

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, 6 OCTOBER, 2008, 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

QUESTION TIME

DEPUTATION

CONFIRMATION OF MINUTES

RESOLVED

**Minutes of the Technical Services Committee Meeting held on
1 September 2008, be confirmed.**

**MOVED Cr
MOTION CARRIED ()**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 17

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 Works ProgrammeT-3
- **General Information**
- Future Now E Newsletter.....T-7

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.

I N D E X

TECHNICAL SERVICES COMMITTEE

6 OCTOBER 2008

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NEERIGEN BROOK RESERVE MANAGEMENT PLAN

WARD	All
DATE	8 August 2008
REF	RVD
RESPONSIBLE MANAGER	EDTS

In Brief:

- A draft management plan for Neerigen Brook has been written after funding was provided for it in Council's 07/08 budget.
- The management plan has been drafted to guide management of the reserve for its purpose of 'public recreation and drainage' and to ensure the protection and promotion of the reserve's social, environmental and historical values.
- **Recommend**
Council advertise the Neerigen Brook Reserve Management Plan for a 6 week public consultation period.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Vision for the City to be "Clean, green and prosperous". Aim to "Enhance and sustain our natural environment and bushland – completing bushland and urban fire management plans (5.3)".

Legislation Implications

Nil.

Council Policy / Local Law Implications

Nil

Budget / Financial Implications

The proposed recommendations as outlined in the Neerigen Brook Reserve Management Plan, are for action over a period of at least five years. A number of actions arising from the endorsement of the Plan are within current budget allocations. To undertake the works outlined in the management plan, it is estimated that the funding required for the 2008/09 financial year would be \$160,000, with a further \$55,500 for maintenance. In the following year funding of \$121,000 would be required and a further funding of \$90,000 in the next 3-5 years. Ongoing maintenance would require a further \$25,500 in subsequent years. The funding components are outlined in the Details of the Proposal section.

Consultation

City of Armadale Manager Parks, Manager Ranger and Emergency Services, Senior Environmental Planner and Environmental Officer have reviewed the draft Management Plan.

BACKGROUND

Neerigen Brook Reserve (No. 35613) is a public open space that has been vested under the control and management of the City of Armadale since 1998 for the purpose of "Public Recreation and Drainage". Prior to this it was vested as a Drainage Reserve which does not require access to be provided to the general public. The Reserve, which follows the course of the section of Neerigen Brook between Bedforddale Hill Road and Albany Highway, is

approximately 1 200 metres in length and ranges between some 20 to 90 metres in width, covering a total area of 61 294 m². Figure 1 is a location plan of Neerigen Brook Reserve.

Funding for the development of a management plan for the Neerigen Brook Reserve was provided for in Council's 2007/08 budget and a draft management plan has now been completed.

It is proposed to advertise the draft management plan for a 6 week public comment period. On the completion of the consultation, Council will be provided with a summary of the submissions and be requested to consider endorsing the Plan.

DETAILS OF PROPOSAL

A Management Plan for the Neerigen Brook Reserve has been drafted to guide management of the reserve for its purpose of 'public recreation and drainage' and to ensure the protection and promotion of the reserve's social, environmental and historical values.

The Plan provides for a number of recommendations for the effective management of the Reserve during the immediate future.

The recommendations have been provided with an implementation guideline in order to ensure all necessary works are completed in a sequence appropriate to the safe implementation of the capital works required.

Definitions of the type of works and timelines for the priorities are:

- Priority 1 – primarily capital works which are required to be completed in the immediate future and to clearly delineate the reserve boundary in order to create a safe working environment for the implementation of the remainder of the recommendations.
- Priority 2 - capital works and community education actions with a short term priority to occur in the two years following completion of the Priority 1 works..
- Priority 3 - capital works and community education actions scheduled to be undertaken in the medium term (3-5 years).
- Priority 4 - ongoing maintenance works that would be required to be implemented immediately in order to create and maintain a safe environment. Apart from recommendation 2, priority 4 works require ongoing funding.
- Priority 5 - recommended operating practices that have no funding requirement associated with them.

COMMENT AND ANALYSIS

Some of these actions of the draft Neerigen Brook Management Plan are discussed further below. The implementation plan from the draft Neerigen Brook Management Plan is provided at the end of this section outlining the recommendations, priority, Department responsible and project funding. A full copy of the draft Neerigen Brook Management Plan is provided under separate cover.

Reserve boundary and use by adjacent residents

Previous efforts to establish robustly the Reserve boundary by surveying and installing pine bollards have not been entirely successful with survey pegs and bollards being removed by unknown parties. As a result of the unclear property boundaries, members of the public have been prevented from easily using the Reserve by obstructions that impede public access. Although the City has made a number of requests for all unauthorised obstructions to be removed, many are still present.

To overcome these issues, it is recommended that a further survey be undertaken to identify the sections of the boundary that are not already clearly defined, install bollards at a higher density and require the removal of unauthorised features within the Reserve (Recommendations 1 and 2). – Note : Recommendations relate to the Draft Management Plan.

Water quantity and quality

Neerigen Brook enters the Reserve via two culverts that pass underneath Bedfordale Hill Road at the southern extremity of the Reserve. Some sections of the stream bank are being undermined by water flow, creating breakaways where soil is falling from the bank into the stream, and numerous barriers have been constructed across the stream interrupting the natural flow of the stream, creating stagnant bodies of water. It is proposed to reinstate more natural stream flows through the removal of these barriers (Recommendation 11), in line with the Reserve's drainage designation.

In some sections of the stream the abundance of weeds within and lining the stream reduce the width and inhibit water flow. Sections of Neerigen Brook dry up during summer, and heavy flows during winter have the potential to breach the banks creating flooding. Numerous PVC pipes extend from private properties and open either into private properties near the Reserve boundary or directly into the Reserve. It is possible that these pipes input stormwater and/or waste water from private properties into the Reserve and stream. Whilst many of these pipes are authorised, having gained permission from Council to access the water from Neerigen Brook, it is possible that some water pipes and pumps within the Reserve belong to residents who are unlawfully accessing water from the stream. It is proposed to identify whether all of the water pipes within the Reserve belong to landowners named in the Neerigen Brook Access Agreement and to take action as required to prevent unwanted substances entering the Reserve (Recommendations 12 and 27).

Continued erosion could also have a negative impact on stream condition while restricting the use of the track as an access way into the Reserve. Slight erosion of the vehicle track is occurring around the stream culverts, with some soil being washed into the stream. It is proposed to minimise further erosion by constructing a gravel track to appropriate access standards and appropriate maintenance of the track. The draft management plan also proposes that all future vehicle tracks constructed within the Reserve should be constructed to a standard to prevent erosion and the Reserve monitored for major erosion (Recommendations 14 and 15).

Vegetation, habitat and river health

Clearing, garden planting and weeds have severely disturbed the vegetation structure within the Reserve. Intensive management is required before vegetation condition can improve. Being dominated by weeds, the Reserve's riparian vegetation is in poor condition. Nevertheless, it still plays a part in maintaining the health of the ecosystem by fulfilling the roles of filtering runoff, preventing erosion and providing food and habitat to both aquatic and terrestrial fauna, which would normally be undertaken by native species. The draft management plan recommends the maintenance of vegetation cover in the reserve through revegetation coupled with weed control to reinstate more natural vegetation (Recommendations 5 and 6). However, the draft management plan also identifies the need to maintain the Reserve as an attractive place of recreation, retaining some open grass spaces.

