AND KELMSCOTT AND LOCAL BUSINESS DISTRICTS	14

ENGINEERING, DESIGN AND DEVELOPMENT

FOOTPATH – FORREST ROAD, ARMADALE	33
INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF BEDFORDALE HILL ROAD, SOUTH WESTERN HIGHWAY AND WILLIAM STREET, ARMADALE.....	21
LEFROY ROAD/BILLABONG WAY/BROOKTON HIGHWAY INTERSECTION	24
PAGE ROAD / ALBANY HIGHWAY INTERSECTION – PROPOSED TRAFFIC LIGHTS	18
ROADWORKS – SAPLING WAY, WESTFIELD	32
TENDER NO. 35/04 – CONSTRUCTION OF CULVERT 5206 CHAMPION DRIVE OVER SOUTHERN RIVER	27
TOMAH ROAD / MORGAN PARK CONFLICT	30
TRAFFIC / CAR PARKING – TALUS DRIVE, MT RICHON.....	29
TRAFFIC MANAGEMENT – ORCHARD AVENUE, ARMADALE.....	31

MISCELLANEOUS

ADVERTISING LITTER BINS.....	39
CONSIDERATION OF TECHNICAL SERVICES BUDGET 2005/2006	44
INTERNATIONAL PUBLIC WORKS CONFERENCE 2005 - ADELAIDE.....	36
STAFFING REPLACEMENTS – TECHNICAL SERVICES DIRECTORATE.....	42
VACANCY FOR WALGA MEMBER – MUNICIPAL WASTE ADVISORY COUNCIL	34

CONFIDENTIAL ITEM

CORFIELD STREET CONSTRUCTION	45
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PROPOSED RE-ALLOCATION OF BUDGET FUNDS AND ASSOCIATED RE-CONFIGURATION OF PARKS DEPARTMENT MAINTENANCE OPERATIONS

WARD All
FILE REF RES/1
DATE 21 June 2005
REF PL/GP
RESPONSIBLE MP
MANAGER

In Brief:

- The Parks Department's rubbish truck is due for replacement. There is an allocation in the 2005/06 Support Services Plant and Vehicle Replacement budget of \$280,000 to purchase a new one.
- It is proposed that:
 - the Parks rubbish truck not be replaced
 - Council's Waste Services Department take over responsibility for emptying park bins across the City
 - the \$280,000 be used to purchase additional Parks Department plant, equipment and vehicles
 - the existing Parks outside workforce be re-arranged into a more productive configuration.
- **Recommend:**
 1. That the Parks and Reserves Department's rubbish truck which is due for replacement in 2005/06 not be replaced
 2. That the responsibility for emptying park bins throughout the City be undertaken by the City's Waste Services Department
 3. That \$280,000 currently allocated in the 2005/06 Support Services Plant and Vehicle Replacement budget for replacement of the Parks and Reserves Department rubbish truck be re-allocated to the purchase of plant, vehicles and equipment for the Parks Department as outlined in the report.
 4. That the City appoints one additional Parks apprentice at a cost of \$15,739 in the 2005/06 financial year
 5. That Council endorse the proposed re-configuration of the Parks Department outside workforce as detailed in the report subject to Recommendation Parts (1), (2) and (3) being adopted and a satisfactory business arrangement being made between Waste Services and Parks and Reserves for the future emptying of park bins.
 6. That a further report be provided to a future Technical Services Committee on the details of the business arrangement being made between Waste Services and Parks and Reserves for the future emptying of park bins.

Tabled Items
Nil.

Officer Interest Declaration
Nil.

Strategic Implications
Physical Infrastructure

2. *Implement long term preventative maintenance and refurbishment programs*
 - 2.1 a) *Determine levels of service based on community needs, infrastructure standards, refurbishment requirements and public liability*

b) Identify the need for reserve funds and overall level of funding for preventative maintenance and refurbishment

Corporate Services

- 1. Involve staff in creating a working environment characterised by teamwork and self-empowerment*
- 3. Encourage innovation and creativity in meeting the needs of the community
Promote employment and residential growth, encouraging the economic well-being of the community*

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Municipal Employees (Western Australia) Award 1999

City of Armadale Field Staff Enterprise Bargaining Agreement 2003

Council Policy/Local Law Implications

General assessment has not revealed any applicable policies/local laws.

Budget/Financial Implications

\$15,739 (Year one).

Consultation

Technical Services Directorate.

BACKGROUND

The City's Manager Parks presented to the Technical Services Committee an overview of the Parks and Reserves 'Maintenance Programme Cost and Staffing Review' in February 2005 as follows:

An assessment of the City's Parks and Reserves Department operations has been undertaken and highlights that the current service levels are significantly below industry standards and community expectations.

A maintenance budget in the order of \$4 million would be required to achieve service levels equivalent to most similar Councils or \$3.2 million to achieve minimum expected standards. (current Parks maintenance budget allocation is \$2.5 million).

The need for additional resources to:

- a) provide funds required for extended tree maintenance in power lines*
- b) upgrade mowing service levels*
- c) provide specialist Nature Reserves maintenance*
- d) provide dedicated town centre maintenance*

T9/02/05 Recommend:

- 1. That the impact on the 15 Year Financial Plan of the addition of \$610,000 of new funding to the Technical Services Directorate budget allocation from the 2005/06 financial year and all following years for Parks and Reserves expenditure be assessed during the next 15 Year Financial Plan Review*
- 2. That if the impact is such that the additional funding cannot be provided, the current service levels be established as the delivered standard*

3. *That it be noted that the additional expenditure is for existing parks and reserves only and that other asset types (eg buildings) are also served at lower than industry standards*

Furthermore the report outlined the funding and resources to deliver services currently demanded but not delivered in a number of areas, including responsive mowing.

The last Parks and Reserves Department Field Staff re-structure was approved by Council via Recommendation T593/95. It primarily involved the re-organization of existing staff (18) and plant resources and the purchase of some additional plant and equipment following a review of it's operations within the Directorate and introduction of structural changes for the improvement of service delivery, better utilization of staff, improved efficiencies and the development of a more flexible and multi-skilled operation overall.

At it's Ordinary Meeting of Council, City Strategy meeting held on 13 June 2005 Council considered a report on the Draft 2005-2020 Fifteen Year Forward Financial Plan.

CS 48/6/05 Recommend:

2. *That Council via the July 11th 2005 City Strategy Committee Meeting be provided with an officer report presenting options on varying the Draft 2005-20 Fifteen Year Financial Plan such that in the first 2-3 years of the Plan, more than that which is currently planned can be achieved/delivered in the areas of reserve development, footpath construction and parks and reserves maintenance standards.*

DETAILS OF PROPOSAL

The Parks Department's rubbish truck is due for replacement. There is an allocation in the 2005/06 Support Services Plant and Vehicle Replacement budget of \$280,000 to purchase a new one.

The Parks Department's rubbish truck is used to empty bins on parks and reserves throughout the City. However it is suggested that, in keeping with the trend in most other Councils, this is an operation more appropriately handled by Council's Waste Services which is also more adequately resourced to handle the task.

If Waste Services took over responsibility for emptying park bins the \$280,000 on the budget to replace the Parks Department's rubbish truck could be used to purchase additional Parks maintenance plant and equipment.

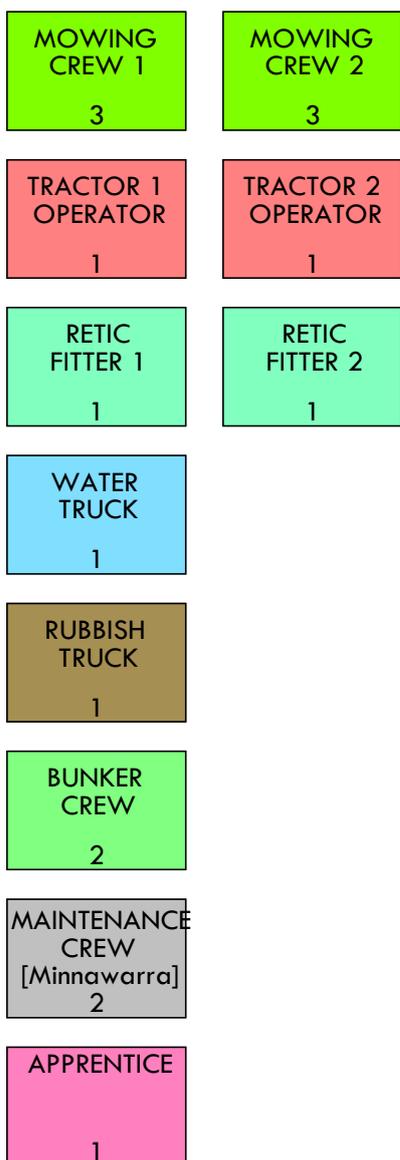
This would then allow the Parks Department to arrange its existing workforce into a more productive configuration as shown below:

Table 1 - Proposed Re-Configuration of Parks Maintenance Operations Based on Non-replacement of Parks Rubbish Truck and Appointment of Additional Apprentice

Work Unit	Existing/New Work Unit	No. Staff	Existing Plant	New Plant	Net Cost
Mowing Crew 1	Existing	2	Sell Truck/trailer for \$15,000 Keep ride-on mower	Truck* \$60,000 Ride-on mower \$30,000	\$75,000
Mowing Crew 2	Existing	2			
Mowing Crew 3	New	2		Truck* \$60,000 2 x ride-on mowers @ \$30,000 ea	\$120,000
Spray Operator	New	1		4WD \$40,000 Spray unit \$5,000	\$45,000
Reticulation Fitter 1	Existing	1			
Reticulation Fitter 2	Existing	1			
Reticulation Fitter 3	New	1		4WD \$40,000 Pod \$10,000	\$50,000
Tractor 1	Existing	1			
Tractor 2	Existing	1			
Water Truck	Existing	1			
Minnawarra Crew	Existing	2			
General Maintenance Crew	Existing	2			
Apprentice (3 rd Yr)	Existing	1			
Apprentice *	New	1			\$15,739 (Yr 1)
TOTAL		19			\$305,739

