

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 TUESDAY, 28 JANUARY 2003, 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
9th December 2002, be confirmed.**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 2

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

 Outstanding Matters

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

 General

Appreciation for works carried out..... T-2

Coordinator Technical Services Report for the 3 Months T-5

Bungendore Park Management Committee Minutes T-6

*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

28 JANUARY 2003

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***BUSHCARE AND ENVIRONMENTAL ADVISORY COMMITTEE
RECOMMENDATIONS - THE USE OF NATIVE AND DECIDUOUS PLANTS***

WARD	All
FILE REF:	CTE/32
DATE	24 December 2002
REF	RVD
RESPONSIBLE MANAGER	EDTS

In Brief:

☒ The Bushcare and Environmental Advisory Committee (BEAC) have provided advice regarding the use of native and deciduous plants in the City.

☒ Recommend:

☒ That BEAC be advised that Council will consider the need for policy development and review in respect to deciduous trees and landscaping with local plants when the City's State of the Environment Report is reviewed in 2003-04.

Tabled Items

BEAC Minutes March 2002

Officer Interest Declaration

Nil.

Strategic Implications

A Long Term Strategic Planning Indicator of Success is that the effectiveness of the City's environmental protection activities will be measured by the level of improvement of water quality in our rivers and lakes.

Legislation Implications

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

Council Policy / Local Law Implications

If Council accepts the Bushcare and Environmental Advisory Committee's advice some policies would need to be reviewed (e.g Water Sensitive Design Policy) and new policies created.

Budget / Financial Implications

Acceptance of Bushcare and Environmental Advisory Committee's advice should help minimise maintenance costs, by minimising the need for labour and machinery to capture leaves from deciduous trees before they reach the stormwater system and waterways.

Consultation

Manager Parks

BACKGROUND

At its March 2002 meeting, the Bushcare and Environmental Advisory Committee recommended the following:

- A) *That the Manager Parks be requested to consider maximising the use of indigenous plants and that this be achieved partly by substitution of local plants for species currently in the Australian Native Plants list.*

- B) That Council be advised that BEAC considers that deciduous leaves in watercourses have unacceptable adverse environmental impacts.
- C) The Committee suggests Council should consider measures such as a policy to the planting of only local native trees along watercourses.
- D) When plantings of deciduous trees are proposed in other areas, Council should consider the economic costs for the additional maintenance and measures needed to prevent deciduous tree leaves from entering stormwater systems.

CONSIDERATION OF ADVICE REGARDING DECIDUOUS AND LOCAL VEGETATION ALONG WATERCOURSES, BASED ON EXISTING LITERATURE

A brief review of the advice concerning deciduous tree leaves and local vegetation along watercourses from an environmental, social and economic perspective follows.

Environmental

Existing publications support the view that leaves from deciduous trees pollute rivers and streams and that native vegetation is necessary for local fish and invertebrate fauna to survive (e.g. *Fish and Fish Habitat Survey of the Canning River and its Tributaries* prepared by Andrew Storey of the University of Western Australia, and *Managing our Rivers* by Dr Luke Pen - published by the Water and Rivers Commission).

The following extracts from “*Managing our Rivers*” support the view that local plants are important along waterways and that deciduous plants have adverse impacts on waterways:

The link between native vegetation and stream health (p. 152)

The natural ecology of south-west streams is dependent on the hard, waxy and often toxic leaves of the gum, paperbark and tea trees that line the streams. The leaves of these species are highly resistant to breakdown and can take as long as 18 months to decompose in water (Bunn 1988) providing ample time for invertebrates to capitalise on this abundant food source before it rots away through the action of microbes. Furthermore, the slow decay of native leaves reduces the microbial oxygen demand and helps keep river pools adequately oxygenated over the summer.

Impacts of exotic plants (p. 267)

... and many species are deciduous dropping their leaves all at once, producing a form of organic pollution (as well as leaving a winter skeleton of branches of no use to air native animals) (Frankenberg 1985; Carter 1993).

Oxygen depletion from deciduous tree leaves (p. 272)

... In the river pools and beneath the surface of large sediment deposits, the oxygen supply is quickly exhausted by the swiftly rotting soft leaved material (Reynolds 1986, Townsend et al. 1992; Bunn et al. 1997).

Recent research has quantified the amount of nutrients in deciduous plant leaves. Fifty kilograms of deciduous leaves contain 100 grams of phosphorus. The Swan Canning Cleanup Program target phosphorus concentration for the Canning River for 2005 is 0.1 milligrams per litre. Fifty kilograms of leaves would therefore contaminate one million litres of water up to the target level, not allowing for other contaminants such as fertiliser that reach the stormwater system.

Recent publications that support or recommend local government policy development to increase the use of native plants to reduce the input of nutrients to our rivers and wetlands include the Urban Water Management Strategy (e.g. see p. 45) and the Caring for the Canning plan to revitalise the Canning Southern and Wungong Rivers (e.g. Recommendation E10 *Promote the use of local native species in landscaping the land managed or to be managed by local government*).

Social

Beauty is in the eye of the beholder. Many people hold the European perspective that identifies the sight of the autumn fall colours, swirling leaves and leafless trees that re-sprout each spring attractive, whilst others see deciduous trees as foreign trees that are biologically barren, ugly especially when leafless, and harmful to Australian ecosystems.

There are several places in the Perth's South-East Corridor where those seeking to view large numbers of deciduous trees can do so (e.g the estates along Ranford Rd, Canning Vale)

BEAC's recommendations apply to new plantings of deciduous trees, so existing European heritage values are not affected.

Economic

The economic benefits of planting local plants have not been quantified. However, available information suggests that there are economic benefits in using local plants:

- ? dense plantings of local plants should suppress weeds and cost less to maintain than areas that need to be mown regularly. Data from the Shire of Mundaring and from the City's Parks Department indicate the cost per hectare of maintaining bushlands is significantly less than areas that are mowed. The City's data, which is not necessarily the benchmark across local government parks operations, shows the cost per hectare of maintaining bushlands is one third that of minor passive reserves (\$513 per ha compared with \$1,585 for minor passive reserves). Even with increases to more adequately manage the City's bushland, it is probable that bushland management costs will remain less than for minor passive reserves.
- ? The Urban Water Management Strategy notes (p. 45):

The order of cost for reducing phosphorus inputs are free for native plantings, <\$5/kg/yr for education programs, \$150/kg/yr for street sweeping, \$800/kg/yr for Gross Pollutant Traps and \$4,000/kg/yr for Water Pollution Control Ponds.

There is little information on the economic effects associated with planting deciduous trees, particularly as the environmental advice that leaves should be prevented from reaching watercourses via the stormwater system is recent. The main economic impact of planting deciduous trees is the ongoing cost of preventing leaves from reaching watercourses by increased levels of street sweeping.

The Caring for the Canning plan to revitalise the Canning, Southern and Wungong Rivers Recommendation E11 recommends that local governments “*Adopt and implement a policy of cleaning up leaves dropped by deciduous trees before they enter stormwater systems connected to the river and its tributaries*”.

Short-term employment opportunities may be generated during leaf fall times. However, machinery and equipment would need to be purchased or hired to facilitate the employment.

DETAILS OF PROPOSAL

In regard to part A) of BEAC's advice, the Manager Parks has indicated that substitution of similar local plants on Council's Australian native plants list would be acceptable, and this can be handled administratively.

In regard to the remainder of BEAC's advice, policy review and development would be required. It is proposed that the policy review and development required be considered in the context of other environmental policy needs when the City's State of the Environment Report is reviewed in 2003-04. At this time the policy review and development could be programmed into existing workloads.

COMMENT

BEAC's contention that deciduous leaves in watercourses have unacceptable adverse environmental impacts is supported by the existing scientific literature. How to prevent leaves from deciduous trees entering the stormwater system that drains to our rivers is not well researched. Planting local trees instead of deciduous trees is the most cost effective measure, with street sweeping the next most cost-effective measure.

CONCLUSION

The issues and concerns raised by BEAC need to be addressed in the context of other policy that needs to be reviewed or developed by the City. The proposed review of the City's State of the Environment Report in 2003-04 provides an opportunity to consider the need for policy development in relation to deciduous trees and landscaping with local plants in the context of other policy needs.

RECOMMEND

That the Bushcare and Environmental Advisory Committee be advised that Council will consider the need for policy development and review in respect to deciduous trees and landscaping with local plants when the City's State of the Environment Report is reviewed in 2003-04.

*MOVED Cr
MOTION CARRIED/LOST*

SUBDIVISION LOT 25 BRAEMORE STREET, ARMADALE

WARD	Seville
FILE REF:	SUB/112897
DATE	10 January 2003
REF	HS
RESPONSIBLE MANAGER	MTS

In Brief:
☒ Council has received an application to subdivide Lot 25 Braemore Street, Armadale.
☒ There is an open drain adjacent to the front boundary of Lot 25 which is to be piped as part of the development of Lot 25.
☒ Due to the flat gradient along Braemore Street it is advantageous for the pipe to be directed through Lot 25 to reach a Water Corporation Main Drain.
☒ This can be funded from a cost saving made in constructing the stormwater drainage in Molong Street.
☒ Recommend:
☒ That funds totalling \$16,500, which are no longer required for the upgrade of drainage in Molong Street (J0574) be reallocated to the installation of a 375 mm stormwater pipe in Lot 25 Braemore Street, Armadale.