Litter is present throughout the Reserve and includes aluminium cans, plastic bottles, tyres, unused water pipes and various other items. The draft Management Plan proposes to remove all litter from the Reserve, possibly by the maintenance teams who regularly undertake work within the Reserve (Recommendation 4).

It is also proposed to improve the condition of the stream by controlling the use of herbicides along all land adjacent to Neerigen Brook (Recommendation 13).

Fire risk

As the Reserve is surrounded by houses and contains important vegetation and fauna, it is crucial that the risk of fire is minimised. This will reduce the chance of wildfire within the Reserve and reduce the severity of any wildfire that might occur.

The fuel loading and fire risk assessment of the reserve classified the Reserve areas into areas of low or high fire risk.

The draft Management Plan recommends reducing fire risk using controlled burning, which safely reduces the amount of leaf litter and other fuel that forms a significant hazard. When this method is not appropriate, such as if the vegetation does not burn efficiently, slashing and manual removal of leaf litter are often a more effective way of reducing fire risk, followed by ongoing weed control and revegetation in areas where native species can not compete effectively with quickly colonising weed species (Recommendations 17 and 18). Access is difficult through the reserve, in order to be able to undertake regular maintenance works for safety. Service vehicle access tracks are required to be installed as a matter of priority.

Public use of the reserve

Pedestrian access to the Reserve occurs through a number of public access ways. However not all parts of the Reserve can be easily traversed by pedestrians, with passage through several parts of the Reserve being inhibited by steep slopes, impenetrable weed thickets and in some places private gardens. The development of a designated trail and installation of bridges within the Reserve would provide pedestrian access through the entire Reserve. This would allow pedestrians to utilise all sections of the Reserve, and by encouraging people to walk on a designated trail, would also help minimise the impact that pedestrians can have on natural areas, such as the trampling of vegetation (Recommendations 21 and 22). A number of adjacent residents have expressed concern that encouraging public access through the Reserve will compromise the home security of private properties abutting the Reserve. It is assumed that the proposed pedestrian trail will not be prominent and as such should not attract a high level of usage. If the properties adjacent to the track are concerned about security, owners can fence their property on the boundary of the reserve.

Cooperative management

The successful management of the Reserve and its environment relies on the cooperation and participation of adjacent residents and the local community. This both benefits the Reserve, and community involvement fosters a sense of pride in contributing to the natural environment, as well as developing a strong and positive community spirit.

The draft Plan recommends encouraging the local community to participate in the management of the Reserve and also be informed about issues facing the Reserve (Recommendation 30). The establishment of a demonstration site within the Reserve, to

inspire community members to participate in creating a natural and healthy environment which shows how weed removal and revegetation should be conducted and the outcomes that can be achieved is recommended (Recommendation 7).

It is also proposed to encourage private landholders to participate in measures to reduce future weed infestation of the reserve by encouraging the local community to restore riparian land within the reserve (Recommendation 8).

Promotion of historical values

As a place that was used by both Aboriginals and early settlers, the Reserve has significant historical value with several structures associated with the area's early history located within or close by the Reserve. The draft Management Plan proposes the maintenance and promotion of these features (Recommendation 20).

The following table is the Implementation Schedule from the draft Neerigen Brook Management Plan. The discussion above relates to the listed recommendations in this table.

Recommendation		Priority	Department Responsible	Cost (\$)
1	Delineate the Reserve from private properties by installing bollards at approximately 1.5 metre intervals along sections of the Reserve boundary that are not already clearly defined.	1	Parks	\$65,000
3	Request that by a given date, residents of private properties abutting the Reserve remove any unauthorised feature from within the Reserve that belongs to them. The City will remove any unauthorised feature that remains within the Reserve after this date if accessible.	1	Parks	\$20,000
27	Construct two vehicle tracks within the Reserve, as shown in Figure 8.	1	Civil Works	\$75,000
Sub-total Implementation Priority 1 (year 1)				\$160,000
8	Develop a demonstration site within the Reserve. Potential demonstration site locations are shown in Figure 8.	2	Environment	\$16,500
10	Indicate on signs at PAWs 1, 4 and 5 (see Figure 8) that dogs are permitted within the Reserve only if they are leashed.	2	Parks	\$1,000
11	Inform the local community around the Reserve about how they can minimise the impact of pets on native wildlife. This will be achieved via the brochure discussed in section 3.9.	2	Environment	See 31
12	Remove all unnatural barriers and dams (see Figure 4) from the Reserve.	2	Civil Works	\$25,000
14	Inform the local community around the Reserve about how they can prevent contamination of water that enters natural areas. This will be achieved via the brochure discussed in section 3.9 of the Neerigen Brook Management Plan.	2	Environment	See 31

20	Inform the local community around the Reserve about the benefits of reducing fuel loads on their own properties. This will be achieved via the brochure discussed in section 3.9.	2	Environment & Ranger Services	See 31
21	Install three interpretative signs at strategic points to inform members of the public about the Reserve's historical and heritage values.	2	Parks	\$10,000
22	Mark PAWs 1, 4 and 5 with signs that clearly identify them as pathways by which members of the public may enter the Reserve. Sign locations are shown in Figure 8.	2	Parks	\$1,000
24	Construct an earth ramp at PAW 4 (see Figure 8) to negate the steep bank as a barrier to pedestrian and vehicle access into the Reserve.	2	Civil Works	\$6,500
26	Install a vehicle bridge across the stream below PAW 4 (see Figure 8) to facilitate pedestrian and vehicle access through the Reserve.	2	Civil Works	\$60,000
28	Identify whether all of the water pipes within the Reserve (see Figure 4) belong to landowners named in the Neerigen Brook Access Agreement, and advise landowners not in the agreement to remove all water pipes from the Reserve.	2	Environment	N/A
31	Produce and distribute to the local community a brochure that outlines those issues listed in section 3.9.	2	Environment	\$1,000
Sub-total Implementation Action 2				\$121,000
13	Determine the nature of water entering the Reserve via PVC pipes (see Figure 4) and take action as required to prevent PVC pipes inputting unwanted substances into the Reserve.	3	Environment	N/A
19	Remove all stockpiles (see Figure 4) from the Reserve manually or by burning.	3	Parks	\$5,000
23	Clear and maintain a marked trail (see Figure 8) that provides pedestrian access throughout the Reserve.	3	Parks	\$25,000
25	Install three bridges across the stream at strategic points (see Figure 8) to facilitate pedestrian access through the Reserve.	3	Civil Works	\$60,000
30	Note that Lots 90 and 150 (see Figure 8) are currently under the management of Main Roads and it may be of benefit to the Reserve if this land is managed by the City.	3	Environment	N/A
Sub-total Implementation Action 3				\$90,000
2	Replace any bollards removed on the Reserve boundary with a more solid type of fencing.	4	Parks	\$30,000
4	Monitor the impact of wood borer on vegetation condition.	4	Environment	N/A
5	Remove litter from the Reserve every 6-8 weeks.	4	Parks	\$10,000
6	Remove weeds from the Reserve according to the priorities outlined in Table 3.	4	Environment & Parks	\$10,000
16	Monitor the Reserve for evidence of major erosion.	4	Environment	N/A

17	Monitor the amount of fuel within the Reserve.	4	Ranger Services	\$500
18	Implement burning, slashing and other fire management techniques with the aim of maintaining safe fuel loads throughout the Reserve.	4	Parks	\$5,000
29	Monitor the impact that a lack of water within the Reserve has on the condition of the Reserve's natural environment.	4	Environment	N/A
Sub-total Implementation Action 4 (year 1)				\$55,500
Sub-total On-going costs (year 2 onwards)				\$25,500
7	When revegetating the Reserve use native plant species.	5	Environment & Parks	N/A
9	Continue to promote the City's Streamcare Project to reduce weed impact from upstream properties and increase revegetation of the Brook.	5	Environment	N/A
15	Construct all tracks to the principles outlined in the International Mountain Bicycling Association Guidelines to prevent erosion.	5	Civil Works	N/A

OPTIONS

1. Council could provide in principle support for the Neerigen Brook Reserve Management Plan and advertise the Plan for a 6 week public consultation period.
2. Council could identify alternative recommendations or actions for the implementation of the Plan.
3. Council could decide not to advertise the Neerigen Brook Reserve Management Plan.