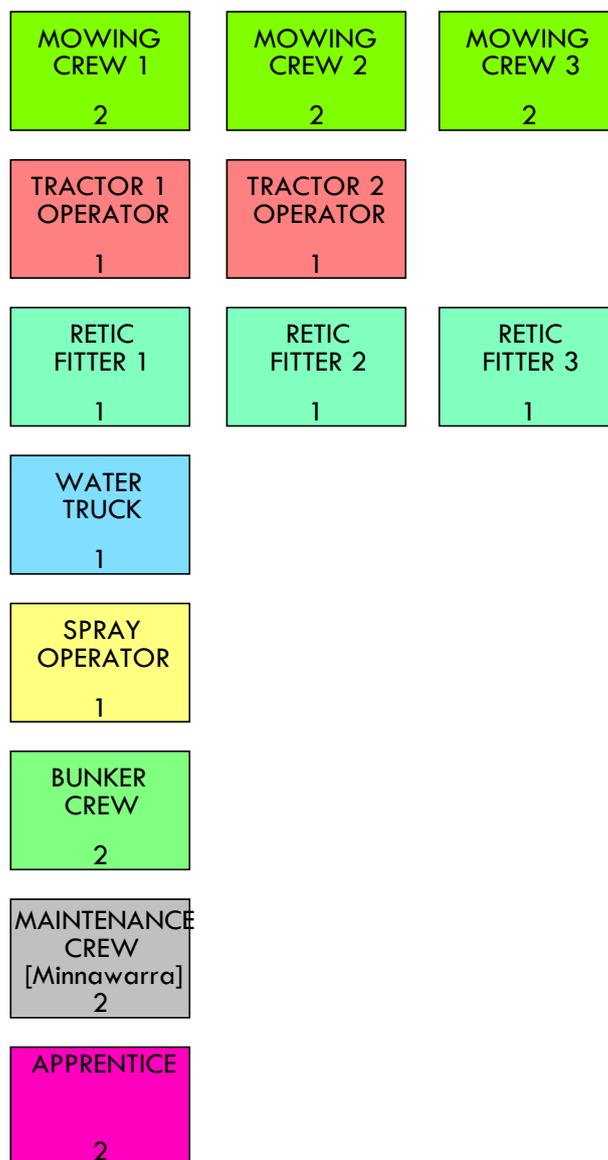
** This is the only proposed addition to the current work force of 18. All other proposed work units utilize existing staff.*

PARKS AND RESERVES FIELD STAFF STRUCTURE EXISTING



TOTAL 17

PARKS AND RESERVES FIELD STAFF STRUCTURE PROPOSED



TOTAL 19

COMMENT

The proposed re-configuration of the Parks Department would be financed entirely from the re-allocation of the \$280,000 currently allocated for Parks rubbish truck replacement with the exception of the appointment of an additional Parks apprentice.

The proposal would produce the following benefits:

Extra Apprentice

The addition of an extra apprentice would be highly desirable for a number of reasons.

From an operational perspective it would provide greater flexibility in the placement of staff. Flexibility will be a critical factor with the proposed 3 x 2-man crews compared to the existing 2 x 3-man crews.

However there are other important reasons for employing an additional apprentice:

- By employing an apprentice the City is leading by example for the local business community.
- In the current and previous Field Staff Enterprise Bargaining Agreements (2001 and 2003) Council has made a commitment to consider, and introduce if appropriate, traineeships and apprenticeships relevant to its core activities.
- Apprentices will act as a conduit to transfer latest technology from learning institutions back to the City, effectively enhancing the knowledge and expertise of existing Council staff.
- The apprentice would need to be employed in January/February 2006 as trades institutions commence early March.
- The current incentives for taking on an apprentice are \$1,650 (including 10% GST) when apprentice is indentured and \$2,750 (including 10% GST) on successful completion of the apprenticeship.
- Apprentice wages are calculated as a percentage of the wage level of qualified staff as shown below:

Table 2 : Percentage

First year	42%
Second year	55%
Third year	75%
Fourth year	88%

Wage per week is expressed as a percentage of the Level 4A rate for Parks in accordance with the Municipal Employees (Western Australia) Award 1999,

Level 4A rate is currently \$618 per week, \$32,137 per annum under the Field Staff Enterprise Bargaining Agreement 2003.

Using the above percentage as a guide, if an apprentice was employed, the following cost for each apprentice would be:

YEAR	WEEKLY WAGES	SUPER	WORKERS COMP 9%	TOTAL PER ANNUM
One	\$259	\$1,209	\$415	\$15,092
Two	\$339	\$1,584	\$544	\$19,704
Three	\$463	\$2,159	\$741	\$26,976
Four	\$543	\$2,533	\$870	\$31,639

The appointment of an additional Parks apprentice is important in continuing to build a City strong in opportunity by creating employment for young people, providing greater flexibility in the placement of Parks staff within the proposed re-configuration of Parks maintenance operations and providing continuity to any apprentice programme eg. one in his/her final year and one commencing an apprenticeship.

Extra Mowing Crew

Under the proposal a third mowing crew is created and the number of ride-on mowers operating on a daily basis in the Department increases from 2 to 5.

This is very significant as it is “ride-on hours” that largely determines the standard of mowing across the City.

The introduction of an additional new dedicated mowing crew would allow the existing two crews the ability to concentrate on programmed works without having to deal with “one off” jobs (eg. traffic vision hazards)

The increased mowing frequencies will have a dramatic effect on the year round appearance of Council’s parks and will greatly improve their amenity value for local residents whilst still maintaining a responsive, “non-programmed” capability within the department.

The establishment of these new resources will ensure that the Parks and Reserves Department is equipped to better respond to current demands within the City.
New development will place even higher service demands on the City.

New Spray Operator position

The creation of this new role will also have a significant impact on the standard of “finish” that can be achieved on Council’s parks.

At present many man-hours are spent whipper snipping around trees and fixtures and along fence lines. A full-time spray operator will keep these fixtures, trees and fences free of grass and eliminate or greatly reduce the need for this time-consuming practice.

Combine this with the fact that each mowing crew would be equipped with 2 ride-on mowers instead of 1 and the time spent at each reserve is greatly reduced.

Less time spent at each reserve means reserves can be cut more frequently which in turn means a better year-round appearance for the City’s parks.

New Reticulation Fitter

The Parks Department currently has two Reticulation Fitters who are not able to adequately service the amount of irrigated turf and gardens throughout the City.

The industry rule-of-thumb is that a Reticulation Fitter can reasonably manage around 50ha of irrigated turf and gardens. The City of Armadale's Reticulation Fitters are currently trying to maintain around 110ha each.

The result is that irrigation systems are not being checked and maintained as regularly as they should.

This means that faulty or vandalized reticulation does not get fixed, water gets wasted and turf and garden areas are not being presented to the standard they otherwise could be.

ANALYSIS

The key to the above proposal is the re-assignment of the City's park bin emptying operation from Parks and Reserves to Waste Services.

The Coordinator Waste Services advises that his current resources are adequate to take on this task, especially if the number of bins on reserves is rationalized. (*At present there are around 200 park bins, many of which tend to have little rubbish in them from week to week. The Parks Department is currently undertaking a review of all bins on reserves with a view to reducing considerably the total number without unduly reducing the amenity to the City's ratepayers*).

OPTIONS

1. Council chooses not to adopt the proposal:
 - The Parks Department goes ahead with the purchase of a new rubbish truck in 2005/06 and continues to empty park bins across the City.
 - The existing Parks Department outside workforce configuration is maintained.
 - No extra funding is involved
 - There is no productivity gain in Parks maintenance operations
2. Council adopts the proposal minus the extra apprentice:
 - The Parks Department does not replace its existing rubbish truck in 2005/06
 - The \$280,000 on the Support Services Plant and Vehicle Replacement budget is used to purchase vehicles, plant and equipment as detailed in the proposal
 - The Parks Department's outside work force re-configured as detailed in the proposal minus the extra apprentice:
 - Loss of flexibility to configure work crews to meet day to day demand variations.

- Loss of leadership position in developing employment opportunities for its youth.
 - No extra funding is involved.
 - Significant Parks Department productivity gains are realized
3. Council adopts the proposal including the extra apprentice:
- As for option 2 except that extra funding of approximately \$15,739 would be required in year one for the appointment of one additional Parks apprentice.
 - Extra flexibility to configure work crews to meet day to day demand variations.
 - Increase leadership position in developing employment opportunities for its youth.

CONCLUSION

Option 3 above is clearly the most desirable outcome for the Parks Department.

At relatively very little addition to the Parks Department's operating budget (ie. the cost of an apprentice) it would provide the opportunity for significant productivity gains in Parks Department maintenance operations.

The next best option is Option 2. This could be achieved at no additional cost to the Parks Department's operating budget yet still create the potential for significant productivity gains in Parks Department operations.

Option 1 is considered an inefficient use of Council resources and would not result in any productivity gains in Parks Department operations.

