



## MINUTES

### CERTIFICATION OF CONFIRMATION OF COUNCIL MEETING MINUTES

3 December 2015

I, Cr David Färdig, hereby certify that the minutes from the Council Meeting held on 3 December 2015 pages (1) to (392) were confirmed at a meeting of Council held on 18 February 2016.

  
Signature

Cr David Färdig  
Person presiding at Meeting

## ORDINARY MEETING OF COUNCIL

### MINUTES

3 December 2015

(REF: D2015/15440)

An Ordinary Meeting of Council was held at the EMRC Administration Office, 1<sup>st</sup> Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Thursday, 3 December 2015**. The meeting commenced at **6:00pm**

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## 1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 6:00pm and welcomed the Shire President of the Shire of Mundaring, Cr David Lavell, deputies and guests.

## 2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### Councillor Attendance

Cr David Färdig ( <b>Chairman</b> )	EMRC Member	City of Swan
Cr Terry Kenyon ( <b>Deputy Chairman</b> )	EMRC Member	City of Bayswater
Cr Paul Bridges	EMRC Member	Town of Bassendean
Cr Michael Lewis	EMRC Member	Town of Bassendean
Cr Michelle Sutherland	EMRC Member	City of Bayswater
Cr Janet Powell (from 6:02pm)	EMRC Member	City of Belmont
Cr Steve Wolff	EMRC Member	City of Belmont
Cr Dylan O'Connor	EMRC Member	Shire of Kalamunda
Cr Geoff Stallard	EMRC Member	Shire of Kalamunda
Cr John Daw	EMRC Member	Shire of Mundaring
Cr Bob Perks	EMRC Member	Shire of Mundaring
Cr David McDonnell	EMRC Member	City of Swan

### EMRC Officers

Mr Peter Schneider	Chief Executive Officer
Mr Hua Jer Liew	Director Corporate Services
Mr Steve Fitzpatrick	Director Waste Services
Mrs Wendy Harris	Acting Director Regional Services
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer
Mrs Annie Hughes-d'Aeth	Personal Assistant to Director Corporate Services (Minutes)

### EMRC Observers

Mr David Ameduri	Manager Financial Services
Ms Tanya Beinhauer	Acting Operations Manager Red Hill
Mr Dave Beresford	Manager Resource Recovery
Mrs Rachael Lovegrove	Manager Waste Environmental Operations
Mrs Prapti Mehta	Manager Human Resources
Mr Kevin Porter	Manager Administration and Compliance
Ms Naomi Rakela	Manager Environmental Services

### Observers

Cr Gerry Pule	EMRC Deputy Member	Town of Bassendean
Cr Catherine Ehrhardt	EMRC Deputy Member	City of Bayswater
Cr Lynn Fisher	EMRC Deputy Member	Shire of Mundaring
Cr John McNamara	EMRC Deputy Member	City of Swan
Cr John Gangell (from 6:03pm)	Mayor	Town of Bassendean
Cr David Lavell	Shire President	Shire of Mundaring
Mr Bob Jarvis	Chief Executive Officer	Town of Bassendean
Mr Stuart Cole	Chief Executive Officer	City of Belmont
Ms Rhonda Hardy	Chief Executive Officer	Shire of Kalamunda
Mr Doug Pearson	Director Technical Services	City of Bayswater
Mr Ric Lutey	Director Technical Services	City of Belmont
Mr Dennis Blair	Director Infrastructure Services	Shire of Kalamunda



### **3 DISCLOSURE OF INTERESTS**

Nil

### **4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION**

#### **4.1 EMRC AWARDS**

##### **2015 BIKELEY AWARDS**

The Eastern Metropolitan Regional Council was announced the winner of the Major Bikeley Award for its inaugural #ride2market campaign during Bike Week 2015, beating an extremely competitive field.

The award was presented to the Bike Week event that best promoted and celebrated cycling for transport and attracted new riders to the cycling community in WA.

##### **PERTH AIRPORT WESTERN AUSTRALIAN TOURISM AWARDS**

The EMRC's 2014-2015 Regional Events Program was recognised as a Silver Medalist in the 'Destination Marketing' category of the 2015 Perth Airport Western Australian Tourism Awards at the Awards Gala Dinner held on 14 November 2015.

The Regional Events Program included the Avon Descent Family Fun Days, Perth's Autumn Festival and the perthtourism.com.au website.

The 'Destination Marketing' category recognised creativity and innovation in fully integrated destination marketing activities.

##### **INFINITY AWARDS**

At the Waste Authority Infinity Awards on 6 November 2015, the EMRC received a Highly Commended Award under the Local Government Category.

The Infinity Awards recognises innovation and excellence in recycling and waste education.

The EMRC's submission was for the EMRC Dry Cell Battery Collection program: 12 Years On.

#### **4.2 SWAN ALCOA LANDCARE PROGRAMME (SALP) 2016**

The EMRC was recently advised of its successful application for an \$8,000 grant from the Swan Alcoa Landcare Programme (SALP) 2016. The purpose of the grant funding is to rehabilitate and enhance the water bodies and wetlands that form part of the priority tributaries in Perth's Eastern Region

The three sites where the work will be undertaken includes: Lower Lesmurdie Falls (Kalamunda); Gilfellow Park, Stoneville (Mundaring) and Olive Grove North, Woodbridge (Swan – WAPC land).

#### **4.3 COMMITTEES ELECTIONS**

During November 2015, two committee meetings were held for the first time since the local government elections. At those meetings, the following members were elected as Chairman and Deputy Chairman:

- Mr Stuart Cole, CEO of Belmont and Ms Rhonda Hardy, CEO of Kalamunda were elected Chairman and Deputy Chairman respectively of the Chief Executive Officer's Advisory Committee.
- Mr Doug Pearson, Director Technical Services Bayswater and Mr Ric Lutey, Director Technical Services Belmont were elected Chairman and Deputy Chairman respectively of the Technical Advisory Committee.

Congratulations to those committee Chairs and Deputy Chairs.



**5        RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Nil

**6        PUBLIC QUESTION TIME**

Nil

**7        APPLICATIONS FOR LEAVE OF ABSENCE**

Nil

**8        PETITIONS, DEPUTATIONS AND PRESENTATIONS**

Nil

**9        CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**9.1      MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON 17 SEPTEMBER 2015**

That the minutes of the Ordinary Meeting of Council held on 17 September 2015 which have been distributed, be confirmed.

**COUNCIL RESOLUTION**

MOVED CR WOLFF

SECONDED CR PERKS

THAT THE MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 17 SEPTEMBER 2015 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

**CARRIED UNANIMOUSLY**

**9.2      MINUTES OF SPECIAL MEETING OF COUNCIL HELD ON 5 NOVEMBER 2015**

That the minutes of the Special Meeting of Council held on 5 November 2015 which have been distributed, be confirmed.

**COUNCIL RESOLUTION**

MOVED CR DAW

SECONDED CR WOLFF

THAT THE MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD ON 5 NOVEMBER 2015 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

**CARRIED UNANIMOUSLY**

**10      QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

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**11 QUESTIONS BY MEMBERS WITHOUT NOTICE**

Nil

**12 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC**

NOTE: Section 5.23(2) of the *Local Government Act 1995*, details a number of matters upon which Council may discuss and make decisions without members of the public being present. These matters include: matters affecting employees; personal affairs of any person; contractual matters; legal advice; commercial-in-confidence matters; security matters; among others.

The following report item is covered in section 19 of this agenda:

- 12.1 ITEM 17.1 OF THE INVESTMENT COMMITTEE MINUTES
- INVESTMENT COMMITTEE LEGAL UPDATE

**13 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

Nil



## **14 REPORTS OF EMPLOYEES**

### **QUESTIONS**

The Chairman invited questions from members on the reports of employees.

### **RECOMMENDATION(S)**

That with the exception of items ....., which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Reports of Employees (Section 14).

### **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL ADOPTS THE RECOMMENDATIONS IN THE REPORTS OF EMPLOYEES (SECTION 14).

**CARRIED UNANIMOUSLY**





## 14.1 LIST OF ACCOUNTS PAID DURING THE MONTHS OF SEPTEMBER AND OCTOBER 2015

REFERENCE: D2015/16528

### PURPOSE OF REPORT

The purpose of this report is to present to Council a list of accounts paid under the Chief Executive Officer's delegated authority during the months of September and October 2015 for noting.

### KEY ISSUES AND RECOMMENDATION(S)

- As per the requirements of regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, the list of accounts paid during the months of September and October 2015 is provided for noting.

#### Recommendation(s)

That Council notes the CEO's list of accounts for September and October 2015 paid under delegated power in accordance with regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, as attached to this report totalling \$24,805,292.37.

### SOURCE OF REPORT

Director Corporate Services  
Manager Financial Services

### BACKGROUND

Council has delegated to the Chief Executive Officer (CEO) the exercise of its power to make payments from the Municipal Fund and Trust Fund. In accordance with regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, a list of accounts paid by the CEO is to be provided to Council, where such delegation is made.



Item 14.1 continued

## REPORT

The table below summarises the payments drawn on the funds during the months of September and October 2015. A list detailing the payments made is appended as an attachment to this report.

<b>Municipal Fund</b>	EFT Payments	EFT33678 – EFT33879	
	Cheque Payments	220088 – 220110	
	Payroll EFT	PAY 2016-5, PAY 2016-6, PAY 2016-6.1, PAY 2016-7 & PAY 2016-8	
	Direct Debits - Superannuation	DD14713.1 – DD14713.20 DD14753.1 – DD14753.21 DD14754.1 DD14797.1 – DD14797.21 DD14798.1 – DD14798.21	
	- Bank Charges	1*SEP15 & 1*OCT15	
	- Other	991 - 1009	\$24,806,134.61
	<b>Less</b> Cancelled EFTs & Cheques	EFT33775	(\$842.24)
<b>Trust Fund</b>	Not Applicable		Nil
<b>Total</b>			<b>\$24,805,292.37</b>

## STRATEGIC/POLICY IMPLICATIONS

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices

## FINANCIAL IMPLICATIONS

As contained within the report.

## SUSTAINABILITY IMPLICATIONS

Nil



Item 14.1 continued

### MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

### ATTACHMENT(S)

CEO's Delegated Payments List for the months of September and October 2015 (Ref: D2015/19020)

### VOTING REQUIREMENT

Simple Majority

### **RECOMMENDATION(S)**

That Council notes the CEO's list of accounts for September and October 2015 paid under delegated power in accordance with regulation 13(1) of the *Local Government (Financial Management) Regulations 1996*, as attached to this report totalling \$24,805,292.37

### **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL NOTES THE CEO'S LIST OF ACCOUNTS FOR SEPTEMBER AND OCTOBER 2015 PAID UNDER DELEGATED POWER IN ACCORDANCE WITH REGULATION 13(1) OF THE *LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996*, AS ATTACHED TO THIS REPORT TOTALLING \$24,805,292.37.

**CARRIED UNANIMOUSLY**

## Eastern Metropolitan Regional Council

CEO's DELEGATED PAYMENTS LIST  
FOR THE MONTHS OF SEPTEMBER AND OCTOBER 2015

Cheque /EFT No	Date	Payee	Description	Amount
EFT33678	01/09/2015	PAYG PAYMENTS	TAXATION PAYMENTS	64,376.12
EFT33679	01/09/2015	MARKETFORCE	ADVERTISING EXPENSE - AVON DESCENT	14,608.00
EFT33680	04/09/2015	AUSTRALIA POST - RED HILL	POSTAL SERVICES	328.64
EFT33681	04/09/2015	COMSYNC CONSULTING PTY LTD	IT CONSULTING	2,763.75
EFT33682	04/09/2015	CRISTYN FIELDING	STAFF REIMBURSEMENT	187.64
EFT33683	04/09/2015	INTERNATIONAL ON THE WATER HOTEL	VENUE HIRING - STRATEGIC PLANNING WORKSHOP	800.00
EFT33684	04/09/2015	THE SCENE TEAM	PHOTOGRAPHY - ANNUAL REPORT	1,020.00
EFT33685	08/09/2015	BRONWYN LEE	STAFF REIMBURSEMENT	112.36
EFT33686	08/09/2015	CITY OF BELMONT	GRANT DISTRIBUTION - PERTH AUTUMN FESTIVAL	8,418.30
EFT33687	08/09/2015	TELSTRA CORPORATION LTD	TELEPHONE CHARGES	1,270.55
EFT33688	11/09/2015	CABCHARGE	TAXI FARES	100.87
EFT33689	11/09/2015	IT VISION AUSTRALIA PTY LTD	REFUND OF OVERPAYMENT	440.00
EFT33690	11/09/2015	MOTORCHARGE PTY LTD	FLEET FUEL PURCHASE	3,536.40
EFT33691	15/09/2015	PAYG PAYMENTS	TAXATION PAYMENTS	67,798.00
EFT33692	18/09/2015	BP AUSTRALIA LIMITED (A/C 50209244 )	FUEL PURCHASES	32,969.98
EFT33693	18/09/2015	BP AUSTRALIA PTY LTD (LUBRICANT A/C 11818248)	OIL PURCHASES	6,531.26
EFT33694	18/09/2015	BRIAN NAUGHTON (BG'S CAR CLEANING SERVICE)	BUILDING MAINTENANCE & REPAIRS & CAR CLEANING	250.00
EFT33695	18/09/2015	CITY OF BELMONT	COUNCIL RATES	15,298.28
EFT33696	18/09/2015	COMSYNC CONSULTING PTY LTD	IT CONSULTING	2,722.50
EFT33697	18/09/2015	DEPUTY COMMISSIONER OF TAXATION	GST PAYMENT	228,738.00
EFT33698	18/09/2015	HARTFIELD COUNTRY CLUB	END OF YEAR VOLUNTEER EVENT	1,500.00
EFT33699	18/09/2015	MS N RAKELA	STAFF REIMBURSEMENT	341.55
EFT33700	18/09/2015	NINDETHANA SEEDS SERVICES PTY LTD	SITE REHABILITATION - RED HILL	4,608.23
EFT33701	18/09/2015	PITNEY BOWES CREDIT AUSTRALIA LTD	POSTAGE EXPENSE	333.63
EFT33702	18/09/2015	TRANSPACIFIC CLEANAWAY LTD	BIN HIRE	158.62
EFT33703	22/09/2015	SYNERGY	ELECTRICITY CHARGES	1,014.45
EFT33704	29/09/2015	PAYG PAYMENTS	TAXATION PAYMENTS	62,043.00
EFT33705	30/09/2015	A2K TECHNOLOGIES PTY LTD	ANNUAL LICENCE RENEWAL - SOFTWARE	2,511.30
EFT33706	30/09/2015	ACCESS INDUSTRIAL TYRES PTY LTD	TYRE REPAIR	222.75
EFT33707	30/09/2015	ADVENTURE OUT AUSTRALIA	AVON DESCENT - COMPETITION PRIZE	1,375.00
EFT33708	30/09/2015	AIR FILTER DRY CLEAN SYSTEMS WA PTY LTD ATF AFDCS TRADING TRUST	PLANT PARTS & SERVICE	981.26
EFT33709	30/09/2015	AIRWELL GROUP PTY LTD	PUMP MAINTENANCE & PURCHASES	3,718.16
EFT33710	30/09/2015	ANSPACH AGRICULTURAL CONTRACTING	PRODUCT TRANSPORTATION COSTS	14,127.93
EFT33711	30/09/2015	ATA STEEL	PERFORATION SCREEN FOR GRINDER	9,298.34
EFT33712	30/09/2015	AUSTRACLEAR LIMITED (ASX)	FINANCIAL SERVICES FEE	13.75
EFT33713	30/09/2015	AUSTRALIA POST - RED HILL	POSTAL SERVICES	264.02
EFT33714	30/09/2015	AUSTRALIAN ASSOCIATION FOR ENVIRONMENTAL EDUCATION	MEMBERSHIP RENEWAL	250.00
EFT33715	30/09/2015	AUSTRALIAN ENVIRONMENTAL AUDITORS PTY LTD	ANNUAL RED HILL SITE AUDIT	907.50
EFT33716	30/09/2015	AUSTRALIAN HVAC SERVICES	AIRCONDITIONING MAINTENANCE & REPAIRS	1,210.00
EFT33717	30/09/2015	AUSTRALIAN TRAINING MANAGEMENT PTY LTD	STAFF TRAINING	1,000.00
EFT33718	30/09/2015	B&J CATALANO PTY LTD	FERRICRETE PRODUCTION COST	69,272.77
EFT33719	30/09/2015	BATTERY WORLD	BATTERY REPLACEMENT - VEHICLE	222.00
EFT33720	30/09/2015	BAYLEY'S BOILERMAKING & WELDING SERVICES	SAFETY GUARDS FOR GRINDER	4,544.10
EFT33721	30/09/2015	BIN BATH AUSTRALIA PTY LTD	BIN CLEANING EXPENSES	317.90
EFT33722	30/09/2015	BOBCAT ATTACH	WASHDOWN BAY PLATFORM - RRP	4,477.00
EFT33723	30/09/2015	BOC LTD	GAS CYLINDERS REFILL	420.30
EFT33724	30/09/2015	BP GIDGEGANNUP	NEWSPAPER PURCHASES	89.00
EFT33725	30/09/2015	BRING COURIERS	COURIER SERVICE	568.47
EFT33726	30/09/2015	BUDGET ELECTRICS	BUILDING MAINTENANCE & REPAIRS	396.72
EFT33727	30/09/2015	CAPITAL TRANSPORT SERVICES (WA) PTY LTD	COURIER SERVICE	1,371.26
EFT33728	30/09/2015	CARPENTRY, HOUSE AND YARD MAINTENANCE	BUILDING MAINTENANCE	696.00
EFT33729	30/09/2015	CHAMBERLAIN AUTO ELECTRICS	AUTO ELECTRICAL REPAIRS	1,051.59
EFT33730	30/09/2015	CHEMCENTRE	LABORATORY SAMPLE TESTING	14,671.91
EFT33731	30/09/2015	CIRRENA PTY LTD T/A UNISON INTERACTIVE PTY LTD	WEBSITE SERVICE AGREEMENT	4,620.00
EFT33732	30/09/2015	CITY OF SWAN	MULCH PURCHASE & SITE SWEEPING AT HAZELMERE	5,400.00
EFT33733	30/09/2015	CJD EQUIPMENT PTY LTD	PLANT PARTS & SERVICE AND PURCHASE OF VOLVO WHEEL LOADER FOR HAZELMERE	449,020.37
EFT33734	30/09/2015	COMPU-STOR	IT BACKUP DATA SERVICES	790.05
EFT33735	30/09/2015	COMSYNC CONSULTING PTY LTD	IT CONSULTING	3,671.25
EFT33736	30/09/2015	COVS PARTS PTY LTD	PARTS PURCHASE	136.09
EFT33737	30/09/2015	CPR ELECTRICAL SERVICES	HAAS GRINDER - RELOCATE LIGHTS	3,405.22
EFT33738	30/09/2015	CROMMELINS AUSTRALIA	PARTS PURCHASE	935.00
EFT33739	30/09/2015	DATA 3 PERTH	SOFTWARE LICENCE RENEWAL	8,498.89
EFT33740	30/09/2015	DAVID GRAY & CO PTY LTD	WILDLIFE DETERRENTS	240.50
EFT33741	30/09/2015	DEERING AUTRONICS	PLANT REPAIRS & MAINTENANCE	1,079.52
EFT33742	30/09/2015	DELRON CLEANING PTY LTD	CLEANING EXPENSES	3,305.23
EFT33743	30/09/2015	DUN & BRADSTREET PTY LTD	CREDIT REFERENCE CHECKS	19.80
EFT33744	30/09/2015	E & MJ ROSHER	PLANT PARTS	254.45
EFT33745	30/09/2015	ECO ENVIRONMENTAL (BENFOSTER PTY LTD)	EQUIPMENT REPAIR & HIRING COST	3,267.00
EFT33746	30/09/2015	ELEMENT HYDROGRAPHIC SOLUTIONS	EQUIPMENT MAINTENANCE & SERVICE	3,250.50
EFT33747	30/09/2015	EXPERIENCE PERTH	MEMBERSHIP RENEWAL	360.00
EFT33748	30/09/2015	FILTERS PLUS	PLANT PARTS	81.68
EFT33749	30/09/2015	FLIGHT CENTRE BUSINESS TRAVEL DIRECT	CONFERENCE AIRFARES	616.00
EFT33750	30/09/2015	FRESH BOOST PTY LTD ATF BANDITS TRUST	STAFF AMENITIES	880.20
EFT33751	30/09/2015	FUJI XEROX AUSTRALIA PTY LTD	PHOTOCOPY & MAINTENANCE EXPENSES	2,169.05
EFT33752	30/09/2015	GIANT AUTOS (1997) PTY LTD	VEHICLE PURCHASE	20,820.30
EFT33753	30/09/2015	GUNDRY FLOORCOVERING PTY LTD T/A CHOICES FLOORING	NEW CARPET FOR HAZELMERE MEETING ROOM	1,389.00



CEO's DELEGATED PAYMENTS LIST  
FOR THE MONTHS OF SEPTEMBER AND OCTOBER 2015

Cheque /EFT No	Date	Payee	Description	Amount
EFT33754	30/09/2015	HARTAC SALES & DISTRIBUTION PTY LTD	HARDWARE SUPPLIES	308.00
EFT33755	30/09/2015	HEALTHCORP PTY LTD	STAFF TRAINING	1,500.00
EFT33756	30/09/2015	HERBERT SMITH FREEHILLS	LEGAL ADVICE	2,530.00
EFT33757	30/09/2015	HIGHWAY MOTOR TRIMMERS	PLANT MAINTENANCE	35.20
EFT33758	30/09/2015	HILLS FRESH	STAFF AMENITIES	204.52
EFT33759	30/09/2015	HIND'S TRANSPORT SERVICES	PRODUCT TRANSPORTATION COSTS	885.04
EFT33760	30/09/2015	ID CONSULTING PTY LTD	ANNUAL SUBSCRIPTION	4,510.00
EFT33761	30/09/2015	MINETEK (INDUSTRIAL EQUIPMENT PTY LTD)	PLANT PURCHASE FOR RED HILL	28,724.63
EFT33762	30/09/2015	INSIGHT ORNITHOLOGY	SITE ASSESSMENT - RED HILL	812.50
EFT33763	30/09/2015	INTEWORK INC	LABOUR HIRE	379.46
EFT33764	30/09/2015	IPING PTY LTD	INTERNET SERVICE AGREEMENT	1,128.80
EFT33765	30/09/2015	JAYCOURT NOMINEES P/L T/A BARFIELD EARTHMOVING	EQUIPMENT HIRE	7,628.50
EFT33766	30/09/2015	JAYCOURT NOMINEES PTY LTD T/A BARFIELD MECHANICAL SERVICES	EQUIPMENT REPAIR	275.00
EFT33767	30/09/2015	KERLIN, KAREN MICHELE T/A JAM PACKED COMMUNICATIONS	CONSULTING FEE - WWTE PROJECT	6,534.00
EFT33768	30/09/2015	KEY2CREATIVE (MUSTANG THREE PTY LTD)	ANNUAL REPORT - CONSULTING FEE	693.00
EFT33769	30/09/2015	KEYNOTE CONFERENCES	WASTE & RECYCLE CONFERENCE 2015	13,610.00
EFT33770	30/09/2015	KIDS AROUND PERTH	PROMOTIONAL MATERIAL - BANNER	615.00
EFT33771	30/09/2015	KONICA MINOLTA BUSINESS SOLUTIONS AUSTRALIA P/L	PHOTOCOPY & MAINTENANCE EXPENSES	851.59
EFT33772	30/09/2015	KOOL KREATIVE	CREATION OF MARKETING MATERIALS	924.00
EFT33773	30/09/2015	KOTT GUNNING LAWYERS	LEGAL ADVICE	408.43
EFT33774	30/09/2015	LEN FRENCH FENCING CONTRACTOR	FENCE REPAIR	150.00
EFT33775	30/09/2015	LGIS INSURANCE BROKING	INSURANCE PREMIUM - ADJUSTMENT	842.24
EFT33776	30/09/2015	LIEBHERR AUSTRALIA PTY LTD	PLANT PARTS PURCHASE, REPAIR & SERVICE	2,068.35
EFT33777	30/09/2015	LINFOX ARMAGUARD PTY LTD	COURIER SERVICE	501.50
EFT33778	30/09/2015	LO-GO APPOINTMENTS	LABOUR HIRE	7,358.79
EFT33779	30/09/2015	LOCALISE PTY LTD	CONSULTING FEE - STRATEGIC PLANNING WORKSHOP	25,217.50
EFT33780	30/09/2015	M2 TECHNOLOGY	IT DISASTER RECOVERY PROJECT - RED HILL	2,730.20
EFT33781	30/09/2015	MAIL PLUS PERTH	MAIL EXPENSES	369.60
EFT33782	30/09/2015	MARKETFORCE	ADVERTISING EXPENSE -RRP UPDATE	11,388.31
EFT33783	30/09/2015	MARSMEN PLUMBING	BUILDING MAINTENANCE & REPAIRS	1,229.80
EFT33784	30/09/2015	MCINTOSH & SON	PLANT PARTS & SERVICE	314.34
EFT33785	30/09/2015	MIDWAY FORD (WA)	VEHICLE PURCHASE	40,800.84
EFT33786	30/09/2015	MISS MAUD	CATERING COSTS	58.95
EFT33787	30/09/2015	MUNDARING TYRE CENTRE	TYRE REPAIR & TYRE PURCHASE	1,750.00
EFT33788	30/09/2015	NATURAL AREA CONSULTING MANAGEMENT SERVICES	WILDLIFE MANAGEMENT PLAN - RED HILL	6,308.50
EFT33789	30/09/2015	NEVERFAIL SPRINGWATER	BOTTLED WATER	322.18
EFT33790	30/09/2015	ODOUR CONTROL SYSTEMS INTERNATIONAL LTD	ALTERNATIVE DAILY COVER MATERIAL	13,672.03
EFT33791	30/09/2015	ONSITE RENTALS PTY LTD	EQUIPMENT RENTAL	439.04
EFT33792	30/09/2015	OPTUM HEALTH & TECHNOLOGY (AUSTRALIA) PTY LTD	EAP - COUNSELLING FEES	682.00
EFT33793	30/09/2015	OPUS INTERNATIONAL CONSULTANTS (AUSTRALIA) P/L	ENGINEERING DESIGN - HAZELMERE	49,252.50
EFT33794	30/09/2015	OSBORNE PARK MAZDA	VEHICLE PURCHASE	23,738.00
EFT33795	30/09/2015	OTIS ELEVATOR COMPANY PTY LTD	BUILDING MAINTENANCE & REPAIRS	1,589.78
EFT33796	30/09/2015	PERTH SECURITY SERVICES - MCW CORPORATION PTY LTD	SECURITY PATROLS	12,884.71
EFT33797	30/09/2015	PINELLI WINES PTY LTD	CATERING SUPPLIES	288.00
EFT33798	30/09/2015	PIRTEK MIDLAND (M & B HYDRAULICS PTY LTD)	HYDRAULIC SUPPLIES, REPAIRS & MAINTENANCE	2,078.04
EFT33799	30/09/2015	PORTNER PRESS PTY LTD	BOOKS & PUBLICATIONS	174.00
EFT33800	30/09/2015	PRECISION PANEL & PAINT	VEHICLE REPAIR	716.31
EFT33801	30/09/2015	PRESTIGE ALARMS	SECURITY MONITORING & MAINTENANCE	2,194.50
EFT33802	30/09/2015	PROTECTOR FIRE SERVICES	FIRE FIGHTING EQUIPMENT SERVICE & INSPECTION FEE	1,539.02
EFT33803	30/09/2015	PRUDENTIAL INVESTMENT SERVICES CORP P/L	INVESTMENT ADVISORY SERVICES	2,475.00
EFT33804	30/09/2015	RACHAEL MERCY	STAFF HEALTH PROMOTION	550.00
EFT33805	30/09/2015	RECRUITWEST	LABOUR HIRE	9,094.32
EFT33806	30/09/2015	ROWE SCIENTIFIC PTY LTD	EQUIPMENT PURCHASE	315.51
EFT33807	30/09/2015	RSEA - ONE STOP SAFETY SHOP	PROTECTIVE CLOTHING	226.00
EFT33808	30/09/2015	RUDD INDUSTRIAL AND FARM SUPPLIES	EQUIPMENT PURCHASES	606.75
EFT33809	30/09/2015	SAFETY SIGNS SERVICE	SIGNAGE & BANNER	305.80
EFT33810	30/09/2015	SAVANA ENVIRONMENTAL AUSTRALIA PTY LTD	CONTAMINATED WASTE REMOVAL	22,726.00
EFT33811	30/09/2015	SGS AUSTRALIA PTY LTD	MATERIAL SAMPLING	9,377.50
EFT33812	30/09/2015	SIGN SUPERMARKET	SIGNAGE	180.00
EFT33813	30/09/2015	SIMON TRANSPORT PTY LTD	REFUND OF OVERPAYMENT	242.50
EFT33814	30/09/2015	SNAP BELMONT (BELSNAP PTY LTD)	STATIONERY & BUSINESS EXPENSES	1,352.75
EFT33815	30/09/2015	SPUDS GARDENING SERVICES	GROUND & GARDEN MAINTENANCE	8,940.24
EFT33816	30/09/2015	ST JOHN AMBULANCE ASSOCIATION	STAFF TRAINING	160.00
EFT33817	30/09/2015	STANTONS INTERNATIONAL	PROBITY SERVICES	2,164.80
EFT33818	30/09/2015	STAPLES AUSTRALIA LTD	STATIONERY & CONSUMABLES	1,929.64
EFT33819	30/09/2015	STRATEGEN ENVIRONMENTAL CONSULTANTS PTY LTD	ENVIRONMENTAL CONSULTING	10,999.34
EFT33820	30/09/2015	TELSTRA CORPORATION LTD	TELEPHONE CHARGES	5,819.01
EFT33821	30/09/2015	TIM DAVIES LANDSCAPING PTY LTD	GROUND & GARDEN MAINTENANCE	965.80
EFT33822	30/09/2015	TOTALLY WORKWEAR MIDLAND	PROTECTIVE CLOTHING	120.57
EFT33823	30/09/2015	TOX FREE SOLUTIONS	CONTROLLED WASTE REMOVAL - FLUORO TUBES	1,226.78
EFT33824	30/09/2015	TRADESALES	EQUIPMENT PURCHASE	2,653.20
EFT33825	30/09/2015	TRILOGY ADVERTISING AND MARKETING PTY LTD	ADVERTISING & MARKETING DESIGN	1,419.00
EFT33826	30/09/2015	TUTT BRYANT EQUIPMENT (BT EQUIPMENT PTY LTD)	SERVICES AGREEMENT - PLANT REPAIRS & MAINTENANCE	3,612.70
EFT33827	30/09/2015	VERTICAL TELECOM WA PTY LTD (VERTEL)	RADIO EQUIPMENT	117.61
EFT33828	30/09/2015	VISY RECYCLING	RECYCLING FEE	84.54
EFT33829	30/09/2015	VOLICH WASTE CONTRACTORS PTY LTD	BIN HIRE	44.00
EFT33830	30/09/2015	WA HINO SALES AND SERVICE	PLANT SERVICE	3,185.15
EFT33831	30/09/2015	WAJON AND ASSOCIATES	CONSULTING FEE - RRP	14,500.00



**CEO's DELEGATED PAYMENTS LIST  
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Cheque /EFT No	Date	Payee	Description	Amount
EFT33832	30/09/2015	WALGA - WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	STAFF TRAINING	263.72
EFT33833	30/09/2015	WATERLOGIC AUSTRALIA PTY LTD	EQUIPMENT RENTAL	321.20
EFT33834	30/09/2015	WE LOVE PERTH	BANNER ADVERTISING	540.00
EFT33835	30/09/2015	WESTERN HEARING SERVICES	AUDIOLOGICAL ASSESSMENTS	453.20
EFT33836	30/09/2015	WESTERN RESOURCE RECOVERY PTY LTD	EQUIPMENT MAINTENANCE & SERVICE	792.00
EFT33837	30/09/2015	WORKPAC PTY LTD	LABOUR HIRE	15,800.80
EFT33838	30/09/2015	WURTH AUSTRALIA PTY LTD	PLANT PARTS	128.14
EFT33839	30/09/2015	YEOMAN PTY LTD ATF THE RJ ROHRLACH FAMILY TRUST	ENGINEERING CONSULTING	770.00
EFT33840	30/09/2015	CITY OF BAYSWATER	REFUND OF OVERPAYMENT	68,414.72
EFT33841	30/09/2015	LGIS	INSURANCE PREMIUM ADJUSTMENT	842.24
EFT33842	09/10/2015	ALAN PILGRIM	QUARTERLY COUNCILLORS PAYMENT	8,755.00
EFT33843	09/10/2015	ALAN RADFORD	QUARTERLY COUNCILLORS PAYMENT	464.00
EFT33844	09/10/2015	BOB PERKS	QUARTERLY COUNCILLORS PAYMENT	232.00
EFT33845	09/10/2015	CABCHARGE	TAXI FARES	114.29
EFT33846	09/10/2015	CHARLIE ZANNINO	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33847	09/10/2015	CHRIS CORNISH	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33848	09/10/2015	CJD EQUIPMENT PTY LTD	PURCHASE OF VOLVO WHEEL LOADER FOR RED HILL	445,500.00
EFT33849	09/10/2015	DAVID FARDIG	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33850	09/10/2015	GERRY PULE	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33851	09/10/2015	INTERNATIONAL ON THE WATER HOTEL	FUNCTION COSTS - STRATEGIC PLANNING WORKSHOP	2,260.00
EFT33852	09/10/2015	JANET POWELL	QUARTERLY COUNCILLORS PAYMENT	3,798.25
EFT33853	09/10/2015	JENNIE CARTER	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33854	09/10/2015	LANDFILL GAS & POWER PTY LTD	ELECTRICITY USAGES	24,915.84
EFT33855	09/10/2015	MIKE ANDERTON	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33856	09/10/2015	STEPHEN K WOLFF	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33857	09/10/2015	TAFE WA - CENTRAL INSTITUTE OF TECHNOLOGY	STAFF TRAINING	2,750.00
EFT33858	09/10/2015	TONY CUCCARO	QUARTERLY COUNCILLORS PAYMENT	2,575.00
EFT33859	13/10/2015	GLEN FORREST GOURMET	CATERING COSTS	313.50
EFT33860	13/10/2015	MOTORCHARGE PTY LTD	FLEET FUEL PURCHASE	3,405.19
EFT33861	13/10/2015	PAYG PAYMENTS	TAXATION PAYMENTS	82,434.00
EFT33862	13/10/2015	JAYA VAUGHAN	STAFF REIMBURSEMENT	278.21
EFT33863	14/10/2015	DEPARTMENT OF ENVIRONMENT REGULATION (DER)	APPLICATION FEE - WORKS APPROVAL FOR WWTE	13,324.50
EFT33864	16/10/2015	BALSHAWS FLORIST	FLOWER - FOR BEREAVEMENT	90.00
EFT33865	16/10/2015	COMSYNC CONSULTING PTY LTD	IT CONSULTING	2,928.75
EFT33866	16/10/2015	GOURMET INDULGENCE	CATERING COSTS	427.00
EFT33867	16/10/2015	INSTITUTE OF PUBLIC WORKS ENGINEERING AUST T/A IPWEA-WA DIVISION	STAFF TRAINING	990.00
EFT33868	16/10/2015	J & K HOPKINS	OFFICE EQUIPMENT PURCHASE	464.00
EFT33869	16/10/2015	TELSTRA CORPORATION LTD	TELEPHONE CHARGES	1,244.85
EFT33870	20/10/2015	DEPUTY COMMISSIONER OF TAXATION	GST PAYMENT	216,204.00
EFT33871	20/10/2015	IJK FURNITURE P/L T/A STATUS FURNITURE	REFUND OF OVERPAYMENT	106.01
EFT33872	20/10/2015	BP AUSTRALIA LIMITED (A/C 50209244 )	FUEL PURCHASES	53,445.09
EFT33873	20/10/2015	BP AUSTRALIA PTY LTD (LUBRICANT A/C 11818248)	OIL PURCHASES	4,147.95
EFT33874	20/10/2015	M2 TECHNOLOGY	TELEPHONE - CHANGE ON-HOLD MESSAGE	110.00
EFT33875	20/10/2015	PITNEY BOWES CREDIT AUSTRALIA LTD	POSTAGE EXPENSE	333.63
EFT33876	23/10/2015	HYDROLOGY AND RISK CONSULTING	ENVIRONMENTAL CONSULTING - SWAN & HELENA RIVERS FLOOD STUDY	16,478.00
EFT33877	27/10/2015	DEPARTMENT OF ENVIRONMENT REGULATION (DER)	QUARTERLY LANDFILL LEVY	2,645,590.64
EFT33878	27/10/2015	JAYA VAUGHAN	STAFF REIMBURSEMENT	85.19
EFT33879	27/10/2015	PAYG PAYMENTS	TAXATION PAYMENTS	63,733.00
220088	04/09/2015	EMRC PETTY CASH - BELMONT	PETTY CASH RECOUP	770.75
220089	04/09/2015	EMRC PETTY CASH - HAZELMERE	PETTY CASH RECOUP	85.90
220090	04/09/2015	EMRC PETTY CASH - MATHIESON ROAD	PETTY CASH RECOUP	24.40
220091	04/09/2015	EMRC PETTY CASH - REDHILL	PETTY CASH RECOUP	257.20
220092	08/09/2015	EMRC PETTY CASH - COPPIN ROAD	PETTY CASH RECOUP	34.45
220093	25/09/2015	DEPARTMENT OF TRANSPORT - BULK BILLING	VEHICLE REGISTRATION FEE	27.15
220094	25/09/2015	GIDGEGANNUP AGRICULTURAL SOCIETY	ADVERTISING - COMMUNITY GRANT	44.00
220095	25/09/2015	GIDGEGANNUP BASKETBALL CLUB	COMMUNITY GRANT	1,500.00
220096	25/09/2015	GIDGEGANNUP INDOOR CRICKET CLUB	COMMUNITY GRANT	1,179.30
220097	25/09/2015	GIDGEGANNUP JUNIOR FOOTBALL CLUB	COMMUNITY GRANT	1,000.00
220098	25/09/2015	GIDGEGANNUP NETBALL CLUB	COMMUNITY GRANT	940.00
220099	25/09/2015	GIDGEGANNUP SCOUT GROUP - SCOUTS WA	COMMUNITY GRANT	1,500.00
220100	25/09/2015	PARKERVILLE JUNIOR CRICKET CLUB	COMMUNITY GRANT	1,500.00
220101	05/10/2015	EMRC PETTY CASH - BELMONT	PETTY CASH RECOUP	873.90
220102	05/10/2015	EMRC PETTY CASH - COPPIN ROAD	PETTY CASH RECOUP	30.35
220103	05/10/2015	EMRC PETTY CASH - HAZELMERE	PETTY CASH RECOUP	37.10
220104	05/10/2015	EMRC PETTY CASH - MATHIESON ROAD	PETTY CASH RECOUP	29.75
220105	05/10/2015	EMRC PETTY CASH - REDHILL	PETTY CASH RECOUP	177.25
220106	09/10/2015	ANDREW WADDELL	QUARTERLY COUNCILLORS PAYMENT	232.00
220107	09/10/2015	DYLAN O'CONNOR	QUARTERLY COUNCILLORS PAYMENT	2,575.00
220108	09/10/2015	FRANK LINDSEY	QUARTERLY COUNCILLORS PAYMENT	2,575.00
220109	13/10/2015	EMRC PETTY CASH - REDHILL	PETTY CASH RECOUP	337.75
220110	29/10/2015	WATER CORPORATION	WATER USAGE	609.12
PAY 2016-5	08/09/2015	PAYROLL FE 8/9/15	PAYROLL	206,665.26
PAY 2016-6	22/09/2015	PAYROLL FE 22/9/15	PAYROLL	194,880.84
PAY 2016-6.1	24/09/2015	PAYROLL	PAYROLL	2,303.14
PAY 2016-7	06/10/2015	PAYROLL FE 6/10/15	PAYROLL	228,920.24
PAY 2016-8	20/10/2015	PAYROLL FE 20/10/15	PAYROLL	200,963.70
1*SEP15	01/09/2015	BANK CHARGES 1633 - 1637	BANK FEES & CHARGES	2,018.85



CEO's DELEGATED PAYMENTS LIST  
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1*OCT15	01/10/2015	BANK CHARGES 1637 - 1641	BANK FEES & CHARGES	1,937.49
DD14713.1	09/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	36,678.96
DD14713.2	09/10/2015	COLONIAL FIRST STATE FIRSTCHOICE	PAYROLL SUPERANNUATION DEDUCTION	250.99
DD14713.3	09/10/2015	AUSTRALIAN ETHICAL SUPER	PAYROLL SUPERANNUATION DEDUCTION	195.81
DD14713.4	09/10/2015	KINETIC SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	149.81
DD14713.5	09/10/2015	RETAIL EMPLOYEES SUPERANNUATION TRUST	PAYROLL SUPERANNUATION DEDUCTION	573.85
DD14713.6	09/10/2015	FUTURE SUPER	PAYROLL SUPERANNUATION DEDUCTION	169.58
DD14713.7	09/10/2015	NORTH PERSONAL SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	707.29
DD14713.8	09/10/2015	BT LIFETIME SUPER - EMPLOYER PLAN	PAYROLL SUPERANNUATION DEDUCTION	254.41
DD14713.9	09/10/2015	THE UNIVERSAL SUPER SCHEME (MLC)	PAYROLL SUPERANNUATION DEDUCTION	296.00
DD14713.10	09/10/2015	CBUS INDUSTRY SUPER	PAYROLL SUPERANNUATION DEDUCTION	284.32
DD14713.11	09/10/2015	MTAA SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	210.13
DD14713.12	09/10/2015	BT BUSINESS SUPER	PAYROLL SUPERANNUATION DEDUCTION	512.36
DD14713.13	09/10/2015	FIRST STATE SUPER	PAYROLL SUPERANNUATION DEDUCTION	198.72
DD14713.14	09/10/2015	ZURICH MASTER SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	218.82
DD14713.15	09/10/2015	AUSTRALIAN SUPER	PAYROLL SUPERANNUATION DEDUCTION	1,564.37
DD14713.16	09/10/2015	AMP FLEXIBLE LIFETIME SUPER	PAYROLL SUPERANNUATION DEDUCTION	718.01
DD14713.17	09/10/2015	HOSTPLUS SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	416.35
DD14713.18	09/10/2015	LEGALSUPER	PAYROLL SUPERANNUATION DEDUCTION	290.21
DD14713.19	09/10/2015	ONEPATH MASTERFUND	PAYROLL SUPERANNUATION DEDUCTION	104.09
DD14713.20	09/10/2015	TELSTRA SUPERANNUATION SCHEME	PAYROLL SUPERANNUATION DEDUCTION	173.95
DD14753.1	09/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	23,528.08
DD14753.2	09/10/2015	COLONIAL FIRST STATE FIRSTCHOICE	PAYROLL SUPERANNUATION DEDUCTION	250.99
DD14753.3	09/10/2015	AUSTRALIAN ETHICAL SUPER	PAYROLL SUPERANNUATION DEDUCTION	196.25
DD14753.4	09/10/2015	KINETIC SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	149.81
DD14753.5	09/10/2015	RETAIL EMPLOYEES SUPERANNUATION TRUST	PAYROLL SUPERANNUATION DEDUCTION	574.24
DD14753.6	09/10/2015	FUTURE SUPER	PAYROLL SUPERANNUATION DEDUCTION	169.58
DD14753.7	09/10/2015	NORTH PERSONAL SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	708.16
DD14753.8	09/10/2015	BT LIFETIME SUPER - EMPLOYER PLAN	PAYROLL SUPERANNUATION DEDUCTION	241.17
DD14753.9	09/10/2015	THE UNIVERSAL SUPER SCHEME (MLC)	PAYROLL SUPERANNUATION DEDUCTION	293.03
DD14753.10	09/10/2015	CBUS INDUSTRY SUPER	PAYROLL SUPERANNUATION DEDUCTION	275.03
DD14753.11	09/10/2015	MTAA SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	210.23
DD14753.12	09/10/2015	BT BUSINESS SUPER	PAYROLL SUPERANNUATION DEDUCTION	488.78
DD14753.13	09/10/2015	FIRST STATE SUPER	PAYROLL SUPERANNUATION DEDUCTION	197.64
DD14753.14	09/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	14,377.09
DD14753.15	09/10/2015	ZURICH MASTER SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	264.96
DD14753.16	09/10/2015	AUSTRALIAN SUPER	PAYROLL SUPERANNUATION DEDUCTION	1,682.56
DD14753.17	09/10/2015	AMP FLEXIBLE LIFETIME SUPER	PAYROLL SUPERANNUATION DEDUCTION	718.77
DD14753.18	09/10/2015	HOSTPLUS SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	420.91
DD14753.19	09/10/2015	LEGALSUPER	PAYROLL SUPERANNUATION DEDUCTION	290.21
DD14753.20	09/10/2015	ONEPATH MASTERFUND	PAYROLL SUPERANNUATION DEDUCTION	75.18
DD14753.21	09/10/2015	TELSTRA SUPERANNUATION SCHEME	PAYROLL SUPERANNUATION DEDUCTION	173.95
DD14754.1	09/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	1,266.04
DD14797.1	06/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	30,461.43
DD14797.2	06/10/2015	COLONIAL FIRST STATE FIRSTCHOICE	PAYROLL SUPERANNUATION DEDUCTION	250.99
DD14797.3	06/10/2015	AUSTRALIAN ETHICAL SUPER	PAYROLL SUPERANNUATION DEDUCTION	199.65
DD14797.4	06/10/2015	KINETIC SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	149.81
DD14797.5	06/10/2015	RETAIL EMPLOYEES SUPERANNUATION TRUST	PAYROLL SUPERANNUATION DEDUCTION	568.00
DD14797.6	06/10/2015	FUTURE SUPER	PAYROLL SUPERANNUATION DEDUCTION	169.58
DD14797.7	06/10/2015	IOOF EMPLOYER SUPER	PAYROLL SUPERANNUATION DEDUCTION	75.24
DD14797.8	06/10/2015	NORTH PERSONAL SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	789.99
DD14797.9	06/10/2015	BT LIFETIME SUPER - EMPLOYER PLAN	PAYROLL SUPERANNUATION DEDUCTION	246.37
DD14797.10	06/10/2015	THE UNIVERSAL SUPER SCHEME (MLC)	PAYROLL SUPERANNUATION DEDUCTION	294.50
DD14797.11	06/10/2015	CBUS INDUSTRY SUPER	PAYROLL SUPERANNUATION DEDUCTION	309.25
DD14797.12	06/10/2015	BT BUSINESS SUPER	PAYROLL SUPERANNUATION DEDUCTION	488.78
DD14797.13	06/10/2015	MTAA SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	200.59
DD14797.14	06/10/2015	FIRST STATE SUPER	PAYROLL SUPERANNUATION DEDUCTION	199.94
DD14797.15	06/10/2015	ZURICH MASTER SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	266.22
DD14797.16	06/10/2015	AUSTRALIAN SUPER	PAYROLL SUPERANNUATION DEDUCTION	1,672.54
DD14797.17	06/10/2015	AMP FLEXIBLE LIFETIME SUPER	PAYROLL SUPERANNUATION DEDUCTION	718.39
DD14797.18	06/10/2015	HOSTPLUS SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	467.71
DD14797.19	06/10/2015	LEGALSUPER	PAYROLL SUPERANNUATION DEDUCTION	290.21
DD14797.20	06/10/2015	ONEPATH MASTERFUND	PAYROLL SUPERANNUATION DEDUCTION	56.38
DD14797.21	06/10/2015	TELSTRA SUPERANNUATION SCHEME	PAYROLL SUPERANNUATION DEDUCTION	173.95
DD14798.1	20/10/2015	WALGS PLAN	PAYROLL SUPERANNUATION DEDUCTION	33,650.68
DD14798.2	20/10/2015	COLONIAL FIRST STATE FIRSTCHOICE	PAYROLL SUPERANNUATION DEDUCTION	250.99
DD14798.3	20/10/2015	AUSTRALIAN ETHICAL SUPER	PAYROLL SUPERANNUATION DEDUCTION	194.33
DD14798.4	20/10/2015	KINETIC SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	149.81
DD14798.5	20/10/2015	RETAIL EMPLOYEES SUPERANNUATION TRUST	PAYROLL SUPERANNUATION DEDUCTION	573.03
DD14798.6	20/10/2015	FUTURE SUPER	PAYROLL SUPERANNUATION DEDUCTION	169.58
DD14798.7	20/10/2015	IOOF EMPLOYER SUPER	PAYROLL SUPERANNUATION DEDUCTION	188.11
DD14798.8	20/10/2015	NORTH PERSONAL SUPERANNUATION	PAYROLL SUPERANNUATION DEDUCTION	704.63
DD14798.9	20/10/2015	BT LIFETIME SUPER - EMPLOYER PLAN	PAYROLL SUPERANNUATION DEDUCTION	255.49
DD14798.10	20/10/2015	THE UNIVERSAL SUPER SCHEME (MLC)	PAYROLL SUPERANNUATION DEDUCTION	295.64
DD14798.11	20/10/2015	CBUS INDUSTRY SUPER	PAYROLL SUPERANNUATION DEDUCTION	294.76
DD14798.12	20/10/2015	BT BUSINESS SUPER	PAYROLL SUPERANNUATION DEDUCTION	504.40
DD14798.13	20/10/2015	MTAA SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	196.57
DD14798.14	20/10/2015	FIRST STATE SUPER	PAYROLL SUPERANNUATION DEDUCTION	199.51
DD14798.15	20/10/2015	ZURICH MASTER SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	281.28
DD14798.16	20/10/2015	AUSTRALIAN SUPER	PAYROLL SUPERANNUATION DEDUCTION	1,674.93



**CEO's DELEGATED PAYMENTS LIST  
FOR THE MONTHS OF SEPTEMBER AND OCTOBER 2015**

Cheque /EFT No	Date	Payee	Description	Amount
DD14798.17	20/10/2015	AMP FLEXIBLE LIFETIME SUPER	PAYROLL SUPERANNUATION DEDUCTION	718.58
DD14798.18	20/10/2015	HOSTPLUS SUPERANNUATION FUND	PAYROLL SUPERANNUATION DEDUCTION	417.58
DD14798.19	20/10/2015	LEGALSUPER	PAYROLL SUPERANNUATION DEDUCTION	290.21
DD14798.20	20/10/2015	ONEPATH MASTERFUND	PAYROLL SUPERANNUATION DEDUCTION	127.22
DD14798.21	20/10/2015	TELSTRA SUPERANNUATION SCHEME	PAYROLL SUPERANNUATION DEDUCTION	173.95
991	09/09/2015	KIRKLAND & ELLIS LLP	LEGAL ADVICE	706.95
992	10/09/2015	WESTPAC BANKING CORPORATION	TERM DEPOSIT INVESTMENT	1,000,000.00
993	15/09/2015	WESTPAC BANKING CORPORATION	TERM DEPOSIT INVESTMENT	7,000,000.00
994	29/09/2015	WBC - CORPORATE MASTERCARD - D AMEDURI	CREDIT CARD PURCHASES	3,025.69
995	29/09/2015	WBC - CORPORATE MASTERCARD - D CANHAM	CREDIT CARD PURCHASES	1,441.80
996	29/09/2015	WBC - CORPORATE MASTERCARD - MARILYNN HORGAN	CREDIT CARD PURCHASES	597.66
997	29/09/2015	WBC - CORPORATE MASTERCARD - P SCHNEIDER	CREDIT CARD PURCHASES	1,343.80
998	29/09/2015	WBC - CORPORATE MASTERCARD - S FITZPATRICK	CREDIT CARD PURCHASES	636.52
999	09/10/2015	WESTPAC BANKING CORPORATION	TERM DEPOSIT INVESTMENT	3,000,000.00
1000	14/10/2015	WESTPAC BANKING CORPORATION	TERM DEPOSIT INVESTMENT	1,000,000.00
1001	27/10/2015	WBC - CORPORATE MASTERCARD - D AMEDURI	CREDIT CARD PURCHASES	324.15
1002	27/10/2015	WBC - CORPORATE MASTERCARD - D CANHAM	CREDIT CARD PURCHASES	2,447.12
1003	27/10/2015	WBC - CORPORATE MASTERCARD - H LIEW	CREDIT CARD PURCHASES	18.25
1004	27/10/2015	WBC - CORPORATE MASTERCARD - MARILYNN HORGAN	CREDIT CARD PURCHASES	18.25
1005	27/10/2015	WBC - CORPORATE MASTERCARD - P SCHNEIDER	CREDIT CARD PURCHASES	544.81
1006	27/10/2015	WBC - CORPORATE MASTERCARD - S FITZPATRICK	CREDIT CARD PURCHASES	498.44
1007	27/10/2015	WBC - CORPORATE MASTERCARD - T ECKSTEIN	CREDIT CARD PURCHASES	198.25
1008	29/10/2015	KIRKLAND & ELLIS LLP	LEGAL ADVICE	7,502.16
1009	30/10/2015	WESTPAC BANKING CORPORATION	TERM DEPOSIT INVESTMENT	6,500,000.00
<b>SUB TOTAL</b>				<b><u>24,806,134.61</u></b>
<b>LESS CANCELLED EFTs &amp; CHEQUES</b>				
EFT33775	30/09/2015	LGIS INSURANCE BROKING	INSURANCE PREMIUM ADJUSTMENT	-842.24
<b>SUB TOTAL</b>				<b><u>-842.24</u></b>
<b>TOTAL</b>				<b><u>24,805,292.37</u></b>

**REPORT**

**Bank Code**

**Bank**

EMRC - Municipal Fund

**TOTAL**

**24,805,292.37**  
**24,805,292.37**





## 14.2 FINANCIAL REPORT FOR PERIOD ENDED 31 AUGUST 2015

REFERENCE: D2015/16529

### PURPOSE OF REPORT

The purpose of this report is to provide Council with an overview of the Eastern Metropolitan Regional Council's (EMRC's) financial performance for the period ended 31 August 2015.

### KEY ISSUES AND RECOMMENDATION(S)

- Significant year to date budget variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Financial Activity as at 31 August 2015 have been identified and are reported on in the body of the report.

#### Recommendation(s)

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 August 2015.

### SOURCE OF REPORT

Director Corporate Services  
Manager Financial Services

### BACKGROUND

It is a requirement of the *Local Government (Financial Management) Regulations 1996 (r.34)* that a Local Government is to prepare and present to Council financial reports in such a form as the Local Government considers to be appropriate.

The 2015/2016 Budget was presented in a format that separated operating income and expenditure from other revenue and expenses to provide improved disclosure of Council's underlying operating result.

Submitted to each meeting of Council is a financial report and summaries which provide an overview of year to date budget performance for operating activities and capital works. Variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Comprehensive Income are reported on in the body of the report. Also included are end of year forecasts by nature and type for operating activities and end of year forecasts for each capital works project. These forecasts are reviewed regularly in order to provide an accurate forecast of the end of year result.

### REPORT

Outlined below are financial statements for the period ended 31 August 2015. Where possible the year to date monthly budget allocations have been reviewed in order to match the appropriate timing for the various projects budgeted to be undertaken. This will provide a better comparison between the year to date actual and year to date budget figures.



*Item 14.2 continued*

**Statement of Comprehensive Income - Nature and Type (refer Attachment 1)**

The year to date operating result from normal activities as at 31 August 2015 is a favourable variance of \$622,754 (154.20%) against budget. The following information is provided on key aspects of Council's end of year financial performance:

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<b><u>Operating Income</u></b>	<i>Actuals for the Year</i>	An unfavourable variance of \$518,717 (8.19%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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Operating Income variances previously reported to Council:

1. Year to date User Charges of \$4,653,797 is \$645,469 (12.18%) below the budget of \$5,299,266. This is due to the lower than budget tonnages received from commercial operators as at 31 August 2015.
2. Year to date Other Income of \$380,788 is \$63,654 (20.07%) above the budget of \$317,134. This is attributable to a higher level of sales of ferricrete of \$110,354 compared to a budget of \$49,250.

Operating Income variances not previously reported to Council:

1. Year to date Interest Municipal Cash Investments of \$86,372 is \$53,824 (165.37%) above the budget of \$32,548. This is attributable to the higher level of funds available as at 30 June 2015 compared to budget together with a higher average interest rate received (3.32%) compared to the budgeted rate (2.79%).

There were no further significant Operating Income variances as at 31 August 2015.

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<b><u>Operating Expenditure</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$1,141,471 (19.25%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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Operating Expenditure variances previously reported to Council:

1. Year to date Salary Expenses of \$1,183,041 is \$224,731 (15.96%) lower than the budget of \$1,407,772. This variance is attributable to vacant positions and budgeted positions yet to be filled.
2. Year to date Contract Expenses of \$521,837 is \$464,275 (47.08%) below the budget of \$986,112 due to the timing of various projects from different business units. Major variances from the Waste Services directorate include:
  - Monitor Environmental Impacts - \$90,065;
  - Operate and Maintain Class IV Cell - Leachate Removal - \$83,332;
  - Remove and Crush Lateritic Caprock - \$80,841;
  - Undertake Geotechnical and Materials Investigations - \$23,332;
  - Operate and Maintain Plant - \$15,534;
  - Rehabilitate Class IV Landfill Cells (Red Hill) - \$13,332;
  - Manage Greenwaste Mulching - \$12,259; and
  - Undertake Greenwaste Audit Stream Audits - \$8,332.

Other projects where the expenditures are lower than budget for various directorates/business units include: Corporate Services (\$46,644), Environmental Services (\$59,569) and Regional Development projects (\$42,427).

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*Item 14.2 continued*

3. Year to date Depreciation Expenses of \$848,722 is \$204,782 (19.44%) below the year to date budget provision of \$1,053,504. The variance is attributable to the lower level of commercial tonnages received to date resulting in lower Class III cell air space consumed (\$419,628 compared to a year to date budget of \$487,140), the lower level of capital expenditure to date and changes to the asset life of the EMRC's infrastructure class of assets in accordance with accounting standards.
4. Year to date Miscellaneous Expenses of \$1,880,370 is \$246,248 (11.58%) below the budget of \$2,126,618. This variance is attributable to a lower than budgeted landfill levy payable (\$1,689,758 compared to a year to date budget of \$1,969,460) as a result of the lower level of commercial tonnages received to date.

Operating Expenditure variances not previously reported to Council:

1. Year to date Provision Expenses of \$35,684 is \$23,648 (196.48%) above the year to date budget provision of \$12,036. The variance is as a result of an independent review of Post Closure Management Reserves undertaken in June 2015 and was subject to a report submitted to Council at its meeting held on 18 June 2015.

It was established that the funds held in the Site Rehabilitation Reserve and the Environmental Monitoring Reserve were below the costs identified by the independent review. Provisions are now being calculated on a revised methodology which is based on the usage of the remaining air space indexed annually in order to provide for the costs of the post closure management of the site. This has resulted in a higher than budgeted cost.

There were no further significant Operating Expenditure variances as at 31 August 2015.

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<b><u>*Other Revenues and Expenses (Net)</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$253,745 (32.58%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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Other Revenues and Expenses variances previously reported to Council:

1. Interest on Restricted Cash Investments of \$319,618 is \$73,396 (29.81%) above the budget of \$246,222. This is attributable to the higher level of funds available during this period compared to budget together with a higher average interest rate received (3.32%) compared to the budgeted rate (2.79%).
2. Contract Expenses of \$9,260 is \$126,366 (93.17%) below the budget of \$135,626. The variance is mainly due to the timing of the Resource Recovery Project and the associated consultancy expenditure.

There were no further significant Other Revenues and Expenses variances as at 31 August 2015.

**Capital Expenditure Statement (refer Attachment 2)**

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<b><u>Capital Expenditure</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$71,352.
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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Capital Expenditure variances:

A favourable variance of \$71,352 existed as at 31 August 2015 when compared to the budget of \$118,283. The year to date budget provisions are used as a guide only as expenditure of a capital nature is undertaken as and when required.

There was no major capital expenditure during August 2015 with the year to date actual expenditure totalling \$46,931.

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*Item 14.2 continued*

### **Statement of Financial Position (refer Attachment 3)**

The Statement of Financial Position shows the overall impact of actual balances compared with budget provisions and end of year forecasts for operating and capital works activities.

Total Equity as at 31 August 2015 totals \$149,675,541. This is an increase of \$2,059,210 from 30 June 2015 equity of \$147,616,331.

As end of year forecasts are yet to be reviewed, the forecast year end balance as at 31 August 2015 is as per the budget estimates.

### **Statement of Cash and Investments (refer Attachment 4)**

The level of cash and investments in the Municipal Fund as at 31 August 2015 is \$17,261,018 and Restricted Cash amount to \$59,355,716.

The net movement for the month is an increase of \$2,046,083.

### **Investment Report (refer Attachment 5)**

Term deposits valued at \$10,500,000 matured during August 2015. These were reinvested into further term deposits together with additional surplus fund of \$2,500,000.

## **STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 4 - Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices

## **FINANCIAL IMPLICATIONS**

As outlined within the report and attachments.

## **SUSTAINABILITY IMPLICATIONS**

Nil

## **ATTACHMENT(S)**

1. Statement of Comprehensive Income by Nature and Type (Ref: D2015/18370)
2. Capital Expenditure Statement (Ref: D2015/18371)
3. Statement of Financial Position (Ref: D2015/18372)
4. Statement of Cash and Investments (Ref: D2015/18373)
5. Investment Report (Ref: D2015/18374)

## **VOTING REQUIREMENT**

Simple Majority

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*Item 14.2 continued*

**RECOMMENDATION(S)**

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 August 2015.

**COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL RECEIVES THE STATEMENT OF COMPREHENSIVE INCOME, CAPITAL EXPENDITURE STATEMENT, STATEMENT OF FINANCIAL POSITION, STATEMENT OF CASH AND INVESTMENTS AND THE INVESTMENT REPORT FOR THE PERIOD ENDED 31 AUGUST 2015.

**CARRIED UNANIMOUSLY**



## STATEMENT OF COMPREHENSIVE INCOME

### Nature and Type

### AUGUST 2015

Year to Date

Full Year

Year to Date			Full Year				
Actual	Budget	Variance		Forecast	Budget	Variance	
<b>Operating Income</b>							
\$4,653,797	\$5,299,266	(\$645,469)	(U)	User Charges	\$32,680,933	\$32,680,933	\$0 (F)
\$73,055	\$68,060	\$4,995	(F)	Special Charges	\$430,789	\$430,789	\$0 (F)
\$454,848	\$439,013	\$15,835	(F)	Contributions	\$683,725	\$683,725	\$0 (F)
\$55,153	\$57,166	(\$2,013)	(U)	Operating Grants	\$623,500	\$623,500	\$0 (F)
\$86,372	\$32,548	\$53,824	(F)	Interest Municipal Cash Investments	\$195,300	\$195,300	\$0 (F)
\$110,511	\$120,054	(\$9,543)	(U)	Reimbursements	\$720,384	\$720,384	\$0 (F)
\$380,788	\$317,134	\$63,654	(F)	Other	\$2,022,862	\$2,022,862	\$0 (F)
<b>\$5,814,524</b>	<b>\$6,333,241</b>	<b>(\$518,717)</b>	<b>(U)</b>	<b>Total Operating Income</b>	<b>\$37,357,493</b>	<b>\$37,357,493</b>	<b>\$0 (F)</b>
<b>Operating Expenditure</b>							
\$1,183,041	\$1,407,772	\$224,731	(F)	Salary Expenses	\$9,277,385	\$9,277,385	\$0 (F)
\$521,837	\$986,112	\$464,275	(F)	Contract Expenses	\$6,429,957	\$6,429,957	\$0 (F)
\$129,676	\$143,400	\$13,724	(F)	Material Expenses	\$962,379	\$962,379	\$0 (F)
\$49,199	\$50,010	\$811	(F)	Utility Expenses	\$300,206	\$300,206	\$0 (F)
\$113,652	\$133,650	\$19,998	(F)	Fuel Expenses	\$805,032	\$805,032	\$0 (F)
\$4,876	\$3,676	(\$1,200)	(U)	Finance Fees and Interest Expenses	\$22,068	\$22,068	\$0 (F)
\$69,048	\$58,912	(\$10,136)	(U)	Insurance Expenses	\$353,824	\$353,824	\$0 (F)
\$848,722	\$1,053,504	\$204,782	(F)	Depreciation Expenses	\$6,321,375	\$6,321,375	\$0 (F)
\$1,880,370	\$2,126,618	\$246,248	(F)	Miscellaneous Expenses	\$12,920,001	\$12,920,001	\$0 (F)
\$35,684	\$12,036	(\$23,648)	(U)	Provision Expenses	\$72,227	\$72,227	\$0 (F)
(\$48,206)	(\$46,320)	\$1,886	(F)	Costs Allocated	(\$1,877,290)	(\$1,877,290)	\$0 (F)
<b>\$4,787,899</b>	<b>\$5,929,370</b>	<b>\$1,141,471</b>	<b>(F)</b>	<b>Total Operating Expenditure</b>	<b>\$35,587,163</b>	<b>\$35,587,163</b>	<b>\$0 (F)</b>
<b>\$1,026,625</b>	<b>\$403,871</b>	<b>\$622,754</b>	<b>(F)</b>	<b>OPERATING RESULT FROM NORMAL ACTIVITIES</b>	<b>\$1,770,330</b>	<b>\$1,770,330</b>	<b>\$0 (F)</b>
Surplus	Surplus				Surplus	Surplus	

## Notes:

1. User Charges - include member Councils and casual users pertaining to waste, risk management and environmental services fees and charges;
2. Special Charges - Waste Education Levy;
3. Contributions - member Councils' contributions to projects and services;
4. Operating Grants - grant income predominantly from government agencies; and
5. Miscellaneous Expenses - includes the Landfill Levy expense of \$1,689,758 as at 31 August 2015.

Operating Income and Expenditure relates to the ordinary operations of the organisation.

Other Revenues and Expenses relates to the Resource Recovery Project, interest from cash reserves and disposal of assets.