CONCLUSION

The Neerigen Brook Reserve Management Plan is set to provide a detailed management implementation plan for the Reserve. The successful management of the Reserve will ensure that the value of the Reserve as a healthy environment and place of recreation is sustained for future generations. Accordingly Option 1 is recommended.

RECOMMEND

That Council advertise the Neerigen Brook Reserve Management Plan for a 6 week public consultation period.

MOVED Cr
MOTION CARRIED/LOST

*****BUDGET VARIATION - 2007 OUTER METROPOLITAN COMMUNITY
FUNDING APPROVAL***

WARD All
FILE REF P9345
DATE 22 September 2008
REF AL
RESPONSIBLE MP
MANAGER

In Brief:

- A budget variation is required to accept a grant from the Outer Metropolitan Community Fund for the installation of a Major (District) playground at Don Simmons Reserve.
- **Recommend**
The revenue and expenditure budget for Don Simmons Reserve be increased by \$45454 (plus GST) for the installation of new playground equipment

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

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

Legislation Implications

Should funding for any project be approved, the works would need to be carried out in accordance with the building code of Australia and any other relevant legislation and/or Australian Standard

Council Policy/Local Law Implications

ENG 13 – Asset Management Vision

Budget/Financial Implications

Grant funds of \$45,454 (plus GST)

Note: In addition to the budget implications, Council is advised that for projects that are either new or additional to existing facilities, the current practice is to include on ongoing maintenance cost of (5% of Capital) as well as an asset preservation allowance of (5% of Capital) neither which are currently budgeted within the 15 Year Plan.

Consultation

Asset Steering Group
Community Services

DETAILS

An application to the Outer Metropolitan Community Fund (OMCF) to support the provision of New Playground Equipment at Don Simmons Reserves has been approved. The grant totalling \$45,454 is for the supply and installation of new playground equipment.

COMMENT

The provision of new playground equipment at Don Simmons Reserve was a priority due to the removal of the existing playground in 2007. The grant combined with funds of \$15,600 in the Parks Department's 2008 /09 Capital Works Program will provide new playground equipment and associated softfall, park furniture and a path network. The relocation of the playground will improve pedestrian accessibility, passive surveillance and link with the impending installation of the Memorial Plaque for Don Simmons Reserve.

The installation of new playground equipment is supported within the Parks Department Playground Rationalisation Strategy and will further enhance the community's accessibility to its Citywide Playground Network

CONCLUSION

The Outer Metropolitan Community Fund (OMCF) provides invaluable assistance to the City of Armadale in pursuit of its requirements to install new infrastructure on its Parks and Reserves throughout the district for the betterment of the community.

RECOMMEND

That Council pursuant to Section 6.8 of the Local Government Act 1995 authorise the follows:

amend the 2008/2009 annual budget as follows:

Increase Revenue

Don Simmons Reserve New Playground – OMCF grant by \$45,454

Increase Expenditure

Don Simmons Reserve New Playground - \$45,454

For the purpose of the installation of New Playground Equipment at Don Simmons Reserve.

****ABSOLUTE MAJORITY REQUIRED**

MOVED Cr
MOTION CARRIED/LOST

***WASTE SERVICES – REQUEST FROM RECYCLING CONTRACTOR TO VARY
FORMULAE FOR RISE AND FALL ADJUSTMENT***

WARD All
FILE REF
DATE 12 September
2008
REF BS
RESPONSIBLE
MANAGER EDTS

In Brief:

- The Fuel price has been very volatile over the last 15 months. It increased by 35% over the 12 months to June 2008 and has since dropped back to 30%.
- Cleanaway have requested a variation in the rise and fall adjustment for the kerbside recycling contract from CPI to one that takes into consideration both the CPI and the fuel price variations
- **Recommend**
That Council approve the request from Transpacific Cleanaway for an amendment to the rise and fall clause contained in Tender 36/2003 – Provision of Services Relating to the Collection of Recyclable Material based on the CPI (All Groups) applying to 85% of the adjustment and the remaining 15% based on actual fuel prices as per the official price notification for diesel fuel, as published by FuelWatch and calculated quarterly.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

Nil.

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Estimated annual increase over and above adjustment allowed for in the contract is \$18,000.

Consultation

Nil.

BACKGROUND

At the Council meeting of Feb 2004 at it was resolved in resolution T8/02/04

1. *That Council accepts:*

- The Tender of Brambles Australia Limited entitled Alternative Offer in Tender No. 36/2003 at a cost of \$0.91/service/fortnight; and*
- the Tender of Brambles Australia Limited entitled Alternative Offer 2 Part C in Tender No. 37/2003, at a cost of \$13.50/tonne of recyclable material; Subject to the negotiation of the contract to the satisfaction of the Executive Director Technical Services to address operation and insurance matters.*

2. *That Council approve \$100,000 being listed for consideration of inclusion in the draft 2004-05 budget for transfer to the Waste Management Reserve Account to replace damaged and aged recycling bins.*

The tenders were called jointly with the Cities of South Perth and Gosnells as a SEMRC initiative.

The tender was accepted with a rise and fall clause based on the Consumer Price Index (CPI) as follows.

9.2 Annual CPI adjustment

(1) *Annual Adjustment*

On each anniversary of the Commencement Date during the Term the rate of payment payable under Clause 9.1 shall be increased or decreased by a factor equal to the percentage increase or decrease in the Consumer Price Index between the Consumer Price Index published for the quarter immediately preceding the relevant anniversary and the Consumer Price Index published for the quarter ending immediately prior to the preceding anniversary and in the case of the first anniversary the quarter ending immediately prior to the Commencement Date.

(2) *March quarter*

In subclause (1) the “quarter” means the quarter ending on 31 March.

(3) *Use of Figures*

If the Consumer Price Index figures referred to in this clause are no longer provided by the Australian Bureau of Statistics then the parties shall utilise such figures in place thereof as the City shall reasonably determine.

With the CPI defined as:-

“Consumer Price Index” means the Consumer Price Index (All Groups) for Perth published by the Australian Bureau of Statistics:

The cost of fuel which is about 15% of the operation cost of the service has risen by 35% over the last financial year compared with only 4% CPI . The nature of this rise was unforeseen by both Council and contractor and would be considered as a Latent Condition suitable for claim by the contractor. If Council chose to challenge the claim, the dispute would follow the Disputes Resolution process (section 11) of the contract documents, possibly ending up in Court.

Cleanaway have therefore requested a variation to the rise and fall clause of the contract to include a fuel price component.