RECOMMEND

- 1. That the Parks and Reserves Department's rubbish truck which is due for replacement in 2005/06 not be replaced**
- 2. That the responsibility for emptying park bins throughout the City be undertaken by the City's Waste Services Department**
- 3. That \$280,000 currently allocated in the 2005/06 Support Services Plant and Vehicle Replacement budget for replacement of the Parks and Reserves Department's rubbish truck be re-allocated to the purchase of plant, vehicles and equipment for the Parks Department as outlined in the report.**
- 4. That the City appoints one additional Parks apprentice at a cost of \$15,739 in the 2005/06 financial year**

5. That Council endorse the proposed re-configuration of the Parks Department outside workforce as detailed in the report subject to Recommendation Parts (1), (2) and (3) being adopted and a satisfactory business arrangement being made between Waste Services and Parks and Reserves for the future emptying of park bins.
6. That a further report be provided to a future Technical Services Committee on the details of the business arrangement being made between Waste Services and Parks and Reserves for the future emptying of park bins.

MOVED Cr

MOTION CARRIED/LOST

***PROPOSED TOWN CENTRE MAINTENANCE CREW FOR ARMADALE AND
KELMSCOTT AND LOCAL BUSINESS DISTRICTS***

WARD All
FILE REF RES/1
DATE 21 June 2005
REF PL/GP
RESPONSIBLE MP
MANAGER

In Brief:

- It is proposed that a full-time maintenance crew be created to maintain the town centre streetscapes of Armadale and Kelmscott including the local shopping precincts and industrial areas.
- **Recommend**
That Council consider funding the establishment of two full time employees within the Parks and Reserves Department of the Technical Services Directorate and associated plant and equipment in 2005/06 to maintain the town centre streetscapes of Armadale and Kelmscott including the local shopping precincts and industrial areas.

Tabled Items

Report: “ A Town Centre Maintenance Crew for Armadale and Kelmscott and Local Business Districts” dated June 2005

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

2. *Implement long term preventative maintenance and refurbishment programmes*
4. *Enhance townscapes and parkland to complement our natural environment.*
 - 4.1 *Develop precinct plans and commence townscape, streetscape and parkland improvements to enhance the distinctive character of the city.*

Development

2. *Promote the investment potential of Armadale as a Regional Centre (Focus on the values of the City's distinctive local identity)*

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

\$270,426 year one

\$175,000 year two and beyond (*not including capital improvements*)

Actual budget impact \$136,000 (*after savings on existing works taken into account*)

Consultation

General consultation Armadale Redevelopment Authority.

PROPOSAL

It is proposed that a full-time maintenance crew be created to maintain the town centre streetscapes of Armadale and Kelmscott including local shopping precincts and industrial areas to provide a consistently high standard of cleanliness and amenity given the planning and development of these centres has commenced.

The additional expenditures are committed to existing parks and reserves only. The rapidly increasing rate of development will place an increasing demand on the Parks Department above these levels. Indeed the higher service standards delivered by developers in the new areas will throw the existing service standards into stark relief, further increasing community demands.

Details of the proposal are contained in the tabled report “ *A Town Centre Maintenance Crew for Armadale and Kelmscott and Local Business Districts*” (June 2005).

OBJECTIVE

To take the lead in the push to encourage improvement of the town centres of Kelmscott and Armadale and local business districts within the City of Armadale by maintaining these areas to a consistently high standard of cleanliness and amenity.

BACKGROUND

The Armadale and Kelmscott *Enquiry by Design Workshops* (May 2002) highlighted the need for “a push to get the ball rolling”, the need to “create a climate of cooperation” and the need for “demonstration projects to implement as ‘quick wins’” if the town centres were to improve and grow.

The City’s Manager Parks presented to the Technical Services Committee an overview of the Parks and Reserves maintenance programme cost and staffing review in February 2005 as follows:

An assessment of the City’s Parks and Reserves Department operations has been undertaken and highlights that the current service levels are significantly below industry standards and community expectations.

A maintenance budget in the order of \$4 million would be required to achieve service levels equivalent to most similar Councils or \$3.2 million to achieve minimum expected standards. (current Parks maintenance budget allocation is \$2.5 million).

The need for additional resources to:

- a) provide funds required for extended tree maintenance in power lines*
- b) upgrade mowing service levels*
- c) provide specialist Nature Reserves maintenance*
- d) provide dedicated town centre maintenance*

T9/02/05 Recommend:

- 1. That the impact on the 15 Year Financial Plan of the addition of \$610,000 of new funding to the Technical Services Directorate budget allocation from the 2005/06*

- financial year and all following years for Parks and Reserves expenditure be assessed during the next 15 Year Financial Plan Review*
2. *That if the impact is such that the additional funding cannot be provided, the current service levels be established as the delivered standard*
 3. *That it be noted that the additional expenditure is for existing parks and reserves only and that other asset types (eg buildings) are also served at lower than industry standards*

Furthermore the report outlined the funding and resources to deliver services currently demanded but not delivered in a number of areas, including town centres maintenance.

At it's Ordinary Meeting of Council, City Strategy meeting held on 13 June 2005 Council considered a report on the Draft 2005-2020 Fifteen Year Forward Financial Plan.

CS 48/6/05 Recommend:

2. *That Council via the July 11th 2005 City Strategy Committee Meeting be provided with an officer report presenting options on varying the Draft 2005-20 Fifteen Year Financial Plan such that in the first 2-3 years of the Plan, more than that which is currently planned can be achieved/delivered in the areas of reserve development, footpath construction and parks and reserves maintenance standards.*

DISCUSSION

The creation of a full-time Town Centre Maintenance Crew would achieve all three of the *Enquiry By Design* objectives described above.

Options

In addition to setting up the maintenance crew the tabled report discusses the need for a capital works program to upgrade the CBDs of Armadale and Kelmscott. (The creation of the necessary landscape master plans is currently being managed by the Armadale Redevelopment Authority)

An option also to be investigated is the possibility of the maintenance crew generating revenue by contracting to local businesses to maintain their street front landscaping. This would offset some of the costs of the crew and have the additional benefit of further improving the overall streetscape.

It is suggested however that this would be something best decided after the crew has been operational for 12 months and anticipated work loads have been fully tested.

Costs and Benefits

Costs

The costing of the proposed Town Centre Maintenance Crew for the first 5 years is contained in the tabled report.

In summary the crew would cost around \$270,426 in the first year to set up. Running costs thereafter would be around \$175,000 per year. However the real budget impact would only be around \$136,000 per year as the introduction of the crew would produce a saving of approximately \$39,000 on current expenditure (see tabled report).

The cost of landscape capital works (see tabled report) would be in addition to these costs.

Benefits

The full benefits of a Town Centre Maintenance Crew are outlined in the tabled report.

In summary the benefits include:

- a) encouragement for local businesses to improve the standard of their street frontages
- b) a visible Council presence in the CBD which is an important step towards creating a climate of cooperation with local business
- c) improved amenity for the public

Risks

There is the possibility that local business does not respond in the way hoped. To reduce this risk it will be important for the proposed crew to make a priority of developing a good rapport with local business operators in the CBD to encourage them/advise them on how to improve their own streetscape landscaping.

Constraints

Council's 15 Year Financial Plan makes no allowance for the establishment of a Town Centre Maintenance Crew.

RECOMMEND

That Council consider funding the establishment of two full time employees within the Parks and Reserves Department of the Technical Services Directorate and associated plant and equipment in 2005/06 to maintain the town centre streetscapes of Armadale and Kelmscott including the local shopping precincts and industrial areas at a cost of \$270,426 in year one.

MOVED Cr

MOTION CARRIED/LOST

PAGE ROAD / ALBANY HIGHWAY INTERSECTION – PROPOSED TRAFFIC LIGHTS

WARD River
FILE REF RDA/8; RDP/1
DATE 20 June 2005
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advised of MRWA proposal to install traffic lights at Page Road / Albany Highway intersection.
- Discusses advantages and disadvantages.
- **Recommend**
That Main Roads Western Australia be advised that Council will finalise its position on the desirability of traffic lights at the Page Road / Albany Highway intersection after it has been able to analyse the results of the Kelmscott Traffic Study.

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

Nil.

Consultation

Main Roads Western Australia, Armadale Redevelopment Authority and Kelmscott Town Centre Working Group.

BACKGROUND

Council has been advised by Main Roads Western Australia that it is proposed to install a set of traffic lights at the Albany Highway / Page Road intersection during 2006. The works will be funded by the State Black Spot Programme.

Prior to this formal advice being received unofficial advice was provided to the Kelmscott Town Centre Working Group that two sets of lights may be installed, one at Page Road and the other at the intersection of Albany Highway with either Gilwell Avenue or Streich Avenue. The intention to erect this latter set of lights has been delayed however because it was felt that the lights may be too close to the existing lights at Denny Avenue and may therefore result in queuing problems.

The Kelmscott Town Centre Working Group are reviewing options for the design of the Town Centre and it is presently felt possible that Gilwell Avenue could be realigned to meet, and eventually cross, Albany Highway at a point slightly further north than the existing

intersection. If this option eventuates then the potential queuing problems may be alleviated. A traffic study has been commissioned by the Armadale Redevelopment Authority (see item May 2005 TSC) to assess this and associated options for the development of the Town Centre and the decision on installation of the second set of traffic lights has therefore been delayed.

COMMENT

The proposal to install a set of traffic lights at the Page Road intersection is in line with Council's previously stated requirements for the Kelmscott Town Centre and was a requirement that was highlighted in the Kelmscott Enquiry-by-Design process. The installation of the lights would provide the following two major benefits:

1. It will break up through traffic on Albany Highway and therefore increase the opportunity for pedestrians to cross the highway in the Town Centre.
2. It would provide a safer access for traffic entering the highway from the east and wishing to turn north.

Point 2 above also provides a potential disadvantage to the proposal in that it may attract a significant amount of traffic to Page Road.

The traffic study previously referred to will be assessing, among other things, the anticipated extra traffic volume on Page Road should the Page Road / Albany Highway lights be installed in isolation.