(F) denotes Favourable variance and (U) denotes Unfavourable variance



**STATEMENT OF COMPREHENSIVE INCOME**

**Nature and Type**

**AUGUST 2015**

Year to Date			Full Year					
Actual	Budget	Variance		Forecast	Budget	Variance		
<b>Other Revenues</b>								
\$0	\$0	\$0	(F)	User Charges	\$2,600,000	\$2,600,000	\$0	(F)
\$804,152	\$769,551	\$34,601	(F)	Secondary Waste Charge	\$4,822,149	\$4,822,149	\$0	(F)
\$319,618	\$246,222	\$73,396	(F)	Interest Restricted Cash Investments	\$1,477,403	\$1,477,403	\$0	(F)
\$0	\$8	(\$8)	(U)	Reimbursements	\$50	\$50	\$0	(F)
\$28,182	\$24,750	\$3,432	(F)	Proceeds from Sale of Assets	\$306,500	\$306,500	\$0	(F)
\$0	\$0	\$0	(F)	Other	\$1,327,500	\$1,327,500	\$0	(F)
<b>\$1,151,952</b>	<b>\$1,040,531</b>	<b>\$111,421</b>	(F)	<b>Total Other Revenues</b>	<b>\$10,533,602</b>	<b>\$10,533,602</b>	<b>\$0</b>	(F)
<b>Other Expenses</b>								
\$35,590	\$44,478	\$8,888	(F)	Salary Expenses	\$638,435	\$638,435	\$0	(F)
\$9,260	\$135,626	\$126,366	(F)	Contract Expenses	\$1,013,900	\$1,013,900	\$0	(F)
\$420	\$1,830	\$1,410	(F)	Material Expenses	\$31,050	\$31,050	\$0	(F)
\$321	\$416	\$95	(F)	Utility Expenses	\$42,500	\$42,500	\$0	(F)
\$0	\$0	\$0	(F)	Fuel Expenses	\$80,000	\$80,000	\$0	(F)
\$0	\$274	\$274	(F)	Insurance Expenses	\$23,653	\$23,653	\$0	(F)
\$285	\$386	\$101	(F)	Depreciation Expenses	\$263,255	\$263,255	\$0	(F)
\$7,932	\$19,048	\$11,116	(F)	Miscellaneous Expenses	\$160,461	\$160,461	\$0	(F)
\$17,353	\$19,407	\$2,054	(F)	Carrying Amount of Assets Disposed Of	\$300,727	\$300,727	\$0	(F)
\$48,206	\$40,226	(\$7,980)	(U)	Costs Allocated	\$1,827,290	\$1,827,290	\$0	(F)
<b>\$119,367</b>	<b>\$261,691</b>	<b>\$142,324</b>	(F)	<b>Total Other Expenses</b>	<b>\$4,381,272</b>	<b>\$4,381,272</b>	<b>\$0</b>	(F)
<b>Realised/Unrealised (Gain)/Loss From Change in Fair Value of Investments</b>								
\$0	\$0	\$0	(F)	Unrealised (Gain)/Loss	\$0	\$0	\$0	(F)
\$0	\$0	\$0	(F)	Realised (Gain)/Loss	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total (Gain)/Loss from change in Fair Value of Investments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>Revaluation of Assets</b>								
\$0	\$0	\$0	(F)	Revaluation of Assets	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total Revaluation of Assets</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>\$1,032,585</b>	<b>\$778,840</b>	<b>\$253,745</b>	(F)	<b>OPERATING RESULT FROM OTHER ACTIVITIES</b>	<b>\$6,152,330</b>	<b>\$6,152,330</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		
<b>\$2,059,210</b>	<b>\$1,182,711</b>	<b>\$876,499</b>	(F)	<b>CHANGE IN NET ASSETS FROM OPERATIONS</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		



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## CAPITAL EXPENDITURE STATEMENT

### AUGUST 2015

Year to Date				Full Year					
Actual	Budget	Variance		On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance	
<b>Governance and Corporate Services</b>									
\$18,616	\$46,572	\$27,956	(F)	\$29,410	<b>Purchase Vehicles - Ascot Place</b> ( 24440/00 )	\$279,435	\$279,435	\$0	(F)
\$0	\$4,708	\$4,708	(F)	\$0	<b>Purchase Furniture Fittings &amp; Equipment - Corporate Services</b> ( 24510/01 )	\$28,250	\$28,250	\$0	(F)
\$1,720	\$1,735	\$15	(F)	\$0	<b>Purchase Information Technology &amp; Communication Equipment</b> ( 24550/00 )	\$632,250	\$632,250	\$0	(F)
\$0	\$5,000	\$5,000	(F)	\$0	<b>Purchase Art Works</b> ( 24620/00 )	\$30,000	\$30,000	\$0	(F)
\$0	\$43,332	\$43,332	(F)	\$0	<b>Capital Improvement Administration Building - Ascot Place</b> ( 25240/01 )	\$260,000	\$260,000	\$0	(F)
\$0	\$608	\$608	(F)	\$0	<b>Upgrade Security Equipment - Ascot Place</b> ( 25530/01 )	\$3,650	\$3,650	\$0	(F)
<b>\$20,337</b>	<b>\$101,955</b>	<b>\$81,618</b>	<b>(F)</b>	<b>\$29,410</b>		<b>\$1,233,585</b>	<b>\$1,233,585</b>	<b>\$0</b>	<b>(F)</b>





# CAPITAL EXPENDITURE STATEMENT

**AUGUST 2015**

Year to Date			On (F) = Favourable variation Order (U) = Unfavourable variation	Full Year		
Actual	Budget	Variance		Forecast	Budget	Variance

## Environmental Services

\$5,909	\$0	(\$5,909) (U)	\$0	Purchase / Replace Minor Plant and Equipment - Environmental Services ( 24420/05 )	\$0	\$0	\$0 (F)
\$0	\$166	\$166 (F)	\$0	Purchase Office Equipment - Environmental Services ( 24510/05 )	\$1,000	\$1,000	\$0 (F)
\$3,935	\$0	(\$3,935) (U)	\$0	Purchase Other Equipment - Environmental Services ( 24590/05 )	\$0	\$0	\$0 (F)
\$0	\$166	\$166 (F)	\$0	Purchase Office Furniture and Fittings - Environmental Services ( 24610/05 )	\$1,000	\$1,000	\$0 (F)
<b>\$9,844</b>	<b>\$332</b>	<b>(\$9,512) (U)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Regional Development

\$0	\$166	\$166 (F)	\$0	Purchase Office Equipment - Regional Development ( 24510/04 )	\$1,000	\$1,000	\$0 (F)
\$0	\$166	\$166 (F)	\$0	Purchase Office Furniture and Fittings - Regional Development ( 24610/04 )	\$1,000	\$1,000	\$0 (F)
<b>\$0</b>	<b>\$332</b>	<b>\$332 (F)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Risk Management

\$0	\$82	\$82 (F)	\$0	Purchase Office Equipment - Risk Management ( 24510/06 )	\$500	\$500	\$0 (F)
\$0	\$82	\$82 (F)	\$0	Purchase Office Furniture and Fittings - Risk Management ( 24610/06 )	\$500	\$500	\$0 (F)
<b>\$0</b>	<b>\$164</b>	<b>\$164 (F)</b>	<b>\$0</b>		<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0 (F)</b>

## Resource Recovery



# CAPITAL EXPENDITURE STATEMENT

**AUGUST 2015**

Year to Date			Full Year		
Actual	Budget	Variance	Forecast	Budget	Variance

On (F) = Favourable variation  
Order (U) = Unfavourable variation

## Resource Recovery

\$0	\$0	\$0 (F)	\$38,995	<b>Resource Recovery Park - Land</b> ( 24150/05 )	\$100,000	\$100,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct and Commission Resource Recovery Park - C &amp; I Building</b> ( 24259/04 )	\$3,050,000	\$3,050,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct and Commission Resource Recovery Park - Wood Waste to Energy Building</b> ( 24259/05 )	\$625,000	\$625,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct and Commission Resource Recovery Park - MRF Building - Hazelmere</b> ( 24259/09 )	\$55,000	\$55,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct and Commission Resource Recovery Park - Weighbridges (x2)</b> ( 24392/02 )	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Resource Recovery Park - Fencing</b> ( 24394/06 )	\$100,000	\$100,000	\$0 (F)
\$0	\$0	\$0 (F)	\$31,380	<b>Construct and Commission Resource Recovery Park - Site Infrastructure</b> ( 24399/01 )	\$1,820,000	\$1,820,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Wood Waste to Energy Utilities/Infrastructure - Resource Recovery Park</b> ( 24399/11 )	\$1,900,000	\$1,900,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Purchase Resource Recovery Park - Wood Waste to Energy Plant &amp; Equipment</b> ( 24410/03 )	\$2,785,000	\$2,785,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Purchase Resource Recovery Park C &amp; I Building - Plant &amp; Equipment</b> ( 24410/04 )	\$3,425,000	\$3,425,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Purchase Resource Recovery Park MRF - Plant &amp; Equipment</b> ( 24410/06 )	\$300,000	\$300,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

**AUGUST 2015**

Year to Date			Full Year		
Actual	Budget	Variance	Forecast	Budget	Variance

On (F) = Favourable variation  
Order (U) = Unfavourable variation

## Resource Recovery

\$0	\$0	\$0 (F)	\$0	Purchase Other Equipment - Resource Recovery ( 24590/07 )	\$2,000	\$2,000	\$0 (F)
<b>\$0</b>	<b>\$0</b>	<b>\$0 (F)</b>	<b>\$70,375</b>		<b>\$14,312,000</b>	<b>\$14,312,000</b>	<b>\$0 (F)</b>

## Waste Management

\$0	\$0	\$0 (F)	\$0	Construct Storage Shed for Mattresses - Hazelmere ( 24250/05 )	\$63,000	\$63,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Workshops - Red Hill Landfill Facility ( 24259/11 )	\$40,000	\$40,000	\$0 (F)
\$1,176	\$0	(\$1,176) (U)	\$0	Construct Class III Cell Farm Stage 2 - Red Hill Landfill Facility ( 24310/11 )	\$0	\$0	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Cell Stage 14 - Red Hill Landfill Facility ( 24310/12 )	\$160,000	\$160,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Landfill Cell Farm Stage 3 - Red Hill Landfill Facility ( 24310/13 )	\$2,000,000	\$2,000,000	\$0 (F)
\$0	\$0	\$0 (F)	\$13,700	Construct Class III Cell Stage 15 - Red Hill Landfill Facility ( 24310/16 )	\$1,800,000	\$1,800,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Leachate Pond - Red Hill Landfill Facility ( 24320/01 )	\$600,000	\$600,000	\$0 (F)
\$0	\$0	\$0 (F)	\$4,049	Leachate Project - Red Hill Landfill Facility ( 24320/02 )	\$3,500,000	\$3,500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Design and Construct Class IV Cell Stage 2 - Red Hill Landfill Facility ( 24330/04 )	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Stormwater and Siltation Ponds - Red Hill Landfill Facility ( 24350/01 )	\$200,000	\$200,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Nutrient Stripping Pond - Red Hill Landfill Facility ( 24360/00 )	\$186,000	\$186,000	\$0 (F)



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**CAPITAL EXPENDITURE STATEMENT**

**AUGUST 2015**

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
<b>Waste Management</b>							
\$0	\$0	\$0 (F)	\$0	<b>Construct Roads / Carparks - Red Hill Landfill Facility ( 24370/00 )</b>	\$490,000	\$490,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct Access Road to Lots 8 9 10 - Red Hill Landfill Facility ( 24370/02 )</b>	\$475,000	\$475,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct Drainage Diversion and Earthworks Infrastructures - Red Hill Landfill Facility ( 24380/00 )</b>	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct Litter Fence - Redhill Landfill Facility ( 24394/05 )</b>	\$50,000	\$50,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct Hardstand and Road - Hazelmere ( 24395/01 )</b>	\$124,000	\$124,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Relocate Greenwaste Processing area - Red Hill Landfill Facility ( 24395/04 )</b>	\$200,000	\$200,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Construct Monitoring Bores - Red Hill Landfill Facility ( 24396/00 )</b>	\$34,000	\$34,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Washdown bay Upgrade - Red Hill Landfill Facility ( 24399/04 )</b>	\$70,000	\$70,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Truck Washdown Bay for Member Councils - Red Hill Landfill Facility ( 24399/05 )</b>	\$30,000	\$30,000	\$0 (F)
\$8,651	\$10,000	\$1,349 (F)	\$561	<b>Plant Washdown Bay - Hazelmere ( 24399/08 )</b>	\$40,000	\$40,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Air Supply lines - Waste Management Structures - Red Hill Landfill Facility ( 24399/10 )</b>	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$983,755	<b>Purchase / Replace Plant - Red Hill Landfill Facility ( 24410/00 )</b>	\$4,220,000	\$4,220,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	<b>Purchase / Replace Plant - Hazelmere ( 24410/01 )</b>	\$2,630,000	\$2,630,000	\$0 (F)
\$955	\$1,000	\$45 (F)	\$0	<b>Purchase / Replace Minor Plant and Equipment-Red Hill Landfill Facility ( 24420/00 )</b>	\$220,000	\$220,000	\$0 (F)



**CAPITAL EXPENDITURE STATEMENT**

**AUGUST 2015**

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance



**Waste Management**

\$1,868	\$2,000	\$132 (F)	\$0		<b>Purchase / Replace Minor Plant and Equipment - Hazelmere ( 24420/02 )</b>	\$15,000	\$15,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Vehicles - Red Hill Landfill Facility ( 24430/00 )</b>	\$39,179	\$39,179	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Office Equipment - Engineering / Waste Management ( 24510/02 )</b>	\$550	\$550	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Office Equipment - Red Hill Landfill Facility ( 24510/08 )</b>	\$24,000	\$24,000	\$0 (F)
\$0	\$0	\$0 (F)	\$8,967		<b>Purchase Fire Fighting System/Equipment - Hazelmere ( 24520/07 )</b>	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Fire Fighting Equipment - Red Hill Landfill Facility ( 24520/08 )</b>	\$1,000	\$1,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Security System - Red Hill Waste Management Facility ( 24530/08 )</b>	\$159,000	\$159,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Security System - Hazelmere ( 24530/10 )</b>	\$6,000	\$6,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase / Replace Other Equipment - Red Hill Landfill Facility ( 24590/00 )</b>	\$146,000	\$146,000	\$0 (F)
\$4,100	\$2,500	(\$1,600) (U)	\$0		<b>Purchase / Replace Miscellaneous Equipment - Hazelmere ( 24590/02 )</b>	\$2,500	\$2,500	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase/Replace Other Equipment - Engineering and Waste Management ( 24590/03 )</b>	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0		<b>Purchase Office Furniture and Fittings-Engineering and Waste Management ( 24610/03 )</b>	\$1,000	\$1,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

**AUGUST 2015**

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
<b>Waste Management</b>							
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Furniture and Fittings - Red Hill Landfill Facility ( 24610/08 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Hazelmere ( 24610/10 )	\$2,000	\$2,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Miscellaneous Furniture and Fittings - Red Hill Education Programme ( 24690/01 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Environmental Education Centre - Redhill Landfill Facility ( 25253/00 )	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Waste Transfer Station Building - Red Hill Landfill Facility ( 25259/01 )	\$140,000	\$140,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Red Hill Landfill Facility ( 25410/00 )	\$20,000	\$20,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Hazelmere ( 25410/01 )	\$70,000	\$70,000	\$0 (F)
<b>\$16,750</b>	<b>\$15,500</b>	<b>(\$1,250) (U)</b>	<b>\$1,011,032</b>		<b>\$18,937,229</b>	<b>\$18,937,229</b>	<b>\$0 (F)</b>
<b>\$46,931</b>	<b>\$118,283</b>	<b>\$71,352 (F)</b>	<b>\$1,110,816</b>	<b>TOTAL CAPITAL EXPENDITURE</b>	<b>\$34,487,814</b>	<b>\$34,487,814</b>	<b>\$0 (F)</b>



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**STATEMENT OF FINANCIAL POSITION**  
**AUGUST 2015**

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Current Assets</b>					
\$2,887,347	\$2,884,689	Cash and Cash Equivalents	\$3,252,094	\$3,252,094	\$0 (F)
\$72,757,677	\$73,732,045	Investments	\$52,812,730	\$52,812,730	\$0 (F)
\$2,765,944	\$2,889,846	Trade and Other Receivables	\$2,765,944	\$2,765,944	\$0 (F)
\$67,598	\$65,615	Inventories	\$67,598	\$67,598	\$0 (F)
\$41,930	\$230,248	Other Assets	\$41,930	\$41,930	\$0 (F)
<b>\$78,520,496</b>	<b>\$79,802,443</b>	<b>Total Current Assets</b>	<b>\$58,940,296</b>	<b>\$58,940,296</b>	<b>\$0 (F)</b>
<b>Current Liabilities</b>					
\$4,021,539	\$2,389,163	Trade and Other Payables	\$4,021,539	\$4,021,539	\$0 (F)
\$1,334,359	\$1,334,359	Provisions	\$1,361,729	\$1,361,729	\$0 (F)
<b>\$5,355,898</b>	<b>\$3,723,522</b>	<b>Total Current Liabilities</b>	<b>\$5,383,268</b>	<b>\$5,383,268</b>	<b>\$0 (F)</b>
<b>\$73,164,598</b>	<b>\$76,078,921</b>	<b>Net Current Assets</b>	<b>\$53,557,028</b>	<b>\$53,557,028</b>	<b>\$0 (F)</b>
<b>Non Current Assets</b>					
\$48,469,462	\$48,469,462	Land	\$48,569,462	\$48,569,462	\$0 (F)
\$5,634,921	\$5,613,951	Buildings	\$9,717,524	\$9,717,524	\$0 (F)
\$13,649,499	\$13,200,441	Structures	\$25,347,585	\$25,347,585	\$0 (F)
\$5,544,891	\$5,236,028	Plant	\$16,685,308	\$16,685,308	\$0 (F)
\$594,769	\$566,011	Equipment	\$1,142,186	\$1,142,186	\$0 (F)
\$162,201	\$160,265	Furniture and Fittings	\$196,134	\$196,134	\$0 (F)
\$7,449,639	\$7,439,795	Work in Progress	\$7,449,639	\$7,449,639	\$0 (F)
<b>\$81,505,382</b>	<b>\$80,685,953</b>	<b>Total Non Current Assets</b>	<b>\$109,107,838</b>	<b>\$109,107,838</b>	<b>\$0 (F)</b>
<b>Non Current Liabilities</b>					
\$7,053,649	\$7,089,333	Provisions	\$7,125,876	\$7,125,876	\$0 (F)
<b>\$7,053,649</b>	<b>\$7,089,333</b>	<b>Total Non Current Liabilities</b>	<b>\$7,125,876</b>	<b>\$7,125,876</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$149,675,541</b>	<b>Net Assets</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>
<b>Equity</b>					
\$52,975,934	\$52,975,934	Accumulated Surplus/Deficit	\$52,975,933	\$52,975,933	\$0 (F)
\$58,606,878	\$58,606,878	Cash Backed Reserves	\$58,606,878	\$58,606,878	\$0 (F)
\$36,033,519	\$36,033,519	Asset Revaluation Reserve	\$36,033,519	\$36,033,519	\$0 (F)
<b>\$0</b>	<b>\$2,059,210</b>	<b>Net change in assets from operations</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$149,675,541</b>	<b>Total Equity</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>



# 29 CASH AND INVESTMENTS

## AUGUST 2015

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Municipal Cash and Investments</b>					
2,883,897	2,881,239	Cash at Bank - Municipal Fund 01001/00	3,248,644	3,248,644	0 (F)
1,250	1,250	Cash on Hand - Ascot Place 01019/00	1,250	1,250	0 (F)
400	400	Cash on Hand - Walliston/Mathieson & Coppin Road Transfer Stations 01019/01	400	400	0 (F)
1,800	1,800	Cash on Hand - Red Hill / Hazelmere 01019/02	1,800	1,800	0 (F)
13,815,909	14,376,329	Investments - Municipal Fund 02021/00	3,577,415	3,577,415	0 (F)
<b>16,703,255</b>	<b>17,261,018</b>	<b>Total Municipal Cash</b>	<b>6,829,508</b>	<b>6,829,508</b>	<b>0 (F)</b>
<b>Restricted Cash and Investments</b>					
3,635,347	3,656,763	Restricted Investments - Plant and Equipment 02022/01	1,916,042	1,916,042	0 (F)
1,930,073	1,941,443	Restricted Investments - Post Closure Site Rehabilitation Red Hill 02022/02	1,980,229	1,980,229	0 (F)
3,648,218	3,669,710	Restricted Investments - Future Development 02022/03	2,370,712	2,370,712	0 (F)
680,965	684,976	Restricted Investments - Environmental Monitoring Red Hill 02022/04	697,558	697,558	0 (F)
89,410	89,937	Restricted Investments - Environmental Insurance Red Hill 02022/05	39,204	39,204	0 (F)
13,507	13,587	Restricted Investments - Risk Management 02022/06	13,887	13,887	0 (F)
19,475	19,589	Restricted Investments - Class IV Cells Red Hill 02022/07	55,552	55,552	0 (F)
99,650	100,237	Restricted Investments - Regional Development 02022/08	17,894	17,894	0 (F)
44,950,540	45,215,341	Restricted Investments - Secondary Waste Processing 02022/09	36,447,847	36,447,847	0 (F)
2,710,350	2,726,316	Restricted Investments - Class III Cells 02022/10	4,488,170	4,488,170	0 (F)
68,200	68,602	Restricted Investments - Building Refurbishment (Ascot Place) 02022/11	70,120	70,120	0 (F)
334,891	403,589	Restricted Investments - Accrued Interest 02022/19	334,891	334,891	0 (F)
0	0	Restricted Investments - Unrealised Loss/Gain on Investments 02022/20	0	0	0 (F)
761,142	765,626	Restricted Investments - Long Service Leave 02022/90	803,209	803,209	0 (F)
<b>58,941,769</b>	<b>59,355,716</b>	<b>Total Restricted Cash</b>	<b>49,235,316</b>	<b>49,235,316</b>	<b>0 (F)</b>
<b>75,645,024</b>	<b>76,616,735</b>	<b>TOTAL CASH AND INVESTMENTS</b>	<b>56,064,824</b>	<b>56,064,824</b>	<b>0 (F)</b>

The Cash at Bank - Municipal Fund represents the balance on the last day of the relevant month. Any portion of the balance available for investment is transferred into the Investment - Municipal Fund account in the following period. Funds held in the Cash at Bank - Municipal Fund continue to accrue interest as per the Westpac commercial rates.



EMRC Investment Report

August 2015

<p><b>I. Overall Portfolio Limits</b></p> <table border="1"> <thead> <tr> <th>S&amp;P Long Term Rating</th> <th>S&amp;P Short Term Rating</th> <th>% Portfolio</th> <th>Investment Maximum %</th> </tr> </thead> <tbody> <tr> <td>AAA</td> <td>A-1+</td> <td>100.00%</td> <td>100%</td> </tr> <tr> <td>AA</td> <td>A-1</td> <td>0.00%</td> <td>100%</td> </tr> <tr> <td colspan="2"></td> <td><b>100.00%</b></td> <td></td> </tr> </tbody> </table>		S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %	AAA	A-1+	100.00%	100%	AA	A-1	0.00%	100%			<b>100.00%</b>		<p><b>II. Single Entity Exposure</b></p> <table border="1"> <thead> <tr> <th></th> <th>% Portfolio</th> </tr> </thead> <tbody> <tr> <td>ANZ Banking Group</td> <td>31.03%</td> </tr> <tr> <td>NAB</td> <td>42.08%</td> </tr> <tr> <td>Westpac / St. George Bank</td> <td>11.03%</td> </tr> <tr> <td>Bankwest</td> <td>15.86%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> </tr> </tbody> </table>			% Portfolio	ANZ Banking Group	31.03%	NAB	42.08%	Westpac / St. George Bank	11.03%	Bankwest	15.86%	<b>100.00%</b>	
S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %																												
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<b>100.00%</b>																															
<p><b>Investment by S&amp;P Rating</b></p> <table border="1"> <thead> <tr> <th>S&amp;P Rating</th> <th>Investment %</th> </tr> </thead> <tbody> <tr> <td>A-1</td> <td>100%</td> </tr> <tr> <td>A-1+</td> <td>0%</td> </tr> </tbody> </table>		S&P Rating	Investment %	A-1	100%	A-1+	0%	<p><b>III. Term to Maturity Framework</b></p> <table border="1"> <thead> <tr> <th>Maturity Profile</th> <th>% Portfolio</th> <th>% Min</th> <th>% Max</th> </tr> </thead> <tbody> <tr> <td>Less Than 1 Year</td> <td>100.00%</td> <td>40.00%</td> <td>100.00%</td> </tr> <tr> <td>Greater Than 1 Year</td> <td>0.00%</td> <td>0.00%</td> <td>0.00%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> <td></td> <td></td> </tr> </tbody> </table> <p><u>Investment Policy Guidelines</u></p>		Maturity Profile	% Portfolio	% Min	% Max	Less Than 1 Year	100.00%	40.00%	100.00%	Greater Than 1 Year	0.00%	0.00%	0.00%	<b>100.00%</b>									
S&P Rating	Investment %																														
A-1	100%																														
A-1+	0%																														
Maturity Profile	% Portfolio	% Min	% Max																												
Less Than 1 Year	100.00%	40.00%	100.00%																												
Greater Than 1 Year	0.00%	0.00%	0.00%																												
<b>100.00%</b>																															

NB: This report is consistent with the reporting requirements of the Policy 3.3 - Management of Investments Policy



## 14.3 FINANCIAL REPORT FOR PERIOD ENDED 30 SEPTEMBER 2015

REFERENCE: D2015/18352

### PURPOSE OF REPORT

The purpose of this report is to provide Council with an overview of the Eastern Metropolitan Regional Council's (EMRC's) financial performance for the period ended 30 September 2015.

### KEY ISSUES AND RECOMMENDATION(S)

- Significant year to date budget variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Financial Activity as at 30 September 2015 have been identified and are reported on in the body of the report.

#### Recommendation(s)

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 30 September 2015.

### SOURCE OF REPORT

Director Corporate Services  
Manager Financial Services

### BACKGROUND

It is a requirement of the *Local Government (Financial Management) Regulations 1996 (r.34)* that a Local Government is to prepare and present to Council financial reports in such a form as the Local Government considers to be appropriate.

The 2015/2016 Budget was presented in a format that separated operating income and expenditure from other revenue and expenses to provide improved disclosure of Council's underlying operating result.

Submitted to each meeting of Council is a financial report and summaries which provide an overview of year to date budget performance for operating activities and capital works. Variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Comprehensive Income are reported on in the body of the report. Also included are end of year forecasts by nature and type for operating activities and end of year forecasts for each capital works project. These forecasts are reviewed regularly in order to provide an accurate forecast of the end of year result.

### REPORT

Outlined below are financial statements for the period ended 30 September 2015. Where possible the year to date monthly budget allocations have been reviewed in order to match the appropriate timing for the various projects budgeted to be undertaken. This will provide a better comparison between the year to date actual and year to date budget figures.



*Item 14.3 continued*

**Statement of Comprehensive Income - Nature and Type (refer Attachment 1)**

The year to date operating result from normal activities as at 30 September 2015 is a favourable variance of \$1,358,050 (262.74%) against budget. The following information is provided on key aspects of Council's end of year financial performance:

---

<b><u>Operating Income</u></b>	<i>Actuals for the Year</i>	An unfavourable variance of \$341,970 (3.62%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

---

Operating Income variances previously reported to Council:

1. Year to date User Charges of \$7,023,248 is \$1,008,067 (12.55%) below the budget of \$8,031,315. This is due to the lower than budget tonnages received from commercial operators as at 30 September 2015.
2. Year to date Interest Municipal Cash Investments of \$136,263 is \$87,441 (179.1%) above the budget of \$48,822. This is attributable to the higher level of funds available as at 30 June 2015 compared to budget together with a higher average interest rate received (3.28%) compared to the budgeted rate (2.79%).
3. Year to date Other Income of \$1,108,684 is \$620,983 (127.33%) above the budget of \$487,701. This is attributable to a higher level of sales of ferricrete (\$166,615 compared to a budget of \$73,875), a higher level of mulch sales (\$117,119 compared to a budget of \$57,741) and an unbudgeted payment of \$525,206 received from the Administrators of Lehman Brothers Australia as a 1<sup>st</sup> dividend.

There were no further significant Operating Income variances as at 30 September 2015.

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<b><u>Operating Expenditure</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$1,700,020 (19.03%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

---

Operating Expenditure variances previously reported to Council:

1. Year to date Salary Expenses of \$1,690,077 is \$421,581 (19.96%) lower than the budget of \$2,111,658. This variance is attributable to vacant positions and budgeted positions yet to be filled.
2. Year to date Contract Expenses of \$853,001 is \$626,167 (42.33%) below the budget of \$1,479,168 due to the timing of various projects from different business units. Major variances from the Waste Services directorate include:
  - Operate and Maintain Class IV Cell - Leachate Removal - \$124,998;
  - Monitor Environmental Impacts - \$122,103;
  - Remove and Crush Lateritic Caprock - \$66,477;
  - Undertake Geotechnical and Materials Investigations - \$34,998;
  - Rehabilitate Class III Landfill Cells (Red Hill) - \$29,525;
  - Operate and Maintain Plant - \$22,755;
  - Rehabilitate Class IV Landfill Cells (Red Hill) - \$19,998; and
  - Undertake Greenwaste Audit Stream Audits - \$12,498.

Other projects where the expenditures are lower than budget for various directorates/business units include: Corporate Services (\$103,938), Environmental Services (\$69,139) and Regional Development projects (\$37,750).

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*Item 14.3 continued*

3. Year to date Depreciation Expenses of \$1,275,613 is \$304,643 (19.28%) below the year to date budget provision of \$1,580,256. The variance is attributable to the lower level of commercial tonnages received to date resulting in lower Class III cell air space consumed (\$631,960 compared to a year to date budget of \$730,710), the lower level of capital expenditure to date and changes to the asset life of the EMRC's infrastructure class of assets in accordance with accounting standards.
4. Year to date Provision Expenses of \$53,712 is \$35,658 (197.51%) above the year to date budget provision of \$18,054. The variance is as a result of an independent review of Post Closure Management Reserves undertaken in June 2015 and was subject to a report submitted to Council at its meeting held on 18 June 2015.

It was established that the funds held in the Site Rehabilitation Reserve and the Environmental Monitoring Reserve were below the costs identified by the independent review. Provisions are now being calculated on a revised methodology which is based on the usage of the remaining air space indexed annually in order to provide for the costs of the post closure management of the site. This has resulted in a higher than budgeted cost.

Operating Expenditure variances not previously reported to Council:

1. Year to date to date Material Expenses of \$173,347 is \$41,753 (19.41%) below the year to date budget provision of \$215,100 due to the timing of various projects from different business units. Directorates/business units where the expenditure is lower than budget include: Corporate Services (\$34,373), Environmental Services (\$9,914) and Regional Development (\$3,334). This is offset by a higher than budget expenditure in the Waste Services business unit of \$6,450.
2. Year to date Fuel Expenses of \$164,536 is \$36,689 (18.23%) below the budget of \$201,225. The variance is primarily attributable to the lower level of diesel fuel used by plant as a result of lower tonnages received to date as well as lower than budgeted price paid for the purchase of diesel fuel.

There were no further significant Operating Expenditure variances as at 30 September 2015.

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<b>*Other Revenues and Expenses (Net)</b>	<i>Actuals for the Year</i>	A favourable variance of \$350,151 (29.53%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

---

Other Revenues and Expenses variances previously reported to Council:

1. Interest on Restricted Cash Investments of \$466,294 is \$96,961 (26.25%) above the budget of \$369,333. This is attributable to the higher level of funds available during this period compared to budget together with a higher average interest rate received (3.28%) compared to the budgeted rate (2.79%).
2. Contract Expenses of \$26,849 is \$176,590 (86.8%) below the budget of \$203,439. The variance is mainly due to the timing of the Resource Recovery Project and the associated consultancy expenditure.

There were no further significant Other Revenues and Expenses variances as at 30 September 2015.

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Item 14.3 continued

### Capital Expenditure Statement (refer Attachment 2)

<u>Capital Expenditure</u>	<i>Actuals for the Year</i>	<i>A favourable variance of \$48,601.</i>
	<i>End of Year Forecast</i>	<i>As per budget - not yet due to be reviewed.</i>

#### Capital Expenditure variances:

A favourable variance of \$48,601 existed as at 30 September 2015 when compared to the budget of \$636,807. The year to date budget provisions are used as a guide only as expenditure of a capital nature is undertaken as and when required.

Major capital expenditures to 30 September 2015 include:

- Purchase/Replace Plant - Hazelmere - \$396,932;
- Purchase Vehicles - Ascot Place - \$100,254;
- Construct & Commission Resource Recovery Park - Site Infrastructure - \$27,793; and
- Leachate Project - Red Hill Landfill Facility - \$26,113

### Statement of Financial Position (refer Attachment 3)

The Statement of Financial Position shows the overall impact of actual balances compared with budget provisions and end of year forecasts for operating and capital works activities.

Total Equity as at 30 September 2015 totals \$151,027,239. This is an increase of \$3,410,908 from the 30 June 2015 equity of \$147,616,331.

As end of year forecasts are yet to be reviewed, the forecast year end balance as at 30 September 2015 is as per the budget estimates.

### Statement of Cash and Investments (refer Attachment 4)

The level of cash and investments in the Municipal Fund as at 30 September 2015 is \$18,937,320 and Restricted Cash amount to \$59,485,022.

The net movement for the month is an increase of \$1,805,607.

### Investment Report (refer Attachment 5)

Term deposits valued at \$6,000,000 matured during September 2015. These were reinvested into further term deposits together with additional surplus funds of \$2,000,000.

## STRATEGIC/POLICY IMPLICATIONS

Key Result Area 4 - Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices



*Item 14.3 continued*

## **FINANCIAL IMPLICATIONS**

As outlined within the report and attachments.

## **SUSTAINABILITY IMPLICATIONS**

Nil

## **ATTACHMENT(S)**

1. Statement of Comprehensive Income by Nature and Type (Ref: D2015/18359)
2. Capital Expenditure Statement (Ref: D2015/18360)
3. Statement of Financial Position (Ref: D2015/18361)
4. Statement of Cash and Investments (Ref: D2015/18362)
5. Investment Report (Ref: D2015/18363)

## **VOTING REQUIREMENT**

Simple Majority

## **RECOMMENDATION(S)**

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 30 September 2015.

## **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL RECEIVES THE STATEMENT OF COMPREHENSIVE INCOME, CAPITAL EXPENDITURE STATEMENT, STATEMENT OF FINANCIAL POSITION, STATEMENT OF CASH AND INVESTMENTS AND THE INVESTMENT REPORT FOR THE PERIOD ENDED 30 SEPTEMBER 2015.

**CARRIED UNANIMOUSLY**



## STATEMENT OF COMPREHENSIVE INCOME

### Nature and Type

**SEPTEMBER 2015**

Year to Date			Full Year			
Actual	Budget	Variance		Forecast	Budget	Variance
<b>Operating Income</b>						
\$7,023,248	\$8,031,315	(\$1,008,067)	(U)	\$32,680,933	\$32,680,933	\$0 (F)
\$111,352	\$103,167	\$8,185	(F)	\$430,789	\$430,789	\$0 (F)
\$499,289	\$534,929	(\$35,640)	(U)	\$683,725	\$683,725	\$0 (F)
\$62,806	\$65,299	(\$2,493)	(U)	\$623,500	\$623,500	\$0 (F)
\$136,263	\$48,822	\$87,441	(F)	\$195,300	\$195,300	\$0 (F)
\$167,702	\$180,081	(\$12,379)	(U)	\$720,384	\$720,384	\$0 (F)
\$1,108,684	\$487,701	\$620,983	(F)	\$2,022,862	\$2,022,862	\$0 (F)
<b>\$9,109,344</b>	<b>\$9,451,314</b>	<b>(\$341,970)</b>	<b>(U)</b>	<b>\$37,357,493</b>	<b>\$37,357,493</b>	<b>\$0 (F)</b>
<b>Operating Expenditure</b>						
\$1,690,077	\$2,111,658	\$421,581	(F)	\$9,277,385	\$9,277,385	\$0 (F)
\$853,001	\$1,479,168	\$626,167	(F)	\$6,429,957	\$6,429,957	\$0 (F)
\$173,347	\$215,100	\$41,753	(F)	\$962,379	\$962,379	\$0 (F)
\$74,759	\$75,015	\$256	(F)	\$300,206	\$300,206	\$0 (F)
\$164,536	\$201,225	\$36,689	(F)	\$805,032	\$805,032	\$0 (F)
\$6,736	\$5,514	(\$1,222)	(U)	\$22,068	\$22,068	\$0 (F)
\$94,048	\$88,368	(\$5,680)	(U)	\$353,824	\$353,824	\$0 (F)
\$1,275,613	\$1,580,256	\$304,643	(F)	\$6,321,375	\$6,321,375	\$0 (F)
\$2,920,693	\$3,229,564	\$308,871	(F)	\$12,920,001	\$12,920,001	\$0 (F)
\$53,712	\$18,054	(\$35,658)	(U)	\$72,227	\$72,227	\$0 (F)
(\$72,100)	(\$69,480)	\$2,620	(F)	(\$1,877,290)	(\$1,877,290)	\$0 (F)
<b>\$7,234,422</b>	<b>\$8,934,442</b>	<b>\$1,700,020</b>	<b>(F)</b>	<b>\$35,587,163</b>	<b>\$35,587,163</b>	<b>\$0 (F)</b>
<b>\$1,874,922</b>	<b>\$516,872</b>	<b>\$1,358,050</b>	<b>(F)</b>	<b>\$1,770,330</b>	<b>\$1,770,330</b>	<b>\$0 (F)</b>
Surplus	Surplus		<b>OPERATING RESULT FROM NORMAL ACTIVITIES</b>	Surplus	Surplus	

## Notes:

1. User Charges - include member Councils and casual users pertaining to waste, risk management and environmental services fees and charges;
2. Special Charges - Waste Education Levy;
3. Contributions - member Councils' contributions to projects and services;
4. Operating Grants - grant income predominantly from government agencies; and
5. Miscellaneous Expenses - includes the Landfill Levy expense of \$2,645,591 as at 30 September 2015.

Operating Income and Expenditure relates to the ordinary operations of the organisation.

Other Revenues and Expenses relates to the Resource Recovery Project, interest from cash reserves and disposal of assets.

(F) denotes Favourable variance and (U) denotes Unfavourable variance



**STATEMENT OF COMPREHENSIVE INCOME**

**Nature and Type**

**SEPTEMBER 2015**

Year to Date			Full Year					
Actual	Budget	Variance		Forecast	Budget	Variance		
<b>Other Revenues</b>								
\$0	\$0	\$0	(F)	User Charges	\$2,600,000	\$2,600,000	\$0	(F)
\$1,218,293	\$1,164,173	\$54,120	(F)	Secondary Waste Charge	\$4,822,149	\$4,822,149	\$0	(F)
\$466,294	\$369,333	\$96,961	(F)	Interest Restricted Cash Investments	\$1,477,403	\$1,477,403	\$0	(F)
\$0	\$12	(\$12)	(U)	Reimbursements	\$50	\$50	\$0	(F)
\$63,545	\$60,150	\$3,395	(F)	Proceeds from Sale of Assets	\$306,500	\$306,500	\$0	(F)
\$0	\$0	\$0	(F)	Other	\$1,327,500	\$1,327,500	\$0	(F)
<b>\$1,748,132</b>	<b>\$1,593,668</b>	<b>\$154,464</b>	(F)	<b>Total Other Revenues</b>	<b>\$10,533,602</b>	<b>\$10,533,602</b>	<b>\$0</b>	(F)
<b>Other Expenses</b>								
\$57,766	\$66,717	\$8,951	(F)	Salary Expenses	\$638,435	\$638,435	\$0	(F)
\$26,849	\$203,439	\$176,590	(F)	Contract Expenses	\$1,013,900	\$1,013,900	\$0	(F)
\$420	\$2,745	\$2,325	(F)	Material Expenses	\$31,050	\$31,050	\$0	(F)
\$483	\$624	\$141	(F)	Utility Expenses	\$42,500	\$42,500	\$0	(F)
\$0	\$0	\$0	(F)	Fuel Expenses	\$80,000	\$80,000	\$0	(F)
\$0	\$411	\$411	(F)	Insurance Expenses	\$23,653	\$23,653	\$0	(F)
\$423	\$579	\$156	(F)	Depreciation Expenses	\$263,255	\$263,255	\$0	(F)
\$11,584	\$28,572	\$16,988	(F)	Miscellaneous Expenses	\$160,461	\$160,461	\$0	(F)
\$42,521	\$44,407	\$1,886	(F)	Carrying Amount of Assets Disposed Of	\$300,727	\$300,727	\$0	(F)
\$72,100	\$60,339	(\$11,761)	(U)	Costs Allocated	\$1,827,290	\$1,827,290	\$0	(F)
<b>\$212,146</b>	<b>\$407,833</b>	<b>\$195,687</b>	(F)	<b>Total Other Expenses</b>	<b>\$4,381,272</b>	<b>\$4,381,272</b>	<b>\$0</b>	(F)
<b>Realised/Unrealised (Gain)/Loss From Change in Fair Value of Investments</b>								
\$0	\$0	\$0	(F)	Unrealised (Gain)/Loss	\$0	\$0	\$0	(F)
\$0	\$0	\$0	(F)	Realised (Gain)/Loss	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total (Gain)/Loss from change in Fair Value of Investments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>Revaluation of Assets</b>								
\$0	\$0	\$0	(F)	Revaluation of Assets	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total Revaluation of Assets</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>\$1,535,986</b>	<b>\$1,185,835</b>	<b>\$350,151</b>	(F)	<b>OPERATING RESULT FROM OTHER ACTIVITIES</b>	<b>\$6,152,330</b>	<b>\$6,152,330</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		
<b>\$3,410,908</b>	<b>\$1,702,707</b>	<b>\$1,708,201</b>	(F)	<b>CHANGE IN NET ASSETS FROM OPERATIONS</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		





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## CAPITAL EXPENDITURE STATEMENT

### SEPTEMBER 2015

Year to Date				Full Year					
Actual	Budget	Variance		On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance	
<b>Governance and Corporate Services</b>									
\$100,254	\$69,858	(\$30,396)	(U)	\$29,410	<b>Purchase Vehicles - Ascot Place</b> ( 24440/00 )	\$279,435	\$279,435	\$0	(F)
\$0	\$7,062	\$7,062	(F)	\$0	<b>Purchase Furniture Fittings &amp; Equipment - Corporate Services</b> ( 24510/01 )	\$28,250	\$28,250	\$0	(F)
\$1,720	\$1,735	\$15	(F)	\$0	<b>Purchase Information Technology &amp; Communication Equipment</b> ( 24550/00 )	\$632,250	\$632,250	\$0	(F)
\$0	\$7,500	\$7,500	(F)	\$0	<b>Purchase Art Works</b> ( 24620/00 )	\$30,000	\$30,000	\$0	(F)
\$0	\$64,998	\$64,998	(F)	\$0	<b>Capital Improvement Administration Building - Ascot Place</b> ( 25240/01 )	\$260,000	\$260,000	\$0	(F)
\$0	\$912	\$912	(F)	\$0	<b>Upgrade Security Equipment - Ascot Place</b> ( 25530/01 )	\$3,650	\$3,650	\$0	(F)
<b>\$101,974</b>	<b>\$152,065</b>	<b>\$50,091</b>	<b>(F)</b>	<b>\$29,410</b>		<b>\$1,233,585</b>	<b>\$1,233,585</b>	<b>\$0</b>	<b>(F)</b>



# CAPITAL EXPENDITURE STATEMENT

SEPTEMBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance

## Environmental Services

\$5,909	\$0	(\$5,909)	(U)	\$0	Purchase / Replace Minor Plant and Equipment - Environmental Services ( 24420/05 )	\$0	\$0	\$0 (F)
\$0	\$249	\$249	(F)	\$0	Purchase Office Equipment - Environmental Services ( 24510/05 )	\$1,000	\$1,000	\$0 (F)
\$3,935	\$0	(\$3,935)	(U)	\$0	Purchase Other Equipment - Environmental Services ( 24590/05 )	\$0	\$0	\$0 (F)
\$0	\$249	\$249	(F)	\$0	Purchase Office Furniture and Fittings - Environmental Services ( 24610/05 )	\$1,000	\$1,000	\$0 (F)
<b>\$9,844</b>	<b>\$498</b>	<b>(\$9,346)</b>	<b>(U)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Regional Development

\$0	\$249	\$249	(F)	\$0	Purchase Office Equipment - Regional Development ( 24510/04 )	\$1,000	\$1,000	\$0 (F)
\$0	\$249	\$249	(F)	\$0	Purchase Office Furniture and Fittings - Regional Development ( 24610/04 )	\$1,000	\$1,000	\$0 (F)
<b>\$0</b>	<b>\$498</b>	<b>\$498</b>	<b>(F)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Risk Management

\$0	\$123	\$123	(F)	\$0	Purchase Office Equipment - Risk Management ( 24510/06 )	\$500	\$500	\$0 (F)
\$0	\$123	\$123	(F)	\$0	Purchase Office Furniture and Fittings - Risk Management ( 24610/06 )	\$500	\$500	\$0 (F)
<b>\$0</b>	<b>\$246</b>	<b>\$246</b>	<b>(F)</b>	<b>\$0</b>		<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0 (F)</b>

## Resource Recovery



# CAPITAL EXPENDITURE STATEMENT

SEPTEMBER 2015

Year to Date			Full Year		
Actual	Budget	Variance	Forecast	Budget	Variance

On (F) = Favourable variation  
Order (U) = Unfavourable variation



## Resource Recovery

\$0	\$0	\$0 (F)	\$38,995	Resource Recovery Park - Land ( 24150/05 )	\$100,000	\$100,000	\$0 (F)
\$5,125	\$5,500	\$375 (F)	\$0	Construct and Commission Resource Recovery Park - C & I Building ( 24259/04 )	\$3,050,000	\$3,050,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Wood Waste to Energy Building ( 24259/05 )	\$625,000	\$625,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - MRF Building - Hazelmere ( 24259/09 )	\$55,000	\$55,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Weighbridges (x2) ( 24392/02 )	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Resource Recovery Park - Fencing ( 24394/06 )	\$100,000	\$100,000	\$0 (F)
\$27,793	\$30,000	\$2,207 (F)	\$31,380	Construct and Commission Resource Recovery Park - Site Infrastructure ( 24399/01 )	\$1,820,000	\$1,820,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Wood Waste to Energy Utilities/Infrastructure - Resource Recovery Park ( 24399/11 )	\$1,900,000	\$1,900,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park - Wood Waste to Energy Plant & Equipment ( 24410/03 )	\$2,785,000	\$2,785,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park C & I Building - Plant & Equipment ( 24410/04 )	\$3,425,000	\$3,425,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park MRF - Plant & Equipment ( 24410/06 )	\$300,000	\$300,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

SEPTEMBER 2015

Year to Date			Full Year		
Actual	Budget	Variance	Forecast	Budget	Variance

On (F) = Favourable variation  
Order (U) = Unfavourable variation

## Resource Recovery

\$0	\$0	\$0 (F)	\$0	Purchase Other Equipment - Resource Recovery ( 24590/07 )	\$2,000	\$2,000	\$0 (F)
<b>\$32,918</b>	<b>\$35,500</b>	<b>\$2,582 (F)</b>	<b>\$70,375</b>		<b>\$14,312,000</b>	<b>\$14,312,000</b>	<b>\$0 (F)</b>

## Waste Management

\$1,263	\$0	(\$1,263) (U)	\$0	Construct Waste Management Facility Buildings - Hazelmere ( 24250/02 )	\$0	\$0	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Storage Shed for Mattresses - Hazelmere ( 24250/05 )	\$63,000	\$63,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Workshops - Red Hill Landfill Facility ( 24259/11 )	\$40,000	\$40,000	\$0 (F)
\$1,176	\$0	(\$1,176) (U)	\$0	Construct Class III Cell Farm Stage 2 - Red Hill Landfill Facility ( 24310/11 )	\$0	\$0	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Cell Stage 14 - Red Hill Landfill Facility ( 24310/12 )	\$160,000	\$160,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Landfill Cell Farm Stage 3 - Red Hill Landfill Facility ( 24310/13 )	\$2,000,000	\$2,000,000	\$0 (F)
\$0	\$0	\$0 (F)	\$13,700	Construct Class III Cell Stage 15 - Red Hill Landfill Facility ( 24310/16 )	\$1,800,000	\$1,800,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Leachate Pond - Red Hill Landfill Facility ( 24320/01 )	\$600,000	\$600,000	\$0 (F)
\$26,113	\$30,000	\$3,887 (F)	\$4,049	Leachate Project - Red Hill Landfill Facility ( 24320/02 )	\$3,500,000	\$3,500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Design and Construct Class IV Cell Stage 2 - Red Hill Landfill Facility ( 24330/04 )	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Stormwater and Siltation Ponds - Red Hill Landfill Facility ( 24350/01 )	\$200,000	\$200,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

SEPTEMBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
<b>Waste Management</b>							
\$0	\$0	\$0 (F)	\$0	Construct Nutrient Stripping Pond - Red Hill Landfill Facility ( 24360/00 )	\$186,000	\$186,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Roads / Carparks - Red Hill Landfill Facility ( 24370/00 )	\$490,000	\$490,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Access Road to Lots 8 9 10 - Red Hill Landfill Facility ( 24370/02 )	\$475,000	\$475,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Drainage Diversion and Earthworks Infrastructures - Red Hill Landfill Facility ( 24380/00 )	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Litter Fence - Redhill Landfill Facility ( 24394/05 )	\$50,000	\$50,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Hardstand and Road - Hazelmere ( 24395/01 )	\$124,000	\$124,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Relocate Greenwaste Processing area - Red Hill Landfill Facility ( 24395/04 )	\$200,000	\$200,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Monitoring Bores - Red Hill Landfill Facility ( 24396/00 )	\$34,000	\$34,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Washdown bay Upgrade - Red Hill Landfill Facility ( 24399/04 )	\$70,000	\$70,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Truck Washdown Bay for Member Councils - Red Hill Landfill Facility ( 24399/05 )	\$30,000	\$30,000	\$0 (F)
\$8,651	\$10,000	\$1,349 (F)	\$561	Plant Washdown Bay - Hazelmere ( 24399/08 )	\$40,000	\$40,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Air Supply lines - Waste Management Structures - Red Hill Landfill Facility ( 24399/10 )	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$983,755	Purchase / Replace Plant - Red Hill Landfill Facility ( 24410/00 )	\$4,220,000	\$4,220,000	\$0 (F)
\$396,932	\$400,000	\$3,068 (F)	\$0	Purchase / Replace Plant - Hazelmere ( 24410/01 )	\$2,630,000	\$2,630,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

## SEPTEMBER 2015

Year to Date			On (F) = Favourable variation Order (U) = Unfavourable variation	Full Year		
Actual	Budget	Variance		Forecast	Budget	Variance

### Waste Management

\$955	\$1,000	\$45 (F)	\$0	Purchase / Replace Minor Plant and Equipment-Red Hill Landfill Facility ( 24420/00 )	\$220,000	\$220,000	\$0 (F)
\$1,868	\$2,000	\$132 (F)	\$0	Purchase / Replace Minor Plant and Equipment - Hazelmere ( 24420/02 )	\$15,000	\$15,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Vehicles - Red Hill Landfill Facility ( 24430/00 )	\$39,179	\$39,179	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Engineering / Waste Management ( 24510/02 )	\$550	\$550	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Red Hill Landfill Facility ( 24510/08 )	\$24,000	\$24,000	\$0 (F)
\$0	\$0	\$0 (F)	\$8,967	Purchase Fire Fighting System/Equipment - Hazelmere ( 24520/07 )	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Fire Fighting Equipment - Red Hill Landfill Facility ( 24520/08 )	\$1,000	\$1,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Security System - Red Hill Waste Management Facility ( 24530/08 )	\$159,000	\$159,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Security System - Hazelmere ( 24530/10 )	\$6,000	\$6,000	\$0 (F)
\$2,412	\$2,500	\$88 (F)	\$0	Purchase / Replace Other Equipment - Red Hill Landfill Facility ( 24590/00 )	\$146,000	\$146,000	\$0 (F)
\$4,100	\$2,500	(\$1,600) (U)	\$0	Purchase / Replace Miscellaneous Equipment - Hazelmere ( 24590/02 )	\$2,500	\$2,500	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase/Replace Other Equipment - Engineering and Waste Management ( 24590/03 )	\$3,000	\$3,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

SEPTEMBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance

## Waste Management

\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Engineering and Waste Management ( 24610/03 )	\$1,000	\$1,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Furniture and Fittings - Red Hill Landfill Facility ( 24610/08 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Hazelmere ( 24610/10 )	\$2,000	\$2,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Miscellaneous Furniture and Fittings - Red Hill Education Programme ( 24690/01 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Environmental Education Centre - Redhill Landfill Facility ( 25253/00 )	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Waste Transfer Station Building - Red Hill Landfill Facility ( 25259/01 )	\$140,000	\$140,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Red Hill Landfill Facility ( 25410/00 )	\$20,000	\$20,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Hazelmere ( 25410/01 )	\$70,000	\$70,000	\$0 (F)

<b>\$443,470</b>	<b>\$448,000</b>	<b>\$4,530 (F)</b>	<b>\$1,011,032</b>		<b>\$18,937,229</b>	<b>\$18,937,229</b>	<b>\$0 (F)</b>
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<b>\$588,206</b>	<b>\$636,807</b>	<b>\$48,601 (F)</b>	<b>\$1,110,816</b>	<b>TOTAL CAPITAL EXPENDITURE</b>	<b>\$34,487,814</b>	<b>\$34,487,814</b>	<b>\$0 (F)</b>
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**STATEMENT OF FINANCIAL POSITION**  
**SEPTEMBER 2015**

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Current Assets</b>					
\$2,887,347	\$2,721,263	Cash and Cash Equivalents	\$3,252,094	\$3,252,094	\$0 (F)
\$72,757,677	\$75,701,079	Investments	\$52,812,730	\$52,812,730	\$0 (F)
\$2,765,944	\$3,277,541	Trade and Other Receivables	\$2,765,944	\$2,765,944	\$0 (F)
\$67,598	\$68,379	Inventories	\$67,598	\$67,598	\$0 (F)
\$41,930	\$219,901	Other Assets	\$41,930	\$41,930	\$0 (F)
<b>\$78,520,496</b>	<b>\$81,988,163</b>	<b>Total Current Assets</b>	<b>\$58,940,296</b>	<b>\$58,940,296</b>	<b>\$0 (F)</b>
<b>Current Liabilities</b>					
\$4,021,539	\$3,294,232	Trade and Other Payables	\$4,021,539	\$4,021,539	\$0 (F)
\$1,334,359	\$1,334,359	Provisions	\$1,361,729	\$1,361,729	\$0 (F)
<b>\$5,355,898</b>	<b>\$4,628,591</b>	<b>Total Current Liabilities</b>	<b>\$5,383,268</b>	<b>\$5,383,268</b>	<b>\$0 (F)</b>
<b>\$73,164,598</b>	<b>\$77,359,572</b>	<b>Net Current Assets</b>	<b>\$53,557,028</b>	<b>\$53,557,028</b>	<b>\$0 (F)</b>
<b>Non Current Assets</b>					
\$48,469,462	\$48,469,462	Land	\$48,569,462	\$48,569,462	\$0 (F)
\$5,634,921	\$5,605,060	Buildings	\$9,717,524	\$9,717,524	\$0 (F)
\$13,649,499	\$12,969,095	Structures	\$25,347,585	\$25,347,585	\$0 (F)
\$5,544,891	\$5,528,321	Plant	\$16,685,308	\$16,685,308	\$0 (F)
\$594,769	\$544,936	Equipment	\$1,142,186	\$1,142,186	\$0 (F)
\$162,201	\$159,328	Furniture and Fittings	\$196,134	\$196,134	\$0 (F)
\$7,449,639	\$7,498,826	Work in Progress	\$7,449,639	\$7,449,639	\$0 (F)
<b>\$81,505,382</b>	<b>\$80,775,028</b>	<b>Total Non Current Assets</b>	<b>\$109,107,838</b>	<b>\$109,107,838</b>	<b>\$0 (F)</b>
<b>Non Current Liabilities</b>					
\$7,053,649	\$7,107,361	Provisions	\$7,125,876	\$7,125,876	\$0 (F)
<b>\$7,053,649</b>	<b>\$7,107,361</b>	<b>Total Non Current Liabilities</b>	<b>\$7,125,876</b>	<b>\$7,125,876</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$151,027,239</b>	<b>Net Assets</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>
<b>Equity</b>					
\$52,975,934	\$52,975,934	Accumulated Surplus/Deficit	\$52,975,933	\$52,975,933	\$0 (F)
\$58,606,878	\$58,606,878	Cash Backed Reserves	\$58,606,878	\$58,606,878	\$0 (F)
\$36,033,519	\$36,033,519	Asset Revaluation Reserve	\$36,033,519	\$36,033,519	\$0 (F)
<b>\$0</b>	<b>\$3,410,908</b>	<b>Net change in assets from operations</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$151,027,239</b>	<b>Total Equity</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>





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**CASH AND INVESTMENTS**  
**SEPTEMBER 2015**

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Municipal Cash and Investments</b>					
2,883,897	2,717,813	Cash at Bank - Municipal Fund 01001/00	3,248,644	3,248,644	0 (F)
1,250	1,250	Cash on Hand - Ascot Place 01019/00	1,250	1,250	0 (F)
400	400	Cash on Hand - Walliston/Mathieson & Coppin Road Transfer Stations 01019/01	400	400	0 (F)
1,800	1,800	Cash on Hand - Red Hill / Hazelmere 01019/02	1,800	1,800	0 (F)
13,815,909	16,216,057	Investments - Municipal Fund 02021/00	3,577,415	3,577,415	0 (F)
<b>16,703,255</b>	<b>18,937,320</b>	<b>Total Municipal Cash</b>	<b>6,829,508</b>	<b>6,829,508</b>	<b>0 (F)</b>
<b>Restricted Cash and Investments</b>					
3,635,347	3,667,782	Restricted Investments - Plant and Equipment 02022/01	1,916,042	1,916,042	0 (F)
1,930,073	1,947,293	Restricted Investments - Post Closure Site Rehabilitation Red Hill 02022/02	1,980,229	1,980,229	0 (F)
3,648,218	3,680,768	Restricted Investments - Future Development 02022/03	2,370,712	2,370,712	0 (F)
680,965	687,040	Restricted Investments - Environmental Monitoring Red Hill 02022/04	697,558	697,558	0 (F)
89,410	90,208	Restricted Investments - Environmental Insurance Red Hill 02022/05	39,204	39,204	0 (F)
13,507	13,628	Restricted Investments - Risk Management 02022/06	13,887	13,887	0 (F)
19,475	19,648	Restricted Investments - Class IV Cells Red Hill 02022/07	55,552	55,552	0 (F)
99,650	100,540	Restricted Investments - Regional Development 02022/08	17,894	17,894	0 (F)
44,950,540	45,351,591	Restricted Investments - Secondary Waste Processing 02022/09	36,447,847	36,447,847	0 (F)
2,710,350	2,734,531	Restricted Investments - Class III Cells 02022/10	4,488,170	4,488,170	0 (F)
68,200	68,809	Restricted Investments - Building Refurbishment (Ascot Place) 02022/11	70,120	70,120	0 (F)
334,891	355,251	Restricted Investments - Accrued Interest 02022/19	334,891	334,891	0 (F)
0	0	Restricted Investments - Unrealised Loss/Gain on Investments 02022/20	0	0	0 (F)
761,142	767,933	Restricted Investments - Long Service Leave 02022/90	803,209	803,209	0 (F)
<b>58,941,769</b>	<b>59,485,022</b>	<b>Total Restricted Cash</b>	<b>49,235,316</b>	<b>49,235,316</b>	<b>0 (F)</b>
<b>75,645,024</b>	<b>78,422,342</b>	<b>TOTAL CASH AND INVESTMENTS</b>	<b>56,064,824</b>	<b>56,064,824</b>	<b>0 (F)</b>

The Cash at Bank - Municipal Fund represents the balance on the last day of the relevant month. Any portion of the balance available for investment is transferred into the Investment - Municipal Fund account in the following period. Funds held in the Cash at Bank - Municipal Fund continue to accrue interest as per the Westpac commercial rates.

EMRC Investment Report

September 2015

<p><b>I. Overall Portfolio Limits</b></p> <table border="1"> <thead> <tr> <th>S&amp;P Long Term Rating</th> <th>S&amp;P Short Term Rating</th> <th>% Portfolio</th> <th>Investment Maximum %</th> </tr> </thead> <tbody> <tr> <td>AAA</td> <td>A-1+</td> <td>100.00%</td> <td>100%</td> </tr> <tr> <td>AA</td> <td>A-1</td> <td>0.00%</td> <td>100%</td> </tr> <tr> <td colspan="2"></td> <td><b>100.00%</b></td> <td></td> </tr> </tbody> </table>		S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %	AAA	A-1+	100.00%	100%	AA	A-1	0.00%	100%			<b>100.00%</b>		<p><b>II. Single Entity Exposure</b></p> <table border="1"> <thead> <tr> <th></th> <th>% Portfolio</th> </tr> </thead> <tbody> <tr> <td>ANZ Banking Group</td> <td>22.15%</td> </tr> <tr> <td>NAB</td> <td>40.93%</td> </tr> <tr> <td>Westpac / St. George Bank</td> <td>2.148%</td> </tr> <tr> <td>Bankwest</td> <td>15.44%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> </tr> </tbody> </table>			% Portfolio	ANZ Banking Group	22.15%	NAB	40.93%	Westpac / St. George Bank	2.148%	Bankwest	15.44%	<b>100.00%</b>	
S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %																												
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<p><b>Investment by S&amp;P Rating</b></p>		<p><b>III. Term to Maturity Framework</b></p> <table border="1"> <thead> <tr> <th>Maturity Profile</th> <th>% Portfolio</th> <th>% Min</th> <th>% Max</th> </tr> </thead> <tbody> <tr> <td>Less Than 1 Year</td> <td>100.00%</td> <td>40.00%</td> <td>100.00%</td> </tr> <tr> <td>Greater Than 1 Year</td> <td>0.00%</td> <td>0.00%</td> <td>0.00%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> <td></td> <td></td> </tr> </tbody> </table>		Maturity Profile	% Portfolio	% Min	% Max	Less Than 1 Year	100.00%	40.00%	100.00%	Greater Than 1 Year	0.00%	0.00%	0.00%	<b>100.00%</b>															
Maturity Profile	% Portfolio	% Min	% Max																												
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<b>100.00%</b>																															

NB: This report is consistent with the reporting requirements of the Policy 3.3 - Management of Investments Policy



## 14.4 FINANCIAL REPORT FOR PERIOD ENDED 31 OCTOBER 2015

REFERENCE: D2015/18354

### PURPOSE OF REPORT

The purpose of this report is to provide Council with an overview of the Eastern Metropolitan Regional Council's (EMRC's) financial performance for the period ended 31 October 2015.

### KEY ISSUES AND RECOMMENDATION(S)

- Significant year to date budget variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Financial Activity as at 31 October 2015 have been identified and are reported on in the body of the report.

#### Recommendation(s)

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 October 2015.

### SOURCE OF REPORT

Director Corporate Services  
Manager Financial Services

### BACKGROUND

It is a requirement of the *Local Government (Financial Management) Regulations 1996 (r.34)* that a Local Government is to prepare and present to Council financial reports in such a form as the Local Government considers to be appropriate.

The 2015/2016 Budget was presented in a format that separated operating income and expenditure from other revenue and expenses to provide improved disclosure of Council's underlying operating result.

Submitted to each meeting of Council is a financial report and summaries which provide an overview of year to date budget performance for operating activities and capital works. Variances greater than 10% or \$20,000, whichever is the greater, within each nature and type category on the Statement of Comprehensive Income are reported on in the body of the report. Also included are end of year forecasts by nature and type for operating activities and end of year forecasts for each capital works project. These forecasts are reviewed regularly in order to provide an accurate forecast of the end of year result.

### REPORT

Outlined below are financial statements for the period ended 31 October 2015. Where possible the year to date monthly budget allocations have been reviewed in order to match the appropriate timing for the various projects budgeted to be undertaken. This will provide a better comparison between the year to date actual and year to date budget figures.



Item 14.4 continued

### Statement of Comprehensive Income - Nature and Type (refer Attachment 1)

The year to date operating result from normal activities as at 31 October 2015 is a favourable variance of \$1,969,051 (329.23%) against budget. The following information is provided on key aspects of Council's end of year financial performance:

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<b><u>Operating Income</u></b>	<i>Actuals for the Year</i>	An unfavourable variance of \$366,941 (2.90%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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#### Operating Income variances previously reported to Council:

1. Year to date User Charges of \$9,532,375 is \$1,344,424 (12.36%) below the budget of \$10,876,799. This is due to the lower than budget tonnages received from commercial operators as at 31 October 2015.
2. Year to date Interest Municipal Cash Investments of \$216,892 is \$151,796 (233.19%) above the budget of \$65,096. This is attributable to the higher level of funds available as at 30 June 2015 compared to budget together with a higher average interest rate received (3.24%) compared to the budgeted rate (2.79%).
3. Year to date Other Income of \$1,473,227 is \$814,959 (123.80%) above the budget of \$658,268. This is attributable to a higher level of sales of ferricrete (\$214,000 compared to a budget of \$98,500), a higher level of mulch sales (\$182,124 compared to a budget of \$76,988) and an unbudgeted payment of \$525,206 received from the Administrators of Lehman Brothers Australia as a 1<sup>st</sup> dividend.

There were no further significant Operating Income variances as at 31 October 2015.

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<b><u>Operating Expenditure</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$2,335,992 (19.41%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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#### Operating Expenditure variances previously reported to Council:

1. Year to date Salary Expenses of \$2,418,627 is \$396,917 (14.10%) lower than the budget of \$2,815,544. This variance is attributable to vacant positions and budgeted positions yet to be filled.
2. Year to date Contract Expenses of \$1,073,848 is \$1,033,291 (49.04%) below the budget of \$2,107,139 due to the timing of various projects from different business units. Major variances from the Waste Services directorate include:
  - Operate and Maintain Class IV Cell - Leachate Removal - \$166,664;
  - Remove and Crush Lateritic Caprock - \$128,977;
  - Monitor Environmental Impacts - \$110,572;
  - Rehabilitate Class III Landfill Cells (Red Hill) - \$60,398;
  - Undertake Geotechnical and Materials Investigations - \$46,664;
  - Operate and Maintain Plant - \$36,963;
  - Rehabilitate Class IV Landfill Cells (Red Hill) - \$26,664; and
  - Undertake Greenwaste Audit Stream Audits - \$16,664.

Other projects where the expenditures are lower than budget for various directorates/business units include: Corporate Services (\$247,489), Environmental Services (\$103,739) and Regional Development projects (\$56,790).

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*Item 14.4 continued*

3. Year to date to date Material Expenses of \$225,332 is \$61,468 (21.43%) below the year to date budget provision of \$286,800 due to the timing of various projects from different business units. Directorates/business units where the expenditure is lower than budget include: Corporate Services (\$46,948), Environmental Services (\$6,629), Regional Development (\$4,602) and Waste Services (\$2,513).
4. Year to date Fuel Expenses of \$216,242 is \$52,058 (19.40%) below the budget of \$268,300. The variance is primarily attributable to the lower level of diesel fuel used by plant as a result of lower tonnages received to date as well as lower than budgeted price paid for the purchase of diesel fuel.
5. Year to date Depreciation Expenses of \$1,726,199 is \$380,809 (18.07%) below the year to date budget provision of \$2,107,008. The variance is attributable to the lower level of commercial tonnages received to date resulting in lower Class III cell air space consumed (\$854,256 compared to a year to date budget of \$974,280), the lower level of capital expenditure to date and changes to the asset life of the EMRC's infrastructure class of assets in accordance with accounting standards.
6. Year to date Provision Expenses of \$72,617 is \$48,545 (201.67%) above the year to date budget provision of \$24,072. The variance is as a result of an independent review of Post Closure Management Reserves undertaken in June 2015 and was subject to a report submitted to Council at its meeting held on 18 June 2015.

It was established that the funds held in the Site Rehabilitation Reserve and the Environmental Monitoring Reserve were below the costs identified by the independent review. Provisions are now being calculated on a revised methodology which is based on the usage of the remaining air space indexed annually in order to provide for the costs of the post closure management of the site. This has resulted in a higher than budgeted cost.

Operating Expenditure variances not previously reported to Council:

1. Year to date Miscellaneous Expenses of \$3,839,014 is \$453,859 (10.57%) below the budget of \$4,292,873. The variance is attributable to a lower than budgeted landfill levy payable (\$430,037) as a result of the reduced tonnages from commercial operators.

There were no further significant Operating Expenditure variances as at 31 October 2015.

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<b>*Other Revenues and Expenses (Net)</b>	<i>Actuals for the Year</i>	A favourable variance of \$433,637 (26.94%).
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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Other Revenues and Expenses variances previously reported to Council:

1. Interest on Restricted Cash Investments of \$586,679 is \$94,235 (19.14%) above the budget of \$492,444. This is attributable to the higher level of funds available during this period compared to budget together with a higher average interest rate received (3.24%) compared to the budgeted rate (2.79%).
2. Contract Expenses of \$34,340 is \$246,912 (87.79%) below the budget of \$281,252. The variance is mainly due to the timing of the Resource Recovery Project and the associated consultancy expenditure.

Other Revenues and Expenses variances not previously reported to Council:

1. Miscellaneous Expenses of \$11,584 is \$26,512 (69.59%) below the budget of \$38,096. The variance is mainly due to the timing of the Resource Recovery Project and the associated consultancy expenditure.

There were no further significant Other Revenues and Expenses variances as at 31 October 2015.

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*Item 14.4 continued*

### **Capital Expenditure Statement (refer Attachment 2)**

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<b><u>Capital Expenditure</u></b>	<i>Actuals for the Year</i>	A favourable variance of \$535,659.
	<i>End of Year Forecast</i>	As per budget - not yet due to be reviewed.

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#### Capital Expenditure variances:

A favourable variance of \$535,659 existed as at 31 October 2015 when compared to the budget of \$1,587,870. The year to date budget provisions are used as a guide only as expenditure of a capital nature is undertaken as and when required.

Major capital expenditures to 31 October 2015 include:

- Purchase/Replace Plant - Hazelmere - \$405,899;
- Purchase/Replace Plant - Red Hill Landfill Facility - \$404,848;
- Purchase Vehicles - Ascot Place - \$100,254;
- Construct & Commission Resource Recovery Park - Site Infrastructure - \$50,847; and
- Leachate Project - Red Hill Landfill Facility - \$26,113

### **Statement of Financial Position (refer Attachment 3)**

The Statement of Financial Position shows the overall impact of actual balances compared with budget provisions and end of year forecasts for operating and capital works activities.

Total Equity as at 31 October 2015 totals \$152,226,657. This is an increase of \$4,610,326 from the 30 June 2015 equity of \$147,616,331.

As end of year forecasts are yet to be reviewed, the forecast year end balance as at 31 October 2015 is as per the budget estimates.

### **Statement of Cash and Investments (refer Attachment 4)**

The level of cash and investments in the Municipal Fund as at 31 October 2015 is \$19,216,674 and Restricted Cash amount to \$59,646,978.

The net movement for the month is an increase of \$441,310.

### **Investment Report (refer Attachment 5)**

Term deposits valued at \$10,500,000 matured during October 2015. These were reinvested into further term deposits.

## **STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 4 - Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
  - 4.4 To continue to improve financial and asset management practices
-



*Item 14.4 continued*

## **FINANCIAL IMPLICATIONS**

As outlined within the report and attachments.

## **SUSTAINABILITY IMPLICATIONS**

Nil

## **ATTACHMENT(S)**

1. Statement of Comprehensive Income by Nature and Type (Ref: D2015/18575)
2. Capital Expenditure Statement (Ref: D2015/18576)
3. Statement of Financial Position (Ref: D2015/18577)
4. Statement of Cash and Investments (Ref: D2015/18579)
5. Investment Report (Ref: D2015/18580)

## **VOTING REQUIREMENT**

Simple Majority

## **RECOMMENDATION(S)**

That Council receives the Statement of Comprehensive Income, Capital Expenditure Statement, Statement of Financial Position, Statement of Cash and Investments and the Investment Report for the period ended 31 October 2015.

## **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL RECEIVES THE STATEMENT OF COMPREHENSIVE INCOME, CAPITAL EXPENDITURE STATEMENT, STATEMENT OF FINANCIAL POSITION, STATEMENT OF CASH AND INVESTMENTS AND THE INVESTMENT REPORT FOR THE PERIOD ENDED 31 OCTOBER 2015.

**CARRIED UNANIMOUSLY**



## STATEMENT OF COMPREHENSIVE INCOME

### Nature and Type

Year to Date			OCTOBER 2015			Full Year		
Actual	Budget	Variance		Forecast	Budget	Variance		
<b>Operating Income</b>								
\$9,532,375	\$10,876,799	(\$1,344,424)	(U)	User Charges	\$32,680,933	\$32,680,933	\$0	(F)
\$149,786	\$142,280	\$7,506	(F)	Special Charges	\$430,789	\$430,789	\$0	(F)
\$540,309	\$544,812	(\$4,503)	(U)	Contributions	\$683,725	\$683,725	\$0	(F)
\$101,506	\$105,007	(\$3,501)	(U)	Operating Grants	\$623,500	\$623,500	\$0	(F)
\$216,892	\$65,096	\$151,796	(F)	Interest Municipal Cash Investments	\$195,300	\$195,300	\$0	(F)
\$251,334	\$240,108	\$11,226	(F)	Reimbursements	\$720,384	\$720,384	\$0	(F)
\$1,473,227	\$658,268	\$814,959	(F)	Other	\$2,022,862	\$2,022,862	\$0	(F)
<b>\$12,265,429</b>	<b>\$12,632,370</b>	<b>(\$366,941)</b>	<b>(U)</b>	<b>Total Operating Income</b>	<b>\$37,357,493</b>	<b>\$37,357,493</b>	<b>\$0</b>	<b>(F)</b>
<b>Operating Expenditure</b>								
\$2,418,627	\$2,815,544	\$396,917	(F)	Salary Expenses	\$9,277,385	\$9,277,385	\$0	(F)
\$1,073,848	\$2,107,139	\$1,033,291	(F)	Contract Expenses	\$6,429,957	\$6,429,957	\$0	(F)
\$225,332	\$286,800	\$61,468	(F)	Material Expenses	\$962,379	\$962,379	\$0	(F)
\$96,158	\$100,020	\$3,862	(F)	Utility Expenses	\$300,206	\$300,206	\$0	(F)
\$216,242	\$268,300	\$52,058	(F)	Fuel Expenses	\$805,032	\$805,032	\$0	(F)
\$8,637	\$7,352	(\$1,285)	(U)	Finance Fees and Interest Expenses	\$22,068	\$22,068	\$0	(F)
\$119,048	\$117,824	(\$1,224)	(U)	Insurance Expenses	\$353,824	\$353,824	\$0	(F)
\$1,726,199	\$2,107,008	\$380,809	(F)	Depreciation Expenses	\$6,321,375	\$6,321,375	\$0	(F)
\$3,839,014	\$4,292,873	\$453,859	(F)	Miscellaneous Expenses	\$12,920,001	\$12,920,001	\$0	(F)
\$72,617	\$24,072	(\$48,545)	(U)	Provision Expenses	\$72,227	\$72,227	\$0	(F)
(\$97,422)	(\$92,640)	\$4,782	(F)	Costs Allocated	(\$1,877,290)	(\$1,877,290)	\$0	(F)
<b>\$9,698,300</b>	<b>\$12,034,292</b>	<b>\$2,335,992</b>	<b>(F)</b>	<b>Total Operating Expenditure</b>	<b>\$35,587,163</b>	<b>\$35,587,163</b>	<b>\$0</b>	<b>(F)</b>
<b>\$2,567,129</b>	<b>\$598,078</b>	<b>\$1,969,051</b>	<b>(F)</b>	<b>OPERATING RESULT FROM NORMAL ACTIVITIES</b>	<b>\$1,770,330</b>	<b>\$1,770,330</b>	<b>\$0</b>	<b>(F)</b>
Surplus	Surplus				Surplus	Surplus		

## Notes:

1. User Charges - include member Councils and casual users pertaining to waste, risk management and environmental services fees and charges;
2. Special Charges - Waste Education Levy;
3. Contributions - member Councils' contributions to projects and services;
4. Operating Grants - grant income predominantly from government agencies; and
5. Miscellaneous Expenses - includes the Landfill Levy expense of \$3,508,883 as at 31 October 2015.

Operating Income and Expenditure relates to the ordinary operations of the organisation.

Other Revenues and Expenses relates to the Resource Recovery Project, interest from cash reserves and disposal of assets.