DETAILS OF PROPOSAL

Cleanaway requested the following be considered as an alternative to clause 9.2 of the contract:

The tender prices as stipulated by the Contractor in the Price Schedule shall be subject to an adjustment for rise and fall in costs. The adjustments to the prices shall be implemented each quarter of each year and shall be based on the following provisions:-

- (a) *The tender shall be deemed to be based on the relevant indices last published by the Australian Bureau of Statistics.*
- (c) *Each price stipulated in the Price Schedule (“Price”) is to be adjusted with effect from 1 January, 1 March, 1 July and 1 September in each year (with the first adjustment taking effect on 1 July 2008) (each a “Review Date”) in accordance with the following rise and fall formula:*

$$R_n = R \left(15\% \times \frac{A}{B} + 85\% \times \frac{C}{D} \right)$$

where:

R_n is the Price payable on and from the Review Date.

R is the Price payable at the commencement of the term.

A is the Diesel price in the Metro region as published by Fuelwatch for the quarter ending immediately prior to the relevant Review Date.

B is the Diesel price in the Metro region as published by Fuelwatch as at July 2007.

C is the Consumer Price index (All Groups) as listed in ABS report No. 6401, (Perth) for the quarter ending immediately prior to the relevant Review Date.

D is the Consumer Price index (All Groups) as listed in ABS report No. 6401, (Perth) as for the quarter ending July 2007.

If any of the above indices published by Australian Bureau of Statistics is discontinued or suspended then the calculation is to be made using whatever index is substituted for it. If no other index is substituted for it the parties shall as soon as practicable use their best endeavours to agree upon an alternative method for calculating an increase to the then current rates and thereafter they shall adopt that method of calculation for the remainder of the contract term.

COMMENT

There are four factors in considering this variation:

- Is the variation justified;
- At what level should Council pay;
- What is the commencement date; and
- What variations apply.

The rise and fall formula of contracts involving transport and equipment often allow for variations from the CPI for the various components with transport and fuel elements included. This was the case with Council’s first recycling contract with Cleanaway. It was

discussed when drawing up the current contract but was considered unnecessary as fuel had closely followed the CPI for the previous 10 years.

Over the last financial year the cost of fuel rose 35% causing Council's own Waste Collection Service to go over budget by \$16,100. A CPI figure of 3.1% was estimated. The rapid rise in fuel costs was unforeseen. The contractor faces a similar situation. If Council had taken on the recycling contract these cost increases would have fallen to the City. It is considered that the request by the contractor for a variation is justified.

It is estimated that fuel would have cost the contractor approx \$8,000 extra over 2007-08. This cost has been absorbed by the contractor. The proposed variation, effective from July 2008 with the base as at July 2007, is recommended and will cost \$18,000.

The Kerbside Recycling contract has three components, waste collection, supply of bins and processing of waste. Waste collection should be the only component subject to the proposed rise and fall formula including fuel.

It is estimated that applying the requested rise and fall formula to the waste collection component of the contract will increase the contract cost by \$18,000 over and above the existing contract CPI formula if fuel prices rise at the same rate as the previous year. Provision for additional funds has been included in the 2008-09 budget.

CONCLUSION

Both the Cities of Gosnells and South Perth have approved similar requests from Cleanaway. It is therefore recommended to amend the rise and fall clause to include a fuel component subject to it only being applied to the transport component of the contract.

RECOMMEND

That clause 9.2 of contract 36/2003 be amended as follows:

The tender prices as stipulated by the Contractor in the Price Schedule shall be subject to an adjustment for rise and fall in costs. The adjustments to the prices shall be implemented each quarter of each year and shall be based on the following provisions:-

- (a) **The tender shall be deemed to be based on the relevant indices last published by the Australian Bureau of Statistics.**
- (b) **Each price stipulated in the Price Schedule ("Price") is to be adjusted with effect from 1 January, 1 March, 1 July and 1 September in each year (with the first adjustment taking effect on 1 July 2008) (each a "Review Date") in accordance with the following rise and fall formula:**

$$Rn_1 = R_1 \left(15\% \times \frac{A}{B} + 85\% \times \frac{C}{D} \right)$$

$$Rn_2 = R_2 \times \frac{C}{D}$$

$$Rn_3 = R_3 \times \frac{C}{D}$$

where:

R_{n1} is the Price/collection service payable on and from the Review Date.

R₁ is the Price/collection service payable at the commencement of the term.

R_{n2} is the Price/MGB payable on and from the Review Date.

R₂ is the Price/MGB payable at the commencement of the term.

R_{n3} is the Price/tonne processing payable on and from the Review Date.

R₃ is the Price/tonne processing payable at the commencement of the term.

A is the Diesel price in the Metro region as published by Fuelwatch for the quarter ending immediately prior to the relevant Review Date.

B is the Diesel price in the Metro region as published by Fuelwatch as at July 2007.

C is the Consumer Price index (All Groups) as listed in ABS report No. 6401, (Perth) for the quarter ending immediately prior to the relevant Review Date.

D is the Consumer Price index (All Groups) as listed in ABS report No. 6401, (Perth) as for the quarter ending July 2007.

If any of the above indices published by Australian Bureau of Statistics is discontinued or suspended then the calculation is to be made using whatever index is substituted for it. If no other index is substituted for it the parties shall as soon as practicable use their best endeavours to agree upon an alternative method for calculating an increase to the then current rates and thereafter they shall adopt that method of calculation for the remainder of the contract term.

MOVED Cr
MOTION CARRIED/LOST

CHAMPION DRIVE STREETScape – SEVILLE DRIVE TO WILLIAMS ROAD

WARD Palomino
FILE REF
DATE 22 September
2008
REF GD
RESPONSIBLE
MANAGER EDTS

In Brief:

- Council has obtained a LGRF Grant for the rehabilitation of Champion Drive (Railway Avenue to Seville Drive).
- Report identifies option to upgrade streetscape in between Williams Road and Seville Drive.
- Extra funds will be required to complete this work.
- **Recommend**
That Council confirm its support for the proposed streetscape works in Champion Drive between Williams Road and Seville Drive and that a further report detailing exact costs and funding options be provided to the future technical services committee meeting.

Tabled Items

Drawing

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

Will require reallocation of funds within Civil Works Programme to facilitate extra works..

Consultation

Nil.

DETAILS

Council has obtained a Local Government Road Fund Grant for the rehabilitation of Champion Drive between Railway Avenue and Seville Drive. The work has been included in the adopted 2008/09 Works Programme. These works provide the opportunity to carry out an associated upgrade to streetscape works in Champion Drive between Williams Road and Seville Drive i.e. that section fronting a number of council community facilities, the shopping centre and the garage.

The grant funding available can only be used to carryout rehabilitation works and any extra streetscape works will have to be fully funded by Council. No detailed design has yet been carried out on the suggested streetscape works but it is the opinion of staff that the requirement for extra funding over and above that all ready allocated would be approximately \$100,000.

Prior to carrying out any detailed design, and bearing in mind the present limited staffing resources available to carry out such work, this item seeks a provisional response by Council as to the support for carrying out such work. An indicative plan and cross section are attached to this report and the options available will be further expanded upon in the Committee Meeting.

Should there be general support for including the extra works a detailed design and estimate will be prepared prior to presenting a further report to Council specifying the extra cost involved and recommending the most suitable source of funding.

RECOMMEND

That Council confirm its support for the proposed streetscape works in Champion Drive between Williams Road and Seville Drive and that a further report detailing exact costs and funding options be provided to the future Technical Services Committee Meeting.

