

CITY OF ARMADALE

MINUTES

OF TECHNICAL SERVICES COMMITTEE HELD IN THE COMMITTEE ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 22
NOVEMBER 2004 , AT 7.00 PM.

PRESENT: Cr VL Clowes – Hollins Chair
Cr L Reynolds JP
Cr FR Green (7.00pm – 7.25pm)
Cr DL Hopper JP
Cr J Everts
Cr AL Cominelli JP
Cr J Knezevich

APOLOGIES: Nil.

OBSERVERS: Cr PJ Hart (7.00pm – 7.10pm)
Cr GT Wallace

IN ATTENDANCE: Mr WA Bruce Executive Director Technical Services
Mr RG Davies Manager Technical Services
Mr J Glassford Manager Property Services
Mr P Lanternier Manager Parks
Mrs J Campion Coordinator Support Services
Miss L Potter Minute Secretary

PUBLIC: 1

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read by the Chairman as members of the public were in attendance.

DECLARATION OF MEMBER'S INTERESTS

Nil.

DEPUTATION

Nil.

QUESTION TIME

Nil.

CONFIRMATION OF MINUTES

RESOLVED

Minutes of the Technical Services Committee Meeting held on 25 October 2004, were confirmed.

**MOVED Cr Everts
MOTION CARRIED (7/0)**

ITEMS REFERRED FROM INFORMATION BULLETIN – ISSUE NO. 22

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

1. . Outstanding Matters

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

2. . Minutes from Occasional Advisory Committees

Agenda – Annual General Meeting Armadale Gosnells Landcare Group T-2

Annual General Meeting Armadale Gosnells Landcare Group October 2003.. T-3

Armadale Gosnells Landcare Group - September 2004 T-6

Bungendore Park - September 2004 T-17

3. . Quarterly Reports

Waste Services..... T-26

4. . General

Major Landscaping Projects T-28

Switch Your Thinking! Advertising on City's 15 Bus Shelters T-30

Municipal Waste Advisory Council – Information Bulletin T-31

Committee noted the information – no items were raised for discussion and/or further report purposes.

I N D E X

TECHNICAL SERVICES COMMITTEE

22 NOVEMBER 2004

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****CHAMPION DRIVE- RIVER CROSSING**

WARD Armadale
FILE REF: ENG/38
DATE 15 November 2004
REF WAB
RESPONSIBLE EDTS
MANAGER

In Brief:

- Armadale Gosnells Land Care Group appealed the Environmental Protection Authority's decision not to assess the City's proposed Champion Drive crossing structure of the Southern River on the basis that the Group had environmental concerns.
- The Appeal Convenor upheld the EPA's decision not to assess the City's proposed crossing structure.
- The delay in the project, arising from the Appeal, which was on purely environmental concerns, has added an estimated additional cost of \$50,000 to the project.
- The social and economic outcomes of the project are delivered by the original project cost as the crossing configuration has not changed significantly.
- In order to maintain a balanced sustainability investment in projects and programmes. (ie. environmental, social and economic components) increased costs due to one or two of the components should be funded from projects with the same sustainability components.
- The only purely environmental new capital programme within the Civil Works budget is for Gross Pollution Traps, for which \$68,000 has been allocated.
- **Recommend**
 1. That Council establish the principle that a balanced investment in environmental, social and economic components of sustainability be maintained when re-allocating funding to meet budgeted short-falls arising from either one or two of the sustainability components being the source of increased costs.
 2. That Council note the expenditure of funds from the following accounts for the additional costs of construction the Champion Drive crossing of the Southern River:
 - Decrease - Gross Pollution Traps Account
GL5020102.5212.502 by \$50,000
 - Increase - the Champion Drive Project
GL020101.5212.502 by \$50,000

Tabled Items

Murdoch University Report
Office of Appeals Convenor – Appeal Decision Summary 236 of 2002

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop an integrated transport system including safety aspects

Legislation Implications

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

Council Policy/Local Law Implications

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

Budget/Financial Implications

The enforced delay in commencing work has resulted in an increase of \$50,000 in the estimated cost of the Project. As the additional cost has been incurred for purely environment reasons the funds should be re-allocated from new environmental capital works and the only source of such funding is GL5020102.5212.502 Gross Pollution Traps.

Consultation

Murdoch University
Main Roads Western Australia

BACKGROUND

At its September 2002 meeting the City's Bush and Environment Advisory Committee requested consideration of an alternative alignment for Champion Drive, so that only one crossing of Southern River was required by combining in essence the bridge and the intersection. This option was considered and was found to be impossible to achieve from a road design, road safety and environmental considerations. Council responded to the request through Resolution T130/02:-

RECOMMEND

- 1. That the City of Armadale Bushcare and Environmental Advisory Committee be advised that the City has undertaken an investigation of alternatives routes for Champion Drive and concluded that the MRS Alignment is the most suitable taking all preliminary environmental and engineering issues into account.*
- 2. That protocols and processes be developed to co-ordinate and deliver comprehensive, timely advice on Economic, Social and Environmental issues relating to major projects within the City of Armadale.*

Main Roads WA (MRWA) initially proposed a similar precast bridge structure to cross Southern River, as a first stage of the Tonkin Highway, with a single span bridge as a final stage, probably constructed some 20-30 years hence. However as a consequence of the questions raised as to the environmental efficiency of the significant width of the crossing (some 90M) and the very great construction difficulties in constructing a major bridge on a heavily trafficked truck route, the decision was taken by MRWA to build the ultimate structure immediately. This decision had the cost effect of adding some \$2M to the bridge cost. One of the outcomes of this decision was that the increase was funded from the Projects contingency provision and had a substantial influence on the decision to not grade separate the Tonkin Highway/Armadale Road intersection, which was initially included in the Project but removed unless sufficient funds remained in the contingency fund.

The City's proposal, which has a crossing width of 27M, was configured following extensive consultation with the Indigenous community, including the Aboriginal and Torres Strait Islanders Advisory Committee. A major concern for the Indigenous community was that no significant excavation or piling be carried out in the bed of the stream. In addition, the City,

in configuring river crossings, has the objective of improving both the hydraulic flow characteristics of the stream and its environmental characteristics.

The Environmental Protection Authority (EPA) decided not to assess the City's proposed crossing structure.

COMMENT

Subsequently, the Armadale Gosnells Landcare Group (AGLG) appealed the EPA's decision to the Minister for the Environment. The timing of the appeal was such that the bridge building season in 2003/04 was missed, and the City had to return the funding for the Project to MRWA. Whilst it is unprecedented for such funds not to be returned to the Project, there is always a risk that such an outcome could occur.