(F) denotes Favourable variance and (U) denotes Unfavourable variance





**STATEMENT OF COMPREHENSIVE INCOME**

**Nature and Type**

**OCTOBER 2015**

Year to Date			Full Year					
Actual	Budget	Variance		Forecast	Budget	Variance		
<b>Other Revenues</b>								
\$0	\$0	\$0	(F)	User Charges	\$2,600,000	\$2,600,000	\$0	(F)
\$1,643,274	\$1,595,425	\$47,849	(F)	Secondary Waste Charge	\$4,822,149	\$4,822,149	\$0	(F)
\$586,679	\$492,444	\$94,235	(F)	Interest Restricted Cash Investments	\$1,477,403	\$1,477,403	\$0	(F)
\$0	\$16	(\$16)	(U)	Reimbursements	\$50	\$50	\$0	(F)
\$123,091	\$105,650	\$17,441	(F)	Proceeds from Sale of Assets	\$306,500	\$306,500	\$0	(F)
\$0	\$0	\$0	(F)	Other	\$1,327,500	\$1,327,500	\$0	(F)
<b>\$2,353,044</b>	<b>\$2,193,535</b>	<b>\$159,509</b>	(F)	<b>Total Other Revenues</b>	<b>\$10,533,602</b>	<b>\$10,533,602</b>	<b>\$0</b>	(F)
<b>Other Expenses</b>								
\$77,730	\$88,956	\$11,226	(F)	Salary Expenses	\$638,435	\$638,435	\$0	(F)
\$34,340	\$281,252	\$246,912	(F)	Contract Expenses	\$1,013,900	\$1,013,900	\$0	(F)
\$420	\$3,660	\$3,240	(F)	Material Expenses	\$31,050	\$31,050	\$0	(F)
\$485	\$832	\$347	(F)	Utility Expenses	\$42,500	\$42,500	\$0	(F)
\$0	\$0	\$0	(F)	Fuel Expenses	\$80,000	\$80,000	\$0	(F)
\$0	\$548	\$548	(F)	Insurance Expenses	\$23,653	\$23,653	\$0	(F)
\$566	\$772	\$206	(F)	Depreciation Expenses	\$263,255	\$263,255	\$0	(F)
\$11,584	\$38,096	\$26,512	(F)	Miscellaneous Expenses	\$160,461	\$160,461	\$0	(F)
\$88,712	\$89,407	\$695	(F)	Carrying Amount of Assets Disposed Of	\$300,727	\$300,727	\$0	(F)
\$96,010	\$80,452	(\$15,558)	(U)	Costs Allocated	\$1,827,290	\$1,827,290	\$0	(F)
<b>\$309,847</b>	<b>\$583,975</b>	<b>\$274,128</b>	(F)	<b>Total Other Expenses</b>	<b>\$4,381,272</b>	<b>\$4,381,272</b>	<b>\$0</b>	(F)
<b>Realised/Unrealised (Gain)/Loss From Change in Fair Value of Investments</b>								
\$0	\$0	\$0	(F)	Unrealised (Gain)/Loss	\$0	\$0	\$0	(F)
\$0	\$0	\$0	(F)	Realised (Gain)/Loss	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total (Gain)/Loss from change in Fair Value of Investments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>Revaluation of Assets</b>								
\$0	\$0	\$0	(F)	Revaluation of Assets	\$0	\$0	\$0	(F)
<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)	<b>Total Revaluation of Assets</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	(F)
<b>\$2,043,197</b>	<b>\$1,609,560</b>	<b>\$433,637</b>	(F)	<b>OPERATING RESULT FROM OTHER ACTIVITIES</b>	<b>\$6,152,330</b>	<b>\$6,152,330</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		
<b>\$4,610,326</b>	<b>\$2,207,638</b>	<b>\$2,402,688</b>	(F)	<b>CHANGE IN NET ASSETS FROM OPERATIONS</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0</b>	(F)
Surplus	Surplus				Surplus	Surplus		



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## CAPITAL EXPENDITURE STATEMENT

### OCTOBER 2015

Year to Date				Full Year					
Actual	Budget	Variance		On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance	
<b>Governance and Corporate Services</b>									
\$100,254	\$93,144	(\$7,110)	(U)	\$29,410	<b>Purchase Vehicles - Ascot Place</b> ( 24440/00 )	\$279,435	\$279,435	\$0	(F)
\$0	\$9,416	\$9,416	(F)	\$0	<b>Purchase Furniture Fittings &amp; Equipment - Corporate Services</b> ( 24510/01 )	\$28,250	\$28,250	\$0	(F)
\$1,720	\$226,095	\$224,375	(F)	\$5,525	<b>Purchase Information Technology &amp; Communication Equipment</b> ( 24550/00 )	\$632,250	\$632,250	\$0	(F)
\$0	\$10,000	\$10,000	(F)	\$0	<b>Purchase Art Works</b> ( 24620/00 )	\$30,000	\$30,000	\$0	(F)
\$0	\$86,664	\$86,664	(F)	\$0	<b>Capital Improvement Administration Building - Ascot Place</b> ( 25240/01 )	\$260,000	\$260,000	\$0	(F)
\$0	\$1,216	\$1,216	(F)	\$0	<b>Upgrade Security Equipment - Ascot Place</b> ( 25530/01 )	\$3,650	\$3,650	\$0	(F)
<b>\$101,974</b>	<b>\$426,535</b>	<b>\$324,561</b>	<b>(F)</b>	<b>\$34,935</b>		<b>\$1,233,585</b>	<b>\$1,233,585</b>	<b>\$0</b>	<b>(F)</b>



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date			On (F) = Favourable variation Order (U) = Unfavourable variation	Full Year		
Actual	Budget	Variance		Forecast	Budget	Variance

## Environmental Services

\$5,909	\$0	(\$5,909) (U)	\$0	Purchase / Replace Minor Plant and Equipment - Environmental Services ( 24420/05 )	\$0	\$0	\$0 (F)
\$0	\$332	\$332 (F)	\$0	Purchase Office Equipment - Environmental Services ( 24510/05 )	\$1,000	\$1,000	\$0 (F)
\$3,935	\$0	(\$3,935) (U)	\$0	Purchase Other Equipment - Environmental Services ( 24590/05 )	\$0	\$0	\$0 (F)
\$0	\$332	\$332 (F)	\$0	Purchase Office Furniture and Fittings - Environmental Services ( 24610/05 )	\$1,000	\$1,000	\$0 (F)
<b>\$9,844</b>	<b>\$664</b>	<b>(\$9,180) (U)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Regional Development

\$0	\$332	\$332 (F)	\$0	Purchase Office Equipment - Regional Development ( 24510/04 )	\$1,000	\$1,000	\$0 (F)
\$0	\$332	\$332 (F)	\$0	Purchase Office Furniture and Fittings - Regional Development ( 24610/04 )	\$1,000	\$1,000	\$0 (F)
<b>\$0</b>	<b>\$664</b>	<b>\$664 (F)</b>	<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0 (F)</b>

## Risk Management

\$0	\$164	\$164 (F)	\$0	Purchase Office Equipment - Risk Management ( 24510/06 )	\$500	\$500	\$0 (F)
\$0	\$164	\$164 (F)	\$0	Purchase Office Furniture and Fittings - Risk Management ( 24610/06 )	\$500	\$500	\$0 (F)
<b>\$0</b>	<b>\$328</b>	<b>\$328 (F)</b>	<b>\$0</b>		<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0 (F)</b>

## Resource Recovery



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance



## Resource Recovery

\$0	\$0	\$0 (F)	\$38,995	Resource Recovery Park - Land ( 24150/05 )	\$100,000	\$100,000	\$0 (F)
\$17,405	\$35,500	\$18,095 (F)	\$6,320	Construct and Commission Resource Recovery Park - C & I Building ( 24259/04 )	\$3,050,000	\$3,050,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Wood Waste to Energy Building ( 24259/05 )	\$625,000	\$625,000	\$0 (F)
\$0	\$5,000	\$5,000 (F)	\$0	Construct and Commission Resource Recovery Park - MRF Building - Hazelmere ( 24259/09 )	\$55,000	\$55,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct and Commission Resource Recovery Park - Weighbridges (x2) ( 24392/02 )	\$150,000	\$150,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Resource Recovery Park - Fencing ( 24394/06 )	\$100,000	\$100,000	\$0 (F)
\$50,847	\$110,000	\$59,153 (F)	\$19,700	Construct and Commission Resource Recovery Park - Site Infrastructure ( 24399/01 )	\$1,820,000	\$1,820,000	\$0 (F)
\$0	\$0	\$0 (F)	\$22,682	Wood Waste to Energy Utilities/Infrastructure - Resource Recovery Park ( 24399/11 )	\$1,900,000	\$1,900,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park - Wood Waste to Energy Plant & Equipment ( 24410/03 )	\$2,785,000	\$2,785,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park C & I Building - Plant & Equipment ( 24410/04 )	\$3,425,000	\$3,425,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Resource Recovery Park MRF - Plant & Equipment ( 24410/06 )	\$300,000	\$300,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date			Full Year		
Actual	Budget	Variance	Forecast	Budget	Variance

On (F) = Favourable variation  
Order (U) = Unfavourable variation

## Resource Recovery

\$0	\$0	\$0 (F)	\$0	Purchase Other Equipment - Resource Recovery ( 24590/07 )	\$2,000	\$2,000	\$0 (F)
<b>\$68,252</b>	<b>\$150,500</b>	<b>\$82,248 (F)</b>	<b>\$87,697</b>		<b>\$14,312,000</b>	<b>\$14,312,000</b>	<b>\$0 (F)</b>

## Waste Management

\$1,263	\$0	(\$1,263) (U)	\$0	Construct Waste Management Facility Buildings - Hazelmere ( 24250/02 )	\$0	\$0	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Storage Shed for Mattresses - Hazelmere ( 24250/05 )	\$63,000	\$63,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Workshops - Red Hill Landfill Facility ( 24259/11 )	\$40,000	\$40,000	\$0 (F)
\$1,176	\$0	(\$1,176) (U)	\$0	Construct Class III Cell Farm Stage 2 - Red Hill Landfill Facility ( 24310/11 )	\$0	\$0	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Cell Stage 14 - Red Hill Landfill Facility ( 24310/12 )	\$160,000	\$160,000	\$0 (F)
\$0	\$0	\$0 (F)	\$654	Construct Class III Landfill Cell Farm Stage 3 - Red Hill Landfill Facility ( 24310/13 )	\$2,000,000	\$2,000,000	\$0 (F)
\$0	\$0	\$0 (F)	\$19,727	Construct Class III Cell Stage 15 - Red Hill Landfill Facility ( 24310/16 )	\$1,800,000	\$1,800,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Class III Leachate Pond - Red Hill Landfill Facility ( 24320/01 )	\$600,000	\$600,000	\$0 (F)
\$26,113	\$60,000	\$33,887 (F)	\$4,049	Leachate Project - Red Hill Landfill Facility ( 24320/02 )	\$3,500,000	\$3,500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Design and Construct Class IV Cell Stage 2 - Red Hill Landfill Facility ( 24330/04 )	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Stormwater and Siltation Ponds - Red Hill Landfill Facility ( 24350/01 )	\$200,000	\$200,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance
<b>Waste Management</b>							
\$0	\$0	\$0 (F)	\$0	Construct Nutrient Stripping Pond - Red Hill Landfill Facility ( 24360/00 )	\$186,000	\$186,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Roads / Carparks - Red Hill Landfill Facility ( 24370/00 )	\$490,000	\$490,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Access Road to Lots 8 9 10 - Red Hill Landfill Facility ( 24370/02 )	\$475,000	\$475,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Drainage Diversion and Earthworks Infrastructures - Red Hill Landfill Facility ( 24380/00 )	\$500,000	\$500,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Litter Fence - Redhill Landfill Facility ( 24394/05 )	\$50,000	\$50,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Hardstand and Road - Hazelmere ( 24395/01 )	\$124,000	\$124,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Relocate Greenwaste Processing area - Red Hill Landfill Facility ( 24395/04 )	\$200,000	\$200,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Construct Monitoring Bores - Red Hill Landfill Facility ( 24396/00 )	\$34,000	\$34,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Washdown bay Upgrade - Red Hill Landfill Facility ( 24399/04 )	\$70,000	\$70,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Truck Washdown Bay for Member Councils - Red Hill Landfill Facility ( 24399/05 )	\$30,000	\$30,000	\$0 (F)
\$9,529	\$30,000	\$20,471 (F)	\$0	Plant Washdown Bay - Hazelmere ( 24399/08 )	\$40,000	\$40,000	\$0 (F)
\$13,979	\$0	(\$13,979) (U)	\$0	Air Supply lines - Waste Management Structures - Red Hill Landfill Facility ( 24399/10 )	\$150,000	\$150,000	\$0 (F)
\$404,848	\$450,000	\$45,152 (F)	\$1,189,728	Purchase / Replace Plant - Red Hill Landfill Facility ( 24410/00 )	\$4,220,000	\$4,220,000	\$0 (F)
\$405,899	\$400,000	(\$5,899) (U)	\$0	Purchase / Replace Plant - Hazelmere ( 24410/01 )	\$2,630,000	\$2,630,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date			On (F) = Favourable variation Order (U) = Unfavourable variation	Full Year		
Actual	Budget	Variance		Forecast	Budget	Variance

## Waste Management

\$955	\$11,000	\$10,045 (F)	\$0	Purchase / Replace Minor Plant and Equipment-Red Hill Landfill Facility ( 24420/00 )	\$220,000	\$220,000	\$0 (F)
\$1,868	\$7,000	\$5,132 (F)	\$0	Purchase / Replace Minor Plant and Equipment - Hazelmere ( 24420/02 )	\$15,000	\$15,000	\$0 (F)
\$0	\$39,179	\$39,179 (F)	\$0	Purchase / Replace Vehicles - Red Hill Landfill Facility ( 24430/00 )	\$39,179	\$39,179	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Engineering / Waste Management ( 24510/02 )	\$550	\$550	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Equipment - Red Hill Landfill Facility ( 24510/08 )	\$24,000	\$24,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Fire Fighting System/Equipment - Hazelmere ( 24520/07 )	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Fire Fighting Equipment - Red Hill Landfill Facility ( 24520/08 )	\$1,000	\$1,000	\$0 (F)
\$0	\$0	\$0 (F)	\$4,085	Purchase / Replace Security System - Red Hill Waste Management Facility ( 24530/08 )	\$159,000	\$159,000	\$0 (F)
\$0	\$2,000	\$2,000 (F)	\$0	Purchase / Replace Security System - Hazelmere ( 24530/10 )	\$6,000	\$6,000	\$0 (F)
\$2,412	\$7,500	\$5,088 (F)	\$0	Purchase / Replace Other Equipment - Red Hill Landfill Facility ( 24590/00 )	\$146,000	\$146,000	\$0 (F)
\$4,100	\$2,500	(\$1,600) (U)	\$0	Purchase / Replace Miscellaneous Equipment - Hazelmere ( 24590/02 )	\$2,500	\$2,500	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase/Replace Other Equipment - Engineering and Waste Management ( 24590/03 )	\$3,000	\$3,000	\$0 (F)



# CAPITAL EXPENDITURE STATEMENT

OCTOBER 2015

Year to Date					Full Year		
Actual	Budget	Variance	On Order	(F) = Favourable variation (U) = Unfavourable variation	Forecast	Budget	Variance

## Waste Management

\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Engineering and Waste Management ( 24610/03 )	\$1,000	\$1,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase / Replace Office Furniture and Fittings - Red Hill Landfill Facility ( 24610/08 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Office Furniture and Fittings-Hazelmere ( 24610/10 )	\$2,000	\$2,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Purchase Miscellaneous Furniture and Fittings - Red Hill Education Programme ( 24690/01 )	\$3,000	\$3,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Environmental Education Centre - Redhill Landfill Facility ( 25253/00 )	\$10,000	\$10,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Waste Transfer Station Building - Red Hill Landfill Facility ( 25259/01 )	\$140,000	\$140,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Red Hill Landfill Facility ( 25410/00 )	\$20,000	\$20,000	\$0 (F)
\$0	\$0	\$0 (F)	\$0	Refurbish Plant - Hazelmere ( 25410/01 )	\$70,000	\$70,000	\$0 (F)

<b>\$872,142</b>	<b>\$1,009,179</b>	<b>\$137,037 (F)</b>	<b>\$1,218,243</b>		<b>\$18,937,229</b>	<b>\$18,937,229</b>	<b>\$0 (F)</b>
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<b>\$1,052,211</b>	<b>\$1,587,870</b>	<b>\$535,659 (F)</b>	<b>\$1,340,875</b>	<b>TOTAL CAPITAL EXPENDITURE</b>	<b>\$34,487,814</b>	<b>\$34,487,814</b>	<b>\$0 (F)</b>
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62  
**STATEMENT OF FINANCIAL POSITION**  
**OCTOBER 2015**

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Current Assets</b>					
\$2,887,347	\$3,342,388	Cash and Cash Equivalents	\$3,252,094	\$3,252,094	\$0 (F)
\$72,757,677	\$75,521,264	Investments	\$52,812,730	\$52,812,730	\$0 (F)
\$2,765,944	\$2,702,329	Trade and Other Receivables	\$2,765,944	\$2,765,944	\$0 (F)
\$67,598	\$76,508	Inventories	\$67,598	\$67,598	\$0 (F)
\$41,930	\$404,211	Other Assets	\$41,930	\$41,930	\$0 (F)
<b>\$78,520,496</b>	<b>\$82,046,700</b>	<b>Total Current Assets</b>	<b>\$58,940,296</b>	<b>\$58,940,296</b>	<b>\$0 (F)</b>
<b>Current Liabilities</b>					
\$4,021,539	\$2,101,534	Trade and Other Payables	\$4,021,539	\$4,021,539	\$0 (F)
\$1,334,359	\$1,334,359	Provisions	\$1,361,729	\$1,361,729	\$0 (F)
<b>\$5,355,898</b>	<b>\$3,435,893</b>	<b>Total Current Liabilities</b>	<b>\$5,383,268</b>	<b>\$5,383,268</b>	<b>\$0 (F)</b>
<b>\$73,164,598</b>	<b>\$78,610,807</b>	<b>Net Current Assets</b>	<b>\$53,557,028</b>	<b>\$53,557,028</b>	<b>\$0 (F)</b>
<b>Non Current Assets</b>					
\$48,469,462	\$48,469,462	Land	\$48,569,462	\$48,569,462	\$0 (F)
\$5,634,921	\$5,594,571	Buildings	\$9,717,524	\$9,717,524	\$0 (F)
\$13,649,499	\$12,741,927	Structures	\$25,347,585	\$25,347,585	\$0 (F)
\$5,544,891	\$5,722,358	Plant	\$16,685,308	\$16,685,308	\$0 (F)
\$594,769	\$521,277	Equipment	\$1,142,186	\$1,142,186	\$0 (F)
\$162,201	\$158,360	Furniture and Fittings	\$196,134	\$196,134	\$0 (F)
\$7,449,639	\$7,534,161	Work in Progress	\$7,449,639	\$7,449,639	\$0 (F)
<b>\$81,505,382</b>	<b>\$80,742,116</b>	<b>Total Non Current Assets</b>	<b>\$109,107,838</b>	<b>\$109,107,838</b>	<b>\$0 (F)</b>
<b>Non Current Liabilities</b>					
\$7,053,649	\$7,126,266	Provisions	\$7,125,876	\$7,125,876	\$0 (F)
<b>\$7,053,649</b>	<b>\$7,126,266</b>	<b>Total Non Current Liabilities</b>	<b>\$7,125,876</b>	<b>\$7,125,876</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$152,226,657</b>	<b>Net Assets</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>
<b>Equity</b>					
\$52,975,934	\$52,975,934	Accumulated Surplus/Deficit	\$52,975,933	\$52,975,933	\$0 (F)
\$58,606,878	\$58,606,878	Cash Backed Reserves	\$58,606,878	\$58,606,878	\$0 (F)
\$36,033,519	\$36,033,519	Asset Revaluation Reserve	\$36,033,519	\$36,033,519	\$0 (F)
<b>\$0</b>	<b>\$4,610,326</b>	<b>Net change in assets from operations</b>	<b>\$7,922,660</b>	<b>\$7,922,660</b>	<b>\$0 (F)</b>
<b>\$147,616,331</b>	<b>\$152,226,657</b>	<b>Total Equity</b>	<b>\$155,538,990</b>	<b>\$155,538,990</b>	<b>\$0 (F)</b>



# 63 CASH AND INVESTMENTS

## OCTOBER 2015

Actual June 2015	Actual Year to Date	(F) = Favourable variation (U) = Unfavourable variation	Full Year		
			Forecast	Budget	Variance
<b>Municipal Cash and Investments</b>					
2,883,897	3,338,938	Cash at Bank - Municipal Fund 01001/00	3,248,644	3,248,644	0 (F)
1,250	1,250	Cash on Hand - Ascot Place 01019/00	1,250	1,250	0 (F)
400	400	Cash on Hand - Walliston/Mathieson & Coppin Road Transfer Stations 01019/01	400	400	0 (F)
1,800	1,800	Cash on Hand - Red Hill / Hazelmere 01019/02	1,800	1,800	0 (F)
13,815,909	15,874,286	Investments - Municipal Fund 02021/00	3,577,415	3,577,415	0 (F)
<b>16,703,255</b>	<b>19,216,674</b>	<b>Total Municipal Cash</b>	<b>6,829,508</b>	<b>6,829,508</b>	<b>0 (F)</b>
<b>Restricted Cash and Investments</b>					
3,635,347	3,686,403	Restricted Investments - Plant and Equipment 02022/01	1,916,042	1,916,042	0 (F)
1,930,073	1,957,179	Restricted Investments - Post Closure Site Rehabilitation Red Hill 02022/02	1,980,229	1,980,229	0 (F)
3,648,218	3,699,455	Restricted Investments - Future Development 02022/03	2,370,712	2,370,712	0 (F)
680,965	690,528	Restricted Investments - Environmental Monitoring Red Hill 02022/04	697,558	697,558	0 (F)
89,410	90,666	Restricted Investments - Environmental Insurance Red Hill 02022/05	39,204	39,204	0 (F)
13,507	13,697	Restricted Investments - Risk Management 02022/06	13,887	13,887	0 (F)
19,475	19,748	Restricted Investments - Class IV Cells Red Hill 02022/07	55,552	55,552	0 (F)
99,650	101,050	Restricted Investments - Regional Development 02022/08	17,894	17,894	0 (F)
44,950,540	45,581,839	Restricted Investments - Secondary Waste Processing 02022/09	36,447,847	36,447,847	0 (F)
2,710,350	2,748,415	Restricted Investments - Class III Cells 02022/10	4,488,170	4,488,170	0 (F)
68,200	69,158	Restricted Investments - Building Refurbishment (Ascot Place) 02022/11	70,120	70,120	0 (F)
334,891	217,008	Restricted Investments - Accrued Interest 02022/19	334,891	334,891	0 (F)
0	0	Restricted Investments - Unrealised Loss/Gain on Investments 02022/20	0	0	0 (F)
761,142	771,832	Restricted Investments - Long Service Leave 02022/90	803,209	803,209	0 (F)
<b>58,941,769</b>	<b>59,646,978</b>	<b>Total Restricted Cash</b>	<b>49,235,316</b>	<b>49,235,316</b>	<b>0 (F)</b>
<b>75,645,024</b>	<b>78,863,652</b>	<b>TOTAL CASH AND INVESTMENTS</b>	<b>56,064,824</b>	<b>56,064,824</b>	<b>0 (F)</b>

The Cash at Bank - Municipal Fund represents the balance on the last day of the relevant month. Any portion of the balance available for investment is transferred into the Investment - Municipal Fund account in the following period. Funds held in the Cash at Bank - Municipal Fund continue to accrue interest as per the Westpac commercial rates.

EMRC Investment Report

October 2015

<p><b>I. Overall Portfolio Limits</b></p> <table border="1"> <thead> <tr> <th>S&amp;P Long Term Rating</th> <th>S&amp;P Short Term Rating</th> <th>% Portfolio</th> <th>Investment Maximum %</th> </tr> </thead> <tbody> <tr> <td>AAA</td> <td>A-1+</td> <td>100.00%</td> <td>100%</td> </tr> <tr> <td>AA</td> <td>A-1</td> <td>0.00%</td> <td>100%</td> </tr> <tr> <td colspan="2"></td> <td><b>100.00%</b></td> <td></td> </tr> </tbody> </table>		S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %	AAA	A-1+	100.00%	100%	AA	A-1	0.00%	100%			<b>100.00%</b>		<p><b>II. Single Entity Exposure</b></p> <table border="1"> <thead> <tr> <th></th> <th>% Portfolio</th> </tr> </thead> <tbody> <tr> <td>ANZ Banking Group</td> <td>18.12%</td> </tr> <tr> <td>NAB</td> <td>30.87%</td> </tr> <tr> <td>Westpac / St. George Bank</td> <td>35.57%</td> </tr> <tr> <td>Bankwest</td> <td>15.44%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> </tr> </tbody> </table>			% Portfolio	ANZ Banking Group	18.12%	NAB	30.87%	Westpac / St. George Bank	35.57%	Bankwest	15.44%	<b>100.00%</b>	
S&P Long Term Rating	S&P Short Term Rating	% Portfolio	Investment Maximum %																												
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<p><b>Investment by S&amp;P Rating</b></p>		<p><b>III. Term to Maturity Framework</b></p> <table border="1"> <thead> <tr> <th>Maturity Profile</th> <th>% Portfolio</th> <th>% Min</th> <th>% Max</th> </tr> </thead> <tbody> <tr> <td>Less Than 1 Year</td> <td>100.00%</td> <td>40.00%</td> <td>100.00%</td> </tr> <tr> <td>Greater Than 1 Year</td> <td>0.00%</td> <td>0.00%</td> <td>0.00%</td> </tr> <tr> <td colspan="2"><b>100.00%</b></td> <td></td> <td></td> </tr> </tbody> </table>		Maturity Profile	% Portfolio	% Min	% Max	Less Than 1 Year	100.00%	40.00%	100.00%	Greater Than 1 Year	0.00%	0.00%	0.00%	<b>100.00%</b>															
Maturity Profile	% Portfolio	% Min	% Max																												
Less Than 1 Year	100.00%	40.00%	100.00%																												
Greater Than 1 Year	0.00%	0.00%	0.00%																												
<b>100.00%</b>																															

NB: This report is consistent with the reporting requirements of the Policy 3.3 - Management of Investments Policy



## 14.5 REVIEW OF EMRC - 2022 - 10 YEAR STRATEGIC PLAN

REFERENCE: D2015/18333

### PURPOSE OF REPORT

The purpose of this report is to outline the process related to the review of EMRC - 2022 - 10 Year Strategic Plan and seek Council's endorsement to hold a separate strategic planning workshop.

### KEY ISSUE(S)

- Section 5.56 of the *Local Government Act 1995* requires each local government to 'plan for the future of the district' by developing plans in accordance with the associated regulations.
- On 6 December 2012 Council adopted the *EMRC – 2022 – 10 Year Strategic Plan* for implementation from 1 July 2013 onwards.
- The regulations state that the 'plan for the future' must be reviewed at least once every 4 years.
- An Information Bulletin was presented to Council at its meeting held on 20 August 2015, which outlined the review process.
- In accordance with the Review Process desktop research and a series of workshops were completed between July and September 2015 to inform the review of *EMRC – 2022 - 10 Year Strategic Plan*.
- Participants in this process included member Council senior staff, EMRC senior staff and key industry stakeholders. An independent consultant was appointed to facilitate the Review Process.
- A strategic planning workshop was also held on 10 September 2015 involving EMRC Councillors and Deputies, Mayors/Presidents, Chief Executive Officers and EMRC senior staff.
- The workshop was used to identify opportunities for the future and also provide input for setting the EMRC's direction in the next 10 year strategic plan.
- A Council Strategic Planning Workshop involving EMRC Councillors and Deputies, Chief Executive Officers and EMRC senior staff has been planned as part of the review of *EMRC - 2022 - 10 Year Strategic Plan*.
- It is proposed to organise the Council workshop on a Saturday in March / April 2016 to minimise impact on participants' work commitments.
- Past experience with strategic planning workshops over the years has indicated that there is usually a significant amount of information to be communicated and therefore it is proposed to organise a half day to a full day workshop, which will be held at a venue within the region.

### Recommendation(s)

That Council endorse the proposal to hold a strategic planning workshop at a date to be identified in March/April 2016 on a Saturday.

### SOURCE OF REPORT

Chief Executive Officer  
Manager Human Resources



*Item 14.5 continued*

## **BACKGROUND**

Section 5.56 of the *Local Government Act 1995* requires each local government to 'plan for the future of the district' by developing plans in accordance with the Act and associated regulations. The regulations state that the 'plan for the future' must cover at least 10 financial years and must be reviewed at least once every 4 years.

On 6 December 2012, Council adopted *EMRC - 2022 - 10 Year Strategic Plan* to take effect from 1 July 2013 (Ref: DMDOC/170953). *EMRC - 2022 - 10 Year Strategic Plan* is an element of an Integrated Planning Framework which has been developed to ensure that strategic priorities drive operational activities. The framework is based on the guidelines developed by the Department of Local Government and Communities (DLC) and is used to implement regional projects that will benefit the community that lives, works, plays and does business within Perth's Eastern Region.

Given the statutory requirement for a four year review of *EMRC - 2022 - 10 Year Strategic Plan*, desktop research and a series of workshops were completed between July and September 2015 to inform the review of *EMRC - 2022-10 Year Strategic Plan*. Participants in this process included member Council senior staff, EMRC senior staff and key industry stakeholders. An independent consultant was appointed to facilitate the Review Process.

As part of the Review Process a strategic planning workshop was also held on 10 September 2015 involving EMRC Councillors and Deputies, Mayors/Presidents, Chief Executive Officers and EMRC senior staff. The workshop was used to identify opportunities for the future and also provide input for setting the EMRC's direction in the next 10 year strategic plan.

The research and workshops provided information on:

- Key economic, environmental and demographic trends;
- Regional issues, barriers and opportunities;
- Potential high level strategic plans and projects for 2016/2017 to 2019/2020; and
- Potential range of current and new services EMRC could deliver.

## **REPORT**

A Council Strategic Planning Workshop involving EMRC Councillors and Deputies, Chief Executive Officers and EMRC senior staff has been planned in March / April 2016 as part of the review of *EMRC – 2022 - 10 Year Strategic Plan*.

The purpose of the Council workshop is to:

- Identify EMRC's strategic direction for the next 10 years;
- Develop key focus areas relevant to EMRC's strategic direction; and
- Agree on the range of current and new services EMRC could deliver on behalf of its member Councils.

It is proposed to organise the Council workshop on a Saturday in March / April 2016 to minimise impact on participants' work commitments.



*Item 14.5 continued*

Past experience with strategic planning workshops over the years has indicated that there is usually a significant amount of information to be communicated to workshop participants and therefore sufficient time will be required to achieve desired outcomes. A half day to a day long workshop format is proposed, which will be held at a venue within the Region.

A detailed workshop program will be developed and further information will be provided once a suitable date and venue has been identified.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 4.2 To manage partnerships and relationships with stakeholders

**FINANCIAL IMPLICATIONS**

An allowance for workshops, consultancy and catering has been provided for within the annual budget.

**SUSTAINABILITY IMPLICATIONS**

The long term strategic performance of the EMRC will be enhanced by financial sustainability and overall member council satisfaction with project and service delivery.

The longer workshop format will provide additional time to consider sustainability aspects related to service delivery, projects and activities in the context of the 10 year Strategic Plan.

**MEMBER COUNCIL IMPLICATIONS**

**Member Council**

Town of Bassendean  
City of Bayswater  
City of Belmont  
Shire of Kalamunda  
Shire of Mundaring  
City of Swan

**Implication Details**



The Strategic Planning Workshops will require active participation from member Councils.

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority



*Item 14.5 continued*

**RECOMMENDATION(S)**

That Council endorse the proposal to hold a strategic planning workshop at a date to be identified in March/April 2016 on a Saturday.

**COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL ENDORSE THE PROPOSAL TO HOLD A STRATEGIC PLANNING WORKSHOP AT A DATE TO BE IDENTIFIED IN MARCH/APRIL 2016 ON A SATURDAY.

**CARRIED UNANIMOUSLY**



## 14.6 REVIEW OF POLICY - 3.5 PURCHASING POLICY

REFERENCE: D2015/18778

### PURPOSE OF REPORT

The purpose of this report is for Council to review Council Policy 3.5 Purchasing Policy with a view to harmonising it with the *Local Government (Functions and General) Regulations 1996* as amended on 1 October 2015.

### KEY ISSUES AND RECOMMENDATION(S)

- *Local Government (Functions and General) Regulations 1996* were amended on 1 October 2015
- The amendments include:
  - Increasing the public tender threshold from \$100,000 to \$150,000;
  - Exemption from going to public tender when purchasing services of up to \$250,000 from Aboriginal Businesses or when engaging the services of an Australian Disability Enterprise;
  - Anti-avoidance provisions amended to ensure that contracts are not split to avoid the tender threshold;
  - Restrictions on the ability to vary a contract for the supply of goods or services unless subject to certain exemptions; and
  - Introduction of panel of pre-qualified suppliers.

#### Recommendation(s)

That the revised EMRC Policy - 3.5 Purchasing Policy forming attachment 2 of this report be adopted by Council.

### SOURCE OF REPORT

Director Corporate Services  
Manager Administration & Compliance

### BACKGROUND

The policies of the EMRC, determined by Council as required by Section 2.7(2)(b) of the *Local Government Act 1995* (the Act), guide and inform management and the public about key Council principles.

The purpose of Council Policy 3.5 is to maintain compliance with the s.3.57 of the Act and the *Local Government (Functions and General) Regulations 1996* (the Regulations) in relation to inviting tenders. The policy seeks to ensure consistency and value for money outcomes for all purchasing activities for the supply of goods or services.

This policy was last reviewed by Council on 18 September 2014 (Ref: D2014/10146).

### REPORT

Amendments to the Regulations were published in the Government Gazette on 18 September 2015 and took effect on 1 October 2015. The amendments are a result of recommendations made by the Local Government Steering Committee and the Corruption and Crime Commission (CCC), with the aim of improving the purchase and tendering practices of local government. In addition to increasing the tender threshold, the amendments provide for the following:





*Item 14.6 continued*

### ***Tender Threshold***

The tender threshold has been increased from \$100,000 to \$150,000. For the purchase of goods and services under this threshold, the amendments have introduced the requirement for the purchasing policy to include the minimum number of oral and written quotes that must be received. If the contract for goods or services is expected to be more than \$150,000 a public tender process is required.

Amendments to r.11(2) of the Regulations relates to circumstances when tenders do not need to be publically invited. This includes when goods or services are obtained through:

- The WA Local Government Association (WALGA) preferred supplier program;
- A person registered on the Aboriginal Business Directory WA for contracts worth \$250,000 or less; or
- An Australian Disability Enterprise.

### ***Anti-avoidance provisions***

Regulation 12 has been amended to reflect the recommendations by the CCC to ensure that contracts are not split for the purposes of avoiding the tender threshold. It is expected that if a local government reasonably believes that the purchase of a good or service from one supplier will exceed the tender threshold of \$150,000 they should publically invite tenders.

While no timeframe for the tender threshold has been included in the regulations, the guidance by the Department of Local Government and Communities (Circular No. 16-2015) is that local governments should consider the importance of testing the market through a public tender process for low value, repetitive contracts. A best practice suggestion is that if the tender threshold is reached within three years, then a public tender is invited for that good or service.

### ***Varying a contract***

Regulation 21A is a new regulation that provides that a contract with a successful tenderer cannot be varied once a local government has entered into a contract for the supply of goods or services unless:

- The variation is necessary in order for the goods or services to be supplied and does not change the scope of the contract; or
- The variation is a renewal or extension of the original term of the contract (in accordance with regulation 11(2)(j)).

### ***Panels of pre-qualified suppliers***

Part 4 Division 3 has been inserted into the regulations to introduce the ability for local governments to create a panel of pre-qualified suppliers.

There are some conditions on developing a panel including:

- The need for a local government to develop a written policy outlining how the panel will operate;
- How each supplier will be invited to quote;
- Consistent communication with the panel; and
- The recording and retention of quotes and purchases from suppliers.

In establishing a panel, persons are to be publicly invited to apply. State-wide public notice is required and it must be open for at least 14 days following the first notice (not including the advertisement's publishing date).

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*Item 14.6 continued*

Once a panel has been established, local governments may enter into a contract (or contracts) with any of the pre-qualified suppliers. However, the contract(s) cannot exceed 12 months and cannot contain an option to renew or extend its term. If it is expected that a contract is to exceed 12 months the particular good or service should be put to tender.

Regulation 13 of the *Local Government (Audit) Regulations 1996* has been amended to require local governments to carry out an audit of compliance for panels of tenders in accordance with s.7.13(1)(i) of the Act.

As part of the review of this policy, the appropriate amendments to the Regulations have been reflected in the attached revised policy.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC
- 4.4 To continue to improve financial and asset management practices

**FINANCIAL IMPLICATIONS**

Nil

**SUSTAINABILITY IMPLICATIONS**

The policy under review contributes to sustainability by informing management and the public about key Council purchasing principles.

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} No direct implications
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

**ATTACHMENT(S)**

1. EMRC Policy - 3.5 Purchasing Policy with tracked changes to the original policy (Ref D2015/18769)
2. Revised EMRC Policy - 3.5 Purchasing Policy (Ref: D2015/19029)

**VOTING REQUIREMENT**

Simple Majority



*Item 14.6 continued*

**RECOMMENDATION(S)**

That the revised EMRC Policy - 3.5 Purchasing Policy forming attachment 2 of this report be adopted by Council.

**COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT THE REVISED EMRC POLICY - 3.5 PURCHASING POLICY FORMING ATTACHMENT 2 OF THIS REPORT BE ADOPTED BY COUNCIL.

**CARRIED UNANIMOUSLY**



## 3.5 Purchasing Policy

### STRATEGIC PLAN OBJECTIVE

4.3 To provide responsible and accountable governance and management of the EMRC.

### PURPOSE

To ensure consistency and value for money outcomes for all purchasing activities for the supply of goods or services, ~~where the consideration under the contract is, or is expected to be, \$100150,000 or less or worth \$100150,000 or less.~~

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To maintain compliance with the ~~Local Government Act, 1995~~ and the ~~Local Government (Functions and General) Regulations 1996.~~

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### LEGISLATION

Local Government Act 1995 s.3.57

Local Government (Functions and General) Regulations 1996 ~~r.14A~~

### POLICY STATEMENT

The purchasing thresholds below makes provision for the process to be followed by the EMRC where the value of goods or services (excluding GST) subject of the contract (inclusive of purchasing orders), over the full contract period (including options to extend) is, or is expected to be:-

Amount of Purchase	Form of Quotation (minimum requirements)
Up to \$5000	Multiple quotations are not required when purchasing
\$5001 - \$10000	Obtain three (3) verbal quotes
\$10,000 - \$49,999	Obtain three (3) written quotes
\$50,000 - <del>\$9</del> 149,999	Obtain at least three (3) written quotes containing price and specification of goods or services
\$10 <del>0</del> 50,000 and above	Conduct public tender process.



In the following instances public tenders are not required (regardless of the value of expenditure):

- a) When the purchase or supply is obtained through the Council Purchasing Service of WALGA (Preferred Supplier Arrangements), or supplied by or obtained through the government of the State or the Commonwealth or any of its agencies, or by a local government or a regional local government.
- b) Where it can be demonstrated that there is good reason to believe that, because of the unique nature of the goods or services required or for any other reason, it is unlikely that there is more than one potential supplier.
- c) Where the goods or services are to be supplied by a person registered on the Aboriginal Business Directory WA published by the Small Business Development Corporation established under the Small Business Development Corporation Act 1983; and
  - (i) the consideration under the contract is \$250,000 or less, or worth \$250,000 or less;
  - and
  - (ii) the local government is satisfied that the contract represents value for money.
- d) Where the goods or services are to be supplied by an Australian Disability enterprise as registered on www.ade.org.au. This is contingent on the demonstration of value for money, (regardless of the value of expenditure).
- e) if the purchase is from a pre-qualified supplier under a Panel established by the Council.
- f) if any other exclusions under Regulation 11 of the Regulations apply.

**Waiver of Quotation:**

The Chief Executive Officer may at their discretion, waive the requirements to obtain quotes providing that written, justifiable reasons for such waiver are provided by the responsible officer, and file noted accordingly.

**Anti-Avoidance**

The EMRC shall not enter into two or more contracts or create multiple purchase order transactions of a similar nature for the purpose of "splitting" the value of the purchase or contract to take the value of the purchase below a particular purchasing threshold, particularly in relation to Tenders and to avoid the need to call a public Tender.

**Panels of Pre-Qualified Suppliers**

In accordance with Regulation 24AC of the Local Government (Functions and General) Regulations 1996, a Panel of Pre-qualified Suppliers ("Panel") may be created where most of the following factors apply:

- The EMRC determines that a range of similar goods and services are required to be purchased on a continuing and regular basis;
- There are numerous potential suppliers in the local and regional procurement-related market sector(s) that satisfy the test of 'value for money';
- The purchasing activity under the intended Panel is assessed as being of a low to medium risk;
- The Panel will streamline and will improve procurement processes; and
- The EMRC has the capability to establish, manage the risks and achieve the benefits expected of the proposed Panel.

The EMRC will endeavour to ensure that Panels will not be created unless most of the above factors are firmly and quantifiably established.

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The EMRC shall establish a Management Guideline to instruct employees on the operation of the "Panel" and in-line with the requirements of Regulation 24AC, develop a Policy Document outlining the operation of the "Panel" to be issued with Requests for Tender (RFT).



#### Sustainable Procurement:

The EMRC will consider the environmental impact in the procurement process when undertaking the purchase of goods and services and disposal of goods. The governing principle for goods and services procurement is the achievement of value for money. In determining value for money, whole of life costs will be considered inclusive of the environmental impact of the goods being purchased and their ultimate disposal.

#### Record Keeping:

Written notes supporting quotation details are to be noted in the purchase order.

All records associated with direct purchases or tender processes must be recorded and retained as follows:

a) Direct purchasing records include:

- Quotation documentation both verbal and written;
- Internal documentation; and
- Requisitions and purchase orders; and

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b) Tender records include:

- Tender documentation;
- Internal documentation;
- Evaluation documentation;
- Enquiry and response documentation; and
- Notification and award documentation.

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Record retention shall be in accordance with the minimum requirements of the State Records Act, and the EMRC Record Keeping Plan. All requisitions and purchase orders are recorded in the EMRC on-line financial system.

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## FINANCIAL CONSIDERATIONS

Nil

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Adopted/Reviewed by Council	<ol style="list-style-type: none"><li>1. 29 March 2007</li><li>2. 18 September 2008</li><li>3. 23 September 2010</li><li><u>4.</u> 18 September 2014</li><li><u>4-5.</u> <u>03 December 2015</u></li></ol>
Next Review	Following the Ordinary Elections in 2017
Responsible Unit	Governance and Corporate Services

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## 3.5 Purchasing Policy

### STRATEGIC PLAN OBJECTIVE

4.3 To provide responsible and accountable governance and management of the EMRC.

### PURPOSE

To ensure consistency and value for money outcomes for all purchasing activities for the supply of goods or services.

To maintain compliance with the *Local Government Act 1995* and the *Local Government (Functions and General) Regulations 1996*.

### LEGISLATION

Local Government Act 1995 s.3.57

Local Government (Functions and General) Regulations 1996

### POLICY STATEMENT

The purchasing thresholds below makes provision for the process to be followed by the EMRC where the value of goods or services (excluding GST) subject of the contract (inclusive of purchasing orders), over the full contract period (including options to extend) is, or is expected to be:-

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- b) Where it can be demonstrated that there is good reason to believe that, because of the unique nature of the goods or services required or for any other reason, it is unlikely that there is more than one potential supplier.
- c) Where the goods or services are to be supplied by a person registered on the Aboriginal Business Directory WA published by the Small Business Development Corporation established under the Small Business Development Corporation Act 1983; and
  - (i) the consideration under the contract is \$250,000 or less, or worth \$250,000 or less; and
  - (ii) the local government is satisfied that the contract represents value for money.
- d) Where the goods or services are to be supplied by an Australian Disability enterprise as registered on [www.ade.org.au](http://www.ade.org.au). This is contingent on the demonstration of value for money.
- e) If the purchase is from a pre-qualified supplier under a Panel established by the Council.
- f) If any other exclusions under Regulation 11 of the Regulations apply.

#### **Waiver of Quotation:**

The Chief Executive Officer may at their discretion, waive the requirements to obtain quotes providing that written, justifiable reasons for such waiver are provided by the responsible officer, and file noted accordingly.

#### **Anti-Avoidance**

The EMRC shall not enter into two or more contracts or create multiple purchase order transactions of a similar nature for the purpose of "splitting" the value of the purchase or contract to take the value of the purchase below a particular purchasing threshold, particularly in relation to Tenders and to avoid the need to call a public Tender.

#### **Panels of Pre-Qualified Suppliers**

In accordance with Regulation 24AC of the Local Government (Functions and General) Regulations 1996, a Panel of Pre-qualified Suppliers ("Panel") may be created where most of the following factors apply:

- The EMRC determines that a range of similar goods and services are required to be purchased on a continuing and regular basis;
- There are numerous potential suppliers in the local and regional procurement-related market sector(s) that satisfy the test of 'value for money';
- The purchasing activity under the intended Panel is assessed as being of a low to medium risk;
- The Panel will streamline and will improve procurement processes; and
- The EMRC has the capability to establish, manage the risks and achieve the benefits expected of the proposed Panel.

The EMRC will endeavour to ensure that Panels will not be created unless most of the above factors are firmly and quantifiably established.

The EMRC shall establish a Management Guideline to instruct employees on the operation of the "Panel" and in-line with the requirements of Regulation 24AC, develop a Policy Document outlining the operation of the "Panel" to be issued with Requests for Tender (RFT).



### **Sustainable Procurement:**

The EMRC will consider the environmental impact in the procurement process when undertaking the purchase of goods and services and disposal of goods. The governing principle for goods and services procurement is the achievement of value for money. In determining value for money, whole of life costs will be considered inclusive of the environmental impact of the goods being purchased and their ultimate disposal.

### **Record Keeping:**

Written notes supporting quotation details are to be noted in the purchase order.

All records associated with direct purchases or tender processes must be recorded and retained as follows:

- a) Direct purchasing records include:
  - Quotation documentation both verbal and written;
  - Internal documentation; and
  - Requisitions and purchase orders.
  
- b) Tender records include:
  - Tender documentation;
  - Internal documentation;
  - Evaluation documentation;
  - Enquiry and response documentation; and
  - Notification and award documentation.

Record retention shall be in accordance with the requirements of the State Records Act, and the EMRC Record Keeping Plan. All requisitions and purchase orders are recorded in the EMRC on-line financial system.

### **FINANCIAL CONSIDERATIONS**

Nil

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Adopted/Reviewed by Council

1. 29 March 2007
2. 18 September 2008
3. 23 September 2010
4. 18 September 2014
5. 03 December 2015

Next Review

Following the Ordinary Elections in 2017

Responsible Unit

Governance and Corporate Services



## 14.7 PURCHASE OF A FOUR WHEEL LOADER

**REFERENCE: D2015/19334**

### PURPOSE OF REPORT

The purpose of this report is to recommend acceptance of a quotation for the supply and delivery of a four wheel loader/integrated tool carrier.

### KEY ISSUES AND RECOMMENDATION(S)

- A four wheel loader, located at the Hazelmere Resource Recovery Park has reached its replacement point based on operating hours.
- Quotations were sought for a 17.5 to 21 tonne wheel loader using the WALGA e-quote system for replacement plant including maintenance service agreements.
- Eight companies submitted quotes for a total of nine (9) machines.
- Funds for the purchase of the wheel loader/integrated tool carriers have been included in the 2015/2016 budget.

#### Recommendation(s)

That Council:

1. Accepts the quote for the supply and delivery to Hazelmere Resource Recovery Park of one John Deere 644K PL four wheel loader/integrated tool carrier with a 5 year/8,000 hour extended warranty, submitted by Hitachi Australia, for the sum of \$383,000 (ex. GST).
2. Accepts the offer to undertake the repair and maintenance agreement for the John Deere 644K PL to be located at Hazelmere Resource Recovery Park for a 5 year/8,000 hour period submitted by Hitachi Australia at a cost of \$8.86/hr (ex. GST).

### SOURCE OF REPORT

Director Waste Services  
 Manager Resource Recovery

### BACKGROUND

Under the EMRC's plant replacement programme, one of the Volvo four wheel loaders at the Hazelmere Resource Recovery Park is due for replacement having reached 8,000 hours of service.

### REPORT

Quotations for the replacement of one (1) four wheel loader were sought using the WALGA e-quote system in October 2015. Eight companies provided submissions for a total of 9 machines, all of which have been evaluated by Waste Services staff against the selection criteria detailed in the quotation specification.



*Item 14.7 continued*

Submissions were received from the following companies:

<b>Company</b>	<b>Machine</b>
Ausmech (Westside Equipment)	Doosan DL300
Hitachi Australia	John Deere 644K PL
McIntosh & Sons #2	Case 821F
Liebherr	Liebherr L 556 IIIB
CJD Equipment	Volvo L110F
JCB Equipment	JCB 457HT
McIntosh & Sons #1	Case 921F
Westrac	Caterpillar 962K

**Selection Criteria and Rating Scale**

Each submission was evaluated based on the criteria requested via the WALGA e-quote.

Compliance criteria

Each submission was assessed on a Yes/No basis as to whether the criterion was satisfactorily met. An assessment of "No" against any criterion may have eliminated the submission from consideration.

<b>Description of Compliance criteria</b>	<b>Yes/No</b>
Complied with Specification contained in this e-Quote request	Yes/No

Qualitative criteria

Each submission was scored against the qualitative criteria below:

<b>Description of Qualitative criteria</b>	<b>Weighting</b>
a) Tendered price including consideration of: <ul style="list-style-type: none"> <li>• Quoted price</li> <li>• Standard Warranty</li> <li>• Extended Warranty 5 year / 8,000 hours</li> <li>• Full Service and Repair agreement 5 year / 8,000 hours</li> </ul>	75%
b) Meeting requirements of the specification	25%



*Item 14.7 continued*

The compliance check in the evaluation process determined that there were seven conforming submissions which were evaluated against the above criteria. Compliant submissions had to include all the items in the specification, including an extended warranty for 5 years/8,000 hours, full service/repair and maintenance quote.

The quotation submitted by Hitachi Australia for a John Deere 644K PL was the highest ranked offer, represents the best value for money purchase and is therefore the recommended tenderer.

Due to the timing of the tender it was not possible to refer it through the TAC, however the recommendation report was circulated to the TAC members via email and they have supported the recommendations.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations

**FINANCIAL IMPLICATIONS**

A budget provision of \$450,000 was made in the 2015-2016 Annual Budget for the replacement of the loader.

**SUSTAINABILITY IMPLICATIONS**

Nil

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority



*Item 14.7 continued*

### **RECOMMENDATION(S)**

That Council:

1. Accepts the quote for the supply and delivery to Hazelmere Resource Recovery Park of one John Deere 644K PL four wheel loader/integrated tool carrier with a 5 year/8,000 hour extended warranty, submitted by Hitachi Australia, for the sum of \$383,000 (ex. GST).
2. Accepts the offer to undertake the repair and maintenance agreement for the John Deere 644K PL to be located at Hazelmere Resource Recovery Park for a 5 year/8,000 hour period submitted by Hitachi Australia at a cost of \$8.86/hr (ex. GST).

### **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL:

1. ACCEPTS THE QUOTE FOR THE SUPPLY AND DELIVERY TO HAZELMERE RESOURCE RECOVERY PARK OF ONE JOHN DEERE 644K PL FOUR WHEEL LOADER/INTEGRATED TOOL CARRIER WITH A 5 YEAR/8,000 HOUR EXTENDED WARRANTY, SUBMITTED BY HITACHI AUSTRALIA, FOR THE SUM OF \$383,000 (EX. GST).
2. ACCEPTS THE OFFER TO UNDERTAKE THE REPAIR AND MAINTENANCE AGREEMENT FOR THE JOHN DEERE 644K PL TO BE LOCATED AT HAZELMERE RESOURCE RECOVERY PARK FOR A 5 YEAR/8,000 HOUR PERIOD SUBMITTED BY HITACHI AUSTRALIA AT A COST OF \$8.86/HR (EX. GST).

**CARRIED UNANIMOUSLY**

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## **14.8 ITEMS CONTAINED IN THE INFORMATION BULLETIN**

**REFERENCE: D2015/19026**

The following items are included in the Information Bulletin, which accompanies the Agenda.

### **1 REGIONAL SERVICES**

- 1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY – SEPTEMBER 2015  
(Ref: D2015/19030)
- 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT - JULY – SEPTEMBER 2015  
(Ref: D2015/19031)
- 1.3 COOPERATIVE RESEARCH CENTRE FOR WATER SENSITIVE CITIES CONFERENCE  
(Ref: D2015/19032)
- 1.4 CURTIN UNIVERSITY'S RESEARCH REPORT ON RAPID TRANSIT CORRIDORS IN  
PERTH'S EASTERN REGION (Ref: D2015/19033)
- 1.5 REGIONAL ROAD SAFETY PLAN 2015-2018 (Ref: D2015/19035)

### **2 WASTE MANAGEMENT SERVICES**

- 2.1 COUNCIL TONNAGE COMPARISONS AS AT 31 OCTOBER 2015 (Ref: D2015/19141)
- 2.2 WARR ACT REVIEW (Ref:D2015/19143)
- 2.3 DER REGULATORY REFORMS (Ref: D2015/19148)

### **RECOMMENDATION(S)**

That Council notes the items contained in the Information Bulletin.

### **COUNCIL RESOLUTION(S)**

MOVED CR PERKS

SECONDED CR KENYON

THAT COUNCIL NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

**CARRIED UNANIMOUSLY**





## **INFORMATION BULLETIN**

Accompanying the  
Ordinary Meeting of Council Agenda

3 December 2015

**COUNCIL INFORMATION BULLETIN****3 December 2015****D2015/19026****TABLE OF CONTENTS**


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## **1 REGIONAL SERVICES**

### **1.1 REGIONAL DEVELOPMENT ACTIVITY REPORT JULY TO SEPTEMBER 2015**

**REFERENCE: D2015/17805 (CEOAC) – D2015/19030**

#### **PURPOSE OF REPORT**

The purpose of this report is to provide a progress report on the activities undertaken by the Regional Development Business Unit for the period 1 July to 30 September 2015.

#### **KEY ISSUE(S)**

Achievements highlighted for the period 1 July 2015 to 30 September 2015 include:

- Phase Two of the Curtin University research partnership 'Integrating Future Land Use to Proposed Public Transport Infrastructure' has been completed.
- Avon Descent Family Fun Days.
- The perthtourism.com.au website continues to be managed and includes promotion of regional events.
- Co-working Spaces and WIFI Directory.
- Active and public transport audits.
- Industry Gap Analysis draft report developed.
- Establishment of a TravelSmart Working Group.
- Recreational Walking and Cycling Guide Promotion.
- Regional Road Safety Plan.
- Regional Services Strategic Planning Workshop – 28 August 2015.

#### **SOURCE OF REPORT**

Acting Director Regional Services

#### **BACKGROUND**

The Regional Development Business Unit partners with member Councils and key stakeholders to facilitate strategies, projects and activities for the benefit and sustainability of Perth's Eastern Region. Regular progress reports are provided to advisory groups, committees and councils to ensure ongoing and effective communication.

Two advisory groups; the Economic Development Officers Group (EDOG) and the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) meet regularly to consider regional economic development projects and assist in guiding EMRC strategies. Representation from each participating member Council and the EMRC constitute each group's membership.



*Item 1.1 continued*

## REPORT

The Regional Development Activity Report aligns the *Business Unit Action Plan* and the objectives and strategies of the *EMRC 2022 – 10 Year Strategic Plan*. Activities of the Regional Development Business Unit focus on member Council priorities, key strategies and regional projects including the following:

- Regional Economic Development;
- Regional Transport Planning;
- Regional Digital Strategy;
- Regional Events; and
- Regional Advocacy

<b>Strategy: 2.1.1 Continue the coordination of Regional Events</b>
---

### **Action: Coordinate the Avon Descent Family Fun Days**

The 2015 Avon Descent Family Fun Days were held on the first weekend in August. The regional marketing campaign coordinated by the EMRC cost \$45,000 and delivered over \$87,000 in advertising value.

The annual debrief meeting was held with representatives from all participating councils as well as the race event organisers. While the event attendance was reported as being lower than previous years this was attributed to difficult weather conditions leading up to and over the event weekend. Key outcomes from the meeting included identifying the successes of the campaign, collaboration between the different councils and discussion of Lotterywest funding.

The Lotterywest grant acquittal process has been started and is expected to be completed by December.

### **Action: Coordinate the Perth's Autumn Festival**

Planning has begun for the 2016 Perth's Autumn Festival. Based on the positive feedback received on the 2015 event the program will proceed without an external consultant and will continue to include the fringe events program.

The 2016 grant application is expected to be submitted in October 2015 including funding support for the City of Belmont's Autumn River Festival, Bickley Harvest Festival and to support the regional marketing campaign.

### **Action: Administer the perthtourism.com.au regional tourism website**

The EMRC continues to manage the Perth Tourism website. Both the average length of the session and the number of pages users visited increased compared to the same period in the previous years. The number of events submitted to the Perth Tourism calendar has also increased by 400% when compared to the same period in 2014.

### **Action: Implement the Hello Spring Campaign**

The EMRC has launched 'Hello Spring' the promotion of community, arts, culture and cycling events held across the region from 1 September to 30 November. The program builds on the success of the 2015 Perth's Autumn Festival and is open to all community events that register through the Perth Tourism calendar. The campaign is currently underway.



*Item 1.1 continued*

**Strategy: 3.1.1 Facilitate Implementation of the Regional Integrated Transport Strategy**

**Action: Develop and manage Regional Recreational Cycling Guide**

The Regional Recreational Cycling Guide project has been scoped and a stakeholder workshop was held on 12 August 2015.

**Action: Complete development of a Regional Road Safety Plan and advocate for implementation of RRSP actions**

RITS IAG has provided final comment on the Regional Road Safety Plan. The suggested edits and comments have been inserted into the plan and discussed with Tim Selby from Opus International. The final copy of the plan has been attached.

**Action: Undertake an Active Transport and Public Transport Infrastructure Audit**

The Active Transport and Public Transport Infrastructure Audit has commenced. Discussions with the PTA and Department of Transport have been undertaken and this will be followed up with contacting member Councils in regards to information required for the audit.

**Action: Undertake a Transport Research Project – Perth’s Eastern Region Transport Engagement**

Research topics were discussed at the RITS IAG meeting held on 3 September 2015.

**Action: Develop innovative opportunities in the promotion of active travel and public transport including an Event Active Transport Package**

Terms of Reference for the newly formed Regional TravelSmart Working Group were developed and endorsed by the RITS IAG. The first meeting of the TravelSmart Working Group was held on 12 August 2015.

**Strategy: 3.2.1 Implement Regional Economic Development Strategy**

**Action: Coordinate Mini-Showcase Series (formerly Advancing Perth’s Eastern Region Tours)**

Three successful tours were held during 2014/2015 in the “Advancing Perth’s Eastern Region” series designed to showcase relevant areas and initiatives in the Region. A fourth tour will be conducted on 8 December 2015 and will showcase City of Swan tourism initiatives in Ellenbrook and the Swan Valley.

**Action: Provide regional profiling tools to EMRC and member Councils**

The EMRC continues to coordinate REMPLAN, id.Profile and id.Atlas subscriptions to enable member Councils and the EMRC to obtain relevant regional economic and social-demographic profiling data.

Training opportunities with REMPLAN and id.Profile training providers will be provided for member Councils and EMRC for 2015/2016 as required.

**Action: Implement a Regional Youth Project in accordance with the Youth Futures Report**

Consulted with North Eastern Youth Organisations Network (NEYON) on 13 August 2015. Youth Coordinator meeting will be held on 8 October 2015.



*Item 1.1 continued*

**Action: Undertake Business Exemplar Project**

Project proposal was sent to EDOG on 13 August 2015. The revised project proposal will be sent to EDOG on 8 October 2015.

**Action: Develop a project – Connecting People to Activity Centres**

A draft map was developed and businesses were invited to be included on the map. Due to a poor sign-up rate a different approach is being developed.

**Strategy: 3.2.2 Implement Regional Digital Strategy**

**Action: Investigate development of a Co-working Spaces Directory**

The development of the directory has begun and desktop research conducted by the EMRC has been completed. This has been followed up with consultation from EDOG, in which further information on locations has been provided.

**Action: Investigate development of Digital Report Cards**

Preliminary desktop research for the development of the digital report cards has been undertaken. Information on the National Broadband Network that is valuable for the report card is soon to be released. The project will be further progressed when this information is released.

**Strategy: 4.1.1 Implement Regional Advocacy Strategy**

**Action Facilitate meetings and discussion with key stakeholders including state and federal politicians for investment into Perth's Eastern Region**

The former Director Regional Services met and provided information to the Urbis/ Property Council of Australia on quality infrastructure projects that could trigger investment and broader economic and social opportunities in the region. Information included the importance of sewage to the development of Mundaring. The infill sewage project was included in the top nine projects identified by Urbis/Property Council Australia for further consideration as a strategic infrastructure initiative and was included in the report, *Keep WA Growing* which was launched by the Minister for Planning, Mr John Day in August 2015.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure
- 3.2 To facilitate regional economic development activities

Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region



*Item 1.1 continued*

### **FINANCIAL IMPLICATIONS**

The funding to facilitate Regional Development projects and activities is developed and agreed with member Councils as part of the annual budget and review process and included in the 2015/2016 EMRC operating budget.

### **SUSTAINABILITY IMPLICATIONS**

The Regional Development Business Unit operates to pursue economic and social growth outcomes for Perth's Eastern Region. In pursuit of these objectives, environmental considerations are also integrated wherever possible in all activities undertaken by the Unit.

### **MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean City of Bayswater City of Belmont Shire of Kalamunda Shire of Mundaring City of Swan	Ongoing member Council officer time is required to provide advice and information to the EMRC, through EDOG and RITS IAG to ensure projects are being delivered in accordance with member Council expectations.

### **ATTACHMENT(S)**

Nil

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## 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2015

REFERENCE: D2015/17142 (CEOAC) – D2015/19031

### PURPOSE OF REPORT

The purpose of this report is to provide quarterly progress on the strategies and activities being undertaken by the Environmental Services Business Unit for the period 1 July 2015 to 30 September 2015.

### KEY ISSUE(S)

Achievements highlighted for the period 1 July 2015 to 30 September 2015 include:

- Consultation was undertaken with member Councils and key stakeholders to inform the Regional Services strategies.
- The Eastern Region Catchment Management Program was a finalist in the State Landcare Awards announced on 22 September 2015 at the State NRM Conference.
- A grant application was lodged for the 20 Million Trees program. Two grant applications were lodged with the State NRM Office for the Dam Restoration and the Steam Weed project.
- The Track and Trace program commenced in the Bellevue light industrial area.
- Additional Bush Skills 4 Youth school holiday workshops were held due to an overwhelming response to the program.
- The City of Swan and City of Bayswater were endorsed as Waterwise Councils. They will be awarded official certificates of endorsement at a Waterwise Council Forum in October 2015.
- 2020 Vision has partnered with EMRC, Department of Planning and the WA Local Government Association, with the support of Department of Sport and Recreation and AECOM, to organise an Urban Forest Masterclass to be held at The Rise in Maylands on 2 December 2015.
- Participating ACER member Councils have discontinued their Platform subscription with Greensense and are transitioning to Planet Footprint which includes both water and carbon emissions data management capabilities.
- Work has commenced on developing the fifth Climate Change Risk Awareness Seminar which will focus on the impacts of climate change on infrastructure.
- Implementation of the Understanding and Managing Flood Risk in Perth's Eastern Region project continued. A presentation was provided on the project and the proposed methodology to 22 stakeholders.

### SOURCE OF REPORT

A/Director Regional Services  
Manager Environmental Services

### BACKGROUND

The EMRC Environmental Services Business Unit reports on key strategies and activities on an ongoing basis. The EMRC 2022-10 Year Strategic Plan provides the framework for reporting under the objectives "to contribute towards improved regional air, water and land quality and regional biodiversity conservation" and "to address climate change issues within the region".





*Item 1.2 continued*

The projects relevant to Environmental Services primary activities include:

- Eastern Region Catchment Management Program (ERCMP);
- Water Quality and Conservation Program and Water Campaign™;
- Achieving Carbon Emissions Reduction Program (ACER);
- Future Proofing Project (Regional Climate Change Adaptation Action Plan);
- Swan and Helena Rivers Management Framework;
- Sustainability and Environmental Education Program;
- Regional Urban Canopy Program;
- Provide environmental consultancy services; and
- Regional environmental advice and advocacy.

## REPORT

<b>Strategy: 1.5.1 Implement Regional Environment Strategy</b>
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### **Action 1.5.1.1 Implement Regional Environment Strategy**

Consultation was undertaken with member Councils and key stakeholders to inform the future Regional Services strategies and projects including the Regional Environment Strategy. This involved an online survey in July 2015 and a stakeholder workshop in August 2015.

### **Action 1.5.1.2 Provide a Water Auditing Service**

A water audit follow-up at the City of South Perth's Operations Centre will commence once the City has installed sub-meters at the site.

### **Action 1.5.1.3 & 1.5.1.4 Develop and Implement the Sustainability and Environmental Educational Program to the City of Bayswater and Shire of Mundaring**

A progress report on the Sustainability and Environmental Education Schools Program recommending future actions was provided for review and feedback. A Sustainable Schools WA (SSWA) Alliance meeting was attended on behalf of the Shire of Mundaring and City of Bayswater in August 2015 to identify opportunities for engagement with SSWA Alliance partner school programs and to promote the program. The SSWA North Metro (Mundaring) Regional Network Group meeting was also attended in August 2015 at Mundaring Primary School. The Shire of Mundaring Environmental Education Directory is being reviewed. The City of Bayswater Community Sustainability workshops were promoted on the City's events and Facebook pages, in a Councillor's Column in the Eastern Reporter and via the distribution of flyers around the City's facilities and businesses. Four workshops were held during September 2015, attended by 147 people in total.

<b>Strategy: 1.5.2 Continue to Implement the Eastern Region Catchment Management Program</b>
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### **Action 1.5.2.1 Co-ordinate and Implement Eastern Region Catchment Management Program**

The Eastern Region Catchment Management Program was a finalist in the State Landcare Awards for the Australian Government Partnerships with the Landcare category. A grant was lodged for the Federal Government's 20 Million Trees program. Two grant applications were lodged with the State Natural Resource Management Office for the Valuing, protecting and enhancing the biodiversity value of farm dams project and the Steaming to Success project. The Track and Trace program commenced in the Bellevue light industrial area where 150 drains were identified. Of these, 35 drains were selected for installation of hydrocarbon pads. The aim of the project is to identify the source of the hydrocarbons and report findings to Department of Parks and Wildlife (DPaW) for further action. Representation was made at the Perth NRM Swan Region Strategy consultation session, Swan Alcoa Landcare Program grant assessment panel and the Light Industry Working Group.



*Item 1.2 continued*

Preparations for the 2015 end of year volunteer event and the 2016 Bush Skills for the Hills workshops are underway. DPaW funded the purchase of a Steam Weed Machine which will be utilised to assist community groups and local governments with weed management. A Hydrocotyle Management Plan was reviewed and submitted to Perth NRM. Three Bush Skills for the Hills environmental training workshops were provided. All workshops were fully subscribed.

**Action 1.5.2.2 Coordinate and Implement Community Led Projects (Department of Parks and Wildlife)**

Advice was provided to the community on NRM issues such as weed identification and control. Assistance was provided to Catchment Groups to implement the Swan River Trust Alcoa Landcare Program grants, including weed removal, photo monitoring and mapping undertaken in the Shires of Kalamunda, Mundaring and City of Swan. The combined Catchment Group meeting was convened in August 2015 where six community groups were represented. Outcomes of the meeting included identifying barriers and solutions to achieving environmental outcomes.

**Action 1.5.2.3 Undertake Eastern Region Catchment Management Program (ERCMP) Marketing and Promotional Activities**

EMRC Bush Skills 4 Youth articles were published in the Chidlow Chatters, Greenpage Newsletter, Swan View Primary School Newsletter, Hills Gazette, Midland Reporter, Community News and on the EMRC website. An article on the Steam Weed Wand was published in the Bushland News. A media release was issued for the Green Army graduation. The compilation and distribution of the Greenpage Newsletter continues to occur on a bi-monthly basis.

**Action 1.5.2.4 Develop and Implement Youth Programs - Delivering the Bush Skills 4 Youth project**

A second Healthy Creek workshop was hosted in the July school holidays at Poison Gully in High Wycombe due to an overwhelming response to the Bush Skills 4 Youth holiday program. Over 50 children registered for the initial workshop. Macroscopic species collected from the water were observed using iPads and smart phones on iScopeStands. Additional workshops were held in schools including a bush history walk in Greenmount National Park with the Midland Coalition schools and workshops at the Glen Forrest and Sawyers Valley Primary Schools in the Shire of Mundaring. Four workshops were hosted at Weld Square Primary School in the City of Bayswater introducing students to biodiversity and engaging them in observing and recording native species in their local bush.

**Action 1.5.2.5 Implement the Dam Restoration Project**

A grant application for the Dam Restoration Project has been resubmitted to the State NRM Office. The project is a partnership with Murdoch University. Announcements of successful applications are expected by the December 2015.

**Action 1.5.2.6 Co-ordinate activities for the Green Army Program**

The inaugural Green Army team graduated in July 2015. A graduation ceremony was held to recognise their achievements, with Mr Steve Irons MP, Federal Member for Swan, presenting graduation certificates to the participants. Three teams were engaged in round one of the Green Army program whereby 81% of participants graduated or found full time employment. Round two of the Green Army commenced in September 2015, in the City of Bayswater. Two applications were submitted for Green Army round four and for an additional Green Army team as part of the 20 Million Trees project grant application.

**Action 1.5.2.7 Develop and implement the Wildlife Health Project**

Lotterywest are currently assessing the Healthy Wildlife Healthy Lives - A One Health Project grant application. The project is a partnership with Murdoch University.



*Item 1.2 continued*

**Strategy: 1.5.3 Implement the Water Quality and Conservation Program and Water Campaign™**

**Action Co-ordinate and Implement Water Quality and Conservation Program for Town of Bassendean, City of Belmont, City of Bayswater and Water Campaign™ for the City of Swan**

A New WATER Ways workshop was attended on Retrofitting for Water Sensitive Urban Design to learn about current practices and identify potential actions for member Councils. The Town of Bassendean, City of Belmont, City of Bayswater and Shire of Mundaring are transitioning their data management to Planet Footprint which includes both water and carbon emissions data. In the interim, data has been obtained from Water Corporation and is being analysed for member Councils to identify corporate and community scheme water consumption and track water use.

The Town of Bassendean and Shire of Mundaring Free Non-Residential Waterwise Retrofit Program has been delivered, however, the scope of works identified initially has been significantly reduced due to the Water Corporation's budgetary constraints. The plumber that the Water Corporation contracted to undertake the work advised that additional funding has become available for the Shire of Mundaring to implement further recommendations identified in the initial audit. EMRC is liaising with the plumber and the Shire to progress this further.

The City of Bayswater's existing Water Action Plan has been reviewed to determine which actions should be continued for the new Water Quality and Conservation Action Plan and to document potential future actions. The Water Corporation and the Department of Water advised that the City of Bayswater and City of Swan have now met all relevant criteria achieving the Waterwise Council endorsement. They will be awarded official certificates of endorsement at a Waterwise Council Forum in October 2015. A process has been agreed on with City of Swan on how to action recording for the purpose of Water Campaign Milestone™ Four reporting.

**Action 1.5.3.3 Co-ordinate and Implement Water Quality and Conservation Program for Town of Victoria Park**

Fortnightly meetings were held throughout the quarter with the Town of Victoria Park to progress the development of a new Water Quality and Conservation Action Plan (WQCAP). A Water Team has been established and met in July and September 2015 to provide input into the WQCAP.

**Action 1.5.3.8 Co-ordinate and Implement Water Management Program for City of South Perth**

The City of South Perth has been contacted to confirm project plan details and the City has provided contact details for relevant staff members to be able to provide input into the desktop review of the existing Water Action Plan and other relevant documents.

**Action 1.5.3.5 Participation in the Cooperative Research Centre (CRC) for Water Sensitive Cities**

The CRC for Water Sensitive Cities held its second conference in September 2015. EMRC was invited to be a panelist on one of the discussions on organisational capacity. Priorities for tranche two of the CRC were discussed at a number of Regional Advisory Panel meetings with workshops to be held on the 23 and 24 November 2015. EMRC has successfully advocated for one of its member Councils (City of Swan) to be included in the CRC Water Sensitive Cities Index - one of only two local governments selected in Western Australia. The Index will assist local governments to determine how to become a water sensitive city and inform management responses to improve water sensitive practices.



*Item 1.2 continued*

**Strategy: 1.5.4 Identify, Investigate and Develop New Environmental and Sustainability Opportunities**

**Action 1.5.4.2 Co-ordinate and implement the Regional Urban Canopy Program**

2020 Vision has partnered with EMRC, Department of Planning and the WA Local Government Association, with the support of Department of Sport and Recreation and AECOM, to organise an Urban Forest Masterclass. The Masterclass for Perth is being developed to ensure that it has a uniquely Western Australian focus. The event will be held in Perth's Eastern Region at The RISE in Maylands on 2 December 2015.

The City of Bayswater is being provided support and assistance with the development of an Urban Vegetation Strategy. A Tree Guild of WA Caring and Planning for the Urban Forest workshop was attended which provided information on diseases affecting urban trees, designing roads and other infrastructure to avoid tree root damage, habitat creation and urban tree selection. This information will be used to assist the City of Bayswater in the development of their Urban Vegetation Strategy.

**Strategy: 1.6.2 Implement ACER Program**

**Action Co-ordinate and Implement the ACER Program for the Town of Bassendean, City of Bayswater, City of Belmont and the Shire of Mundaring**

Participating ACER member Councils have discontinued their Platform subscription with Greensense to transition to Planet Footprint which includes both water and carbon emissions data management capabilities. EMRC is liaising with Planet Footprint on the final details of the data management process to allow for a smooth transition of data. In the interim, Greensense has agreed to allow 2014/2015 data to be uploaded to the Platform to finalise end of year emissions reporting. Data collection and analysis has commenced with most of the emission data now entered. Data from the Greensense Platform has been backed-up to act as a historical record in preparation for the transition to Planet Footprint.

**Strategy: 1.6.3 Implement the Regional Climate Change Adaptation Action Plan 2013-2016**

**Action 1.6.3.1 Implement the Regional Climate Change Adaptation Action Plan 2013-2016**

Work has commenced on developing the fifth Climate Change Risk Awareness Seminar which will focus on the impacts of climate change on infrastructure. The seminar will have a member Council focus and presenters are being sought from state government and utility providers.

**Action 1.6.3.2 Assist with the Implementation of the Local Climate Change Adaptation Action Plan for the Town of Bassendean, City of Bayswater, City of Belmont and the Shire of Mundaring**

A summary of the Vulnerable Communities and Climate Change workshop presented by the National Climate Change Adaptation Research Facility and hosted by Australian Council of Social Services has been provided to member Councils. A summary was also provided on the Bushfire Outlook for Australia for 2015/2016. The Outlook states that the lack of rainfall and a long term deficit in soil moisture including the lower levels (root zone) will result in early drying of fuels leading into summer. High fuel loads have also led to above normal fire potential in the South West, including Perth's Eastern Region.

**Action 2.1.2.2 Implementing Understanding and Managing Flood Risk project**

Implementation of the Understanding and Managing Flood Risk in Perth's Eastern Region project which is receiving funding from the Natural Disaster Resilience Program continues. A request for tender process was completed to engage a consultant to undertake the hydrological assessment for stage one of the project. The successful tenderer was Hydrology and Risk Consulting (HARC). A Contract Initiation Meeting was held with HARC and project partners to commence the data collation process and agree project controls.



*Item 1.2 continued*

EMRC, HARC and the Department of Water (DoW) conducted a site visit to the Swan-Helena and Avon Catchments to gain a better understanding of the landscape of the study area. On 18 September 2015, HARC and DoW delivered a presentation on the project and the proposed study methodology to 22 interested stakeholders from State and Local Government, including project funding partners. A Request for Quote process was completed to engage a consultant to conduct a Technical Peer Review of the proposed methodology for the hydrological assessment and the draft catchment hydrology report, once completed.