MOVED Cr
MOTION CARRIED/LOST

ABBEY ROAD/RAILWAY AVENUE LINK PROJECT- LAND ACQUISITION

WARD Minnowarra
FILE REF
DATE 17 September
2008
REF CB
RESPONSIBLE
MANAGER EDTS

In Brief:

- As part of the Abbey Road/Railway Avenue Link Project it is necessary to purchase a truncation on Lot 1612 Railway Avenue for road widening purposes.
- The owner has approached the City with regard to its purchasing the whole property due to concern about potential loss arising from the requirement for a truncation.
- A purchase and compensation package has been negotiated.
- The package adds value to Council's land holdings arising from the purchase of Lot 71 Little John Road, Armadale.
- **Recommend**
That Council as part of the Abbey Road/Railway Avenue Link Project, agree to purchase, for road realignment purpose, the property at Lot 1612 Railway Avenue Armadale, for the negotiated purchase price reported in the attached confidential report presented at "Attachment B-1" to this Agenda.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Develop and Integrated Transport System

Develop and adapt appropriate elements of the Integrated Regional Transport Strategy.

Legislation Implications

- Transfer of Land Act 1893
- Local Government Act 1995 – Section 5.32(2) (e) (ii) – Committee Meeting may be closed to the public.

Council Policy/Local Law Implications

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

Budget/Financial Implications

The property purchase price as recommended in this Report will be funded from:

Consultation

- Owners of Lot 1612 Railway Avenue
- City Valuation Panel Member – DTZ Australia
- Property Consultants – Complex Land Solutions

BACKGROUND

At the Ordinary meeting of Council held on 9 June 2008, Council resolved (T42/6/08) the following:

“That Council approves in principle to purchase the property at Lot 1612 Railway Avenue, Armadale subject to a strategic development and funding plan of the overall land requirements for the Abbey Road / Railway Avenue Link Project being presented at a future Committee / Council Meeting”.

Council will be aware from the previous report that Complex Land Solutions were engaged to act on Council’s behalf to enter into negotiations with the Owner of Lot 1612 Railway Avenue, Armadale.

An agreement has now been made and approval is therefore sought from Council for the purchase of the above property at the figure shown in the attached Confidential Report “B1”.

NOTE: Discussion by Committee on the Confidential Report at “Attachment B-1” should occur with the meeting closed to the public, i.e. section 5.23 (2) (e) (ii) states that if a Committee Meeting deals with a matter which if discussed would reveal information that has commercial value to a person then that part of the meeting should be closed to the public.

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

RECOMMEND

That Council as part of the Abbey Road/Railway Avenue Link Project, agree to purchase, for road realignment purposes, the property at Lot 1612 Railway Avenue Armadale, for the negotiated purchase price reported in the attached confidential report presented at “Attachment B-1” to this Agenda.

MOVED
MOTION CARRIED

TENDER NO. 25/08 FOR SUPPLY OF SPRAYED BITUMEN

WARD ALL
FILE REF TEN/25/08
DATE 6 October
2008
REF JC
RESPONSIBLE
MANAGER MCW

In Brief:

- Tender No. 25/08 was recently called for the Supply of Sprayed Bitumen.
- Three conforming tenders and one alternative tender were received by the specified closing time.
- Only the conforming tenders have been assessed as per the Request for Tender.
- The tender from Boral Asphalt (WA) has been assessed as being the most advantageous to Council.
- **Recommend**
That with Tender No. 25/08 - Council accepts the tender from Boral Asphalt (WA) for the period 1 November 2008 and 30 June 2009 in accordance with their submitted tender and Council contract documentation.

Tabled Items

Tender documents; tenders received.

Officer Interest Declaration

Nil

Strategic Implications

Corporate Services

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

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act (Functions and General) Regulations 1996 s3.57 (11) (2) (f)

Council Policy/Local Law Implications

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

Policy ENG 5: Tendering and Purchasing.

Budget/Financial Implications

Total current budget allocation included within project costs. Expenditure will be monitored to assess whether the increase in contract rates of approximately 30% can be accommodated by “unders and overs” within the Roads Programme.

Consultation

Nil

BACKGROUND

Sprayed bitumen is a seal application used in the construction of some new roads and the maintenance of existing roads and associated works. This material is used as a primer seal for new or reconstructed pavements with an asphalt wearing course and as a single or double coat seal application and surface enrichment for existing bituminous surfaces. This is a specialised operation for which the City does not have the appropriate resources to effectively undertake the task. Sprayed bitumen is required to be supplied to work sites, by a specialised

Contractor who can cope with the large volume of work, in order to carry out daily operational works and to complete the annual Civil Works programme.

A tender to conform to the Local Government Act and Council's Purchasing Policy is therefore required as the value of this work will exceed \$100,000 per annum.

Existing Contract Information

The former contract held by RnR Contracting Pty Ltd finalized on 30 June 2008. The contract was not extended because the company increased the price not according to the stipulated in Clause 2.3.3 of the Request for Tender. This Clause stipulated that the increase in price for the further year will be according to negotiated price adjustments up to but not exceeding the changes in CPI and shall be at the discretion of the Principal.

As RNR Contracting Pty Ltd increased the price outside the stipulated by Clause 2.3.3, Council resolved not to accept the extension of their contract through resolution number T41/6/08.

DETAILS OF PROPOSAL

The tender involves the supply of sprayed bitumen which is to be used in various road works projects within the City's operations.

New Contract Information

Essential details of the new contract are as follows:

Table 2: New Contract Information

Contract Type	Schedule of Rates
Contract Duration	Seven months
Commencement Date	1 November 2008
Expiry Date	30 June 2009
Extension Permitted	As per clause 2.3.3 of the Request for Tender
Rise And Fall Included	No

Selection Criteria

The selection criteria and weightings for the evaluation of the tender are as follows.

Table 3: Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability/competence of tenderer to perform the work required	20%
2.	Experience of tenderer in supplying similar goods or completing similar projects	20%
3.	Reference from past and present clients	20%
4.	Tendered Price(s)	40%
	TOTAL	100%

Tenders Received

Three conforming tenders were received from RnR Contracting Pty Ltd, Boral Asphalt and Downer EDI Works. One non-conforming tender marked as Alternative Tender was received from RnR Contracting Pty Ltd. This tender was not assessed as the submitted price was not fixed as per the Request for Tender document. Details of tenders received are as follows:

Table 4 – Tenders Received

Products	Price Per Litre				
	Current prices	Boral Asphalt	RnR Contracting	Downer EDI Works	Increase between lowest and existing rates (%)
Emulsion CRS 170					
5500-8000 litres	\$0.810	\$1.040	\$1.150	\$1.560	28
8001-10000 litres	\$0.800	\$1.020	\$1.120	\$1.250	28
10001-13000 litres	\$0.780	\$0.980	\$1.070	\$1.230	26
over 13000 litres	\$0.760	\$0.960	\$1.050	\$0.940	26
Cutback Primer					
5500-8000 litres	\$0.970	\$1.320	\$1.650	\$1.930	36
8001-10000 litres	\$0.950	\$1.300	\$1.550	\$1.580	37
10001-13000 litres	\$0.930	\$1.280	\$1.500	\$1.560	38
over 13000 litres	\$0.920	\$1.260	\$1.450	\$1.200	37
Bitumen Class 170					
5500-8000 litres	\$0.930	\$1.250	\$1.600	\$1.790	34
8001-10000 litres	\$0.910	\$1.240	\$1.500	\$1.450	36
10001-13000 litres	\$0.890	\$1.200	\$1.450	\$1.430	35
over 13000 litres	\$0.850	\$1.170	\$1.400	\$1.100	38
Price per litre 205 litre drums					
Emulsion CRS 170					
Delivered	\$1.20	\$1.500	\$1.450	N/A	N/A
Ex-Depot	\$1.10	\$0.715	\$0.820	\$1.05	N/A

TENDER EVALUATION

All tenderers have been involved in the construction industry for a number of years and have experience with local government contracts in the supply of sprayed bitumen.