The AGLG'S Appeal Grounds relate to:

- *“We believe that any investigation on the impact on the river and the environment can not be investigated separately. We believe that the bridges over the Wungong River (currently identified incorrectly as the Southern River) for both the Champion Drive Extension and the Tonkin Highway have to be investigated as one because of the very small distance between them.*
- *We believe that the impacts on the river and the environment have not been fully investigated. Another possible outcome may be to sacrifice some of the edges of both Bush Forever Sites (260 and 255) and create one large bridge instead of the currently proposed 3 bridges or culverts within 500 metres.*
- *We believe that the impact on the river between the two proposed culvert river crossings has not been investigated.*
- *The investigation within the Waters and Rivers Commission did not involve the regional staff for this area and we believe the views of these officers should have been taken into account. The Act states that they should access any development that could impact on their management area. This area also adjoins to the Swan River Trust Management area and they also have not been asked for their input.*
- *The recently released and endorsed document Caring for the Canning receives very little or no mention. Does this mean this document has been ignored? If so how can these projects be seen to have a Triple Bottom Line.”*

Murdoch University undertook further investigation of the City's proposal and concluded that:

“....both the MRWA bridge and the City of Armadale's proposed multi-cell boxed culvert structure have been designed in order to minimise environmental impacts by allowing for the maintenance of the river width and grade as well making provisions to maintain current flow velocity and river bed conditions. Given this, the potential impact of these structures is minimal. However, to ensure the health of the 350 metre stretch of river between the two structures, which is currently in a degraded condition, revegetation and restoration is essential. Revegetation and restoration will not only offset the loss of vegetation but will also improve the health of the stretch of river between the two structures increasing its resilience to any potential impacts. Given the construction of the two structures as well as the implementation of close construction revegetation and restoration and other recommendations made in this report, the health of the 350 metre stretch of river will at a minimum be maintained and at best improve.”

The stretch of river between Champion Drive and Tonkin Highway is part of Champion Lakes and is to be managed as part of the high quality environmental area of this development.

The Appeal Decision Summary states:

“The Murdoch University report identified a number of design criteria and elements required to minimise the impacts of the crossing.

In particular, Murdoch University recommended that the design of the culvert:

- *Be located where the channel is relatively straight and slewed to follow channel direction;*
- *Have a floor depth of at least 300 mm below riverbed elevation;*
- *Be as wide as possible and a minimum of 1.25 times natural channel width;*
- *Maintain natural channel grade;*
- *Ensure that flow velocity at the culvert exit does not exceed the pre-project velocity by more than 25%;*
- *Avoid the use of aprons; or ensure that any aprons have high roughness co-efficients through rock lining;*
- *Allow for natural sediment accumulation – and that natural sediment be placed into the culvert following construction; and*
- *Provide a skylight or some form of natural lighting.*

The Murdoch University review confirmed that the City of Armadale’s culvert design had taken all of these aspects into consideration. The City has also confirmed that the culvert has been designed to allow for public access beneath the crossing, with a pathway to be provided beneath the crossing, with a minimum clearance of 2.1 metres. Further to this Murdoch University also recommended that:

- *Monitoring of macroinvertebrate and fish populations prior to the commencement of work on the Champion Drive crossing to determine the impacts of culvert or other water crossings;*
- *Monitoring should be conducted on a seasonal basis (ideally summer/autumn) at pre-determined sites including:*
 - *At the Champion Drive crossing site;*
 - *Upstream and downstream of the crossing and up stream of Main Roads Bridge;*
- *Environmental variations to be monitored include:*
 - *Sediment aggradation/erosion;*
 - *Riparian, emergent and in-stream vegetation and macro invertebrate and fish abundances;*
- *Photo points be established to monitor the site pre and post construction as well as post revegetation and restoration;*
- *Regular monitoring and maintenance (if required) of the water-crossing structure and site to ensure the minimisation of environmental impacts; and*
- *The proposed revegetation and restoration strategy be implemented in consultation with the City’s Environmental Officer and the Armadale-Gosnells Landcare Group, and that the strategy be monitored and re-evaluated periodically to ensure targets are met.*

A copy of this report was forwarded to the AGLG and a final meeting was recently held between the City of Armadale, representatives of the AGLG, Murdoch University and the Appeals Convenor to discuss the matters outlined in the report.

Subsequent to this, the City of Armadale has confirmed its commitment to undertake the construction of the proposal in accordance with Murdoch University's recommendations, as well as reconfirming its commitment to undertake revegetation and restoration works in the vicinity of the proposed crossing in order to improve ecological values of the localised stretch of Wungong River. The City has also confirmed its ongoing commitment to the long term enhancement of the Wungong and Southern River system in partnership with the local community and the AGLG."

Consequences for the City had the AGLG's appeal been successful

An appeal which led to the requirement to construct a clear spanning river crossing outside the area sensitive to Indigenous concerns would have added an estimated \$850,000 to the cost of the crossing had the project gone ahead.

The options in this case would have been:

- a) Not construct Champion Drive between Tonkin Highway and Lake Road, which would have triggered a return of a minimum of \$750,000 to MRWA (the maximum could have been \$2M if all the funding for Champion Drive had been returned and the funding was dependent on the Link).
- b) Fund the additional \$850,000 from the City's own financial resources.

Had option b) been the preferred option, the environmental funding of an average of \$45,000pa for drainage projects would have sustained an expenditure of \$375,000, over a term of 15 years (the time horizon of the City's Financial Plan), a shortfall of \$475,000 at the City's current borrowing rate of 8.25% pa. This shortfall would require a further payment of \$57,000pa to sustain. Thus the outcome of a successful appeal and the decision to construct the link would have required an annual expenditure of \$147,500. This funding would have required all environmental funding to be consumed by the precast bridge structure and other funding diverted from other planned programmes.

Financial Implications

The additional \$50,000 cost for the precast bridge structure has been incurred entirely due to the environmental issues raised.

The Social Outcomes:

- Connectivity of the City of Armadale community centred along Champion Drive to the Tonkin Highway;
- Amenity enhancement through removal of permit vehicle travel along Railway Terrace by using the Champion Drive dual carriageway as the access route to the Kelmscott Industrial Area.

and the Economic Outcomes:

- Improved commercial access and connectivity of Kelmscott Industrial Area to Welshpool, the agricultural areas North of Midland and the interstate freight traffic along Great Eastern Highway;
- Capacity to upgrade the business activity in the Kelmscott Industrial Area, adding to the City's rate base;

- The additional employment opportunities for the City’s community arising from the increased capacity of the Kelmscott Industrial Area,

arising from the completion of the Champion Drive link between Tonkin Highway and Lake Road had already been achieved by the river crossing proposed by the City and are in no way improved by the Appeal outcome. It is therefore appropriate that the additional funds for the Champion Drive Southern River crossing come from strategic environmental funds, rather than funds targeted at producing social or economic outcomes for the City’s community. The only readily available funds of this nature are those for Gross Pollution Traps, for which \$68,000 has been allocated in the 2004/05 budget.

CONCLUSION

"Sustainability is meeting the needs of current and future generations through simultaneous environmental, social and economic improvement." (The Western Australian State Sustainability Strategy).

In determining its strategic directions, the City implements its vision of “Creating a caring and vibrant city, rich in history, heritage and lifestyle.”

Both the City’s vision and the delivery of sustainability require a balanced investment in environmental, in social and economic outcomes from all projects and programmes. Failure to balance these investments of all resources leads to a biased, unsustainable set of outcomes which fail to deliver the City’s vision. Balance can only be restored by reallocating investment resources within each sustainability component. If Council is to achieve its vision for the City, it is important to assert this principle of sustainability investment clearly, so that in managing its capital and operational programme expenditures balance can be maintained.

In following this principle it is appropriate that the additional funding for the Champion Drive crossing of the Southern River be sourced from new environmental capital investment. The only source of such funding is GL 5020102.5212.502 Gross Pollution Traps which has an allocation of \$68,000 in this Financial Year.