Tabled Items

Layout Drawing No.16936C/LP1

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

To maintain and improve the physical infrastructure for the economic and physical well being of the local community.

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

None – Cost of this drainage to be paid out of savings made on Molong Street job.

Consultation

Nil.

DETAILS OF PROPOSAL

Council has received an application to subdivide land in Braemore Street to create a Lot for the purpose of grouped housing.

The proposed lot fronts Braemore Street and has an open drain situated on the road verge.

One of the conditions of the subdivision, imposed by the WAPC, requires the Developers to construct a dual use path along the frontage of Braemore Street. This would require the

filling of the open drain and piping the stormwater drainage. Because the Developer is not discharging any water into this drain it is Council's responsibility to carry out the work.

Due to the unfavourable gradient in the open drain it is more economical to pipe the stormwater through Lot 25 to the Water Corporation Main Drain.

The Developer has agreed to contribute half the cost of the installation between his boundary and the Water Corporation Drain. He would have to construct a connection to the drain in any case for the discharge of stormwater drainage from the grouped housing Lot. They will also grant a drainage easement to Council over Lot 25. It has been estimated that the cost of the work is approximately \$19,500 of which the Developer would be asked to contribute \$3,000 therefore the cost to Council would be \$16,500.

COMMENT

Analysis

An amount of \$20,600 was allocated in the 2002/03 budget for the provision of subsoil drainage in Molong Street, Mt Nasura.

It appears that a subsoil drain, not shown in Council records, had already been installed and therefore only minor works were required to re-establish the system. Funding of approx. \$16,500 is therefore available.

Conclusion

The subdivision of Lot 25 is an opportunity to pipe an unsightly open drain at a lower cost than if the drainage had to be installed using the open drain which would entail lowering about 80 m of the Water Corporation Main Drain to obtain an adequate outfall grade. It is therefore recommended that funds totalling \$16,500, which are no longer required for the upgrade of drainage in Molong Street (J0574) be reallocated to the installation of a 375 mm stormwater pipe in Lot 25 Braemore Street, Armadale.

RECOMMEND

That funds totalling \$16,500, which are no longer required for the upgrade of drainage in Molong Street (J0574) be reallocated to the installation of a 375 mm stormwater pipe in Lot 25 Braemore Street, Armadale.

*MOVED
MOTION CARRIED/LOST*

AUSLINK GREEN PAPER

WARD All
FILE REF: ENG/1
DATE 22 January 2003
REF GD
RESPONSIBLE EDT
MANAGER

In Brief:
Provides a brief summary of the Federal Government's AusLink Green Paper.
Recommend:
That Council advise the Federal Department of Transport and Regional Services that with regard to its AusLink Green Paper it would make the following comments:
<ol style="list-style-type: none"> 1. That proposals to improve planning and co-ordination of the National Transport system are generally supported subject to the proposals adequately accommodating co-ordination with Local and State systems where necessary, 2. That it does not support the grouping of funds into one area to be allocated on a prioritised basis. 3. That future funding arrangements could be allocated as follows: <ul style="list-style-type: none"> ☛ FAGS funding to be allocated as existing on an untied basis and to be available for use on asset preservation or other land transport issues at the Local Government's discretion, ☛ Bridge Upgrading Programmes, again to be allocated as existing on a prioritised basis, ☛ Black Spot funding to remain for allocation on a prioritised basis to target minor upgrades at prime locations, ☛ Road to Recovery Programme to be extended after the completion of the present four year programme and to be considered as strategic funding for the development of new networks and major upgrades. 4. That responses to many of the questions posed in the Green Paper require detailed consideration which would more suitably be carried out by the stakeholder groups proposed within the new planning framework.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system incl. Safety aspects.

Legislation Implications

Full assessment of all relevant legislation indicates no restriction.

Council Policy/Local Law Implications

Full assessment of all Policies/Local Laws indicates that none are applicable.

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

In November 2002, the Federal Government released a Green Paper entitled “AusLink – Towards the National Land Transport Plan”. The paper outlines the Commonwealth Government’s plan to transform the presently administratively separate road, rail and intermodal links into an integrated high performing land transport network. According to the Government AusLink heralds a new approach to allow all levels of Government, the community and industry cooperate on transport development and signals stronger Commonwealth leadership in developing the national transport infrastructure.

The Green Paper is open for comments until Friday 7th February 2003. At that time the Government will examine the submissions received with the view to subsequently developing a formal statement of Government Policy – a White Paper. It is intended that the policies developed in the White Paper will be finalised in time to allow the commencement of AusLink in the May 2004 budget (ie. from July 2004).

COMMENT

The AusLink Green Paper is a substantial document which proposes and seeks comments on some complex areas of transportation, funding and planning. Whilst the main over-arching issues relate to proposed improved planning and integration of transportation tasks and the financial implications and management associated with these tasks, it also seeks responses to a number of questions which necessitate a far more in depth consideration. It is felt at this stage however that Council should concentrate its response in relation to the strategic issues of planning and finance.

A list of the questions posed in the Green Paper is included as *Attachment “A1” of the Agenda (See summary of attachments – Green Page)*.

A copy of the executive summary of the report is also included in *Attachment “A2” of the Agenda (See summary of attachments – Green Page)*.

ANALYSIS**New Planning & Co-ordination Framework**

The present planning and funding frameworks for transport infrastructure within Australia result in ad-hoc decisions being made by various funding agencies that look at many transportation issues in isolation. The AusLink objectives involve the immediate development of a 5 year rolling National Land Transport Plan for the development and maintenance of the National Network.

As stated in the Green Paper the improved planning and co-ordination possible as a result of the new proposed new framework will allow AusLink to:

- ? Develop an integrated network of land transport links within corridors of strategic importance to the nation, including road and rail links and intermodal connections to ports and airports;

- ? Establish a unified, long-term National Land Transport Plan for the development of this network, based on clear national interest objectives and priorities that focus on meeting the major transport challenges facing Australia;
- ? Set up a coherent national framework that can implement this plan in an effective, workable way, by directing funds and effort to the best uses;
- ? Develop, over time, into a broader National Transport Policy to take improvements to the national infrastructure network further by integrating improvements to infrastructure, systems, regulation, safety, environment and other land transport issues; and
- ? Foster greater cooperative engagement of key transport stakeholders in the development, management and funding of the new national network, National Land Transport Plan and National Transport Policy.

Although the AusLink proposals relating to new and improved co-ordination of service provision should be supported there is some concern that the document seems to suggest that the Federal Government may wish to distance itself from planning of local and state transport issues. Whilst it is understandable that detailed involvement in such issues would generally not be necessary there is no doubt that, in order to fully integrate the planning of transport infrastructure it is necessary to take account of certain areas of such Local Government and State plans.

It would be recommended therefore that the general philosophy of the AusLink planning and co-ordination approach should be supported subject to the structure to be established taking adequate account of Local Government and State transportation issues where they have an effect on national transport provision.

FINANCIAL IMPLICATIONS

As part of the AusLink approach the Federal Government proposes to amalgamate its land transport funding programmes into one single programme. The AusLink document states that the Government will “aim to expand funding for the national network by attracting additional private sector investment and more effective linkages with State, Territory and Local systems for the funding planning and management of infrastructure”. This suggests that the Government is not planning to invest any more of its own money.

In accordance with the 1991 Inter-governmental Road Funding Agreement:

- ? The Commonwealth has sole financial responsibility for construction and maintenance of the 18,500 kilometre National Highway System (NHS);
- ? State and territory governments have responsibility for funding the development, maintenance and operation of urban and rural arterial roads; and
- ? Local government has responsibility for the local road network.

Commonwealth funding for land transport projects presently extend beyond the responsibilities listed above. Funds are also provided for :

- ? Roads of National Importance: in partnership with state and territory governments;

- ? Roads to Recovery programme: paid to local councils to fund the repair and upgrade of roads;
- ? Federal Road Safety Black Spot programme: targets those locations where crashes are occurring;
- ? local roads via a specified component of Financial Assistance Grants (FAGs) to local government; and
- ? bridge upgrading programmes to accommodate higher mass limits.

Under AusLink the Commonwealth proposes to replace 100% funding of the national highway system with joint funding of the integrated national land transport network. It proposes that “the benefits of the integrated network will accrue locally, regionally, interstate and nationally and therefore it is reasonable that beneficiaries contribute to the new network”.

With regard to funds presently available to Local Government the Green Paper refers to a number of options as to how they may be delivered in future. It is suggested however that the Government would wish to improve its level of control of allocation of the funds and that as much as possible of the funding should be allocated on a priority basis.