OPTIONS

Main Roads Western Australia are presently carrying out preliminary planning in preparation for the installation of the Page Road lights towards the end of the 2005 / 2006 Works Programme. This means that Council has three options, as follows:

1. Approve the installation of the lights.
2. Not approve the installation of the lights.
3. Approve the installation of the lights subject to a commitment from Main Roads Western Australia that associated lights at the Gilwell Avenue / Streich Avenue intersection will be installed in association with the Page Road lights.

Option 2 above is not considered appropriate bearing in mind:

1. The Kelmscott Enquiry-by-Design process identified a requirement for lights at this intersection.
2. Council had previously requested Main Roads Western Australia to install lights at the intersection.
3. The proposed funding source is via State Black Spot Grants and this therefore indicates that there is an existing safety problem at the intersection.

Bearing in mind that the traffic study referred to above is already in process and also that the Minister for Planning and Infrastructure has requested that proposals for the future development of the Kelmscott Town Centre be finalised in the next few months, it is

suggested that Option 3 above is probably the most suitable. In order to confirm this it would be appropriate to await the outcomes of the traffic study.

CONCLUSION

It is recommended therefore that Council advise Main Roads Western Australia that whilst it generally supports the installation of traffic lights at the Page Road / Albany Highway intersection it is concerned at the possible significant increase in traffic on Page Road that may result. In light of this Main Roads Western Australia should therefore be advised that Council thinks it may be necessary to install both of the originally proposed sets of traffic lights at the same time and that it will finalise its decision on this matter when the outcomes of the Kelmscott Town Centre Traffic Study are finalised.

RECOMMEND

That Main Roads Western Australia be advised that Council will finalise its position on the desirability of traffic lights at the Page Road / Albany Highway intersection after it has been able to analyse the results of the Kelmscott Traffic Study.

MOVED Cr

MOTION CARRIED/LOST ()

INSTALLATION OF TRAFFIC SIGNALS AT INTERSECTION OF BEDFORDALE HILL ROAD, SOUTH WESTERN HIGHWAY AND WILLIAM STREET, ARMADALE

WARD Neerigen/
Minnawarra
FILE REF RDS/18
DATE 22 June 2005
REF JG
RESPONSIBLE MTS
MANAGER

In Brief:

- Outlines proposal by MRWA to install traffic signals at the intersection of South Western Highway, Bedfordale Hill Road and William Street.
- **Recommend**
That Council inform Main Roads Western Australia that it has no objection to the installation of traffic signals at the intersection of South Western Highway, William Street and Bedfordale Hill Road as shown on Drawing SK-0029-01(E).

Tabled Items

Drawing SK-0029-01-E.

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

Nil.

Consultation

Main Roads Western Australia, Various Consultants.

BACKGROUND

Main Roads Western Australia (MRWA) has advised Council that it is intended to install traffic signals at the intersection of Bedfordale Hill Road, South Western Highway and William Street, Armadale.

Two independent traffic investigations by MRWA/Klyne Consultants and City of Armadale/Maunsell have recommended the installation of traffic signals based on the number and types of crashes over the past five year period (January 1998 to December 2002).

COMMENT

A total of 17 crashes were recorded for this intersection, 13 of these crashes were right-angle type accidents. Right angle type crashes are symptomatic of drivers on the intersecting roads controlled by 'Stop' signs who do not obey the control and enter the intersection when it is not safe to do so. These drivers whose vision is obscured to on-coming traffic by other

vehicles or the roadside environment may enter the intersection and mis-calculate the gap in the traffic flow.

Traffic signals give drivers on each of the approaches to the intersection a clear indication that it is not safe to enter the intersection when a 'red' signal is displayed. Before and after studies on similar intersections have demonstrated the installation of traffic signals have reduced the occurrence of right-angle crashes by 70%.

MRWA are seeking Council's support for the proposed project with a view to carrying out the work as part of its 2005/2006 Programme. The work will also include the provision of parallel pedestrian signal phases with tactile treatments on all four legs.

No financial contribution is required from Council to complete this project to enhance safety for vehicles and pedestrians alike.

The work is generally in accordance with the intentions of the Armadale Enquiry-by-Design and also the ARA Town Centre Concept Plan. The traffic signals will help to define a gateway to the town centre from the South Western Highway.

There will be some increases in the traffic on William Street and Bedfordale Hill Road but these are unlikely to result in increases to volumes above those that could reasonably be expected for these categories of road.

The matter of John Street becoming a short cut through to Commerce Avenue is an associated matter which has been raised previously. Technical Services officers have already commenced investigation into this issue and will report back at a later stage on the matter. It is not felt however that this issue is affected by any decision to include traffic signals at the intersection.

CONCLUSION

The installation of traffic signals at the intersection of South Western Highway, William Street and Bedfordale Hill Road will reduce the number and severity of right angle type crashes which were over-represented in the 5 year crash records.

RECOMMEND

That Council inform Main Roads Western Australia that it has no objection to the installation of traffic signals at the intersection of South Western Highway, William Street and Bedfordale Hill Road as shown on Drawing SK-0029-01(E).

MOVED Cr
MOTION CARRIED/LOST

LEFROY ROAD/BILLABONG WAY/BROOKTON HIGHWAY INTERSECTION

WARD River
FILE REF RDL/6
DATE 21 June 2005
REF JG
RESPONSIBLE MANAGER MTS

In Brief:

- Options for increasing safety at the Lefroy Road/Billabong Way/Brookton Highway intersection.
- **Recommend**
That the upgrade of the intersection of Brookton Highway, Billabong Way and Lefroy Road at an estimated cost of \$48,000 be included in the 2005/2006 road works programme with the proposed works in Keays Road, Kelmscott being deferred until 2006/2007.

Tabled Items

Drawings 03-98 and 03-98/1.

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

Extra work included in 2005/2006 Works Programme but other work deferred. Thus no increase to proposed 2005/2006 funding requirements.

Consultation

Nil.

BACKGROUND

At its Ordinary Meeting on 7 June 2005, Council resolved (T32/05/05) as follows:

1. *That Council officers inform residents in the Lefroy Road area (area as shown in the plan being extended to include Salter Road, Ellen and Millen Streets) of the results of the traffic study outcomes and consult with residents as to further options.*
2. *That the matter of possible design options for the Billabong Way, Lefroy Road and Brookton Highway intersections be recommitted to the next Technical Services Committee.*

The increased traffic volume prior 553vpd (vehicles per day) and after 1232vpd closure of Ecko Road at the now busier intersection of Brookton Highway, Lefroy Road and Billabong Way requires modification (upgrading) to improve the safety for vehicles and residents at this location.

The above numbers shown that the increase of 679vpd or 122%, made it necessary to assess this intersection and provide options to improve driveability and safety.

OPTIONS

Following various site inspections and analysing the traffic movement it was considered that three options may need further investigation.

Option 1

Improve signing and lining at the current intersection configuration by the installation of a “Giveaway” sign and associated linemarking at the intersection of Lefroy Road/Billabong Way.

This option will not improve the safety greatly.

Approximate Cost \$3,000

Option 2

Modifications to both intersections as shown on Drawing 03-98, relocate Billabong Way as far as possible to the west without the requirement to relocate Western Power infrastructure or the need for any land resumption. The construction cost is relatively high based on the need to remove and relocate existing drainage and pathway infrastructure. The current owner of Lot 1 Lefroy Road has established a well maintained verge garden, this will need to be removed and re-established in a different form.

Approximate Cost \$40,000.

Option 3

This option is similar to Option 2 but includes two (2) splitter islands at the T-junctions (as shown on Drawing 03-98/1) to further increase the safety of this double T intersection. All other major reconstruction works as above.

Approximate Cost \$48,000.

CONCLUSION

The preferred option to improve the two intersections is Option 3. Relocating Billabong Way to the west, install splitter islands, improve drainage and relocate existing pathway as shown on Drawing 03-98/1.

However, the inclusion of splitter islands at both T-junctions will reduce the traffic movements of larger vehicles, most single unit trucks (eg. waste removal trucks and others to approximately 12.0m in length) will be able to traverse the intersection. Larger truck combinations up to 19.10m will need to access Billabong Way via Albany Highway and Ecko Road and depart through Lefroy Road back to Albany Highway.

Prior to any construction in Billabong Way, Council will carry out a consultation process with the resident affected by the changes to the road system, as well as having the plans approved by Main Roads Western Australia for new lines and signs.

The works could be included in the 2005/2006 Works Programme by deferring work on Keays Road, Kelmscott (\$46,200) or Fisher Place, Forrestdale (\$41,500). Alternatively they could be added to the end of the Five Year Programme.

RECOMMEND

That the upgrade of the intersection of Brookton Highway, Billabong Way and Lefroy Road at an estimated cost of \$48,000 be included in the 2005/2006 road works programme with the proposed works in Keays Road, Kelmscott being deferred until 2006/2007.

MOVED Cr

MOTION CARRIED/LOST

CONSTRUCTION OF CULVERT 5206 CHAMPION DRIVE OVER SOUTHERN RIVER

WARD All
REF TEN/35/04
DATE 22 June 2005
AUTHOR JG
RESPONSIBLE MTS
MANAGER

In Brief:

- Tender No. 35/04 was called for the Construction of Culvert 5205 Champion Drive over Southern River (Wungong River).
- The tender was awarded to Foxrock Contractors Pty Ltd.
- **Recommend**
 1. That Council approve the delay of the Champion Drive, Wungong River Culvert (Tender 35/04) until the water level has reached such a height (less than 200mm) that the necessary earth work can be carried out without creating excessive damage or pollution to the river environment and that Foxrock Contracting be informed of Council's decision.
 2. That Foxrock Contractors be requested to continue with the construction of precast works and the delivery to the site as well as constructing the fauna crossing to the west of the main culvert.

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

Nil.

Consultation

Nil.