T103/11/04 RECOMMEND

1. **That Council establish the principle that a balanced investment in environmental, social and economic components of sustainability be maintained when re-allocating funding to meet budgeted short-falls arising from either one or two of the sustainability components being the source of increased costs.**
2. **That Council note the expenditure of funds from the following accounts for the additional costs of construction the Champion Drive crossing of the Southern River:**
Decrease - Gross Pollution Traps GL5020102.5212.502
by \$50,000
Increase - the Champion Drive Project GL5020101.5212.502
by \$50,000

****ABSOLUTE MAJORITY REQUIRED**

MOVED Cr Hopper
MOTION CARRIED (7/0)

PROPOSED FUNDING FOR DRIVEWAY AT THOMSON HOUSE ROLEYSTONE

The matter for the proposed funding of a driveway for Roleystone – Karragullen Seniors located at “Thomson House” Roleystone was referred to the Technical Services Directorate by Councillor Hart.

Councillor Hart has provided the following information:

“The Roleystone-Karragullen Seniors Centre was a pre school building. The need for a driveway was identified in 2002 when the Seniors took on the lease. There has been ongoing communications between Council and Seniors for over 2 years The pathway that leads from the car park up to the Seniors Centre is approx 20mtr long on a slight gradient and is causing physical concerns for many members. Officers from Community Services have had meetings with the Seniors and discussed the item and the long term needs of the Seniors. Community Services have documented this and other meetings. A letter has been sent to the CEO of Council advising that the Seniors believe that there long term needs will be met by their present site.

There is an urgent requirement for the construction of this driveway to allow the disabled and infirm seniors to be taken by car and allowed to alight opposite the front door of the Seniors.

The driveway will also allow frail and disabled patrons who attend the Armadale Home Help Podiatry clinic in the adjacent building to be driven closer to their pathway.”

Councillor Hart has requested that a report be put forward to the December 2004 Technical Services meeting with the construction costs of a permanent driveway and a number of possible variations of the 2004-5 budget to be identified to meet the needs of this request.

T104/11/04 RECOMMEND

That cost estimates and potential sources of funding be investigated for the provision of a permanent access way and associated landscaping from the existing Technical Services Directorate 2004/05 budget and their implications be presented to Technical Services Committee no later than February 2005.

*MOVED Cr Hopper
MOTION CARRIED (7/0)*

LANDSCAPE CONCEPT PLAN – CORFIELD STREET EXTENSION

WARD Westfield
FILE REF DEV/1
DATE 22 November 2004
REF GP
RESPONSIBLE MANAGER MP

In Brief:

- A landscape concept plan for the new Corfield Street Extension roadworks has been submitted by Landscape Architectural Services Pty Ltd
- **Recommend**
 1. That the Corfield St Landscape Concept Plan be approved.
 2. That Landscape Architectural Services Pty Ltd be instructed to proceed to final design

Tabled Items

Corfield Street Extension Landscape Concept Plan by Landscape Architectural Services Pty Ltd

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

4.1 Develop precinct plans and commence townscape, streetscape and parkland improvements to enhance the distinctive character of the City.

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

\$143,754 Civil Works 2004/05 Corfield Street Development budget allocation

Consultation

Nil.

BACKGROUND

The Corfield Street Extension roadworks associated with the Tonkin Hwy Highway Extension are due for completion early 2005 and will require landscaping.

Landscape Architectural Services Pty Ltd (LAS) are doing the landscape design work on the Tonkin Highway Extension for Main Roads Western Australia and were commissioned by the City to provide landscape design services for the Corfield Street Extension also.

LAS have now submitted a landscape concept plan and cost estimate for Corfield Street for Council's consideration prior to proceeding to final design.

DETAILS OF PROPOSAL

The Corfield Street Extension project is associated with the Tonkin Highway Extension and as such the Landscape Concept for the revegetation works as developed by Landscape Architectural Services (LAS) uses native plant material.

Temporary watering via a Watercorp meter would be provided to the roundabout plantings. The median island and verge planting would be watered initially by water tanker until established and then left dry.

The estimated cost of the landscaping plus LAS's fee for design, calling of tenders and overseeing installation is within the budget allocation of \$143,754.

COMMENT

The concept plan supplied by Landscape Architectural Services Pty Ltd for the Corfield Street Extension roadworks is considered appropriate.

The design incorporates an attractive palette of native plants which is in keeping with the landscaping of the adjacent Tonkin Highway Extension.

Feature plantings are the grass trees (*Xanthorrhoea preissii*) and WA Flowering Gums (*Eucalyptus ficifolia*).

The landscape will be relatively low maintenance (approximately \$20,000 pa) given that it will not require irrigation once established.

T105/11/04 RECOMMEND

- 1. That the landscape concept plan (Drawing No. SK250804 by Landscape Architectural Services Pty Ltd dated 28/09/04) for Corfield Street Extension roadworks be approved.**
- 2. That Landscape Architectural Services Pty Ltd be instructed to proceed to final design stage of the landscape design for Corfield Street Extension.**

MOVED Cr Reynolds
MOTION CARRIED (7/0)

STATE ROAD FUNDS TO LOCAL GOVERNMENT

WARD All
FILE REF GOV/51
DATE 4 November 2004
REF GD
RESPONSIBLE EDTS
MANAGER

In Brief:-

- Council has received a questionnaire from the Western Australian Local Government Association in relation to negotiating a new State Road Funds to Local Government Agreement.
- **Recommend**
That the WALGA questionnaire seeking feedback on the Draft State Road Funds to Local Government Agreement 2005/06 to 2009/10 be returned with answers and comments as indicated in this report.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Physical Infrastructure

Develop stronger communication links with Government and other groups.

Legislation Implications

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

Council Policy / Local Law Implications

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

Budget / Financial Implications

Budget – Nil.

15 Year Plan – implications not identifiable at this stage but probably minimal.

Consultation

Nil.

BACKGROUND

The following correspondence has been received from WALGA:

The Western Australian Local Government Association has been involved in negotiating a new State Road Funds to Local Government since late 2003. The current Agreement expires on 30 June 2005 and a new Agreement is required to take effect from 1 July 2005.

At this stage, a final version of the new Agreement will be considered at the next State Road Funds to Local Government Advisory Committee on 9 December 2004. The Agreement will then require signing by the State Government.

*The major provisions of the new State Road Funds to Local Government Agreement have been negotiated and are contained in the attached draft-**at Attachment A1 of the Agenda (see Summary of Attachments – Green Page).***

The State Government has made positive indications towards providing a percentage of growth tax that is vehicle registration fees to fund the new Agreement, however has not committed to an actual percentage. The Opposition has made public commitments to reinstate local road funding levels to the current level of \$92M, however has not committed to a percentage of vehicle registration fees at this stage. The Association will continue to pursue major political parties for a commitment of 30% of current vehicle registration fees in the lead-up to the State election.

In the meantime, the draft State Road Funds to Local Government Agreement for 2005/06 to 2009/10, is submitted for consideration to Councils

Additional consultation on the draft agreement will continue to be undertaken via the Regional Road Groups and the Annual Roads Forum being held on 19th November, 2004.

COMMENT

WALGA are seeking comment from Councils via a standard questionnaire which has been attached to their correspondence. A copy of the questionnaire follows together with explanatory notes where appropriate. Also included is the suggested Council response and comments where necessary.

Before considering the questions the following general comments on the draft agreement are made:

- One of the major initiatives of the draft is that Local Government funding should be tied to 30% of vehicle registration fees. WALGA feels that this provides a more specific and less variable method of identifying the quantum of funding than that applied in the previous agreement.
- The State Government made ad hoc decisions to reduce the funding available in the present agreement by a total of \$12M in each of the years 2003/04 and 2004/05. This reinforces that any agreement can only be seen as a guideline to the amount of funding and actual funds provided are subject to the annual budget deliberations of the State Government.
- The figure of 30% of vehicle registration fees appears to be based on providing a similar level of funding in 2005/06 to that level of funding included in the existing agreement for 2004/05 – ie. \$92.8M- 2005/06 \$92.2M -2004/05.