The document’s addressment of the importance of preserving existing assets is inadequate. It gives the impression that the majority of funds made available by the Federal Government are spent on new projects which could all be prioritised. This is clearly not the case and of the four categories of funds allocated to Local Government (Roads to Recovery, FAGs, Bridge Upgrading and Black Spot) the first three are substantially allocated to maintenance by many Councils.

To find a scoring/weighting system that adequately prioritises and compares maintenance and new works will be very difficult. The system presently used in WA for allocation of State funds is accepted nationally as being a very successful programme but even so it has had to separate the allocation of maintenance/rehabilitation funds and funds for new works.

In light of the above comments, but also acknowledging the Federal Government’s desire to increase its level of control of funding allocation it is suggested that future funding arrangements could be allocated as follows:

1. FAGS funding to be allocated as existing on an untied basis and to be available for use on asset preservation or other land transport issues at the Local Government’s discretion.
2. Bridge Upgrading Programmes, again to be allocated as existing on a prioritised basis.
3. Black Spot funding to remain for allocation on a prioritised basis to target minor upgrades at prime locations.
4. Road to Recovery Programme to be extended after the completion of the present four year programme and to be considered as strategic funding for the development of new networks and major upgrades.

This funding could be allocated on a prioritised basis and it would be necessary to develop an appropriate scoring/weighting formula to allow a variety of Local Government schemes. It is important that the prioritisation process clearly addresses Local Government schemes

because if the funding is grouped with the funding available for national projects it is highly unlikely that Local Government schemes will achieve sufficiently high prioritisation. Council has successfully used Roads to Recovery Schemes on a variety of projects which have provided strategic benefits to the area eg. 1) the bridge over the Southern River in Lake Road to allow for upgrading of Lake Road to a dual carriageway. 2) The roundabout at the intersection of Lake Road and Ranford Road to accommodate the intersection of two major Roads and also to provide access to a major future business development. 3) The construction of the shared path on Armadale Road to improve safety and access for pedestrians, recreational cyclists and commuting cyclists along side a major State road system.

In conclusion it is recommended that Council advise the Federal Department of Transport and Regional Services that with regard to its AusLink Green Paper it would make the following comments:

1. That proposals to improve planning and co-ordination of the National Transport system are generally supported subject to the proposals adequately accommodating co-ordination with Local and State systems where necessary.
2. That it does not support the grouping of funds into one area to be allocated on a prioritised basis.
3. That future funding arrangements could be allocated as suggested earlier in this report.
4. That responses to many of the questions posed in the Green Paper require detailed consideration which would more suitably be carried out by the stakeholder groups proposed within the new planning framework.

RECOMMEND

That Council advise the Federal Department of Transport and Regional Services that with regard to its AusLink Green Paper it would make the following comments:

1. **That proposals to improve planning and co-ordination of the National Transport system are generally supported subject to the proposals adequately accommodating co-ordination with Local and State systems where necessary.**
2. **That it does not support the grouping of funds into one area to be allocated on a prioritised basis.**
3. **That future funding arrangements could be allocated as follows:**
 - ☛ **FAGS funding to be allocated as existing on an untied basis and to be available for use on asset preservation or other land transport issues at the Local Government's discretion;**
 - ☛ **Bridge Upgrading Programmes, again to be allocated as existing on a prioritised basis;**
 - ☛ **Black Spot funding to remain for allocation on a prioritised basis to target minor upgrades at prime locations;**

-
-  **Road to Recovery Programme to be extended after the completion of the present four year programme and to be considered as strategic funding for the development of new networks and major upgrades.**
- 4. That responses to many of the questions posed in the Green Paper require detailed consideration which would more suitably be carried out by the stakeholder groups proposed within the new planning framework.**

MOVED Cr

MOTION CARRIED/LOST

ALTERNATIVE FUELS

WARD	ALL
FILE REF:	STA/6
DATE	20 January 2003
REF	JMC
RESPONSIBLE MANAGER	DTS

In Brief:

☒ Discusses present situation regarding use of alternative fuels for Council's vehicle fleet.

Recommend:

1. That Council officers holding Motorcharge cards be instructed to use premium-unleaded fuel over the next six months with the view to assessing the financial benefits of extending the usage of such fuel to all Council vehicles.
2. That potential environmental and financial benefits of alternative fuels continue to be monitored.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

To achieve maximum community benefit from effective use of resources (staff, finances and information technology).

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

Nil.

Consultation

External consultation has been undertaken with Australian Greenhouse Office, MA's Alternative Fuels Seminar, Melville City Council and City of Mandurah.

BACKGROUND

Studies undertaken by the Australian Greenhouse Office (AGO) concluded that reduced emissions were achievable by using alternative fuels in vehicle fleets.

At the Ordinary Council meeting on 4 June 2002, Councillor Munn raised the matter of the use of natural gas in Council's vehicle fleet.

As a result of this the following information is provided on alternatives available.

DISSCUSSION

Fuel companies, BP Australia in particular, have been investing heavily in research and development in response to consumer demand for cleaner fuels. Analysis of the environmental benefits of new fuels available with a view to determining if LPG is the preferred option in terms of the strategic aim to reduce vehicle emissions from light vehicle fleets are being conducted.

While LPG produces in order of 45% less (CO₂) than unleaded fuel in a litre-to-litre comparison, the total emissions produced by a particular vehicle are directly related to the fuel consumption rate when operating on different fuel types. To generate equivalent power and torque, internal combustion engines will use a greater quantity of LPG than unleaded fuel.

As the total volume of fuel used will directly influence the emissions produced, consideration has also been given to premium-unleaded fuel. This product has a higher octane rating, producing more power, which results in greater fuel efficiency. While costing approximately 8% more than the standard unleaded fuel, testing of premium-unleaded fuel indicates an average economy gain in the order of 10%.

Fuel consumption figures for passenger vehicles are published by the AGO, however data for LPG or dual fuel operation is only available for the Ford Forte, Futura and the Holden Commodore vehicles, which have LPG systems factory fitted.

Using these published figures, the following (CO₂) emissions for the Ford Forte and Holden Commodore vehicles can be calculated:

Table 1: Ford Forte Sedan (City cycle)

FUEL TYPE	FUEL USAGE	CO ₂ EMISSIONS
Premium Unleaded Fuel	10.5 litres/100km	23.7 kg/100km
Standard Unleaded Fuel	11.5 litres/100km	25.9 kg/100km
LPG	15.0 litres/100km	22.9 kg/100km

Table 2: Holden Commodore Sedan (City cycle)

FUEL TYPE	FUEL USAGE	CO ₂ EMISSIONS
Premium Unleaded Fuel	10.0 litres/100km	22.6 kg/100km
Standard Unleaded Fuel	11.0 litres/100km	24.8 kg/100km
LPG	16.0 litres/100km	24.4 kg/100km

Both Holden and Ford have introduced new (cleaner) motors late in 2002 that produce fewer emissions, and it is too early for independent research to be evaluated on the new motors.

This analysis reveals that the lowest emissions produced by the Ford Forte vehicle occur when the vehicle is being operated on LPG. In the case of the Holden Commodore, premium unleaded fuel produces the lowest emissions for that vehicle and outperforms the LPG Forte.

Analysis shows that it should not necessarily be assumed that operating a vehicle on LPG would result in the greatest environmental benefit. In addition above analysis does not

include extraction and processing and LPG produces greater emissions during these processes than any other fuel.

In Western Australia, BP has a premium-unleaded fuel (BP Ultimate 98), which has considerably, lower benzene and sulphur levels, resulting in reduced carbon monoxide, hydrocarbon and nitrogen oxide emissions. In addition to this BP has recently initiated a program in which a component of the fuel price is allocated to environmental projects.

European engine manufacturers are investing heavily in diesel engine technology for passenger vehicles. While Australian small engine manufactures are not considering diesel at present, we would anticipate Australia to follow European Standards. It is expected that imported diesel fuelled passenger vehicles will be available for sale shortly. The application of Euro 3 restrictions to passenger vehicles is resulting in lower emissions than either gas or petrol.

Alternative fuels are currently being trialed by a number of organizations.

The alternatives include of Bio-Diesel, Bio-Fuels and Hydrogen Cells.

An alternative fuel company, Australian Renewable Fuels Pty Ltd have reached an agreement with ENERGEA (Vienna) and Leighton Contractors to build five plants in the next three years in Australia. Each plant will produce forty million litres of Bio- Diesel per annum. Bio-Diesel will reduce Greenhouse gases by 92% per annum and Carbon Dioxide (CO₂) by 47%.

Melville City Council is currently conducting a trial using Bio-Diesel in a Construction truck. Mounts Bay Yacht Club is also conducting trials using Bio-Diesel in a rescue boat and three Landcruisers.