BACKGROUND

At its Ordinary Meeting on 26 April 2005, Council resolved (T26/04/05) as follows:

1. *That with Tender No. 35/04 – Construction of Culvert 5206 Champion Drive over Southern River, Council accept the revised tender from Foxrock Contracting in accordance with their submitted tender and Council's contract documentation for \$1,351,838.40 (inc GST).*

COMMENT

The contract to construct the above river crossing over the Wungong River (Tender 35/04) was awarded to Foxrock Construction on 7 May 2005 one week prior to the onset of very heavy rainfall in the south west land division. Rain continued for several weeks to such a level that it may be impossible to carry out any excavation at the site.

Discussion with the contractor led to various suggestions on how to overcome the high level of water by installing various types of coffer dams.

Any use of earthen materials are out of the question as they would erode eventually and carry large amounts of silt and soil down the river environment with very little chance of recovery. The same question would be raised if heavy excavation was carried out while the river is still flowing high with a water velocity of approximate 2.0m/sec.

Any special installation of a coffer dam such as sheet piles or similar require Department of Environment approval and this could take up to 12 months.

Various site inspections over the past weeks have seen no drop in the current water levels and may not fall until September this year. Discussion with the contractor, senior management and consultants agreed that the best solution to this problem may be to delay construction until the water level has reached such a height (less than 200mm) that the necessary earth work can be carried out without creating excessive damage or pollution to the river environment.

The contractor will not be asked to pay any penalties based on the approved delay and will continue with the production of pre-fabricated items as well as the installation of the fauna crossing further west of the main culvert.

CONCLUSION

Based on the average annual rainfall for the south west land division it is recommended that the project (excavation and insitu construction) be delayed until the water level has reached such a height (less than 200mm) that the necessary earth work can be carried out without creating excessive damage or pollution to the river environment.

RECOMMEND

- 1. That Council approve the delay of the Champion Drive, Wungong River Culvert (Tender 35/04) until the water level has reached such a height (less than 200mm) that the necessary earth work can be carried out without creating excessive damage or pollution to the river environment and that Foxrock Contracting be informed of Council's decision.**
- 2. That Foxrock Contractors be requested to continue with the construction of precast works and the delivery to the site as well as constructing the fauna crossing to the west of the main culvert.**

MOVED Cr
MOTION CARRIED/LOST

TRAFFIC / CAR PARKING – TALUS DRIVE, MT RICHON

An update on traffic and car parking management issues on Talus Drive, Mt Richon was referred to the Technical Services Committee by Councillor Tizard.

Councillor Tizard has provided the following further information:

“Residents in Talus Drive, Mt Richon have made representations regarding the traffic congestion that occurs daily in Talus Drive outside Armadale Home Help near the South Western Highway intersection. There appears to be two problems:

- 1) visitors and employees of Armadale Home Help are parallel parking in Talus Drive on a long term basis; and*
- 2) the drop-off and pick-up of those attending the facility peaks at certain times during the day.*

It has been stated that the traffic congestion at this site is extremely dangerous as a result of the two factors outlined above. Impatient drivers in this congested area accentuate the problem. Photographs of the situation confirm this assertion.

Armadale Home Help have been given approval to develop off-road parking, which it appears, has not occurred as yet. Limitation of the on- street parking may also assist in the resolution of the problem.

Early investigation of the issue would be appreciated.”

TOMAH ROAD / MORGAN PARK CONFLICT

The matter of progress that has been made in solving the problems of conflict in regard to Tomah Road and the use of Morgan Park was referred to the Technical Services Committee by Councillor Munn.

Councillor Munn has provided the following further information:

“The conflict between the residents in Tomah Park Road and the users of Morgan Park has been ongoing for some time. This culminated in a Petition last Spring.

During discussions in Committee and in joint meetings with representatives of the residents, Club Officials, myself and officers, certain recommendations were put forward, These from memory were as follows:-

- 1. When the resurfacing was done in Tomah (we were told this is due this year) the kerbs on the residents side would be made non mountable.*
- 2. No waiting signs would be put on the resident’s side of the road.*
- 3. The fence on the park side would be move back approx 3M to allow for angle parking on the park side.*
- 4. Extra large waste bins would be placed along the fence.*
- 5. Signage on the park side to encourage angle parking.*

Have these items been allowed for in the budget deliberations? Some of the work can be achieved reasonably cheaply and help to cure this open sore in the community.”

TRAFFIC MANAGEMENT – ORCHARD AVENUE, ARMADALE

The matter of traffic management in Orchard Avenue was referred to the Technical Services Committee by Councillor Stewart.

Councillor Stewart to provide further information to the Committee.

ROADWORKS – SAPLING WAY, WESTFIELD

The matter of roadworks on Sapling Road was referred to the Technical Services Committee by Councillor Stewart.

Councillor Stewart to provide further information to the Committee.

FOOTPATH – FORREST ROAD, ARMADALE

The matter of a footpath on Forest Road near Xavier Primary School was referred to the Technical Services Committee by Councillor Cominelli.

Councillor Cominelli to provide further information to the Committee.

VACANCY FOR WALGA MEMBER – MUNICIPAL WASTE ADVISORY COUNCIL

WARD All
FILE REF GOV/51
DATE 9 June 2005
REF LP
RESPONSIBLE EDTS
MANAGER

In Brief:

- Request from WALGA for nomination of member for the Municipal Waste Advisory Council.
- **Recommend**
That Council nominate Cr _____ for the position of WALGA Member on the Municipal Waste Advisory Council.
Or
If there is no nomination at the Ordinary Meeting of Council on 4 July 2005 then the recommendation be as follows.
That no nomination be made.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Communication

Develop stronger communication links with Government and other groups.

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

A circular letter has been received from the Western Australian Local Government Association (WALGA) inviting Council to submit a nomination for appointment of a WALGA Member – Municipal Waste Advisory Council.

The Municipal Waste Advisory Council (MWAC) is a standing committee of the Western Australian Local Government Association with delegated authority on municipal waste issues.

MWAC's membership includes the major Regional Councils (waste management). This makes MWAC a unique forum through which all the major Local Government waste management organisations cooperate.

MWAC focuses its work in three main areas:

- The proactive development of policy on priority issues;
- Comprehensive representation of Local Government views on legislation, regulations, administrative policy and related matters; and
- The delivery of grant funded programs consistent with Local Government priorities.

The mission statement of the Municipal Waste Advisory Council is:

“To facilitate, encourage and promote economically sound, environmentally safe, socially acceptable and efficient waste management practices for Western Australia, endorsed and supported by Local Government.”

SELECTION CRITERIA	<ul style="list-style-type: none"> ▪ Must be a current Elected Member. ▪ What is your relevant experience as an Elected Member? Please provide examples. ▪ What are your experiences, skills, attributes or qualifications to support the nomination in relation to solid waste management issues? Please provide examples. ▪ Are you available to undertake the responsibility? ▪ Please outline your demonstrated interest in the position. ▪ What is your capacity to represent the interests of Local Government and the Association?
TERM	Elected Members for a two (2) year term, effective August 2005.
REASONS FOR VACANCY	All Local Government positions on the Municipal Waste Advisory Council have been split as a result of constitutional changes flowing from a move to a single association for Local Government.
MEETING DETAILS Meetings Venue Commencing Duration Fees and Allowances	<p>Council meetings – 5 meetings (months to be advised) held every 3rd Wednesday.</p> <p>Council meetings at Local Government House. 4pm.</p> <p>Council meetings – 2 hours.</p> <p>None.</p>

RECOMMEND

Recommend that Council nominate Cr _____ for the position of WALGA Member on the Municipal Waste Advisory Council.

Or

If there is no nomination at the Ordinary Meeting of Council on 4 July 2005 then the recommendation be as follows:-

That no nomination be made.

MOVED
MOTION CARRIED/LOST

INTERNATIONAL PUBLIC WORKS CONFERENCE 2005 - ADELAIDE

WARD All
FILE REF ENG/1
DATE 10 June 2005
REF LP
RESPONSIBLE EDTS
MANAGER

In Brief:

▪ Outline of proceedings for the International Public Works Conference – *Infrastructure, Services, Lifestyle*.

▪ **Recommend**

1. That Council nominate Councillor(s) as delegates to the International Public Works Conference – *Infrastructure, Services, Lifestyle* - to be held in Adelaide from Sunday, 21 August to Thursday, 25 August 2005 inclusive, with costs to be charged to GL 7040333.7504.702.

or

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

That no nomination be made for attendance at the International Public Works Conference – *Infrastructure, Services, Lifestyle*.

3. That Council note the attendance of the Executive Director Technical Services and the Manager Technical Services as delegates to the International Public Works Conference – *Infrastructure, Services, Lifestyle* - to be held in Adelaide from Sunday, 21 August to Thursday, 25 August 2005 inclusive, with costs to be charged to GL 7121101.7106.701.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Communication

Stronger communication links with Government and other groups.

Corporate 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:

ADM3 – Conferences Seminars and Training

Budget/Financial Implications

The individual cost to attend the conference, which includes airfare, accommodation and full registration is \$2,600. Council's Elected Members' Conference Budget (Schedule M1) GL 7040333.7504.702 provides sufficient funds for elected member representation. The attendance of the Executive Director Technical Services and the Manager Technical Services will be funded from the Technical Services Conferences and Seminars Budget (Schedule M141) GL 7121101.7106.701.

Consultation

Nil.

BACKGROUND

The International Public Works Conference – *Infrastructure, Services, Lifestyle*, is to be held in Adelaide from Sunday, 21 August to Thursday, 25 August 2005 inclusive.