The increase in price is the result of comparing prices from 2007 and 2008 and this is due to the increase in prices of derivatives from petroleum during the past year. Due to the high increase of the submitted rates compared with the past year rates, it will be necessary to monitor the expenditure of projects included in the program using the service in order to prevent over expenditures at the end of the financial year.

The results of the tender evaluation after the application of the selection criteria have shown that the tender from Boral Asphalt (WA) is the most advantageous to Council.

Tender Rankings

The tender rankings resulting from the application of the selection criteria are as follows:

Table 5: Tender Ranking

Tenderer	Ranking
Boral Asphalt (WA)	1
RnR Contracting Pty Ltd	2
Downer EDI Works	3

CONCLUSION

It is recommended that the tender be awarded to Boral Asphalt (WA).

RECOMMEND

That with Tender No.25/08 - Tender for Supply of Sprayed Bitumen, Council accepts the tender of Boral Asphalt (WA) for the period 1 November 2008 to 30 June 2009 in accordance with their submitted tender and Council contract documentation.

MOVED Cr
MOTION CARRIED/LOST

TENDER NO.26/08 – CONSTRUCTION OF CONCRETE FOOTPATHS

WARD	ALL
FILE REF	TEN/26/08
DATE	6 October 2008
REF	JC
RESPONSIBLE MANAGER	MCW

In Brief:

- Tender No. 26/08 was recently called for the Construction of Concrete Footpaths.
- Two tenders were received by the specified closing time.
- The tender from Grayson's Concrete Services has been evaluated as being the most advantageous to Council.
- **Recommend**
That with Tender No. 26/08 - Council accepts the tender from Grayson's Concrete Services for the period 1 November 2008 to 30 June 2009 in accordance with their submitted tender and Council contract documentation.

Tabled Items

Tender documents; tenders received.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

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

Legislation Implications

Assessment of legislation indicates that the following regulations apply:

Local Government Act (Functions and General) Regulations 1996 s3.57 (11) (2) (f)

Council Policy/Local Law Implications

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

Policy ENG 5: Tendering and Purchasing.

Budget/Financial Implications

Total current budget allocation included within project costs. A separate report will be provided to identify options for amending the 2008/09 Paths Programme in order to address the increase in contract rates of approximately 20%.

Consultation

Nil.

BACKGROUND

The City contracts out the construction of insitu concrete footpaths as it is a specialised operation for which the City does not have the appropriate resources to effectively undertake the task. The City's current footpath construction program requires a specialised contractor who can cope with the large volume of concrete work, in order to continue with the improvements to the footpath network within the City. Tenders were called for the Construction of Concrete Footpaths for a seven month period up until 30 June 2009.

The 2008/09 footpath program includes the construction of 8 new paths with a budget of \$289,400, 2 existing path replacements with a budget of \$32,300 and 4 new bike paths with a

budget of \$104,300. A tender to conform to the Local Government Act and Council's Purchasing Policy is therefore required as the value of this work will exceed \$100,000 per annum.

Existing Contract Information

Essential details of the existing contract area s follow:

Table 1 - Existing Contract Information

Current Contractor	Grayson's Concrete Services
Contract Type	Schedule of Rates
Contract Duration	10 months
Commencement Date	1 September 2007
Expiry Date	30 June 2008
Extension Permitted	Yes, as per clause 2.3.3 of the Request for Tender
Annual Contract Cost	\$458,700
Rise And Fall Clause Included	No

DETAILS OF PROPOSAL

The tender involves the construction of insitu concrete footpaths within the City according to the footpath construction program.

New Contract Information

Essential details of the new contract are as follow:

Table 2 - New Contract Information

Contract Type	Schedule of Rates
Contract Duration	7 months
Commencement Date	1 November 2008
Expiry Date	30 June 2009
Extension Permitted	Yes, as per clause 2.3.3 of the Request for Tender
Rise and Fall Included	No

Selection Criteria

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

Table 3 – Selection Criteria

ITEM No.	DESCRIPTION	WEIGHTING
1.	Capability/competence of tenderer to perform the work required	20%
2.	Experience of tenderer in supplying similar goods or completing similar projects	20%
3.	Reference from past and present clients	20%
4.	Tendered Price(s)	40%
	TOTAL	100%

Tenders Received

Tenderers were received from Grayson's Concrete Services and Westside Concrete Contractors. Details of tenders received are as follows:

Table 4 – Tenders Received

Item	Description	Unit	Current Rate	Grayson's Concrete	Westside Concrete	Increase
1	Construct 100mm thick concrete path	m ²	\$35.20	\$41.80	\$39.80	19%
2	Construct kerb ramps at other locations	Each	\$350.00	\$374.00	\$400.00	7%
3	Construct Residential vehicle crossover 100mm thick (Reinstatements along footpath)	m ²	\$35.20	\$41.80	\$41.80	19%
4	Construct Commercial vehicle crossover 150mm thick (Reinstatements along footpath)	m ²	\$51.00	\$60.50	\$52.80	19%
5	Extra over for one layer F63 mesh	m ²	\$13.20	\$16.50	\$10.90	25%
6	Extra over for concrete colour (oxide)	m ²	\$7.70	\$7.70	\$11.00	0%

TENDER EVALUATION

All tenderers have been involved in the construction industry for a number of years and have experience with local government contracts in the construction of insitu concrete footpaths. They have also shown that they are capable of undertaking large concreting projects.

A best value for money approach has been adopted for this tender which means that the tender containing the lowest price will not necessarily be accepted. Prices included in the above schedule for 100mm and 150mm path, crossovers and pram ramps have been assessed against the selection criteria as they are items most commonly used during the construction of concrete footpaths. The evaluation has also taken in consideration past experiences that the City has had with both companies during the execution of the footpath programs.

Due to the high increase of the rate compared with the past year rates, it will be necessary to monitor the expenditure of paths included in the program in order to prevent over expenditures at the end of the financial year.

The results after applying the selection criteria have shown that the tender from Grayson's Concrete Services is the most advantageous to Council.

Tender Rankings

The tender rankings resulting from the application of the selection criteria are as follows:

Table 5 – Tender Ranking

Tenderer	Ranking
Grayson's Concrete Services	1
Westside Concrete Contractors	2

CONCLUSION

Grayson's Concrete Services currently has the contract for the Construction of Concrete Footpaths for the City and has provided an efficient and professional service over the past year.

It is recommended that the tender be awarded to Grayson's Concrete Services.

RECOMMEND

That with Tender No. 26/08 – Construction of Concrete footpaths, Council accepts the tender from Grayson's Concrete Services for the period 1 November 2008 to 30 June 2009, in accordance with their submitted tender and Council's contract documentation.