Melville City Council has a light fleet of eighty vehicles, consisting of 12 x 4 cylinder vehicles, 30 dedicated LPG vehicles. The remainder of the fleet is made up of unleaded or diesel vehicles.

The decision to buy LPG vehicles was based wholly on the price of fuel at the time and not on emissions. Based on kilometres per litre of gas used compared to fuel they are using 30-35% more LPG and subsequently the price for LPG has risen, so there has been no saving in fuel costs. The quantity of LPG required to run the vehicle raises the emissions as well so there has been no reduction in Greenhouses Gases.

SUMMARY

It is evident that there is no clearly identified benefit in the use of LPG as a vehicle fuel either on an environmental or financial basis. It also appears that further development and assessment of alternative fuels in the near future will result in a clearer identification of benefits to be obtained in this area.

It appears that the only obvious benefit to Council in the short term relates to the use of premium-unleaded fuel rather than standard unleaded fuel. Already a preliminary trial on the Executive Director Technical Services' vehicle has indicated that there are financial benefits to be obtained in this area and the research identified in this report also indicates that there are environmental benefits. Unfortunately the bowser at the Depot only holds standard unleaded fuel and therefore in the short term only those officers having Motorcharge cards would have access to premium-unleaded fuel at private stations.

As a result of this all Council officers holding a Motorcharge card should be requested to use premium-unleaded fuel for the next six months. Over this time the success of this proposal will be monitored.

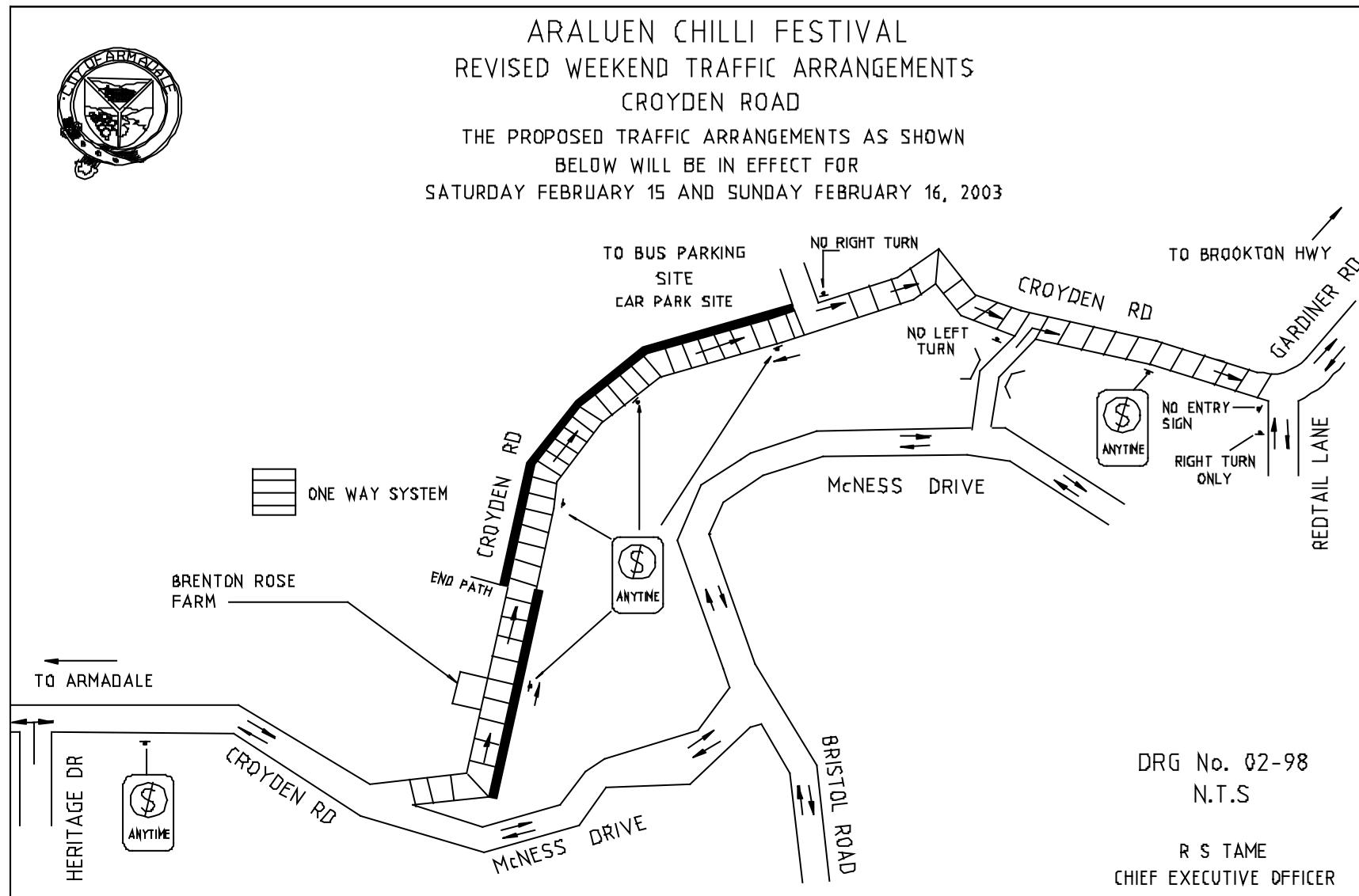
RECOMMEND

- 1. That Council officers holding Motorcharge cards be instructed to use premium-unleaded fuel over the next six months with the view to assessing the financial benefits of extending the usage of such fuel to all Council vehicles.**
- 2. That potential environmental and financial benefits of alternative fuels continue to be monitored.**

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CROYDEN ROAD, ROLEYSTONE – TEMPORARY TRAFFIC MODIFICATION

WARD	Roleystone
FILE REF:	EVT/1
DATE	8 January 2003
REF	CB
RESPONSIBLE MANAGER	MTS

In Brief:

The Araluen Botanic Park has requested the temporary modification of Croyden Road due to increased traffic demands expected for their inaugural Chilli Festival scheduled for 15 and 16 February 2003.

Recommend:

1. That in view of the large traffic volume anticipated and the need to have a traffic management plan in place, Council reluctantly approve the amended traffic arrangement to operate on Croyden Road, Roleystone between Lady McNess Drive and Redtail Lane on Saturday 15 and Sunday 16 February 2003 as per Drawing No. 02-98.
2. That subject to 1. above, parallel parking on the northern side of Croyden Road be permitted between Lady McNess Drive and the entrance to the Araluen Botanic Park on Saturday 15 and Sunday 16 February 2003.
3. That the Araluen Botanic Foundation (Inc) be responsible for advertising the temporary traffic modification of Croyden Road, advising relevant authorities and surrounding landowners of the amended traffic arrangements and supplying site specific signage as requested.
4. That Council supply standard road signage ensuring compliance with appropriate traffic standards.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Long Term Strategic Plan

Develop a cohesive regional strategy for tourism, linking with State Government agencies.

Legislation Implications

Assessment of legislation indicates that the following regulations apply: -

Section 3.50 of the Local Government Act 1995

(1) A local government may, by local public notice, order that a thoroughfare that it manages is wholly or partially closed for the passage of vehicles.

Council Policy/Local Law Implications

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

Council Policy 2.1.41 Events on Roads – Road Closures

“Applicants for road closures for events on roads other than for Minnawarra Festival, Araluen Tulip Festival and Armadale Cycling Classic be required to lodge “various fees and bonds”.

Budget/Financial Implications

Nil.

Consultation

Discussion with the management of Araluen Botanical Park Foundation (Inc).

Ward Members.

BACKGROUND

At its Ordinary Meeting on 6 August 2002, Council initially resolved (T97/02) to support the modified traffic arrangements along Croyden Road between Lady McNess Drive and the entrance to the Araluen Botanic Park on Sunday September 1, 8, 15, 22, 29 and Monday September 30, 2002 to compensate for large traffic volumes that was expected during the annual Tulip Festival.

At its Ordinary Meeting on 16 September 2002, because of traffic numbers exceeding the above expectations, Council resolved (368/2002) to extend the one-way system up to Redtail Lane on Sunday 22, 29 and Monday 30 September 2002 to compensate for traffic volumes expected to remain high for the remainder of the Festival.

DETAILS OF PROPOSAL

The Araluen Botanic Park has recently advised that they propose to conduct their inaugural Chilli Festival in the Park on the weekend of 15 and 16 February 2003 and are seeking Council's approval to modify traffic movement on Croyden Road as a contingency plan should the number of visitors be excessive.

This event is being developed on a concept that has proved successful elsewhere in Australia and is believed that it will also have great potential for both Araluen and the Armadale community. The Chilli Festival will feature approximately 30 stalls displaying and selling chilli foods, plants, crafts etc. It will be a celebration of everything chilli including cooking demonstrations, non-stop entertainment, children's activities and a number of give-aways.

At this point it is not known the likely number of visitors who will attend, however the Araluen Botanic Park has advised that numbers may equal or exceed those busy weekends during their Springtime Tulip Festival.