The theme of the International Public Works Conference is *Infrastructure, Services, Lifestyle*. Infrastructure is everywhere and is the building block of our society. Public Works is a service industry which is often unseen but crucial to the smooth-running of daily life in every community. The provision of infrastructure and services is the foundation of our lifestyle – there's always room for improvement and the conference aims to meet that challenge. Lifestyle (and quality of life) are directly related to the services that are delivered and these services in many cases rely on the provision of physical infrastructure. Descriptors such as "triple bottom line" and more recently "sustainability" are now common place when ensuring that the service, or infrastructure required to produce the service, meet community expectations and benefit our lifestyle. Security and continuity of our lifestyle is paramount to us and our future generations.

The Conference will bring together a wide array of people in the public works industry from all over Australia and some from overseas, providing a unsurpassed opportunity for networking that only occurs once every two years.

The invited speakers for the Conference are:

Mr Matthew Lugg – Director of Sustainable Infrastructure, Cambridgeshire, County Council, UK, Municipal Engineer of the Year.

Ms Christine Charles – Group Executive, External Affairs, Newmount Australia.

Professor Andrew Downing – National President, Engineers Australia.

Ms Di McDonald – Managing Director, Resolutions. Work/Life Management

COMMENT

Council has significant interest in the issue of Public Works and as such attendance at the Conference would be beneficial to Council. The Public Works industry wields considerable influence over the way that Council carries out its business and it is important that Local Government and Council are strongly represented. It is also important that Council stays up to date and informed on all aspects.

The individual cost to attend the conference, which includes airfare, accommodation and full registration is approximately \$2,600. Details as follows:

Air fare	\$620
Accommodation	\$650
Conference Fees	\$1330
Total	\$2,600

Council's Elected Members' Conference Budget (Schedule M1) GL 7040333.7504.702 provides sufficient funds for elected member representation. The attendance of the Executive Director Technical Services and the Manager Technical Services will be funded from the Technical Services Conferences and Seminars Budget (Schedule M141) GL 7121101.7106.701.

The Executive Director Technical Services and the Manager Technical Services are both active in the management of and technical issues addressed by the Institute of Public Works Engineering Australia (IPWEA). The conference is of such a range of topics and sessions that the attendance of Council's two most senior engineering officers will provide the greatest value in terms of information gathering and technical discussion. The conference also provides a national opportunity for Council to demonstrate its leadership in addressing the technical challenges and issues faced by Local Government in the next decades of the century.

RECOMMEND

- 1. That Council nominate Councillor(s) as delegates to the International Public Works Conference – *Infrastructure, Services, Lifestyle* - to be held in Adelaide from Sunday, 21 August to Thursday, 25 August 2005 inclusive, with costs to be charged to GL 7040333.7504.702.**

Or

- 2. Should no nomination be received, then the recommendation be as follows:**

That no nomination be made for attendance at the International Public Works Conference – *Infrastructure, Services, Lifestyle*.

- 3. That Council note the attendance of the Executive Director Technical Services and the Manager Technical Services as delegates to the International Public Works Conference – *Infrastructure, Services, Lifestyle* - to be held in Adelaide from Sunday, 21 August to Thursday, 25 August 2005 inclusive, with costs to be charged to GL 7121101.7106.701.**

MOVED Cr
MOTION CARRIED/LOST

ADVERTISING LITTER BINS

WARD ALL
FILE REF ENG/1
DATE 14 March 2005
REF CB
RESPONSIBLE EDTS
MANAGER

In Brief:

- The Technical Services Committee in April 2005 raised issues about five location sites that were nominated for the placement of advertising litterbins.
- Following discussions with Natsales Australia the five sites were withdrawn and a new list of possible location sites has been submitted.
- **Recommend**
That Council approve the new five locations being:
 - a) Albany Highway Kelmscott near Coles Shopping Centre at bus stop.
 - b) San Jacinta and Strawberry Drive (Deli) near new bus shelter.
 - c) Braemore Street (Deli).
 - d) Townley Street and Forrest Road (Deli).
 - e) Challis Road (Shops).

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources

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

Technical Services Officers

BACKGROUND

At the Technical Services Committee Meeting of 18 April 2005, Committee raised issues with a number of litterbin sites mentioned in the item. The Executive Director Technical Services advised that he would investigate these issues and negotiate with Natsales Australia more appropriate locations.

Council were advised at the Ordinary Meeting of 26 April 2005 by memo that the Executive Director Technical Services had commenced negotiations with Natsales Australia and was able to confirm that the following sites were to be deleted, as suggested by Committee.

1. Brookton Highway corner Bernard Street
2. Brookton Highway corner Soldiers Road
3. Armadale Road near McDonalds (west)
4. Armadale Road corner Church Avenue (west)
5. Armadale Road opposite Church Avenue (east)

DETAILS OF PROPOSAL

Natsales Australia Pty Ltd has produced the following list of new sites to replace the above five:

Albany Hwy corner Lake Street
Albany Hwy corner Turner Place
Albany Hwy corner Centre Road (west)
Albany Hwy Kelmscott (Coles Shopping Centre)
Armadale Road opposite Mountain View (east)
Armadale Rd corner Rundle Street (north)
Armadale Rd corner Lefroy Street (north))
Armadale Road corner Lefroy Street (south)
Armadale Rd corner Galliers Ave (north)
Armadale Road opposite Caroline Street
Albany Hwy corner Clarence Road (north)
Albany Hwy opposite Brian Street (north)
Brookton Hwy corner Ellen Street
Brookton Hwy corner Stocker Road
Armadale Road corner Abbey Road
Armadale Road near children's crossing
Champion Drive corner Trangie Way

COMMENT

The Coordinator Waste Services supports Natsales Australia suggestion of having a litterbin near the Coles Shopping Centre, Kelmscott at a bus shelter, however as there is not a litter issue at the other locations it is recommended that the following sites be used to replace the current City's own litter bins:

San Jacinta and Strawberry Drive (Deli) near new bus shelter
Braemore Street (Deli)
Townley Street and Forrest Road (Deli)
Challis Road (Shops)

Natsales Australia has been advised of the four new locations.

RECOMMEND

That the Council approve the following five sites to place litter bins with advertising:

- a) **Albany Highway Kelmscott near Coles Shopping Centre at bus stop.**
- b) **San Jacinta and Strawberry Drive (Deli) near new bus shelter.**
- c) **Braemore Street (Deli).**
- d) **Townley Street and Forrest Road (Deli).**
- e) **Challis Road (Shops).**

MOVED Cr

MOTION CARRIED/LOST

STAFFING REPLACEMENTS – TECHNICAL SERVICES DIRECTORATE

WARD All
FILE REF ENG/1
DATE 20 June 2005
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

- Refers to problems the Technical Services Directorate is experiencing in replacing staff.
- Identifies projects that are being delayed by this problem.
- **Recommend**
That Council acknowledge the present difficulties being experienced by the Technical Services Directorate in appointing staff and note the types of projects that may have to be postponed in the future.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

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

There has been a concern for some time amongst the Local Government engineering profession regarding the shortage of young engineers in the industry. The Technical Services Directorate have experienced a number of problems over the last two to three years in finding suitable staff and in particular the position of Senior Project Engineer has proved very difficult to replace over the last nine months.

The last Senior Project Engineer left Council's employment during August 2004. At that time the position was advertised and two respondents subsequently interviewed who were found not to be suitable for the position.

The position was subsequently advertised again at a higher salary but this time of the three responses received none proved to be acceptable.

Over the following six to eight months Directorate staff followed up the matter with employment agencies and to date a further five interviews have taken place. In most instances it was not necessary for Council staff to finalise a decision on the suitability of the applicant because the salary packages offered were not to the satisfaction of the interviewee.

Most recently an interview was conducted with a young technical officer with four to five years engineering experience. The person was not qualified and was considerably less experienced than previous incumbents in the position but did appear to be someone who had the potential to develop sufficient skills over the next few years to provide the work input that the position demands. Unfortunately, although indications received from the employment agency involved indicated that the person would be prepared to accept the salary package offered there was concern that this would create significant inequalities within the Directorate because it was a similar salary package to other staff with more responsibility and significantly greater qualifications. The applicant was therefore not offered the position.

As a result of this it has been decided to temporarily postpone efforts to replace the Senior Project Engineer. Consideration has been given to the types of projects that will be delayed as a result of such a decision and it is felt that, whilst some of them are considered to be significant their delay will not cause unsurmountable problems. Examples of the types of projects involved include:

1. Preparation of a drainage scheme to help promote development in the Seville Grove area.
2. Further analysis of the Armadale Shale Quarry and associated issues.
3. Analysis of structural/asset preservation issues on floodlighting towers within the City.
4. Ecko Road precinct traffic management/consultancy with residents.
5. Lake Road level crossing – risk analysis of pedestrian crossing.
6. Analysis of electrical tariffs to reduce power expenditure on ovals.

The problem of the lack of staff in the engineering profession is one which is creating problems across the country at the moment and is presently receiving considerable attention at higher levels within the IPWEA and Engineers Australia. Notwithstanding this the problems are unlikely to change in the foreseeable future. The main reason for provision of this report is to give Council an indication of the type of projects which may be delayed in the future.

Should a project of major importance require attention then attempts will be made to appoint a consultant to carry out the works. Consultants are however experiencing the effects of the shortage of engineers and are often fully employed for some months ahead. Recent attempts to appoint one of the four consultants on Council's consultancy list resulted in "not available" responses from all of them.

RECOMMEND

That Council acknowledge the present difficulties being experienced by the Technical Services Directorate in appointing staff and note the types of projects that may have to be postponed in the future.

MOVED Cr
MOTION CARRIED/LOST

CONSIDERATION OF TECHNICAL SERVICES BUDGET 2005/2006

WARD: All
FILE REF: FIN/7
DATE: 22 June 2005
REF: AB
RESPONSIBLE EDTS
MANAGER:

In Brief:-

- To set a date for Technical Services Committee to consider draft Directorate Budget 2005/2006.
- Date proposed is Wednesday, 6 July 2005.
- **Recommend:**
That a special meeting of Technical Services Committee to resolve a draft Directorate Budget be held on Wednesday, 6 July 2005 at 7.00pm.