There appears to be no detailed analysis of whether or not this is an appropriate and adequate level of funding. Bearing in mind the average annual funding provided in the existing (2000-2005) agreement is \$92.8M it would appear to commence the new agreement at this same level at the very least does not take into account cost increase due to inflation.

Unfortunately only minimal time has been provided by WALGA to fully assess the agreement and therefore only an overview has been made. In carrying out this overview reliance has been made on a summary of the changes which has been provided by WALGA.

As noted in the WAGLA correspondence however, it is anticipated that further feedback will be available from the Annual Roads Forum which takes place after the preparation of this Agenda but prior to the Technical Services Committee Meeting. Verbal updates will therefore be provided at the committee meeting if necessary.

**FEEDBACK ON DRAFT STATE ROAD FUNDS TO LOCAL GOVERNMENT
AGREEMENT 2005/06 TO 2009/10**

1. Is your Council supportive of the wording contained in the Preamble to the Agreement?

WALGA note:

Minor text amendment proposed in final paragraph to ensure that Main Roads Western Australia provides actual Local Roads expenditure data to the Western Australian Local Government Association at the first State Road Funds to Local Government Advisory Committee meeting convened following the end of each financial year.

Suggested Council response:

Yes

No

2. Is your Council supportive of the Principles contained in the Agreement?

WALGA note:

Addition to existing text proposed through inclusion of specific principles to which Main Roads Western Australia and the Western Australian Local Government Association are jointly committed, namely:

- *autonomy by Local Government in the allocation of road funding based on locally and regionally identified priorities.*
- *the sharing of revenue from vehicle registrations on the basis of road access and road use.*
- *funding certainty for Local Government for the term of the Agreement.*
- *the continuation of the successful partnership between State Government and Local Government to preserve and enhance the State's vital road network.*

Suggested Council response:

Yes

No

3. Is your Council supportive of retaining the State Road funds to Local Government Advisory Committee, including the function and composition?

WALGA note:

Amendment to existing text proposed to reflect changes to structure and name of the Western Australian Local Government Association that have occurred since signing of current Agreement, together with changes to representational arrangements.

Suggested Council response:

Yes

No

4. Is your Council supportive of retaining the Regional Road Group structure, including the function and composition?

WALGA note:

Amendment to existing text proposed to include recognition of the Functional Road Hierarchy as a strategic planning framework for Regional Road Groups in prioritising and recommending funding for projects on Local Roads.

Suggested Council response:

Yes

No

5. Does your Council support the principle of the funding source for the Agreement being a straight 30% of vehicle registration fees allocated on an annual basis?

WALGA note:

A number of funding issues are currently outstanding and subject to ongoing negotiation between Main Roads Western Australia and Western Australian Local Government Association representatives on the New Agreement Working Party.

Issue pending resolution is the methodology/formula for determining allocation of the share of State road funds to Local Government and associated quantum. Resolution of this issue is impacted by the fact that State Government has already committed to providing specified levels of annual funding in the four year forward estimates, whilst the Transform WA Program referred to in the 2000/01- 2004/05 Agreement has also been discontinued.

New Agreement Working Party recommended that Main Roads Western Australia apprise the Honourable Minister for Planning and Infrastructure of Local Government's position regarding the requirement for additional allocations to bring funding up to 2000/01- 2004/05 Agreement levels, together with possible options for achieving this.

Pending resolution of negotiations on funding related issues, the current version of the Draft Agreement contains wording that reads:

"The share of State road funds to Local Government will be x% of vehicle licence fees".

The Western Local Government Association's representatives on the New Agreement Working Party have expressed a position that the provision of minimum annual funding allocations to Local Governments must be stipulated within the final Agreement.

Suggested Council response:

Yes

No

Comment:

The proposal to link funding to vehicle registration fees is supported subject to more detailed analysis being carried out on the appropriateness of the proposed 30% figure and also the inclusion of more tying contractual clauses which prevent State Government budgeting decisions over riding the agreement.

6. Does your Council support retaining the 3 funding categories together with the notional % allocation to each category?

WALGA note:

Amendment to existing text proposed to provide more detailed explanation of Project and Direct Grants, State Initiatives and other programs affecting Local Roads and which are funded via State road funds to Local Government allocations.

Suggested Council response:

Yes

No

Comment:

Subject to clarification that:

1. The transfer of 5% from category 3 to category 2 is equivalent to the value of the State Blackspot Programme.
2. The State Blackspot Programme is still providing “value for money” bearing in mind that many of the projects now obtaining funding have a very low cost benefit ratio.

7. Is your Council supportive of the provisions in relation to Direct Grants including the addition of the road reclassification clause?

WALGA note:

Amendment to existing text proposed to require that Local Governments must provide a Certificate of Completion stating that the previous year’s allocation has been expended on roads in their district.

Inclusion of new text proposed to provide for funding allocation adjustments in circumstances where responsibility for a road changes from State Government to Local Government or vice versa.

The proposed methodology for addressing funding allocation adjustments in respect to road classification changes has yet to be formally considered by the New Agreement Working Party, however, the Western Local Government Association’s representatives have indicated that it is not supported at this point.

Suggested Council response:

Yes

No

Comment:

Subject to the certification to be provided being amended to confirm that the previous year’s grants has been “allocated” to roads in the district. (These comments relate to the problems experienced by this Council in recouping direct grants because in some instances a previous year’s grant has been allocated to a road that has subsequently been “carried over” due to unexpected operational requirements. This has meant that the following year’s direct grant can not be claimed because the previous year’s allocation has not at that stage been expended.

8. Is your Council supportive of retaining the 36% metropolitan and 64 % rural split for the Road Project Grants?

WALGA note:

Issues are yet to be resolved regarding methodology for determining the quantum of the Baseline Allocations and provision of appropriate reference to it within the Agreement.

The continuing use of the four-way allocation methodology is in doubt and under review due to questions regarding the availability and currency of some of the weighting elements which comprise the formula.

Suggested Council response:

Yes No

- 9. Is your Council supportive of the change to the Asset Preservation Model for the determination of the rural Regional Road Group allocations?(A table showing the impact of this change utilising the current funding levels for Road Projects Grants is included as an attachment).**

Suggested Council response:

Yes n/a No n/a

Comment:

The wording of the document does not seem to limit the application of the asset preservation model to Rural Regional Road Groups only. This issue therefore needs further clarification.

- 10. The provisions in relation to the Strategic & Technical Support, Traffic Management & Road Safety, Bridge Works, Remote Aboriginal Communities Access Roads and National Parks/CALM/Rottnest Island/Kings Park Roads categories remain essentially unchanged. Is your Council supportive of these provisions?**

WALGA note:

Current version of Draft Agreement does not contain reference to annual Baseline Allocation, nor does it nominate an allocation (\$12 million in 2000/01-2004/05 Agreement). This omission has been questioned by the Western Australian Local Government Association. The wording of this clause, including identification of the annual Baseline Allocation quantum, remains to be finalised and is subject to resolution of negotiations involving outstanding funding issues.