In view of this Council is reminded of the concerns that are raised annually by local residents during the Tulip Festival in particular the issue of emergency vehicles not having direct access into the Park and to local residents when necessary due to parking issues along Croyden Road.

The issue of parking was raised with the Araluen Botanic Park management who has advised that they are continuing to seek a permanent solution to the parking and access needs during peak periods. They have also advised that the future of the Park is currently being progressed with various government departments along with the development of a 10-year Management Framework Plan that proposes an alternate access north of the Park via Irymple Road incorporating an additional 400 bays as well as upgrading existing parking surfaces. In addition, formal steps have been taken with the Western Australian Planning Commission to give consideration to acquiring the appropriate land. Early indication is that the WAPC is favourable to this proposal, which is currently under review.

The Araluen Botanic Garden have also advised that should the Park be transferred to the Botanic Gardens and Parks Authority, a separate funding submission to Treasury will be required. The Botanic Gardens and Parks Authority have submitted forward funding submissions to Treasury that seeks specific funding for the northern access car park project in 2004/05.

It is brought to Council's attention that though the Araluen Botanic Garden have commenced a number of procedures, realistically they do not expect any substantial change to their infrastructure in time for this year's Springtime Tulip Festival.

COMMENT

As advised in previous reports, there has been a number of alternative modified traffic movements tried over many years to best deal with the volume of traffic that visit the Park during the Springtime Tulip Festival, however it is evident that no matter what road modification plan is used there will always be a number of complaints from local residents of Croyden Road/ McNess Drive / Bristol Road area who are generally inconvenienced on the days the modified traffic arrangements are in operation.

The question that Council again needs to consider is whether to grant the temporary modification of Croyden Road and expect complaints from the local residents and businesses arising from the traffic modification or not support the application of the Araluen Botanic Foundation (Inc).

Should Council not approve a traffic management plan this decision may cause even more disruption and inconvenience to both residents and visitors to the Park, which may have a more serious consequence.

Similar to the annual Tulip Festival, Council is again placed in a position with little room for manoeuvrability and insufficient time to consider alternate options.

The only option available in the light of Council's responsibility to the general public, duty of care and in considering risk management issues of today, is to have a traffic management plan available and enforceable should traffic numbers become excessive on the weekend of the festival. In this regard it is recommended that the Araluen Botanic Park application to introduce a temporary modification to traffic movement on Croyden Road be supported should the need arise.

It will be the responsibility of the Araluen Botanic Foundation (Inc) to arrange appropriate "Marshals" along Croyden Road with a permanent "Marshal" at the bridge between Croyden Road and Lady McNess Drive to ensure traffic movement is in the correct direction. There must also be a permanent "Marshal" located at the entrance to the Brenton Rose Farm to ensure that access to Brenton Rose Farm is not restricted.

Council will supply appropriate signage to comply with correct standards. The cost of advertising the road modification and any other additional costs are be borne by the Araluen Botanic Park.

CONCLUSION

Should there be a large number vehicles entering the Araluen Botanic Park, it is recommended that a one-way system be introduced on Croyden Road between the Lady McNess Drive and Redtail Lane on Saturday 15 and Sunday 16 February 2003 as per Drawing No. 02-98.

RECOMMEND

- 1. That in view of the large traffic volume anticipated and the need to have a traffic management plan in place, Council reluctantly approve the amended traffic arrangement to operate on Croyden Road, Roleystone between Lady McNess Drive and Redtail Lane on Saturday 15 and Sunday 16 February 2003 as per Drawing No. 02-98.**
- 2. That subject to 1. above, parallel parking on the northern side of Croyden Road be permitted between Lady McNess Drive and the entrance to the Araulen Botanic Park on Saturday 15 and Sunday 16 February 2003.**
- 3. That the Araluen Botanic Foundation (Inc) be responsible for advertising the temporary traffic modification of Croyden Road, advising relevant authorities and surrounding landowners of the amended traffic arrangements and supplying site specific signage as requested.**
- 4. That Council supply standard road signage ensuring compliance with appropriate traffic standards.**

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USE OF PUBLIC RESERVES

WARD	All
FILE REF:	A168379
DATE	15 December 2003
REF	CB
RESPONSIBLE MANAGER	MTS

In Brief:

- ☒ A funeral service including the display of the coffin was held in the gazebo in Minnawarra Park on 12 November 2002.
- ☒ There are currently no restrictions to prevent such an event in any public park in the municipality.
- ☒ In order to impose restrictions for such use, Council must make a determination and have the determination recorded in a register of determinations.

Recommend:

- ☒ That Council proceed with the making of a determination in respect of the Local Government Property Local Law, that in the event of a memorial service being conducted in a public view the coffin is not to be brought onto the park or reserve at any time.
OR
- ☒ That Council proceed with the making of a determination in respect of the Local Government Property Local Law, that in the event of a memorial service being conducted in a public area or facility the coffin is not to be brought onto a park, reserve or Council building at any time.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Social Infrastructure

To facilitate a wider range of social and cultural experiences for the City.

To have in place the range of services to enhance the well being and safety of the community.

Legislation Implications

General assessment of relevant legislation (Cemeteries Act 1986) has not revealed any restrictions.

Council Policy/Local Law Implications

Assessment of Policies/Local Laws indicates that the following are applicable

Local Government Property Local Law

Budget/Financial Implications

Nil.

Consultation

Metropolitan Cemeteries Board
Ministers Fraternal

BACKGROUND

Council may be aware that a funeral service was conducted in Minnawarra Park on Tuesday 12 November 2002 due to a misunderstanding and assumptions made by the Funeral Director (Seasons Funerals) and Council's officers.

Another reason as to why the service was held in Minnawarra Park was that Seasons Funerals did not have the capacity to cater with the expected number of mourners (anticipated up to 200). The Minnawarra Church was also too small for the expected number.

As public notice had already been given of the venue and to prevent any further grief for the bereaved family, permission was given for the service to continue for compassionate reasons.

As stated above, the memorial service funeral was carried out by Seasons Funerals that included the coffin being placed in the gazebo. Family and relatives etc, amounting to approximately 80 people surrounded the gazebo for the duration of the service.

The whole event took approximately one hour and was carried out in a respectful and dignified manner. The event concluded with the releasing of a number of coloured balloons.

COMMENT

Following the service, a member of the public who brought her two young children to the Park objected very strongly at the improper use of Minnawarra Park and found the whole event distasteful and distressing for her children, in particular the coffin being in view of the general public.

A perusal of the Cemeteries Act 1986 and consultation with the Metropolitan Cemeteries Board revealed that there are no policies or legislation that restricts the viewing of a coffin in a public place. It was advised that in order to restrict such events, the Local Authority would have to create a local law to this effect.

Upon consultation with a Minister from one of the Ministers Fraternal it was stated that a public park is not the most appropriate place to have a coffin on view and in general private grief should not be thrust upon the general public.

In discussion with various officers within Council and some members of the public, it was felt by most that having a memorial service in Minnawarra Park would be acceptable providing that the coffin was not present. Most were of the opinion that a Church, Funeral Parlour or the Cemetery grounds would be a more appropriate place to have the coffin on display.

At this time, Council should consider that there may be requests in the future to use a Council Building for a similar purpose. Through in this instance the coffin would not be in public view, however consideration should be given to the next hirer who may use the facility immediately after a coffin was present.

Another matter for Council to consider is whether any proposed restriction on Council Buildings should include those that are leased, such as sporting clubs etc. In this manner there may be a requirement to alter existing lease arrangements, which will have both legal and financial implications.

DETAILS OF PROPOSAL

Although this is the only time that such an event has occurred in Minnawarra Park, never the less future applications may be received for similar services.

In order to place restrictions on such events, Council must resolve to make a determination in respect to the use of Local Government Property, give local public notice of the intention to make the determination and following adoption keep a register of the determination. *The procedure in this regard is at Attachment "A3" of the Agenda (See summary of attachments – Green Page).*

Conclusion

To save any future misunderstanding and unnecessary grief, Council staff needs clear direction as to Council's policy on this very sensitive issue. In this regard it is suggested that Council proceed in making a determination to restrict memorial services that involve the public display of a coffin from all public parks, reserves and possibly Council buildings in the municipality.

RECOMMEND

That Council proceed with the making of a determination in respect of the Local Government Property Local Law, that in the event of a memorial service being conducted in a public view the coffin is not to be brought onto the park or reserve at any time.

OR

That Council proceed with the making of a determination in respect of the Local Government Property Local Law, that in the event of a memorial service being conducted in a public area or facility the coffin is not to be brought onto a park, reserve or Council building at any time.

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2003 PUBLIC WORKS ENGINEERING STATE CONFERENCE

WARD	ALL
FILE REF	STF/27
DATE	23 January 2003
REF	LP
RESPONSIBLE MANAGER	MTS

In Brief:

Outline of proceedings for 2003 Public Works Engineering State Conference.