In accordance with the adopted corporate budget timetable, Technical Services Committee will need to meet by early July in order to consider and resolve a Draft Directorate Budget for overview and review by Manex and City Strategy Committee in mid July.

A date and time will need to be set for a Special Technical Services Committee Meeting. The date considered most appropriate is 6 July 2005.

It is recommended that the budget meeting be held on Wednesday, 6 July 2005.

RECOMMEND

That a special meeting of Technical Services Committee to resolve a draft Directorate Budget be held on Wednesday, 6 July 2005 at 7.00pm.

MOVED Cr
MOTION CARRIED/LOST

CORFIELD STREET CONSTRUCTION

WARD Heron
FILE REF ENG/27
DATE 20 June 2005
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advises of a MRWA request that early payments be made of funds owed by Council to MRWA for the construction of the Corfield Street link.
- Explains background to the situation and estimates that interest to be earned on the funding should it be kept until the legally required payment date, would be approximately \$200,000.
- **Recommend**
That with regard to the Corfield Street Extension, Council accept the recommendation of the attached confidential report at Attachment “B1”.

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

Potential to generate approximately \$200,000 of income over next two years.

Consultation

Main Roads Western Australia, Council’s Solicitor

MOVED Cr Everts

That the committee go behind closed doors to discuss the matter of the Corfield Street Construction in accordance with section 5.23(2)(d) of the Local Government Act 1995 which reads-

- (2) *If a meeting is being held by a Council or by a Committee referred to in subsection (1)(b), the Council or Committee may close to members of the public the meeting, or part of the meeting if the meeting or the part of the meeting deals with any of the following –*

- (d) *legal advice obtained, or which may be obtained, by the local government and which relates to a matter to be discussed at the meeting.*

MOTION CARRIED/LOST

See Confidential Report at Attachment “B1” of the Agenda (See Summary of Attachments – Green Page).

RECOMMEND

That with regard to the Corfield Street Extension, Council accept the recommendation of the attached confidential report at Attachment “B1”.

*MOVED Cr
MOTION CARRIED/LOST*

LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF “A” ATTACHMENTS

27 JUNE 2005

Attachment No.	Subject	Page
A-1	International Public Works Conference Programme	49

Draft Conference Program

Disclaimer

The speakers, topics and times are correct at the time of printing. In the event of unforeseen circumstances, the Organising Committee reserves the right to delete or alter items in the Conference Program.



Sunday 21 August	
4.00pm-6.00pm	<i>Registration</i>
6.00pm-8.00pm	Welcome Reception Welcome to the City and Official Opening of the Trade Exhibition, Lord Mayor Michael Harbison

Monday 22 August					
8.00am	<i>Registration</i>				
8.45am	Welcome Official Opening Her Excellency Marjorie Jackson-Nelson AC CVO MBE, Governor of South Australia Presentation of National Awards and Medals Keynote Address Professor Andrew Downing, National President, Engineers Australia Keynote Address Matthew Lugg, Director of Sustainable Infrastructure, Cambridgeshire County Council, UK <i>Sponsored by OPUS International</i>				
10.30am	<i>Morning Tea. Sponsored OPUS International</i>				
Session 1 11.00am-12.30pm	Asset Management Roads I	Water/Waste Water	Revitalisation	Stormwater Management I	Asset Management-Setting the Scene
11.00am	Local Authority Road Network Management and Data Needs Paul Robinson & Michael Moffatt ARRB Transport Research	Bottoms up to a Better Approach to Local and State Government Water Management Mark Girard, Queensland Water Directorate	Redevelopment of the Brighton Training Centre Heath Macpherson, Brighton Council	Tripling Stormwater Capital Works Delivery Michael McQuillan, Auckland City Council and Abishek Sharma Beca Carter Hollings and Ferner Ltd	Lessons Learned from around the World in City Wide Asset Management. The best and worst of them Roger Byrne, International Manager GHD Asset Management Group, Los Angeles USA
11.30am	Establishing Deterioration Models for Local Roads in Australia George J Giummarra, ARRB Transport Research	Hydraulically Flow Modulated Pressure Control – Is this the way forward? Ian Maggs, Wide Bay Water Corporation	A New Heart for an Old Soul’ – The Revitalisation of Port Kembla Rosemary Randell, Wollongong City Council	Stormwater - An Integrated Approach Claude Cullino, Manningham City Council	National Local Government Asset Management Information Framework & Reference Model John Hennessy, Municipal Association of Victoria
12.00pm	User Driven Software Development to meet the requirements of the RMA Phil Gee, Pitt & Sherry	Improving the Performance of Water Clarifiers: An artificial intelligence approach Setta Sasananan, University of Tasmania	Coffs Harbour City Centre Revitalisation Project Stephen Sawtell, Coffs Harbour City Council	Strategic Planning for Stormwater Management in Urban Catchments John R Argue, Urban Water Resources Centre, University of South Australia	A Step in the Right Direction; why the LGA SA 'Step by Step' Asset Management mentoring program has been so successful. Dr Penny Burns, AMQ International, David Hope, Skilmar Systems, Jeff Roorda, Jeff Roorda & Associates, John Howard, Jeff Roorda & Associates
12.30pm-2.00pm	Lunch				

Monday 22 August, continued					
Session 2 2.00pm-3.30pm	Road Maintenance Best Practice	Public Private Partnerships	Environmental Sustainability I	Stormwater Management II	Asset Management Lessons Learnt
2.00pm	Benchmarking Road Maintenance Activities Tom Yelland, Bankstown City Council	Building Batemans Bay's Future CBD - Public-Private Partnerships in local government Andrew Parkinson, Eurobodalla Shire Council	A decade of ESD in Public Works in Australia. Success or failure! Dominic O'Brien, Blue Mountains City Council	A Stormwater Strategy for Wetlands - Lake Goollelal Case Study Kym Hockley, Connell Wagner & Peter Pikor, City of Joondalup	NZ Local Authority Asset Management Changes 1989 – 2005; A Review and Lessons Learnt. Ross Waugh, Waugh Consultants Limited, NZ
2.30pm	Crack Sealing - A waste of time or pavement maintenance budget saviour? Murray Yardley, Sealants & Pavement Adhesives Pty Ltd	PPP's - Pitfalls, Progress and Performance Dawson Wilkie, Townsville City Council	Energy Management Ray W Millers, Baulkham Hills Shire Council	Managing Stormwater Runoff Issues on Roads in North Shore City Philip Consedine, North Shore City Council, Auckland NZ & Graham Robinson, GHD Orewa NZ	Reflections on the Progression of Asset Management Tony Porter, Opus International Consultants, NZ
3.00pm	Street sweeping – Best Practice? Andrew Thomas, Torrens and Patawalonga Catchment Water Management Board	An Update on Road Maintenance Solutions Using PPP's Forbes Johnston, Mott MacDonald and Lloyd Arnott, Connell Wagner	Community Context of the Lane Cove Tunnel John Lee, Lane Cove Council	Composting: a more sustainable option for management of silt trap material? Richard Stewart and Raya Giffard, Flinders Bioremediation Pty Ltd	Asset Management – Early Days in a Long Journey For Some Guy Creber, Morrison Low Consultants Pty Ltd
3.30pm	Afternoon Tea. Sponsored by Local Government Focus				
Session 3 4.00pm-5.00pm	Public Private Partnerships Panel				Emerging Issues in Fleet Management
4.00pm	Public Private Partnerships: A feasible alternative for local government infrastructure procurement? Overcoming the Barriers?				Trials and Tribulations of Equipment Condition Monitoring Through Oil Analysis Nick Thomas, ALS WearCheck
4.30pm	PANEL SESSION Forbes Johnston, Mott MacDonald, UK; Michael Bessell, Rothschild; Andrew Parkinson, Eurobodalla SC; Malcolm Frost, Emoleum; Dawson Wilkie, Townsville CC				Environmental Savings of Going "Green" In Your Fleet Grant Andrews, Uniqco International & Steven Colliver, Dubbo City Council
5.00pm					
7.00pm-11.00pm	The 'Global Competitor' Dinner, The Shores Function Complex. Sponsored by Komatsu				KOMATSU

Tuesday 23 August					
8.30am	Registration				
7.15am-8.30am	Financial Planning Breakfast sponsored by Prescott Consultants "Help me to wisely position myself to retire" 				
8.45am	National Update Chris Champion, CEO, IPWEA				
	Keynote Address Christine Charles, Group Executive - External Affairs, Newmont Australia				
	Keynote Address DI McDonald, Managing Director, Resolutions. Work/Life Management.				
10.30am	Morning Tea. Sponsored by Local Government Focus				
Session 4 11.00am-12.30pm	Developments in Pavement Technology	Human Resource Management	Risk Management	Pipe Performance	Strategic Asset Management
11.00am	Value Outcomes for Road Asset Management from AAPA 2004 Study Tour to USA Charles Pashula, Australian Asphalt Pavement Association (AAPA)	Attracting and Retaining Talent in your Business Bridget Hogg, HR Development at Work	Living And Working In An Organisation Accredited In Safety To AS/ NZS 4801:2001 Tom Yelland, Bankstown City Council	How long will stormwater pipelines really last? Ross McPherson, GHD Pty Ltd & Rod Kennedy, Logan City Council, Qld	Development of Strategic Asset Management Systems for Local Government John Foy, Melton Shire Council and Ross Ioakim, axim
11.30am	A Study of The Use of Recycled Municipal Solid Waste (Rubber and Shredded Tyres) in Highway Construction Hafiz Muhammad Akhtar, Progressive International, Pakistan	Who took the 'p' out of staff management? Dennis Kirby, Dennis Kirby and Associates	More than Ticks in Boxes – Making a Certified Integrated Management System work for Lake Macquarie City Council. Neil Pope, LMC2 Consulting Group	Concrete Stormwater Drainage Pipelines – Acceptance Using CCTV Inspection Patrick V McGuire, Concrete Pipe Association of Australasia & Dr Norwood Harrison, Humes	Implementing Optimised Decision Making in an Uncertain Future? Dr Ian Greenwood, Opus International Consultants Ltd, NZ
12.00pm	Technologies and Opportunities for Permeable Segmental Paving in Australia Dr Brian Shackel, University of New South Wales, & Alan Pearson, Concrete Masonry Association of Australia	Money (is not) for Nothing but the Kicks are Free Bill Lawson, Principal, Sinclair Knight Merz	Engineers as Communicators -a New Zealand Water Supply Risk Management Example Fendall Hill, GHD Limited & Shi See Tan, North Shore City Council, NZ	Pressure : Consumption Relationships in Domestic Irrigation Networks Rhys Cullen, Wide Bay Water Corporation	Optimising performance through effective service delivery and asset management strategies" Geoff Parnell, Tungsten Group
12.30pm-2.00pm	Lunch				