<b>Strategy: 2.1.2 Implement the Swan and Helena Rivers Management Framework</b>
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**Action 2.1.2.1 Implement Swan and Helena Rivers Management Framework identified key priority projects**

Investigation into establishing a strategic steering group to assist with the implementation of the Swan and Helena Rivers Management Framework (SHRMF) is continuing. An event plan for the inaugural SHRMF annual summit is being developed.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the region

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional, cultural and recreational activities

Key Result Area 4: Good Governance

- 4.2 To manage partnerships and relationships with stakeholders

**FINANCIAL IMPLICATIONS**

The funding to facilitate Environmental Services projects and activities is developed and agreed with member Councils as part of the annual budget review process.

**SUSTAINABILITY IMPLICATIONS**

The environmental management activities support sustainability principles and contribute towards the environmental, social, and economic benefits through water and energy savings, conservation and management of biodiversity and natural areas and community education and engagement.



*Item 1.2 continued*

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

**ATTACHMENT(S)**

Nil

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### 1.3 COOPERATIVE RESEARCH CENTRE FOR WATER SENSITIVE CITIES CONFERENCE

REFERENCE: D2015/16832 (CEOAC) – D2015/19032

#### PURPOSE OF REPORT

The purpose of this report is to provide an update on the Cooperative Research Centre for Water Sensitive Cities Conference held in September 2015.

#### KEY ISSUE(S)

- EMRC is a participant of the Cooperative Research Centre for Water Sensitive Cities (CRCWSC) and a member of the Western Region Regional Advisory Panel.
- Membership of the CRCWSC ensures EMRC and member Councils have access to the latest research and training in relation to best practice water management such as stormwater management and water sensitive urban design.
- The CRCWSC held its second conference in September 2015 in Brisbane.
- The conference showcased the latest outputs from the research projects to date including:
  - The Water Sensitive Cities Index.
  - Participatory processes to guide a water sensitive city.
  - Flood mitigation at the City of Port Phillip.
  - Influencing the political dynamics of decision making.
- Regular updates on the CRCWSC are provided to Council and member Councils through the Environmental Services Quarterly Activity Reports.

#### SOURCE OF REPORT

Acting Director Regional Services  
Manager Environmental Services

#### BACKGROUND

Through the EMRC's Occasional Grants/Sponsorship Policy an amount of \$10,000 was approved by Council to join the Cities as Water Supply Catchments program in August 2011 (Ref: DMDOC/149626). The program was established to research ways to better manage water, overcome water shortages, reduce urban temperatures, improve waterway health and urban landscapes. The University of Western Australia in partnership with the Centre for Water Sensitive Cities at Monash University developed a proposal for academic, business and government sectors across WA to join the National Cities as Water Supply Catchments program. After joining, the Centre obtained a grant of \$30 million, allowing the expansion of the program and it being renamed as the Cooperative Research Centre for Water Sensitive Cities (CRCWSC).

On 23 August 2012 an Information Bulletin (Ref: DMDOC/166555) was provided to Council on the changes. The CRCWSC brings together the inter-disciplinary expertise to undertake research that will revolutionise water management in Australia. In collaboration with over 70 research, industry and government partners, the CRCWSC delivers urban water management solutions, education and training programs and industry engagement required to make cities water sensitive. An Information Bulletin (Ref: D2014/05546) was provided to Council in August 2014 providing an update on the progress of the CRCWSC. Regular updates on the CRCWSC are provided to EMRC Council and member Councils through the Environmental Services Quarterly Activity Reports.



*Item 1.3 continued*

## **REPORT**

The second CRCWSC Conference was held in Brisbane in September 2015. The conference showcased the latest outputs from the research projects. Some of the key points from the various presentations are outlined below.

### **Chris Chesterfield, Monash University, CRCWSC**

Chris Chesterfield discussed the Water Sensitive Cities Index that is currently under development. The Index will assist local governments to determine how to become a water sensitive city and inform management responses to improve water sensitive practices. The purpose is to benchmark, set targets, model management actions and track progress. The Index has been trialled at one local government in Victoria and is proposed to be piloted on two local governments in WA. The EMRC has been advocating that one of our member Councils be selected for this pilot and due to this the City of Swan has since been invited to participate. More information on the Index is available from <http://wscindex.dance4water.org/>.

### **Briony Rogers, Monash University, CRCWSC**

The "Developing shared visions and strategies: Participatory processes to guide water sensitive city transitions" project was presented by Briony Rogers. Workshops are currently underway with identified leaders of water management in Perth to develop a 50 year vision to ensure Perth transitions to a water sensitive city. Themes emerging to date are fostering stewardship, protecting and enhancing wellbeing, people and the environment. The key outcome for this project will be step-by-step guidance for developing transition scenarios and recommendations for how the process can be integrated effectively into formal policy development, strategic planning and decision-making activities at local, state and national levels to enable transitions toward a water sensitive city.

### **Nigel Bertram, Monash University, CRCWSC**

60% of the City of Port Phillip in Victoria is located one to three metres above sea level and also subject to storm surge, with nowhere to retreat. The impacts of climate change are adding to the City's flooding inundation. The City has calculated that with no action to deal with flood, flood damage costs would increase by a factor of six from \$2.5 million in 2011 to \$15 million in 2100. The City and the CRCWSA are working closely with residents in the suburb of Elwood envisioning ideas and solutions to flooding. More information on this project is available at <http://elwoodwaterproject.org>.

### **Matthew Laing, Monash University, CRCWSC**

Matthew Laing discussed strategies for influencing the political dynamics of decision making. 13 researchers of the CRCWSC were involved in a capacity building pilot, where they were given four to six weeks to prepare a briefing for a mock government and provided with media training. The outcomes were that the researchers were good communicators, however their policy proposals were not at the level required. Feedback from the mock government was that politicians are looking for simple asks and a simple vision with evidence to support that ask.

### **Nancy Grimm, Arizona State University, USA**

Nancy Grimm spoke about the Urban Resilience to Extremes Sustainability Research Network. The focus is on coastal flooding, extreme heat, drought and urban flooding. She discussed the context of resilience being business as usual, survival, adapting and transforming. She presented a paper by The Royal Society "Resilience to extreme events". One of the case studies referred to was the Indian Bend Wash in the City of Scottsdale, USA that was designed to cope with flooding as well as being a designed ecosystem. More information on this project is available from <http://www.scottsdaleaz.gov/parks/greenbelt>.

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*Item 1.3 continued*

## **STRATEGIC/POLICY IMPLICATIONS**

### Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the region

### Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities

### Key Result Area 4: Good Governance

- 4.2 To manage partnerships and relationships with stakeholders

## **FINANCIAL IMPLICATIONS**

An annual budget allocation of \$10,000 is provided for the CRCWSC in the Environmental Services budget.

## **SUSTAINABILITY IMPLICATIONS**

With the impacts of climate change, water scarcity and drying conditions in WA this program will assist local governments with management of water resources in Perth's Eastern Region.

## **MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Member Councils benefit from the CRCWSC by accessing research on ways to better manage water to overcome water shortages, reduce urban temperatures, improve waterway health and improve urban landscapes that are tailored for WA climatic conditions.
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

## **ATTACHMENT(S)**

Nil



## 1.4 CURTIN UNIVERSITY'S RESEARCH REPORT ON RAPID TRANSIT CORRIDORS IN PERTH'S EASTERN REGION

REFERENCE: D2015/17802 (CEOAC) – D2015/19033

### PURPOSE OF REPORT

The purpose of this report is to provide Councils with a copy of the Curtin University research report, *Rapid Transit Corridor Development Study 2014* for noting and for use when engaging with relevant government agencies on matters related to integrating transport and land use planning.

### KEY ISSUE(S)

- The EMRC and member Councils, in partnership with Curtin University, held a series of community forums on public transport in Perth's Eastern Region in 2010 to identify community aspirations for an effective public transport service in the region.
- The EMRC and Curtin University continued to build on community aspirations through a two year partnership to research public transport corridors and development potential to support a case for rapid public transport provision in Perth's Eastern Region.
- Two phases were identified: Phase One being an audit of proposed routes, including research methodology and findings. Phase Two being a consultation phase including community and stakeholder consultation.
- Phase One explored the development potential of previously identified routes utilising GIS software/mapping.
- Phase Two included the final rounds of community/stakeholder consultation followed by Curtin University presenting their research findings to state and local government representatives at a workshop held on 30 September 2014.
- Curtin University has prepared its Phase Two final report *Rapid Transit Corridor Development Study 2014* which is appended (Ref: D2015/13987).
- The EMRC will utilise the document to advocate with government agencies on land use planning around rapid transit corridors in Perth's Eastern Region.

### SOURCE OF REPORT

Acting Director Regional Services

### BACKGROUND

In 2010, the EMRC entered into a research partnership with Curtin University's Department of Urban and Regional Planning (Curtin) to investigate the community's aspirations for rapid public transport in Perth's Eastern Region. The research culminated in the hosting of several community public transport forums spread across the region. As a result of this community engagement Curtin University prepared a written report, *Transport Planning Forums 2010 Findings – East Metropolitan Regional Public Transport Aspirations*. This report was included in the Information Bulletin provided to Council at its meeting of 21 April 2011(Ref: DMDOC/14478).

In mid-2011, the state government released a strategic document; *Public Transport Plan for Perth 2031* that outlined public transport network expansion in Perth. The document identified two main rapid public transport routes within Perth's Eastern Region; namely Perth Airport and Ellenbrook. These transport routes were consistent with previously identified transport aspirations for rapid public transportation in Perth's Eastern Region through community consultation at forums run by Curtin University in 2010.



*Item 1.4 continued*

To investigate these routes further, Curtin University continued its research partnership with the EMRC in 2012 by focusing on the main corridors for dedicated rapid public transport:

- The Airport-Forrestfield link;
- Ellenbrook; and
- Midland to Mundaring link.

The Curtin research; *Integrating Future Land Use to Proposed Public Transport Infrastructure* comprised of two research phases focusing on researching development potential of new public transport routes similarly identified in the *Public Transport Plan for Perth 2031*. An overview of the planned work was presented to Council at its meeting of 5 December 2013 (Ref: D2013/00995).

Phase One of the *Integrating Future Land Use to Proposed Public Transport Infrastructure* was completed in 2014 and the report was disseminated to member Councils and key stakeholders through the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) at its July 2014 meeting. The report comprised an audit of existing and potential land development along the proposed routes including capability to support higher density transit orientated development and production of a mapping report utilising GIS software.

The Phase One report was included in the Information Bulletin presented to Council at its meeting of 21 August 2014 (Ref: D2014/07472).

## **REPORT**

Phase Two of the Rapid Transit Corridor Development Study 2014 commenced in 2014 and has now been concluded. The research comprised undertaking consultation including a series of community engagement stalls at the following major shopping/public precincts: Belmont Forum; Village Shopping Centre (High Wycombe); Perth Airport; Midland Gate, Morley Galleria and Bassendean Shopping Centres; and the Mundaring Sunday Markets.

These were followed by stakeholder forums for the following groups:

1. Developers, major land holders and relevant agencies;
2. Community; and
3. Local governments and state/federal government representatives.

The series of engagement stalls/forums explored community and stakeholder appetites for development associated with rapid public transport through Perth's Eastern Region. Findings from the reports and the forums will assist relevant government departments in making informed decisions about the potential for developing these rapid transport routes.

The Phase Two final report *Rapid Transit Corridor Development Study 2014* (Ref: D2015/13978) was provided to the RITS IAG members at its meeting of 3 September 2015 and is now presented to Council (Refer to attachment).

## **CONCLUSION**

This now concludes the extent of the research partnership with Curtin University's Department of Urban and Regional Planning on rapid public transport and the integration of future land use with proposed public transport infrastructure.

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*Item 1.4 continued*

The report will be used by the RITS IAG members, comprising representatives from the Department of Planning, Department of Transport, Main Roads WA, Public Transport Authority, WA Road Transport Association, WA Police, WALGA, RAC, Perth Airport and the EMRC's six member Councils, when considering land use planning around transit orientated developments. The EMRC will utilise the report when advocating to state and federal government on opportunities for rapid transit corridor development in Perth's Eastern Region.

**STRATEGIC/POLICY IMPLICATIONS**

The study aligns with the *EMRC 2022 10 - Year Strategic Plan* and fulfils three of the EMRC key focus areas identified in the *Regional Integrated Transport Strategy*.

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure
- 3.2 To facilitate regional economic development activities

Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region

**FINANCIAL IMPLICATIONS**

The research costs were included in the 2013/2014 approved Council operating budget.

**SUSTAINABILITY IMPLICATIONS**

The Regional Development business unit operates to pursue economic and social growth outcomes for Perth's Eastern Region. In pursuit of these objectives, environmental considerations are also integrated wherever possible in all projects undertaken by the unit.

**MEMBER COUNCIL IMPLICATIONS**

**Member Council**

Town of Bassendean  
City of Bayswater  
City of Belmont  
Shire of Kalamunda  
Shire of Mundaring  
City of Swan

**Implication Details**

The Curtin research project was approved by member Councils as part of the Regional Services project funding summary 2013/2014. The Report will act as a supporting document when engaging with relevant government agencies on matters related to integrating transport and land use planning

ATTACHMENT

Curtin University Report (Ref: D2015/19034)

**EMRC  
&  
Curtin University  
Joint Research Initiative**

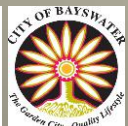
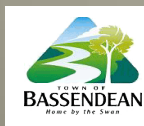
# **RAPID TRANSIT CORRIDOR DEVELOPMENT STUDY**

## **2014**

Prepared for: EMRC  
By: Curtin University



**Curtin University**



*Report Prepared for The Eastern Metropolitan Regional Council (EMRC)*

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## Executive Summary

The Eastern Metropolitan Regional Councils (EMRC), its member Councils and the Curtin University organised a series of deliberative forums designed for various stakeholders, supported by a community survey, in 2014. These events were aimed to explore community's preferences for public transport in light of the development potential that the introduction of rapid transit corridors (RTC) could bring into Perth's Eastern Region (the Region).

The study sought to determine the type of facilities the community believes to be important to locate within and around transit stations. This highlighted a concern for security and a strong desire to see stations staffed by attendants. There was also a desire to see more facilities like bike racks, making a good case for promoting active transport. On the other hand, findings also revealed an overwhelming demand for car parking around stations along with housing.

The message that came out of deliberations at the developers forum was that property market conditions in Perth were now conducive for higher density development in the form of transit-oriented development (TOD). Various forms of TOD were discussed in relation to their relevance to locational context. Useful comments were also made about the sequencing of various types of developments, such as commercial, low rise residential and apartments on green-field sites.

The relatively new concept of Land Value Capture (LVC) formed the focus of deliberations at the policy makers' forum. Policy makers, including representatives from various government agencies, generally agreed with the viability of LVC as a

mechanism to facilitate the funding of public transport infrastructure in Perth. However, the deliberations suggest LVC is still a relatively new concept and there may be some reluctance at this stage towards adopting it.

Members of the community were asked to choose preferred locations for transit stations along the two potential RTCs – Midland to Mundaring and Ellenbrook to Bassendean. Location preferences for stations tended to respond to existing transport network, with some reference to the intensity of existing or potential development defining the stations' catchment. Whilst community preference for low rise housing near stations was made abundantly clear, there was some support shown for higher buildings as well.

An exercise was carried out to draw profiles of catchments of the proposed transit stations. It was sought to determine whether current or proposed densities of the catchments would generate the required patronage for the stations. Our study revealed that the current R-Codes and density targets in place for the locations would not yield required passenger loads unless the density targets were substantially revised.

An interesting finding from this study is the difference in views toward housing densities and the need for car parking facilities around stations among those residing in areas better served by public transport. This suggests room for education to change the views of the community towards accepting the types of densities and life style changes that support public transport patronage over car dependency, thus facilitating integrated transport and land use planning.

Three recommendations come out of this study:

1. Relevant agencies dealing with transport and land use planning should initiate joint research to set up a policy framework for the realization of integrated transport and land use planning.
2. Targeted urban densities for various growth corridors need to be revised upward to maintain the feasibility of public transport extension in the future.
3. A dialogue among policy makers and decision-makers should be initiated to evaluate the feasibility of applying LVC mechanisms to facilitate financing public transport infrastructure in the context of the Region.



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## 1. INTRODUCTION

The provision of public transport is seen as a catalyst for economic development. Facilitating effective mobility between various land uses such as residential areas, employment centres and retail and leisure areas stimulates economic activity. Public transport stations/stops attract retail activity and are increasingly becoming attractive residential locations for various types of households. Careful planning to ensure integration of transport and land use planning is, therefore, critical for an efficient and sustainable city.

This report focuses on findings from deliberative forums and technical workshops held across Perth's Eastern Region (the Region) during 2014, engaging with the community, developers and policy makers. It represents the second phase of the EMRC-Curtin research that commenced in 2013 with an initial dialogue to scope a study to assess the development potential of land that the introduction of a community preferred public transport network could bring about. To ensure relevance of the study and feasibility of its recommendations, the rapid transit corridors (RTCs), emerging from community preferences recorded during an earlier study in 2010, were rationalised in view of major developments and government transport strategies for the Region in the following years. The rationalised RTCs were studied in greater depth during the scoping study in 2013, using geographic information system

(GIS) software to generate a baseline database of land characteristics and land uses along potential RTC alignments.

In mid-2011 the State government released the *Public Transport Plan for Perth 2031*, a strategic document outlining the expansion of the public transport network for the Perth and Peel Regions (WAPC 2011). Several of the new routes identified in this strategy are similar to those identified by the community in the 2010 EMRC Forums. As a logical follow on from the previous study, these common routes are especially focused upon to assess land development potential.

This document reports on the round of community engagement undertaken in 2014 to determine community preferences for public transport routes and types of development in and around transit stations. It is hoped this study would encourage the community and other stakeholders and planners to consider an integrated approach to transport and land use planning. This study will also help the EMRC generate relevant information to inform its policies in three of five Key Focus Areas identified in its 2010-2013 Regional Integrated Transport Strategy (RITS), namely, public transport service provision, community engagement and land use/transport integration (EMRC 2014).



## 2. BACKGROUND: EMRC AND THE REGION

### 2.1 EMRC

The EMRC's Mission Statement states "The Eastern Metropolitan Regional Council, by partnering with member Councils (and other stakeholders) facilitates strategies and actions for the benefit and sustainability of Perth's Eastern Region" (EMRC web page).<sup>1</sup>

The EMRC defines itself as a "model of successful collaboration that has initiated projects that deliver real benefits to the region" (EMRC web page). Its vision is to serve as "a responsive and innovative leader in assisting Perth's Eastern Region to be a great place to live, work, play and do business" (EMRC web page). The six EMRC member Councils, Town of Bassendean, City of Bayswater, City of Belmont, Shire of Kalamunda, Shire of Mundaring and City of Swan, collectively represent Perth's Eastern Region. The Region is expansive, extending from the edge of the Perth CBD, along the Swan River through to the Swan Valley and into the Perth Hills. Its urban, residential, commercial and industrial areas represent almost a third of the Perth metropolitan area with a population of over 300,000. The Region has been identified as one of the State's fastest growing areas with population growth rates consistently above the WA average and forecasts suggesting continued growth to reach almost 360,000 by 2021(EMRC, 2010).

<sup>1</sup> EMRC web page: [www.emrc.org.au](http://www.emrc.org.au) - accessed January 2015.

In 2007, the EMRC and its member Councils initiated the development of a regional strategy to integrate all modes of transport to create an efficient and safe regional transport network. This was reviewed and updated for the period 2010-2013 with the current RITS being updated for the period 2014-2016, to ensure it provides effective direction and guidance for the EMRC and its member Councils. The key focus areas for RITS 2014-2016 (EMRC 2014) include:

- Integrated Planning
- TravelSmart
- Public Transport
- Active Transport
- Infrastructure

#### *2010 Study*

The research partnership between the EMRC and Curtin University was developed as part of the EMRC's broader commitment to promote sustainable development focusing on environmental protection, economic efficiency and social equity. It focused on two of five key focus areas identified by the EMRC in its Regional Integrated Transport Strategy Action Plan 2010–2013, namely, public transport service provision and community engagement. Curtin University conducted a series of community forums in 2010 and subsequently prepared a report collating community feedback and aspirations for a public transport system for the Region. The documentation has been made accessible to the community and member Councils as an advocacy tool by the EMRC.

The 2010 community forums yielded relevant and actionable information to promote sound policymaking for transport provision in the Region. The findings also demonstrated that both the community and the local government understood the preferences and reality, coming up with similar recommendations for an effective public transport network.

## 2.2 Demographics and Public Transport

The EMRC's six member Councils comprise of inland suburbs of varying size, with populations ranging from as little as around 14,000 (Town of Bassendean) to over a 100,000 people (City of Swan). As Figure 1 shows, there is also significant variation across the local government areas (LGAs) with respect to median age. City of Swan has the

youngest population with a median age of 34 years, while Mundaring has a significantly older population of 40 years relative to the WA average of 36 years (ABS Census Data 2011).

The LGAs represented by the EMRC present a range of socio-economic conditions (see Figure 1). City of Belmont has the lowest median household income and the highest monthly mortgage repayments. It also has the least average number of motor vehicles per dwelling. Median weekly rents in the region are generally at par with the WA State average of \$300, except in Shire of Kalamunda (\$320) and City of Swan (\$315) where they are significantly higher. While the average number of motor vehicle ownership in three LGAs is below the WA average of 1.9, the rest have somewhat higher, led by Mundaring with 2.3 vehicles per dwelling.

**Figure 1: Demographics of Perth's Eastern Metropolitan Region**

	Swan	Bayswater	Kalamunda	Mundaring	Belmont	Bassendean	Western Australia	Australia
<b>People</b>	<b>108,461</b>	<b>61,262</b>	<b>53,567</b>	<b>36,529</b>	<b>35,209</b>	<b>14,404</b>	<b>2,239,170</b>	<b>21,507,717</b>
Male	54,018	30,715	26,533	18,766	17,888	7,174	1,126,178	10,634,013
Female	54,443	30,547	27,034	17,763	17,321	7,230	1,112,992	10,873,704
Median age	34	37	38	40	35	38	36	37
<b>Families</b>	<b>29,348</b>	<b>16,226</b>	<b>15,100</b>	<b>10,049</b>	<b>8,818</b>	<b>3,890</b>	<b>585,311</b>	<b>5,684,062</b>
Average children / family	1.9	1.7	1.9	1.9	1.8	1.8	1.9	1.9
<b>All private dwellings</b>	<b>41,469</b>	<b>27,822</b>	<b>21,152</b>	<b>13,836</b>	<b>16,082</b>	<b>6,383</b>	<b>960,717</b>	<b>9,117,033</b>
Average people /household	2.8	2.4	2.7	2.7	2.4	2.4	2.6	2.6
Median weekly household income	\$1,441	\$1,290	\$1,521	\$1,531	\$1,263	\$1,277	\$1,415	\$1,234
Median monthly mortgage repayments	\$1,950	\$1,954	\$1,989	\$1,842	\$2,000	\$1,842	\$1,950	\$1,800
Median weekly rent	\$315	\$300	\$320	\$300	\$300	\$300	\$300	\$285
Average motor vehicles /dwelling	2	1.7	2.1	2.3	1.6	1.7	1.9	1.7

(ABS Census Data 2011)

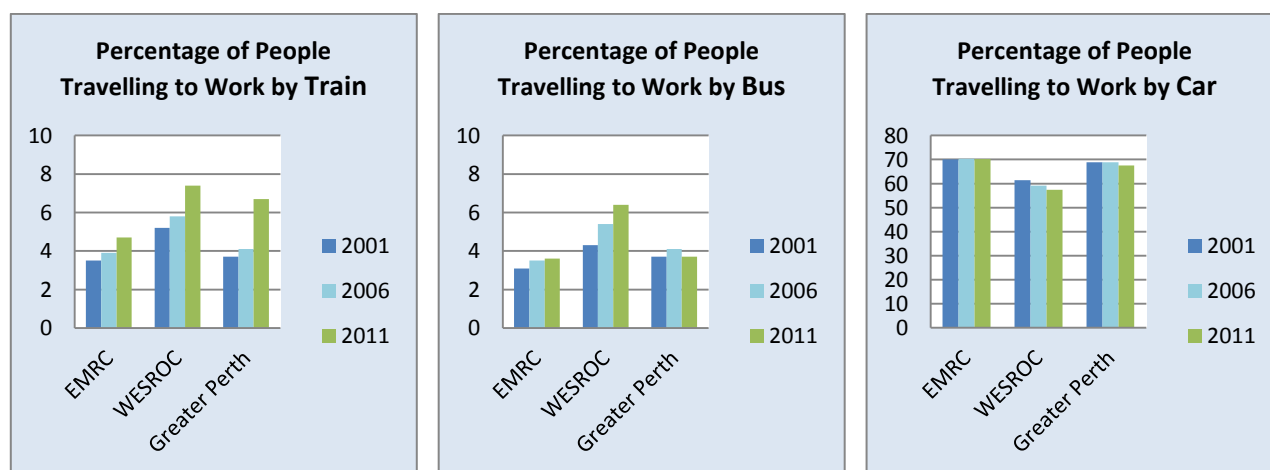
**Figure 2: Patronage of Public Transport in Perth's Eastern Region**

People who travelled to work by:	Swan	Bayswater	Kalamunda	Mundaring	Belmont	Bassendean	Western Australia	Australia
- public transport	6.8	13.2	5.7	6.5	11.5	12.3	9.4	10.4
- car as driver or passenger	72.0	66.3	71.8	69.1	67.1	66.0	66.4	65.8

(ABS Census Data 2011)

Some interesting facts emerge from the 2011 Census data related to the use of public transport within the Region, as depicted in Figure 2. Shire of Kalamunda had the lowest uptake of public transport among commuters with only 5.7 % of the people traveling to work using public transport. This was followed by Shire of Mundaring (6.5%) and Swan (6.8%). Meanwhile City of Bayswater (13.2%) had the largest proportion of public transport use, well above the WA and Australian averages. Town of Bassendean (12.3%) and City of Belmont (11.5%) also exceeded the WA and Australian averages of commuting by public transport. Conversely, Town of Bassendean had the lowest (66.0%) proportion of commuters using the car as the driver or passenger.

A comparison of inter-census data for the Region revealed a modest but steady increase in the proportion of people traveling to work by train over the decade between 2001 and 2011 (see Figure 3). The rest of Perth, meanwhile, registered a significant increase between the 2006 to 2011 period compared to the previous five-year period. In the Western Suburbs Regional Organisation of Councils (WESROC) region, for example, the rise in the use of train to travel to work was roughly three-fold compared to the rise between 2001 and 2006. This phenomenon was even more pronounced within the Greater Perth context with the increase between 2006 and 2011 being around seven times the increase in the previous five-year period.

**Figure 3: Mode of Travel to Work – Changes from 2001 to 2011**

(profile.id.com.au)

**Note:** The Western Suburbs Regional Organisation of Councils (WESROC) is a voluntary collaborative of Councils including Claremont, Cottesloe, Mosman Park, Nedlands, Peppermint Grove, and Subiaco.

The proportion of people using bus to travel to work again reveals a different pattern of trend within the Region compared to the rest of Perth. Bus ridership hardly increased in the Region over the period, in contrast to steady increases recorded for the WESROC region between 2001 and 2006 as well as between 2006 and 2011. Interestingly, for the Greater Perth region this proportion rose between 2001 and 2006, but dropped back during the 2006 and 2011 period (see Figure 3).

It must be noted here that the base numbers of people using train and bus for all these areas are very small. For visual clarity, the graphs selectively focus on only on a small range of measurements on the scale rather than representing the entire range from zero to 100 per cent. While it aids in detecting any changes across time, the visual impact of the graphs may tend to overstate the changes.

In contrast to the small numbers using public transport, there was a very high proportion of people dependent on the car to travel to work across Perth. Even though car dependence in the Greater Perth region as well as the WESROC region decreased somewhat between 2001 and 2011, the EMRC region recorded no reduction in car dependence during this period.

Trends over the years in the choice of mode of travel to work in Perth could be largely explained by the introduction of a significant transport infrastructure that operationalised the Mandurah train line service in 2007. This seems to have made an overall impact on Perth and its Western region as reflected in the statistics discussed above. However, perhaps because the alignment of the Mandurah line does not have proximity to Perth's eastern suburbs, this rail service has not noticeably impacted the Region. This is an

important fact that needs to be kept in mind while developing strategies to offset transport disadvantage in the Region.

### **2.3 Promises and Policies: Recent Public Transport Proposals in the Region**

Public transport has been a topic of debate in the community and politically in Western Australia for the last 35 years. Over the years, there have been wide-ranging rail improvements across Perth including rail line electrification, stations upgrades, Joondalup line extension and the introduction of the Mandurah line.

#### ***Proposed Ellenbrook Rapid Transit Line***

Since the 2008 State election there have been a number of proposals put forward to link fringe developments with a dedicated transport route. The first proposal was put forward by the then Labor Government with pledged construction of a \$850 million rail line to Ellenbrook (Hayward 2008). This proposal was matched by the then Liberal opposition. Following the election that saw the Liberal Party assume government in 2008, Bus Rapid Transit (BRT) rather than the train was proposed as a more feasible option. The Government then commissioned two studies:

- Ellenbrook BRT Public Transport Options Study produced by Sinclair Knight Merz in 2011 at a cost of around \$159,000 (Western Australia Parliamentary Hansard 2013).
- Ellenbrook BRT Corridor -Concept Design Study in 2013 at a cost \$705,000 (Emerson 2013(a), p.1).

In August 2013, the government announced it was abandoning the BRT due to the estimated \$110 million cost being too high and further stated that

heavy rail was the long-term solution (Emerson, 2013(b)). Meanwhile, in January 2013, during its election campaign, the Labor party announced a public transport policy entitled 'Metronet', identifying a rail connection to Ellenbrook with stations at Walter Road, Noranda, Bennett Springs, and Whiteman (WA Today, 2013).

### ***Proposed Perth Airport/Forrestfield Rail Line***

There has long been a call for a train link between Perth Airport and the central city. During the 2013 election the government pledged construction of a train line to connect Forrestfield and the airport with the city if it won a second term in office. In the second half of 2014, it announced its intention to start construction of the line and shortly afterwards announced plans to sink the line underground at a cost of \$2.2 billion. The current plan features Forrestfield station as a park-and-ride orientated facility with over 3000 parking bays. The Airport station would be located in the consolidated terminal with another station to the west of the Airport in Belmont.

Labor's 'Metronet' also features a rail link to the airport, with an additional loop that allows access to airport from all existing rail lines without having to go through the city.

### ***Proposed Mundaring Line***

Whilst no plans currently exist either by the State Government or the main opposition party to build a train line out to Mundaring, the Australian Greens party's transport strategy proposes a priority transport corridor extending towards Swan Hills. There has also been talk of extending the Midland train line to include a park-and-ride station east of Roe Highway in the vicinity of Bellevue (McInnes, 2015).

## **2.4 Community Preferred Corridors**

The RTCs studied for development potential were drawn from the 2010 study of the community's public transport aspirations in the Region. RTC locations chosen by the community and the vision for the corridors need to be seen within the context of significant State strategic documents such as *Direction 2031 and Beyond* and *Public Transport Network Plan* (Draft).

At the time that the 2010 community forums were concluded, the draft of *Directions 2031 and Beyond*, the main strategic policy for the Greater Perth Metropolitan area, had been released for public comment. The draft has since been adopted and as part of the ongoing program to plan the city around this document, further strategic planning documents have emerged. Among these, the *Public Transport Network Plan* (Draft) which proposes the direction of the public transport network until 2031 is perhaps most relevant for the proposed study. Two of the main locations identified by the community during the forums - Perth Airport and Ellenbrook - also feature prominently in the proposed rapid transport routes in the *Public Transport Network Plan*.

### ***The Ellenbrook RTC***

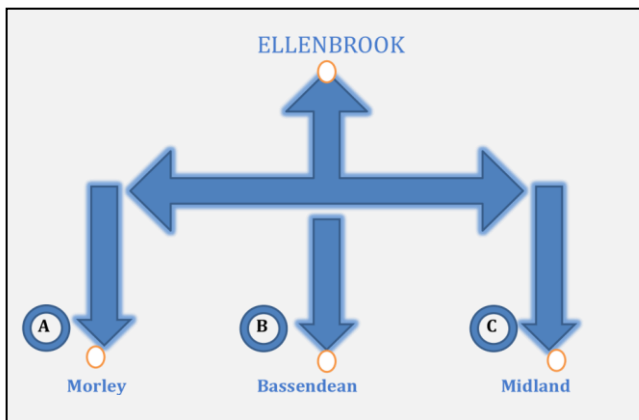
The draft *Public Transport Network Plan* proposes to connect Ellenbrook (noted as a *Secondary Centre* in WAPC's *Directions 2031 and Beyond* strategy) to Bassendean by BRT. Ellenbrook has always featured as a significant place by the community in the various forums held across the Region for this study. However, the community preferences for the route connecting Ellenbrook to the Region have been rather diverse. This has prompted exploration of a number of configurations for the desired route option. As



indicated in Figure 4, the main routes options be explored are:

- A. an RTC coming off Reid highway on to Walter Road West, creating a connection to Morley Galleria and the city centre beyond.
- B. an RTC along Altone Road, Morley Drive East, Lord Street and Guildford Road, between Reid Highway and Bassendean Train Station. While this was not a popular community choice for an RTC route between Ellenbrook and Bassendean, it was at one stage studied by the Public Transport Authority (PTA).
- C. an RTC that traverses Great Northern Highway from the Reid Highway to the Midland Train Station. This could subsequently connect to Midland.

**Figure 4: Route Options Connecting Ellenbrook to the Region**



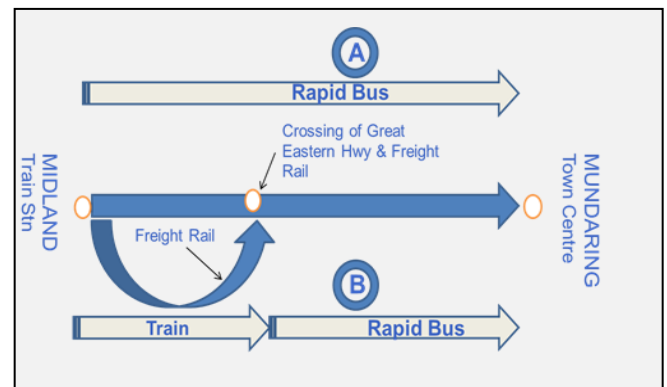
### ***The Mundaring RTC***

Mundaring has also been included within the study. Although it was not a popular choice among the wider community (as noted in the community forums held in 2010) nor has it been afforded any special status in *Directions 2031 and Beyond*, it was seen as desirable for all member Councils to be involved in the study. A number of

tables in the course of the forums identified the need for a rapid transit service connecting Mundaring to Midland.

Two route options connecting Midland and Mundaring were developed for exploration of community preferences. The options take into consideration the possibility of utilising the existing freight rail line to extend the passenger train service from Midland towards Mundaring, up to the point where the freight rail line intersects the Great Eastern Highway. One option envisages the train service from Midland extended to the intersection of the freight rail and the Great Eastern Highway and a BRT connecting from that point onwards to Mundaring town centre. The other option involves a BRT starting from Midland Train Station, going all the way to Mundaring town centre (see Figure 5).

**Figure 5: Route Options Connecting Midland to Mundaring**



### ***Changing Strategic Context of Airport/Forrestfield RTC***

One of the strongest community aspirations emerging from the forums was for a link to Perth Airport. The link was envisioned as stemming from the Midland line from just east of the existing Bayswater Train Station and running along the

Tonkin Highway. At this point the community split the line into a variety of alternatives mostly extending across to the eastern side of the airport to improve public transport access to residential areas located there.

On September 13, 2012, the Minister for Transport, Troy Buswell, released a preferred route for a train to Perth Airport that included a possible extension to a yet to be determined location in the Forrestfield area (see map on the opposite page). The route announced by the Government is in line with what the community determined in the previous study.

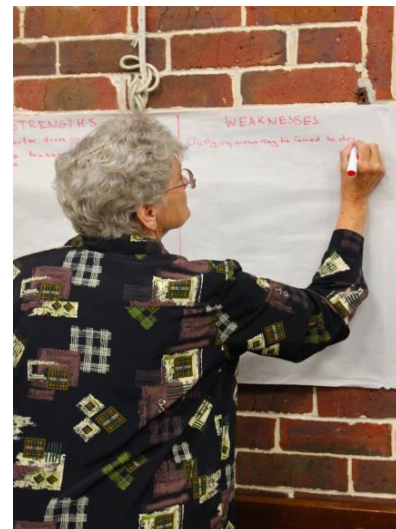
In view of the convergence of findings of the government's strategic thinking and the community forums, it was proposed that routes reflected in both findings be studied further for their development potential.

Subsequently, the Airport RTC, covering the eastern side of the airport and extending to Forrestfield was included as a core part of this study. As this study commenced, a community forum was scheduled at a location in Forrestfield. Accordingly, along with the Ellenbrook and

Mundaring forums, the Airport/Forrestfield forum was publicized through posters/flyers and at the community information stalls.

During the time this study was in progress, the State Government announced its decision to extend the rail link to Perth Airport via the Forrestfield-Airport link at an estimated cost of \$2 billion. This announcement had the potential to drastically change the dynamics of the situation of the area. It could heavily impact the land market conditions and more importantly the opinions and interests of the stakeholders and major players, especially landowning members of the local community.

The community forum scheduled for Forrestfield coincided in terms of date and venue with a community consultation event that the PTA organised in the wake of the State Government's airport train link announcement. This resulted in the Curtin/EMRC forum to be postponed. In addition, the Shire of Kalamunda requested the EMRC cancel the Forrestfield forum to avoid the possibility of confusion or mixed signals being sent to the community. Consequently the forum for Forrestfield was abandoned.



Community forum



Community Information Stall

### Community Preferred Rapid Transit Corridors and State Government Planning Strategies

Based on the results of the 2010 community consultation, the following places emerged as major destinations: Perth Airport, Midland and Ellenbrook. Morley and Malaga figured as places at the next level of importance, followed by a third tier of important locations including Bassendean, Kewdale, Forrestfield, Kalamunda, Mundaring and the Swan Valley (refer to 'Locations and Connections' map).

These choices of important locations roughly correspond to the hierarchy of locations for places or activity centres identified in the WAPC's *Directions 2031 and Beyond* strategy. Perth Airport has been designated as a Specialised Centre, Midland as a Strategic Metropolitan Centre and Ellenbrook as a Secondary Centre. *The Directions 2031 and Beyond* strategy also identifies Morley as a Strategic Metropolitan Centre, while Malaga is noted as an existing industrial area.

Among the third tier locations nominated by forum participants, Mundaring and Kalamunda are designated District Centres in *Directions 2031 and Beyond*; and Perth Hills (that roughly covers Mundaring and Kalamunda) and the Swan Valley have been labeled as Metropolitan Attractors in acknowledging their status as highly valued places with touristic potential. Forrestfield and Kewdale industrial areas identified by forum participants are situated adjacent to Perth Airport.

The WA State Government's 2011 draft *Public Transport Plan for Perth 2031* identified several new routes that were similar to those identified by the community during the 2010 EMRC Forums.

The draft *Public Transport Plan for Perth 2031* identifies Perth Airport and Ellenbrook as the only two areas from within the Region to receive new rapid public transport infrastructure. The main focus of the current study has therefore been placed on the Airport and Ellenbrook RTCs identified at the 2010 forums, with a view to accelerating their development based on a strong business case.

### 3. THEORETICAL CONCEPTS AND APPROACH TO THE STUDY

#### 3.1 Community Engagement as Research Advocacy

Advocacy planning, as championed by Paul Davidoff (1965), encourages planners to take on the role of enabling the community to positively and effectively engage with the planning system. Planners can play an important role in equipping the community with the required information resources and technical insight to effectively deal with the complexities of the system. Community engagement, carried out systematically, can thus facilitate valid decision-making and informed planning. It can provide the framework for meaningful communicative deliberation that allow group dynamics to facilitate locally informed and unbiased decision making.

Public forums involving technical experts, relevant decision makers and local communities can generate positive information politics. Keck and Sikkink (1998) describe information politics as “the ability to quickly and credibly generate politically usable information and move it to where it will have the most impact”.

#### ***Advocating for Public Transport***

The social, economic and environmental advantages of having public transport over automobile dependence have long been established and widely accepted. Public transport can thus be seen as a public good as it can help reduce the volume of ‘greenhouse’ gas emissions, reduce road congestion and alleviate transport stress. Yet, even in a heavily automobile

dependent city such as Perth, the development and extension of public transport networks has been very limited. While Perth’s extensive low-density urban sprawl makes it more important to manage the lengths of commuting, the extended lengths of infrastructure involved make the public transport projects more expensive.

The first step is to establish the need and aspirations for a public transport service found within the community. Areas of transport disadvantage resulting in transport related stress for residents need to be identified and community aspirations need to be established. While this would ensure that the eventual plan would be acceptable to the community, however, it would not necessarily ensure the plan’s implementation. The cost of public transport provision - initial capital outlay for the required infrastructure and on-going operational costs - often become an insurmountable barrier to its realisation, even when its absence causes significant transport stress. Meanwhile, governments often have to balance decisions about funding public transport investments against meeting demands in other areas such as health, housing and education due to limited resources.

This study sets out to first identify community preferences for public transport routes and station locations. It then seeks to identify community preferences for types of developments around stations and types of facilities within stations. It then seeks to view these community preferences

from the viewpoint of developers, i.e. those dealing with the realities of the property market. The study also investigates the acceptability among policy makers of applying a technique for securing funding for the public transport infrastructure to the community that has been applied successfully in other places.

### 3.2 Integrating Transport and Land Use Planning

Integrating transport and land use plans can help reduce car dependency and realise urban efficiency. Planning literature on transit-oriented development (TOD) points to the advantages of locating high density residential, commercial and community land uses such as retail, offices and educational facilities around transit stations. It also encourages the creation of walkable districts around stations. The main aim of such development is to encourage patronage of public transport, break down car dependence, promote urban efficiency and reduce environmental impacts associated with heavy reliance on automobiles. More recent literature further points to the importance of 'active transport' from the point of view of active and healthy lifestyles by encouraging walking and cycling as part of commuting.

In 2003, a high level agreement between Transport and Planning Ministers in Australia endorsed the National Charter, emphasising that "by shaping the pattern of development and influencing the location, scale, density, design, and mix of land uses, planning can help to facilitate an efficient transport and land use system" (National Charter 2003). According to the Planning Institute of Australia (PIA), "Integrated land use and transportation planning can assist in delivering a

sustainable city". It reduces auto-dependency and "increases mass transit usage and supports freight logistics". It helps "co-locating compatible land uses and higher densities in accessible locations" and makes public transportation "central to spatial planning and design at all physical scales".

However, in its policy position statement on Integrated Land use and Transportation, PIA maintains that "in many instances land use planning and decision making has occurred with little or no regard for resultant impacts on transport and movement, funding or investment." It cautions that "transport planning and investment decisions continue to occur with an inadequate understanding of the land use and development consequences for more sustainable and equitable urban and regional settlements" (PIA 2008).

This study seeks to highlight the connection between provision of public transport and land use planning. Statistics collected during the 2006 and 2011 inter-census period make a compelling case regarding TOD initiatives undertaken in Perth. The implementation of TOD at Subiaco is seen as largely successful because of the relatively higher density land use surrounding the train station. By comparison, Cockburn Central has not realised the anticipated development densities around the station. Similarly, land use development around Murdoch Train Station in Melville had not occurred during the 2006 and 2011 period. As Figure 6 illustrates, a significant drop in the number of people coming to work to Subiaco using car as the driver occurred during this period. Corresponding figures for both Cockburn and Melville, meanwhile, register no significant reduction in the proportion of people driving into the LGA for work.

**Figure 6: Travel to Work by Car as a Driver**

<b>% of people traveling to work by car as driver</b>	<b>Subiaco (LGA)</b>	<b>Melville (LGA)</b>	<b>Cockburn (LGA)</b>
Year 2006	62.9%	66.0%	72.7%
Year 2011	43.8%	66.4%	73.5%
Change b/w 2006-2011	19.1% <i>reduction</i>	0.4% <i>increase</i>	1.2% <i>increase</i>

(ABS Census Data)

Note: Table reports on workplace data.

### ***GIS Analysis Conducted During the First Phase (2013)***

The first phase of this study was an audit of the strip of land along the axis of proposed routes. It also sought to identify the status of greenfield and brownfield areas within the study area.

The audit focused on gathering and compiling information on the development potential of the land. A series of GIS maps were prepared covering a swathe of a kilometre on each side of the proposed route alignments. In order to create the base map, the two-kilometre strip was analysed in terms of current land use classification, population densities, land ownership/cadastre and topography. The purpose was to create an integrated and consolidated base map for the six LGAs comprising the Region. Effort was made to create a common land use classification across all six LGAs. As far as possible, existing strategic plans and structure plans were incorporated/embedded in the base map.

GIS thematic maps covering the proposed RTCs were produced in 2013. These maps were used as reference base maps for deliberations in the developers' and policy makers' forums.

### **3.3 Making Financing Public Transport Infrastructure Affordable**

As costs associated with the provision of transport infrastructure are often formidable, it is imperative to find ways to make the investment more affordable for government. One of the benefits from extension of public transport into an area is the rise in property values it could potentially yield. These benefits can disproportionately favour those whose land/property lies in proximity to the transit stops that are created. There have been attempts made both within Australia and internationally to capture anticipated rises in land and property values that property owners serviced by the introduction of public transport services would benefit from exclusively. By assigning a premium based on proximity of land/property to the service, it may be possible to make proposals for transport service provision feasible in the first place.

#### ***The Concept of Land Value Capture Mechanisms***

LVC finance mechanism aim to recover the capital cost of investments required to be made in public transport projects through alternative revenue generation. It promises to reduce the capital

investment burden on Government and the wider society by capturing increases in land value resulting from the increase of accessibility to surrounding land. LVC can help finance urban infrastructure to improve quality of life of the wider community by internalizing “unearned increments” otherwise enjoyed by a few.

Investments in public transport infrastructure and services generate significant benefits across society. LVC can help make the otherwise formidable public investments more affordable. As Hale (2014) points out, however, “Australian jurisdictions have done little to convert these broad-based benefits that accrue to the economy as a whole into a specific cash flow stream to assist with project delivery”. This study seeks to assess whether the required enabling legal environment and institutional capacity is prevalent and whether sufficient stakeholder support is likely to materialize to apply LVC to fund the development of rapid public transport in the Region.

### ***Need for innovative financing mechanisms***

With cities finding it increasingly difficult to obtain financial resources to invest in public transport, new paradigms to solve these problems need to be sought (Medda 2012). As competing demands for provision of services and infrastructure increase while the availability of public funds decrease, all levels of governments are put under fiscal stress, forcing them to explore alternative funding mechanisms. The Business Council of Australia (2013), refers to numerous recent reports highlighting the declining capacity of government to fund new infrastructure and the growing importance attached to attracting private capital investment into infrastructure provision. It is becoming increasingly accepted that Australian governments do not have the capacity to continue

to afford reliance on allocations from general government funds for infrastructure investments such as public transport improvements. At the same time, the capacity of Australia’s industry to deliver large infrastructure projects seems to have been severely restricted because of changes in the global financial market that has reduced its capacity to secure debt (Infrastructure Partnerships Australia 2012).

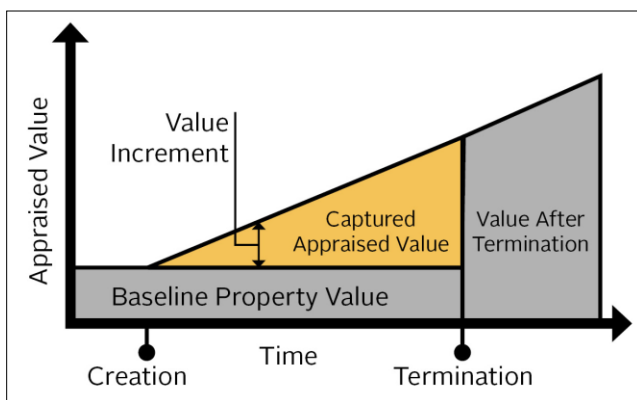
### ***Defining the LVC concept***

LVC technique can be employed to recycle a portion of the unearned windfall gains property or landowners make from publicly funded infrastructure. LVC allows for the capture of such gains to be spread over the full life-cycle of the infrastructure thus ensuring the total infrastructure costs do not encumber any one generation but are distributed across generations. The driving principle for LVC is that any unearned increase in land value to land or property owners resulting from public investment in infrastructure must be identified and captured. It is thus based on the notion that those benefiting from public investment into particular infrastructure, amenities or services should have to eventually pay for it. Smith and Gihring (2009) point out that investments into provision of public transport systems create ‘accessibility-related benefits’ to properties within certain locations and catchments. The land/property owners capitalising upon proximity related increases in land values should thus contribute toward funding the public transport system (Mathur and Smith 2012).

As illustrated by Hanegraaf (n.d.), the introduction of public transport infrastructure creates or improves access and capacity to travel that, in turn, generates increased investment opportunities in real estate (refer Figure 7). LVC allows such increased opportunities to earn real estate values

to be “captured” to support the costs of the project” (Hanegraaf, n.d.). McIntosh (2011) claims similarly that the “increased transport amenity .. significantly increases accessibility to key destinations such as employment and activity nodes” and claims local and international “studies have demonstrated that this increase in transit amenity delivers improved real estate values” (McIntosh 2011). According to McIntosh (2011), beneficiaries from the investment in transport infrastructure could include landowners, property developers, transport system users, business owners, and Government.

**Figure 7: Land Value Capture Model: Public Transit Infrastructure Investment**



( Hanegraaf, n.d.)

The LVC process allows increases in property values due to accessibility gains resulting from public sector actions to be recovered by the Government for reinvestment into public projects. It creates a “means to monetise a project’s economic and financial benefits” that could then be “captured” and used toward lowering project costs (McIntosh 2011). In view of prevailing fiscal constraints, it is increasingly important to apply LVC tools to spread the costs of public transport

infrastructure and related projects among beneficiaries to make the projects more affordable.

In practice, however, LVC could prove to be a difficult option to promote by Government due to political sensitivities. It could draw strong protest from those likely to gain from imminent development investments and who are encouraged to purchase land for speculation, in anticipation of increased land values the development would bring. The LVC is still a rather new concept, not widely understood among policymakers or even economists. It is likely to be received with a degree of skepticism by the wider community who would be the main beneficiaries, while it would be strongly opposed by those asked to pay for a benefit that is likely to occur sometime in the future or those who may feel they are being deprived of benefiting from land speculation.

While working out the technical feasibility of applying LVC financing mechanisms are essential, it is equally important to assess and develop the degree of political acceptance required to promote the LVC concept among policymakers. A policymakers’ forum was thus convened to gauge the reaction of policymakers to the idea of LVC scheme both in terms of its technical feasibility and political currency.



## 4. METHODOLOGY

### 4.1 Generating Relevant Data

This study has employed a number of ways to generate information on relevant topics including both primary and secondary data. Primary data was created by means of a questionnaire survey and a series of community forums. Secondary data has been accessed from a literature review of specific concepts that define the approach the study has adopted, a critical analysis of relevant plans and strategic policy documents, and ABS statistical data.

The methodology developed for this study includes the following essential elements:

- Literature review:
  - Theoretical concepts and approaches
  - Area study - Assessment of current situation of the area; transport related plans and strategies affecting the region
- GIS Analysis and creation of data set/base maps (Reported in an earlier report in 2013)
- Community Survey (Online questionnaire survey set up at Information Stalls)
- Forums/Workshops
  - Developers forum
  - Community forums
  - Technical/Policy makers forum

#### **Literature Review**

*Theoretical concepts* - The literature review focused on the main concepts to produce relevant and valid information to promote a desirable and feasible public transport network for the region. It puts into perspective the aims and motivation of

the EMRC and Curtin University's research team. *Area study* - As part of an area study the current situation of the Region was assessed and relevant strategies studied for their potential impact on the region and their compatibility with the community preference for a public transport network identified during the 2010 community forums.

#### **GIS Analysis**

Statistical data from the ABS was also used to assess the current state of the public transport service patronage in the area to provide a snapshot of the current state of car dependence within the region.

A GIS study was carried out in the first part of this study beginning in 2013. Its findings have been reported in the form of detailed maps in a separate document earlier. Information in the form of electronic statistical data was gathered from all EMRC member councils and compiled into a joint database. The database documented the characteristics of land and current land uses along the alignments of the rapid transit corridors, identified land use zones and structural plans in place, and rationalised the land use classifications across the six member Councils. The consolidated database and set of GIS maps for land affected by the potential introduction of the community's desired public transport alignments were referred to as base maps for the current study.

#### **Community Survey**

Primary data was generated through a series of community engagement events held during 2014.

A total of seven community information stalls were set up on Saturdays at various shopping centres across the region. In addition to publicising the community forums, they encouraged people to take part in an online questionnaire survey through terminals set up at the stalls.

The online survey questionnaire was mainly designed to collect data on community preferences on two matters. The first related to the community's preference for a desirable public transport network for the region. The second matter was concerned with determining the type and intensity of land use development the community would like to see around the transit stops/ stations.

Displays at the stalls provided background information on relevant technical details such as information about the typology of rapid transit stations, etc.

#### **4.2 Forums/Workshops**

A series of stakeholder engagement events in the form of forums/workshops was designed as part of the study. To ensure informed discussion, participants were provided access to data about the current status of the land collected during the earlier phase of the study. With an emphasis on land use and transport integration, the community was encouraged to envision a public transport network that would best serve the needs of the community. This phase of the study comprised of consultation forums/workshops with the following three stakeholder groups: developers; local community; and local/ state government policy makers.

#### ***Developers Forum***

The purpose of convening a deliberative forum comprising of current and past developers active within the region was to inform the research generated from previous community engagement forums. The Developers' Forum was designed to get the members in the mind frame to discuss the potential for developments within the identified rapid transit corridors within the Region. The workshop focused on creating an understanding of the market dynamics around transport and land use integration in the form of TOD; and an understanding of the impacts that the introduction of public transport systems could bring about on the development potential in the Region.

Ms Jane Bennet from UDIA (WA Director) provided an opening presentation to the forum, highlighting the development potential within the region. She described the demands for development as well as need for a conducive policy environment to facilitate sustained growth and development.

Forum participants were then invited to engage in a series of small workshop exercises with specific intended outcomes that formed the technical part of the deliberative forum.

#### ***Community Forum Workshops***

Community forums were designed as a series of structured workshop exercises covering the following topics:

1. Consideration of RTC routes and local connections
2. Choice of mode of public transport
3. Location considerations for stops/stations
4. Preference for type of station

## 5. Type and intensity of development around stations

Each forum began with a presentation introducing the aims and objectives of the forum. The simplified graphic configuration of basic RTC route choices (see Figures 4 and 5) were presented at the start of the forum.

The community forums seated groups of up to six participants around tables, with each table serviced by a facilitator and scribes. Participants were then invited to take part in a series of structured workshops. They were provided detailed base maps to work out the detailed route configurations according to their preference and locate potential transit stops/stations. The workshops were designed to engage participants in discussions to express their opinions and preferred choices on topics relevant to public transport aspirations in the area to inform planning decisions relating to public transport services and land use plans.

The Ellenbrook and Mundaring community forums focused on the LGA that the relevant RTC directly covered. Information about community preferences regarding route alignments, mode of transport, and types of development and facilities around/within stations was collected at the two forums and through the online questionnaire survey. The information was combined into a single data set and analysed using SPSS<sup>2</sup> software.

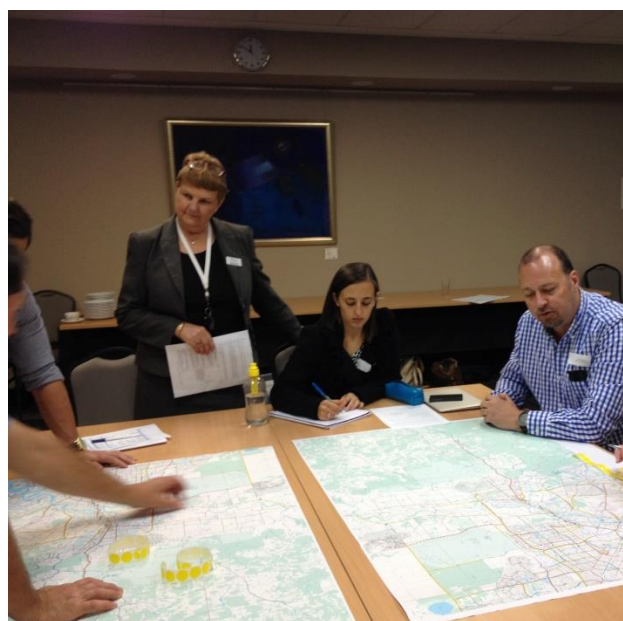
### ***Policy Makers' Forum***

In view of the formidable costs associated with public transport provision, the study sought to explore financing mechanisms that would facilitate funding the community-preferred

initiatives. The LVC mechanism was thus presented for scrutiny in terms of its political acceptability.

Mr. Eric Lumsden, Chair, Western Australia Planning Commission (WAPC) gave a presentation at the start of the policy makers forum proceedings. This was followed by a brief presentation by Curtin team highlighting the preliminary findings of the Developers' forum and community engagement (community forums and community survey).

The basic concepts and mechanism of the LVC concept, determined through a literature review, provided the basis for a series of small workshop activities. These provided the framework for deliberations by a group of policy makers on the feasibility and acceptability of applying LVC principles. The exercises aimed to assess their views on LVC as a potential mechanism to finance public transport infrastructure in the Region and its political acceptability.



<sup>2</sup> SPSS is copyrighted statistical analysis software widely used in social sciences research. The name SPSS is an acronym for Statistical Package for the Social Sciences.



Community Stall



Developers Forum



Community Forum



Policy makers Forum

## 5. FINDINGS FROM DEVELOPERS FORUM

### 5.1 Workshop Exercises at the Forums

The developers' forum consisted of the following four exercises. (Flow chart and detailed exercise worksheets for the workshop are found in the Appendix.)

#### ***Exercise 1 - Station Typologies***

The first exercise required forum participants to discuss the type of stations and their suitability according to the surroundings with reference to Perth's Eastern Metropolitan Region.

#### ***Exercise 2 - Market Considerations***

Participants were asked to look at market considerations for development around stations in greenfield and brownfield situations including comments on the expected/target clientele for housing development around stations.

#### ***Exercise 3: Housing and Demographics***

Participants were asked about the types of demographics they would expect or target for various types of transit-oriented development (TOD).

#### ***Exercise 4: Hotspots for Transit Stations***

Forum participants were asked to identify hot spots for transit station locations on the map provided.

### 5.2 What do Developers say about stations and surrounding development?

#### ***Exercise 1 - Station Typologies***

Developers participating in the forum deliberated on the current trends in developments around transit stations found in the region. All participants believed that by definition, TODs needed to be built at high densities featuring a range of mixed land uses. The need to promote walkability and integrate active transport was emphasised with some participants specifically suggesting the inclusion of bicycle paths. The creation of a seamless and coherent link between the transport node and public and private spaces through the streetscape was emphasised.

A group of participants maintained that low-density development was generally acceptable for TODs as long as the walkable area within 800 m radius of the station featured high density development. Another group concluded that low densities were the only realistic solution around a park and ride station, warning that the extensive car parks created 'dead space' that tends to discourage walking. They maintained that reduced walkability undermines the feasibility of businesses and commercial development.

Forum participants generally agreed that three to five-storey development would yield the optimum density to support BRT stations. The built environment should include mixed-use development with residential blocks as well as commercial and retail at ground level. Participants stressed that BRT stations should be located in

close proximity to other modes of transport to create effective modal interchange where possible.

The majority opinion of forum participants regarding the most suitable type of stations for the three RTCs in general is listed below:

- Ellenbrook - TOD
- Mundaring – Park-and-Ride
- Airport link – BRT

### ***Exercise 2 - Market Considerations***

Participants generally agreed that around 15,000 people settled in close proximity would make a TOD feasible. For the TOD to function effectively, residential development surrounding the station would need to be either medium or high density.

It was accepted that TODs are marketable when developed at higher densities, as at lower densities the scale of return on investment was insufficient to make it economically feasible. Participants pointed out that while they found high density to be more desirable, the market seems to prefer medium density.

There was a general consensus that medium density development was ideal for greenfield TOD sites. Some participants maintained that TOD was unsuitable in a brownfield site because putting in the required set of uses would be costly and ineffective. Although many participants agreed that TODs work best at brownfield locations, one group of participants maintained that achieving development objectives for medium to high density TODs on brownfield sites was very difficult. Another group of participants pointed out, however, that there is often very little scope and a very limited demand for park-and-rides in brownfield locations.

In implementing TOD, the correct phasing or staging of the development was considered to be

crucial and one that presented high risk. Forum participants concluded that commercial uses will not be established until there was a customer base present at the location, stressing that residential development would have to be built and occupied before commercial areas were developed. It was also argued, however, that apartments in particular are proving difficult to sell unless a commercial area is already established at the location.

Looking at the specific popular potential locations for transit stations within the Region, it was generally agreed that a park-and-ride station would work best at Forrestfield as it would be a suitable site for a bus/rail modal interchange. Some participants added that opportunities for commercial businesses to establish around park-and-ride stations are often very limited, unless these stations are located in already established centres such as Midland and Morley.

Regarding BRT, it was conceded that bus ports provided a limited catchment area, limiting the residential and commercial development opportunities within the surrounds. It was also pointed out that a stigma was attached to buses in Perth, making it a far less popular choice. However, it was agreed that bus stations would be best suited to serve the Airport and Forrestfield stations. BRT was also suggested along the proposed line through to Mundaring. Besides technical reasons, the history of bus ports in this area would also make it easier to implement the BRT for Mundaring.

### ***Exercise 3 - Housing and Demographics***

It was generally agreed that TODs would attract people from a wide range of age groups, income levels, household composition and employment types. In addition to first homebuyers, TODs

would also attract some local and overseas entrepreneurs seeking investment properties.

It was also generally agreed that TODs with park-and-ride facilities would work best in areas of low-density development. Those likely to be attracted to move into such TODs would comprise families, young to middle aged persons, full time workers, and homeowners. A substantial proportion of the population would likely comprise of first homebuyers.

For low density TODs in greenfield areas, the expected demographic would be couples and retirees. Participants envisioned such TODs as comprising of detached housing located on the urban fringe. Potential typical occupants of such development would be homeowners representing a large variety of income levels.

For high density TODs, the expected clientele were seen to include a high proportion of overseas investors, particularly in TODs located near to the city. Renters occupying these developments would have a large proportion of youth including students. Forum participants believed that TODs built on brownfield sites would tend to attract young persons with low incomes.

In summary, the following types of development could be expected around greenfield stations:

- Low density TODs with park-and-ride facilities. These would attract mainly first homebuyers and retirees driven by housing affordability.
- Medium & High density TODs with park-and-ride facilities. These would tend to attract double-income no kids (DINK) and higher end renters/overseas investors.

The following type of development could be expected around brownfield stations:

- Low density TODs. These would tend to attract lower end renters.

#### ***Exercise 4 - Hot Spots for Transit Stations***

When asked to identify hot spots for transit station locations on the map provided, forum participants conceded that when working as / with developers, each participant would see things differently and choose the location that would best work for their self interest or the company they represented. The reasons cited for their choice of locations were thus concentrated around the economic feasibility of the development.

While participants nominated different locations as development hot spots, it was interesting to note that all hotspots identified were based around pre-existing activity centres. Commonly chosen locations included Midland, Ellenbrook and Morley (Centro Galleria), which represent pre-established centres with the capacity to accommodate higher density developments.

Ellenbrook was considered to be the most important link in the public transport network for the Region. The airport transport link and the Midland to Mundaring corridor were ranked as the second and third most relevant links. It was felt that the Ellenbrook and Airport-Forrestfield corridors were important because of the absence of existing rapid transport links to these areas and their potential to service a large user base. The significant potential for high-density development along each of these rapid transit corridors was also noted.

### **5.3 Conclusion**

At the conclusion of the exercises, each group of participants was asked to provide overall general

comments about the discussions carried out during the workshops. A strong case by forum participants was made for TODs or park-and-ride to have high-rise apartments and additional parking located above the station. It was suggested that such development would yield a rich mix of occupants as most demographic types e.g. students, retirees, young couples and families would benefit from station proximity and the security it provides.

It was also suggested that higher density development should be promoted throughout the *pedshed*<sup>1</sup> or walkable area around stations, not just in the streets facing station.



<sup>1</sup> *Liveable Neighbourhoods*, the operational policy adopted by the Western Australian Planning Commission for the design and approval of urban development, uses the term *pedshed* to define the walking catchment around transit stations.



## 6. FINDINGS FROM COMMUNITY SURVEY AND COMMUNITY FORUMS

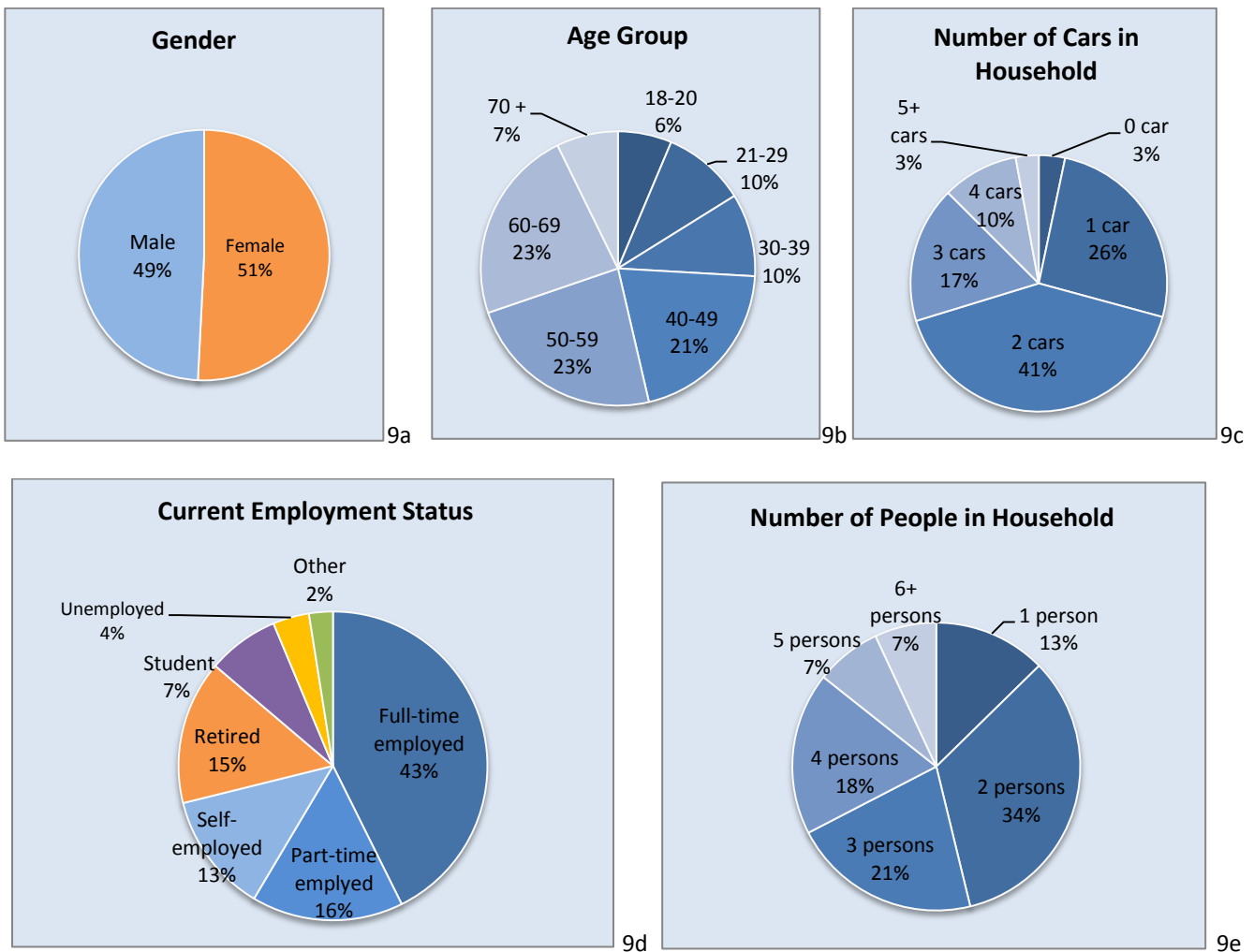
### 6.1 Community Survey - Respondents' Profile

#### **Respondents' Demographic Profile**

Survey respondents were almost equally divided by gender and covered all age groups (Figure 9a&b). Most respondents (72%) were gainfully

employed while 15% were retirees (Figure 9d). The majority of respondents belonged to households comprising of two or three persons with 34% belonging to two-person households, while another 21% belonged to three-person households (see Figure 9e).

**Figure 9: Demographic Profile of the Respondents**



**Patronage of Public Transport**

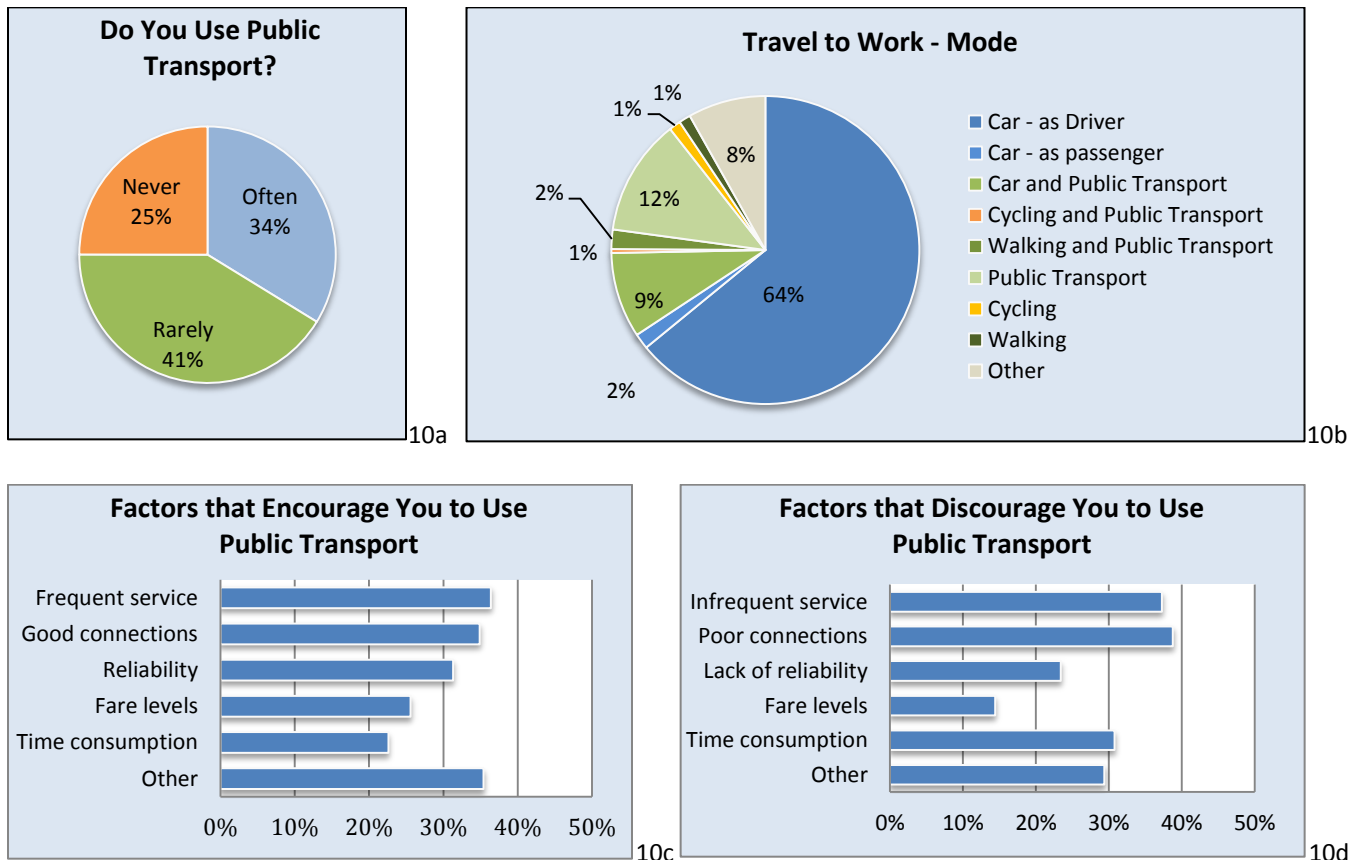
When participants were asked if they used public transport, over a third (34%) reported they used it often while another 41% said they rarely used it. A quarter (25%), however, reported that they never use public transport (Figure 10a). When asked about their mode of travel to work, 75% of respondents reported they either fully or partially depended on a car (Figure 10b). This percentage comprised of respondents who used the car as the driver (64%), as a passenger (2%) and those who used a combination of car and public transport (9%).