MOVED Cr
MOTION CARRIED/LOST

*****REVIEW OF DELEGATIONS OF AUTHORITY RELEVANT TO THE
TECHNICAL SERVICES DIRECTORATE***

WARD All
FILE REF PCY/2
DATE 16 September 2008
REF CB
RESPONSIBLE
MANAGER EDTS

In Brief:-

- It is a requirement of the Local Government Act 1995 that all Delegations be reviewed annually.
- Delegations of Authority for the Technical Services Directorate have been reviewed to confirm legislative correctness, continuing relevancy and appropriateness of each delegation.
- **Recommend**
That delegations remain in force for the next 12 months.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Services

1.2 - *“Review and Clarify Delegations, including:*

Involving staff in determining levels of team and individual empowerment.

Increasing delegations from Council to management”.

Legislation Implications

Local Government Act 1995.

Council Policy / Local Law Implications

Nil.

Budget / Financial Implications

Nil.

Consultation

Intra-directorate liaison

BACKGROUND

It is a requirement of the Local Government Act 1995 – Section 5 5.46(2) that delegations of authority be reviewed annually.

In accordance with that requirement, copies of the delegations relevant to this Committee are at Attachment “A1”.

COMMENT

Analysis

The delegations generally appear to remain appropriate.

CONCLUSION

It is recommended that all delegations continue to apply and operate until the next review date in twelve months time.

RECOMMEND

That the powers or duties detailed in *Attachment "A1"* to this report as delegated by Council remain in force for the next 12 months.

**** ABSOLUTE MAJORITY REQUIRED**

INSURANCE COMMISSION OF WA ROAD SAFETY 2008 FORUM & AWARDS

WARD ALL
FILE REF
DATE 25 September 08
REF LEK
RESPONSIBLE MANAGER EDTS

In Brief:

- Outline of a Forum on Road Safety, being held at the Burswood Conference Complex on 6 November 2008.
- **Recommend**
That Council nominate Councillor as delegate to the Insurance Commission of WA Road Safety 2008 Forum and Awards, being held at the Burswood Conference Complex on 6 November 2008 with costs to be charged to 210128.1046.02.
Or
Should no nomination be received, then the recommendation be as follows:
That no nomination be made for attendance at the Insurance Commission of WA Road Safety 2008 Forum and Awards.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Communicating and Marketing

Working with State Government and other key stakeholders to market the City of Armadale.

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

Forum only - \$160.00

Forum & Awards \$250.00

Consultation

Nil.

BACKGROUND

The Insurance Commission of WA's Road Safety Forum and Awards 2008 seeks to bring together professionals with an interest in road safety to further develop their knowledge and expertise, to investigate the progress and future directions for road safety and to identify opportunities to contribute to the success of road safety outcomes.

DETAILS OF PROPOSAL

The 2008 forum will provide a stimulating programme that aims to promote discussion on the Safe System approach; Showcase innovation, progress and new directions; Facilitate

collaboration and information sharing by bringing together road users, government agencies and other organisations involved in road safety. See *Attachment “A-2” of the Agenda (see Summary of Attachments – Green Page)*.

The awards recognise innovation in road safety, and encourage individuals and organisations in the road transport industry, business sector and community, to pursue innovative practices to improve road safety. Also aiming to increase individuals, organisations, business sectors, government agencies and community involvement in the battle against road deaths and injuries and urge individuals and groups that have created road safety projects or contribute in improving road safety.

RECOMMEND

That Council nominate Councillor as delegate to the Insurance Commission of WA Road Safety 2008 Forum and Awards, being held at the Burswood Conference Complex on 6 November 2008 with costs to be charged to 210128.1046.02.

Or

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

That no nomination be made for attendance at the Insurance Commission of WA Road Safety 2008 Forum and Awards on 6 November 2008.

MOVED Cr
MOTION CARRIED/LOST

LATE ITEMS

COUNCILLORS' ITEMS

MEETING CLOSED _____PM.

TECHNICAL SERVICES COMMITTEE		
SUMMARY OF "A" ATTACHMENTS		
6 OCTOBER 2008		
Attachment No.	Subject	Page
A1	Register of Delegations	36
A2	Road Safety Forum	37

REGISTER OF DELEGATIONS – COUNCIL TO CEO

Local Government Act 1995			
No	Section	Delegation	Assignee
1	3.25(1)	Notices requiring certain things to be done by owner or occupier of land	No
3	3.27(1)	Things that can be done on land that is not local government property	Yes
7	3.54(1)	Authority to do anything on land vested or under the control and management of Council	Yes
9	5.43(b)	Authority to accept or reject tenders and quotations under \$50,000	No
14	3.26(2)	Take action to achieve compliance with a notice given under s3.25(1)	Yes
Local Government (Uniform Local Provisions) Regulations 1996			
172	13	Authority to serve notice on owners or occupiers of land abutting a street or way to construct or repair a crossing from the common boundary of the land and the street or way to the paved portion of the carriageway of the street or way	Yes
173	17	Approve private works on, over or under a public thoroughfare or other public place and take action for offences under this Regulation	Yes
Local Law – Local Government Property			
221		<p>Authority to administer the Local Government Property Local Law including the appointment of authorised persons (under section 9.10 of the Local Government Act 1995) to perform any of the functions of an authorised person under the local law subject to the following:</p> <ul style="list-style-type: none"> (a) The CEO may refer any matter at his discretion for the decision of Council; (b) Only Council is to :- <ul style="list-style-type: none"> (i) make a determination under Part 2; (ii) adopt or vary a policy containing conditions subject to which an application for a permit may be approved under clauses 3.3 (1) (a); (iii) enter into an agreement with a permit holder in respect of ownership of materials in a building (clause 3.7); (iv) issue a permit under clause 3.13(1) (erect a building) or 3.13(n) (erect or install any utility service structure); (v) hear an objection under Part 7; (vi) appoint authorised persons who are not employees under section 9.10 of the Act. 	Yes
Policies of Council			
500	ENG3	Events on Roads – Authority to approve road closures for events on roads	Yes

REGISTRATION & PROGRAM

INSURANCE COMMISSION OF WESTERN AUSTRALIA

Road Safety

2008 WA FORUM & AWARDS

NOVEMBER 6 2008
BURSWOOD
ENTERTAINMENT COMPLEX
CONFERENCE CENTRE
PERTH WESTERN AUSTRALIA

Insurance Commission of Western Australia

SPEED AND RED LIGHT CAMERA FUNDED PROJECT

www.waroadsafetyforum2008.com.au

THIS FORUM AND AWARDS HAS BEEN FUNDED BY THE INSURANCE COMMISSION OF WESTERN AUSTRALIA
IN THE INTEREST OF SAVING LIVES ON WEST AUSTRALIAN ROADS.

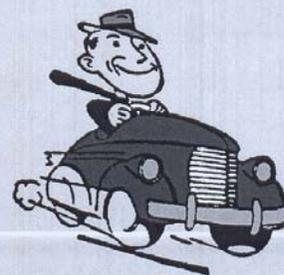
INSURANCE COMMISSION OF WESTERN AUSTRALIA

Road Safety Forum and Awards 2008 seeks to bring together professionals with an interest in road safety to further develop their knowledge and expertise, to investigate the progress and future directions for road safety and to identify opportunities to contribute to the success of road safety outcomes.

Forum Objectives

The 2008 forum will provide a stimulating program that aims to:

- Promote discussion on the Safe System approach;
- Showcase innovation, progress and new directions;
- Facilitate collaboration and information sharing by bringing together road users, government agencies and other organisations involved in road safety.



INSURANCE COMMISSION OF WESTERN AUSTRALIA

Road Safety 2008 Awards Dinner

The Insurance Commission of Western Australia Road Safety Awards encourage, recognise and reward outstanding contributions in improving road safety.