Suggested Council response:

Yes No

- 11. The State Initiatives on Local Roads category has been reduced to 15% of the funding as the State Blackspot funding has been transferred to the Road Safety category. Is your Council supportive of the provisions in relation to the State Initiatives category?**

Suggested Council response:

Yes No

Comment:

Subject to clarification that the 5% reduction is equivalent to the value of the Blackspot Programme.

12. Is your Council supportive of the new provision in relation to Audit of Acquittal Records?

WALGA note:

Current version of Draft Agreement proposes the inclusion of text which requires that any Local Government claiming payments under the terms of the State Road Funds to Local Government agreement accepts these payments on the understanding that they are subject to audit by Main Roads Western Australia or its representative.

The proposal has yet to be formally considered by the New Agreement Working Party, however, the Western Local Government Association's representatives have indicated that it is not supported at this point.

Suggested Council response:

Yes No

Comment:

WALGA have indicated that they are not happy with the wording of this new clause but it would appear hard to argue against its appropriateness because many of the claims are well in excess of \$100,000.

Clarification does need to be made however, as to the likely cost of the audit and also how decisions will be made as to which projects will be audited.

13. Is your Council supportive of the provisions in the Ongoing Matters clause?

Suggested Council response:

Yes No

Comment:

This appears to be a motherhood statement and it is not clear why it is necessary.

14. Is your Council supportive of the 5 year term of the Agreement and the review provisions?

Suggested Council response:

Yes No

15. Is your Council supportive of the inclusion of the Premier as a signatory to the Agreement?

Suggested Council response:

Yes No

16. Are there any further comments your Council has in relation to the draft Agreement of the Procedures that support the Agreement? (A copy of the Procedures can be downloaded from the Association's website)

Suggested Council response:

Yes No

T106/11/04 RECOMMEND

That the WALGA questionnaire seeking feedback on the Draft State Road Funds to Local Government Agreement 2005/06 to 2009/10 be returned with answers and comments as indicated in this report.

MOVED Cr Green

MOTION CARRIED (7/0)

TENDER NO.31/04 – SUPPLY OF ONE 6 X 4 SIDE LOADING WASTE TRUCK

WARD All
FILE REF TEN/31/04
DATE 25 October 2004
REF JMC
RESPONSIBLE MANAGER MTS

In Brief:

- Tender No. 31/04 was called for the Supply of One Side Loading Waste Truck.
- International Acco P447 was offered for trade or outright purchase.
- Eight tenders were received by the specified closing time.
- The tender from Skipper Trucks has been assessed as being the most advantageous to Council.
- **Recommend**
That with Tender No.31/04, for the Supply of one 6 x 4 Side Loading Rubbish Truck, Council accept the tender of Skipper Trucks, for the supply of one 6 x 4 Side Loading Waste Truck with a Wastemaster Body for \$281,700 less Trade-in of International Acco P447 for \$50,000 resulting in a net payment of (\$254,870 including GST).

Tabled Items

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

Council Policy/Local Law Implications

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

Policy ENG 5 – Tendering and Purchasing

Budget/Financial Implications

Current budget allocation \$280,000.

Transactions are subject to variation and therefore reserve is based on longterm allocations. The balance of unspent funds must remain in the Plant Reserve.

Consultation

Departmental Coordinator/Operators/Mechanical staff

BACKGROUND

Council currently owns five waste trucks that are utilised by Waste Services for waste collection. One of these trucks an International Acco P447 is due for replacement, and was offered for trade or outright purchase.

Tenders were therefore called for Supply of One Side Loading Waste truck.

SELECTION CRITERIA

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

Table 1: Selection Criteria – Purchase

Item No.	Description	Weighting
1.	Tender Proposal	10%
2.	Operational Assessment	20%
3.	Mechanical Assessment	20%
4.	Whole of Life Costs	50%
	Total	100%

DETAILS OF TENDERS RECEIVED

Three companies submitted five conforming tenders for the supply of one 6 x 4 side loading rubbish truck.

- WA HINO offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Skipper Trucks offered one price, with a Wastemaster body.
- Major Motors offered two prices, one with a Wastemaster body and one with a McDonald Johnston body.
- Two non-conforming tenders were received for supply of body only, one for a McDonald Johnston body and one for a Wastemaster body.
- W&P Truck and Machinery Sales tendered for outright purchase of the trade-in at \$41,049.

The five conforming tenders for truck and body were assessed.

TENDER EVALUATION

Details of tenders received for one Side Loading Waste Truck are as follows:

Table 2: Tenders Received

TENDERER	WA HINO	WA HINO	SKIPPER TRUCKS	MAJOR MOTORS	MAJOR MOTORS
MODEL	RANGER PRO 14	RANGER PRO 14	IVECO Acco F2350G	ISUZU FVZ1400	ISUZU FVZ1400
BODY TYPE	WASTEMASTER	McDONALD JOHNSTON	WASTEMASTER	WASTEMASTER	McDONALD JOHNSTON
PRICE	\$263,334	\$260,144	\$281,700	\$274,930	\$274,770
TRADE-IN	\$41,049	\$41,049	\$50,000	\$41,049	\$41,049
*NET PRICE	\$222,285	\$219,095	\$231,700	\$233,881	\$233,721

*Net price assumes trade in to W& P Trucks where their outright purchase figure is higher than the offered trade in.

The tender rankings took account of the different net-price options.

TENDER EVALUATION

Waste trucks are constantly stopping and starting whilst collecting bins and as such, have an extremely high maintenance regime compared to trucks of a similar size in Council's other applications.

The majority of waste trucks in Western Australia are International Acco trucks, which is purpose built and have heavy duty brakes fitted to counteract the wear and tear from constant stopping and starting.

Skipper Trucks is a well-established company who have provided a high level of service to the City of Armadale in the past.

All five International Acco waste trucks in the fleet have only required normal servicing and maintenance. Council's mechanical staff has indicated the truck is easy to maintain and suitable to perform the work required.

Mechanical staffs from a number of Councils have assessed the lifting arm of the Wastemaster unit to have the least moving parts and require less maintenance. The hydraulic hoses were completely covered inside the lifting frame thus preventing costly damage to the hoses.

One of the main points of consideration when purchasing a Wastemaster unit is that the operator never needs to enter the hopper, as the compactor does not get entangled with debris. From a safety viewpoint this is considered very important as the risks involved with entering compaction machinery and climbing the side of the vehicle are avoided.

Referee checks were carried out with the following Councils, City of Canning, City of Melville, City of Wanneroo, City of Cockburn Shire, Town of Vincent, City of Rockingham, City of Swan and City of Mandurah.

Table 4: Tender Rankings

Company	Make	Model	Body	Ranking
Skipper Trucks	Iveco Acco	F2350G	Wastemaster	1
WA Hino	Ranger	PRO 14	Wastemaster	2
WA Hino	Ranger	PRO 14	McDonald Johnston	3
Major Motors	Isuzu	FVZ1400	Wastemaster	4
Major Motors	Isuzu	FVZ1400	McDonald Johnston	5

CONCLUSION

It is thus recommended that the tender be awarded to Skipper Trucks, who have satisfied the selection criteria and are ranked number one in the tender evaluation.

T107/11/04 RECOMMEND

That with Tender No.31/04, for the Supply of one 6 x 4 Side Loading Rubbish Truck, Council accept the tender of Skipper Trucks, for the supply of one 6 x 4 Side Loading Waste Truck with a Wastemaster Body for \$281,700 less Trade-in of International Acco P447 for \$50,000 resulting in a net payment of (\$254,870 including GST).