Respondents were asked to identify factors that encouraged or discouraged them to use public transport. Their perception of frequency of service

and the effectiveness of connections figured most prominently both as encouraging and discouraging factors. An additional major negative factor was the perception of overall time consumption (see Figure 10d).

The “other” option in Figure 10c and 10d invited open-ended comments regarding factors that encouraged or discouraged respondents from patronising public transport. Comments about discouraging factors mostly related to the lack of night services and irregularity of weekend services. Some comments also related to the perceived conditions within the modes of public transport focusing on passengers’ behaviour and appearance based on stereotyping. Terms used to describe the conditions included “crowded with standing room only”, “dirty” and “unclean”.

**Figure 10: Community’s Patronage of Public Transport**



## 6.2 Community Forums Workshop Exercises

Community forums consisted of the following exercises (for details refer to flow charts and exercise sheets included in the Appendix):

### **Exercise 1: Revisiting RTC Alignments**

Participants were asked to focus on a specific potential RTC. Assisted by facilitators and scribes, participants were asked to carry out the following tasks utilising base maps provided:

- Consider potential route alignments on the map and choose one alignment;
- Carry out a quick strength, weakness, opportunity and threat (SWOT) analysis through a facilitated brainstorming exercise.

### **Exercise 2: Station Type Preference**

Participants were provided information posters listing some strengths and weaknesses of each type of transit station development. They were asked to comment on the information provided and note additional strengths and weaknesses.

### **Exercise 3: Catchment & Station Locations**

Choose appropriate locations for transit stations, considering baseline conditions of the surrounds.

Participants were asked to consider the catchment area in deciding on preferred station location. They were encouraged to deliberate upon required development, densities and land uses to support the station and to indicate preferred building heights around stations.

### **Exercise 4: Station Facilities**

Discussions around the task were facilitated to focus on participants' priorities for the types of specific facilities inside transit stations. They were then asked to prioritise the importance of having each facility inside a major transit station.

## 6.3 What did the community say about route alignment and Mode of Public Transport?

### **SWOT Analysis for Route Alignment and Mode of Public Transport:**

Preference for route alignment and mode of public transport was sought through a community survey questionnaire at the community information stalls as well as exercises at the two community forums. These alignment options were generated from the community preferences recorded in community forums held in 2010.

At the two interactive forums, groups of participants were asked to carry out a SWOT analysis to rank and prioritise options for route alignment and mode of public transport. The documented deliberations at the two forums are presented in separate sub-sections, followed by the combined responses collected at the Ellenbrook and Mundaring forum and the online community survey.

### **Ellenbrook Community Forum Deliberations**

**Route Alignment:** Three alternative routes for establishing a proposed RTC connecting Ellenbrook to the rest of the region were compared (refer Figure 11). Based on the SWOT brainstorming exercise, forum participants placed Bassendean (option B) as their highest priority option, followed by Midland Station (option C) and then Morley (option A). It was argued that the Bassendean station route provides the most direct access to Ellenbrook and also effectively feeds into the arterial road network. Bassendean was also deemed to be currently the most lacking compared to the other two routes in terms of access and connectivity.

The Midland station option was generally rated as the second best option as it would significantly

improve access to social services available in Midland. Midland connection could also better serve people who are relatively socio-economically disadvantaged and thus would actually need and benefit from public transport the most. It was conceded, however, that this option would create extra-long trips to other places as the route backtracks away from the city center, a major destination.

It was suggested that new transit routes should aim to facilitate movement of commuters, especially during the morning peak hours. To this effect, some participants suggested an alternative route from Gngalara Road into Joondalup and the possibility of creating a circle route. Some participants suggested that a Midland circle route around Joondalup could serve as a major opportunity to ease movement pressures in the Region.

While participants generally agreed connecting Ellenbrook to Morley through an RTC would have the potential to facilitate shopping, they shared the view that it would not significantly improve links from Ellenbrook to other places.

**Mode Choice:** Forum participants were first asked to choose between three modes of public transport in ideal settings. Heavy rail was the most popular choice, followed by light rail and lastly bus rapid transit (BRT).

Heavy rail was seen to be the most preferred mode option due to its operating speed and efficiency. Its uninterrupted, dedicated track was seen to ensure speed and reliability in terms of punctuality. It was also seen as capable of carrying larger numbers of commuters, having potential to bring tourists into the area and also raise property values in the area. Some participants also believed that heavy rail will be essential to serve the

transport needs of Ellenbrook in future when the area is developed to its potential.

On the other hand, forum participants also noted that heavy rail would take longer to build and would be less energy efficient compared to light rail. It was argued, however, that the faster, more reliable and larger scale services were worth the tradeoff.

Light rail was ranked the second priority even though it was considered cheaper and more environmentally friendly than heavy rail. Its major drawback was seen in its limited passenger handling capacity, compared to heavy rail. It was still favoured over the bus option because it was seen to be a faster.

Bus rapid transit (BRT) was seen to be the most realistically deliverable option within a reasonable timeframe, however it was believed that it would not escape nor alleviate traffic congestion (It is interesting to note that the possibility of creating specific exclusive lanes for the bus was not considered in the discussions.). Participants also noted that each unit (bus) could carry much fewer people compared to light rail.

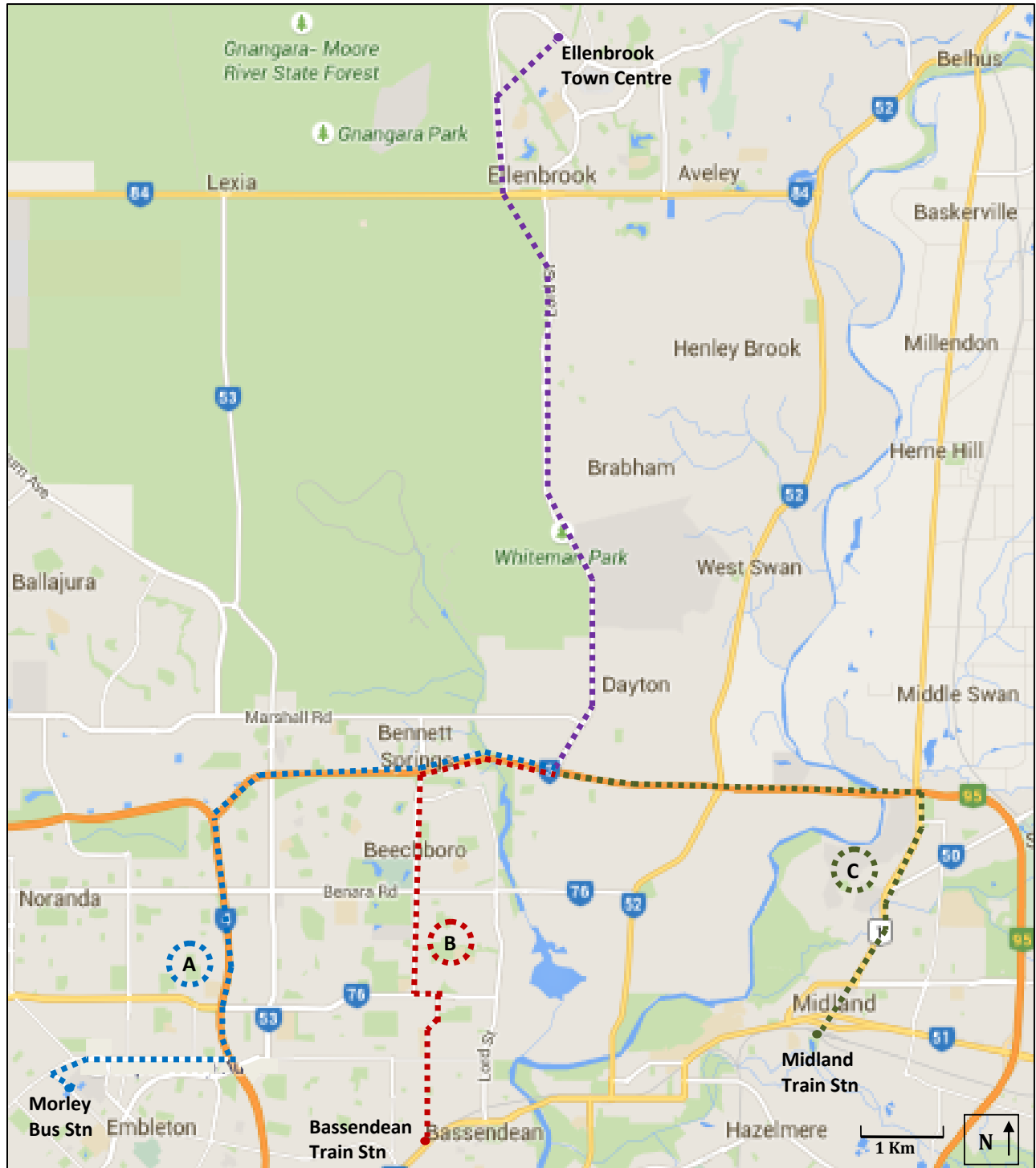
When it came to choosing a particular mode of public transport in view of the current situation (rather than in an ideal state), there was not a clear verdict on the type of transit that would be suitable for the Ellenbrook RTC. Participants around one table preferred heavy rail while another table group indicated their preference for a BRT.

It is important to note that participants emphasised the point that public transport and associated development would be very welcome in the Ellenbrook area. They maintained that local residents were more concerned about whether or not relevant authorities were considering a

solution to address the area's transport needs - there was, thus, less concern about what kind of a

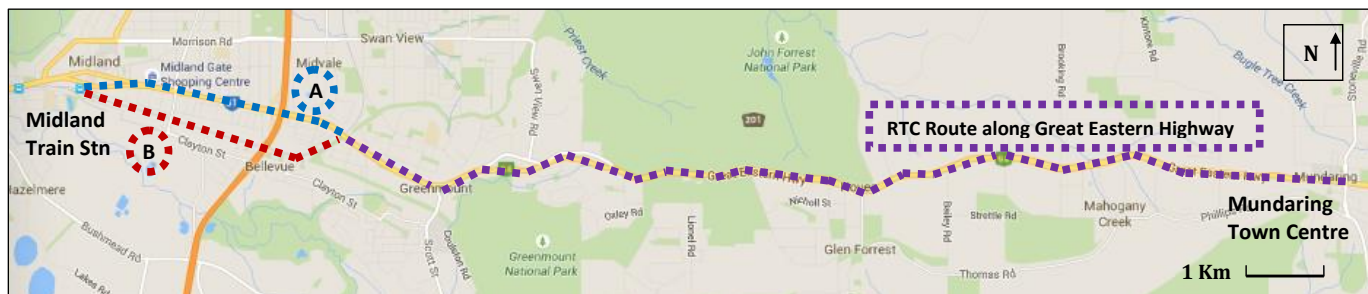
solution is proposed as long as a solution was found.

Figure 11: Ellenbrook RTC Routes



(Base image from Google Maps)

Figure 12: Mundaring to Midland RTC Routes



(Base image from Google Maps)

### ***Mundaring Community Forum Deliberations***

**Route Alignment:** Forum participants were asked to compare two route options, 'A' and 'B' for the proposed Mundaring RTC (refer Figure 12). These options were distinguished largely in terms of the mode of public transport proposed between two segments of the route between the existing Midland Train Station and the Mundaring stop.

Although only two route alignment options were presented at this forum, a clear preferred option did not emerge. Forum participants remained divided over how to best connect Midland to Mundaring. Option 'A' proposed a direct BRT service starting from the existing Midland Station along Great Eastern Highway and terminating at Mundaring Town Centre. Option 'B' proposed extending the current rail service past the existing Midland Train Station. This extension would utilise the existing freight railway line up to where the railway line intersects the Great Eastern Highway. A BRT would then commence from this intersection point and run along the Great Eastern Highway up to Mundaring.

Option 'A' was the preferred route, with four table groups of participants selecting it, while three table groups preferred option 'B'. One table group, however, did not support either of the options provided and developed, instead, a third option

that would feature a bus station at the Great Eastern Highway/Freight Rail intersection (as in option 'B'), and a circle bus route operating between the proposed bus station and the Midland Train Station. The circle would include the hospital and Midland Gate, providing an alternative access.

Some of the key strengths identified for option 'A' with the BRT starting/terminating from Midland Train Station was that it would be more direct with its start/end point based at the major shopping centre. It would thus be highly accessible to most patrons. The BRT could potentially reduce congestion in Midland itself. However a few weaknesses identified include costs involved in providing the new infrastructure and potential of slowing down of the service due to many traffic stops around Midland Train Station.

Some of the strengths of Option 'B' include lower costs due to its utilisation of the existing freight rail infrastructure and the ability to service the development along that route that could spur local businesses in the area. However, it was argued that the freight line would not service the major shopping centre in the area with greater trip generation capacity. It was also pointed out that using this option for a passenger train service could generate potential conflict with freight train operations.

**Mode Choice:** Participants at this forum predominantly preferred the BRT to other modes of transit because they were being realistic about their choice. Other modes, i.e. heavy and light rail were seen as being much more costly. It was further argued that rail would also have greater impact on environment due to the clearing of vegetation that would be involved. It was feared that the clearing, in turn, would negatively affect the character of the location.

Some obvious topography related barriers to the introduction of trains to the location were identified as:

- The difficulty of overcoming the steep gradient at Greenmount Hill, and
- The low-density development that would surround either heavy or light rail stations.

Despite opting for BRT, many weaknesses of this option were identified by the participants. BRT was seen as being slower than the other modes, affected by and contributing to traffic congestion and providing an unreliable service in comparison to the train options.

On the other hand, the participants highlighted the following strengths:

- higher frequency of service
- ease of access to bus from homes
- affordability
- lower environmental footprint than car
- reduction of car usage
- patronage by youth and the elderly, and
- the current high demand for the mode

Participants pointed to the great strengths and opportunity associated with the use of heavy rail, such as its ability to carry high passenger volumes, provide fast and direct access and its ability to attract investment into the area. However, it was pointed out that BRT would be the most logical option for the Region (with specific reference to Mundaring) because the expansion of buses

already servicing the area would be much faster and cheaper to implement compared to setting up a completely new mode of transport into the area. While it was clearly not the favourite mode choice in an ideal situation, the majority of the participants at the Mundaring forum believed that BRT would be the most logical mode of public transport.

At this forum, issues such as those related to the frequency of scheduled bus services and the extent of the time of operation were deliberated on. While on the one hand, the focus of the discussions was to find ways to obtain more buses with more frequent times, on the other hand there was a significant concern that additional transport infrastructure (such as railway) could then necessitate an increase of tax on the area residents. In other words, the desire for more frequent and faster travel time was mostly balanced by the need to avoid costs of additional infrastructure and frequency of public transport service.

Some participants favoured light rail over heavy rail due to it being relatively more cost effective, however, they conceded that it still involved unacceptable levels of loss of vegetation.

#### **6.4 What did the community say about Developments around the Station?**

This information was collected at both the community forums and the community information stalls. Both the forum participants and the online survey respondents were provided brief descriptions of various forms of transit stations - listing commonly perceived strengths and weaknesses of each form. They were also given the option to add their own points to the lists. This information was integrated into the survey

questionnaire, while for forum participants the lists were presented in the form of posters with boxes to tick (select) and blank boxes to write down any additional points.

Participants/respondents were asked their preference for the type of development they would like to see around transit stations. They were also asked the height of buildings/built form that they would prefer to see developed around the transit stops/stations.

The purpose of this exercise was to document community aspirations and expectations about land use implications of public transport infrastructure. It was aimed to highlight current community concerns for/against increasing urban densities that could affect the feasibility of integration of transport and land use planning.

**Figure 13: Preferred Transport Mode**

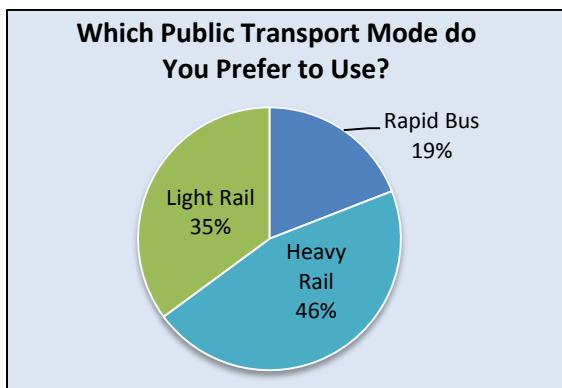
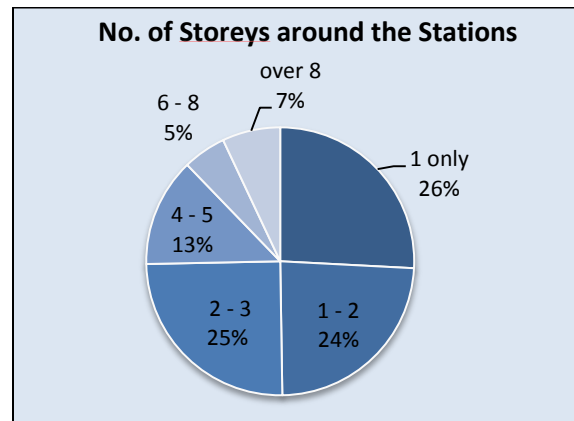


Figure 13 depicts the overall response, showing a clear preference for heavy rail (46%) followed by light rail (35%). This suggests a slight change in preferences over the past four years. In the 2010 survey, the first preference across the community was for light rail, followed by heavy rail and then the rapid bus. This could be a reflection of the various campaigns for light rail that were prevalent around the time of the previous survey, such as The Greens political campaign for light rail.

Respondents were then asked about the intensity of development they would like to see around major transit stations. As a surrogate measure for urban density, the number of storeys was used for respondents to choose the heights of buildings surrounding transit stations. They were also asked to provide reasons for their preference.

**Figure 14: Preferred Development around Stations**



The response suggests a strong preference for a low rise urban form around transit stations (see Figure 14). Just over half of the total responses (51%) suggest there should be either single storey or single and two-storey development. Single story, single-two story and two-three stories were evenly selected at 26%, 24% and 25% respectively. It is worth noting, however, that a quarter of the respondents (25%) preferred four-storey or higher development around major transit stations.

*Reasons – Against high density*

There were many responses against any development around stations that would be higher rise or higher density than the current single or two storey developments. Comments reflected a strong negative perception of higher rise and higher density development. Some suggested that more people on trains and around train stations was not nice and would create crowded conditions. There were suggestions that





**Facilities around Stations**

Respondents were asked to categorise the need for various developments or facilities around stations. An overwhelming proportion of respondents (95%) found parking to be an essential facility around the station, while a further 3% considered it to be a desired facility. The next popular element following parking was residential development, considered essential by around 46% of respondents. This was closely followed by ‘food and groceries’ and ‘retail’. The difference in response for parking and residential development is worth noting (refer Figure 15).

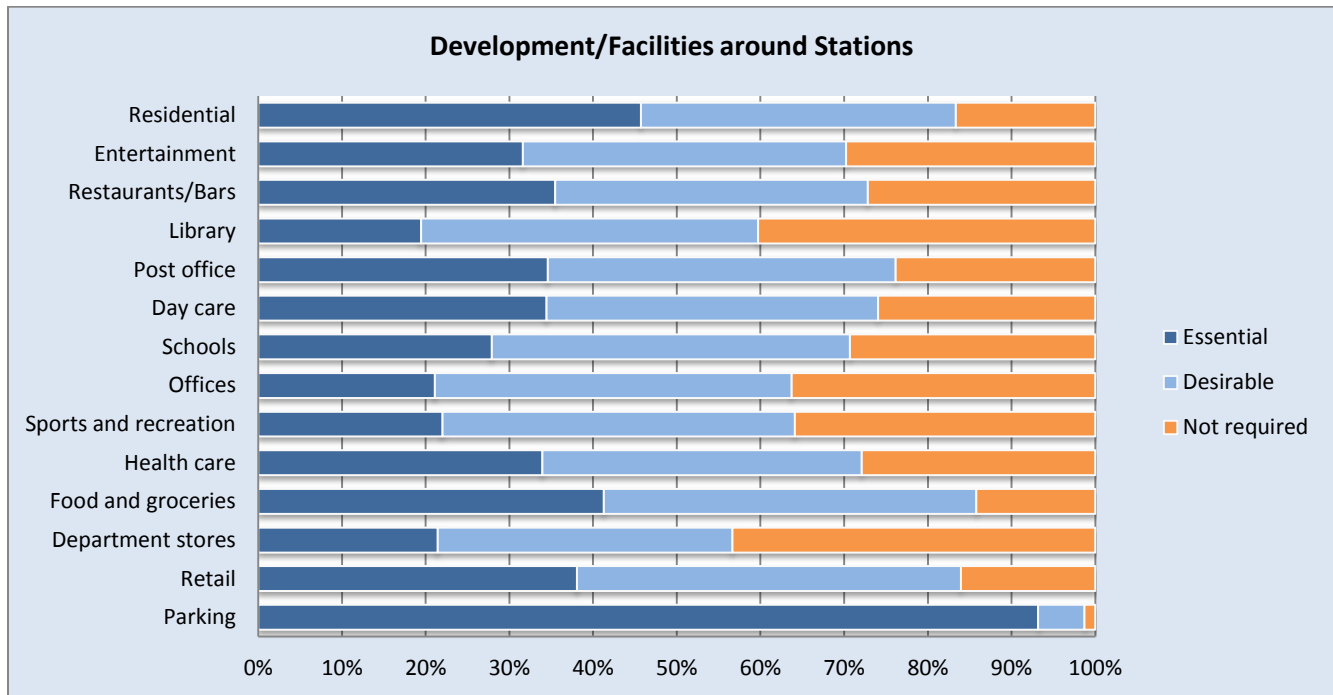
**‘Other’ Category Responses – Developments/Facilities around Stations**

Some of the responses picked up in the ‘other’

category related to aspects of residential development and urban form around stations with various suggestions for placing retirement villages and public housing in proximity to stations. One respondent emphasised the need to have residential development, not just bars or restaurants. The need for a landscaped public open space was also highlighted. Concern for security was also noted with suggestions for a police station being provided. There was also a suggestion to provide high-speed internet availability.

There were also demands for efficient train service effectively linked with other transit systems. A few respondents demanded that car parking facilities around stations should be available free of charge at all times.

**Figure 15: Preferred Development/Facilities around the Stations**



**Facilities within Stations**

Similar to the previous exercise, both the forum participants as well as online survey respondents were asked to rank the importance of facilities within transit stations from a given list, categorising them into 'essential', 'preferred' or 'not required'. They were also given the option to add their own points to the lists.

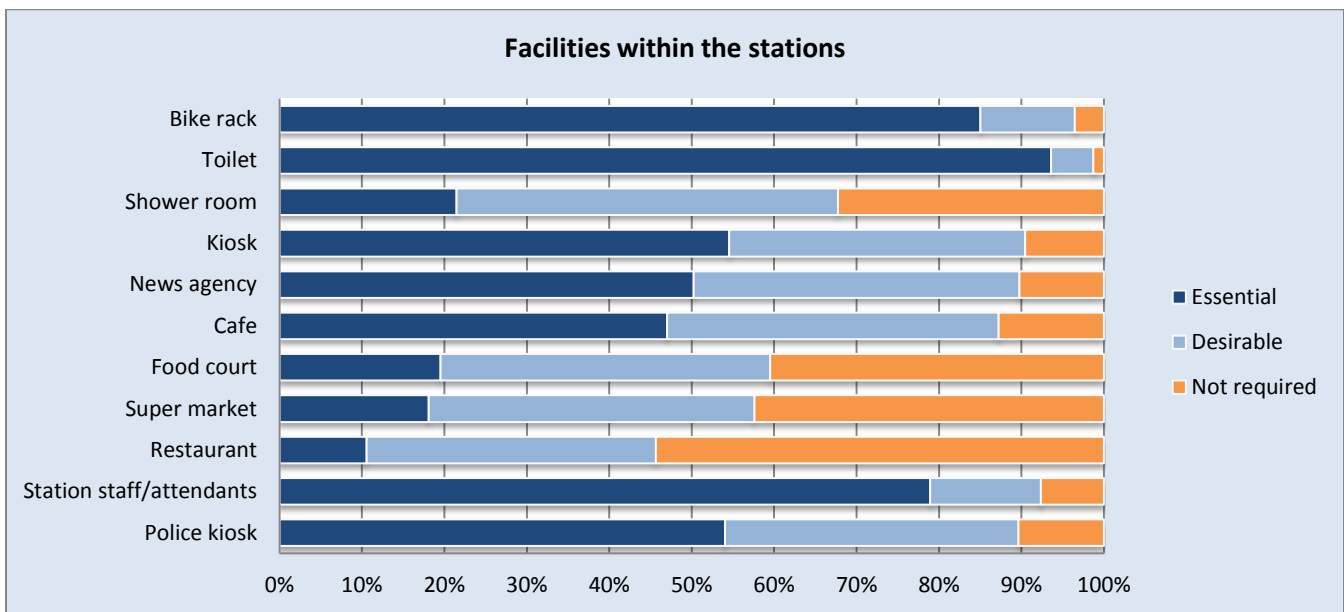
As Figure 16 shows, toilet facilities were considered essential by most (92%) of respondents. Availability of bike racks and the presence of station staff/attendants were also seen as essential by 84% and 78% of the respondents respectively. A majority of respondents (54%) also considered the inclusion of a kiosk and a police kiosk as essential.

These are significant findings that can also have implications for transport planning at the broader level. Community priorities emerging from the study suggest a general concern for security inside stations. The importance the community attaches to bike racks within stations validates the feasibility of incorporating active transport into the general public transport infrastructure.

**'Other' Category Responses**

There was a demand for a bus and rail connection /interchange within the station. Facilities cited for inclusion were security for bicycles, pharmacy and photographic services. Additional facilities listed for inclusion within stations were childcare and gym. Respondents also listed free parking availability.

**Figure 16: Preferred Facilities within the Stations**



### 6.5 Disaggregating Data by Localities

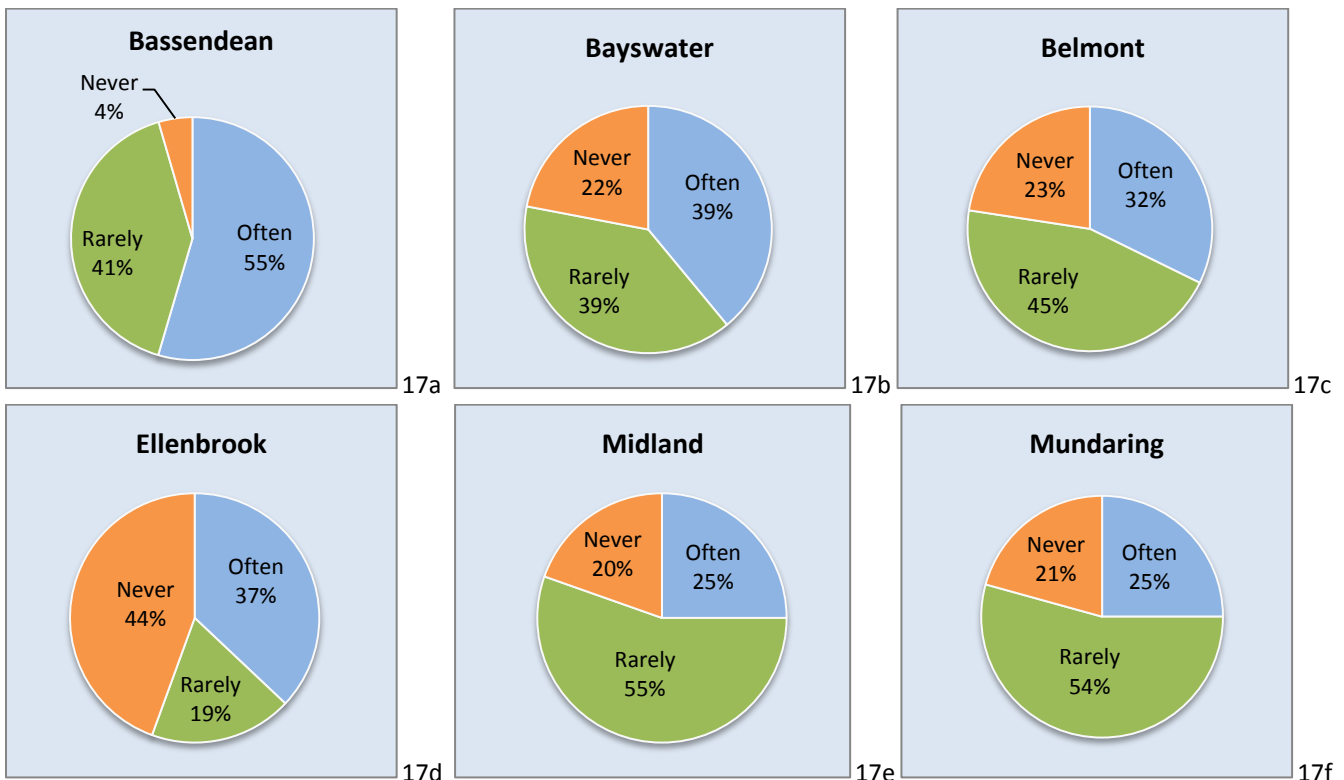
In this section the overall data is disaggregated by the source location of data collection in order to gain a deeper insight into the response of the community with reference to their specific context. As noted in the introductory/background section of this report, there is a great deal of variation in the demographic profile and travel patterns found across the Region. The variation in the makeup of a locality could influence the area residents' aspirations and perceptions towards public transport, and the built form affecting community support for a feasible integrated public transport and land use development to serve the area. We focus upon data related to travel behaviour of respondents and their views on the nature of development around stations.

### Frequency of use of public transport

The overall aggregate response from the Region suggests a low uptake of public transport with 23% of respondents from across the Region reporting they never use public transport. This was most intense among Ellenbrook respondents where 44% respondents said they never used public transport.

There seems to be, however, a great variation in the use of public transport between respondents across the Region. The two extremes in responses were found among those collected from Bassendean and Ellenbrook. In Bassendean, an overwhelming majority of respondents (96%) reported using public transport, with 55% saying they use it often. However, only 56% of Ellenbrook residents reported using public transport, with 19% saying they use it often.

**Figure 17: Frequency of the Usage of Public Transport**



Responses from Bassendean show a significantly different perspective compared to that of the rest of the Region. This could be explained by the fact that the community in Bassendean is being served by a good public transport network including a train service with the station being in the midst of the main shopping precinct. It may be argued that because the train service is right there, it is patronised. In the case of Ellenbrook the absence of proper rapid transit facilities and Ellenbrook's remoteness combine to promote car dependence. The data also seems to suggest that the uptake of the BRT service to Ellenbrook introduced a few years ago may not be significant.

### ***Number of Storeys***

In most localities across the various LGAs, a sizeable proportion of respondents preferred low-rise over other built forms. When asked to choose preferred building heights around transit stations, the popular responses were either single storey or a combination of one and two-storey development. This type of low-rise development was most popular response in Belmont/Forrestfield with almost three-quarters of respondents (73%) preferring it, followed by Midland (60%) and Mundaring (52%). In Bassendean, however, the smallest proportion of respondents (only 35%) chose such low-rise development as their preference.

### ***Residential Development vs Parking***

The two developments/facilities around stations cited most frequently as being essential were 'parking' and 'residential' respectively. In aggregate terms, the provision of parking was seen as an essential element around stations by 93% of all respondents across the Region. In the specific case of responses from Bassendean,

however, it was cited as an essential facility by only 80% of the respondents.

Across the Region, overall, residential development was seen as an essential development around transit stations by less than half (45%) of all respondents. In the case of Bassendean, however, residential development around stations was seen to be essential by a much higher proportion of respondents (nearly 70%).

## **6.6 Conclusion**

It is interesting to compare the response/comments of respondents regarding the type of public transport service they demand and their preference for the type of development they wish to see around transit stations. While they demand and aspire for mobility convenience offered by an efficient and effective public transport system, the majority of the community seems opposed to higher density development around stations. It could be argued that the connection between the viability of public transport and increased development densities especially around stations needs to be emphasised and highlighted to the community. Unless the community recognises the need to adopt the concept of higher density development, funding the setting up of public transport infrastructure and meeting maintenance and operational costs may not be economically viable.

## 7. Findings from Policy Makers' Forum

### 7.1 Workshop Exercises at the Forums

The forum sought to explore policy makers' views on the relevance of LVC mechanisms to funding public transport infrastructure. It comprised of workshops focusing on the following topics (for running/exercise sheets please see Appendix):

#### **Exercise 1:**

Authority and capacity of Government

- *Authority to track the value of land to levy land taxes to implement LVC*
- *Ability to assemble and acquire land at a favourable price*
- *Capacity to act as a savvy business partner in land development*

#### **Exercise 2:**

Suitability of State government revenue generation mechanisms

- *General Rate of Duty for Land Transfer*
- *Dutiable Value Residential Rate*
- *General Land Tax*
- *Metropolitan Region Improvement Tax*
- *Subdivision Application Fee*
- *Other Methods*

#### **Exercise 3**

Suitability of local government revenue generation mechanisms

- *Developers Contribution Scheme*
- *Rates Levy*
- *Other Methods*

#### **Exercise 4**

Creating a workable LVC funding model

- *Packaging selected State/local government revenue generation mechanisms*

Participants at the forum comprised largely of policy makers representing local government agencies with a few from State government. There were no representatives from Federal government. This could have led to a bias in the forum's findings favouring of local government points of view and/or preferences. While participants supported certain mechanisms of raising revenue as part of LVC to fund transport infrastructure, they tended to be sensitive as to who should implement those mechanisms.

### 7.2 Authority and Capacity of Government to Implement LVC

#### ***Perception of Government's Authority to Levy Taxes on land Value Gains***

Most participants at the Policy Makers' forum agreed that the WA State Government has the authority and ability to track the value of land to levy land taxes. It was also noted that local government also may have the ability to track the value of land to levy land taxes predominantly through the rates mechanism.

Discussions revealed that the most predominant mechanism of State based value capture was identified as stamp duty. Stamp duty allows the generation of revenue and the amount of income generated thereby is tied to the sale price of property that is directly affected by land values. Forum attendees representing local government noted that the State government is the sole

beneficiary of income generated through stamp duty collection. This, therefore, does not currently allow local government to access and reinvest funds generated by stamp duty from property sale in a particular area.

It was suggested if LVC were collected through stamp duty, that State government could provide transport infrastructure before any developments are implemented. Landgate was identified as the existing government organisation that could be given the responsibility for stamp duty collection and its management.

Stamp duty was seen as an effective mechanism to collect a premium, effectively using the value increment of land in the future to offset costs associated with transport infrastructure provision. A group of participants, however, believed that the Local Government Act 1995 prevents local government from levying land tax. However, they noted that rates were the exception.

There was a suggestion to consider ways for realising opportunities arising from LVC over a longer period of time as opposed to the short term.

Issues with rates were pointed out. For example, different LGAs have different rates. Town Planning Schemes (TPS) and zoning also result in rate differentiation. It was also pointed out that at times rates collection could potentially be counter-productive to State government objectives as income streams are not combined towards achieving the bigger picture.

### ***Perception of Government's Authority to Assemble and Acquire Land***

There was a general consensus that State (rather than local) government has the ability to assemble and acquire land at a favourable price. The most

common example was the considerable land acquisitions by Main Roads WA. The Metropolitan Redevelopment Authority (MRA) also conducts land acquisitions.

Some groups of participants suggested that current legislation could be improved to allow government to acquire land effectively. It was noted that Federal land was much easier to work with because it circumvented State government bureaucracy.

There was a discussion about how favourable prices were determined. It was suggested that they were largely market based. It was also pointed out that land acquisition process can be controversial as it goes through various stages of valuation involving courts and the Valuer General's office.

### ***Perception of Government's Capacity to Partner in Land Development***

Most participants at the forum agreed with the statement that the State Government has the capacity to act as a savvy business partner in land development. They identified the State government and specifically the MRA and Landcorp as effective and competent business partners with successful private sector land developers.

Some participants referred to the Department of Housing and some of the larger councils that attempted to benefit in this way. It is noted that the MRA and Landcorp are important facilitators that help the process. However, these entities are not bound by public sentiment and have organisational and funding mechanism issues.

### 7.3 Suitability of State Revenue Generation Mechanisms

Participants were presented a set of taxing mechanisms that currently exist and asked to comment on the feasibility of using them as LVC mechanisms to help State government agencies finance public transport infrastructure in the Region.

#### ***General Rate of Duty for Land Transfer***

Participants agreed that stamp duty created a significant and constant stream of revenue but that was solely tied to activity in the property market. Substantial increases in revenue could be realised from the creation of transport infrastructure, rather than waiting to accumulate the revenue without it.

Some participants maintained that stamp duty discouraged people's mobility, and instead it encouraged home renovation. Some other participants stressed that it negatively affects housing affordability and could be considered unfair.

#### ***Dutiable Value Residential Rate***

Groups of forum participants responded differently to the Dutiable Value Residential Rate, some believing that revenue generation was difficult to achieve through this mechanism. They maintained that local governments who enact residential rates simply don't have the bulk of transactions necessary to create sufficient revenue to fund transport infrastructure. A further response highlighted the fact that residential rate revenue generation is not a politically stable activity and has a narrow scope of success.

Some groups pointed out that residents may be reluctant to pay more rates if they considered

transport infrastructure as not being a high priority.

#### ***General Land Tax***

Participants were generally ambivalent about General Land Tax as a form of state revenue generation. The ensuing discussion highlighted that while land tax created revenue there were also disadvantages or issues. The operation of the tax needed to be better supervised.

Some participants favoured land tax over stamp duty because it was a source of regular revenue instead of once off payment. Land tax was appropriate also because it specifically targeted investors.

Some participants used the forum to highlight the fact that currently not enough government revenue was being spent on infrastructure.

#### ***Metropolitan Region Improvement Tax***

Participants tended to be more receptive towards the idea of using the Metropolitan Region Improvement Tax as a revenue generating mechanism, with most participants agreeing that the mechanism could effectively work for the metropolitan area.

Participants made various observations about the potential use of this tax. Some participants maintained that spending funds collected through the tax on infrastructure would show the community that the government was investing and was committed to improving an area. Others pointed out, however, that it was not the local government responsibility to provide transport infrastructure.

Some participants cautioned that the tax could have the potential for misuse through various loopholes. Operating with the principle of



upholding the public interest first and foremost would therefore need to be stressed. It was also suggested that changes to the planning framework could allow the tax to be used to acquire properties.

### ***Subdivision Application Fee***

The idea of using subdivision application fee to generate revenue did not get much support at the forum. It was widely believed that there would be no significant advantages of applying this mechanism as it would simply lead to developers eventually passing the cost on to consumers.

Subdivision application fees were generally seen to discourage flexibility, resulting in lowering housing affordability.

### ***Other Methods***

Participants were asked to consider adding further examples of taxing mechanisms at State level that could be used as LVC mechanisms.

Some participants proposed a general revenue stream comprising income from parking fees, fines and road tolls/taxes. Others stressed the need to concentrate on land leasing and assets sales as revenue generation mechanisms. There was also a suggestion to set up a broad geographic based tax responding to regional need. A similar suggestion for a localised tax focused on a specified area was also suggested.

## **7.4 Suitability of Local Government Revenue Generation Mechanisms**

Participants were presented a set of mechanisms that currently exist and asked to comment on the feasibility of using them as LVC mechanisms by

local governments to finance public transport infrastructure in the region.

### ***Developers Contribution Scheme (DCS)***

DCS was popular and generally rated highly by forum participants as a mechanism for value capture.

While all groups of participants rated DCS highly, it was noted that DCS tended to remain inactive or ineffective for long periods of time. Participants also pointed out that levy amounts were usually insufficient to make any real impact. Reference was made to an arts levy of 1% for developments over \$4 million, emphasising that it was extremely low even for a substantial development.

DCS were seen as a guaranteed revenue stream because the income generated could be set aside for the specific infrastructure. This mechanism was also seen to be the most equitable and beneficial means of generating funds for public infrastructure by community standards. There was a suggestion to put in place a DCS requiring developers to contribute towards funding public transport infrastructure for any development over \$5 million.

It was noted that developers tend to be reluctant to contribute to infrastructure they cannot see themselves as being direct beneficiaries of. The connection between the developers' contribution and potential returns therefore need to be established and explained.

### ***Rates Levy***

All participant groups generally rated a Rates Levy highly. Various groups deliberated upon both the advantages and disadvantages of using the rates levy for funding transport infrastructure. While most participants were of the view that rates levy

is equitable because everyone is required to pay them, some participants added that blanket rates are the least preferred. It was also generally agreed that the justification for rates needed to be clear because rates are not popular with the community and any increases are likely to prove politically challenging.

### ***Other Methods***

Participants were asked to consider adding further examples of taxing mechanisms at local

government level that could be used as LVC mechanisms.

Many groups came up with alternative funding mechanisms that included parking tax and special area tax rates. There were suggestions to specifically target train station car park revenues with a 50/50 division of the income going between state and local government.

**Figure 18: Proposed Land Value Capture Mechanisms**

Packaging Tools to Capture Land Value Increase in Proposed RTCs	
<p>Table Group 1</p> <ul style="list-style-type: none"> <li>Existing General Revenue (from PT fees and parking)</li> <li>Land Taxes (set by Valuer General)</li> <li>Rates</li> <li>Public Private Partnerships</li> </ul>	<p>Table Group 4</p> <ul style="list-style-type: none"> <li>Commonwealth Department of Infrastructure</li> <li>Metropolitan Improvement Scheme Tax</li> <li>Commercial Tax</li> <li>Developer Contribution</li> <li>Public Transport Flat Rate Ticket System</li> </ul>
<p>Table Group 2</p> <ul style="list-style-type: none"> <li>Sale of Land/Leasing</li> <li>GST</li> <li>Stamp Duty</li> <li>Private Car Costs</li> </ul>	<p>Table Group 5</p> <ul style="list-style-type: none"> <li>Broad Based Land Tax</li> </ul>
<p>Table Group 3</p> <ul style="list-style-type: none"> <li>PPE - Public Private Enterprise</li> </ul>	<p>Table Group 6</p> <ul style="list-style-type: none"> <li>Metropolitan Region Improvement Tax</li> <li>Road Taxes/Pricing</li> <li>Decentralised Employment</li> </ul>

## **7.5 Creating a Funding Model**

Participant groups at the forum were asked to develop a package of tools that they would use to collect LVC. They were required to consider the feasibility of the tools both in terms of their effectiveness to implement and deliver revenue and also in terms of their perceived political

acceptability. Three of the six groups packaged diverse funding mechanisms mostly comprising of existing ones but also suggesting some new ones. The other three groups proposed a single mechanism: Public Private Enterprise (PPE); a broad based land tax; and requiring the Commonwealth Department of Infrastructure to realise the funding (see Figure 18).

## 7.6 Concluding Note

A significant debate took place among participant groups at the forum about whether the revenue collection measures for LVC should be applied by State government agencies or by local government. Most participant groups tended to recommend local government revenue mechanisms. This could, perhaps, reflect the fact that most participants were local government representatives. Suggestions were made to capture a significant flat levy at the beginning of development in the form of developer contributions.

Specified area rates were considered appropriate because they could be used to effectively target land/property owners who were most likely to benefit from the introduction of transport

infrastructure in the area. These benefits could be seen as direct property value premium realised due to proximity to public transport access as well as convenience and life-style benefits (this captures both property owners as well as renters).

It was noted that some degree of confusion or reluctance existed among the policymakers to introduce land taxes to generate revenue towards public transport investment costs. While forum participants took on board the LVC concept, they tended to add other mechanisms as alternative suggestions, such as road pricing, parking fees and car ownership costs. This could perhaps reflect the lack of LVC examples related to transport infrastructure projects in WA and/or a concern that the introduction of a tax would be perceived negatively and hence prove politically unpalatable.



## 8. Station Locations Identified by Community: Ellenbrook RTC

An important part of the research, as outlined in the methodology section, asked the community where they thought stations on the RTCs should be located. The local community was engaged in deliberation drawing on local knowledge about significance of places and mobility preferences to build community buy-in for the implementation of RTCs in future. This section of the report documents and profiles transit station locations chosen by the community for Ellenbrook RTC.

This section discusses the suitability of station locations identified by the community and furthermore the capacity of the catchment area to support the RTC. The approach adopted by this study is to not only view the context of the sub-areas that these locations represent, but also assess the forecasted growth as envisaged by the planning strategies dictating the growth corridors the sub-areas are located within. In the following pages, profiles of individual stations identified along Ellenbrook RTC will be presented, followed

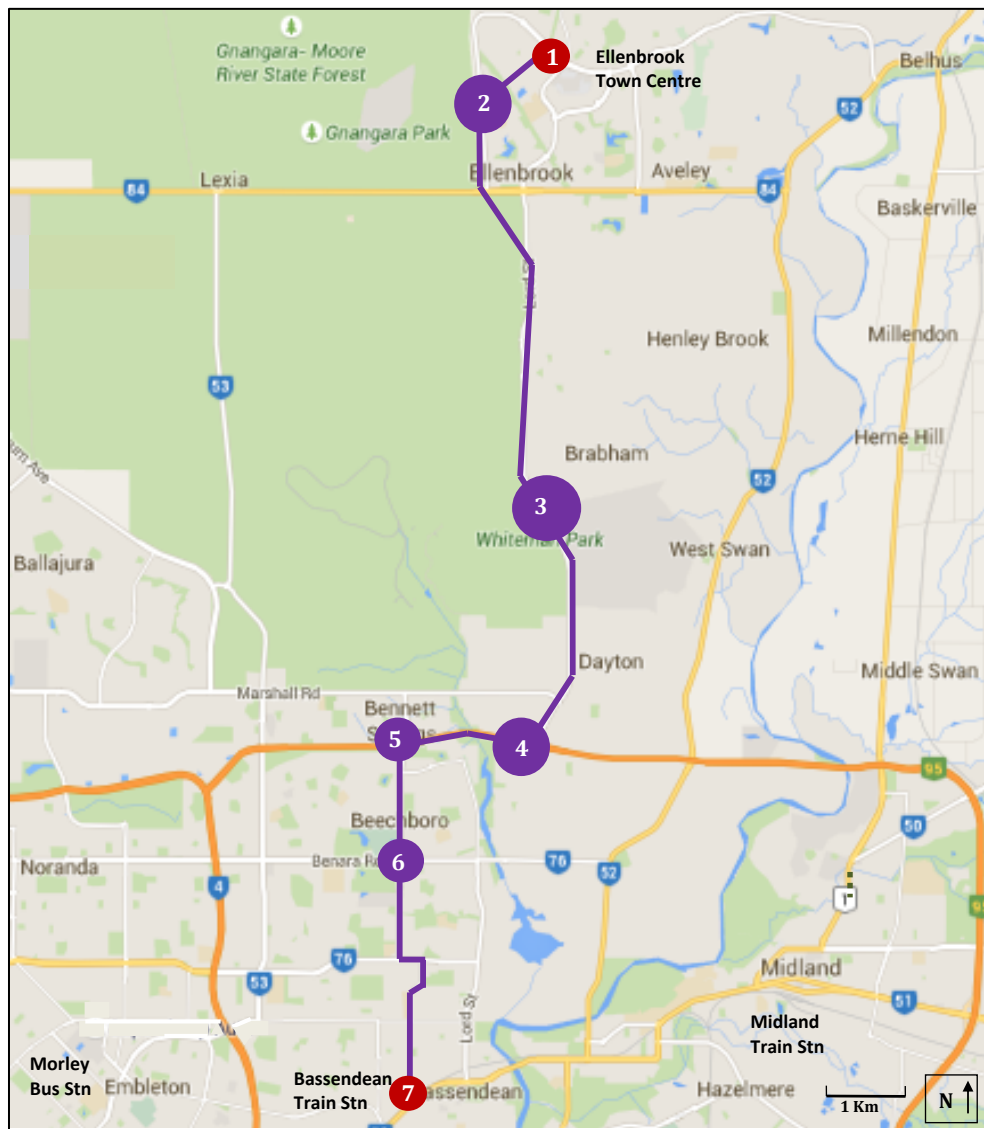
by a discussion of the overall area's projected growth strategies.

Data used to draw profiles of the potential station's catchment demographics in this section is drawn from ABS Census Data 2011.

### 8.1 Community Preferred Route and Station Locations

The RTC route alignment connecting Ellenbrook town centre to Bassendean Train Station featured as the community's preferred option. Forum participants identified five major locations for future stations along the Ellenbrook RTC route. Figure 19 depicts these locations on a map, indicating the frequency with which participants chose each location by the relative size of the dots (for further details, see Appendix D). Figure 20 shows the spacing distance between stations chosen by the community.

**Figure 19: Community Preferred Route and Stations for Ellenbrook RTC**



(Base image from Google Maps)

**Figure 20: Ellenbrook RTC: Distance between Stations**

Reference Number	Location of Station	Distance from Previous Station
1	Ellenbrook Town Centre	0 km
2	Drumpellier Road	1 km
3	Whiteman Park Entrance	5.8 km
4	Intersection of Lord Street and Reid Highway	3.3 km
5	Intersection of Altone Road and Reid Highway	1.8 km
6	Intersection of Altone Road and Benara Road	1.5 km
7	Bassendean Train Station	3.4 km

## 8.2 Station Profiles for Ellenbrook RTC

The following section examines the demographic and land use profile of each proposed station’s catchment. It briefly describes the location and surrounding land uses.

### **Station 1: Ellenbrook Town Centre & Station 2: Drumpellier Road**

The location of potential stations in Ellenbrook town centre and on Drumpellier Road will service the Ellenbrook and surrounding areas. While these stations would be located close to each other, they would ensure that the Ellenbrook Town Centre is effectively connected to the RTC. The Drumpellier Road Station would be a park and ride station a short distance from the first station. These proposed station sites provide a link from these fringe suburbs to the rest of the city.

#### **Current Land Use**

The vast majority of this catchment is new residential, which is being developed at a range of

densities. There are a number of commercial (mainly retail) centres scattered throughout the area. The largest centre is the Ellenbrook Town Centre, which has a medium sized main street style retail centre as well as a medium sized box shopping centre. The entire catchment area falls under ‘Special Use’ area, which means that development is guided by planning tools such as local structure plans.

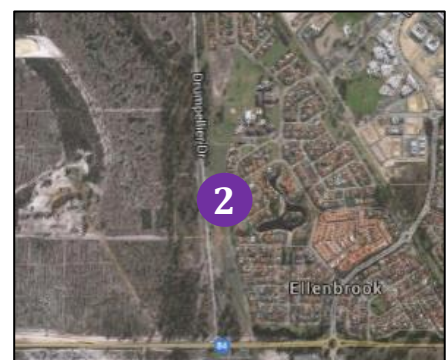
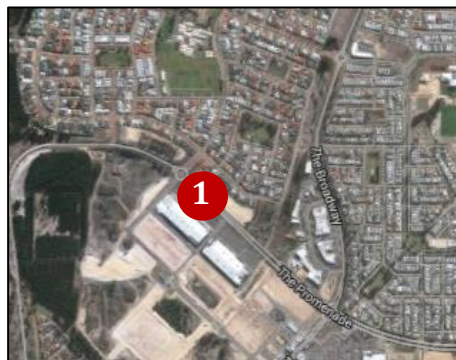
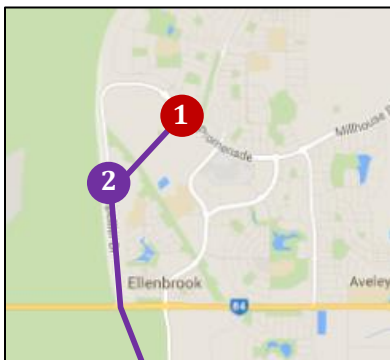
#### **Catchment Demographics**

The catchment for these stations would draw from the Suburbs of Ellenbrook, The Vines and Aveley.

**Figure 21: Catchment Demographics for Ellenbrook RTC Stations 1 & 2**

	Ellenbrook	The Vines	Aveley	Totals
Area of Suburb	14.4 km <sup>2</sup>	9.2 km <sup>2</sup>	6.7 km <sup>2</sup>	30.3 km <sup>2</sup>
Population	16,284	3138	4474	23,896
Dwellings	5,888	1271	1673	8832
Average people per household	3	3	3.1	3
Median weekly household income	\$ 1,677	\$ 2,193	\$ 1,975	\$ 1,948
People who travelled to work by public transport	6.2 %	4.6 %	6.5 %	5.8 %

**Figure 22: Development Surrounding Ellenbrook RTC Stations 1 & 2**



(Base image from Google Maps)

**Station 3: Whiteman Park Entrance**

The location of the proposed Whiteman Park Entrance station is at the boundary of West Swan, Henley Brook and Whiteman Park. There is a rapidly developing area to the north and a popular regional park (Whiteman Park) to the west.

**Current Land Use**

To the east of Lord Street both Henley Brook and West Swan are undergoing substantial development at this time. The nature of this development is largely residential. Develop Control Areas (DCA) currently cover large sections of these two suburbs. In addition to the DCA's

they are also controlled under the *Swan Urban Growth Corridor Sub-Regional Structure Plan*. To the West of Lord Street is a Whiteman Park. A disused airstrip that lies to the east is currently owned by the Department of Housing. The Department is currently undertaking large-scale residential development in the area.

**Catchment Demographics**

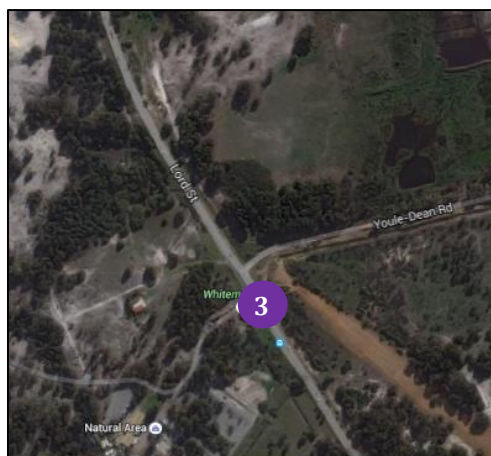
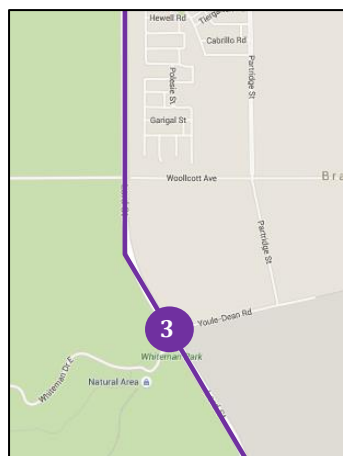
The catchment for this station would draw from the suburbs of Henley Brook, West Swan and Whiteman Park. **Note:** Part of Henley Brook has been renamed as Brabham a new suburb, in 2011.

**Figure 23: Catchment Demographics for Ellenbrook RTC Station 3**

	Henley Brook	West Swan	Whiteman Park	Totals
Area of Suburb	16.8 km <sup>2</sup>	13.1 km <sup>2</sup>	38.8 km <sup>2</sup>	68.7km <sup>2</sup>
Population	2,644	1,212	0	3,856
Dwellings	900	431	0	1331
Average people per household	3.1	2.6	n/a	2.89
Median weekly household income	\$ 1,853	\$ 1,433	n/a	\$ 1605
People who travelled to work by public transport	4.1 %	2.9 %	n/a	3.2 %
Average dwelling density per urban hectare	0.53	0.33	0	0.19

(ABS Census 2011)

**Figure 24: Development Surrounding Ellenbrook RTC Station 3**



(Base image from Google Maps)

**Station 4: Intersection of Lord Street and Reid Highway**

The preferred location of this potential station is at the boundary of Caversham and West Swan. This is a rapidly developing area.

**Current Land Use**

Both the suburbs are undergoing substantial development at this time. The nature of this development is largely residential but there are some commercial centres planned. DCA currently covers much of the land west of West Swan Road. To the east of West Swan Road and south of Benara road falling under

the protection of the *Swan Valley Planning Act 1995* as a 'Primary Production Area'. The land to

the North West of the intersection is being developed at a much slower pace than the surrounding area. It is also important to note that much of the development in the two suburbs is also covered by the *Swan Urban Growth Corridor Sub-Regional Structure Plan*. In the sub Regional plan a future transit station has been identified in the North East Section of the intersection of Lord Street and Reid Highway.

**Catchment Demographics**

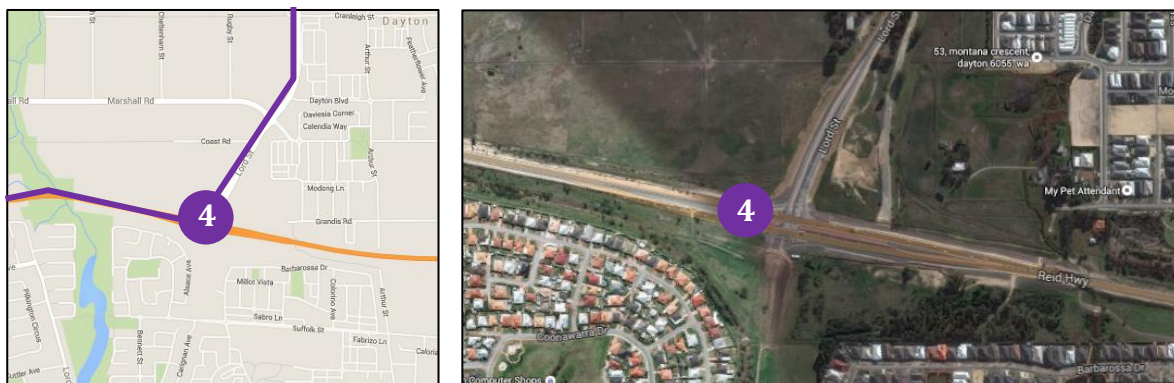
The Catchment for this station would draw from the suburbs of Caversham and West Swan. **Note:** A new suburb, Dayton, was gazetted within the area in May 2011.

**Figure 25: Catchment Demographics for Ellenbrook RTC Station 4**

	<b>Caversham</b>	<b>West Swan</b>	<b>Totals</b>
Area of Suburb	11.8 km <sup>2</sup>	13.1 km <sup>2</sup>	24.9 km <sup>2</sup>
Population	2,694	1,212	3906
Dwellings	1,052	431	1483
Average people per household	2.8	2.6	2.7
Median weekly household income	\$ 1,400	\$ 1,433	\$ 1410
People who travelled to work by public transport	7.7 %	2.9 %	3.5 %
Average dwelling density per urban hectare	0.89	0.33	0.59

(ABS Census 2011)

**Figure 26: Development Surrounding Ellenbrook RTC Station 4**



(Base image from Google Maps)



**Station 5: Intersection of Altone Road and Reid Highway**

The location of this potential station is in north Beechboro, a well-established area for the most part, with the very north section still having some low density residential being completed.

**Current Land Use**

A considerable area surrounding the intersection of Altone Road and Reid Highway is reserved for transport purposes such as regional road and rail. Beyond this, to the south lie residential areas. The residential design code (R-code) specification for the surrounding residential areas is a mix of R20/50, R20/40 and R20/35. The current lot sizes range from 450m<sup>2</sup> up to 950m<sup>2</sup>. Section 13.2.2 of

the City of Swan's *Urban Housing Strategy* prescribes the qualification criteria for higher R-code application.

To the North of Reid Highway is a relative new subdivision with blocks ranging from 450m<sup>2</sup> to 650m<sup>2</sup> with R-codes of R20 and R25. The City of Swan's *Urban Housing Strategy* excludes this area from dual zoning and considers it to be unsuitable for infill.

**Catchment Demographics**

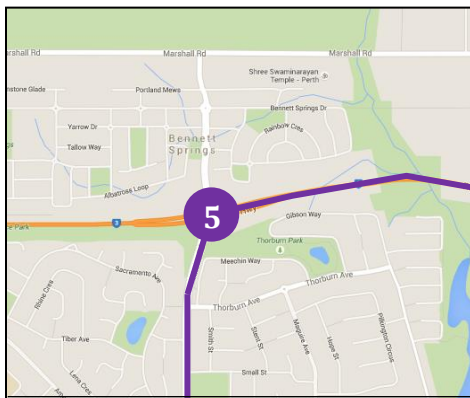
The catchment for this station would draw from Northern Beechboro. **Note:** The area has been gazetted as Bennett Springs in 2011.

**Figure 27: Catchment Demographics for Ellenbrook RTC Station 5**

	<b>Beechboro</b>
Area of Suburb	7.1 km <sup>2</sup>
Population	13,997
Dwellings	4,938
Average people per household	3
Median weekly household income	\$ 1,385
People who travelled to work by public transport	7.2 %
Average dwelling density per urban hectare	6.9

(ABS Census 2011)

**Figure 28: Development Surrounding Ellenbrook RTC Station 5**



(Base image from Google Maps)

### Station 6: Intersection of Altone Road and Benara Road

The location of this potential station borders on the three suburbs of Beechboro, Kiara and Lockridge. This is a well-established area dominated by low density suburbia.

#### Current Land Use

The east of the intersection is dominated by free standing single-dwelling residential development. The west side of the intersection is dominated by 'reserved' land with the north-west area being occupied by the Altone Park Golf Course, behind this is the Altone Park Recreation Centre (around 300m away from the intersection). To the south-west the 'reserved' land represents degraded

farmland and behind this is Lockridge Senior High School (around 600m away). The R-code specifications for the residential areas are R20/R50 and R20/35. Current lot sizes range from 600m<sup>2</sup> up to 900m<sup>2</sup>. In order to build up to the higher coding, owners must address the criteria set out in section 13.2.2 of the City of Swan's *Urban Housing Strategy*.

#### Catchment Demographics

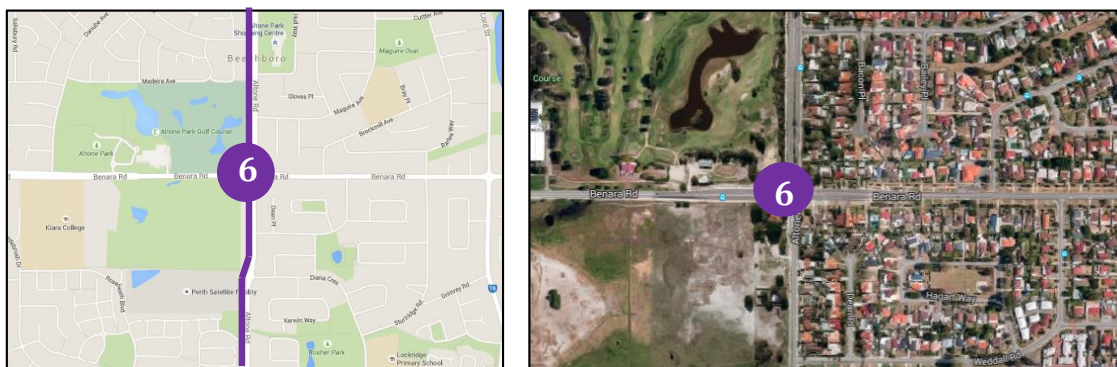
The catchment for this station would be drawn from the suburbs of Lockridge, Kiara and southern Beechboro.

Figure 29: Catchment Demographics for Ellenbrook RTC Station 6

	Beechboro	Kiara	Lockridge	Total
Area of Suburb	7.1 km <sup>2</sup>	1.4 km <sup>2</sup>	1.5 km <sup>2</sup>	10 km <sup>2</sup>
Population	13,997	1,793	3,566	19356
Dwellings	4,938	702	1,484	7124
Average people per household	3	2.7	2.5	2.7
Median weekly household income	\$ 1,385	\$ 1,312	\$ 948	N/A
People who travelled to work by public transport	7.2 %	8.3 %	10 %	N/A
Average dwelling density per urban hectare	6.9	5	9.8	7.1

(ABS Census 2011)

Figure 30: Development Surrounding Ellenbrook RTC Station 6



(Base image from Google Maps)

### 8.3 Assessment of Suitability for Stations and RTC Routes

The Ellenbrook RTC is best viewed as comprising of three different sub-areas. These are as follows:

- **Greater Ellenbrook:** This area comprises of Ellenbrook, the Vines and Aveley. The forecasting for this area is taken from the City of Swan's *Urban Housing Strategy*.
- **Swan Urban Growth Corridor:** This area is made up of Henley Brook, West Swan and Caversham. The forecasting of this area is taken from the *Swan Urban Growth Corridor Sub Regional Structure Plan*.
- **Beechboro, Kiara and Lockeridge Infill Area:** The forecasting for this infill area is taken from the City of Swan's *Urban Housing Strategy*.

In looking at forecasting growth in the sub-sections, we need to consider land use and demographics of the area as well as government strategic documents on desirable levels of development for land-use transport integration. *Direction 2031 and Beyond* is the primary strategic document for the development of Perth Metropolitan Region. This strategy seeks a density of 15 dwellings per urban hectare in new development areas (WAPC 2010, p.4). As part of our analysis we compare the forecasted dwelling density against this density target. Further we also refer to the *AMCORD* (CoA 1995) recommended density target of between 15 to 20 dwellings per hectare.

#### *The Greater Ellenbrook Area*

Despite good planning and a relatively strong growth, at an average dwelling density yield of 6.1, the Greater Ellenbrook Area will not be able to meet the density targets set by *Directions 2031 and Beyond*. Furthermore, the possibility of further expansion along the proposed RTC line is restricted as Ellenbrook's western border abuts the protected Gngangara water mound. The *Swan Valley Planning Act 1995* also restricts development of residential nature to the east. Any further development could only occur to the north.

Given these restrictions, it would be advisable that only one station be constructed within the area. It is further advised that a BRT is considered as the most viable option for this location.

In Figure 31, the *Greater Ellenbrook Urban Housing Strategy's* forecast of 18,562 lots has been used as the starting point for calculating the future population using the current average household size of 2.89 persons per household based on *ABS 2011* statistics. This yields a total future population of 53,644 persons. Dividing the total area of the suburbs (30.3 km<sup>2</sup> or 3030 ha) by the maximum number of lots forecasted in the urban housing strategy (18,562 lots) yields an urban density of 6.1 dwellings per ha. This is compared to corresponding statistics that would emerge were urban densities suggested by *Directions 2031 and Beyond* or *AMCORD* (i.e. the State and national averages) pursued.

**Figure 31: Greater Ellenbrook Growth Forecast**

Area of Suburb = 30.3 km <sup>2</sup>	Greater Ellenbrook (Urban Housing Strategy)	Directions 2031 Target	AMCORD Target
Average Dwelling Density per Urban Hectare	6.1	15	20
Future Dwellings	18,562	(3030ha x 15) 45,450	(3030ha x 20) 60,600
Future Population	(18562 x 2.89 persons/ hh) 53,644	(45450 x 2.6 persons/ hh) 118,170	(60600 x 2.3 persons/ hh) 139,380

**Swan Urban Growth Corridor Area**

Despite strong sub-regional planning, Figure 32 shows that the Swan Urban Growth Corridor area will also not be able to meet the density targets set by *Directions 2031 and Beyond*. While it does come much closer to the 2031 targets than the Greater Ellenbrook Area, it only achieves a density of 11.3 dwellings per urban hectare. In addition to this the corridor is restricted by Whiteman Park on

the west and the *Swan Valley Planning Act 1995* area to the east. Together, these two land uses effectively restrict the corridor's developable area to a width of approximately 1km. If an RTC route could run up the middle of the corridor, its stops would only serve an area within a 500m radius. The community's choice for station locations is well suited with ample land available for the two stations. However if part of the eastern side of Whiteman Park could be developed for urban uses then the route would become more viable.

**Figure 32: Swan Urban Growth Corridor Growth Forecast**

	Swan Urban Growth Corridor	Directions 2031 Target	AMCORD Target
Area of Suburb	11 km <sup>2</sup>	11 km <sup>2</sup>	11 km <sup>2</sup>
Future Population	33,000 (2.64 Person Households)	2.6 person Households x Dwellings = 42900	2.3 person Households x Dwellings = 50600
Future Dwellings	12,500	16,500	22,000
Average Dwelling Density per Urban Hectare	11.3	15	20

### ***Beechboro, Kaira and Lockridge Infill Area***

Once again the forecasted growth in the area appears incapable of delivering the level of density of development needed to support effective transport and land use planning integration (see Figure 28). In order to achieve the

required level of density, the zoning would require to be changed to adopt an R-code that facilitates higher density development. Further, both station locations identified by the community in this area are surrounded by significant tracts of reserved land held by the government, which could potentially be developed.

**Figure 33: Beechboro, Kaira and Lockridge Infill Area Growth Forecast**

BKL Area (Urban Housing Strategy)	Total	Directions 2031 Target	AMCORD Target
Area of Suburb	10 km <sup>2</sup>	10 km <sup>2</sup>	10 km <sup>2</sup>
Future Dwellings	11823	15000	20000
Average Dwelling Density per Urban Hectare	11.83	15	20

#### **8.4 Recommendation**

Given that none of the sub-sections of the RTC route will meet the average dwelling density of 15 dwellings per urban hectare, heavy rail is not recommended. A BRT service would be the most effective mode of public transit. The 'un-reserving'

of some land parcels (including parts of Whiteman Park) held by the government at station locations and rezoning for urban uses could be an excellent way of capturing some of the land value to pay for such a system. It would also increase the catchment area and future patronage numbers for these stations.

## 9. Station Locations Identified by Community: Mundaring RTC

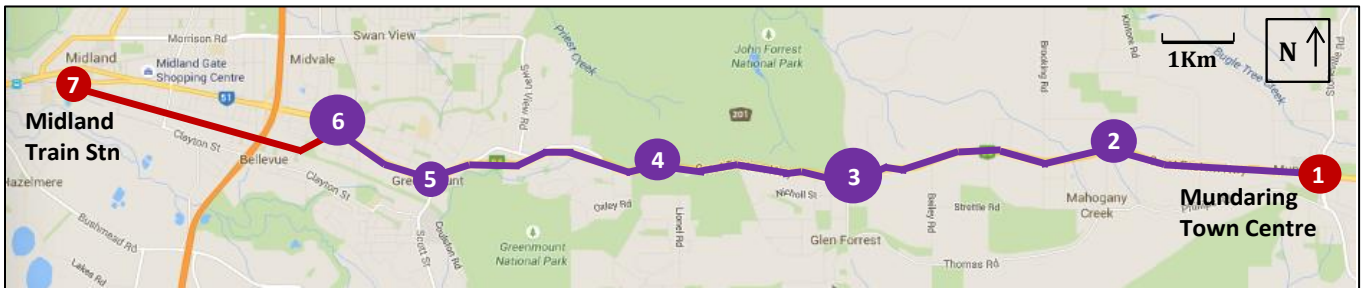
This section of the report documents and profiles transit station locations chosen by the community for Mundaring RTC.

### 9.1 Community Preferred Route and Stations

The favoured route for the Mundaring RTC was overwhelmingly a BRT service from Mundaring Town Centre along Great Eastern Highway and connecting to a new train station for the Midland

Line at the intersection of Buninyoung Road and Great Eastern Highway. The community identified five major locations for stations. Given the nature of the area it is expected that catchments along this route will be large and focused on a park and ride clientele. Figure 34 marks these locations and indicates the frequency with which they were chosen by participants by the relative size of the dots. Figure 35 shows the distance between stations that were chosen by the community.

**Figure 34: Community Preferred Route and Stations for Mundaring RTC**



(Base image from Google Maps)

**Figure 35: Mundaring RTC: Distance between Stations**

Reference Number	Location of Station	Distance from Previous Station
1	Mundaring Town Centre	0 km
2	Intersection of Seabourne Street and Great Eastern Highway	2.6 km
3	Intersection of Hardey and Great Eastern Highway	3.5 km
4	Intersection of Darlington Road and Great Eastern Highway	2.5 km
5	Intersection of Scott Street and Great Eastern Highway	3 km
6	Intersection of Buninyoung Road and Great Eastern Highway	1.4 km
7	Midland Train Station	3.8 km

## 9.2 Station Profiles for Mundaring RTC

The following section examines the demographic and land use profile of each station location along the Mundaring RTC study area.

### **Station 1: Mundaring Town Centre**

The location of this potential station would be in the Mundaring Town Centre, which is a relatively well established commercial centre surrounded by low-density suburbia.

#### **Current Land Use**

The town centre is a well-established commercial centre with a range of commercial/retail functions as well as an array of community services including the Shire of Mundaring Council office and chambers. The residential areas immediately

surrounding the town centre are zoned between R5 and R2.5 with areas beyond this being zoned rural residential. The other suburbs in this catchment follow a similar pattern of development and zoning.

#### **Catchment Demographics**

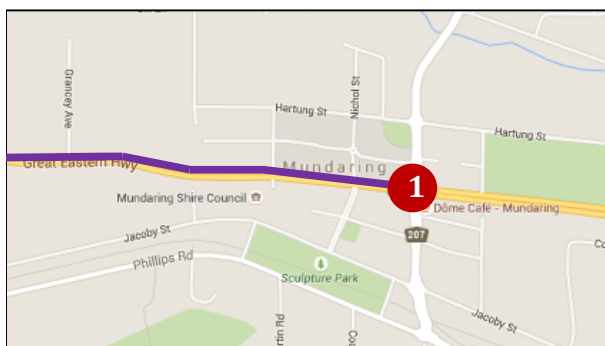
The catchment for this station would draw from the suburbs of Mundaring, Stoneville, Mount Helena and Sawyers Valley.