Tuesday 23 August, continued					
Session 5 2.00pm-3.30pm	Road Pavement Management I	Waste Management & Recycling	Emergency Management	Water Use & Reuse	Asset Management Benchmarking
2.00pm	Pavement Distress Considerations - Bannister Road, Canning Vale, Western Australia Dr Doug McInnes, Golder Associates Pty Ltd	Innovations In Waste Collection Systems Anthony Reed, Waverley Council	Homeland Security: A National Response Plan Lawrence E. Lux, Lux Advisors, USA	Mains Water Substitution with Stormwater Colin Pitman, City of Salisbury	Benchmarking Asset Management Russell Smith, Maunsell Australia
2.30pm	Systemic Implementation of Pavement Performance Models - Corangamite Shire Case Study Paul Samaratunge, Corangamite Shire Council & Ashay Prabhu, ACEAM	Best Practice Kerbside Recycling - Issues for New Players Matthew Peake, Latrobe City Council	February 2004 Floods, New Zealand - Emergency Response to Flood Damaged Local Infrastructure Clinton Lourens, GHD, NZ	Mosman Park Total Water Cycle Project Martyn Glover, Town of Mosman Park	Do the people who drive the utes, know more than those who drive computers? John Howard, Jeff Roorda & Associates
3.00pm	Chipsealing in New Zealand Textbook Joanna Towler, Transit New Zealand	Waste Services - A Total System Approach Steve Adams, City of Greater Geelong	When the Rains Kept Falling - Storm Recovery - A Roading Perspective Robert Ian McGowan, Wanganui District Council, NZ	Mt Barker STEDS upgrade - the largest in SA Mitchell Laginestra, GHD and Atis Berzins, District Council of Mount Barker	Yardstick: Benchmarking your Parks & Recreation Chris Rutherford and Brian Milne, Prophet IAM Ltd, NZ
3.30pm	Afternoon Tea. Sponsored by Bianco Building Supplies				
Session 6 4.00pm-5.00pm	Unsealed Roads	Coastal & Foreshore Works	Environmental Sustainability II	Managing Safer Roads I	Asset Management Decision Support
4.00pm	Managing the Unsealed Road Network Mike Bruty, Shire of Campaspe	What to do when there is no more Beach, The restoration of the "Jewel in the Crown" Lady Robinsons Beach Bill Woodcock, Rockdale City Council & Bruce Royds, Sydney Ports Corporation Ltd	The Village - Successful outcomes in the face of many obstacles Mark Reardon, Connell Wagner Pty Ltd	Local Governments Role in Delivering Strategic Infrastructure Rita Excell, Sharon Hanlon & Chris Thomson, RAA	AM: Integrating the Financial with the Technical Anthony Ogle, Blue Mountains City Council
4.30pm	Gravel Road Defect/Risk Methodology Tony Parr, Moira Shire Council	Redevelopment of City Beach, Wollongong John Bubb and Terry Roberts, Wollongong City Council	Urban trees and their habitat values for birds in the northern suburbs of Adelaide Joan Gibbs, School of Natural and Built Environments, University of South Australia	AusRAP: Rating the AusLink National Network for Risk Greg Smith, Australian Automobile Association (AAA) & Peter Daly, Royal Automobile Club of Victoria (RACV)	Developing Asset Management Policy Using Decision Support Systems Peter Kadar, MWH Australia Pty Ltd
6.00pm-7.30pm	Reception at the National Wine Centre (own arrangements afterwards for dinner)				

Wednesday 24 August					
8.30am	Registration				
Session 7 9.00am-10.30am	Road Pavement Management II	Good Stuff! I	Contract Management	Managing Safer Roads II	Asset Management - Structures
9.00am	Learning and Understanding Roughness Outputs Ian Cossens, VicRoads	Evolution (from a vague idea to fact) John Lennon & Paul Howard, Global Value Management P/L	Contract Management Starts at Tendering Brad McCosker, McCullough Robertson	Road traffic microsimulation as a tool for local government Professor Michael A P Taylor, University of South Australia, et al	Why and when to test your timber bridges – Some case studies Prof Keith Crews University of Technology, Sydney
9.30am	Pavement Engineering Education at the Crossroads - The Way Ahead Ray Farrelly, Australian Asphalt Pavement Association	Cultural change in a Works/Depot environment Danny Eaton Manager Services, Hume City Council	Mates Rates Mick Raby, Civic Services Group, Bankstown City Council	Bringing amenity back to the home – the 40 km/h lower speed limit Dr Jeremy Woolley, Centre for Automotive Safety Research, University of Adelaide, et al	Assessment of the condition of deteriorated structures Steve Bakoss, University of Technology, Sydney
10.00am	Stone Mastic Asphalt (SMA) on Australian Local Roads. The Randwick City Council Experience Trevor Stolz, AAPA	Risk Based Spatial Analysis of Footpath Faults Stephen Walker, City of Salisbury	Conditions of Contract – Why All The Hassle? Ian Ide, Connell Wagner Adelaide	If you do not know whether a real-world intervention will work, consider a randomised controlled experiment T. P. Hutchinson & A. J. Meier, University of Adelaide	Staffing the Bridge Management System Kristin McKeachie, Opus International Consultants (PCA) Ltd
10.30am	<i>Morning Tea. Sponsored by GHD</i>				
Session 8 11.00am-12.30pm	Asset Management Roads II	Good Stuff! II	Contract Management - Future Trends	National Transport Planning	Asset Management General
11.00am	A Fit for Purpose Asset Management Template - The Latrobe City Experience Mr Graeme Fletcher, Latrobe City Council & Mr Ashay Prabhu, ACEAM Pty Ltd	Hynds NZ Award Winning Paper	Sustainable Alliance Contracts – Infrastructure Bruce Douglas, Mornington Peninsula Shire Council	Recent Development in the Appraisal of Transport Projects in Australia Peter Tisato, SA Department of Transport and Urban Planning	Colorado Governments: Helping Ensure that Development Pays Its Own Way Brian Pettet, Pitkin County Public Works, Colorado USA
11.30am	Road Management Planning – Wangaratta case study Malcolm Styles, Rural City of Wangaratta	IPWEA’s Strategy for Attracting Young People to a Career in Public Works Engineering Ross Moody, IPWEA	Relationship Based Term Maintenance Contracts – a case study Rob Gilmore GHD Ltd	Society and Transport Dr Wayne Stewart, Opus International Consultants	On-the-Ground Implementation of an Asset Management Plan to meet Legislative and Community Needs Tony Blefari, Moreland City Council & Ashay Prabhu, ACEAM
12.00pm	Road Project Prioritisation Methodology Peter Way PSM, Logan City Council and Andrew Chapman, GHD	Technical Services in Desert Communities - The role of indigenous resource agencies in asset management. Dr Martin Anda, Murdoch University	Multiple Prime Contracting: Blessing or Curse Uchenna O. Udemezue, Ken Joseph, Keith Cooke, City of San Leandro, California, USA	Regional Transport Planning Peter Rufford, Avalon Enterprises	Decision Support: The Use of Systems to Support Asset Management James Brandt, Maunsell Australia

Wednesday 24 August	
12.30pm	Lunch
Session 9 1.30pm-3.00pm	NAMS.AU Asset Management Super Session: "Integrating the Technical with the Financial"
1.30pm	Long Term Financial Planning - Ensuring Sustainable Communities John Comrie, Executive Director, Office of Local Government (SA)
2.00pm	The Essential Role of Audit in Asset Management Wayne Cameron, Auditor-General (Vic)
2.30pm	If you always do what you always did, you will always get what you always got! Dr Penny Burns, AMQ International (SA)
3.00pm	Afternoon Tea
Session 10 3.30pm-4.45pm	NAMS.AU Future Directions Forum: "Ensuring Sustainable Communities"
	Panel Session "Where is Asset Management Heading in the next 2-5 years?" Panel Members: Richard Kirby, Matthew Lugg, Dr Penny Burns, John Comrie, Wayne Cameron & Peter Way Facilitators: Peter Drummy & Neville McPherson (CT Management)
4.45pm	Conference Summary and Invitation to Cairns 2007
5.00pm	Close of sessions
7.00pm-late	Gala Dinner. Presentation of EJ Hooper 'Best Paper' Medal. Sponsored by Boral



Thursday 25 August				
	Technical Tours			
	<i>Tour One</i> South Coast Full day	<i>Tour Two</i> Wind Farm Full day	<i>Tour Three</i> Wetlands & Winery Full day	<i>Tour Four</i> Adelaide Coastline Half Day