*MOVED Cr Cominelli
MOTION CARRIED (7/0)*

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

WARD All
FILE REF PCY/2
DATE 4 November 2004
REF CB
RESPONSIBLE EDTS
MANAGER

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 the powers or duties detailed in *Attachment "A2"* to this report as delegated by Council 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

Assessment of legislation indicates that the following regulations apply:

Local Government Act 1995 s5.46(2).

Council Policy / Local Law Implications

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

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.

Copies of the delegations relevant to the Technical Services Directorate are at Attachment “A2” of the Agenda (see Summary of Attachments – Green Page).

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.

T108/11/04 RECOMMEND

That the powers or duties detailed in *Attachment “A2”* to this report as delegated by Council remain in force for the next 12 months.

**** ABSOLUTE MAJORITY REQUIRED**

Cr Green retired from the meeting at 7.25pm.

MOVED Cr Everts

MOTION CARRIED (6/0)

ANNUAL LEAVE – EXECUTIVE DIRECTOR TECHNICAL SERVICES

WARD All
FILE REF PSF/641
DATE 10 November 2004
REF LEK
RESPONSIBLE EDTS
MANAGER

In Brief:

- Advice of proposed annual leave from 13th December 2004 – 3rd January 2005 for the Executive Director Technical Services.
- **Recommend**
 - That Council note the Executive Director Technical Services' absence of leave from 13th December 2004, returning to work on Tuesday 4th January 2005
 - That the Manager Technical Services be appointed Acting Executive Director Technical Services for the period 13th December 2004 to 3rd January 2005 inclusive

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

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

Council Policy/Local Law Implications

Assessment of Policy/Local Law indicates that the following are applicable:
ADM12 – Acting “Senior” Positions

Budget/Financial Implications

Nil.

Consultation

Chief Executive Officer
MANEX

COMMENT

The Executive Director Technical Services is advising that he has made arrangements to take leave effective from Monday 13th December 2004 to Monday 3rd January 2005 inclusive, returning to work on Tuesday 4th January 2005.

It is recommended that the Manager Technical Services be appointed Acting Executive Director Technical Services for the period Monday 13th December 2004 to Monday 3rd January 2005 inclusive.

T109/11/04 RECOMMEND

- 1. That Council note the Executive Director Technical Services' absence of leave from 13th December 2004, returning to work on Tuesday 4th January 2005.**
- 2. That the Manager Technical Services be appointed Acting Executive Director Technical Services for the period 13th December 2004 to Monday 3rd January 2005 inclusive.**

MOVED Cr Knezevich
MOTION CARRIED (6/0)

LATE ITEMS

Nil.

COUNCILLORS' ITEMS

Nil.

MEETING CLOSED 7.34PM.

TECHNICAL SERVICES COMMITTEE

SUMMARY OF “A” ATTACHMENTS

22 NOVEMBER 2004

Attachment No.	Subject	Page
1	State Road Funds to Local Government Agreement – Draft Version 9 – 20 October2004	31
2	Register of Delegations	43

***STATE ROAD
FUNDS TO LOCAL
GOVERNMENT
AGREEMENT***

2005/2006 TO 2009/2010

Draft Version 9 – 20 October 2004



TO ALL ELECTED LOCAL GOVERNMENT REPRESENTATIVES

This Agreement, which has been reached between the State Government and Local Government, ensures the future management and development of the State's road system for the benefit of all road users. It reinforces the partnership between the State Government and Local Government and sets an appropriate level of funding to meet the needs of the Local Government road network.

The Agreement provides Local Government with an allocation of funds based on a percentage of the vehicle licence fee revenue incorporated in annual funding appropriations by the State Government to Main Roads Western Australia. It guarantees a level of funding that Local Government can use to plan for the future and determine priorities so that funds that are made available are allocated to projects and works of the highest priority to be used in the most effective and efficient manner possible.

Local involvement through the State's network of Regional Road Groups provide the opportunity for all Local Governments to be directly involved in decision making for the allocation of road funds that affect their region. Further, they provide an avenue for local issues to be considered when these decisions are being made.

It is pleasing to reflect upon the achievements that have been made in cooperation between the State Government and Local Governments over the last ten years and to look forward to this cooperation continuing into the future for the benefit of all Western Australians.

This Agreement continues arrangements between the State and Local Government for local road funding.

Hon. Dr Geoff Gallop MLA
PREMIER OF WESTERN AUSTRALIA

WESTERN AUSTRALIA

***State Road Funds to Local Government Agreement
2005/2006 to 2009/2010***

Preamble

This Agreement builds upon previous funding and administrative arrangements negotiated between the State Government and Local Government in 1995 and again in 2000. The funding arrangements provide Local Government with surety in funding for the term of the Agreement. It also reinforces the strong working relationship between Local Government, through its peak body, the Western Australian Local Government Association and the State Government through Main Roads Western Australia.

The relevant legislation dealing with road management in Western Australia is as follows:

- The Commissioner of Main Roads has responsibilities for roads in Western Australia as set out in the Main Roads Act 1930 and the Road Traffic Act 1974 (including the Road Traffic Code 2000).
- Local Governments have responsibilities for roads as defined in the Local Government Act 1995.

There is a recognised need for cooperation and coordination between agencies with an interest in roads. This will ensure that the most efficient and effective use can be made of the limited funds available for roads and that the best possible outcomes are achieved.

This Agreement does not intend to set out all of the matters in the relationship between the State and Local Government on roads, but focuses on the allocation of financial resources by the State Government to Local Government road infrastructure.

Although this Agreement sets out the broad parameters in relation to State funding for Local Government roads, it is intended that Main Roads Western Australia and the Western Australian Local Government Association, through the State Road Funds to Local Government Advisory Committee, will continually consider policy and make improvements that will take into account the needs of the State's total road network.

State Road Funds to Local Government Procedures have been developed to detail the requirements in relation to aspects of administering, distributing and accounting for the allocation and expenditure of funds for Local Government roads. These Procedures will be amended from time to time to improve the effectiveness and transparency of the funding distribution.

At the first State Road Funds to Local Government Advisory Committee meeting following the end of each financial year, Main Roads Western Australia will provide the Western Australian Local Government Association with actual expenditure on Local Roads, which can be reconciled against the approved annual budget for that year.

1 Principles

This Agreement is intended to ensure that the funds available from State Government sources for local roads, as outlined under the funding sources heading of this document, are allocated to the areas of greatest need where they will provide maximum benefit to all road users and the Western Australian community.

In reaching this Agreement, the Western Australian Local Government Association and Main Roads Western Australia are committed to the principles of:

- Autonomy by Local Government in the allocation of road funding based on locally and regionally identified priorities, and principles agreed by Main Roads Western Australia and the Western Australian Local Government Association,
- the sharing of revenue from vehicle registrations in proportions agreed between the State Government and the Western Australian Local Government Association,
- funding certainty for Local Government for the term of the Agreement,
- the continuation of the successful partnership between State Government and Local Government to preserve and enhance the State's vital road network.

2 Commitments

The State Government, through Main Roads Western Australia and Local Government, through its peak body, the Western Australian Local Government Association, will give elected Local Government representatives an opportunity to participate with the State Government in determining the preservation and expansion needs of the Local Government road network, together with traffic management projects, from both a Regional and Statewide perspective.