**Figure 36: Catchment Demographics for Mundaring RTC Station 1**

	<b>Mundaring</b>	<b>Stoneville</b>	<b>Mount Helena</b>	<b>Sawyers Valley</b>	<b>Totals</b>
Area of Suburb	32 km <sup>2</sup>	18.6 km <sup>2</sup>	29.1 km <sup>2</sup>	35.4 km <sup>2</sup>	115.1 km <sup>2</sup>
Population	3,011	2,488	3,156	954	9,609
Dwellings	1,294	887	1,172	379	3,732
Average people per household	2.5	2.9	2.9	2.7	2.57
Median weekly household income	\$ 1319	\$ 1727	\$ 1579	\$ 1460	\$ 1521
People who travelled to work by public transport	5.5 %	6.7 %	5.1 %	6.4 %	5.9 %
Average dwelling density per urban hectare	0.4	0.48	0.4	0.1	0.32

(ABS Census 2011)

**Figure 37: Development Surrounding Mundaring RTC Station 1**



(Base image from Google Maps)

**Station 2: Intersection of Seabourne Street and Great Eastern Highway**

The location of this potential station would be at the intersection of Seabourne Street and Great Eastern Highway and is a low density residential area.

**Current Land Use**

This station location has no commercial land uses surrounding it and has a low density suburban to semi-rural residential form. To the immediate south of Great Eastern Highway lies Mahogany Creek with an R-Coding of R2.5 to R5. Beyond this it drops to 'rural residential' zones. To the

immediate north the zoning is only 'rural residential'. Seabourne Street provides a road connection with the more populated areas of Parkerville that would feed into this potential station.

**Catchment Demographics**

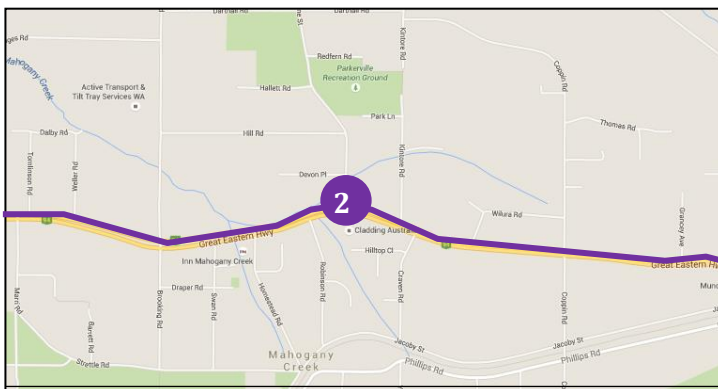
The catchment for this station would draw from the suburbs of Parkerville and Mahogany Creek. The sparsely populated area would require potential commuters to drive long distances to get to and from the station.

**Figure 38: Catchment Demographics for Mundaring RTC Station 2**

	Parkerville	Mahogany Creek	Totals
Area of Suburb	19 km <sup>2</sup>	2.9 km <sup>2</sup>	21.9 km <sup>2</sup>
Population	2,228	831	3,059
Dwellings	809	321	1,130
Average people per household	2.5	2.8	2.7
Median weekly household income	\$ 1,851	\$ 1,841	\$ 1,846
People who travelled to work by public transport	5.8 %	6.7 %	6.25 %
Average dwelling density per urban hectare	0.43	1.1	0.51

(ABS Census 2011)

**Figure 39: Development Surrounding Mundaring RTC Station 2**



(Base image from Google Maps)



**Stations3: Intersection of Hardey Road and Great Eastern Highway**

The proposed location of this potential station would be the intersection of Hardey Road and Great Eastern Highway.

**Current Land Use**

A small local shopping centre is located to the immediate south of this intersection. Further south the low-density suburb of Glen Forrest has an R-Code of R2.5 to R5. Beyond this the zoning

drops to Rural Residential. To the north west of the site is John Forrest National Park and to the northeast is Hovea, a rural residential zoned area that has no commercial development.

**Catchment Demographics**

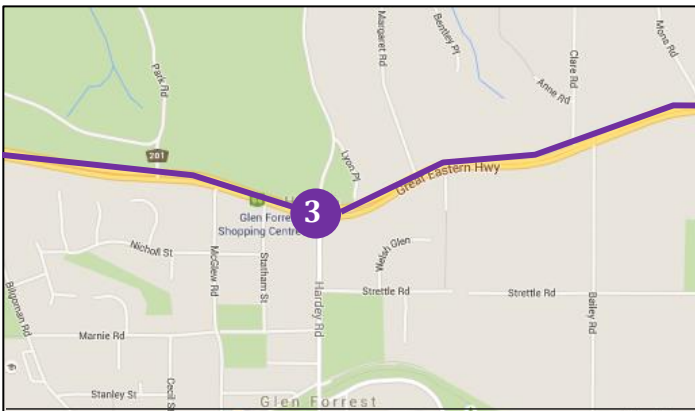
The catchment for this station would include the suburbs of Hovea and Glen Forrest.

**Figure 40: Catchment Demographics for Mundaring RTC Station 3**

	Hovea	Glen Forrest	Totals
Area of Suburb	31.6 km <sup>2</sup>	13.1 km <sup>2</sup>	44.7 km <sup>2</sup>
Population	637	2,883	3,520
Dwellings	259	1,080	1,339
Average people per household	2.8	2.8	2.8
Median weekly household income	\$ 2,095	\$ 1,680	\$ 1,887.5
People who travelled to work by public transport	5.4 %	7.4 %	6.4 %
Average dwelling density per urban hectare	0.08	0.82	0.78

(ABS Census 2011)

**Figure 41: Development Surrounding Mundaring RTC Station 3**



(Base image from Google Maps)

**Station 4: Intersection of Darlington Road and Great Eastern Highway**

The proposed location of this potential station would be at the intersection of Darlington Road and Great Eastern Highway.

**Current Land Use**

The Bilgoman Aquatic Centre is located to the south of the selected location. The nearest housing starts around 350 metres from this centre.

Darlington road connects this site to Darlington which is low density and predominantly zoned R5. The north of this location is dominated by the John Forrest National Park.

**Catchment Demographics**

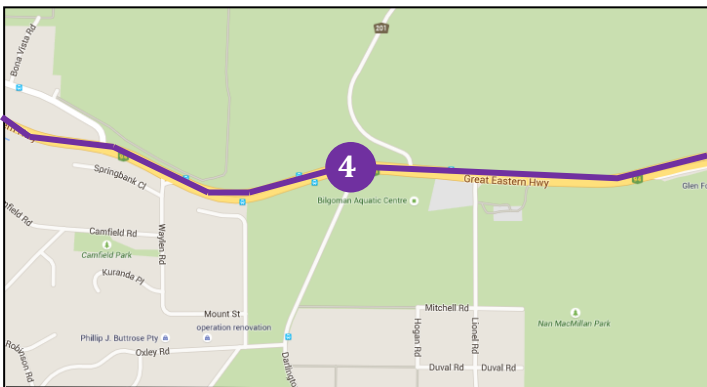
The catchment for this station would draw from the suburb of Darlington.

**Figure 43: Catchment Demographics for Mundaring RTC Station 4**

	Darlington
Area of Suburb	12.1 km <sup>2</sup>
Population	3524
Dwellings	1397
Average people per household	2.7
Median weekly household Income	\$ 1926
People who travelled to work by public transport	7.5 %
Average dwelling density per urban hectare	2.9

(ABS Census 2011)

**Figure 44: Development Surrounding Mundaring RTC Station 4**



(Base image from Google Maps)

**Station 5: Intersection of Scott Street and Great Eastern Highway**

The proposed location of this potential station would be at the intersection of Scott Street and Great Eastern Highway.

**Current Land Use**

The site is largely surrounded by low-density suburbia in the foothills of the Darling Scarp. It has a variety of R-code specifications of between R12.5 up to R40. In some places the zoning

changes to Rural Residential. Almost immediately to the east of Scott Street there is a sharp undulation of the Darling Scarp that has effectively restricted development.

**Catchment Demographics**

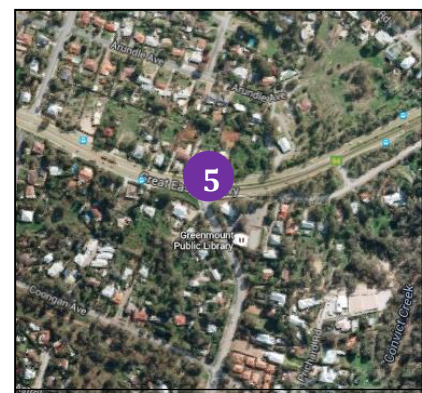
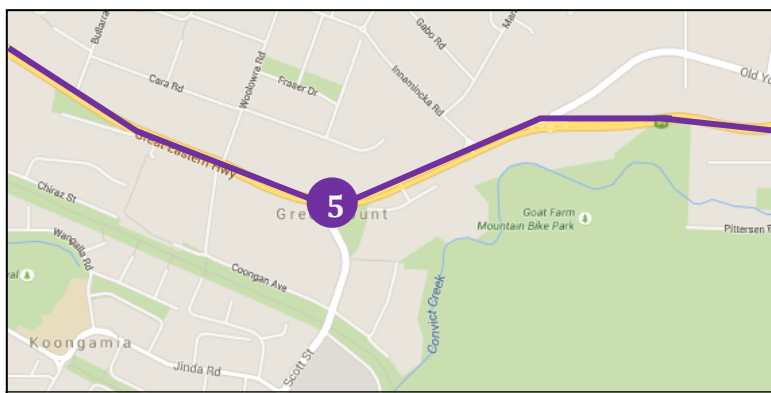
The catchment for this station would draw from the eastern half of the suburb of Greenmount, Koongamia, Helena Valley and Boya.

**Figure 45: Catchment Demographics for Mundaring RTC Station 5**

	Koongamia	Greenmount	Helena Valley	Boya	Total
Area of Suburb	0.6 km <sup>2</sup>	4.8 km <sup>2</sup>	6.4 km <sup>2</sup>	1.9 km <sup>2</sup>	13.7 km <sup>2</sup>
Population	1,001	2,475	3,017	639	7,132
Dwellings	464	1,001	1,077	274	2,816
Average people per household	2.3	2.6	2.9	2.6	2.5
Median weekly household income	\$ 1,007	\$ 1,455	\$ 1,907	\$ 1,604	\$ 1,493
People who travelled to work by public transport	6.9 %	7.6 %	6 %	8.2 %	7.1 %
Average Dwelling Density per Urban Hectare	<b>7.3</b>	<b>2.08</b>	<b>1.68</b>	<b>1.4</b>	<b>2</b>

(ABS Census 2011)

**Figure 46: Development Surrounding Mundaring RTC Station 5**



(Base image from Google Maps)

**Station 6: Intersection of Buninyoung Road and Great Eastern Highway**

The proposed location of this potential station would be at the intersection of Buninyoung Road and Great Eastern Highway. This is where the freight train line crosses Great Eastern Highway. It would be the location of a new train station with an extension of the existing commuter rail from Midland. The station would be a 'park and ride' as well as an intermodal hub.

**Current Land Use**

The site is largely surrounded by low density suburbia, which occurs to the east and south west

of the site. It has a variety of R-codes ranging from R12.5 up to R40. On the western side of the freight line and north of Great Eastern Highway there is a light industrial zone. Large format retail land uses are found mainly along Great Eastern Highway.

**Catchment Demographics**

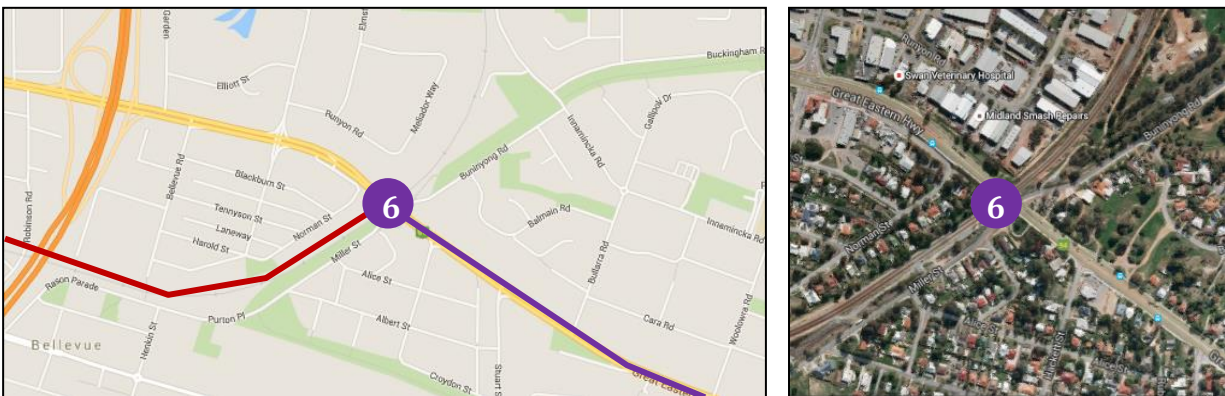
The catchment for this station would draw from the suburbs of Swan View and of the Western half of Greenmount.

**Figure 47: Catchment Demographics for Mundaring RTC Station 6**

	<b>Greenmount</b>	<b>Swan View</b>	<b>Totals</b>
Area of Suburb	4.8 km <sup>2</sup>	7.4 km <sup>2</sup>	12.2 km <sup>2</sup>
Population	2,475	8,027	10,502
Dwellings	1,001	3,349	4,350
Average people per household	2.6	2.5	2.55
Median weekly household income	\$ 1,455	\$ 1,231	\$ 1,343
People who travelled to work by public transport	7.6 %	7.3 %	7.45 %
Average dwelling density per urban hectare	2.08	4.52	3.56

(ABS Census 2011)

**Figure 48: Development Surrounding Mundaring RTC Station 6**



(Base image from Google Maps)

### **9.3 Assessment of Suitability for Stations and RTC Routes**

The Mundaring-Midland RTC is very different from the Ellenbrook RTC. The route and development are heavily constrained by the topography of the Darling Scarp. The quality of the environment dominated by Eucalyptus forest and the community holds its landscape value in high regard. Added to these considerations is the risk of bush fire, which significantly hampers the possibility of any increase in density. Development density is currently significantly below the level required to make public transport viable and it is likely to remain so. The development of an RTC should be viewed in terms of supporting public good, even if the required densities are not realised.

### **9.4 Recommendation**

A BRT system is recommended for Mundaring to Midland. The community's choice of station is sound as they are located at intersections of major roads that would feed the station sites from surrounding areas. Stations would need to be developed as Park and Rides and in some cases could be integrated into some commercial and civic sites.

## 10. CONCLUSION

This study sought to build on the insight into community aspirations for public transport in the Region, documented previously through a series of community forums. Many of the preferred routes identified through the forums have since been similarly featured in government's transport strategies and proposals for the region. We have thus identified optimal routes connecting major place locations within the Region that represent community preference, which have aligned with the government's current transport strategies.

The study seeks to assess the level of development potential of the land along the RTC routes following the introduction of public transport services in the future. The assessment was informed by a GIS study documenting the baseline conditions of land use along the potential routes.<sup>1</sup>

The focus of this study has been to bring together the points of view and perceptions of key stakeholders and major players who would affect and/or be affected by the introduction of much-needed public transport services in the Region. For this purpose, firstly, the developers' opinion was sought regarding suitable types of development around different types of stations envisaged for the Region. Secondly, the community was asked to express their preferences for station locations while considering the type of development around the stations. Thirdly, policy makers were asked to comment on means of

making financing the transport infrastructure affordable.

This study provides a snapshot analysis of the current thinking of major players and stakeholders with regard to public transport and land use development along potential RTCs. This can serve as a reference document to work towards aligning their viewpoints. Such alignment is a prerequisite to the realisation of community-preferred and realistic development for the Region based on the effective integration of land use and transport planning.

A number of conclusions have been drawn from this study.

Firstly, the community aspires for train services and can readily agree on ideal locations for train stations. However, awareness about the relationship between public transport and urban densities and its implications do not seem to have been fully grasped at a community level. While demanding high levels of public transport services, the community seems largely reluctant to accept the increased density around the stations required to make the services viable. Provision of car parking facilities around stations is seen to be the most popular demand by far, being cited by 95% respondents as an essential requirement. While retail and housing do figure as the next popular demands, they are cited by only 45 % of the respondents as being essential. The significant difference between the perceived need for parking and for housing and retail around stations

<sup>1</sup> A report on the GIS data on baseline conditions was submitted to the EMRC in 2014.

highlights the priorities of the community.

This is perhaps the first study of its kind for the Region that provides an insight into the type of development the community expects or envisages around a train station. The findings reveal that integration of transport planning and land use planning does not feature in current community thinking.

The Town of Bassendean stands out from others LGAs within the Region because it is well served by the train service. It is insightful, therefore, to note the difference of opinion about developments around the stations found among respondents from Bassendean and others. Respondents from Bassendean, for example, assigned relatively low importance to the provision of car parking around major transit stations compared to other respondents. They also rated the provision of housing around stations relatively much higher and showed a preference for higher rise development around stations. This is an interesting observation as it may imply the communities' perceptions about the trade-offs between aspirations for an efficient public transport service and higher urban density, could be improved through education and demonstration projects.

Due to the presence of a train service, it is not surprising to note that respondents from Bassendean reported higher patronage of public transport compared to others. However, the proportion of Bassendean respondents using public transport specifically to travel to work was comparatively lower. This perhaps could point to the fact that the places of employment remain poorly served by the train service.

Findings from the Developers forum clearly suggest that developers tend to think the time is right for undertaking higher density projects.

However, they feel local government is largely not yet ready to take the plunge and is therefore not proactively promoting high density development. This seems to suggest a major change in the attitude of developers with respect to high-density development. In the past, the sustained push by the Federal and State governments for compact and higher density development has not been readily supported by developers who have tended to argue that the market is generally not ready for it.

The LVC mechanism may find wide support among policy makers as a means to subsidise and hence make the required investments in public transport provision feasible for the government. Our experience with the policy makers' forum suggests that even though LVC is not yet a very well understood or widely accepted concept, policy makers are generally appreciative of the fundamentals of the concept. It was interesting to note that forum participants from State and Local governments were wary of suggestions that implicate their departments in the introduction of LVC related taxes on developers / community. This points to the fact that the political will needed to seek implementation of LVC concept may indeed be difficult to attain. However, because of a general agreement on the basic concept and principles evidenced at the forum, there appears room for generating a dialogue among relevant policy makers to define priorities and assign complementary roles and responsibilities between various agencies. Our study suggests that a meaningful dialogue among relevant agencies can and should be started at this point in time.

Our analysis of the specific station locations chosen by the community reveals that the planned densities, even if fully realized, will fall well short of densities required to support an effective public transport system. The planned

densities for most suburbs in the Region need drastic increases if public transport options are to be realised in the Region any time in the future.

for such studies in view of the current and forecasted transportation issues and the potential for further urban development.

### **Proposed Further Research**

The study's findings could be used to seek further input from relevant government agencies with an interest in integrating transport and land use planning by initiating joint research projects. These agencies could include, among others, the Public Transport Authority (PTA), the Department of Transport and the Department of Planning. Such organisations could provide valuable input both in terms of expertise and resources. As the State government is ultimately the provider of public transport, it is important to engage with its relevant departments. Recommendations or plans that come from such a project are more likely to be realistic and implementable.

There is clearly a need to review the urban densities set by various planning schemes in the various growth corridors. The existing policy instruments guiding development densities need to be reviewed and revised. For public transport to become viable, the densities generally must be improved to at least the minimum target density of 15 dwellings per hectare.

It is important to provide a forum and opportunity for dialogue among policy makers and decision-makers to discuss in detail the merits and feasibility of generating and applying LVC mechanisms. In order to look for ways to make public transport infrastructure affordable and thereby feasible, further investigations and discussion on the challenges and opportunities in the way of implementing the LVC concept to deliver real life projects need to be convened. The Eastern Region of Perth provides a perfect setting



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## Appendix A

### **Forum Schedule and Exercise Details**

Running sheets/Exercise details used for the forums by the facilitators

## Developers Forum

### Running Sheet

Date: 28 August 2014

Time: 10 am to 12 pm

The Forum will be MCed by Assoc. Prof. Shahed Khan

Event	Output	Time (mins)
9:45 Pre-opening		
Registration Introductions (table members)		
10:00 Opening/ Keynote speeches/ Background information		
Welcome & Opening (EMRC representative)		5
Introducing Development and Public transport (Jane Bennett - Chair of the UDIA Planning Committee)		15
Project Background (Curtin team)		10
10:30 Workshop		
<b>Exercise 1- Station Typologies</b> Tables to discuss type of stations and suitability of the surroundings	A list of suitable surrounding development for each station type and suitability for EMRC region	15
<b>Exercise 2- Market Considerations</b> Tables to look at market considerations for development around stations in greenfield and brownfield situations for various types of stations	A list of factors - financial feasibility parameters (e.g. R-codes); time frames; market conditions - that apply to green/brownfield developments	30
<b>Exercise 3- Housing and Demographics</b> Tables to look at expected/target clientele for housing development around stations in greenfield and brownfield situations	Identifying preferences for type of development by demographic profiles.	20
<b>Exercise 4 - Hot Spots for station-led development</b> Individuals to study area maps and place stickers to locate favourable (feasible) sites for potential development led by siting of stations (indicating type of station, mode, type of surrounding development) along RTCs.	A preliminary set of suggestions of potential sites for development inspired by future stations, marked on the map, capitalising on the participants' knowledge.	20
11:55 Closing		
Close (Curtin team)		5

## Community Forums

### Running Sheet

The Forum will be MCed by Curtin team

			Time (mins)
5:45	Registration		
5:55	Introductions (table members)		
6:00	Opening		
	House Keeping	Curtin team	
	Welcome and Opening	EMRC representative	10
6:10	Background information		
	Project Overview/Aims	Curtin team	10
6:20	Workshop		
	Exercise 1 (RTC Specifics) Table discussion	Use Area Maps	20
	Exercise 2 (Station Types)		10
	Exercise 3 (Catchment and Station Locations) Surrounding development	Transfer info to Small Map → Data Input team	20 15
7:15	Break		
	Supper		15
7:30	Workshop - Resume		
	Exercise 4 (Station Facilities)		10
7.40	Presentation/Discussion		
	Group Present Station Locations and preferable development around the station		15
7.55	Closing		
	Curtin/EMRC representative		05

## Exercise Details

	<b>Content</b>	<b>Result</b>	<b>Preparation</b>
<b>Ex 1</b>	<p><b>Specific RTC</b>  <b>Mode SWOT + Preference</b>  <b>Alignment SWOT for each option:</b></p> <ul style="list-style-type: none"> <li>• <b>Option A</b> = Consider various mode options from Midland stn</li> <li>• <b>Option B</b> = Extend train outward to XXX along the alignment, then consider various mode options</li> </ul> <p><b>Tables share Preferences</b> <span style="color: red;">20 mins</span></p>	<p><i>Mode:</i>  SWOT for H.Rail, L.Rail, BRT  Preferred option  <i>Route alignment:</i>  SWOT for each option  Preferred option</p>	Area specific Map
<b>Ex 2</b>	<p><b>Station type</b></p> <ul style="list-style-type: none"> <li>• Participants look at the photos of different station types posted on wall</li> <li>• Add (write) Strengths and Weaknesses of each type</li> </ul> <p><span style="color: red;">10 mins</span></p>	<p><i>Perceptions:</i>  List of strengths and weaknesses for each type.</p>	<ul style="list-style-type: none"> <li>• Poster with different station type descriptions</li> <li>• Butcher's paper to write on</li> </ul>
<b>Ex 3</b>	<p><b>Catchment and Station Locations:</b></p> <p>A. Pinpointing station locations  B. Choose station type for each location (including Midland)</p> <ul style="list-style-type: none"> <li>• Define catchment area</li> <li>• Consider required densities and land uses</li> <li>• Consider topography limitations</li> </ul> <p style="text-align: right;"><span style="color: red;">20 mins</span></p> <p>C. Desired Development around Station</p> <ul style="list-style-type: none"> <li>• Table groups given sheets to work out: Priorities for Facilities around Station; and Building Heights around stations.</li> </ul> <p><b>1. Categorise</b>  <b>2. Rank</b></p> <p>REMINDER:  Must relate facilities to density requirements</p> <p><span style="color: red;">15 mins</span></p>	<p><i>Identifying preferences for:</i></p> <p>Station locations and their catchment in view of criteria provided</p> <p>Selection of mode</p> <p>Type of station and nature of development around stations</p>	<ul style="list-style-type: none"> <li>• Maps indicating existing l.u. and densities – also walking range along alignment.</li> </ul> <p>Criteria sheet - on following page  <i>Transfer stn locations to small maps</i>  <span style="color: red;">→Data Input</span></p> <ul style="list-style-type: none"> <li>• Sheet with chart listing facilities and columns – 'Essential', 'Desirable', etc. plus 'Ranking' column – for each type of station selected</li> </ul>
<b>Supper</b>		<span style="color: red;">15 mins</span>	
<b>Ex 4</b>	<p><b>Station Facilities</b>  Desired Facilities within Station</p> <ul style="list-style-type: none"> <li>• Table groups given sheets to identify and prioritise facilities required within the station.</li> </ul> <p><b>A. Categorise</b>  <b>B. Rank</b></p> <p style="text-align: right;"><span style="color: red;">10 mins</span></p>	<p><i>Identifying preferences for:</i>  Facilities aspired for inside transit stations</p>	<ul style="list-style-type: none"> <li>• Sheet with chart listing facilities and columns – 'Essential', 'Desirable', etc. plus 'Ranking' column – for each type of station selected</li> </ul>
<b>Results</b>	<p><b>Floor Presentations</b>  Table groups present <b>Ex 3 Results:</b>  Station Locations and preferable types of development around the station <span style="color: red;">15 mins</span></p>	<p><i>Sharing:</i>  Brief description of preference and reasons - by a spokesperson from each Table group</p>	<ul style="list-style-type: none"> <li>• Maps indicating location and type of station preferences of Groups projected on screen</li> </ul>

## Technical/Policy Makers Forum

### Running Sheet

Date: 30 September 2014

Time: 9:30 am to 12:30 pm

The Forum will be MCed by Mr. Sam McLeod

9:30 – 9:40 Pre-opening – Guest arrival – Coffee - Registration			Time (mins)
9:40 – 9:50 Welcome and introduce Key Note - EMRC Deputy Chairperson Janet Powell			
9:50 - 10:05 Keynote speech – Chairman WAPC Mr. Eric Lumsden			
10:05–10:25 Curtin Presentation			
10:25	Exercise 1 – Value capture mechanisms	Brainstorm Government’s ability: <ul style="list-style-type: none"> <li>• Tax Based</li> <li>• Land Acquisition</li> <li>• Partnership</li> </ul> Data Entry on Response Sheets	10
11:35	Exercise 2 – State revenue generation sources for Public Transport	Brainstorm Data Entry on Response Sheets	30
11:05	Exercise 3 – Local Government revenue generation sources for Public Transport	Brainstorm Data Entry on Response Sheets	10
11:15	Exercise 4 – Preparing a package	Brainstorm Data Entry on Response Sheets	10
11:25	Reporting by Table Groups (Exercise 4 – Package components + Rationale)	2-minute presentations by Group representatives	15
11:40 – 11:45 Mrs. Marilyn Horgan (EMRC Director, Regional Services) - Thank you & Close			
11:45 – Lunch			



## Appendix B

### Exercises Sheets

Exercise sheets used in the Forums  
for scribe to fill out in consultation with the participants  
(Actual size: A3)

## Developers Forum

### Exercise 1: Station Types

Station Type	Suitable Surrounds				Suitability for the Region (RANK)
	Densities; Building Heights	Facilities around Station	Streetscape; Street Character	Other Comments	
T.O.D					
Park and Ride					

### Exercise 2: Market Consideration

Type of Development	Market Considerations - Financial Feasibility Factors					
	Expected catchment of station - Both area and population (household and number of people)	Feasible residential development around the station. R-coding and/ or dwelling yield. What type of built form?	- Amount of Net Leasable Area that could be sustained - Type of commercial business to populate the area -Parking requirements	What is the likely phasing of residential and commercial?  Thresholds - when does commercial become viable?	What is the market acceptance of this type of development?  Risk factors (Financing of development)	Other comments
<b>Greenfield Sites</b>						
Low Density						
Medium Density						
High Density						
<b>Brownfield Sites</b>						
Low Density						
Medium Density						
High Density						

**Exercise 3: Housing & Demographics**

Type of Station	Demographics of Surrounding Residential Development		
	Low density	Medium density	High density
<b>Greenfield Sites</b>			
TOD/Park & Ride/Other ----- (specify)	A B C D E F		
----- (specify)	A B C D E F		
----- (specify)	A B C D E F		
<b>Brownfield Sites</b>			
TOD/Park & Ride/Other ----- (specify)	A B C D E F		
----- (specify)	A B C D E F		
----- (specify)	A B C D E F		

*Dimensions of Demographic Profile of Residents:* Age group (A); Income level (B); Household type (C); Employment type (D); Housing Tenure (E); Other (F)

## Community Forums

### Exercise 1

Ellenbrook Forum: 1A & 1C

Mundaring Forum: 1B & 1C

#### Exercise 1A: SWOT on Alignment

	Strengths	Weaknesses	Opportunities	Threats	Ranking and Reason
To Morley & City					
To Bassendean Station					
To Midland Station					

#### Exercise 1B: SWOT on Alignment / Mode

	Strengths	Weaknesses	Opportunities	Threats	Ranking and Reason
Direct Service to Midland Station					
Extension of rail to Great Eastern Hwy & freight rail crossing – then to Mundaring					
Other					

#### Exercise 1C: SWOT on Mode

Chosen Alignment :	Strengths	Weaknesses	Opportunities	Threats	Ranking and Reason
Rapid Bus/BRT					
Heavy Rail/Commuter					
Light Rail/Tram					

### Exercise 2: Station Types

Participants are to write on the wall panels –No exercise sheet

### Exercise 3: Facilities around the station

Station Location:

Station Type:

Building Heights around Station (Number of Stories):

	Essential	Desirable	Not Required	Ranking	Comments
Parking					
Retail					
Department stores					
Food and groceries					
Health care					
Sports and recreation					
Offices					
Schools					
Day care					
Post office					
Library					
Restaurants/ Bars					
Entertainment					
Residential					
Other:					

### Exercise 4: Station Facilities

Station Location:

Station Type:

	Essential	Desirable	Not Required	Ranking	Comments
Bike rack					
Toilet					
Shower room					
Kiosk					
News agency					
Cafe					
Food court					
Super market					
Restaurant					
Other retails					
Station staff/attendants					
Police kiosk					
Other:					

## Technical/Policy Makers Forum

### Exercise 1: Existence of Value Capture Mechanisms for Public Transport Infrastructure funding in the Region

	Level	Yes/ No	Examples of application	Effectiveness of the approach	Comments/ Notes
<u>TAX BASED:</u> Does the government have the authority to track the value of land to levy land taxes?	<b>State</b>				
	<b>Local</b>				
<u>LAND ACQUISITION:</u> Does the government have the ability to assemble and acquire land at a favourable price?	<b>State</b>				
	<b>Local</b>				
<u>PARTNERSHIP:</u> Does the government have the capacity to act as a savvy business partner in land development?	<b>State</b>				
	<b>Local</b>				

### Exercise 2: Suitability of State revenue generation mechanisms

Method	Sub-category	Advantages	Disadvantages	Other Comments	Suitability for Revenue Raising (RANK)
<b><u>Stamp Duty</u></b>	General Rate of Duty for Land Transfer				
	Dutiable value - Residential Rate				
<b><u>Land Tax</u></b>	General Land Tax Rates				
	Metropolitan Region Improvement Tax				
<b><u>Sub-division Application Fees</u></b>					
<b><u>Other Method</u></b>					

### Exercise 3: Suitability of local government revenue generation mechanisms

Tax -				Suitability for Revenue Raising (RANK)
	Advantages	Disadvantages	Other Comments	
<u>Development Contributions for Infrastructure</u>				
<u>Rates levy</u>				
<u>Other Method</u>				

### Exercise 4: Creating a funding model using a package of duties/taxes to deliver public transport Infrastructure

Package Components	Rationale	Rate the Politically Palatability	Other Comments
Component 1			
Component 2			
Component 3			
Component 4			

## Appendix C

### Open End Survey Responses

Community members' comments about future public transport in the Region



Followings are the responses to the open-ended questions in the survey conducted at the community information stalls. (All the comments are in original format)

**Question: Would you like to make any comments about future public transport in the Region?**

**Bassendean information stalls**

<ul style="list-style-type: none"> <li>• More frequent transport more train carriages more of a male presence on our trains more people-friendly safety issues and well-being</li> </ul>
<ul style="list-style-type: none"> <li>• Happy with the current services</li> </ul>
<ul style="list-style-type: none"> <li>• Very necessary for future economic development of the state</li> </ul>
<ul style="list-style-type: none"> <li>• Well situated housing next to train lines and create more subcentres</li> </ul>
<ul style="list-style-type: none"> <li>• Depends on where you live, should be made very convenient. And you should not be charged for parking.</li> </ul>
<ul style="list-style-type: none"> <li>• Move less funding on roads. Reallocation of government budget on public transport</li> </ul>
<ul style="list-style-type: none"> <li>• New trains replace old ones please. Like the ones on Joondalup, Mandurah Line</li> </ul>
<ul style="list-style-type: none"> <li>• I would welcome a lightrail to the airport with other connecting CBD areas</li> </ul>
<ul style="list-style-type: none"> <li>• More services linked with pedestrian routes</li> </ul>
<ul style="list-style-type: none"> <li>• Buses announcing stops Be careful on the impact on residential area a lot of infrastructure to kept uniform and maintain and theme and provide plentiful open spaces</li> </ul>
<ul style="list-style-type: none"> <li>• Why should we pay to be squashed like sardines? Bring in doubledecker trains like Sydney Every suburb deserves public transport especially on the weekend for "Family Day"</li> </ul>
<ul style="list-style-type: none"> <li>• It is very important to service the wider community. Especially Ellenbrook. With so much tourism potential around the area, we need to be able to service and connect these attractions. the transport network is quite good within the metropolitan but we need to increase services for the wider community</li> </ul>
<ul style="list-style-type: none"> <li>• Not enough services through west swan to ellenbrook. increased frequency and extensibility kids next door talk about relocating because limited bus services.</li> </ul>
<ul style="list-style-type: none"> <li>• Cannot get to the airport without taxi. Link buses and train effectively. Increased frequency and extensibility of transit routes.</li> </ul>
<ul style="list-style-type: none"> <li>• if there is no connecting service to the train station, this survey is irrelevant.</li> </ul>
<ul style="list-style-type: none"> <li>• the police doesnt need to be manned, however there needs to be security/quick route for emergency contact.</li> </ul>
<ul style="list-style-type: none"> <li>• think before developed! safety concerns is the main issue</li> </ul>
<ul style="list-style-type: none"> <li>• security, cleaner trains, enough frequency, more busses to morley, ellenbrook line is essential</li> </ul>

**Bayswater information stall**

<ul style="list-style-type: none"> <li>• quicker routes</li> </ul>
<ul style="list-style-type: none"> <li>• Doesn't use often</li> </ul>
<ul style="list-style-type: none"> <li>• not very reliable too many morning travellers</li> </ul>
<ul style="list-style-type: none"> <li>• more frequent service -later services to and from major centres</li> </ul>
<ul style="list-style-type: none"> <li>• better connections between bus and train</li> </ul>
<ul style="list-style-type: none"> <li>• we need more light rail in the Morley region - too much bus we need more light rail in more Morley region.</li> </ul>
<ul style="list-style-type: none"> <li>• Any development is good</li> </ul>
<ul style="list-style-type: none"> <li>• More frequent bues / trains during peak / off peak periods Smaller buses which carry few people during off peak periods (save petrol / gas)</li> </ul>

• We need safer transport options to the outer suburbs! I'm only 12 km from the city & won't catch public transport due to safety concerns
• Need parking near bus stop
• Frequency of buses to Beechboro and buses for night
• Need parking at bus station
• Better train/ rail system to perth airport Airpot/airport link Airport/ Perth city link Better public transport to ellenbrook
• You cross paris for \$1.50 You cross NY for \$2.50 You cross any Australian city for \$10
• More connection to main centres in Perth through buses e.g. Zoo More frequency
• reduce price to make more attractive for drivers - more evening serives in more areas - more busses in areas where there are no train services
• Tram system and more free transport within the city area, especially more frequent arrival times (ie. the night transport).
• Extend transport hours
• I would like to see the public transport network expanded or a sky rail such as the one on Singapore
• Better connection between differing transport types eg. business trains. More frequent and cheaper fares!
• I catch the 48 bus service to work, which is the only bus service I can take. It is inconvenient as it only comes once every hour!
• It is definately difficult and inconvinient on weekends with frequency of trips. Parking is also not very good at Canning Bridge
• hope for light rail
• essential for the future of Perth - certain politicians have a narrow minded view - Have a slight European influence in terms of good connectivity

### Belmont/Forrestfield information stalls

• faster
• Why would you have buses when you have trains to go to the city?
• Make the toilet clean and more security
• Preferably footpaths to get around
• Please improve the frequency or the number of buses in the new areas. The new suburbs are not considered or thought after when giving bus facilities in those areas and people like me who don't drive can be affected majorly. Weekend frequency is desirable. At least 1 bus every hour or 2 during weekends will be appreciated. People who work in retail work during weekends and it is tough to commute otherwise.
• Happy with the public transport system
• Serious planning needed for the future. Too much traffic congestion, will only get worse. Essential that public transport is increased and improved!!!!!!!!!!!!
• All for it.
• Needs to retain level of low density special rural. Needs a seriously developed spider web style system that has significant circle routes that intersect with the Perth centric routes. Eg buses that travel the Roe & Tonkin Highways from end to end & just run up & down these with transport hubs wherever these routes cross other major highways or railway lines Perth public transport is too centralised on Perth. I currently have work mates that take two hours to travel from north western & norther suburbs Clarkson & Waneroo to get to Midvale in the north eastern suburbs this takes two bus trips & two train trips each way. This makes their travel time each to be 4 hours in total & they work a 7.6 hour day!!!! If a bus ran along Reid & Roe Highways from Mitchel Freeway to around Byford then these guys journey could be halved
• new train line need to continue via forrestfeild and out to kalamunda/ Iesmurdie will take alot of strain and traffic off orrong rd and tonkin hwy
• Transport support for those living east of the city eg Ellenbrook is still required

• would be good as we get public transport in the Forrestfield
• Connect midland to fremantle and EllenBrook trams
• Buses to run more frequent in this area.
• Safety
• if it comes I would use it
• Maybe a higher volume and more frequent amount of trains, especially in the peak hour. The trains are cramped and over packed.
• it needs to be considered and light rail would be a better option rather than the current project. as long as it connects to Bayswater it is enough. I think Laibour party had a better idea
• not either/or, we need both. most people have cars, people use what is efficient and effective. either need more buses or more parking at train stations.
• need more buses. not just high Wycombe. needs to go to midland and cannington where most people work.

### Ellenbrook information stall

• Get it done!
• Bigger issues - The roads are not good!
• Build it in ellenbrook
• too many problems in area - working in joondalup takes 50 min. Needs better public transport connections. More bus connections inside ellenbrook area
• We need a train
• Get the rail to ellenbrook...let it go through to Herne Hil?
• Its changing so its getting better - more busses = better frequency!
• Need to keep up with the population expansion. Current bus service is showing the bus is very full by the time it gets to the station.
• Currently not safe
• Dual carriage way to Beechboro rd
• Morning Traffic is chaos here and same in the evening. Time spent on driving could be better spent doing other things. I commute 1.5 hours each day for work. @ children that go to ECU joondalup and there is no connection to ECU. Must travel to midland and bassendean then to the city and up to joondulop - 4.5 hours each day. This must change.
• just build it! It will be better also for tourism
• Start now - all government agencies need to be involved. Loop connection?
• Build it as soon as possible please
• Busses are not safe at night - anyone can follow you off at a stop.
• Just get a train here soon mate
• It is needed ASAP - would resolve congestion around schools and shops
• Flexibility and diversity of public transport into Swan Valley is appalling - there is business in that area and therefore need public transport to encourage tourism.
• Fast and reliable
• Where is public transport in Ellenbrook and The Vines? Right lane of freeway should only consist of cars with 2 or more passengers to reduce congestion levels.
• Speed up the process - we need public transport.
• Build it - we need a train
• Speed up to process
• See it in Ellenbrook and The Vines
• With future growth, a train station is needed to connect and move more people quickly

• Just get it done and stop procrastinating on it!
• Essential to growth Traffic is unbearable!
• easier access to stations
• Be more clear - definite look Look at Whiteman Park - make it a stop
• Good Luck
• Need good connection with Midland, Joondalup and Malaga, ballajura and Mirrabooka area
• Less dodgy people
• Get the train
• Safety around public transport
• Midland Line is too far away with current infrastructure
• Train line put in. Very bad public transportation
• Get trains
• It needs to be quicker, better connectors, and less transfers (tagging on/off 12 times a day currently)
• The sooner the better for Ellenbrook
• Make it convenient and accessible
• Please build a tram line! The growth in the area demands it.
• Public Consultation
• Promised a train line - where is it?

### Midland information stall

• More carriages at peak times
• More bus routes, more frequent, better parking in Midland
• Line in Ellenbrook/ Swan Valley
• More Integration of Train Networks
• Put more public transport in Swan Valley
• Hurry up !!! Especially within the Ellenbrook area
• Needs to extend Midland line to Mundaring
• Stop giving midland and armadale lines. more to the outer suburbs if you develop housing there.
• Make it a rail to bullsbrook with circular route to both Ellenbrook and vines, freight train should be timed to run either before or after railcars (Stratton and Swan View also included)
• Use heavy rail to Bullsbrook with a circular route to both Bullsbrook and Ellenbrook/Vines area. Freight rail could be timed to run either before or after railcars (Stratton and Swan View also inc in circular routes)
• Shower in bike parking facilities
• Get more buses and teach drivers where to go and keep on time
• A lot of times trains don't stop at Guildford train station going towards Perth Causing delay for many people
• Heavy rail to Ellenbrook. Prefer Parkerville to Mundaring, existing foundations in Parky
• Better connection. More reliable
• Lack of transport options in darling range area. more frequent services
• Would love better public transport but needs to be less time consuming
• Need in short term to extend midland line through past hospital to Bellevue and beyond if possible to achieve clearance under GE Highway
• Would like to see trains out to stratton, use existing line but make public
• Poor Transport to north of Muchea. Why not use the train
• Extension of the Midland line to Mundaring. Light rail from Ellenbrook to Morley
• Helena Valley does not have frequent buses.
• Scribble board, graffiti panel etc (legal graffiti)
• If frequency of services improves, more would use it

• ellenbrook line needed
• trains as they exist seem ok. bus connections are iffy. maybe smaller buses, more often at off peak times. expand rail network to outer regions.
• more, quicker connections between services and suburbs needed
• in the old days the community developed around the train stations. the governments at all levels did not involve themselves in the type or types of development. let private developers develop at no cost to the community. The super fast rail to all major cities in WA and super fast roads next to rail. (drew diagram to go with).
• light rail through to airport/forrestfield needed.
• Long overdue preference for: Mundaring - route C Ellenbrook - midland line

### Mundaring information stall

• More of It, More often
• Train to Ellenbrook
• Please put a bus line along Toodyay road, to Gidgegannup as there is nothing
• We don't have any!!!
• More carriages at peak times
• More bus routes, more frequent, better parking in Midland
• More parking at train station Bus connection improved
• Central area in Mundaring providing suitable shelter facilities
• Service between centres of population needs to be more frequent e.g. between Mt Helena and Mundaring, Mt Helena and Sawyers Valley and Stoneville and Mundaring
• Don't like PT guard manner (pushing, overloaded train, overbearing)
• Has to be very flexible, Marketing, More direct routes
• Bus sizes too large - follow the thailand model with frequent mini bus
• Can we please have some?
• When I worked in the perth city I get the train everyday. Now I work in Murdoch and the journey into town swap trains and get the Mandurah line to Murdoch takes far too long so I drive everyday instead.
• Transit guards should diffuse situations rather than escalating them
• Train to Mundaring
• When I do use existing trains to the city, services are very good. Efficient
• Cleanliness, police presence helps - Doesn't like intense retail around stations because it increases loitering and people hanging around rather than encouraging movements
• Distance from Perth Requires direct transport with minimum stops in order to minimise travelling time - no transfer station requirement to change buses. Bus stations are not safe and accessible for elderly people
• Trains food but limited access - Not enough parking at station - Or good/frequent connection bus services
• Better bus services connect with the train more frequent
• More Sustainable Transport
• Bring in people from other suburbs to Mundaring
• It would be great to see Light Rail up through Mundaring to Northam. East area to the growth area in the next 20 years
• Direct service from Mundaring to Midland, One service direct to Perth
• I would like to see more light rail in the hills

## Appendix D

### **Locations of Stations**

Community's Preferences

### Ellenbrook RTC

Reference Number	Location of Station	Number of times forum participants identified station
1	Ellenbrook Town Centre	N/A
2	Drumpellier Road	11
3	Whiteman Park Entrance	20
4	Intersection of Lord Street and Reid Highway	17
5	Intersection of Altone Road and Reid Highway	7
6	Intersection of Altone Road and Benara Road	6
7	Bassendean Train Station	N/A

### Mundaring RTC

Reference Number	Location of Station	Number of times forum participants identified station
1	Mundaring Town Centre	N/A
2	Intersection of Seabourne Street and Great Eastern Highway	12
3	Intersection of Hardey and Great Eastern Highway	19
4	Intersection of Darlington Road and Great Eastern Highway	12
5	Intersection of Scott Street and Great Eastern Highway	7
6	Intersection of Buninyoung Road and Great Eastern Highway	21
7	Midland Train Station	N/A



## 1.5 REGIONAL ROAD SAFETY PLAN 2015-2018

REFERENCE: D2015/17809 (CEOAC) – D2015/19035

### PURPOSE OF REPORT

The purpose of this report is to provide an update on the development and completion of the *Regional Road Safety Plan 2015-2018*.

### KEY ISSUE(S)

- The EMRC in consultation with Opus International Consultants has developed the *Regional Road Safety Plan 2015-2018* for Perth's Eastern Region.
- The Regional Integrated Transport Strategy Implementation Advisory Group has been consulted in regards to the strategic direction and content of the Plan.
- The Plan comprises the following key focus areas:
  - Safe Roads and Roadsides
  - Safe Road use
  - Safe Vehicles
  - Safe Speeds
  - Road Safety Planning and Governance
- The Plan identifies the following significant road safety issues:
  - Intersection Crashes
  - Mid-Block run-off road crashes
  - Vulnerable Road Users
  - Road User Behaviour
- The Plan will be utilised by the EMRC to advocate and provide support to member Councils and key stakeholders in the region for the development of a safer road network for all users.

### SOURCE OF REPORT

Acting Director Regional Services  
Strategic Project Officer

### BACKGROUND

The development of the *Regional Road Safety Plan 2015-2018* was identified as an action in the *Regional Integrated Transport Strategy 2014-2016* Key Focus Area 5 – Infrastructure: Develop a Regional Road Safety Strategy. The development of the Regional Road Safety Plan was presented to member Council's and accepted as part of the *Regional Services Project Funding Summary 2014-2015*. Refer to D2013/01076

### REPORT

The *Regional Road Safety Plan 2015-2018* commenced development during the 2014-2015 financial year, in consultation Opus International Consultants, and has now concluded. An analysis was undertaken on relevant strategic documents at Federal, State and Local Government levels. This was followed by an analysis of the Main Roads WA crash statistics from 2010-2014 and further consultation with the EMRC's Regional Integrated Transport Strategy Implementation Advisory Group.





*Item 1.5 continued*

The Report comprises of five key focus areas; Safe Roads and Roadsides, Safe Road Use, Safe Vehicles, Safe Speeds and Road Safety Planning and Governance. These key focus areas align with those set out in the Federal and State Governments' road safety strategies.

Following analysis of the Main Roads WA crash statistics from 2010-2014, four significant road safety issues were identified for the Region: Intersections Crashes, Mid-Block run-off road crashes, Vulnerable Road Users and Road User Behavior.

The Plan will be disseminated via the RITS IAG representatives from the Department of Transport, Department of Planning, Main Roads WA, Public Transport Authority, WA Road Transport Association, WA Police, RAC, WALGA, Perth Airport and the EMRC's six member Councils.

The Plan will support member Council's and key stakeholders in regards to improving road safety within the region, with an overarching aim of supporting the reduction of the amount of serious injuries and deaths on roads in the region in line with the WA Towards Zero – Road Safety Strategy 2008-2020.

The EMRC will utilise the Plan as a supporting document when advocating to state and federal government for road safety improvements throughout the region. The Plan will also provide supporting documentation when seeking funding to implement any of the actions identified in the Regional Road Safety Plan 2015-2018.

## **STRATEGIC/POLICY IMPLICATIONS**

The development of the Plan aligns with the EMRC 2022 10 – Year Strategic Plan and aligns with two Key Result Areas and addresses one of the actions identified in the RITS 2014-2016.

### *EMRC 2022 10 - Year Strategic Plan*

#### Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure

#### Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region

#### Key Result Area 5 – Infrastructure

- 5.1 Develop a Regional Road Safety Strategy

## **FINANCIAL IMPLICATIONS**

The cost associated with the development of the *Regional Road Safety Plan 2015-2018* were included in the adopted 2014-2015 EMRC operating budget.

## **SUSTAINABILITY IMPLICATIONS**

The *Regional Road Safety Plan 2015-2018* aims to contribute to the sustainability of the Region through advocating, supporting and implementing projects that help facilitate a greater level of road safety for the Regions' residents, workers and visitors.

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*Item 1.5 continued*

**MEMBER COUNCIL IMPLICATIONS**

**Member Council**

**Implication Details**

Town of Bassendean

City of Bayswater

City of Belmont

Shire of Kalamunda

Shire of Mundaring

City of Swan



The Regional Road Safety Plan 2015-2018 has been developed with input and guidance from member Council's representatives on the RITS IAG. The plan will act as a supporting document in improving road safety within each member Council district and within Perth's Eastern Region.

**ATTACHMENT(S)**

Regional Road Safety Plan 2015-2018 (Ref: D2015/19036)

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# Direction Zero

2015-2018

A Regional Road Safety Plan for Perth's Eastern Region





This Regional Road Safety Plan 2015-2018 was developed with guidance from the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) representing: City of Bayswater, Town of Bassendean, City of Belmont, Shire of Kalamunda, Shire of Mundaring, City of Swan, Main Roads WA, Department of Transport, Department of Planning, Public Transport Authority (PTA), West Australian Local Government Association (WALGA) and the Royal Automobile Club (RAC). They were assisted by Tim Selby of Opus International Consultants (Australia) Ltd Pty.

# Executive Summary

A total of 1,495 crashes involving road users being either killed or seriously injured in Perth's Eastern Region (the Region) occurred between 2010 and 2014. This includes 100 fatal crashes (resulting in 107 deaths) representing an average of 20 fatal crashes per year on the Region's roads. In addition, 1,395 serious injury crashes were recorded (i.e. requiring a road user to receive hospital treatment). In comparison, 346 fatal crashes and 6,477 serious injury crashes were recorded in the Metropolitan area for the same time period. This equates to the Region recording approximately 29% of all fatal crashes and approximately 22% of all serious injury crashes in the Metropolitan area.

Based on the Region's fatal and serious injury crash types as well as *Towards Zero WA's Road Safety Strategy 2008-2020*, four key road safety issues have been identified. These involve:

- crashes at intersections;
- vehicles and motor cycles running-off the road;
- those involving vulnerable road users such as pedestrians, cyclists and motor cyclists; and
- road user behaviour relating to speed, inattention/driver distraction and/or driving under the influence of alcohol or drugs.

Eight of the State's top 10 most dangerous intersections (ranked by the social cost of crashes) were located within the Region. Whilst the majority of the intersections are State roads under the control of Main Roads WA and carry the majority of the traffic flow, nine locations were intersections of local roads under the control of member Councils.

The EMRC has developed a *Regional Road Safety Plan* (the Plan) following the "Safe System" approach to road safety. Accordingly, this process has focused on advocating for Safe Roads and Roadsides, Safe Speeds, Safe Road Use and Safe Vehicles in addition to general road safety planning and governance with respect to the implementation of the Safe System. This Plan follows both the State and Federal approach in that it accepts and acknowledges that road users will make mistakes, and that there is the need for a more forgiving system to accommodate such errors.

This Plan will support the EMRC's member Councils and stakeholders in regards to improving road safety within the Region, with an overarching aim of supporting the reduction of the amount of serious injuries and deaths on roads in the Region in line with the WA *Towards Zero WA's Road Safety Strategy 2008-2020*.

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# Perth's Eastern Region

*Perth's Eastern Region stretches from the edge of the Perth CBD, along the scenic Swan River, through urban, residential, commercial and industrial areas. The Region is home to approximately 349,793<sup>1</sup> people from diverse cultural backgrounds and constitutes around one third of the metropolitan area. Perth's Eastern Region is a vibrant, fast growing region encompassing about 2,100 square kilometres.*

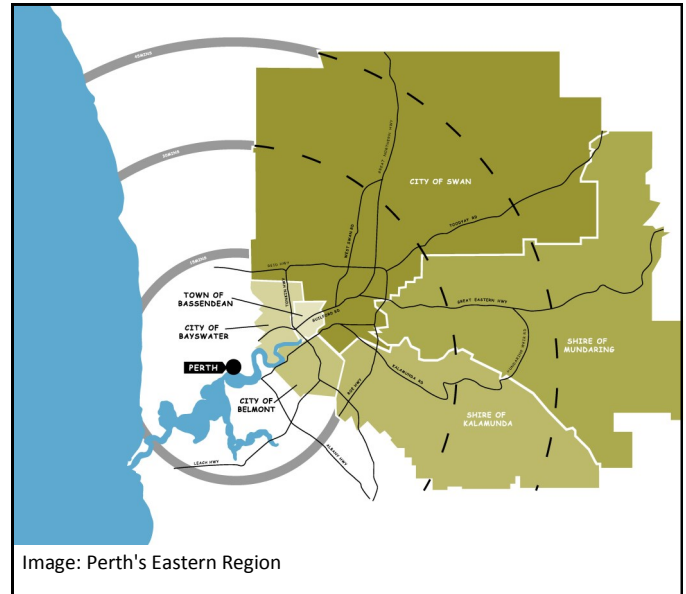


Image: Perth's Eastern Region

Perth's Eastern Region (the Region) is home to significant transport infrastructure along with major industrial, commercial and retail locations. These locations are high trip generators and as such access to these locations is important for the efficient movement of people, goods, services and freight. The Region is home to arguably one of Western Australia's most important pieces of infrastructure, Perth Airport, comprising of approximately 2,105 hectares which make up the airport estate. The Airport is the premier international, domestic and regional gateway to Western Australia<sup>2</sup> and has experienced significant growth in passenger movements in the past decade, increasing to 13.6 million passengers in 2012/2013<sup>3</sup>.

The Region includes the Kewdale Intermodal Terminal, an important strategic component of the freight network in Western Australia due to its accessibility by road and rail, its proximity to industrial areas and proximity to Perth Airport. This enables the transportation and distribution of goods to local, intrastate, interstate and international destinations.

The Region has a major industrial presence, with the areas of Malaga, Welshpool, Kewdale, Hazelmere, Forrestfield, Bayswater and Bassendean playing key roles in transport, storage, manufacturing and logistics for the State's construction, industrial and resources sectors. As a significant transport and industrial hub, the Region is a major generator of economic output producing an estimated \$54.7 billion or 16.2% of the overall output of

the Greater Perth Area<sup>4</sup> as at January 2015.

The State government has recognised the importance of the Region as a transport and industry hub in its urban development framework for the Perth and Peel regions - *Directions 2031 and Beyond*<sup>5</sup>. Key locations identified within the Region include Perth Airport which has been identified as one of three strategic specialised centres, Kewdale/Welshpool as a key strategic industrial centre, while Midland and Morley are Strategic Metropolitan Centres within the Activity Centres Network. The smaller secondary centres of Belmont and Ellenbrook also perform an important role in the regional economy and provide an essential service to their catchment populations.

These transport concentrations provide both opportunities and issues for the Region. Maintaining and improving regional transport infrastructure is essential for facilitating economic development, supporting sustainable residential development and community service delivery and addressing traffic management issues, particularly those that impact on traffic and pedestrian safety. Correspondingly, there are a number of high traffic major roads in and around these centres as well as major rail and road networks linking Perth with the rest of Western Australia and with the east coast of Australia.

There has been an estimated \$5.147billion spent on infrastructure projects that have been completed or are

<sup>1</sup>Estimated Resident population February 2015 – Profile.Id

<sup>2</sup>Perth Airport Masterplan 2014

<sup>3</sup>Perth Airport Statistics(<http://www.perthairport.com.au/AboutUs/CorporateInformation/AirportStatistics.aspx>)

<sup>4</sup>REMPLAN Compelling Economics Data accessed April 2015

<sup>5</sup>Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon - Western Australian Planning Commission (2010)



currently being developed in the Region, with a further \$3.565 billion on infrastructure projects still to come<sup>6</sup>. Significant road projects that have recently been completed, currently under development or scheduled in the near future include: GatewayWA, NorthlinkWA, Great Eastern Highway upgrade, Malaga Drive - Reid Highway Interchange and Great Eastern Highway - Roe Highway Interchange.

The Eastern Metropolitan Regional Council (EMRC) and its member Councils are committed to the creation of a regional transport network that is efficient, safe and integrates all modes of transport. The *Regional Road Safety Plan* (the Plan) will provide direction and guidance to enable this commitment to become a reality.

## Local Government Areas

The Region comprises six local government areas: City of Bayswater, City of Belmont, City of Swan, Shire of Kalamunda, Shire of Mundaring and Town of Bassendean. Throughout the Region there is a range of commercial, industrial and residential localities within each of the local government areas with the levels of prosperity, vibrancy, infrastructure and construction development varying considerably. Some localities have been identified as being activity centres of State strategic significance and there are developments of various scales underway that are expected to re-invigorate or transform those areas. Overall, the Region has one of the highest employment self-sufficiency (ESS) ratios in terms of living and working locally with an ESS of 78%. Given the amount of internal travel that can be expected to occur within the Region, road crashes can be expected to involve a high proportion of local residents and/or employees as well as those from outside the Region.

### **Town of Bassendean**

The Town of Bassendean is located approximately 10 kilometres north-east of Perth and a five minute drive from the Swan Valley vineyards. The Town has an Estimated Residential Population (ERP) of 16,288<sup>7</sup>, comprises a total area of 11 square kilometres and is bounded by the Swan River, the City of Swan and the City of Bayswater. The Town has a unique sense of place and aspires to be a village within a city. It has a rich heritage including historic buildings and streetscapes. The seven kilometres of river frontage is a major natural asset and attractor. Bassendean is also a growing centre of cultural and artistic activity.

The Town of Bassendean's transport network is served by the primary distributor of Guilford Road, three train stations on the Midland Rail Line and bus services. The Town is set for future development of bus rapid transit connections as identified in the *Public Transport for Perth 2031*.

### **City of Bayswater**

The City of Bayswater is a predominantly residential locality that is renowned for its beautifully maintained area, located approximately eight kilometres north-east of Perth. The City also contains commercial, industrial and residential areas. The City comprises 33 square kilometres with 10 kilometres of Swan River foreshore. The City's ERP is 70,656 people and half of all residents are employed, however most residents work outside of the City. Statistics reveal only 18,000 people work in the City and this includes many who are not local residents<sup>7</sup>.

The Retail Sector accounts for around 18% of all employment in the City of Bayswater which is home to the Centro Galleria Shopping Centre at Morley. Morley is a large activity centre that attracts significant numbers of people. Transport access to Morley is currently a key issue, however the area has been identified for future bus rapid transit connections as outlined in the *Public Transport for Perth 2031*.

### **City of Belmont**

The City of Belmont is located about six kilometres north-east of Perth and comprises an area of 40 square kilometres with 11 kilometres of Swan River foreshore. The ERP comprises 40,968 people<sup>7</sup> and is growing steadily, with many immigrants from diverse backgrounds moving into the City.

Perth Airport occupies about one third of the City of Belmont's land area. Other notable features are the Ascot Racecourse with adjacent stables zone, the Kewdale Freight Terminal and various major road connections. The Transport and Storage Sector is the largest employer with other key employment sectors including Manufacturing, Retail, Equine Industry and Tourism. The City is an employment generator with more employees than residents.

<sup>6</sup>Data collected from Main Roads WA and member Council websites, 2015.

<sup>7</sup>Population estimates retrieved from Remplan: <http://www.remplanlogin.com.au/Economy/>

### Shire of Kalamunda

The Shire of Kalamunda comprises an area of 324 square kilometres and is situated 24 kilometres east of Perth along the Darling Scarp. It has three district areas: the Foothills, the Escarpment and the Eastern Rural District which include residential, rural and some industrial areas, as well as significant areas of national parks, regional open space, state forest and water catchment. Approximately 60,743 people<sup>7</sup> currently call Kalamunda home and this number is projected to grow as Kalamunda becomes part of Perth's population boom.

The area is serviced by Tonkin Highway and Roe Highway running inside the western boundary of the Shire and Kalamunda Road, Canning Road and Welshpool Road East servicing the inner suburban, rural and industrial areas. The area is also planned to be serviced by the newly proposed Airport to Forrestfield rail link and transit orientated development.

### Shire of Mundaring

The Shire of Mundaring is a large and predominantly rural shire in the east of the Region, located approximately 35 kilometres from Perth. Its area is around 645 square kilometres, of which almost half is national park. The ERP comprises 40,046 persons<sup>7</sup>, spread throughout the townships, villages and rural localities.

Great Eastern Highway is a major strategic freight corridor connecting to the Wheatbelt region, remote areas of WA including the Goldfields, the remainder of Australia and passes through the Shire.

### City of Swan

The City of Swan is the largest local government area in metropolitan Perth and covers over 1,000 square kilometres. The City is located 21 kilometres north-east of Perth. It contains diverse localities, ranging from the major strategic commercial and activity centre of Midland through to the picturesque wine region of the Swan Valley, national parks and rural areas. The population comprises of 130,013 persons<sup>7</sup> and continues to grow strongly.

As a strategic metropolitan centre, Midland's expansion requires significant infrastructure to facilitate this growth. Key projects, either planned or under construction within the City include the NorthLink WA, the Lloyd Street Extension, relocation of the Midland Train Station, St John of Gods Private and Public Hospital,

the GP Super Clinic, Midland Gate redevelopment, Midland Oval redevelopment, the Midland railway workshops redevelopment, the newly announced Medical University and the Midland Freight Rail Realignment. The centre of Ellenbrook has been identified to receive future rapid transit infrastructure and has recently been voted the best master-planned community in the world by the International Real Estate Federation<sup>8</sup>. Perth Airport also occupies a portion of the City's land mass.

### The EMRC

The EMRC covers exactly the land area within the six local government authorities adjoining boundaries and provides a broad range of services across the Region including waste management and education, resource recovery, environmental services and economic development. Working in partnership with its member Council's and other stakeholders, the EMRC delivers projects across each of these areas for the benefit of the Region.

<sup>8</sup><http://www.housing.wa.gov.au/News/Pages/Ellenbrook-on-top-of-the-world.aspx>

# Strategic Context

The development of the *Regional Road Safety Plan* is an identified action in the *Regional Integrated Transport Strategy 2014-2016; Key Focus Area 5 - Infrastructure*. Whilst having a focus on road safety, the Plan has been developed to be consistent with the *EMRC 2022 10 Year Strategic Plan*.

## Regional Integrated Transport Strategy (RITS) 2014-2016

The RITS highlights and advocates for all modes of transport and helps ensure that a collaborative approach is used in developing an integrated, safe, efficient, accessible, and sustainable transport network. The RITS has five Key Focus Areas namely; Integrated Planning, TravelSmart, Public Transport, Active Transport and Infrastructure. The RITS has been developed to be consistent with the *EMRC 2022 10 Year Strategic Plan* and supports the EMRC's key result areas; Environmental Sustainability, Social Opportunities, Economic Development and Good Governance.

## Main Roads WA - Road Safety Strategy 2011-2015: The Road Towards Zero

In order to fulfill its responsibilities as a system operator, Main Roads WA has produced its own *Road Safety Strategy 2011-2015: The Road Towards Zero*. The vision of this strategy is "to eliminate death and serious injury on the Western Australian Road Network" with a lasting legacy of "a safe road system for our children, grandchildren and the community".

The Main Roads WA Strategy focuses on governance, safe system procedures, practices and programs, research and knowledge sharing as well as capability and skills.

## Towards Zero WA's Road Safety Strategy 2008-2020

The WA State government's *Towards Zero WA's Road Safety Strategy 2008-2020 (Towards Zero)* has a long term vision of "a road system where crashes resulting in death or serious injury are virtually eliminated". *Towards Zero* follows a 'safe system' approach focused on safe road use, safe roads and roadsides, safe speeds and safe vehicles. The State government strategy has a target to reduce the number of people being killed or seriously injured by 40% between 2008 and 2020 based on the average annual number of people killed and seriously injured between 2005 and 2007. Annual performance

indicators include:

- the number of killed or seriously injured casualties and crashes;
- the social cost to the community for crashes involving death or serious injury; and
- the number of people admitted to hospital, requiring medical attention or injured but requiring medical attention as a result of a road crash.

## National Road Safety Strategy 2011-2020

The *National Road Safety Strategy 2011-2020* is based on the 'safe system' approach to road safety. The safe system approach accepts and acknowledges that road users will make mistakes with the need for a more forgiving system in order to accommodate such errors. The national strategy focuses on roads, speed, vehicles and road user behaviour. The 10 year plan seeks to reduce the annual number of deaths and serious injuries in road crashes by at least 30% by 2020. The national strategy not only promotes a shared responsibility between Federal, State and Local government in road safety, it specifically notes the need for corporate responsibility.

The national strategy has high level outcome measures in terms of deaths/serious casualties and crashes. In addition, it has a number of specific on-going progress measures relating to each of the identified actions as well as the number of deaths involving particular crash types/behaviours.

To implement the National Road Safety Strategy the *National Road Safety Action Plan 2015-2017* builds on measures identified by the strategy and focuses on actions with safe system impacts.

## Vision

As we seek to reduce the number of crashes involving people being killed and/or seriously injured<sup>9</sup> towards zero, the EMRC will:

*Support, assist and advocate for the development of a fatality and serious injury free road network in Perth's Eastern Region.*

The EMRC will support and advocate for initiatives, research and projects that strive to achieve a safer road network for all road users. This will be achieved in partnership with the six member Councils, the Regional Integrated Transport Strategy (RITS) Implementation Advisory Group (IAG) and other key stakeholders.

## Objectives

In order to support the vision of the *Regional Road Safety Plan* the following key objectives have been developed.

### 1. Advocacy and support

Provide advocacy and support to member Council's, stakeholders and partners in the development of a safer road network for all users.

### 2. Integration

Collaborate with regional stakeholders, including member Councils and key agencies to develop a network that fully integrates all modes of transport in a safe and sustainable way and in a manner that also supports the regional infrastructure priorities outlined in the RITS 2014-2016.

### 3. Towards Zero

Assist in the reduction of the number of serious injuries and deaths on roads in the Region through research and advocacy for safe road infrastructure, continued and ongoing awareness of inappropriate behaviours and enhanced community and road user education that promotes an improved road safety culture.

## Timeframe

Time Frame	Actions to be completed
Immediate	2015-2016
Short term	2016-2017
Medium term	2017-2018
Ongoing	Throughout the implementation of the Plan

Priority	Level of importance
High	Of high importance, needs a strong proactive approach, opportunities should be created.
Medium	Of medium importance, opportunities should be sought out.
Low	Of low importance, opportunities should be undertaken as they arise.

## Outcomes

### Primary Outcomes

- A reduction in the number of fatal and seriously injured people involved in road crashes.
- Strive to meet the reduction as referenced in the *WA Towards Zero WA's Road Safety Strategy 2008-2020* which sets a target of a 40% reduction in the number of people killed or seriously injured by 2020 from a 2005-2007 baseline.

### Secondary Outcomes

- A reduction in the overall number of crashes in which someone is killed or seriously injured.
- A reduction in the number and percentage of crashes involving vulnerable road users that are killed or seriously injured.
- A reduction in the number of fatal or serious injury crashes occurring at intersections.
- A reduction in the number of fatal or serious injury crashes involving vehicles running off the road.

<sup>9</sup>Defined as a person admitted to hospital as an in-patient and who does not die within 30 days of the crash as a result of the injuries sustained in the crash.

## Key Performance Indicators

The following Key Performance Indicators will be measured by comparing the fatal and seriously injured crash and casualty statistics obtained from the Main Roads WA Crash Analysis Reporting System for the previous five years' as well as data from member Council's own reporting systems.

### **Safe Road Use**

- the number and percentage of fatal and serious injury crashes according to vehicle type/road user.

### **Safe Roads and Roadsides**

- the number of fatal or serious injury crashes according to crash type.
- the number of fatal or serious injury crashes according to crash location (intersection/mid-block).
- the number of safe system infrastructure improvements implemented in the Region<sup>10</sup>.
- the number of member Council's with road safety audit policies in place.
- the number and dollar value of annual blackspot submissions made and successfully receiving funding.

### **Safe Speed**

- the number and percentage of pedestrians and cyclists killed or seriously injured.

### **Safe Vehicles**

- the number of member Council's with Safe Vehicle Fleet policies and 100% of their commercial light and passenger fleet vehicles with a five star ANCAP rating.

### **Planning and Governance**

- Regional Road Safety Plan reviewed annually and progress against actions reported back on.

## Stakeholders and Partners

The Plan identifies various stakeholders and partners to assist in the delivery of the identified outcomes. Primary stakeholders include; the RITS IAG and member Councils. Beneficiaries of the Plan comprise all key stakeholders, the local community and all road network users within the Region.

The Plan also includes numerous direct and indirect partners. Direct partners include; Main Roads WA, Road Safety Commission, the West Australian Police, the Department of Transport, the Department of Planning, the Public Transport Authority, the West Australian Local Government Association (WALGA) and the Royal Automobile Club (RAC). Indirect partners include Road User Group Representatives, Department of Education and Training, Department of Health and the Insurance Commission of Western Australia.

Further information on the stakeholders and partners roles and responsibilities in the context of road safety can be found in Appendix A.

<sup>10</sup>Treatments specifically designed to avoid severe casualty outcomes by minimising impact forces, for instance by making collisions unlikely or at low speed (e.g. by reducing speeds on the approach and through intersections, having none or frangible roadside objects and/or separating pedestrians and/or cyclists from road traffic etc).

# Current Situation

A total of 1,495<sup>11</sup> crashes involving killed or seriously injured road users were recorded in the Region between 2010 and 2014. The average number of fatal crashes for the Region was 20 per year. Over this period, 107 people were killed on our roads and 1,616 road users were seriously injured requiring hospitalisation. A further 6,619 people required medical treatment or sustained injuries to a lesser extent in road crashes over this same period of time. Of all fatal crashes in the Perth Metropolitan area, 29% occurred in Perth's Eastern Region; this compares with 22% of crashes resulting in a road user being seriously injured.