Recommend:

That Councillor(s) be nominated to attend the 2003 Public Works Engineering State Conference, or

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

That no nomination be made for attendance at the 2003 Public Works Engineering State Conference.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

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:

1.2.5 – Conferences, Seminars and Training.

Budget/Financial Implications

Conferences Members - General Ledger Account Number 1508520.

The cost to attend the Conference is \$700.00 for a full-time registration.

Consultation

Chief Executive Officer, Chair of the Technical Services Committee and Technical Services Engineering Staff.

BACKGROUND

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 3rd February 2003). 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 January Technical Services Committee Meeting to enable registrations to be processed.

The Executive Director Technical Services, who is on the State Executive Committee of the IPWEA, is intending to attend the Conference on both days. The Chief Executive Officer, Manager Technical Services and selected Engineering Staff will be attending various sessions and will be sharing registrations.

COMMENT

The State Conference is held annually by the Institute of Public Works Engineering Australia and is an ideal opportunity to increase knowledge and awareness of trends in public works and to broaden network contacts for the attending Members and/or Councillors.

The 2003 Public Works Engineering State Conference will be held at the Sheraton Perth Hotel on the 6 and 7 March 2003.

Technical Programme Topics

The topics covered by the Conference include the following:

- ? Session 1 Plenary Session – Sustainable Subdivision Development
- ? Session 2 Practical Risk Management
- ? Session 3A Flood and Stormwater Management
- ? Session 3B Sustainable Waste Management
- ? Session 4 Loss of Nonfeasance Immunity – What does it mean?
- ? Session 5A Sustainability
- ? Session 5B Asset Management
- ? Session 6A Transport Planning
- ? Session 6B Landuse
- ? Session 7 Partnering for a Sustainable Future

A draft conference outline is at Attachment “A4” of the Agenda (see Summary of Attachments – Green Page).

RECOMMEND

That Councillor(s)..... be nominated to attend the 2003 Public Works Engineering State Conference.

or

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

That no nomination be made for attendance at the 2003 Public Works Engineering State Conference.

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LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____ PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF "A" ATTACHMENTS

28 JANUARY 2003

Attachment No.	Subject	Page
A-1	<i>AUSLINK QUESTIONS</i>	33
A-2	<i>AUSLINK EXECUTIVE SUMMARY</i>	36
A-3	<i>LOCAL GOVERNMENT PROPERTY LOCAL LAW</i>	42
A-4	<i>DRAFT IPWEA 2003 CONFERENCE PROGRAMME</i>	44

AUSLINK QUESTIONS

1. **QUESTION.** Do you agree that these are the major transport infrastructure challenges facing governments? What, if any, other challenges should governments consider?
2. **QUESTION.** The Government invites your views on how land use planning could be improved? How could planning for transport infrastructure and land use be better integrated?
3. **QUESTION.** What are your views on how an increase in land transport infrastructure spending should be paid for? For example, what would be the advantages and disadvantages of a levy on road users?
4. **QUESTION.** What are your views on tolls to pay for costly urban roads funded by the private sector?
5. **QUESTION.** What are your views on the option of congestion pricing, ie charging road users more for using roads during peak periods?
6. **QUESTION.** What are your views about means of achieving more efficient and effective pricing of rail and road transport services?
7. **QUESTION.** What are your views on how the strategic use of technology might be fully integrated into the future transport planning system?
8. **QUESTION.** Do you agree with the proposed possible responses to the challenges in transport infrastructure?
9. **QUESTION.** What are the elements you would see as comprising such a national network?
10. **QUESTION.** The Government invites your views on whether an element of AusLink funding should be separately earmarked to foster research and development for future technological solutions. If so, how should private sector contributions be facilitated?
11. **QUESTION.** Transport safety remains a very high priority for the Commonwealth Government. How do you think new technology could be applied to the infrastructure network to enhance land transport safety, including for specific groups, eg children, the ageing, women, pedestrians, cyclists, motorcyclists, public transport users, people with disabilities, motorists and truck drivers?
12. **QUESTION.** What would be a reasonable minimum threshold value for a project proposal, above which it should be assessed to determine its potential internal rate of return as a private project?
13. **QUESTION.** Do you think AusLink should benchmark best practice planning, project development and evaluation and monitoring techniques?

14. *QUESTION. Do you think the Queensland Local Roads Alliance definition of a local road of regional significance could also be used to define local links of regional significance?*
15. *QUESTION. Do you have any views on the Commonwealth providing Financial Assistance Grants directly to local government?*
16. *QUESTION. What are your views on earmarking of identified local roads grants for strategic regional priorities?*
17. *QUESTION. Interstate and intrastate distributions of identified local roads grants are provided through the Local Government (Financial Assistance) Act 1995. Is it still appropriate to maintain the existing allocation methodologies for roads grants under the Act if we are seeking to move to a more strategic regional approach to infrastructure provision?*
18. *QUESTION. What are your views on a strategic infrastructure arrangement that supports locally identified priorities and would enable regions to create links between national and regional priorities in order to foster sustainable regional economic and social benefits?*
19. *QUESTION. How do you think the Commonwealth Government could work with local governments to achieve a more strategic spend of identified local roads funding?*
20. *QUESTION: Do you have any views on what proportion of earmarked regional funding under AusLink should be distributed for local routes of regional significance?*
21. *QUESTION: Do you have any views on the best way to allocate funding for strategic regional transport infrastructure? For example, through general bilateral agreements between the Commonwealth and regional groupings of councils, on a state-by-state basis or according to specific project-based approvals?*
22. *QUESTION. While there needs to be an overall framework for the strategic regional infrastructure element of AusLink's regional approach, there needs to be flexibility to meet different arrangements in each state and territory. Can you suggest a model to accommodate this flexibility?*
23. *QUESTION. The Government invites your suggestions about measures to improve integration of transport infrastructure planning by the different levels of Government.*
24. *QUESTION. How should the AusLink project evaluation methodology ensure equal treatment of alternative projects and alternative types of projects, eg construction and technological solutions?*
25. *QUESTION. The Government seeks your views on how the strategic approach to maintenance funding can be improved?*
26. *QUESTION. Please comment on the proposed national principles. Are there other principles that you consider should be included?*

27. *QUESTION. The Government invites your views on whether state and local government responsibilities for arterial and local roads, set out in the 1991 Roads Agreement, need modification. If so, what changes need to be considered? Should the task of reviewing these arrangements and providing advice to ministers be undertaken by the proposed national advisory body?*
28. *QUESTION. The proposed network does not, at this stage, identify major national or regional concentrations of intermodal activity that should be connected to the national network. Your views are invited on what major locations of intermodal terminal activity should be included under these categories and for what reasons?*
29. *QUESTION. The Government invites your views on the corridors and links that should be included in the initial draft of the National Land Transport Plan. If you are suggesting other links, please explain how they would support AusLink's national objectives, set out in chapter three? For example, the Government has said the national network will include major Roads of National importance (RONI) routes but apart from the Pacific Highway, these have not been identified in the Green Paper.*
30. *QUESTION. The proposed network does not, at this stage, identify specific urban routes. Your views are invited on what specific urban routes, which meet AusLink's national objectives, should be considered for inclusion. These links would need to link the rest of the national network.*
31. *QUESTION. Which are the most important national and regional ports and airports that AusLink should provide access to, in terms of promoting Australia's future economic and social development?*
32. *QUESTION. The Government invites your views on priority national needs on the corridors and links proposed for the AusLink national network. Please outline reasons why the needs you have identified are national in scope and importance? Priority national needs would need to be consistent with the AusLink national objectives. Please note that national needs include issues such as improving national trade and logistics performance, national and regional connectivity etc. They do not include specific projects, which might respond to those needs.*
33. *QUESTION. The Government is conscious of the inherent differences between the transport networks in individual states and territories and the proposed AusLink network may not incorporate important unique circumstances that have national importance. Input is welcomed in this regard.*
34. *QUESTION. The Government has not yet resolved the range of issues that could effectively be included in a National Transport Policy. The Government invites your views on what it might usefully encompass.*

AUSLINK EXECUTIVE SUMMARY

Australia is facing critical decisions about its national land transport infrastructure network. Over the coming decades the road and rail transport task will grow substantially. Fuelled by economic growth, a more competitive global economy, demographic changes and changing urban land use patterns, the transport task will become far more complex and demanding.

The costs of providing and improving the transport network are rising, including the costs of congestion, health, safety and environmental damage. Against this background, Australia's national land transport network must continue to support economic growth, social development and personal mobility.

The current approach to planning, developing and funding our national land transport network will not meet these challenges. Without major reform now, Australians over the next twenty years will have a transport system that fails increasingly to meet their needs.

The Commonwealth Government is embarking on a major transformation of the current approach to land transport provision through the *AusLink* initiative.