3 State Road Funds to Local Government Advisory Committee

The State Road Funds to Local Government Advisory Committee will oversee, monitor and recommend to the Honourable Minister for Planning and Infrastructure the distribution of State funds to Local Government Roads. The State Road Funds to Local Government Advisory Committee is to be made up of the Commissioner of Main Roads as Chairperson, the Chief Executive Officer of the Western Australian Local Government Association or their nominee, and four State Councillors as nominated by the Western Australian Local Government Association and four Main Roads Western Australia senior officers nominated by the Commissioner of Main Roads.

The Committee is to make recommendations to the Honourable Minister for Planning and Infrastructure in relation to the annual Local Government Roads Program and other relevant issues.

4 Regional Road Groups

Membership of Regional Road Groups is to comprise elected Local Government representatives (Councillors and Commissioners as appointed under the Local Government Act from time to time) with all Local Governments being represented. In some Regions it

may be necessary for logistical reasons to form Sub-Groups. These Sub-Groups will also be made up of Local Government elected representatives (Councillors or Commissioners appointed from time to time under the Local Government Act) and will provide delegates to the Regional Road Groups. The Regional Road Groups will make recommendations to the State Road Funds to Local Government Advisory Committee in relation to the Annual Local Government Roads Program for their Region and any other relevant issues. This may include advice in relation to State Black Spot Programs, amendments to Roads 2020 Strategy or its updated equivalent document, the Functional Road Hierarchy and 5 year works projections.

5 Funding

5.1 Funding sources

On an annual basis, the share of State Road Funds to be allocated on Local Government roads will be a minimum of x% of estimated vehicle licence fees for that year. This is subject to adjustment in the following year based on actual vehicle licence fee collections.

5.2 Funding Allocations

The revenue determined in 5.1 above will be referred to as Local Government State Road Funds and are to be distributed to Local Government Roads on the basis of 60 percent for Category 1 (Direct Grants, Road Project Grants and Strategic and Technical Support), 25 percent for Category 2 (Traffic Management and Road Safety, Remote Access Roads, Bridge Works, and National Parks) and 15 per cent for Category 3 (State Initiatives on Local Roads). These allocations are to be distributed in accordance with the requirements under Funding Categories (refer 5.3) in this Agreement.

5.3 Funding Categories

60% of above allocation (Category 1)

- Direct Grants
- Road Project grants
- Strategic & Technical Support

15 % of above allocation (Category 3)

- State Initiatives on Local Roads

25% of above allocation (Category 2)

- State Black Spot Program
- Traffic Management and Road Safety
- Bridge Works/Inspections
- Remote Aboriginal Access Roads
- National Parks, CALM, Rottnest Island and Kings Park

The standard category allocations are subject to variation if agreed to by the State Road Funds to Local Government Advisory Committee.

Percentage allocations can be adjusted by agreement of the state road funds to local government advisory committee.

5.3.1 Direct Grants

Direct Grants are to be allocated to Local Governments on an annual basis using the Asset Preservation Model formula provided by the Western Australian Local Government Grants Commission. For the 2005/2006 financial year the Direct Grant maximum allocation is \$11,867,000 (to be confirmed once the funding quantum is finalised) and this allocation will be reviewed annually.

To qualify for Direct Grant allocations, Local Governments must provide a Certificate of Completion to the Main Roads Western Australia Regional Office stating that the previous year's allocation has been expended on roads in their district.

Notwithstanding the fifth paragraph contained within Clause 9.8 of the Procedures, Direct Grants are not to be used towards projects funded under the Road Project Grants Category. This also applies to flood damage works.

Local Governments are to provide statistical expenditure data to the Western Australian Local Government Association for publication in the Annual Local Government Road Assets and Expenditure Report.

Direct Grant allocations are subject to adjustment for road classification transfers (ie: State Roads to Local Government Roads and vice versa). This adjustment will be based on the outputs of the Asset Preservation Model which are agreed to by the State Road Funds to Local Government Advisory Committee.

5.3.2 Road Project Grants

The total amount allocated to Road Project Grants is the balance of funds determined by subtracting the Strategic and Technical Support allocation and the Direct Grant allocation from the 60 percent share of the Local Government State Road Funds. A baseline allocation is to be provided to all Regional Road Groups on the basis of 36% to the Metropolitan Region and 64% to Rural Regional Road Groups.

The methodology for allocating funds to Regional Road Groups for road projects (including additional funds provided from increased revenue shares or from the Supplementary Fund) is to be based on the Asset Preservation Model. The variance between the 2005/06 allocation based on the Asset Preservation Model and the 2004/05 Baseline allocation is to be capped at +/- 5%. The methodology for adjusting Road Project Grant allocations will continue annually until such time that individual Local Government allocations are in line with entitlements as determined under the Asset Preservation Model.

Regional Road Group funds are to be distributed to projects on a priority basis using a multi criteria analysis that is agreed to by the Regional Road Group and endorsed by the State Road Funds to Local Government Advisory Committee. These allocations are provided on a cost sharing basis of \$2 from Road Project Grant funds to \$1 from

Local Government funds. Variations may be considered by the State Road Funds to Local Government Advisory Committee in exceptional circumstances.

Direct Grants are not to be used towards projects funded under the Road Project Grants Category. This also applies to flood damage works.

Regional Road Groups can allocate Road Project Grants for road related (ie: street lighting) projects provided they are of Regional significance, are prioritised against other road projects within the Region and prior approval is obtained from the State Road Funds to Local Government Advisory Committee.

5.3.3 Strategic & Technical Support

Strategic & Technical Support funds are provided for the following:

- Administrative support provided by Main Roads Western Australia to Regional Road Groups.
- Technical assistance provided by Main Roads Western Australia to support the operation of Regional Road Group activities.
- State Road Funds to Local Government Advisory Committee support to Regional Road Groups (ie: Annual Roads Forum).
- Municipal Infrastructure Needs, Development, Evaluation & Research (MINDER).
- ROMAN.
- RoadWise Regional Road Safety Officers.
- WA Local Government Grants Commission support.
- State Gravel Supply Strategy.
- Audit of grant recoups pursuant to Main Roads Western Australia requirements.
- Other activities as identified or agreed by the State Road Funds to Local Government Advisory Committee.

The allocation for Strategic & Technical Support will be determined annually by the State Road Funds to Local Government Advisory Committee.

5.3.4 Traffic Management and Road Safety

Funds under this category are provided for:

- Roadmarking & Pavement Markers
- Signing
- Traffic Signals
- Railway Crossings
- Safety and Traffic Improvement Projects
- State Black Spot Program – detailed guidelines relating to the administration of the State Black Spot Program are included in the State Road Funds to Local Government Procedures.

5.3.5 Bridge Works

Funding for Bridges is to be provided in two categories. Firstly, support for Financial Assistance Grants from the Commonwealth Government and for bridge inspections. Of the Commonwealth funds to Local Government roads distributed by the Western Australian Local Government Grants Commission (excluding Roads to Recovery funding), 7% is set aside for Special Projects and 2/3 of 7% is provided for the improvement, maintenance and periodic inspection of bridges on Local Roads. The State provides a matching contribution of \$1 for every \$2 provided under the Commonwealth Grant Scheme.

Secondly, funding is provided by the Federal Government to Local Governments for Bridge maintenance in addition to that provided by the State for five year structural inspections.

Emergency Bridge Fund

Funding is provided for emergency bridges repair work within the Bridge Program with the State Government contributing \$2 to \$1 Local Government.