## Priority Crash Types

Due to the nature and mix of the road network and surrounding environment throughout the Region, different road safety concerns and issues exist for the different member Councils. However, based on the regional killed and seriously injured crash data and information set out in *Towards Zero WA's Road Safety Strategy*, the following four key road safety issues and/or road user groups have been identified for the Region (see Appendix B for a breakdown of the fatal and serious crashes occurring in the Region):

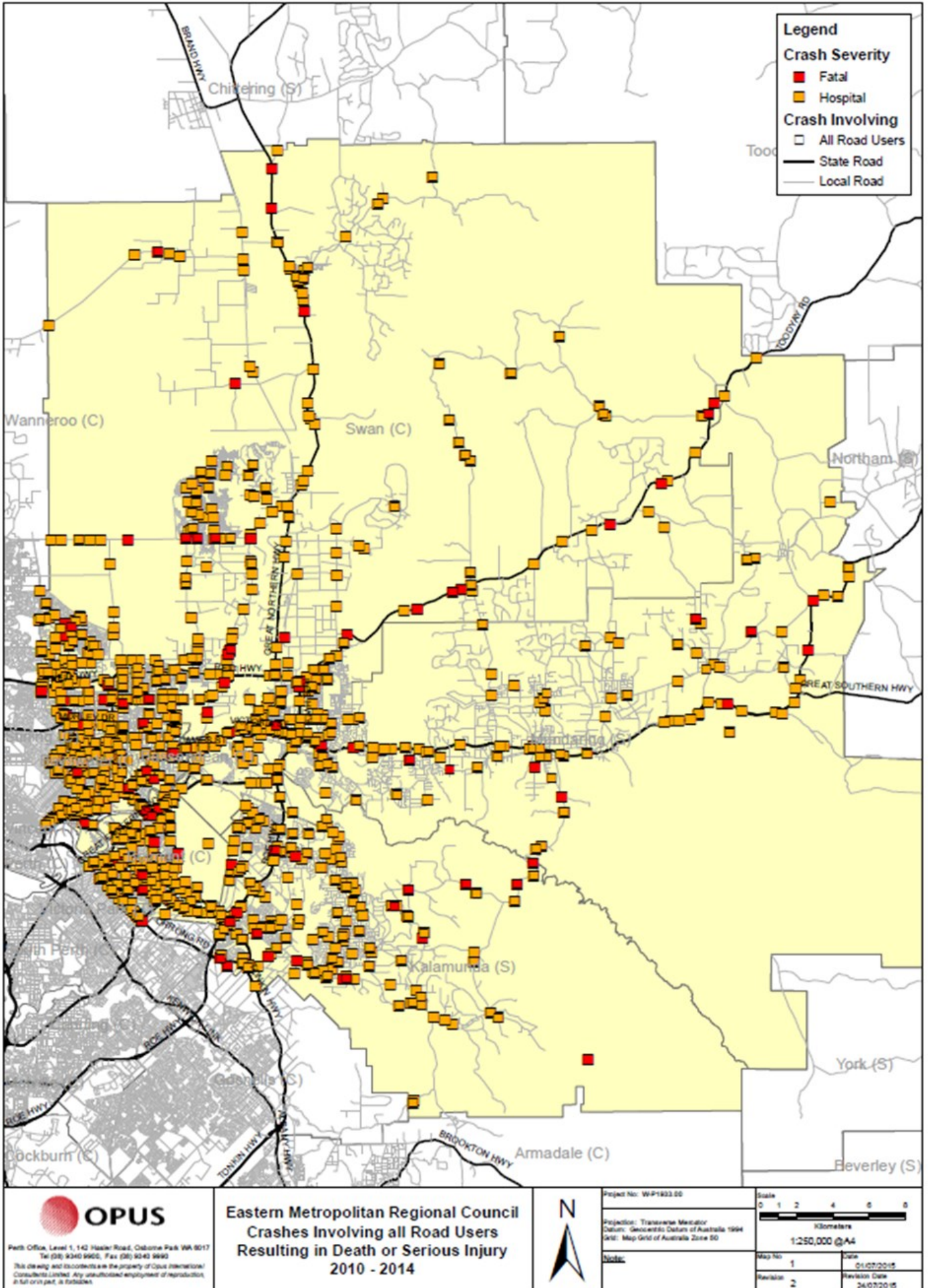
- Intersection crashes:
  - ⇒ Failure to give way
  - ⇒ Rear end collisions
- Mid-Block run-off road crashes:
  - ⇒ Hitting roadside objects
  - ⇒ Travelling too fast for conditions/environment
- Vulnerable road users:
  - ⇒ Motorcyclists
  - ⇒ Pedestrians
  - ⇒ Cyclists
- Road user behaviour:
  - ⇒ Speed
  - ⇒ Inattention/distraction
  - ⇒ Drink/drug driving

It should be noted that these issues are often inter-related, for instance motorcyclists travelling too fast and running off the road hitting a roadside object; or a driver not paying attention colliding with the rear of a vehicle in front at an intersection.

## Where do crashes occur?

Maps showing the location of all killed and serious injury crashes in the Region as well as for those involving vulnerable road users are provided overleaf. In addition, Appendix B contains a list of the top 50 intersections in the Region ranked by social costs (all crash types and severities) over the last five year period. Of particular note is that eight out of the top 10 worst intersections in the State are located in the Region. Whilst the majority of the intersections out of the top 50 are State roads under the control of Main Roads WA and carry the majority of the traffic flow, nine locations were intersections of local roads under the control of member Councils.

<sup>11</sup>When considered as separate member Council's in the Main Roads WA Crash Analysis Reporting System (CARS), 1,496 killed or serious injured crashes are reported due to a duplication of one fatal crash on the boundary of two member Councils.



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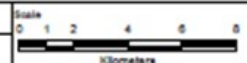
**Eastern Metropolitan Regional Council  
 Crashes Involving all Road Users  
 Resulting in Death or Serious Injury  
 2010 - 2014**



Project No: WP1923.00

Projection: Transverse Mercator  
 Datum: Geocentric Datum of Australia 1994  
 Grid: Map Grid of Australia Zone 50

Note:



1:250,000 @A4

Map No	Date
1	01/07/2015
Revision	Revision Date
2	26/07/2015





# Key Focus Areas

## KFA 1. Safe Roads and Roadsides

The fatal and serious injury crash data for the Region highlights that high severity collisions typically involve run-off road types of crashes at mid-block<sup>12</sup> locations and/or specific road user movements/crash types at intersections. As indicated in *Towards Zero*, whilst the Region's roads were typically designed to the standard in place at the time of their construction, opportunities exist to upgrade and improve the road safety performance of our road network through making our roadsides more forgiving, reducing the chances of drivers losing control of their vehicle and/or giving them greater opportunities to regain control.

Occupants of vehicles running off the road are more likely to suffer serious and fatal injuries if the vehicle or motorcycle hits a solid (non-frangible) road side object. The use of roadside barriers and/or the removal of roadside objects within the road side clear zone width adjacent to the road will not stop crashes from occurring, however, such measures can assist with reducing the severity of any incident involving the vehicle leaving the road. Research has shown that the risk of a vehicle occupant dying in the crash significantly increases when a vehicle impacts with a hard object such as a tree or pole at a speed above 40km/h to 50km/h (depending upon a

head on or side impact)<sup>13</sup>. Delineation and guidance treatments can also be installed along our roads to help reduce the potential for vehicles to actually run-off the road, particular on rural roads and/or those with higher operating speeds.

Appropriate intersection controls and designs will also assist with improving safety at such locations. Research has shown that the risk of a vehicle occupant dying in the crash significantly increases when side impact speeds exceed 50km/h, for instance as may occur with right angled collisions at intersections<sup>14</sup>.

It is also imperative to provide appropriate infrastructure to ensure the safe movement of vulnerable road users, particularly for pedestrians and cyclists in built-up areas where such activity can be expected to be higher than in rural areas. Recent specific guidance<sup>15</sup> on how to design, construct and maintain roads to be motorcycle friendly exists and can be utilised by member Councils.

**Based on *Towards Zero WA's Road Safety Strategy* and the identified road safety issues in the Region, providing safe roads and roadsides can be expected to have the following impacts:**

	Impact		
Intersections			
Run-off road			
Motorcyclists			
Pedestrians			
Cyclists			
Speeding			
Inattention/distraction			
Drink or drug driving			
	<b>Some/indirect benefit</b>	<b>Moderate benefit</b>	<b>Substantial benefit</b>

<sup>12</sup>A section of road in-between intersections

<sup>13</sup>Towards Zero – WA Road Safety Strategy

<sup>14</sup>Wramborg, P. (2005). A New Approach to a Safe and Sustainable Road Structure and Street Design for Urban Areas. Paper presented at Road Safety on Four Continents Conference, Warsaw Poland.

<sup>15</sup>WALGA. Making roads motorcycle friendly – A guide for road design, construction and maintenance

Given the number of fatal and serious injury run-off road crashes, which will tend to be spread along a route or length of road, future crash reduction (black-spot) funding applications should consider seeking treatments for road sections. This approach should take account of vehicle numbers (i.e. personal risk crash rates based on killed and seriously injured crashes per 100 million vehicle kilometres travelled) as well as the collective risk based on fatal and serious crashes per kilometre. Locations with both high personal risk and collective risk should be treated as a matter of urgency.

The provision of safe roads and roadside infrastructure is supported by the Region's member Councils strategic documents. For instance, the Town of Bassendean's *Vision 2030 Community Plan* notes the aim to have a built environment that is attractive, safe and pedestrian friendly by 2030. The City of Bayswater's *Community Plan 2013-2023* specifically identifies the need to facilitate initiatives that maintain and improve road safety. Outcomes and strategies to deliver the Vision of connecting and creating safe and welcoming places with respect to the built environment include developing streetscapes that allow for safe pedestrian and vehicle movement, advocating for safe and accessible public transport as well as providing cycling/walking connections. The City of Belmont's *Strategic Community Plan 2012-2032* also has an objective of achieving a planned City that is safe and meets the needs of the community as well as providing and maintaining safe and efficient transport infrastructure.

To support safer roads and roadsides, the Shire of Kalamunda's *Corporate Business Plan 2013-2017* notes the need to undertake State and Federal Blackspot Projects as well as to undertake road safety audits at key locations in order to improve road safety. Activities identified in the Shire of Mundaring's *Corporate Business Plan 2014-2018* include the construction, renewal and maintenance of roads, bridges and bus shelters to a safe standard. With regards to road safety in the City of Swan, one of the objectives set out in *City's Transport Strategy* is to identify measures to enhance the regional and local road network in order to facilitate the safe and efficient movement of vehicles, manage freight movements as well as address congestion issues.

#### KFA 1. Safe Roads and Roads Sides

	Actions	Timeframe	Priority
1.1	Undertake and assist member Councils to carry out walking and cycling audits to identify infrastructural issues, taking particular account of safety elements associated with these road users.	Ongoing	Medium
1.2	Assist member Councils to identify routes with high numbers/rates of motorcycle killed and serious injured crashes and carry out audits against the motorcycle guidelines.	Medium	High
1.3	Advocate and support member Councils with annual blackspot and black route applications focussed on fatal and serious crashes.	Ongoing	High
1.4	Monitor and review the priority infrastructure list as set out in the RITS with respect to the number of crashes over the past five years and emerging crash trends.	Ongoing	Medium
1.5	Advocate for infrastructure initiatives that have demonstrated road safety benefits in the Region including safety improvement upgrades, for example on Great Eastern Highway (Greenmount to Mundaring).	Ongoing	High
1.6	Assist member Councils to develop Road Safety Audit policies with regards to new road designs and construction.	Ongoing	Medium

## KFA 2. Safe Speeds

Lower speeds result in fewer crashes along with less severe injuries in the event that a crash does occur. Whilst acknowledging the controversial nature of addressing inappropriate and excessive speeding as well as the community's views on speed limit reductions, speeds need to be managed and enforced to reflect the standard of the road and types of road users.

Pedestrians, cyclists and motorcyclists are particularly vulnerable to higher vehicle speeds given the lack of protection for such road users in the event of a collision. As indicated for safe roads and roadsides, pedestrian and cycle activity tends to be higher in urban areas. Research<sup>14</sup> indicates that vehicle impact speeds above 30km/h with a pedestrian results in the risk of death to the pedestrian increasing significantly. Physical treatments are therefore required to ensure lower speeds in such areas, for example through the use of appropriate traffic calming techniques and self-enforcing or self-explaining roads.

Excessive and/or inappropriate speeds are often a factor in crashes involving drivers losing control of their vehicles and running off the road, potentially colliding with roadside objects.

As part of the City of Belmont's *Strategic Community Plan 2012-2032*, performance indicators include the 'percentage of serious crashes' and 85th percentile<sup>16</sup>

**Based on *Towards Zero WA's Road Safety Strategy*, safer speeds can have the following impact on the identified regional road safety issues:**

	Impact		
Intersections			
Run-off road			
Motorcyclists			
Pedestrians			
Cyclists			
Speeding			
Inattention/distraction			
Drink or drug driving			
	<b>Some/indirect benefit</b>	<b>Moderate benefit</b>	<b>Substantial benefit</b>

operating speeds in 50km/h shopping precincts as well as operating speeds on specific roads with a 60km/h speed limit. Furthermore, the City of Bayswater and City of Swan have recently set about developing a series of Local Area Traffic Management studies for their local road networks focussing on specific suburban areas and precincts. The Shire of Kalamunda's *Corporate Business Plan 2013-2017* also has priority actions to prepare and implement Local Area Traffic Management programs specifically to improve road safety.

The above Local Area Traffic Management studies involve the identification and recommendation of traffic calming treatments to help reduce vehicle speeds and/or discourage non-local traffic, thereby reducing the exposure to risk of road users.

The role of the West Australian Police in enforcing speed limits and providing a visible presence to discourage speeding, for instance in locations where physical treatments can't be installed, are recognised and supported. The need to raise public awareness of the impact of inappropriate and excessive speeds is acknowledged along with the need to encourage road users to travel at speeds appropriate to the road environment and conditions.

<sup>16</sup> The speed at/below which 85 percent of vehicles travel at.

**KFA2: Safe Speeds**

	Actions	Timeframe	Priority
2.1	Support cycle and road safety education awareness campaigns which incorporate road safety messages.	Ongoing	Low
2.2	Advocate and support member Council's requesting lower speed limits with Main Roads WA in response to changing land uses and traffic.	Ongoing	Medium
2.3	Support member Councils wishing to create low speed environments (for instance through Local Area traffic Management) and/or seeking reduced speed limits in areas of high pedestrian activity with supporting infrastructure.	Ongoing	Medium
2.4	Support member Council's requests to the West Australian Police to carry out risk targeted speed enforcement based on crash and/or speed related evidence.	Ongoing	High
2.5	Advocate and support member Council's carrying out local/regional speed awareness campaigns.	Ongoing	High
2.6	Advocate for member Council's to identify high risk speed locations based on crash and traffic speed survey data.	Ongoing	High



### KFA 3. Safe Road Use

The provision of safer roads and vehicles and safe speeds all contribute to reducing the risk to road users. However there is also a need for road users to behave and act in an appropriate way that allows the other components of the Safe System to work to maximum effect.

Risk taking such as deliberate speeding or drinking and driving as well as road users making genuine mistakes, for instance through a lack of experience, errors of judgement (such as travelling too close to the vehicle in front) or inattention all contribute to the reasons for our current fatal and serious injury crash record.

Safe Road Use activities include education, awareness raising and enforcement initiatives to help influence the behaviour of all road users. This includes ensuring the Region's community understands what a Safe System is and how individuals can contribute to and benefit from this approach.

The encouragement and promotion of Safe Road Use is already supported and undertaken by member Councils with support from the WALGA RoadWise Program. The RoadWise Program works with Local Governments and the community to support the implementation of *Towards Zero Road*.

Recent activities through the WALGA RoadWise Program by member Councils have included the 2014 *White Ribbons for Road Safety* campaign by the Cities of Bayswater, Belmont, Swan and the Shire of Kalamunda. The City of Swan has also developed road rule posters, has the use of a crash and speed display trailer, has provided free vehicle/trailer checks at Easter and Christmas, an annual *Blow Zero and Win* campaign with the East Metropolitan Traffic Police as well as monthly RoadWise meetings (made up on City staff and Elected Members, West Australian Police, a WALGA Road Safety Advisor and community group representatives).

As with safe speeds, safer road user behaviour also needs input and support from the West Australian Police in terms of enforcing traffic rules and providing a visible deterrence to inappropriate and unsafe behaviour.

**Based on *Towards Zero WA's Road Safety Strategy*, safe road use behaviour can have the following impact on the identified regional road safety issues:**

	Impact		
Intersections			
Run-off road			
Motorcyclists			
Pedestrians			
Cyclists			
Speeding			
Inattention/distraction			
Drink or drug driving			
	<b>Some/indirect benefit</b>	<b>Moderate benefit</b>	<b>Substantial benefit</b>

#### **KFA3: Safe Road Use**

	Actions	Timeframe	Priority
3.1	Advocate and support member Councils carrying out local/regional awareness campaigns relating to identified local/regional road safety issues.	Ongoing	High
3.2	Advocate and support external organisations carrying out local/regional awareness campaigns relating to identified local/regional road safety issues.	Ongoing	High
3.3	Support member Councils requests to the West Australian Police to carry out risk targeted enforcement based on crash data.	Ongoing	Medium

## KFA 4. Safe Vehicles

Recent improvements and enhancements to vehicle safety performance, such as Electronic Stability Control, Intelligent Speed Adaption, active head restraints and side impact/head-protecting airbags, have resulted in the improved protection of vehicle occupants and other road users (secondary safety benefits) in the event of a crash as well as the ability to avoid a collision in the first place (primary safety benefits). Such safe vehicle initiatives are reflected through the Australasian New Car Assessment Program (ANCAP) ratings, with those vehicles with a 5 star rating having good or acceptable levels of protection to vehicle occupants whilst vehicles with a 4 star rating have good to marginal levels of protection. Occupants of vehicles have “twice the chance of being killed or seriously injured in a 3 star ANCAP safety rated car compared to a 5 star ANCAP safety rated car”<sup>17</sup>.

Member Councils as well as organisations/corporations based within their local area operate fleet vehicles, which when combined, make up a large proportion of new vehicle sales. As such, opportunities exist to encourage the purchase of safer vehicles when organisations decide to upgrade/update their current fleet for employees as part of an Occupational Health and Safety approach. Given the more regular turn-over and re-sale of such vehicles, this in turn ensures safer vehicles are more widely available in the market as second-hand vehicles.

Given that workplace related road crashes are the most common cause of death, injury and absence from work in Australia<sup>18</sup>, the WALGA RoadWise Program has developed a Fleet Safety Resource Kit to assist local governments in developing and adopting fleet safety policies. Some member Councils, such as the City of Swan, already have a safe fleet policy, as well as employee driver development training.

**Based on *Towards Zero WA's Road Safety Strategy*, safe vehicles can have the following impact on the identified regional road safety issues:**

	Impact		
Intersections			
Run-off road			
Motorcyclists			
Pedestrians			
Cyclists			
Speeding			
Inattention/distraction			
Drink or drug driving			
	<b>Some/indirect benefit</b>	<b>Moderate benefit</b>	<b>Substantial benefit</b>

### **KFA4: Safe Vehicles**

	Actions	Timeframe	Priority
4.1	Advocate for member Councils and organisations that make up the RITS IAG to have 5 star rated fleet vehicles.	Ongoing	High
4.2	Develop a pro-forma policy to support member Councils to have a Safe Fleet and Driving Policy where these do not exist.	Ongoing	Medium
4.3	Advocate and support member Councils carrying out local/regional awareness campaigns relating to safe vehicles.	Ongoing	Low
4.4	Advocate for making safe vehicles and specific safety features compulsory for government vehicles (at all levels of government).	Ongoing	Low
4.5	Encourage corporate fleets to purchase safe vehicles and vehicle safety features.	Ongoing	Low

<sup>17</sup>ANCAP – Safety Ratings Explained (accessed 17 September 2015). <https://www.ancap.com.au/safety-ratings-explained>

<sup>18</sup>WALGA – Roadwise. Fleet Safety Resource Kit (accessed 17 September 2015).<http://www.roadwise.asn.au/fleet-safety-resource-kit.aspx>

## KFA 5. Road Safety Planning and Governance

The importance of road safety to the Region is reflected in the development of this Plan and by the existing support and identification of actions as set out in the member Councils own community plans and documents. For example, the Town of Bassendean's *Strategic Community Plan 2013-2023* has the objective of providing safe access for all road users, with associated strategies including the provision of cycle facilities plus monitoring of traffic and safety interventions. The City of Bayswater's *Strategic Community Plan 2013-2023* has a vision of connecting local centres and creating safe and welcoming places for people. Furthermore, the City specifically identifies the need to facilitate initiatives that maintain and improve road safety. Similarly, relevant actions identified in the City of Belmont's *Corporate Business Plan 2013-2017* include reviewing the relevance of the City's current road network to suit future needs, investigating improved public transport access and implementing the City's *Bike Plan* and *TravelSmart Plan*. The *Local Bike Plan 2013-2018* also notes a specific focus on the provision of safe cycling routes to schools including off-street facilities and crossing locations.

The Shire of Kalamunda's *Community Strategic Plan to 2023* advocates for high quality public transport as well as promoting alternative modes of transport with the aim of increasing walking and cycling in the Shire with supporting high quality and safe infrastructure. The Shire's *Corporate Business Plan 2013-2017* also notes the need to develop a Road Safety Precincts Action Plan.

### **KFA 5: Road Safety Planning and Governance**

The Shire of Mundaring's *Strategic Community Plan 2013-2023* acknowledges the EMRC *Regional Integrated Transport Strategy* and its action plan to help create a regional transport network that is efficient, safe and integrates all modes of transport and seeks to support/advocate for better public transport. Of particular note is the required service level of road surfaces being rideable, safe and providing year round access, with safety being measured in terms of less than 500 reported crashes/year on roads in the Shire.

The City of Swan's *Strategic Community Plan 2012-2022* notes that as part of the built environment, its vision is to have attractive, safe and maintained built assets, roads and streetscapes. As part of the outcome that infrastructure meets the community's needs, the City specifically measures its progress in terms of the number of fatal and serious road crashes. The City's Plan also includes an objective of advocating and providing alternative modes of transport through advocating for public transport and the provision of walking and cycling facilities (as measured by the length of walking/cycling paths and number of public transport passengers).

The above elements of member Councils' own strategic and planning documents as well as the Federal, State and Main Roads WA commitment to road safety are all aligned in terms of undertaking the identified actions to improve road safety in the Region. This requires the implementation of activities targeting specific agreed road safety issues and hazardous locations/routes. The EMRC supports the above approach.

	Actions	Timeframe	Priority
5.1	Monitor and participate in the development of State and Local government strategies that relate to transport and specifically road safety in the Region.	Ongoing	Low
5.2	Undertake community engagement exercises to determine road safety issues in the Region.	Medium	Low
5.3	Advocate for research activities such as annually identifying specific road safety issues relative to each local authority to assist with crash location identification as well as awareness and education efforts in the Region.	Ongoing	Medium
5.4	Support the TravelSmart and public transport initiatives in the Region given that one of the Safe System guiding principles relates to increased use of public transport given that buses and trains are safer modes of travel compared to cars and motorcycles <sup>19</sup> .	Ongoing	Medium

<sup>19</sup>Towards Zero – WA Road Safety Strategy

# Implementation

The EMRC, in partnership with RITS IAG, will effectively advocate for the implementation of actions listed within the *Regional Road Safety Plan*.

## Governance

The implementation of the Plan will be governed according to the following structure:

- The Plan will focus on the day-to-day activities that impact or affect road safety within the Region;
- The Plan will be used as a basis for the EMRC to seek member Council funding and local, state and federal grant funding;
- The RITS IAG will provide on-going feedback and review of the Plan as part of its regular meetings and will refer actions and achievements back to the Plan; and
- Progress against the actions and objectives of the Plan will be reported to EMRC Executive Management and Council.

## Resources

Implementation of the *Regional Road Safety Plan* is expected to be resourced through a blend of member Council contributions supplemented by local, state and federal government grants for projects. Pending the nature of the actions arising from the Plan, EMRC project officers will 'advocate for' and assist member Councils with the implementation on such actions as advised by the RITS IAG.

## Review

A minor review of the Plan (focusing on updating actions and priorities) should be undertaken annually. An annual workshop to review progress will include the RITS IAG which will allow the Plan to act as a living document, evolving over time, as road safety issues confronting the Region change and actions are progressed.

## Projects

To assist in the implementation of the *Regional Road Safety Plan*, the EMRC will provide an advocacy role to Local, State and Federal government, relevant agencies and key stakeholders. In addition, the EMRC in conjunction with member Councils will progress and/or coordinate relevant projects to address identified actions within the Plan.

Projects will be agreed upon by the RITS IAG and outlined in the annual Regional Services Projects Summary which is presented to the Chief Executive Officer Advisory Committee (CEOAC) and Council and discussed in detail with relevant directors and officers from each member Council.

## Monitoring and Communication

Effective implementation will also necessitate regular reporting and monitoring. All member Councils and the EMRC Council will be kept up-to-date with progress towards achieving the stated outcomes within the Plan. This will occur regularly through the Regional Development Activity Report to Council. Where appropriate, the community will be informed of significant progress through the EMRC website, media releases and newsletters.

Regular updates will also be provided to the RITS IAG with opportunities for input from the group.





# Appendices

## Appendix A: Stakeholders and Partners

### Key stakeholders

The following key stakeholders are directly involved in the implementation of the *Regional Road Safety Plan* where activities are under their control. They are supported by partners (direct and indirect) that make up the Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG) as well as other agencies.

### Member Councils

Each of the six local government authorities assume responsibility for designing, building and maintaining their local road networks as well advocating for road safety improvements for those elements that are outside of their immediate control (such as speed limits, the use of traffic signals and the installation of traffic signs and pavement markings). Austroads<sup>20</sup> also notes that road agencies such as local government authorities (and Main Roads WA) have a duty of care and must undertake what is reasonable of them to be aware of deficiencies of the road network, to assess and prioritise treatments and have a system for remedying them.

Specifically, member Councils can directly influence<sup>21</sup> road safety through its processes and operations as a lead agency through:

- As a road controlling authority:
  - ⇒ Identifying and prioritising road safety issues and deficiencies. These can be in terms of specific locations (black spots or routes) but also more generic for instance highlighting particular concerns for types of road users (e.g. pedestrians, cyclists, motor cyclists, young people etc.), behaviours (e.g. drink driving) or road user movements (e.g. losing control on bends) as well as selecting appropriate countermeasures (taking resources and/or other external constraints into account), allocating responsibility and timing.
  - ⇒ Ensuring new designs (and existing arrangements) are assessed for safety through road safety audits.
  - ⇒ Ensuring asset management policies and practices are geared towards maintaining a safe road network.
  - ⇒ Ensuring traffic management such as parking takes road safety into account.
  - ⇒ Managing vegetation/urban design to ensure road safety hazards are not unintentionally introduced, sight distances at intersections/traffic signs are provided and clear path ways are maintained.
  - ⇒
- As a planning authority:
  - ⇒ By ensuring road safety is not compromised or caused by the traffic impact of developments and that layouts/access arrangements are fit for purpose.
  - ⇒
- As an employer, fleet operator and client:
  - ⇒ Having a safe driving policy (potentially extending to implementing/requiring ISO 39001 Road Traffic Safety Management compliance from suppliers in due course) and a commitment to only purchase safe vehicles based on ANCAP results.

In addition to the above local government roles and responsibilities, community groups can also influence and contribute to road safety outcomes in various ways.

<sup>20</sup>Austrroads Guide to Road Safety Part 1: Road Safety Overview. 2013

<sup>21</sup>Austrroads Guide to Road Safety. Part 4: Local Government and Community Road Safety. 2009

### Eastern Metropolitan Regional Council (EMRC)

The EMRC can advocate for road safety and has commenced this through the RITS IAG and the identification and development of the Regional Road Safety Plan. Additional actions of the EMRC relate to its response as an employer, fleet operator and client.

### **Direct Partners**

The following agencies can have a direct role on improving road safety from a State wide perspective as well as within the Region. Many (but not all) of the agencies are represented on the RITS IAG.

### Main Roads WA

Main Roads WA designs, builds and maintains the state road network as well as collecting and analysing crash data. It is also responsible for the setting of speed limits and the approval/installation of traffic signals, traffic signs and pavement markings. Main Roads WA also administers funding programs such as the Federal and State Black Spot Programs as well as the Metropolitan Regional Road Group road maintenance and road improvement programs.

### Road Safety Commission

The Road Safety Commission was established July 2015 as a resulting outcome from the 'Browne Report', *A review of Road Safety Governance in Western Australia*<sup>22</sup>. The Road Safety Commission was previously known as the Office of Road Safety.

The Road Safety Commission leads/coordinates and monitors the implementation of *Towards Zero WA's Road Safety Strategy 2008-2020*, develops policies and strategy development on road safety, undertakes and delivers road safety education campaigns and provides administrative support to the Road Safety Council. It also manages the Road Trauma Trust Account (RTTA) which is intended to implement priority safety projects that are consistent with the *Towards Zero Strategy* (as well as administering the Road Safety Community Grants program which is funded through the RTTA).

### West Australian Police

The West Australian Police enforces road user behaviour as well as collecting/recording information about road crashes.

### Department of Transport

The Department of Transport sets standards for the licensing of drivers, riders and vehicles as well as actually licensing drivers, riders and vehicles. It also supports and encourages the use of alternative forms of transport including the administration of funding for cycling projects.

### Department of Planning

The Department of Planning is Western Australia's lead land-use planning agency. The Department is responsible for planning the States cities and towns, transport networks, parks and recreation reserves and a range of social and physical infrastructure. The department also encourages planning and design that enhances road safety.

### Public Transport Authority (PTA)

The PTA was created to clarify the function of the Department of Planning and Infrastructure to consolidate the responsibility for the delivery of public transport in WA. The PTA has a vision of "increasing the use of public transport

<sup>22</sup>A review of road safety governance in Western Australia: <http://rsc.wa.gov.au/Statistics-Research/Road-Safety-Reviews>

### West Australian Local Government Association (WALGA)

WALGA represents member Councils on the State Road Safety Council and provides leadership to, and advocacy for local government. Specifically, it operates and coordinates a number of road safety activities through its RoadWise Program:

- Local Government Advocacy, Leadership and Policy.
- Community Road Safety Network including supporting local RoadWise committees.
- Type 1 Child Car Restraint Fitting Service.

### Royal Automobile Club (RAC)

RAC represents the interests of more than 800,000 Western Australians. A key role for RAC has always been to act as a voice for its members, and as a strong public advocate on the mobility issues affecting Western Australians. RAC collaborates with Government and other organisations to ensure safe, accessible and sustainable mobility options are available for its members and the community.

### **Indirect Partners**

The following agencies play key roles in improving road safety in the state and are typically members of the state Road Safety Council.

#### Road User Representatives

Road user representatives include, but are not limited to motorist organisations, road transport (freight) industry, cyclists, pedestrians and motorcyclists.

#### Department of Education and Training

The Department of Education and Training educates young road users about safer behaviour on the road through schools and the TAFE system.

#### Department of Health

The Department of Health attends to and treats those injured in a road crash as well collecting data on those that have been killed and/or injured in a road crash. The Department of Health also typically advocates and supports healthy public policy/environments.

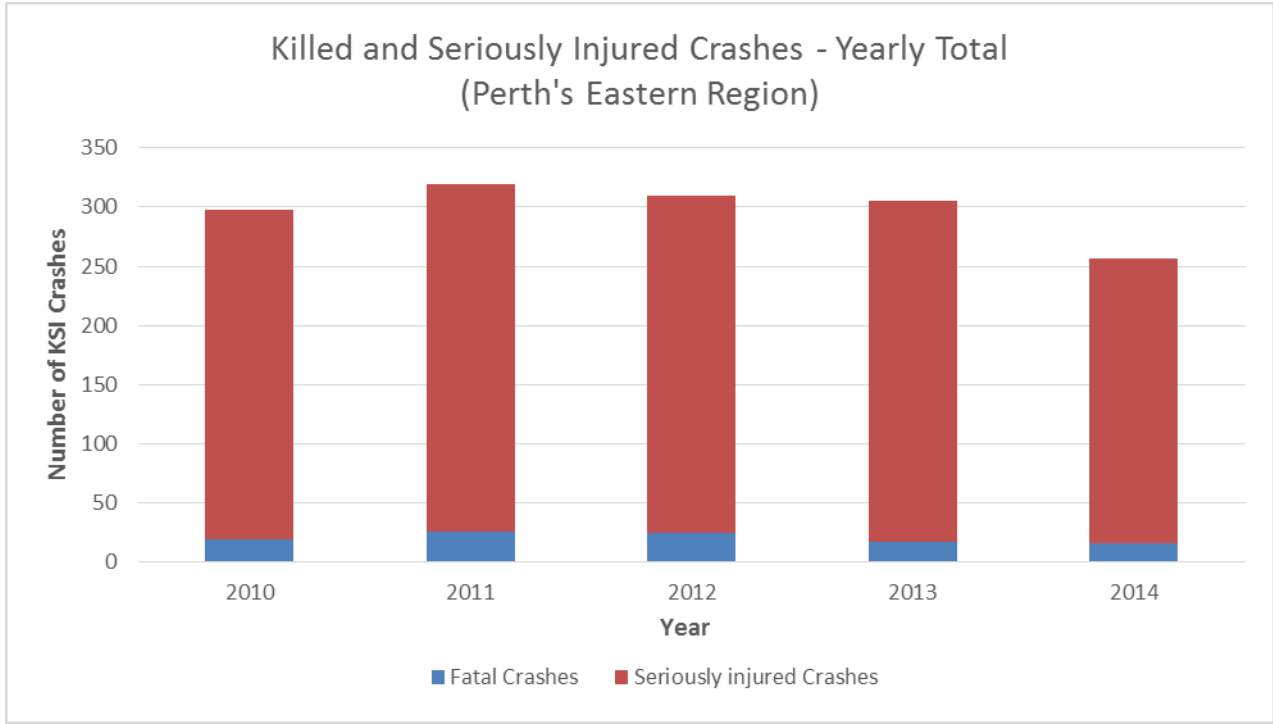
#### Insurance Commission of Western Australia

The Insurance Commission manages motor vehicle injury claims, collects and analyses casualty crash data and provides supplementary funding to support agreed road safety initiatives.

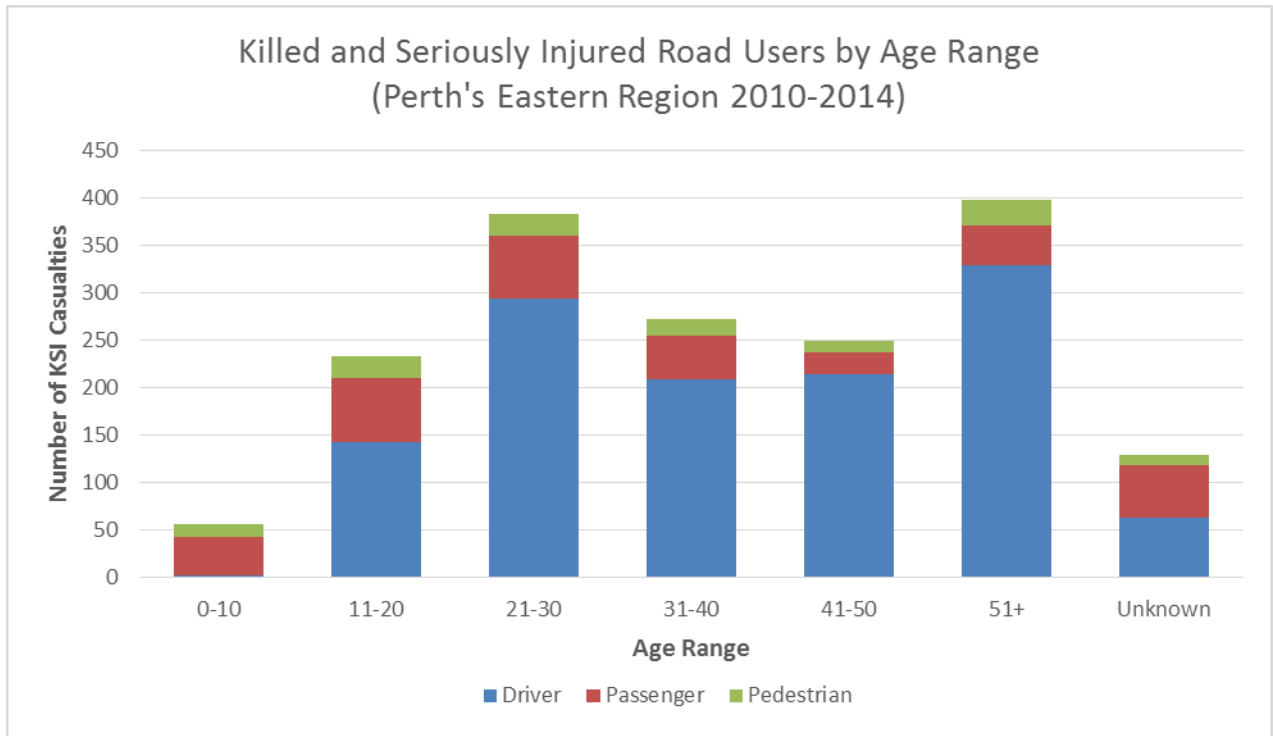
Appendix B The Eastern Metropolitan Region’s Road Safety Profile

Figure B1 shows the trend in Killed and Serious Injury (KSI) crashes in the Region over the past five years with the overall casualty types by age range shown in Figure B2.

**Figure B1**



**Figure B2**



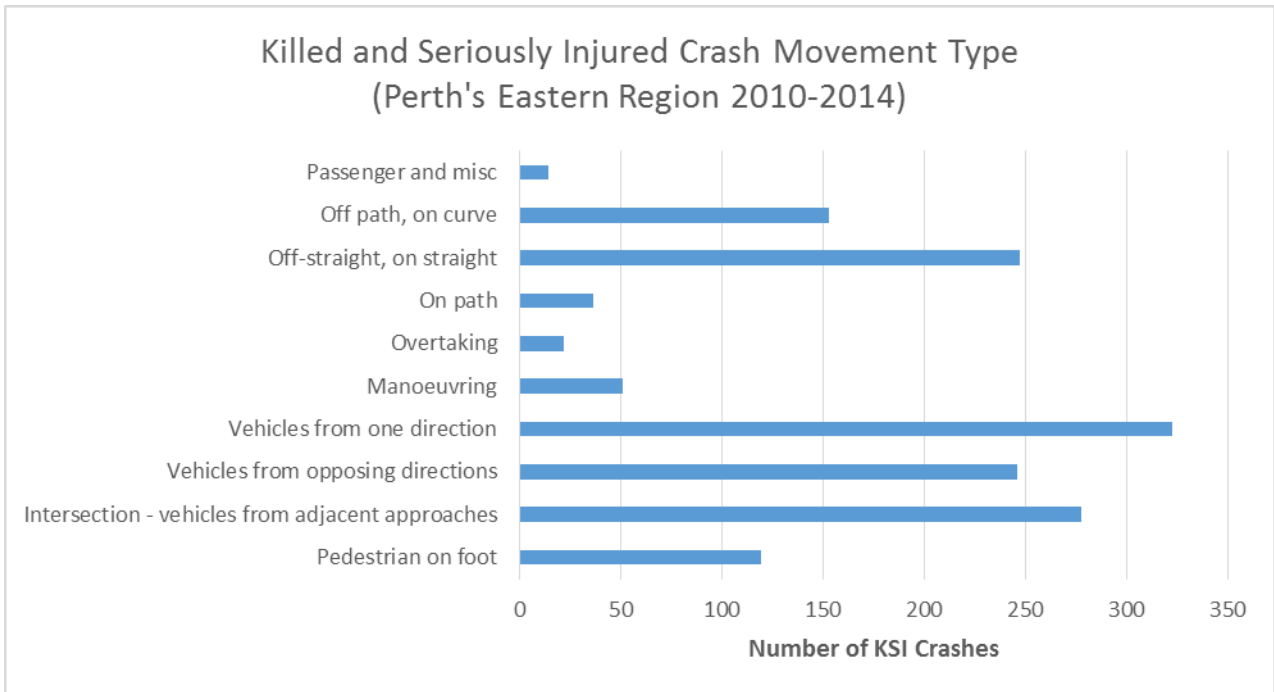
As indicated, by the very nature of road crashes requiring at least one driver to be involved in a crash, drivers of vehicles make up almost three quarters of all road users involved in a fatal or serious crash.

The proportion of total crash numbers by Council varies due to their size, population and the extent (length and type) of the road network in their area. Killed and seriously injured crashes have been grouped together across the Region to develop an understanding of the regionally important issues.

**Crash Types**

Figure B3 sets out the different types of KSI crashes for the Region as a whole over the five year period from 2010 to 2014. The most significant road user movements involved in KSI crashes involve vehicles from one-direction (e.g. rear end collisions or side swipes), vehicles from adjacent approaches at intersections, vehicles running off the road (on curves and/or straights) either due to loss of control or swerving to avoid something and vehicles from opposing directions (either at intersections or at a midblock location, for example a head-on collision).

**Figure B3**



A detailed review of crashes at both member Council and regional level has resulted in the following road safety issues set out being identified and assessed.

### Intersections: From Adjacent Approaches and/or Opposing Directions

A total of 424 KSI crashes occurred at intersections involving vehicles from adjacent approaches or opposing directions between 2010 and 2014. These amounted to over a quarter (28%) of all KSI crashes in the Region.

- 65% of these involved right angle movements typically involving 90 degree collisions with both vehicles going straight ahead (with one failing to give way) or a right turning vehicle being hit by a straight ahead movement from its right hand side. The remaining 35% were 'right turn through' collisions involving a right turning vehicle manoeuvring across a straight ahead vehicle, for instance without giving way.
- 38% of the above type of KSI crashes occurred at traffic signal controlled intersections, with roughly equal numbers occurring at intersections with either a Give Way (22%), Stop (19%) or no control (21%) provided. Less than 5% of these KSI crashes occurred at roundabouts.
- Over 85% of these KSI crashes occurred on roads with a speed limit of 70km/h or less.
- Approximately 20% of KSI crashes involving the specified movement at intersections involved speed as a factor (based on speed being specifically identified or not as a contributory factor).

### Intersections: Rear-End Collisions

Rear-end collisions made up the vast majority (83%) of the 323 'vehicle from one direction' type of KSI crashes between 2010 and 2014. 60% of these occurred at intersections with the remaining 40% reported as being at mid-block locations.

- Of the rear-end intersection KSI crashes, 62% occurred at traffic signal controlled locations, with a quarter occurring at sites reported as not having any controls.
- The number of KSI rear-end crashes at intersections without any control is more than double those at intersections with Give Way or Stop controls reported as being provided.
- Less than 7% of rear-end KSI crashes occurred at roundabouts in the Region.
- Where speed was specifically considered as a potential contributory factor, speed as a particular issue was noted in only 10% of those KSI crashes.
- Only 16% of KSI rear end intersection collisions occurred in the wet or in dark/dawn/dusk conditions.
- Intersection rear-end KSI crashes typically occurred on roads with a speed limit of 60km/h and above (based on crash data with known speed limits provided).

With respect to intersection crashes in general, Table B1 on the overleaf shows the top 50 intersections in the Region ranked according to social costs of total crash numbers between 2010 and 2014. The ranking shown in the left hand column denotes its ranking for the State based on the social cost. It should be noted that some of these intersections may well have been treated over the past five years or are currently in the process of being funded/upgraded such as the Tonkin Highway/Horrie Miller intersection.

Table B1 Top 50 Intersections in Perth's Eastern Region ranked by social costs 2010-2014<sup>23</sup>

State Ranking	Intersecting Roads		Member Council	Crash Frequency	Cost
1	TONKIN HWY	HORRIE MILLE	BELMONT	429	\$21,211,523
2	TONKIN HWY	COLLIER RD	BAYSWATER	329	\$16,635,871
3	REID HWY	MALAGA DR	SWAN	290	\$13,981,472
5	TONKIN HWY	HALE RD	KALAMUNDA	139	\$13,506,103
6	REID HWY	LORD ST	SWAN	177	\$13,265,668
7	ROE HWY	BERKSHIRE RD	KALAMUNDA	166	\$12,723,456
9	LEACH HWY	ABERNETHY RD	BELMONT	248	\$11,294,011
10	LEACH HWY	TONKIN HWY	BELMONT	216	\$11,238,627
11	TONKIN HWY	BENARA RD	BAYSWATER	190	\$10,639,937
14	GNANGARA RD	BEECHBORO RD	SWAN	121	\$10,108,471
15	TONKIN HWY	MORLEY DR	BAYSWATER	186	\$9,931,248
16	ROE HWY	ROE HWY ON -RAMP	KALAMUNDA	166	\$9,926,461
17	ROE HWY	KALAMUNDA RD	KALAMUNDA	190	\$9,509,551
19	TONKIN HWY	REID HWY	SWAN	146	\$8,868,619
22	TONKIN HWY	WELSHPOOL RD	KALAMUNDA	162	\$8,481,281
23	ROE HWY	MORRISON RD	SWAN	141	\$8,459,328
25	ROE HWY	H017 TONKIN	KALAMUNDA	157	\$7,666,260
27	ROE HWY	GREAT EASTER	SWAN	128	\$7,380,159
32	GUILDFORD RD	H017 TONKIN	BAYSWATER	126	\$7,194,664
37	REID HWY	BEECHBORO RD	SWAN	183	\$6,736,982
43	GREAT EASTERN	H017 TONKIN	BELMONT	214	\$6,394,658
44	GREAT NORTHERN	ROE HWY	SWAN	191	\$6,375,472
45	GREAT EASTERN	STIRLING CR	SWAN	72	\$6,173,269
83	ORRONG RD	ARCHER ST	BELMONT	126	\$4,991,718
84	GREAT EASTERN	PARK RD	MUNDARING	25	\$4,983,960
85	REID HWY	WEST SWAN RD	SWAN	152	\$4,962,352
87	GREAT EASTERN	GEH ON - H01	BELMONT	145	\$4,924,777
99	ROE HWY	TOODYAY RD	SWAN	92	\$4,632,088
110	MARSHALL RD	BEECHBORO RD	SWAN	107	\$4,481,659
111	GREAT NORTHERN	RUTLAND RD	SWAN	29	\$4,467,962
115	GREAT EASTERN	H020 GFF EB	BELMONT	106	\$4,368,618
120	WELSHPOOL RD	LEWIS RD	KALAMUNDA	26	\$4,316,845
126	GREAT EASTERN	RESOLUTION DR	BELMONT	113	\$4,110,887
162	BEECHBORO RD	MORLEY DR	BAYSWATER	83	\$3,668,281
164	TONKIN HWY	DUNREATH DR	BELMONT	77	\$3,638,018
183	GREAT EASTERN	LLOYD ST	SWAN	83	\$3,374,854
199	ORRONG RD	ALEXANDER RD	BELMONT	82	\$3,262,942
200	GREAT EASTERN	GUILDFORD RD	SWAN	99	\$3,260,772
204	GREAT EASTERN	COPPIN RD	MUNDARING	15	\$3,247,944
212	GREAT EASTERN	LOTON AV	SWAN	57	\$3,189,255
217	TOODYAY RD	CAMPERSIC RD	SWAN	13	\$3,152,787
218	BROUN AV	COODE ST	BAYSWATER	71	\$3,149,706
226	GUILDFORD RD	GUILDFORD RD	BAYSWATER	95	\$3,089,076

<sup>23</sup>Estimated cost of road crashes at an intersection. The crash costs are derived using Willingness To Pay (WTP) approach; that is, the cost the community is willing to pay or to forego in exchange for a reduction in the probability of an injury (of varying severity) or death from road crashes (Fatal \$7,648,989; Hospital \$351,226; Medical \$77,395; Property Damage Only \$11,651).



228	BEECHBORO RD	BENARA RD	BAYSWATER	81	\$3,083,398
230	WALTER RD WEST	WELLINGTON R	BAYSWATER	88	\$3,069,049
231	BROUN AV	COLLIER RD	BAYSWATER	76	\$3,062,119
233	GUILDFORD RD	GARRATT RD	BAYSWATER	81	\$3,052,435
246	GREAT NORTHERN	WEST SWAN RD	SWAN	80	\$2,996,651
250	BREARLEY AV	SECOND ST	BELMONT	68	\$2,988,661
255	GREAT EASTERN	KALAMUNDA RD	SWAN	49	\$2,962,965

### Run-Off Road Collisions

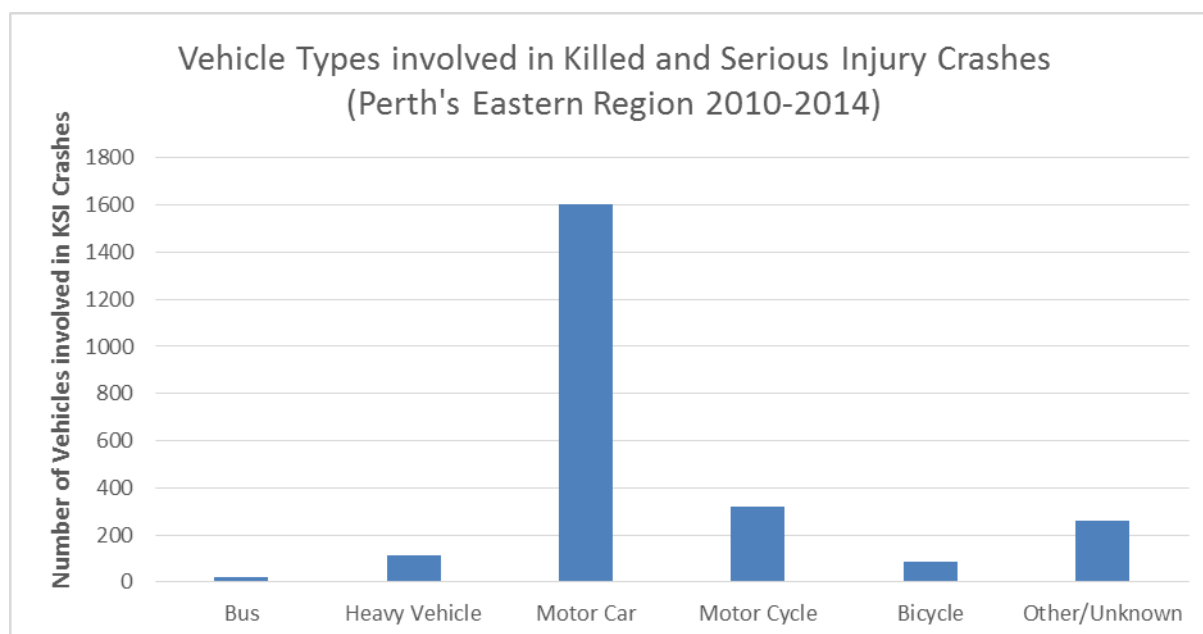
Drivers typically losing control of their vehicle and running off the road amounted to 27% of all KSI crashes between 2010 and 2014. 62% of these occurred on a straight road with the remaining 38% on a curve. Typically, three quarters of the 400 run-off road crashes over this period occurred at mid-block<sup>24</sup> locations.

- 60% of run-off road KSI crashes involved a vehicle hitting a roadside object (other than a kerb).
- 19% occurred in the wet (compared to a Metropolitan average for all KSI crashes of 12% and 14% for the Region)
- 53% were affected by light conditions and are known to have occurred during the dark or at dawn/dusk.
- Where the speed limit is known, one third of run-off road KSI crashes occurred on roads with a speed limit of 80km/h and over (i.e. rural locations). Over a quarter of such crashes occurred on roads with a 50km/h speed limit.
- Where speed was specifically considered as a potential contributory factor, speed as a particular issue was only noted in 50% of those KSI crashes.

### Vehicles/Road Users Involved in KSI Crashes

As indicated in Figure B4, motor cars (cars, utes and station wagons) were most common vehicle type involved in KSI crashes in the Region between 2010 and 2014. Motorcycles formed the second most common type of vehicle (13%) followed by heavy vehicles (5%) and bicycles (4%).

**Figure B4**



<sup>24</sup>A section of road in-between intersections

### Motorcyclists

In total, there were 24 motorcyclists killed and 296 seriously injured in the Region between 2010 and 2014. As such, just under a quarter of all road users killed in the Region were motorcyclists.

- 55% of KSI crashes involving motorcyclists occurred at mid-block locations.
- 27% of KSI crashes involving motorcyclists occurred in the dark/dawn/dusk.
- 36% of KSI crashes involving motorcyclists occurred at the weekend.
- 51% of mid-block motorcycle KSI crashes involved a motorcyclist losing control of their machine/swerving and running off the road – with 40% of these hitting a roadside object such as tree (excluding kerbs). 17% of KSI crashes involving motorcyclists on mid-block sections of roads occurred at driveways.
- Where speed was considered as a potential contributory factor, 41% of motorcycle KSI crashes were reported as having speed as a factor. Where the speed limit is known, 21% of motorcycle KSI crashes occurred on roads with a speed limit of 80km/h or more – compared with 26% on roads with a 50km/h speed limit.
- 87 out of the 145 KSI crashes involving a motorcyclist at an intersection occurred at either a Stop/Give way controlled or uncontrolled T-intersection or crossroad.

### Cyclists

In total, there were three cyclists killed and 84 seriously injured in the Region between 2010 and 2014.

- 59% percent of KSI crashes involving cyclists occurred at intersections.
- 25% of KSI crashes involving cyclists occurred in the dark/dawn/dusk with crashes being evenly spread over the week (but typically slightly higher on a weekday compared to the weekend).
- 11 KSI crashes involving cyclists occurred at a roundabout whilst 16 occurred traffic signal controlled intersections, 16 at Stop/Give Way controlled/uncontrolled T intersections and five at Stop/Give Way controlled/uncontrolled crossroads.
- 39 of the 51 cyclist KSI intersection crashes involved a right angle collision.
- 10 of the 36 midblock KSI crashes involved a cyclist manoeuvring from the footpath/ driveway.

### Pedestrians

In addition to the above two types of vulnerable road users, in total there were 16<sup>25</sup> pedestrians killed and 110 seriously injured in the Region between 2010 and 2014.

- 80% percent of 'hit pedestrian' type KSI crashes occurred at mid-block locations.
- 39% of 'hit pedestrian' type KSI crashes occurred in the dark/dawn/dusk with this percentage increasing to over half of all 'hit pedestrian' type KSI crashes at the weekend.
- 11% of 'hit pedestrian' type KSI crashes occurred at either an intersection traffic signal controlled location, a mid-block traffic signal controlled crossing, a zebra crossing or at a location with a pedestrian refuge island/ traffic calming.
- 19% of 'hit pedestrian' type KSI crashes involved a pedestrian playing, working, lying or standing in the carriageway.
- For those pedestrians killed or seriously injured, 13 were aged 0 to 10 years, 23 were aged between 11 and 20 years and 27 pedestrians were aged 51 years and over.

<sup>25</sup> Excludes a person involved in a fatal crash in a motorised wheelchair.

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## **2 WASTE SERVICES**

### **2.1 COUNCIL TONNAGE COMPARISONS AS AT 31 OCTOBER 2015**

**REFERENCE: D2015/17904 (TAC) – D2015/19141**

#### **PURPOSE OF REPORT**

To provide Council with year to date tonnages and quantities at the Red Hill Waste Management Facility and Hazelmere Resource Recovery Park for the period 1 July 2015 to 31 October 2015.

#### **REPORT**

Attachment 1 to this report indicates that member Council tonnages totaling 45,528.63 tonnes were received at Red Hill Waste Management Facility during the period 1 July 2015 to 31 October 2015 compared to 46,756.76 tonnes received during the same period in 2014/2015.

Attachment 2 outlines "other" waste that was received at Red Hill Waste Management Facility being 29,578.15 tonnes. The combined tonnages for the period totalled 75,106.78 tonnes. The 2014/2015 tonnages of 32,426.88 and 79,183.64 respectively for the same period are also provided for comparison purposes.

Attachment 3 outlines the tonnages of various materials that have been exported from Red Hill Waste Management Facility during the reporting period. Tonnages of ferricrete and mulch are significantly higher than the same period in 2014/2015 due mainly to sales to the Gateway WA project.

Attachment 4 outlines the tonnages and quantities of waste timber, wood chip/fines and mattresses, received and sold, at the Hazelmere Resource Recovery Park for the period 1 July 2015 to 31 October 2015. Incoming Waste Timber totalled 7,537.69 tonnes compared to 5,611.43 tonnes for the same period in 2014/2015. The sale of woodchip/fines totalled 7,680.88 tonnes compared to 5,843.53 tonnes for the same period in 2014/2015. Mattresses incoming totalled 2,914 units compared to 1,772 units for the same period in 2014/2015.

#### **ATTACHMENT(S)**

1. Council Tonnages - 1 July 2015 to 31 October 2015 (Ref: D2015/19150)
  2. Other Tonnages - 1 July 2015 to 31 October 2015 (Ref: D2015/19151)
  3. Tonnages Exported from Red Hill - 1 July 2015 to 31 October 2015 (Ref: D2015/19152)
  4. Hazelmere Resource Recovery Park – Incoming Materials and Product Sales - 1 July 2015 to 31 October 2015 (Ref: D2015/19140)
-

**EASTERN METROPOLITAN REGIONAL COUNCIL**

**2015/2016 YTD COUNCIL TONNAGES DISPOSED OF AT RED HILL WASTE MANAGEMENT FACILITY**

Week Ending	Waste		Bayswater Greenwaste MGB		Belmont		Bassendean		Swan		Kalamunda		Mundaring		Total
	Waste	Greenwaste	Waste	Greenwaste	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Uncont G/W	Waste	Greenwaste	
07-Jul-15	380.40	65.64	233.02	0.00	102.08	0.00	861.76	0.00	469.30	29.34	226.92	0.00	2,368.46		
14-Jul-15	350.28	91.72	225.52	0.00	98.96	0.00	828.32	0.00	465.84	33.04	244.14	0.00	2,337.82		
21-Jul-15	329.18	81.72	233.12	0.00	105.76	0.00	796.26	0.00	480.78	44.24	247.90	0.00	2,318.96		
28-Jul-15	343.50	101.72	240.90	0.00	111.68	0.00	847.26	0.00	442.34	45.34	241.16	0.00	2,373.90		
31-Jul-15	179.08	36.40	149.10	0.00	60.72	0.00	470.48	0.00	258.78	14.88	117.54	0.00	1,286.98		
4-Aug-15	154.08	39.66	92.82	0.00	58.36	0.00	343.84	0.00	237.42	0.00	132.02	0.00	1,058.20		
11-Aug-15	442.00	91.14	234.22	0.00	109.32	0.00	814.40	1.18	472.28	20.80	281.76	49.54	2,516.64		
18-Aug-15	488.28	76.44	245.70	0.00	110.12	0.00	832.44	2.32	480.22	25.98	394.50	102.78	2,738.78		
25-Aug-15	689.94	113.18	247.28	0.00	121.28	0.00	850.22	0.00	472.62	44.26	400.80	99.78	3,039.36		
31-Aug-15	324.42	57.78	210.40	0.00	90.04	0.00	708.80	0.00	371.80	20.44	339.28	73.70	2,196.66		
8-Sep-15	460.80	153.20	300.06	0.00	138.66	0.00	1034.12	0.00	574.34	43.36	455.16	63.88	3,223.58		
15-Sep-15	389.80	93.02	253.20	0.00	117.02	0.00	888.08	0.00	457.56	30.56	367.28	46.86	2,643.38		
22-Sep-15	394.48	127.80	259.38	0.00	110.68	0.00	951.00	0.00	494.80	37.24	352.06	16.28	2,743.72		
30-Sep-15	484.88	129.94	295.92	0.00	143.86	0.00	1168.36	0.00	588.08	29.50	262.64	0.00	3,103.18		
6-Oct-15	458.72	91.88	216.22	0.00	98.60	0.00	749.48	0.00	427.60	21.82	186.44	0.00	2,250.76		
13-Oct-15	372.16	94.84	328.30	0.00	111.38	0.00	1057.08	0.00	460.42	24.46	226.27	0.00	2,674.94		
20-Oct-15	350.94	125.42	257.06	0.00	121.12	0.00	995.48	0.00	524.10	25.28	247.78	0.00	2,647.78		
27-Oct-15	348.96	87.74	279.88	0.00	111.12	0.00	900.48	0.00	511.70	32.20	245.86	0.00	2,517.94		
31-Oct-15	182.66	83.76	228.30	0.00	70.58	0.00	512.36	0.00	273.32	10.54	126.70	0.00	1,488.22		
3-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
10-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
17-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
24-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
30-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
8-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
15-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
22-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
31-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-		
<b>Year to Date</b>	<b>7,104.56</b>	<b>1,743.00</b>	<b>4,530.40</b>	<b>-</b>	<b>1,991.34</b>	<b>-</b>	<b>15,610.22</b>	<b>3.50</b>	<b>8,463.30</b>	<b>533.28</b>	<b>5,096.21</b>	<b>452.82</b>	<b>45,528.63</b>		
<b>31-Oct-15</b>		<b>8,847.56</b>	<b>4,530.40</b>		<b>1,991.34</b>		<b>15,613.72</b>		<b>8,996.58</b>		<b>5,549.03</b>		<b>45,528.63</b>		
<b>Year to date</b>	<b>6,190.74</b>	<b>1,884.70</b>	<b>4,603.08</b>	<b>0.00</b>	<b>2,071.74</b>	<b>0.00</b>	<b>14,953.02</b>	<b>521.06</b>	<b>9,080.84</b>	<b>1,760.04</b>	<b>5,211.08</b>	<b>480.46</b>	<b>46,756.76</b>		
<b>as at 31-Oct-14</b>		<b>8,075.44</b>	<b>4,603.08</b>		<b>2,071.74</b>		<b>15,474.08</b>		<b>10,840.88</b>		<b>5,691.54</b>		<b>46,756.76</b>		

## EASTERN METROPOLITAN REGIONAL COUNCIL

## 2015/2016 YTD OTHER TONNAGES DISPOSED AT RED HILL WASTE MANAGEMENT FACILITY

Page 1 of 1

Week Ending	Transfer Station	Class III Contaminated	Class IV Contaminated	Untcontaminated Greenwaste Transfer St	Untcontaminated Greenwaste Commercial	Other Commercials	Asbestos (Wrapped)	Non Member Council Waste	Total Other	Total Tonnages (Council & Other)
07-Jul-15	121.44	14.28	0.00	16.04	14.30	1616.10	57.66	0.00	1839.82	4,208.28
14-Jul-15	132.64	15.80	0.00	24.10	15.20	1590.26	61.74	80.65	1920.39	4,258.21
21-Jul-15	141.66	23.84	0.00	10.00	12.48	1304.58	47.74	0.00	1540.30	3,859.26
28-Jul-15	129.56	156.48	0.00	13.50	14.36	1136.90	57.10	0.00	1507.90	3,881.80
31-Jul-15	45.36	0.00	0.00	5.60	18.24	708.74	18.50	0.00	796.44	2,083.42
04-Aug-15	77.66	0.00	0.00	11.00	4.26	559.92	28.74	107.67	789.25	1,847.45
11-Aug-15	92.60	9.60	0.00	14.62	14.80	1349.50	79.68	0.00	1560.80	4,077.44
18-Aug-15	128.02	8.62	0.00	13.78	16.52	1518.46	67.08	0.00	1752.48	4,491.26
25-Aug-15	117.94	0.00	9.12	13.72	16.14	1350.96	65.64	0.00	1573.52	4,612.88
31-Aug-15	114.16	0.00	2.42	9.56	14.48	1071.68	89.00	124.30	1425.60	3,622.26
08-Sep-15	114.96	0.00	6.62	16.12	15.48	1728.38	61.82	0.00	1943.38	5,166.96
15-Sep-15	130.88	48.46	0.00	14.68	24.02	1410.45	53.88	0.00	1682.37	4,325.75
22-Sep-15	123.90	0.00	0.00	15.80	33.42	1335.92	71.40	85.99	1666.43	4,410.15
30-Sep-15	152.42	0.00	152.78	15.30	19.84	1317.76	55.28	0.00	1713.38	4,816.56
06-Oct-15	103.68	0.00	0.00	14.36	14.12	1271.24	51.14	86.28	1540.82	3,791.58
13-Oct-15	159.76	35.46	0.00	14.60	31.84	1519.18	40.14	0.00	1800.98	4,475.89
20-Oct-15	129.26	0.00	0.00	19.04	23.78	1478.34	62.96	82.79	1796.17	4,443.35
27-Oct-15	138.58	0.00	0.00	19.46	31.10	1474.18	62.70	0.00	1726.02	4,243.96
31-Oct-15	68.28	26.80	0.00	5.94	15.28	847.14	38.66	0.00	1002.10	2,490.32
03-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Year to date 31-Oct-15</b>	<b>2,222.76</b>	<b>339.34</b>	<b>170.94</b>	<b>267.22</b>	<b>349.66</b>	<b>24,589.69</b>	<b>1,070.86</b>	<b>567.68</b>	<b>29,578.15</b>	<b>75,106.78</b>
<b>Year to date as at 31-Oct-14</b>	<b>2,611.16</b>	<b>2,934.07</b>	<b>0.00</b>	<b>298.82</b>	<b>392.28</b>	<b>24,264.69</b>	<b>1,186.76</b>	<b>739.10</b>	<b>32,426.88</b>	<b>79,183.64</b>

**EASTERN METROPOLITAN REGIONAL COUNCIL**  
**2015/2016 YTD TONNAGES EXPORTED FROM RED HILL WASTE MANAGEMENT FACILITY**

Week Ending	Clay	Ferricrete	Filter / Laterite Rock	Recycled Material from Transfer Stn	Mulch Std, Fines, Coarse	Soil Improver	Total
07-Jul-15	0.00	750.38	82.68	25.06	393.96	39.82	1291.90
14-Jul-15	0.00	556.16	12.60	17.42	383.68	2.52	972.38
21-Jul-15	0.00	3220.68	69.36	17.80	18.32	37.14	3363.30
28-Jul-15	0.00	672.40	12.34	9.16	8.88	18.76	721.54
31-Jul-15	0.00	562.66	21.82	5.70	45.18	4.54	639.90
04-Aug-15	0.00	36.64	20.40	7.92	0.00	18.10	83.06
11-Aug-15	0.00	1524.42	59.82	0.82	37.86	0.00	1622.92
18-Aug-15	0.00	774.26	20.46	19.06	275.46	12.54	1101.78
25-Aug-15	0.00	937.08	24.22	5.84	619.32	15.54	1602.00
31-Aug-15	0.00	409.68	41.74	10.16	79.48	22.50	563.56
08-Sep-15	0.00	2394.12	27.58	7.36	686.44	19.34	3134.84
15-Sep-15	0.00	696.30	0.00	9.22	0.00	31.08	736.60
22-Sep-15	0.00	883.02	60.30	5.38	224.44	18.02	1191.16
30-Sep-15	0.00	977.22	23.50	23.64	52.44	38.98	1115.78
06-Oct-15	0.00	416.40	11.50	8.20	243.38	9.82	689.30
13-Oct-15	0.00	738.58	32.12	18.64	0.00	9.36	798.70
20-Oct-15	0.00	1182.59	73.50	4.68	218.42	13.42	1492.61
27-Oct-15	0.00	1280.98	20.68	7.70	149.06	30.86	1489.28
31-Oct-15	0.00	880.78	0.00	11.88	131.26	0.00	1023.92
03-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
17-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
30-Nov-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
08-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31-Dec-15	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Year to date 31-Oct-15</b>	<b>0.00</b>	<b>18,894.35</b>	<b>614.62</b>	<b>215.64</b>	<b>3,567.58</b>	<b>342.34</b>	<b>23,634.53</b>
<b>Year to date as at 31-Oct-14</b>	<b>268.36</b>	<b>20,594.18</b>	<b>0.00</b>	<b>260.62</b>	<b>2,794.92</b>	<b>430.72</b>	<b>24,348.80</b>



<b>EASTERN METROPOLITAN REGIONAL COUNCIL</b> <b>2015/2016 YTD - COUNCIL TONNAGES</b> <b>Hazelmere Resource Recovery Park - Incoming Materials &amp; Product Sales</b>					
Month	Timber Recycling		Sale of wood chip / fines Tonnes	Hazelmere Waste to Red Hill	
	Incoming Waste Timber Tonnes			Mattress Processing Mattresses Received This includes mattresses from Red Hill	Mattress/Woodwaste Tonnes
Jul-2014	1,993.47		1583.14	973	178.08
Aug-2014	1,894.59		1578.27	398	223.84
Sep-2014	1,840.07		2664.18	693	150.00
Oct-2014	1,845.56		1855.28	850	15.48
Nov-2014	0.00		0.00		
Dec-2014	0.00		0.00		
Jan-2015	0.00		0.00		
Feb-2015	0.00		0.00		
Mar-2015	0.00		0.00		
Apr-2015	0.00		0.00		
May-2015	0.00		0.00		
Jun-2015	0.00		0.00		
<b>Year to Date 31-Oct-15</b>	<b>7,573.69</b>		<b>7,680.88</b>	<b>2,914</b>	<b>567.40</b>
<b>Previous Year to 31-Oct-14</b>	<b>5,611.43</b>		<b>5,843.53</b>	<b>1,772</b>	<b>924.92</b>

*As of 30/9/15 - 7765m3 of old grade 2 product transported to Red Hill to be used as future cell lining - Not Charged*



## 2.2 WARR ACT REVIEW

**REFERENCE: D2015/17905 (TAC) – D2015/19143**

### PURPOSE OF REPORT

The purpose of this report is to advise Council of the outcome of the review of the Waste Avoidance and Resource Recovery Act 2007 (WARR Act).

### KEY ISSUE(S)

- A statutory review of the WARR Act has been completed by the Department of Environment Regulation.
- The Minister for Environment has tabled a report on the review.
- The review found that the WARR Act meets its objectives and aligns with State Government Waste Policy.
- While no legislation amendments are proposed, the State Government will continue to work towards better alignment of waste management planning, waste services and contracts across local and State Government industry.
- The result of the report is that the State Government will not consider the creation of statutory waste groups and that management of municipal solid waste continue to be undertaken by Regional Local Governments.

### SOURCE OF REPORT

Director Waste Services

### BACKGROUND

Section 99 of the *Waste Avoidance and Resource Recovery Act 2007* (WARR Act) requires that the Minister carry out a review of the WARR Act after the fifth anniversary of its commencement and table a report on the review in both houses of Parliament within 12 months of the fifth anniversary.

The review is now complete and the Minister for Environment tabled a report on the review in Parliament on 21 October 2015.

### REPORT

In December 2014, the Department of Environment Regulation commenced a statutory review of the WARR Act. A Discussion Paper was released to provide a context for considering specific proposals to amend the WARR Act.

The reforms suggested included creating statutory waste groups with compulsory local government membership, through appropriate changes to legislation.

EMRC responded to the discussion paper with a submission in February 2015 together with submissions from WALGA, three EMRC member Councils and other waste industry participants.

The Hon AP Jacob, Minister for Environment has tabled a review report in the WA Parliament on 21 October 2015, a copy of which is attached.



*Item 2.2 continued*

The key findings were that:

1. The WARR Act meets its objectives and aligns with State Government Waste Policy; and
2. The State Government will continue to work towards better alignment of waste management planning, waste services and contracts across local and State Government and industry.

In tabling his recommendations the Minister stated that no legislative amendments are proposed to the WARR Act and the WA State Government will continue to work with local and regional governments to support the alignment of waste management planning. The report states that the WARR Act already contains the necessary powers to enable compliance with any requirements relevant to the WARR Act.

These are positive outcomes for the EMRC and the member Councils in being able to continue to undertake waste management and resource recovery projects with some certainty.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1: Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management

**FINANCIAL IMPLICATIONS**

Nil

**SUSTAINABILITY IMPLICATIONS**

Nil

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Review of the Waste Avoidance and Resource Recovery Act 2007 (Ref: D2015/19142)



Government of **Western Australia**  
Department of **Environment Regulation**

REPORT

# **Review of the *Waste Avoidance and Resource Recovery Act 2007***

**Final**

24 September 2015

## Document control

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Date	Author	Version	Approved by
21/4/15	Melissa Bastow Principal Policy Officer	Working Draft	Sarah McEvoy Executive Director, Strategic Policy and Programs
24/9/15	As above	Final	Jason Banks, Director General

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**Accessibility** This document is available in alternative formats and languages upon request.

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## Executive summary

The *Waste Avoidance and Resource Recovery Act 2007* (WARR Act) is the principal legislation for waste management in Western Australia and is subject to a statutory review within five years of its commencement.

This report was prepared by the Department of Environment Regulation (DER) on behalf of the Minister for Environment. It reflects the outcome of the statutory review into the operation and effectiveness of the WARR Act.

The report analyses the submissions received during the public consultation period. The key issues identified by the review relate to waste processing operations and planning. The concept of statutory waste groups as outlined in the discussion paper was not broadly supported.

### Waste processing operations

Waste collection and processing arrangements vary considerably across the Perth metropolitan region. Municipal waste collection is individually undertaken and managed by each local government in the metropolitan area. There are opportunities to achieve economies of scale and to coordinate significant supplies of waste.

Experience in other jurisdictions highlights the benefits of aligning local waste planning with state plans and strategies, and providing coordination of the procurement of waste services on behalf of local governments.

### Infrastructure planning

One of the Waste Strategy's initiatives is long-term planning for waste and recycling processing. The focus of the planning is on waste processing and recycling facilities that divert waste from landfill to promote the most efficient use of resources.

Improved alignment of local and State Government waste planning will benefit diversion from landfill and promote the most efficient use of resources.

## Key Findings

Thirty-three submissions were received on a discussion paper for this review. After considering these submissions, the review found that the WARR Act meets its objectives and aligns with Government waste policy.

While no legislative amendments are proposed, the State Government will continue to implement mechanisms to support better alignment of waste management planning, waste services and waste contracts across local and State Government and industry. The recently announced Construction and Demolition Product Procurement Incentive Program, a funding incentive to support more use of recycled and construction and demolition material, is one example of this. Model contracts to facilitate consistent and aligned standards and targets across the municipal waste sector are another example.



# 1. Introduction

## 1.1 Context

The *Waste Avoidance and Resource Recovery Act 2007* (WARR Act) is the principal legislation dealing with waste management in Western Australia. The Department of Environment Regulation (DER) administers the WARR Act. The objects of the WARR Act are set out in section 5:

- (1) The primary objects of this Act are to contribute to sustainability, and the protection of human health and the environment in Western Australia and the move towards a waste-free society by –
  - (a) promoting the most efficient use of resources, including resource recovery and waste avoidance; and
  - (b) reducing environmental harm, including pollution through waste; and
  - (c) the consideration of resource management options against the following hierarchy –
    - (i) avoidance of unnecessary resource consumption;
    - (ii) resource recovery (including reuse, reprocessing, recycling and energy recovery);
    - (iii) disposal.
- (2) The principles set out in the EP Act section 4A apply in relation to the objects of this Act.

The WARR Act consolidated waste management related provisions from the *Health Act 1911* (Health Act), *Environmental Protection Act 1986* (EP Act) and the *Environmental Protection (Landfill) Levy Act 1998* (Landfill Levy Act).

The statutory review considered options in the waste and recycling sector to achieve better outcomes and reform opportunities. The waste and recycling sector is influenced by other legislation, government policy and market forces.

The review found that generally the WARR Act contains appropriate head powers to support its objects.

The review considers that mechanisms to support better alignment of waste management planning, waste services and waste contracts across local and State Government and industry should continue to be implemented.