This Green Paper outlines the Government's reasons for developing *AusLink*. The *AusLink* Green Paper:

- ? describes the major elements of the new approach and how it will be implemented;
- ? proposes an initial illustrative range of strategic land transport links that will make up the new integrated network;
- ? outlines the Government's broad priorities for the first iteration of the five-year National Land Transport Plan; and
- ? is the basis for seeking views and ideas on the Government's proposals.

The Government's intention is that in the coming months and as a result of feedback during the consultation phase, a National Land Transport Plan will be developed. This Plan will be included in the White Paper.

1. CURRENT DEMANDS AND FUTURE CHALLENGES

Substantial increases and changes in the transport task, particularly interstate and urban freight, are putting great demands on the national transport network. The high reliance on road transport to move freight and passengers is contributing to greater urban congestion, greenhouse emissions and other social costs.

The current framework for planning, developing and funding Australia's national land transport network has many weaknesses:

- ? a short-term focus,
- ? planning and funding road and rail investments and their linkages is not properly coordinated,
- ? cooperation between governments or with the private sector is not encouraged,
- ? land use and transport planning are poorly integrated,
- ? the focus on new technology-based solutions is insufficient, and
- ? rail and port access investments tend to be ad hoc.

The existing approach to planning and funding Australia's land transport network is inadequate. It simply will not be able to respond to the challenges Australia faces. An effective framework to plan and fund the national network is essential to ensure investment is well targeted.

There is no 'do-nothing' option. Incremental change is not an option. Without major change to the planning framework, the costs of providing an effective national land transport network will be far higher in the future. The economic and social importance of the national land transport network reinforces the need for Australia to undertake major reform.

2. FOUNDATIONS FOR REFORM

Better responses are needed to meet future challenges including:

- ? improving long-term planning to ensure better transport and land use;
- ? boosting investment through increased private sector involvement;
- ? identifying a strategic national network, that will help target investment decisions to ensure they deliver improvements on-the-ground;
- ? introducing new land transport infrastructure pricing mechanisms to ensure better use of the existing network and reduced maintenance costs; and
- ? maximising management solutions through new technologies, to ease congestion, improve traffic management, assist travel demand management, and enhance safety and infrastructure use.

Above all, a national approach is needed and this must start with the Commonwealth. Most states and territories have long-term transport plans in place for their own areas of responsibility. Working in cooperation with stakeholders, the Commonwealth needs to take the lead to ensure that the national interest is represented in land transport development and to establish a National Land Transport Plan.

3. A NEW FRAMEWORK - AUSLINK

AusLink is the vehicle to address our land transport challenges. *AusLink* is initially a National Land Transport Plan to develop and fund an integrated national land transport infrastructure network. It will evolve over time into a comprehensive National Transport Policy.

AusLink will develop:

- ? an integrated network of land transport links of strategic importance, including road and rail links and intermodal connections to ports and airports;
- ? a unified, long-term National Land Transport Plan for the development of the integrated land infrastructure network, based on clear national objectives and priorities that focus on meeting the major transport challenges facing Australia;
- ? a coherent national planning framework that can implement this Plan in an effective, workable way by directing funds and effort to the best uses;
- ? a more strategic approach to the development of regional transport infrastructure;
- ? more cooperative engagement of key transport stakeholders in the development, management and funding of the new national network and National Land Transport Plan;
- ? better management of the Commonwealth's existing land transport funding; and

- ? over time, a broader, comprehensive National Transport Policy which will further improve the land transport infrastructure network and the broader transport system. It will do this by integrating infrastructure, systems, regulation, safety and the environment.

NATIONAL OBJECTIVES AND PRINCIPLES

AusLink needs firm objectives and principles to develop the framework and guide the direction of national effort, including investment.

AusLink's principal objective is sustainable economic growth, development and connectivity at the national and regional levels. Economic growth and development is the key to improved social infrastructure and services, greater incomes, employment generation and sustainable regions. However, this needs to be balanced with achieving sustainable environmental outcomes.

AUSLINK NATIONAL OBJECTIVES

AusLink will promote sustainable national and regional economic growth, development and connectivity by contributing to an integrated land transport network which:

- ? improves national, interregional and international freight logistics;
- ? enhances national, interregional and international trade;
- ? promotes national and interregional connectivity;
- ? is consistent with viable, long-term economic, social and safety outcomes;
- ? is consistent with our obligation to current and future generations to sustain the environment;
- ? is based on those national and interregional corridors; links to ports, airports, production and distribution centres; connecting intermodal facilities; and local links of regional significance - that are of critical importance to national and regional economic growth, development and connectivity; and
- ? is planned, funded and managed efficiently, within a framework of reciprocal responsibility by all levels of government and with the involvement of the private sector

National principles are proposed to underpin sound land transport infrastructure reform. *AusLink* also clarifies the specific passenger infrastructure issues the Commonwealth believes are its focus - primarily national and regional connectivity. This focus provides a backbone of connectivity serving a variety of important objectives - economic development, social cohesion, nation-building and accessibility.

The focus also includes safety throughout the network.

ELEMENTS

AusLink has nine interrelated areas of initiative:

1. **Integrating and improving the National Land Transport Network** - transport links of strategic national importance, such as rail and road connections between cities and to major ports and airports.

2. **Developing a National Land Transport Plan** - a rolling five-year national plan for the national network, with participation from community, industry and all governments. A longer planning horizon of up to 20 years will be utilised to expand understanding of future challenges and opportunities.
3. **Establishing a national advisory body** - to provide transport ministers with strategic analysis and advice on priorities for national infrastructure investment, reforms to support intermodal integration and infrastructure pricing. Once established, it will play a role in providing strategic advice to develop the National Land Transport Plan.
4. **Generating the best ideas** - expanding the range of organisations able to propose projects for Commonwealth funding, including state and territory governments, local councils, the private sector, user organisations, regional development bodies and community organisations.
5. **Funding the best solutions** - widening the range of solutions eligible for Commonwealth funding, including new technology, that can lead to better management and pricing.
6. **Employing a consistent approach to funding** - establishing a single, flexible funding programme to replace separate programmes for different transport modes. This will help to direct funds to the best projects. Regional funding will be earmarked.
7. **Encouraging reciprocal responsibility** - encouraging joint and complementary development and funding of projects between governments and with the private sector to increase the level of available funding. This approach will encourage cooperation between participants and promote better decision-making.
8. **Embedding continuous improvement** - seeking more information about the network to improve understanding and advice. *AusLink's* project evaluation methodology will also improve the quality of decisions and allocation of resources.
9. **Negotiating a new inter-governmental agreement** - between the Commonwealth, state, territory and local governments to underpin the new planning and funding arrangements for the national network and to clarify arrangements for the broader network.

4. AUSLINK: A NEW APPROACH FOR LOCAL GOVERNMENT AND TRANSPORT INFRASTRUCTURE FOR AUSTRALIA'S REGIONS

All communities depend on land transport to provide economic and social connectivity - particularly those in regional Australia. Local government has a challenging responsibility to ensure local communities and industries are connected to the broader regional and national transport networks. *AusLink* proposes earmarking a component of the new funding programme for regional transport improvement. Consistent with the broader *AusLink* philosophy, the approach will promote more strategic use of funding to strengthen the regions.



Local government will partner the states, territories and the Commonwealth to develop the new Land Transport Infrastructure Inter-governmental Agreement.

5. IMPLEMENTATION AND FUTURE DEVELOPMENT

IMPLEMENTATION

The Commonwealth aims to start *AusLink* in the context of the May 2004 Budget (ie. from July 2004). This sets an ambitious timeframe for finalising and establishing *AusLink*. To meet this timeframe, there are a number of complex implementation issues that need to be addressed:

- ? finalise and agree on a new Land Transport Inter-governmental Agreement;
- ? develop and implement new legislation and programme management arrangements;
- ? develop the initial five-year National Land Transport Plan and invite first round proposals;
- ? finalise project evaluation methodologies; and
- ? determine arrangements for maintenance of the national land transport network.

These issues must be addressed to ensure there are no delays in project construction activity when *AusLink* commences.

AusLink will not affect any of the current projects funded by the Commonwealth Government or any projects where there has been a firm Commonwealth funding commitment over the current three-year forward estimates period.

It will not affect the Government's decision to spend \$180 million over four years to extend the Black Spot programme. Nor will it affect the \$1.2 billion Roads to Recovery programme. Every local council will receive the funding they have been promised under the programme.

FUTURE DEVELOPMENT OF AN INTEGRATED NATIONAL TRANSPORT POLICY

AusLink will, in time, evolve into a comprehensive, integrated National Transport Policy. This essential task will pull together and integrate a range of rapidly developing, largely independent policy areas that are affecting transport performance.

Development of a National Transport Policy will not — and cannot — happen overnight. The lessons learned from developing and implementing *AusLink*'s initial focus on infrastructure will provide a solid, cooperative basis from which to build a broader approach.

BENEFITS

AusLink will deliver economic, social and environmental benefits for Australia. *AusLink* will enable us to look at the national and regional transport network with a stronger understanding of the challenges that lie ahead and allow Australians to be better prepared to make the critical decisions.