THE AWARDS AIM TO:

- recognise innovation in road safety, and encourage individuals and organisations in the road transport industry, business sector and community, to pursue innovative practices to improve road safety.
- increase individuals, organisations, business sectors, government agencies and community involvement in the battle against road deaths and injuries and urge individuals and groups that have created road safety projects or contribute in improving road safety.

Program

8.00AM	REGISTRATION
9.00	WELCOME TO COUNTRY Vic Evans, Managing Director, Insurance Commission of Western Australia welcomes guests
9.15	Jeanne Breen OBE, Jeanne Breen Consulting, Keynote address
10.00	MORNING TEA
10.30	Brendan Marsh, Main Roads Western Australia, Keynote address
11.10	Lauchlan McIntosh, AM, ANCAP, Keynote address
12.00 PM	LUNCH

BREAKOUT ROOM 1	
1.00 – 1.20	Jon Gibson, Office of Road Safety Towards Zero: The Recommended Road Safety Strategy for Western Australia
1.20 – 1.40	Craig Wooldridge, Main Roads Western Australia Retrofitting the Safe System to Existing Roads
1.40 – 2.00	James Newton, Office of Road Safety Working in Partnership Towards a Safe System – Office of Road Safety Partnership
2.00 – 2.20	Alyson Vinciguerra, WestNet Energy on behalf of WNE & DBP The ability to measure and therefore manage compliance with the organisations speed limit requirements while driving to and from the Dampier to Bunbury Natural Gas Pipeline
2.20 – 2.30	Panel discussion

BREAKOUT ROOM 2	
1.00 – 1.20	Mike McMahon, Synovate Evidence-based Strategy Development and Evaluation of the development of the safer vehicles program
1.20 – 1.40	Ruth Curtis, Office of Road Safety The safer vehicles program partnership between the Royal Automobile Club and the Road Safety Council
1.40 – 2.00	Ken Thompson, AFMA Safer Motoring – a systems approach to fleet safety
2.00 – 2.30	Panel discussion

BREAKOUT ROOM 3	
1.00 – 1.20	Shane Pope, City of Stirling City of Stirling Child Car Restraint Program
1.20 – 1.40	Deb Zines and Elise Saunders, School Drug Education and Road Aware Best practice in road safety education
1.40 – 2.00	Andrea Smithson, RoadWise program (Great Southern) and Sergeant Nigel Fiander, Great Southern Traffic Enforcement Group Easter Fatigue RoadStop – A community based road safety initiative
2.00 – 2.20	Sony Thomas, World Road Safety Partnership Community based road safety – a key to implementation
2.20 – 2.30	Panel discussion

Program cont'd

2.30 **AFTERNOON TEA**

BREAKOUT ROOM 4

- 3.00 – 3.20 Sergeant Nigel Fiander, Great Southern Police District, Western Australian Police
Searching for Best Practice through Road Policing – Great Southern Police District
- 3.20 – 3.40 Senior Sergeant Colin Asplin, Western Australian Police
Introduction of roadside Random Oral Fluid Testing for prescribed drugs in
vehicle drivers
- 3.40 – 4.00 Ann-Marie Chapman, Department of Health, WA
Measuring Road Crash Injury Severity in Western Australia using ICISS Methodology
- 4.00 – 4.20 Anton Zapelli and Michiko Parnell, PBF Australia
Spinal Cord Injury and Road Safety Education
- 4.20 – 4.30 **Panel discussion**

BREAKOUT ROOM 5

- 3.00 – 3.20 Craig Wooldridge, Main Roads Western Australia
What's happening on rural roads in Victoria and NSW
- 3.20 – 3.40 Rosie Dempster, ARRB Group
AusRAP Assessment of Major Metropolitan Roads in Perth. The AusRAP initiative
(Australian Road Assessment Program) – for road safety
- 3.40 – 4.00 Cas Tesnear, Main Roads Western Australia
When The (traffic) Lights Go Out
- 4.00 – 4.20 Linley Crackel, Office of Road Safety
Advisory Intelligent Speed Adaptation (ISA) WA's Demonstration Project
- 4.20 – 4.30 **Panel discussion**

BREAKOUT ROOM 6

- 3.00 – 3.20 Teresa Rechichi, Office of Road Safety
Senior Sergeant Patricia Lagan, Western Australian Police
Bridget Souster, Department for Planning and Infrastructure
Novice Driver Review in Western Australia
- 3.20 – 3.40 Kim Buttfield, Great Southern Population Health and Julie MacQueen,
Albany Roadwise Committee
Education in the Use of Traffic Roundabouts – Albany 2001-2008
- 3.40 – 4.00 Linda Parsons, School Drug Education and Road Aware
Smart Steps: Moving there together (Parents and young children road safety education)
- 4.00 – 4.30 **Panel discussion**

4.35 **Guests depart**

7.00 – 11.00PM **Insurance Commission of Western Australian Road Safety 2008 Awards and Dinner**

Keynote Speakers



JEANNE BREEN OBE
Jeanne Breen Consulting

Jeanne Breen is an internationally recognised expert on road safety management with 30 years of national and international expertise and experience. She has carried out road safety management capacity reviews in high, medium and low income countries (Ukraine, Armenia, Bosnia and Herzegovina, Serbia and Bangladesh) for the World Bank, the Russian Federation for the ECMT and in New Zealand, commissioned by the Land Transport Safety Authority. During 2007, she led an independent peer review of road safety in Sweden commissioned by the Swedish Roads Administration.

Jeanne is currently working, in collaboration with Tony Bliss of the World Bank, on guidance on good practice road safety management. She is a member of the Editorial Board of the web-based European Road Safety Observatory (ERSO), which is being developed by road safety experts for the European Commission, and has contributed a range of reviews for the ERSO's knowledge base.

She received the OBE in the UK Millennium Honours list for her contribution to road safety.



BRENDAN MARSH BE BSC GCL
*A/Network Performance Manager
Main Roads Western Australia*

Brendan joined Main Roads Western Australia as an Engineering Cadet in 1995 and has extensive experience in road, bridge and traffic engineering, presently acting in the role Network Performance Manager. Brendan is a member of the Safe Systems Working Group for the new Perth Bunbury Highway, represents Main Roads on several Austroads projects within the Network Program (Strategic) and is a corresponding member on World Road Association (PIARC) Technical Committee C.1, Safer Road Infrastructure.

In March 2008, Brendan received the Institute of Public Works Engineering Association award for Innovative Practice in Traffic and Safety Management for developing the 'Vision Zero Logical Framework' in collaboration with the Safe Systems Working Group for the new Perth Bunbury Highway. The framework significantly enhances the engineering approach to road safety in a manner consistent with the zero serious injury/death aspiration and transport sustainability, thereby, complementing Western Australia's recommended Road Safety Strategy, Towards Zero.



J L (LAUCLAN) MCINTOSH AM
*Asia Pacific Director for iRAP,
Chair of ANCAP Australasia Ltd*

Lauchlan McIntosh is a senior executive and director with national and international experience. He has been the chief executive of two major associations with business and consumer interests, is a recognised chairman and coordinator of national and international networks and events, and has technical and senior management experience in mining and transport.

He is currently the Asia Pacific Director for iRAP, the International Road Assessment Program, Chair of ANCAP Australasia Ltd, the consumer car safety testing program, a member of the CSIRO Energy Transformed Advisory Council, Vice President of the Australasian College of Road Safety and Director of McIntosh Management Services.

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