Eligibility for accessing this funding source is as follows:

- The Local Government will provide Main Roads Western Australia with evidence that it has undertaken routine maintenance on the affected bridge.
- Main Roads Western Australia and the Local Government are to agree on the scope of works required.
- The Local Government will provide Main Roads Western Australia with an agreed cost estimate for undertaking the repairs.
- Main Roads Western Australia will authorise the repair work prior to commencement.
- The Local Government will complete the repairs and invoice Main Roads Western Australia for 2/3 of the agreed estimated cost.
- Main Roads Western Australia will confirm that the standard of repair work is acceptable prior to arranging payment from emergency fund.

5.3.6 Remote Aboriginal Communities Access Roads

Of the Commonwealth funds to Local Government roads distributed by the Western Australian Local Government Grants Commission (excluding Roads to Recovery funding), 7% is set aside for Special Projects and 1/3 of 7% is provided for access roads serving Aboriginal Communities. These funds are supplemented by a matching contribution of \$1 from the State for every \$2 provided under the Commonwealth Grant Scheme. The State also provides additional funds towards the Program above its matching contribution for specific projects.

5.3.7 National Parks/CALM/Rottnest Island/Kings Park

Funding is to be provided for the National Parks, CALM roads, Rottnest Island and King's Park as an amount agreed by the State Road Funds to Local Government Advisory Committee on an annual basis.

5.3.8 State Initiatives on Local Roads

An allocation of 15 percent of the Local Government State Road Funds is to be provided for State Initiatives on Local Roads.

5.4 Audit of Acquittal Records

Any Local Government claiming payments under the terms of the State Road Funds to Local Government Agreement accepts these payments on the understanding that they are subject to audit by Main Roads Western Australia or its representative. Costs associated with these audits will be funded from the Strategic and Technical Support category.

5.5 Ongoing Matters

There are matters that are both directly impacted by this Agreement or that may have future implications that affect expenditure on Local Roads. These matters include but are not limited to: unfunded Local Government Road Projects, CALM Roads, Remote Aboriginal Community Access Roads, Timber Haulage Roads, Grain Logistics Roads, Road Safety, Bridge Works on Local Government roads and services provided to Local Governments by Main Roads Western Australia.

Main Roads Western Australia in partnership with the Western Australian Local Government Association endeavour to resolve these and any other matters on an ongoing basis. The distribution of Road Project Grants to Regional Road Groups on a needs basis is a matter that the State Road Funds to Local Government Advisory Committee will continue to work towards addressing.

5.6 Commencement and Term

This Agreement commences from the 2005/2006 financial year and will remain in place for a five year period inclusive of the 2009/2010 financial year. The Agreement may be reviewed subject to determination by the State Road Funds to Local Government Advisory Committee. This Agreement may be cancelled by the mutual agreement of the Western Australian Local Government Association State Council and the Honourable Minister for Planning and Infrastructure.

SIGNATORIES

.....
Signed by
Hon Dr Geoff Gallop, MLA
PREMIER, FOR AND ON BEHALF OF
THE STATE OF WESTERN AUSTRALIA

.....
Signed by
Cr W (Bill) Mitchell
PRESIDENT OF THE WESTERN
AUSTRALIAN LOCAL
GOVERNMENT ASSOCIATION,
FOR AND ON BEHALF OF
WESTERN AUSTRALIAN LOCAL
GOVERNMENTS

.....
Signed by
Hon Alannah MacTiernan MLA
MINISTER FOR PLANNING AND
INFRASTRUCTURE

.....
Signed by
Menno Henneveld
COMMISSIONER OF MAIN ROADS

.....
Signed by
Ricky Burgess
CHIEF EXECUTIVE OFFICER OF THE WESTERN
AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION

Dated day of 2005

FIGURE 1

NB: A new State Road Funds to Local Government funding framework is to be developed and inserted into the Agreement as Figure 1, upon finalisation of current negotiations involving funding methodology and quantum issues.

FIGURE 2

REGIONAL ROAD GROUP PROJECT GRANTS BASELINE ALLOCATIONS

NB: Baseline allocations applicable to Regional Road Groups for 2005/2006 to 2009/2010 to be based on indicative amounts adjusted annually to reflect actual collections and are to be confirmed for final version of New State Road Funds to Local Government Agreement upon finalisation of current negotiations involving funding methodology and quantum issues.

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
2	3.23(1)	These powers relate to the approval of expenditure from the Community/Safety Works Account (Account No 1356920) subject to the works complying with the following criteria: <ul style="list-style-type: none"> • be initiated as a result of identification of an issue which is assessed by the Executive Director Technical Services to be if a technical nature; • be of sufficient urgency in the opinion of the Executive Director Technical Services to warrant immediate attention, rather than referral to annual budget consideration; • be estimated to cost \$7,500 or less; • that Council be informed of the work via a report in the 'Information Bulletin'. 	Yes
3	3.27(1)	Things that can be done on land that is not local government property.	Yes
4	3.34	Authority to require any tree which in the Chief Executive Officer's opinion constitutes a danger to persons or property to be rendered safer.	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).	No

Local Government (Uniform Local Provisions) Regulations 1996			
NO	SECTION	DELEGATION	ASSIGNEE
170	7(1)(b)	Authority to lay a complaint in a Court of Petty Sessions seeking an order for the removal of any tree situated on land adjoining a street or way which in the Chief Executive Officer's opinion is obstructing or otherwise prejudicially affecting a street or way under the care, control and management of Council.	Yes
171	11	Authority to fill in or fence an excavation in a street or way or cause notice in writing to be served on the owner or occupier of the land requiring him to fill in or security fence the excavation if in the Chief Executive Officer's opinion the excavation is dangerous.	Yes
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
174	21	Authority to require the prevention of sand drift from land within Council's district.	Yes

Local Law – Local Government Property			
NO	SECTION	DELEGATION	ASSIGNEE
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> <p>(a) The CEO may refer any matter at his discretion for the decision of Council;</p> <p>(b) Only Council is to -</p> <p>(i) make a determination under Part 2;</p> <p>(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);</p> <p>(iii) enter into an agreement with a permit holder in respect of ownership of materials in a building (clause 3.7);</p> <p>(iv) issue a permit under clause 3.13(1) (erect a building) or 3.13(n) (erect or install any utility service structure);</p> <p>(v) hear an objection under Part 7;</p> <p>(vi) appoint authorised persons who are not employees under section 9.10 of the Act.</p>	No

Policies of Council			
NO	POLICY	DELEGATION	ASSIGNEE
	NO		
500	ENG 3	Events on Roads – Authority to approve road closures for events on roads.	Yes
501	ENG 8	Fireworks – Approval to hold fireworks display on selected Council Reserves.	No
502	COMD 2	Donations – Authority to approve the disposal of surplus paving to community groups for use on community projects.	Yes

Other Delegations			
NO	AREA	DELEGATION	ASSIGNEE
600	TECHNICAL SERVICES	<p>Authority to approve future applications to place reflective house numbers on kerbs providing that the following standard conditions are met:-</p> <ul style="list-style-type: none"> (a) All residents approached be advised that it is <u>NOT</u> a Council requirement to display the numbers on the kerbing and that it is totally voluntary on their part. (b) The resident or ratepayer granting permission for and agreeing, to pay costs for the supply and fixing of house numbers on their road frontage kerb prior to the event. (c) Council not being responsible for any costs associated with the numbering, including reinstatement or maintenance for any house number on any kerb which may subsequently be removed or damaged through whatever reason. (d) Contractors providing reflective house numbers on kerbs to produce a copy of Council's permission on request. (e) Colour to be yellow on a green background. 	Yes