AusLink will mean improved freight logistics, through an integrated approach to the land transport network and its linkages with ports and airports. Road freight will have a more viable future through a growing economy, more competitive logistics and improved urban

freight connections. The transport system will be more environmentally sustainable, with rail playing a greater role in freight transport. Passenger travel will be safer and more reliable.

Establishing *AusLink* will be a complex and challenging process. It will require changing the national decision-making framework and the land transport planning culture, skills and processes. For major and beneficial reform to occur, there must be a collective change in mindset.

LOCAL GOVERNMENT PROPERTY LOCAL LAW**PART 2 DETERMINATIONS IN RESPECT OF LOCAL GOVERNMENT PROPERTY****Division 1 - Determinations****2.1 Determinations as to use of local government property**

- (1) The local government may make a determination in accordance with clause 2.2 –
 - (a) setting aside specified local government property for the pursuit of all or any of the activities referred to in clause 2.7;
 - (b) prohibiting a person from pursuing all or any of the activities referred to in clause 2.8 on specified local government property;
 - (c) as to the matters in clauses 2.7(2) and 2.8(2); and
 - (d) as to any matter ancillary or necessary to give effect to a determination.
- (2) The determinations in Schedule 2 –
 - (a) are to be taken to have been made in accordance with clause 2.2;
 - (b) may be amended or revoked in accordance with clause 2.6; and
 - (c) have effect on the commencement day.

2.2 Procedure for making a determination

- (1) The local government is to give local public notice of its intention to make a determination.
- (2) The local public notice referred to in subclause (1) is to state that –
 - (a) the local government intends to make a determination, the purpose and effect of which is summarised in the notice;
 - (b) a copy of the proposed determination may be inspected and obtained from the offices of the local government; and
 - (c) submissions in writing about the proposed determination may be lodged with the local government within 21 days after the date of publication.
- (3) If no submissions are received in accordance with subclause (2)(c), the Council is to decide to –
 - (a) give local public notice that the proposed determination has effect as a determination on and from the date of publication;
 - (b) amend the proposed determination, in which case subclause (5) will apply; or
 - (c) not continue with the proposed determination.
- (4) If submissions are received in accordance with subclause (2)(c) the Council is to –
 - (a) consider those submissions; and
 - (b) decide –
 - (i) whether or not to amend the proposed determination; or
 - (ii) not to continue with the proposed determination.
- (5) If the Council decides to amend the proposed determination, it is to give local public notice –
 - (a) of the effect of the amendments; and
 - (b) that the proposed determination has effect as a determination on and from the date of publication.

- (6) If the Council decides not to amend the proposed determination, it is to give local public notice that the proposed determination has effect as a determination on and from the date of publication.
- (7) A proposed determination is to have effect as a determination on and from the date of publication of the local public notice referred to in subclauses (3), (5) and (6).
- (8) A decision under subclause (3) or (4) is not to be delegated by the Council.

2.3 Discretion to erect sign

The local government may erect a sign on local government property to give notice of the effect of a determination which applies to that property.

2.4 Determination to be complied with

A person shall comply with a determination.

2.5 Register of determinations

- (1) The local government is to keep a register of determinations made under clause 2.1, and of any amendments to or revocations of determinations made under clause 2.6.
- (2) Sections 5.94 and 5.95 of the Act are to apply to the register referred to in subclause (1) and for that purpose the register is to be taken to be information within section 5.94(u)(i) of the Act.

2.6 Amendment or revocation of a determination

- (1) The Council may amend or revoke a determination.
- (2) The provisions of clause 2.2 are to apply to an amendment of a determination as if the amendment were a proposed determination.
- (3) If the Council revokes a determination it is to give local public notice of the revocation and the determination is to cease to have effect on the date of publication.



2003 STATE CONFERENCE

VENUE

Sheraton Perth Hotel
207 Adelaide Terrace
Perth

DATE

Thursday/Friday, March 6 and 7, 2003

COST

See attached registration form.

Please note that full conference programme and registration form will be mailed out in approximately one week.

WEDNESDAY 5.3.2003	4.00pm—6.00pm	Annual General Meeting	Allan Claydon President IPWEA (WA)
	6.30pm—7.30pm	Conference Ice Breaker	Hon Tom Stevens, MLA Minister for Housing & Works, Local Government & Regional Development
THURSDAY 6.3.2003	8.00am—9.00am	Registration	Gary Cleveland MA, B.Ed Conscious Community Solutions
	9.00am—10.30am	OPENING SESSION Introduction and Welcome	National IPWEA President's Address
		Official Opening	Ross Moody President IPWEA (Australia)
		Keynote Address – "Sustaining Community Improvement"	
		National IPWEA President's Address	
	10.30am—11.00am	Morning Tea	

	11.00am—12.30pm	SESSION 1 – PLENARY SESSION – SUSTAINABLE SUBDIVISION DEVELOPMENT Sharing Experience – Are we all in the ring? – The Ascot Waters Experience Mandurah's Canal Developments Sustainability – Can Everybody Win? Harvest Lakes – Atwell	Marino Evangelisti, Parsons Brinckerhoff Allan Claydon, City of Mandurah Paul Lakey, Mirvac Fini (WA) Pty Ltd Ross Holt, LandCorp
	12.30pm—1.30pm 1.30pm—3.00pm	Lunch SESSION 2 – PRACTICAL RISK MANAGEMENT	
	3.00pm—3.30pm 3.30pm—5.00pm	Risk Assessment of Road Networks & Bridges Risk Management in Engineering Related Business Units AUSPEC – The Penith Experience Afternoon Tea SESSION 3A – FLOOD & STORMWATER MANAGEMENT Review of Design Rainfall for Flood Management Jim Davies & Sasha Martens, JDA Consultant Hydrologists	George Giummarrra, ARRB Transport Research Ltd Doug Forster, City of Perth Hans Meijer, Penith City Council
	5.00pm—7.00pm 9.00am—10.30am	Mosman Bay Gross Pollutant Trap Trial Martyn Glover, Town of Mosman Park Stormwater Drainage Sustainable Design Guidelines – Buildings Colin Ward, City of South Perth	SESSION 3B – SUSTAINABLE WASTE MANAGEMENT Sustainable Waste Management – The Stirling Experience Viet Nyson, City of Stirling Regional Resource Recovery Stuart McAll, South West Metropolitan Regional Council
FRIDAY 7.3.2003	SESSION 4 → LOSS OF NONFEASANCE IMMUNITY – WHAT DOES IT MEAN? President's Cocktail Function	Hybrid Biological Process for Treatment of MSW Tom Rudas, DICOM Technology Development	
	Recent Developments in Nonfeasance Immunity Loss of Nonfeasance Immunity – WALGA View Potential Nonfeasance Exposures Morning Tea	Julius Skinner, McLeods Peter Hoare/Leon Lawrence, WA Local Government Association Peter Metropolis, Metropolis & Associates Pty Ltd	
	10.30am—11.00am		

	11.00am—12.30pm	SESSION 5A – SUSTAINABILITY		SESSION 5B – ASSET MANAGEMENT
		The WA State Sustainability Strategy Peter Newman, Department of Premier & Cabinet Local Government Natural Resource Management Greg Ryan, Eastern Metropolitan Regional Council		Asset Management Plan for Drainage for Local Government in WA Bevis Grey, City of Cockburn
		Mining Industry & Sustainable Implications for Local Government Hugh Jones, Golder Associates	Timber Bridge Testing Chris Champion, IPWEA (Australia)	Sustainability of Long Term Pavement Management Fred Stepelberg, Industrial Consulting Services
	12.30pm—1.30pm	Lunch		
	1.30pm—3.00pm	SESSION 6A – TRANSPORT PLANNING		SESSION 6B – LANDUSE
		Recent Experiences Success & Failures with Local Area Traffic Management in Australasia Peter Damen, ARRB Transport Research Ltd	Water Sensitive Urban Design to Total Water Cycle Management Don McFarlane/Bill Till, Waters & Rivers Commission	
		Integrated Transport Planning – A Case Study Emmerson Richardson, Sinclair Knight Merz	From Waste Water to Water Resource Roni Oma, Water Corporation	
		Perth-Mandurah Rail Project Peter Martynovich, Perth Urban Rail Development	Is Groundwater Use and Land Use from Gnangara Mound Sustainable? Michael Foley, City of Swan	
	3.00pm—3.30pm	Afternoon Tea		
	3.30pm—5.00pm	SESSION 7 – PARTNERING FOR A SUSTAINABLE FUTURE		
		Western Australian Local Government Association Department for Planning and Infrastructure Main Roads Western Australia IPWEA (WA Division)	President – Clive Robertson Director-General – Greg Martin Executive Director, Technology & Environment – Gary Norwell	
	5.00pm—5.15pm	Conference Close	President – Allan Claydon	
	7.30pm—12.30pm	Conference Gala Dinner	Allan Claydon, President IPWEA (WA)	