This report is structured as follows:

- Part 1 introduces the context, terms of reference and process under which the review took place.
- Part 2 details the WARR Act mechanisms important to the review.
- Part 3 discusses the potential reform proposals to the WARR Act and the analysis of submissions received.
- Part 4 outlines other matters raised during the submissions which are related to the WARR Act but are not within scope of the review.

## 1.2 Terms of reference

Section 99 of the WARR Act requires that the Minister carry out a review of the WARR Act after the fifth anniversary of its commencement and table a report on the review in both houses of Parliament within 12 months of the fifth anniversary. The WARR Act came into operation on 1 July 2008. The terms of reference of the review of the WARR Act are:

*To carry out a review of the operation and effectiveness of the Waste Avoidance and Resource Recovery Act 2007 with particular regard to its:*

- *effectiveness in meeting its objects; and*
- *alignment with Government waste management policy (i.e. the Waste Strategy).*

The review did not include the *Waste Avoidance and Resource Recovery Levy Act 2007* (WARR Levy Act), *Waste Avoidance and Resource Recovery Regulations 2008* (WARR Regulations) or *Waste Avoidance and Resource Recovery Levy Regulations 2008* (Levy Regulations) as these are outside of the scope of the statutory review.

## 1.3 Review procedure

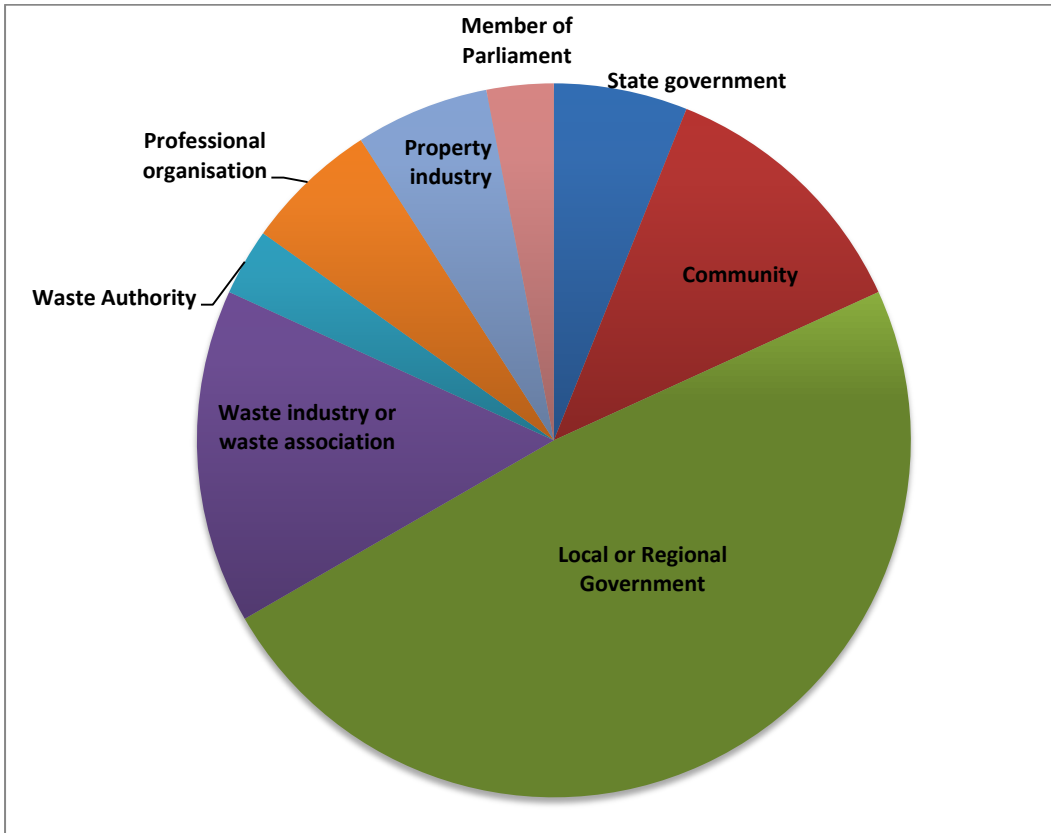
DER has carried out this review on behalf of the Minister for Environment.

A paper entitled *Review of Waste Avoidance and Resource Recovery Act 2007 Discussion Paper* (discussion paper) was released on 1 December 2014 for a public consultation period, closing on 23 February 2015. The discussion paper outlined potential ideas for reforms to the WARR Act. Following the release of the paper, briefings were held with key groups.

Thirty-three submissions were received on the discussion paper. The groups and individuals that made submissions are listed in Appendix A. Almost half (49 per cent) of the submissions received were from local government, regional councils or regional council organisations (Figure 1). Submissions received were collated and analysed and contributed to this report.

All non-confidential submissions and the discussion paper were published on the [DER website](#).

**Figure 1: Breakdown of respondents who submitted comments**



## 2. Scheme of the WARR Act

### 2.1 Waste Authority

Section 8 of the WARR Act provides for the establishment of the Waste Authority and the appointment of its five members. The Waste Authority is an agent of the State with various functions including:

- advising on strategic policy and planning to support the diversion of waste from landfill in Western Australia;
- implementation of policies, plans and programs to achieve increased waste diversion;
- administration of funds in the Waste Avoidance and Resource Recovery Account (WARR Account) for programs and priorities outlined in the Waste Strategy and business plan; and
- providing advice to the Minister for Environment.

### 2.2 Local governments

The WARR Act provides powers with respect to local government waste services, including waste local laws, waste plans and collection permits.

The WARR Act provides local governments with the option of charging to collect municipal waste within their boundaries to protect the environment and public health. Waste local laws made under the WARR Act provide local governments with the ability to regulate the provisions of waste services.

The Waste Strategy sets objectives and targets for local governments to improve the efficiency and effectiveness of waste services and achieve high waste diversion rates. The coordination and management of increasing volumes of waste, contribute to challenges for meeting Waste Strategy targets.

The majority of submissions referred to proposed local government boundary reforms as an opportunity for improved waste services. In February 2015, during the consultation period, the State Government announced that planned local government boundary reforms were on hold. The outcome of the WARR Act review has regard to this.

### 2.3 Waste Strategy

Part 4 Division 1 of the WARR Act provides for a waste strategy that sets out a long-term strategy for continuous improvement of waste services, waste avoidance and resource recovery, benchmarked against best practice; and targets for waste reduction, resource recovery and the diversion of waste from landfill disposal.

The State Government's Waste Strategy: *Creating the right environment* was released in March 2012.

A five-year business plan prepared annually by the Waste Authority and approved by the Minister for Environment establishes priorities for each year to implement the Waste Strategy.

## 2.4 Waste streams

### Municipal solid waste

The WARR Act primarily deals with municipal solid waste (MSW), which is the waste generated from domestic premises and local government activities. It includes food scraps, green waste and other general household waste. Management of this waste stream is generally coordinated by local government, in some cases through regional councils established under the *Local Government Act 1995*.

### Construction and demolition

Construction and demolition waste (C&D waste) is solid waste material in the waste stream which arises from residential, civil and commercial construction and demolition activities. The types of material can include bricks, concrete, metal and timber.

### Commercial and industry

Commercial and industry waste (C&I waste) types vary considerably and may be mixed and comparable in composition to MSW; or homogenous, comprising a single material such as plastic off-cuts, carpet remnants, and food industry residues or hazardous by-products of industrial processes.

## 2.5 Product Stewardship and Extended Producer Responsibility

The WARR Act establishes product stewardship and extended producer responsibility (EPR). Product stewardship provisions set out requirements for producers to develop product stewardship plans relating to the waste and recycling of certain products. EPR provisions provide for mandatory schemes relating to the waste and recycling of certain products.

EPR activities such as electronic waste and used oil collection programs are occurring in WA outside of provisions in the WARR Act through the Commonwealth *Product Stewardship Act 2011*.

The product stewardship and EPR provisions in the WARR Act have not been applied to date.

## 2.6 Compliance and enforcement

The WARR Act includes powers to enable compliance and enforcement under the Act.

### 3. WARR Act reform feedback

#### 3.1 Waste Authority

##### Feedback

Several submissions, including from regional councils, local governments, community and industry, the Waste Authority and WALGA, proposed that funding the Waste Authority from consolidated revenue would improve transparency and governance of the Authority and the WARR Account.

Some submissions advocated the establishment of an independent agency to provide for a separation of waste management policy and program activities from DER's regulatory functions.

##### Summary

The Waste Authority is principally an advisory body which develops the Waste Strategy, provides advice to the Minister and Government, and administers the WARR Account, and does not have an operational role. DER regulates waste facilities that are prescribed premises under the EP Act. Neither the creation of a new agency nor significant changes to the roles of either the Waste Authority or DER is considered necessary to progress the waste reforms arising from this review.

#### 3.2 Local government waste operations

##### 3.2.1 Performance and coordination of waste flows

##### Feedback

Submissions generally favoured a coordinated approach to waste service delivery and in particular waste collection and planning. The submissions identified economic advantages and disadvantages of local government or regional council operated waste facilities compared to industry and private sector facilities, which is discussed under section 3.3 (Infrastructure planning).

##### Summary

Better alignment of waste management planning, waste services and waste contracts benefits the economic performance of the sector. The review supports this outcome.

##### 3.2.2 Waste groups

##### Feedback

Thirty one submissions provided comment on the proposed establishment of waste group/s, compulsory membership by local governments or the procurement role of waste groups.

### Waste Groups

The majority of submissions agree that establishing waste group/s would be beneficial to local governments and regional councils. Waste groups were seen as a means to achieving economies of scale by increasing competition with the private sector in the available technologies and contractors tendering, which would lead to more competitive prices. It also provides for a comprehensive approach to waste management and transparent, accountable and common standards in the waste sector.

Many submissions, while supportive of the concept of waste group/s, sought further information on its proposed structure, boundary, role and membership and suggested additional consultation.

The submissions in support of waste group/s also expressed a view that it could provide another level of administration and duplicate the services of regional councils. Pending further information, submissions supported the retention of regional councils as a mechanism to establish the waste group/s. There was a view that metropolitan regional councils could be consolidated from five to three to facilitate the provision of regional waste strategies, services and outcomes and to achieve economies of scale. It was also suggested that a future review may be required to determine if further consolidation could achieve the same outcomes within the Peel, Greater Bunbury and Geraldton regions.

Over half of the local government and regional council submissions which supported regional councils as waste groups additionally proposed the establishment of a single Perth and Peel waste management group to oversee the waste group/s. The overarching waste management group was proposed to ensure connection between all of the waste sectors, facilitate implementation of the Waste Strategy, provide a more certain link with the Waste Authority and address and resolve broadscale waste issues.

Submissions proposed that the waste group be governed by a board comprising representatives of State Government, local government or regional councils, industry groups and professional experts. If the waste group facilitates procurement for all waste streams, submissions advocated that membership should extend to the C&D and C&I waste sectors.

Those opposed to statutory waste group/s were concerned with the ongoing role of regional councils if waste group/s were established, and the potential financial and legal implications of membership of waste group/s. Transitional arrangements for regional council assets were also raised. It was proposed that the environmental and economic performance of the regional councils in waste management be reviewed in progressing reforms.

### Compulsory membership

The majority of the submissions supporting regional councils as waste group/s agreed with compulsory membership of local governments as a way of providing the stability necessary for effective waste management planning and investment.

Submissions not supportive of waste groups consider compulsory membership will remove the market force that drives competition and efficient service delivery.

### Procurement

Industry and industry associations were supportive of coordinated procurement waste processing services. Submissions considered that local governments should be required to participate in aggregated procurement of waste supplies for tendering of waste processing services to realise benefits and achieve the best economies of scale. The submissions also expressed the view that local governments and regional councils should be excluded from directly operating waste collection<sup>1</sup>, transport, recovery, processing and disposal facilities. The submissions were of the view that this would enable a competitive market of private investments and avoid the potential for a conflict of interest where some regional councils are both a buyer and seller.

Other submissions considered that the role of waste groups should not be restricted to procurement alone and suggested they be involved in the development and implementation of waste plans and strategic planning. The submissions queried the future of regional council operated landfills, alternative waste treatment facilities and other waste processing services.

### Waste streams

The majority of submissions considered that the review should also address C&D and C&I waste streams, which make up more than 70 per cent of waste. It was proposed that strategic planning for C&D and C&I waste be undertaken and private industry further engaged.

### **Summary**

It is noted that there are existing mechanisms for coordinating local government involvement for procurement of waste (primarily under the *Local Government Act 1995*).

The most effective way to improve management of MSW, C&D and C&I waste is through better coordinated procurement services for these waste streams to provide the necessary investment security for service providers. Programs to improve management of waste are implemented through Waste Avoidance and Resource Recovery account funding incentives such as the recently announced Construction and Demolition Product Procurement Incentive Program.

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<sup>1</sup> The WARR Act provides powers for local government waste services, including waste collection.



### 3.2.3 Alignment of waste planning across Government

#### Feedback

There was general agreement in submissions that aligning waste management is key to ensuring a coordinated approach to waste management within the metropolitan area. Specifically, aligning local waste planning with State planning including the Waste Strategy and operating in a manner consistent with this approach was supported. Submissions proposed aligning waste management plans to create greater efficiencies, promote consistent services and processes, reduce costs by taking advantage of economies of scale, and provide for clearer direction and integrated policy.

Local governments and regional councils advised that they are currently undertaking strategic and long term waste management planning including attempting to align their planning with the Waste Strategy. Some regional councils suggested that waste plans be adopted at a regional scale to balance the geographic spread of facilities, avoid duplication of resources and utilise economies of scale in procurement services.

Industry groups suggested that State Government and waste group/s consult with industry in the development of plans and policy frameworks to ensure changing demands for waste services can be met and resourced appropriately. They also suggested that strategic waste plans be developed for the management of all waste streams.

Industry noted that the Waste Strategy includes ambitious targets for the diversion of waste from landfill and suggested that these be removed from the Waste Strategy and that the State Government seeks to address market failures directly, enabling market mechanisms to determine the efficient level of waste recovery.

#### Summary

Aligning waste planning across local and State Government provides long term benefits for waste management in the Perth and Peel region in particular.

## 3.3 Infrastructure planning

### 3.3.1 Governance

#### Feedback

Submissions from some regional councils considered that they already provide economies of scale for effective waste management, and that widescale social, environmental and economic benefits have been realised.

Some local governments were not convinced that economies of scale would be achieved by waste planning at a regional rather than local scale and noted that it may not be possible to align all contracts or provide consistent collection and infrastructure arrangements throughout the metropolitan area. These submissions were of the view that it is essential that State Government, the Waste Authority, a waste group or similar should own the waste facilities to prevent the private sector moving a facility

out of the state. They were concerned that the private sector is primarily driven by profit rather than providing a cost-effective, comprehensive, sustainable service.

Submissions from industry considered there was a need to ensure independence between the process of planning infrastructure to provide landfill capacity and the management of procurement processes for waste processing services. Public sector ownership of waste facilities may inhibit competition by favouring government owned facilities. Governance arrangements which enhance competition and the role of the private sector in the provision of waste services would likely result in improved efficiency and lower costs. These submissions were supportive of a government role in building facilities and contracting their operation to the private sector.

### **Summary**

Submissions on the ownership of and governance arrangements for solid waste were divided. The facilitation of a more competitive waste market will improve the efficiency of governance and management of waste infrastructure. Programs funded through the Waste Avoidance and Resource Recovery account already support this outcome.

### **3.3.2 Infrastructure planning**

#### **Feedback**

The majority of submissions supported the development of a statutory waste infrastructure plan to provide clarity and direction to guide waste industry decision-making and investment.

Some regional councils noted that they have commenced on infrastructure options and planning for metropolitan-wide infrastructure requirements based on combined waste streams and proposed this work be managed by waste group/s or a similar body into the future.

Submissions proposed that the development of the plan identify appropriate facilities and infrastructure required as well as appropriate locations.

#### **Summary**

Submissions generally supported infrastructure planning as a part of an effective waste framework. Considerable work has already been undertaken by regional councils and others on waste infrastructure planning. Requirements for aligned local and State infrastructure planning should be determined and any specific actions implemented.

### 3.4 Product stewardship and extended producer responsibility

#### Feedback

A number of submissions noted that the product stewardship and extended producer responsibility provisions in the WARR Act may appropriately deal with more difficult waste types and suggested consideration of their use.

#### Summary

The State Government has been working with other jurisdictions to investigate national approaches to product stewardship to better manage the environmental impacts of used packaging.

The State Government's focus is on continuing to drive recycling and reductions in landfill through proven economic mechanisms such as the landfill levy, and through direct action with industry and local government to provide funding and programs to support households in their recycling efforts.

The State Government considers that product stewardship initiatives are best developed at a national level. The Australian Packaging Covenant plays an ongoing role in contributing to improved recycling outcomes and reducing litter. Ministers agreed in February 2015 to an extension of the existing Australian Packaging Covenant for 12 months to allow jurisdictions to engage with the packaging industry on the approach to be taken from 1 July 2016.

### 3.5 Compliance and enforcement

#### Feedback

A small number of submissions raised the importance of effective enforcement to ensure adherence to requirements under the WARR Act. Industry associations and community submissions proposed options for enhanced enforcement, including infringements to ensure appropriate waste disposal, additional policing of illegal dumping<sup>2</sup>, levy application and payments<sup>3</sup>, and licensing<sup>4</sup>.

Some submissions proposed penalties where waste group/s do not submit or implement a waste plan.

#### Summary

The review considers that the WARR Act contains the necessary powers to enable compliance with any requirements relevant to that Act and therefore legislative amendments are not required. It is the responsibility of local governments to determine their waste collection requirements.

<sup>2</sup> Dumping of waste is an offence under the EP Act and is outside the scope of this review.

<sup>3</sup> The levy regime is implemented through the *Waste Avoidance and Resource Recovery Levy Act 2007* and *Waste Avoidance and Resource Recovery Levy Regulations 2008* and is outside of the scope of this review.

<sup>4</sup> Licensing is undertaken under the EP Act and is outside the scope of this review.

While noting that these matters are outside the scope of the WARR Act review, DER enforces the payment of levy, illegal dumping and licensing and will consider any requirements for enhanced enforcement effort.

## 4. Out of scope issues

Submissions raised a number of issues outside of the scope of the WARR Act review. These are identified below.

### 4.1 Landfill levy

#### Feedback

Submissions from local government and regional councils made a number of suggestions relating to the landfill levy, including changes to the hypothecation of funds, and allocation of the levy to an infrastructure fund and research into waste technologies.

Submissions also raised the enforceability of levy collection and considered that there is an incentive for waste to be transported and illegally disposed of in landfills located outside of the metropolitan area.

Industry associations suggested that landfill levies should be reduced or removed to address market failures and ensure that environmental regulation reduces externalities from landfill to acceptable levels.

### 4.2 Landfill siting

#### Feedback

There were a number of submissions from local governments and regional councils, and community groups on appropriate siting of landfills, including policy considerations.

## Appendix A – list of submissions

**Table 1: Submissions received on the discussion paper**

No.	Name
1	Mr D. Sheedy
2	Mr D. Terrence
3	City of Bayswater
4	City of Belmont
5	Shire of Mundaring
6	Mindarie Regional Council
7	Forum of Regional Councils
8	Avon Valley Environmental Society
9	Outer Metropolitan Growth Council
10	City of Nedlands
11	Waste Management Community Reference Group
12	Southern Metropolitan Regional Council
13	Eastern Metropolitan Regional Council
14	Waste Authority
15	Waste Industry Alliance
16	Instant Waste Management
17	Environmental Health Australia (WA) Inc
18	SITA Australia
19	Rivers Regional Council
20	Property Council of Australia
21	Waste Management Association of Australia (WA)
22	City of Busselton
23	Mrs Glenys Godfrey MLA
24	Urban Development Institute of Australia (WA)
25	City of South Perth
26	City of Fremantle
27	Department of Health
28	LandCorp
29	City of Rockingham
30	Department of Local Government and Communities
31	Western Australian Local Government Association
32	South West Group
33	Chamber of Commerce and Industry



## 2.3 DER REGULATORY REFORMS

**REFERENCE: D2015/17906 (TAC) – D2015/19148**

### PURPOSE OF REPORT

The purpose of this report is to inform Council of regulatory reforms underway in the Department of Environment Regulation.

### KEY ISSUE(S)

- The Department of Environment Regulation (DER) is developing a comprehensive risk-based approach to its regulatory functions under Part V of the *Environmental Protection Act 1986* (the EP Act).
- This will affect the way it will carry out its regulatory functions under the EP Act.
- New guidelines have been or are being developed for comment on a range of activities that affect the EMRC and member Councils.
- The EMRC are developing submissions on guidelines as they are issued in conjunction with WALGA.
- A Compost Industry Working Group has been established by the DER to work through the feedback it received on the draft Environmental Standards for Composting with representation from WALGA, Waste Management Association of Australia (WMAA) and other industry representatives.
- The Director Waste Services is a member of the Compost Industry Working Group.
- Draft guidelines have been issued for the licence and works approval process, separation distances, environmental standards for composting and several other processes.
- The guidance statements are supported by a series of detailed documents and process improvements for more efficient, effective, transparent, consistent and accountable environmental regulation in WA.

### SOURCE OF REPORT

Director Waste Services

### BACKGROUND

The EMRC's Red Hill Waste Management Facility and Hazelmere Resource Recovery Park are regulated by the DER under licences and also by Works Approvals that apply from time to time and Ministerial Conditions which have arisen from part IV assessments.

### REPORT

The Department of Environment Regulation (DER) is developing a comprehensive risk-based approach to its regulatory functions under Part V Division 3 of the EP Act (Attachment 1).

WALGA facilitated a meeting with the DER and stakeholders at the start of the reform process on 20 July 2015 at which concerns were raised about the reform process, the consultation process, the need for the changes and the science behind some of the proposed changes.

As a result of this meeting the Strategy and Reform section of the DER have established a working group to review the draft Environmental Standards for Composting and deadlines for submissions on other draft standards have been extended. The Director Waste Services is a member of this working group which has met on two occasions so far.



*Item 2.3 continued*

The EMRC has made submissions on the draft Environmental Standards for Composting and the Guidance Statement on Separation Distances as the changes proposed in both of these documents have the potential for significant constraints to greenwaste processing and landfill operations at Red Hill Waste Management Facility (Attachment 2 and 3).

WALGA have facilitated workshops on some of the draft guidelines and made submissions based on member concerns.

The EMRC will continue to monitor the new regulations and make comment as appropriate.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1: Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management

**FINANCIAL IMPLICATIONS**

Nil

**SUSTAINABILITY IMPLICATIONS**

Nil

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Nil direct implications
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

- 1. Department of Environment Regulation Regulatory Reform Process (D2015/19145)
- 2. EMRC submission on draft Environmental Standards for Composting (D2015/19146)
- 3. EMRC submission on Guidance Statement on Separation Distances (D2015/19147)

Roll Out of Documents and Processes

<b>Document</b>		
Guidance statement: Regulating the use of waste-derived materials	Finalised	Published <b>November 2014</b>
Guidance statement: Licence Duration	Finalised	Published <b>November 2014</b>
Guidance statement on regulatory principles	Finalised	Published <b>22 July 2015</b>
Guidance statement on setting conditions	Finalised	Published <b>24 September 2015</b>
Guidance statement on licence and works approval process	Finalised	Published <b>24 September 2015</b>
Guidance statement on land use planning	Finalised	Published <b>22 October 2015</b>
Draft guidance statement on environmental standards	Closed	Consultation closed <b>18 September 2015</b>
Guidance statement on separation distances	Current	Open for consultation until <b>18 November 2015</b>
Licence template	Current	Open for consultation until <b>9 November 2015</b>
Conditions library	Current	Open for consultation until <b>9 November 2015</b>
Licence and works approval application form	Current	Open for consultation until <b>9 November 2015</b>
Guideline for applications	Current	Open for consultation until <b>9 November 2015</b>
Draft environmental standard on composting	Current	Open for consultation until <b>30 November 2015</b>
Guidance statement on publication of annual audit compliance reports	Current	Open for consultation until <b>18 December 2015</b>
Guidance statement on assessment framework	Upcoming	Release date <b>November 2015</b>
Guidance statement on environmental risk assessment framework	Upcoming	Release date <b>November 2015</b>
Guidance statement on regulatory controls	Upcoming	Release date <b>November 2015</b>



Environmental standard on rural landfills (in development with WA Local Government Association)	Upcoming	Release date <b>December 2015</b>
Environmental standard on metropolitan landfills	Upcoming	Release date <b>January 2016</b>
Guidelines on air quality	Upcoming	Release date <b>February 2016</b>
Guidelines on noise	Upcoming	Release date <b>February 2016</b>
Guidelines on odour	Upcoming	Release date <b>February 2016</b>
Guidelines on emissions to land	Upcoming	Release date <b>February 2016</b>
Guidelines on emissions to water	Upcoming	Release date <b>February 2016</b>

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# ***EMRC Submission***

## ***DER Draft Environmental Standards for Composting***





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## **INTRODUCTION**

The Eastern Metropolitan Regional Council (EMRC) welcomes the opportunity to comment on the Draft Environmental Standard for Composting released by the Department of Environment Regulation (DER).

EMRC has identified various issues with the draft standard that not only have substantial impact on its own composting operations but also across the industry.

## **BACKGROUND**

### **The Eastern Metropolitan Regional Council**

The Eastern Metropolitan Regional Council (EMRC) was initially established by its member Councils over thirty years ago to provide waste treatment and / or disposal services.

With a core business of the provision of waste disposal services to its member Councils, the EMRC also provides waste services to the commercial sector. EMRC has a reputation for being innovative and has demonstrated leadership in waste management.

EMRC owns and operates the Red Hill Waste Management Facility and the Hazelmere Resource Recovery Park.

### **Red Hill Waste Management Facility**

The Red Hill Waste Management Facility has a total area of 352 hectares and receives around 250-300,000 tonnes of waste per annum. The facility generates 4 MW of electricity from landfill gas and significant quantities of greenwaste are composted to meet AS 4454 certification.

The Red Hill Waste Management Facility is licensed to receive Class I, II and III type wastes. EMRC has operated the only licensed Class IV disposal cell in Western Australia, accepting contaminated waste from various industries in accordance with the DER's Waste Classification Guidelines since 1997.

### **Greenwaste Processing at Red Hill**

The Red Hill greenwaste processing facility includes open windrow composting and mulching of source separated greenwaste and is licensed by the Department of Environment Regulation (DER) under Category 67A to undertake Compost Manufacturing and Soil Blending.



The greenwaste processing area occupies 60,000 square metres (6 hectares) at Red Hill. Approximately 10,000 cubic metres of greenwaste is processed annually into mulch and soil conditioner and sold to various markets such as the recent Gateway WA project. EMRC obtained Australian Standard Certification AS 4454 for mulching and composting activities in October 2009, and maintains its certification through annual external audits.

## **GENERAL COMMENTS ON DRAFT ENVIRONMENT STANDARDS FOR COMPOSTING**

EMRC is in agreement with the overall objective of providing a uniform minimum construction standard and a consistent regulatory regime across the composting industry for new proposals and existing operations. However, there are a few concerns on certain components of the draft standard and EMRC has provided a comment and detailed position on each issue along with possible recommendations. These are outlined in the following sections.



## Section 5.0 Infrastructure

### Issue 1

The definition for composting hardstand states as “*surfaces where feedstock is received and stored, processed, mixed and composted (including mixing pits for liquid feedstock), and where the final product is stored.*” This is followed by Section 5.1 that states “*the performance standard for composting hardstands must prevent contamination of the underlying land, groundwater and surface waters.*”

### Position

EMRC questions why **final product must be stored** on the composting hardstand? The final product poses no environmental risk to groundwater, surface waters or soils as it has undergone full composting processes and reached full maturation. The final product is sold as a compost/mulch to the landscaping industry where it is applied in large volumes on virgin ground (not hardstands) to achieve various beneficial environmental outcomes.

If final product is required to be stored on a composting hardstand this increases the overall total area of a hardstand and creates the following issues:

- Greater catchment area for generation of leachate
- Greater leachate volumes that need to be controlled
- Increased pressure on leachate management operations
- Lack of space to construct larger leachate ponds that can accommodate larger leachate volumes
- Increased construction and operational costs due to larger hardstands and greater sized leachate ponds.

EMRC also questions the requirement for all feedstocks to be stored on the hardstand? Unshredded clean greenwaste poses no environmental risk compared to other feedstocks used in the industry such as piggery waste, liquid wastes. These types of feedstocks obviously have the potential to generate leachate and require appropriate control measures separate to unshredded clean greenwaste.

### Recommendation:

- **Remove the requirement for final product to be stored on the hardstand.**



- **Different feedstocks pose different levels of risk and therefore require different management controls. Remove the requirement for clean greenwaste feedstock to be stored on a hardstand.**

**Issue 2**

Under the Environmental Standard, leachate has been defined as “*a liquid which has drained from composting materials or products including stormwater which has accessed any potentially contaminated area.*”

**Position**

As for similar reasons outlined above, EMRC believes that stormwater coming into contact with final product is not considered leachate.

**Recommendation: Remove “or products” from leachate definition.**



## Section 5.1 Composting Hardstand - Liner

### Issue 1

The construction standard states that *“the hardstand must be engineered and constructed so as to be capable of accommodating the weight and movement of materials, vehicles and equipment used in the production of compost and required to operate on the hardstand, without distortion, cracking or otherwise compromising the integrity of the liner or altering the drainage standard.”*

### Position

EMRC believes that if a clay liner is selected as the preferred method of lining, then the above performance standard is not achievable. A well designed clay lined hardstand should be constructed to accommodate for movement and deformation as it will never retain its original shape and condition.

**Recommendation: Make reference that the above performance standard is not relevant to clay lined hardstands only asphalt/concrete.**

### Issue 2

*The design and construction standard must have a protective layer (such as 200mm silty loam or compacted gravel) maintained over the clay liner to protect the liner from damage as a result of day-to-day activities or machinery movements.*

### Position

Geotechnical earthworks in WA seldom use or have available silty loam products. Clays, sands and gravels are sourced in Western Australia and have better material properties than silty loam. It appears this design standard has been drawn straight from the NSW standard where silty loams would be applicable.

**Recommendation: Remove reference to “silty loam”.**





## Section 5.1 Composting Hardstand – Drainage

### Issue 1

The construction standard states *“that the hardstand must have a minimum 2% drainage gradient to ensure free drainage of all leachate to the leachate collection infrastructure.”*

### Position

The 2% minimum requires justification. The hardstand construction standards ensure that the hardstand is almost an impermeable surface and therefore a minimum 1% drainage gradient would be sufficient.

**Recommendation: Hardstands must have a minimum 1% drainage gradient.**

## Section 5.2 Leachate collection system

### Issue 1

The Performance standard for a leachate collection system states that...*“any surface water or stormwater that comes into contact with feedstock, compost windrows or completed compost/product is collected and directed as leachate”*

### Position

EMRC questions why *any surface water that comes into contact with final product is considered leachate?* For the same reasons that were outlined in the section above, the final product poses no environmental risk to groundwater, surface water or soils. The final composted product is sold for broad scale application or used by landscapers or stored at soil yards where it will continually come into contact with stormwater and this is not deemed as leachate.

**Recommendation: Stormwater that comes into contact with completed compost/product is not deemed as leachate.**



## Section 5.3 Leachate storage infrastructure

### Issue 1

*The sediment trap must be of an appropriate size and design to effectively remove sediment and detritus from the leachate and have a marker to identify when it is 80% full.*

### Position

EMRC questions what is considered an “appropriate size?”

**Recommendation: DER needs to clearly define appropriate size. Consider providing a benchmark that is a percentage relative to the hardstand and/or pond size.**

### Issue 2

*Batter slopes on the sides of ponds must not exceed 1:3 vertical to horizontal to ensure compaction and stability of the pond liner.*

### Position

The 1:3 batter requirement does not take into account which lining system this refers to. It is not practical to extend a 1:3 batter for all lining types at various depths as different lining systems have different slope stabilities.

**Recommendation: Batter requirement should be governed by depth and the type of lining materials used.**



## Section 5.4 Leachate Storage Capacity

### Issue 1

*Ponds and tanks storing leachate must have the minimum capacity to store the total of:*

- *The volume determined by robust water balance calculations that meet the requirements set out in this section in section 5.4 and*
- *The equivalent volume from a 1 in 20 year storm event (20 year ARI) of 72 hours duration,*

*With a freeboard of 500mm freeboard maintained at all times.*

### Position

This is a significant design requirement and has large implications on financial and operational costs. If EMRC's current greenwaste leachate pond was to be re-designed to these specifications it would be 4 times its current size and the construction cost would likely make the operation non-viable. EMRC cannot simply cease greenwaste processing as it has an obligation to meet its member council's waste management requirements. EMRC is likely to receive increased greenwaste tonnages in the near future as more councils move towards the 3-bin system, an approach which is in alignment with the Waste Authority's strategic waste management plan.

**Recommendation: Remove the huge financial burden of this requirement by making only one condition a requirement not both. That is, either operational water balance calculation or a 1 in 20 year storm event calculation. Could also consider making whatever is calculated as the largest capacity under both calculations as the required minimum capacity.**

### Issue 2

*Run-off from the entire leachate collection system, assuming 100% run-off coefficient.*

### Position

The 100% co-efficient requires justification. Normal run-off from an operational hardstand would be significantly less than 100%. The hardstand design should take into account the chosen surface type and the nature of materials stored on the surface. EMRC agrees with prescribing the permeability requirements of the hardstand as a performance standard, however, it is unreasonable to prescribe the run-off coefficient.

**Recommendation: The coefficient for surface run-off should be selected based on engineering computation for the nominated surface type.**



## Section 6.2 Contaminants in Waste Feed Stock

### Issue 1

*Contaminated organic waste feedstock must not be accepted at composting facilities to be diluted by other feedstock before or as part of the composting process.*

*Contaminated organic waste feedstock may only be accepted where there are appropriate processes that actively treat contaminants to approved concentrations and leachability levels.*

### Position

EMRC receives MGB waste from the City of Bayswater as part of a 3-bin system. The CoB provides a fortnightly city-wide 240 litre MGB garden waste collection service. Contamination levels of around 10% household waste determine how the product is processed and limits its marketability. Contamination generally comprises, but is not limited to plastic bags, glass, bio-bin inserts and plant pots.

Under the proposed standards, the MGB waste stream would not be compliant. The requirements for contaminated feedstock would severely jeopardise this initiative by CoB and EMRC and the Waste Authority's strategic waste management plan.

**Recommendation: DER needs to define the nature of contaminants and provide reference to approved concentrations and leachability levels of defined contaminants.**

## Section 7.0 Products

### Issue 1

*Composts, soil conditioners and mulches produced from suitably composted materials that meet the requirements of AS 4454:2012 Composts, Soil Conditioners and Mulches (AS4454:2012) are regarded as a product and not as a waste.*

### Position

The above statement conflicts with previous statements in the standard where final product is required to be stored on a hardstand and final product generates leachate.

If a material is regarded as a product and not a waste then it doesn't need to be stored on a hardstand nor does it generate leachate.

**Recommendation: Final product is not a waste if it complies with AS4554:2012. This definition needs to be consistent within the standard and proposed leachate control requirements removed for the final product.**



## Section 7.2 Pathogen and Contaminant Limits

### Issue 1

*Table 6 & 7 pathogen and contaminant limits.*

### Position

Three additional pathogens to the AS 4554:2012 standard have been included in the pathogen suite. These being enteric viruses, Helminth ova and E.coli. EMRC would like to know the justification for including these additional pathogens as it incurs significant laboratory analysis costs and unmanageable turn-around times for batch release. A recent quote from ALS Laboratories stated that the analysis would need to be performed in Victoria and the costs are detailed below:

TEST	PRICE (\$)	TA
E.coli (Colilert)	30.00	2-3 Days
Helminths (Ascaris and Taenia) in soil, sludge and biosolids	410.00	14 Days
Infectious adenoviruses and enteroviruses by integrated cell culture PCR with MPN quantitation including analysis of one dilution	1,300.00	6-8 Weeks


***Recommendation: Provide justification to the inclusion of additional pathogen testing to the AS 4554:2012 standard.***

### Other Issues

#### Flexibility in Environmental Standard

Many facilities will find it challenging to implement the design standards outlined in the draft standard due to the large capital outlay required. The current structure of the standard is very prescriptive and rigid and seems to be an over regulated document that takes on a “one size fits all” approach. The composting industry is very diverse in nature from different feedstocks being used to different processes being implemented and different end products and markets being sought. The standard needs to allow DER to exercise flexibility in its assessment of works approval applications/licenses or amendment to licenses in order to cater for different composting processes in different environments. If a facility is not strictly conforming to the standard in its design or processes but demonstrates along with technical justification there is no significant environmental risk due to other natural or technologically advanced pollution

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control mechanisms then this should be given credibility and assessed independently of the standard.

**Recommendation: The standard needs to incorporate a more flexible risk based approach.**

For questions and clarification regarding this submission please contact:

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A proud history with a bright future 

# ***EMRC Submission***

## ***DER Draft Guidance Statement for Separation Distances***





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## **INTRODUCTION**

The Eastern Metropolitan Regional Council (EMRC) welcomes the opportunity to comment on the Draft Guidance Statement for Separation Distances released by the Department of Environment Regulation (DER).

EMRC has identified various issues with the draft guidance statement that have significant implications to the current operations and development of landfill cells and greenwaste operations at the Red Hill Waste Management Facility.

## **BACKGROUND**

### **The Eastern Metropolitan Regional Council**

The Eastern Metropolitan Regional Council (EMRC) was initially established by its member councils over thirty years ago to provide waste treatment and / or disposal services.

EMRC owns and operates the Red Hill Waste Management Facility and the Hazelmere Resource Recovery Park. With a core business of the provision of waste disposal services to its member councils, the EMRC also provides waste services to the commercial sector. EMRC has a reputation for being innovative and has demonstrated leadership in waste management.

### **Red Hill Waste Management Facility**

The Red Hill Waste Management Facility has a total area of 352 hectares and receives around 250-300,000 tonnes of waste per annum. The facility generates 4 MW of electricity from landfill gas and significant quantities of greenwaste are composted to meet AS 4454 certification.

The Red Hill Waste Management Facility is licensed to receive Class I, II and III type wastes and has been in operation since the late 1980's. Fifteen landfill cells have been constructed over this time with landfill cell development progressing from Stages 1 in Lot 11 through to current Farm Stage 1 and 2 developments in Lot 12. EMRC adopts best practice landfill design with current landfill cells designed and constructed above the specifications set out in the Victorian EPA BEPM for Siting, Design, Operation and Rehabilitation of Landfills (2015).



EMRC has operated the only licensed Class IV disposal cell in Western Australia, accepting contaminated waste from various industries in accordance with the DER's Waste Classification Guidelines since 1997.

### **Greenwaste Processing at Red Hill**

The Red Hill greenwaste processing facility includes open windrow composting and mulching of source separated greenwaste and is licensed by the Department of Environment Regulation (DER) under Category 67A to undertake Compost Manufacturing and Soil Blending.

The greenwaste processing area occupies 60,000 square metres (6 hectares) at Red Hill. Approximately 10,000 cubic metres of greenwaste is processed annually into mulch and soil conditioner and sold to various markets such as the recent Gateway WA project. EMRC obtained Australian Standard Certification AS 4454 for mulching and composting activities in October 2009, and maintains its certification through annual external audits.

## **GENERAL COMMENTS ON DRAFT ENVIRONMENT STANDARDS FOR SEPARATION DISTANCES**

EMRC is in agreement with the overall objective of reviewing EPA Guidance No. 3 Separation Distances between Industrial and Sensitive Land Uses which will assist DER's risk-based approach decision making. However, there are major concerns on certain components of the draft statement and EMRC has provided a comment and detailed position on each issue along with possible recommendations. These are outlined in the following sections.



## Development of the draft Guidance Statement

### Issue

The draft Guidance Statement was developed after consideration of EPA Guidance No.3 as well as a review of guidelines published in a number of other Australian jurisdictions including Victoria, South Australia and Queensland. It is noted that DER used the methodology for *measuring* separation distances from the Victorian guideline however what methodology was used for prescribing the separation distances in the draft Guidance Statement?

### Position

EMRC has reviewed guidelines from other Australian jurisdictions and found that the Victorian and South Australian guidelines have adopted a separation distance of 500m for putrescible landfills, equivalent of the current guideline for Western Australia. How did DER arrive at a 1000m separation distance for this landfill type?

The South Australian guideline also provides a detailed account on the methodology used, along with working examples.

Given that the EMRC's operations at Red Hill and future planning for cell development is based on a 500m separation distance, imposition of a 1,000 m separation distance would severely curtail the life of our land fill and greenwaste processing operation and the EMRC and its six member Councils would require compensation from the State Government of the order of \$1.27 billion in current terms.

The EMRC has strategically acquired land around the current operations to provide a 500 m buffer zone from putrescible landfill. Furthermore the Shire of Mundaring has placed a restrictive covenant on the buffer zone lots on our southern boundary which reflects the 500 m buffer zone to protect their residents from impacts. The EMRC's neighbours are fully aware of the 500 m buffer zone requirement and have acquired their properties with this understanding.

### Recommendation:

- **The 500 m buffer zone guideline must remain for existing landfills such as the EMRC's Red Hill Waste Management Facility. Any change to increase this separation distance and therefore reduce potential will need to be fully compensated by the State Government, the cost of which will be significant, in the order of \$1.27 billion in current terms.**
- **Any change in the separation distance will only be applied to new landfill sites.**

- DER needs to justify why it has diverted away from the approach taken by other jurisdictions and the current separation distance for landfills.
- DER to provide a demonstrated example within the document on how a separation distance has been calculated for a nominated prescribed activity.

## Draft Guidance Statement

### Section - Background

#### Issue 1

A definition for sensitive land uses is provided which is then followed by a statement that “...*the sensitivity of a land use may also be proportionate to the size of the population affected by the activity.*”

#### Position

EMRC is in agreement with this statement however the separation distances do not appear to account for the population size that may be impacted by the activity. The impacted population size within a semi-rural setting of the Red Hill Waste Management Facility is vastly different to a landfill operating within the higher density residential setting of the Perth metropolitan area.

#### Recommendation:

- The sensitivity of the activity is directly proportionate to the surrounding population size. This needs to be factored when calculating separation distance for each activity.
- Maintain Guidance Note No.3 (2005) qualifying notes for putrescible landfill sites (Class II and III), which states, larger separation distances for highly populated residential land-uses and lower separation distances for single rural residences.

## Appendix 1 – Separation Distances (Note: 1)

#### Issue 1

Note: 1 states that “*Separation distances have been measured assuming the following:*

- *A typical size and scale of activity, based on existing premises that have been licensed;*
- *Operating processes and management are within acceptable industry standards and,*



- *Compliance with relevant Environmental standards that apply to that activity.”*

**Position**

What is considered a typical size and scale of an activity? Landfills in Perth have different scales of activity. EMRC is uncomfortable with a “one size fits all approach.”

**Recommendation: Remove generic assumptions and factors when determining separation distances. Adopt a different methodology which accounts for the actual size of the operation.**



## Appendix 1 – Separation Distances Table

### Issue 1

Emissions and distances are prescribed for each activity in Appendix 1. The separation distances that affect the Red Hill Waste Management Facility include:

- Category 64 and 65 (Class II, III and IV landfill) - has increased from **500m to 1000m**,
- Category 67A (Outdoor uncovered greenwaste only composting) - has increased from **150m and 500m (single residence and subdivision, respectively) to 1300m** and,
- Category 12 (Screening) – 1000m no change.

### Position

EMRC has extreme concerns for the proposed separation distances for landfill and composting operations, which if implemented has major implications for the development of the Red Hill Waste Management Facility as discussed above. The 1000m separation distance is a blanket approach and does not take into account other environmental factors that influence sensitivities between the source and the receptor such as population density, surrounding land use, terrain/topographic features (broad valleys, hilltops etc..) and surface roughness (i.e. highly vegetated, tall trees). This extreme separation distance proposed for landfill and open windrow composting would most likely only be achieved in remote regional areas. No thought has been given to existing landfills that have development plans and have been encroached by surrounding sub-divisions due to poor local and state planning strategies.

The operating life of the Red Hill Waste Management Facility is estimated at another 30 years (this is likely to be extended with the operation of a proposed Resource Recovery Facility). All future landfill cell development has been designed according to the current separation distance of 500m and **will not** meet the proposed separation distance of 1000m. If the 1000m separation distance was enforced at Red Hill approximately **9,200,000 m<sup>3</sup> of airspace** will be lost and in economic terms this is would equate to a financial loss of **\$1.27 billion over 30 years (in 2015 terms)**.

### Recommendation:

**EMRC believes that the proposed separation distances for landfill and composting should remain at 500m. This would maintain alignment with the 500m separation distance for landfills prescribed in the *Victorian EPA Siting, Design, Operation and Rehabilitation of Landfills* and *South Australian Guidelines for Separation Distances*. To cater for site specific scenarios, adjustment factors could be applied based on the**

surrounding environmental features such as population density, terrain and surface roughness between the source and the receptor.

## Appendix 1 – Separation Distances Table

### Issue 1

Why are separation distances for noise, dust, odour and gaseous emissions under one prescribed separation distance?

### Position

There are some categories where separation distances to attenuate noise would exceed air quality separation distances. For example wood processing works would require a higher separation distance to attenuate noise than air quality separation.

### Recommendation:

If the approval of a prescribed activity is based principally upon noise attenuation requirements then this should be nominated as a separate distance threshold within Appendix 1 table.

## Guidance Statement

### Issue 1


Guidance Statement No. 6 states “Applications for works approvals or licenses for premises which do not meet separation distances will be considered as having a higher risk to public health and amenity and will require a more detailed risk assessment.”

### Position

A prescription of a more detailed risk assessment is very generic. It is understandable that if a proposed activity indicates a reason for departing from the prescribed separation distance due to the scale of the operation, local topography or state of the art technology then this would need to be justified. However, what are the criteria that DER requires to be addressed when undertaking the risk assessment? Who is to undertake the risk assessment – operator, regulator or independent party?

### Recommendation:

- DER should provide a detailed guide on the criteria that should be addressed when seeking a site specific variation from the separation distance guideline.

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- **The proposed risk assessment guideline needs to be considered in conjunction with this guideline.**

For questions and clarification regarding this submission please contact:

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## **15 REPORTS OF COMMITTEES**

### **15.1 INVESTMENT COMMITTEE MEETING HELD 24 SEPTEMBER 2015 (REFER TO MINUTES OF COMMITTEE – BLUE PAGES) REFERENCE: D2015/12319 (IC) – D2015/16517**

The minutes of the Investment Committee meeting held on **24 September 2015** accompany and form part of this agenda – (refer to blue section of 'Minutes of Committees' for Council accompanying this Agenda).

#### **QUESTIONS**

The Chairman invited general questions from members on the minutes of the Investment Committee.

#### **RECOMMENDATION(S)**

That Council notes the unconfirmed minutes of the Investment Committee meeting held 24 September 2015 (Section 15.1).

#### **COUNCIL RESOLUTION(S)**

MOVED CR KENYON

SECONDED CR MCDONNELL

THAT COUNCIL NOTES THE UNCONFIRMED MINUTES OF THE INVESTMENT COMMITTEE MEETING HELD 24 SEPTEMBER 2015 (SECTION 15.1).

**CARRIED UNANIMOUSLY**

## INVESTMENT COMMITTEE

### MINUTES

24 September 2015

(REF: D2015/12319 (IC) – D2015/16517)

A meeting of the Investment Committee was held at the EMRC Administration Office, 1<sup>st</sup> Floor, 226 Great Eastern Highway, BELMONT WA 6104 on Thursday, **24 September 2015**. The meeting commenced at **6:00pm**.

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## 1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 6:00pm and welcomed Mr Haydn Robinson of Haydn Robinson Barrister Solicitor to the meeting.

## 2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### Councillor Attendance

Cr Janet Powell (Chairman)	EMRC Member	City of Belmont
Cr Gerry Pule (Deputy Chairman)	EMRC Member	Town of Bassendean
Cr Chris Cornish	EMRC Member	City of Bayswater
Cr Dylan O'Connor	EMRC Member	Shire of Kalamunda
Cr Alan Pilgrim	EMRC Member	Shire of Mundaring
Cr David Färdig	EMRC Member	City of Swan

### EMRC Officers

Mr Peter Schneider	Chief Executive Officer
Mr David Ameduri	Manager Financial Services
Mrs Annie Hughes-d'Aeth	Personal Assistant to Director Corporate Services (Minutes)

### Guests

Mr Haydn Robinson	Haydn Robinson Barrister Solicitor
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## 3 DISCLOSURE OF INTERESTS

Nil

## 4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil

## 5 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

## 6 PUBLIC QUESTION TIME

Nil

## 7 PETITIONS, DEPUTATIONS AND PRESENTATIONS

Nil



**8 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**8.1 MINUTES OF THE INVESTMENT COMMITTEE MEETING HELD 18 DECEMBER 2014**

That the minutes of the Investment Committee meeting held on 18 December 2014 which have been distributed, be confirmed.

**INVESTMENT COMMITTEE RESOLUTION(S)**

MOVED CR PULE

SECONDED CR O'CONNOR

THAT THE MINUTES OF THE INVESTMENT COMMITTEE MEETING HELD ON 18 DECEMBER 2014 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

**CARRIED UNANIMOUSLY**

**9 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

**10 QUESTIONS BY MEMBERS WITHOUT NOTICE**

Nil

**11 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC**

NOTE: Section 5.23(2) of the *Local Government Act 1995*, details a number of matters upon which Council may discuss and make decisions without members of the public being present. These matters include: matters affecting employees; personal affairs of any person; contractual matters; legal advice; commercial-in-confidence matters; security matters; among others.

The following report item is covered in section 17 of this agenda:

11.1 INVESTMENT COMMITTEE LEGAL UPDATE

**12 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

Nil

**13 REPORTS OF EMPLOYEES**

Nil

**14 REPORTS OF DELEGATES**

Nil



**15 MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING**

Nil

**17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC**

**RECOMMENDATION (Closing meeting to the public)**

That the meeting be closed to members of the public in accordance with Section 5.23(2)(c) of the *Local Government Act 1995* for the purpose of dealing with matters of a confidential nature.

**IC RESOLUTION**

MOVED CR PILGRIM

SECONDED CR PULE

THAT WITH THE EXCEPTION OF MR ROBINSON, THE CEO, THE MANAGER FINANCIAL SERVICES AND THE PERSONAL ASSISTANT TO THE DIRECTOR CORPORATE SERVICES, THE MEETING BE CLOSED TO MEMBERS OF THE PUBLIC IN ACCORDANCE WITH SECTION 5.23(2)(C) OF THE *LOCAL GOVERNMENT ACT 1995* FOR THE PURPOSE OF DEALING WITH MATTERS OF A CONFIDENTIAL NATURE.

**CARRIED UNANIMOUSLY**

The doors of the meeting were closed at 6:04pm.

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## 17.1 INVESTMENT COMMITTEE LEGAL UPDATE

**REFERENCE: D2015/12322**

This item is recommended to be confidential because it contains matters of legal professional privilege in nature.

The Committee considered the Confidential Item circulated with the Agenda under separate cover.

### **RECOMMENDATION [Meeting re-opened to the public]**

That the meeting be re-opened, the members of the public be invited to return to the meeting and the recommendations passed behind closed doors be recorded.

### **IC RESOLUTION**

MOVED CR PILGRIM

SECONDED CR FÄRDIG

THAT THE MEETING BE RE-OPENED, THE MEMBERS OF THE PUBLIC BE INVITED TO RETURN TO THE MEETING AND THE RECOMMENDATIONS PASSED BEHIND CLOSED DOORS BE RECORDED.

**CARRIED UNANIMOUSLY**

Recording of the recommendations passed behind closed doors, namely:

## 17.1 INVESTMENT COMMITTEE LEGAL UPDATE

**REFERENCE: D2015/12322**

Cr Pilgrim moved a substantive motion for this item.

### **IC RESOLUTION(S)**

MOVED CR PILGRIM

SECONDED CR PULE

THAT:

1. COUNCIL'S LEGAL REPRESENTATIVE BE AUTHORISED TO OFFER A FINANCIAL SETTLEMENT TO LEHMAN BROTHERS SPECIAL FINANCING INC. OF AUD75,000, EXPIRING 60 DAYS FROM THE DATE OF THE OFFER BEING MADE.
2. COUNCIL'S LEGAL REPRESENTATIVE BE INSTRUCTED TO PREPARE A SUBMISSION ON AUSTRALIAN LAW OPPOSING REGISTRATION OF THE OWNERSHIP OF THE CLAIMED FUNDS AND INSTRUCT THE COUNCIL'S U.S. ATTORNEY TO AMEND ITS SUBMISSION TO INCLUDE IN REM JURISDICTION.
3. UP TO AUD20,000 BE APPROVED FOR LEGAL COSTS ASSOCIATED WITH THE AUSTRALIAN LAW AND IN REM COMPONENTS TO BE INCLUDED IN THE LETTER OF OFFER TO LEHMAN BROTHERS SPECIAL FINANCING INC.
4. THE REPORT REMAINS CONFIDENTIAL AND BE CERTIFIED BY THE CHAIRMAN AND THE CHIEF EXECUTIVE OFFICER.

**CARRIED 5/1**

**For Vote: Cr Powell, Cr Pule, Cr O'Connor, Cr Pilgrim, Cr Färdig.**  
**Against Vote: Cr Cornish.**



**18 FUTURE MEETINGS OF THE INVESTMENT COMMITTEE**

The Investment Committee will meet as required. The next Investment Committee meeting will be advised.

**19 DECLARATION OF CLOSURE OF MEETING**

There being no further business, the meeting was closed at 7:15pm.

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**15.2 CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD 17 NOVEMBER 2015  
(REFER TO MINUTES OF COMMITTEE – MAUVE PAGES)  
REFERENCE: D2015/15241 (CEOAC) – D2015/19318**

The minutes of the Chief Executive Officers Advisory Committee meeting held on **17 November 2015** accompany and form part of this agenda – (refer to mauve section of 'Minutes of Committees' for Council accompanying this Agenda).

**QUESTIONS**

The Chairman invited general questions from members on the minutes of the Chief Executive Officers Advisory Committee.

**RECOMMENDATION(S)**

That with the exception of items ....., which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Chief Executive Officers Advisory Committee report (Section 15.2).

**COUNCIL RESOLUTION(S)**

MOVED CR MCDONNELL                      SECONDED CR KENYON

THAT COUNCIL ADOPTS THE RECOMMENDATIONS IN THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE REPORTS (SECTION 15.2).

**CARRIED UNANIMOUSLY**



**CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE****MINUTES****17 November 2015****(REF: D2015/15241 (CEOAC) – D2015/19318)**

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1<sup>st</sup> Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 17 November 2015**. The meeting commenced at **12:30pm**.

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## 1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Acting Chief Executive Officer of the EMRC opened the meeting at 12:32pm.

## 2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### Committee Members

Mr Bob Jarvis	Chief Executive Officer	Town of Bassendean
Mr Stuart Cole	Chief Executive Officer	City of Belmont
Ms Francesca Lefante	Chief Executive Officer	City of Bayswater
Ms Rhonda Hardy (from 12:34pm)	Chief Executive Officer	Shire of Kalamunda
Mr Jonathan Throssell	Chief Executive Officer	Shire of Mundaring
Mr Mike Foley	Chief Executive Officer	City of Swan
Mr Hua Jer Liew (Deputising for Mr Schneider)	Acting Chief Executive Officer	EMRC

### Apologies

Mr Peter Schneider	Chief Executive Officer	EMRC
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### EMRC Officers

Mrs Wendy Harris	Acting Director Regional Services
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer (Minutes)

## 3 DISCLOSURE OF INTERESTS

Nil

## 4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil



## 5 ELECTION OF A CHAIRMAN AND DEPUTY CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE (CEOAC)

### 5.1 ELECTION OF A CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE REFERENCE: D2015/16134 (CEOAC) – D2015/19319

#### PURPOSE OF REPORT

To provide for an election to be conducted for the Office of Chairman of the Chief Executive Officers Advisory Committee (CEOAC).

#### KEY ISSUES AND RECOMMENDATION(S)

- It is a statutory requirement that the Committee elect a chairman at the first meeting of the Chief Executive Officers Advisory Committee after an ordinary Council elections day.

#### Recommendation(s)

That the members of the Chief Executive Officers Advisory Committee elect a Chairman.

#### SOURCE OF REPORT

Manager Administration and Compliance

#### BACKGROUND

At the Special Meeting of Council held on Thursday 5 November 2015 the EMRC Chairman and Deputy Chairman were elected and members of the EMRC Committees were appointed.

#### CEOAC MEMBERS 2015/2017

The following members were appointed to the CEOAC at the Special Meeting of Council held on 5 November 2015:

#### OFFICER MEMBERS 2015/2017

Mr Bob Jarvis	Town of Bassendean
Ms Francesca Lefante	City of Bayswater
Mr Stuart Cole	City of Belmont
Ms Rhonda Hardy	Shire of Kalamunda
Mr Jonathan Throssell	Shire of Mundaring
Mr Michael Foley	City of Swan
Mr Peter Schneider	EMRC

In accordance with section 5.12(1) of the *Local Government Act 1995* (the Act), the members of a committee are to elect a presiding member from amongst themselves in accordance with Schedule 2.3, Division 1.



*Item 5.1 continued*

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chief Executive Officer (CEO) and the nominations for the Office are to be given to the CEO in writing before the meeting or during the meeting before the close of nominations. Furthermore, if a member is nominated by another member the CEO is not to accept the nomination unless the nominee has advised the CEO, orally or in writing, that he or she is willing to be nominated for the Office.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.

**REPORT**

The CEO will preside at the meeting until the Office of Chairman of the CEOAC is filled.

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Chairman of the CEOAC.

1. A blank nomination form for the Office of Chairman of the CEOAC, nominate oneself
2. A blank nomination form for the Office of Chairman of the CEOAC, nominate another
3. A blank ballot paper for Election of Chairman of the CEOAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the CEO before the meeting or when the CEO calls for them when dealing with this item at the meeting.

**STRATEGIC/POLICY IMPLICATIONS**

Council Policy 2.1 provides for the establishment of the Chief Executive Officers Advisory Committee.

Key Result Area 4 – Good Governance

- 4.6 To provide responsible and accountable governance and management of the EMRC

**FINANCIAL IMPLICATIONS**

Nil

**SUSTAINABILITY IMPLICATIONS**

Nil

**MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	



*Item 5.1 continued*

**ATTACHMENT(S)**

1. A blank nomination form for the Office of Chairman of the CEOAC, nominate oneself (Ref: D2015/19320)
2. A blank nomination form for the Office of Chairman of the CEOAC, nominate another (Ref: D2015/19320)
3. Ballot Paper – Election of CEOAC Chairman (Ref: D2015/19321)

**VOTING REQUIREMENT**

Secret Ballot

**RECOMMENDATION(S)**

That the members of the Chief Executive Officers Advisory Committee elect a Chairman.

The Acting CEO advised that one (1) nomination for the Office of Chairman of the Chief Executive Officer Advisory Committee had been received from Mr Cole and called for further nominations.

No further nominations were received and the Acting CEO closed nominations.

**ANNOUNCEMENT: OF THE OFFICE OF CHAIRMAN**

The Acting CEO declared, unopposed, Mr Cole as Chairman of the Chief Executive Officers Advisory Committee for the term commencing 17 November 2015 until 2017.

Ms Hardy entered by meeting at 12:34pm.

The Acting CEO congratulated Mr Cole and vacated the Chair at 12:34pm.

At 12:35pm, Mr Cole took the Chair.

Mr Cole thanked Mr Jarvis for his contribution as Chairman of the CEOAC over the past two years.

---



## Nomination for Chairman

To the Chief Executive Officer

I hereby nominate myself, \_\_\_\_\_ for the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



## Nomination for Chairman

To the Chief Executive Officer

I hereby nominate \_\_\_\_\_ for the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election and continuing until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*I \_\_\_\_\_ hereby certify that I accept the above nomination to the position of Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*This certificate is to be completed when a Representative is nominated by another Representative.



**Eastern Metropolitan Regional Council  
CEOAC Tuesday 17 November 2015**

**BALLOT PAPER FOR THE  
ELECTION OF THE CEOAC CHAIRMAN**

***HOW TO VOTE***

**Place a tick  in the box next to the candidate you want to elect.**

**Do not make any other marks on the ballot paper.**

**Lastname, Firstname**

**Lastname, Firstname**

**Lastname, Firstname**





## 5.2 ELECTION OF A DEPUTY CHAIRMAN OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

REFERENCE: D2015/16135 (CEOAC) – D2015/19322

### PURPOSE OF REPORT

To provide for an election to be conducted for the Office of Deputy Chairman of the Chief Executive Officers Advisory Committee (CEOAC).

### KEY ISSUES AND RECOMMENDATION(S)

- In accordance with section 5.12(2) of the Local Government Act 1995, the members of a committee may elect a deputy presiding member from amongst themselves.

#### Recommendation(s)

That the members of the Chief Executive Officers Advisory Committee elect a Deputy Chairman.

### SOURCE OF REPORT

Manager Administration and Compliance

### BACKGROUND

At the Special Meeting of Council held on Thursday 5 November 2015 the EMRC Chairman and Deputy Chairman were elected and members of the EMRC Committees were appointed.

### CEOAC MEMBERS 2015/2017

The following members were appointed to the CEOAC at the Special Meeting of Council held on 5 November 2015:

### OFFICER MEMBERS 2015/2017

Mr Bob Jarvis	Town of Bassendean
Ms Francesca Lefante	City of Bayswater
Mr Stuart Cole	City of Belmont
Ms Rhonda Hardy	Shire of Kalamunda
Mr Jonathan Throssell	Shire of Mundaring
Mr Michael Foley	City of Swan
Mr Peter Schneider	EMRC

In accordance with section 5.12(2) of the *Local Government Act 1995* (the Act), the members of a committee may elect a deputy presiding member from amongst themselves.

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chairman and the nominations for the Office are to be given to the Chairman in writing before the meeting or during the meeting before the close of nominations. Furthermore, if a member is nominated by another member, the Chairman is not to accept the nomination unless the nominee has advised the Chairman, orally or in writing, that he or she is willing to be nominated for the Office.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.



*Item 5.2 continued*

## REPORT

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Deputy Chairman of the CEOAC.

1. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate oneself
2. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate another
3. A blank ballot paper for Election of Deputy Chairman of the CEOAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the Chairman before the meeting or when the Chairman calls for them when dealing with this item at the meeting.

## STRATEGIC/POLICY IMPLICATIONS

Council Policy 2.1 provides for the establishment of the Chief Executive Officers Advisory Committee.

Key Result Area 4 – Good Governance

- 4.6 To provide responsible and accountable governance and management of the EMRC

## FINANCIAL IMPLICATIONS

Nil

## SUSTAINABILITY IMPLICATIONS

Nil

## MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

## ATTACHMENT(S)

1. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate oneself (Ref: D2015/19323)
2. A blank nomination form for the Office of Deputy Chairman of the CEOAC, nominate another (Ref: D2015/19323)
3. Ballot Paper – Election of CEOAC Deputy Chairman (Ref: D2015/19324)



*Item 5.2 continued*

#### VOTING REQUIREMENT

Secret Ballot

#### **RECOMMENDATION(S)**

That the members of the Chief Executive Officers Advisory Committee elect a Deputy Chairman.

The Chairman advised that no nominations for the Office of Deputy Chairman of the Chief Executive Officers Advisory Committee had been received, and called for nominations. The Chairman nominated Ms Rhonda Hardy who accepted the nomination.

No further nominations were received and the Chairman closed nominations.

#### **ANNOUNCEMENT: OF THE OFFICE OF DEPUTY CHAIRMAN**

The Chairman declared, unopposed, Ms Hardy as Deputy Chairman of the Chief Executive Officers Advisory Committee for the term commencing 17 November 2015 until 2017.

---



## **Nomination for Deputy Chairman**

To the Chief Executive Officer

I hereby nominate myself, \_\_\_\_\_ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



## Nomination for Deputy Chairman

To the Chief Executive Officer

I hereby nominate \_\_\_\_\_ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.11 of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*I \_\_\_\_\_ hereby certify that I accept the above nomination to the position of Deputy Chairman of the Eastern Metropolitan Regional Council Chief Executive Officers Advisory Committee.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

**\*This certificate is to be completed when a Representative is nominated by another Representative.**



**Eastern Metropolitan Regional Council  
CEOAC Tuesday 17 November 2015**

**BALLOT PAPER FOR THE  
ELECTION OF THE CEOAC DEPUTY CHAIRMAN**

***HOW TO VOTE***

Place a tick  in the box next to the candidate you want to elect.

**Do not make any other marks on the ballot paper.**

**Lastname, Firstname**

**Lastname, Firstname**

**Lastname, Firstname**



**6 PETITIONS, DEPUTATIONS AND PRESENTATIONS**

Nil

**7 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**7.1 MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 4 AUGUST 2015**

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 4 August 2015, which have been distributed, be confirmed.

**CEOAC RESOLUTION(S)**

MOVED MR THROSSELL                      SECONDED MR JARVIS

THAT THE MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 4 AUGUST 2015 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

**CARRIED UNANIMOUSLY**

**8 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

**9 QUESTIONS BY MEMBERS WITHOUT NOTICE**

Nil

**10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC**

Nil

**11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

Nil

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## 12.1 REGIONAL SERVICES PROJECT FUNDING SUMMARY 2016/2017

REFERENCE: D2015/17924 (CEOAC) – D2015/19325

### PURPOSE OF REPORT

The purpose of this report is to provide Council with the Regional Services Project Funding Summary for the period 2016/2017.

### KEY ISSUES AND RECOMMENDATION(S)

- The Regional Services Projects Funding Summary for the period 2016/2017 has been developed to achieve the objectives of the EMRC 2022 – 10 Year Strategic Plan, adopted by Council in December 2012.
- The programs/projects and associated financial commitments have been developed for participating member Councils' consideration.
- The summary for 2016/2017 reflects a "business as usual" approach until July 2017 to allow for ongoing discussions in relation to changing the existing funding model.
- It is proposed that for the period 2016/2017 the following programs/projects be delivered:
  - Regional Development projects include:
    1. Regional transport strategy related projects;
    2. Regional economic development and digital strategy related projects;
    3. Regional events program; and
    4. Regional advocacy.
  - Environmental Services programs/projects include:
    1. Eastern Region Catchment Management Program;
    2. Future Proofing for Climate Change Program;
    3. Understanding and Managing Flood Risk Project (Flood Study);
    4. Achieving Climate Emission Reductions (ACER) Program;
    5. Water Quality and Conservation Program and Water Campaign™;
    6. Swan and Helena Rivers Management Framework;
    7. Sustainability and Environmental Education Program; and
    8. Regional Urban Canopy Program.

#### Recommendation

That Council supports the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for the period 2016/2017, as detailed in the attachment to this report.

### SOURCE OF REPORT

Acting Director Regional Services  
Manager Environmental Services





*Item 12.1 continued*

## **BACKGROUND**

Regional Services delivers regionally focused projects to member Councils in the areas of environment and sustainability, economic development (including digital and event related programs) and transport. The programs/projects have varied in response to the needs of member Councils and emerging regional issues that are deemed appropriate to be dealt with on a regional basis.

The EMRC Establishment Agreement 1998 allows for the EMRC to provide a wide range of services to member Councils. Delivery of services is driven through an annual process aligned to the business planning and budget processes of all member Councils. This annual process provides for the EMRC to develop programs/projects and associated financial contributions.

The project proposals are based on the EMRC funding model for Regional Development projects that was adopted by Council in 1999 and further modified in 2000 and 2007. Further details of these resolutions are referenced in the Funding Model Paper, Item 12.2 of this agenda.

The Regional Services Project Funding Summary for 2015/2016 was presented to the CEAOC and Council in November and December 2014 respectively. Council, at its meeting of 4 December 2014, resolved as follows (D2014/13308):

*“THAT COUNCIL APPROVES THE PROJECT PROPOSALS AS OUTLINED IN THE REGIONAL SERVICES PROJECT FUNDING SUMMARY 2015/2016, FORMING THE ATTACHMENT TO THIS REPORT, FOR USE IN INITIATING DISCUSSION WITH MEMBER COUNCILS FOR CONSIDERATION IN THE 2015/2016 DRAFT BUDGET.”*

The process from here on has been that the EMRC then undertakes a ‘roadshow’ to present to member Council CEOs and Directors individually to gain consensus on the projects for the coming financial year. This is then followed up with correspondence to each member Council confirming their financial commitments to Regional Services programs/projects.

For the current financial year (2015/2016) the following programs/projects are being delivered:

### **Regional Development**

- Regional transport strategy related projects (RITS);
- Regional economic development strategy (REDS) and regional digital strategy (RDS) related projects;
- Regional events program; and
- Regional advocacy.

### **Environmental Services**

- Eastern Region Catchment Management Program (ERCMP);
- Future Proofing for Climate Change Program (FP);
- Understanding and Managing Flood Risk Project (Flood Study);
- Achieving Climate Emission Reductions (ACER) Program;
- Water Quality and Conservation Program and Water Campaign™ (Water);
- Swan and Helena Rivers Management Framework;
- Sustainability and Environmental Education Program (SEE); and
- Regional Urban Canopy Program (RUCP).



*Item 12.1 continued*

In addition to member Council funding support, the Regional Services directorate leverages grant funding to enhance the impact of strategic projects delivery. The EMRC's Regional Services directorate has received \$394,490 in grants for the Region as listed below as at the end of October 2015:

**Table 1**

<b>Funding Body</b>	<b>Project</b>	<b>Amount</b>	<b>Approved or Pending</b>
Lotterywest	Avon Descent Family Fun Days	\$ 155,000	Approved
Lotterywest	Perth's Autumn Festival	\$ 20,000	Approved
WestCycle	Bike Week	\$ 1,500	Approved
Department of Parks and Wildlife	Community Led Projects	\$ 95,000	Approved
Department of Parks and Wildlife	Hydrocarbon Track and Trace	\$ 30,000	Approved
Department of Parks and Wildlife	Steam Weeder	\$ 20,000	Approved
Department of Environment	Green Army – round 2	*\$ 20,000	Approved
Swan Alcoa Landcare Program	Protecting Priority Tributaries	\$ 7,990	Approved
	<b>Subtotal Approved</b>	<b>\$ \$394,490</b>	
Department of Environment	Green Army – round 4	*\$ 24,774	Pending
State NRM Office	Steaming to Success	\$ 29,385	Pending
State NRM Office	Valuing, protecting and enhancing the biodiversity value of farm dams	\$ 54,488	Pending
Lotterywest	Healthy Wildlife Healthy Lives	\$ 233,375	Pending
Department of Environment	20 Million Trees – round 2	\$ 100,000	Pending
	<b>Subtotal Pending</b>	<b>\$ 442,022</b>	
<b>Total Funding</b>		<b>\$ 836,512</b>	

*\* Funds by Australian Government to the Service Provider for implementation of member Council Green Army projects*

**REPORT**

The Regional Services directorate coordinates, facilitates and jointly funds major regionally significant projects that improve social, economic and environmental outcomes for Perth's Eastern Region. The Regional Development and Environmental Services projects are consistent with the EMRC 2022 - 10 Year Strategic Plan adopted by Council 6 December 2012. (Ref: DMDOC/170953)

The Regional Services Project Funding Summary 2016/2017 (attached) outlines the proposed projects for delivery for Regional Development and Environmental Services for 2016/2017 and the direct financial contributions of participating member Councils and the EMRC.

Program/project delivery is managed by the EMRC in collaboration with participating member Councils. These programs/projects are outlined in the Regional Services Project Funding Summary 2016/2017 (attached).



*Item 12.1 continued*

In order for the Regional Development team to deliver the identified programs/projects financial commitments are required from participating member Councils as outlined in Table 2 below:

**Table 2**

Individual Member Councils Contributions 2016/2017	REDS and RDS	Events	RITS	Total Required
	\$	\$	\$	\$
Town of Bassendean	8,199	5,219	5,728	19,146
City of Bayswater	14,626	10,563	11,530	36,719
City of Belmont	12,648	8,964	9,745	31,357
Shire of Kalamunda	13,390	8,964	10,414	32,768
Shire of Mundaring	11,907	8,228	9,075	29,210
City of Swan	24,514	0	20,457	44,971
<b>TOTAL</b>	<b>\$85,284</b>	<b>\$41,938</b>	<b>\$66,949</b>	<b>\$194,171</b>

*All figures are excluding GST*

Table 3 below depicts the level of funding required from participating member Councils to deliver the Environmental Services programs/projects identified in the attached report.

**Table 3**

Individual Member Councils Contributions 2016/2017	ERCMP (NRM)	FP (Climate Change)	Flood Study (stage 2)	ACER	Water	SEE	RUCP	Total Required
	\$	\$	\$	\$	\$	\$	\$	\$
Town of Bassendean	0	15,450	0	16,743	12,438	0	0	44,631
City of Bayswater	5,000*	0	10,000	0	0	0	0	15,000
City of Belmont	0	15,450	10,000	23,033	12,954	0	0	61,437
Shire of Kalamunda	34,330	0	0	0	0	0	0	34,330
Shire of Mundaring	34,330	15,450	0	17,522	17,027	15,915	0	100,244
City of Swan	34,330	0	10,000	0	15,585	0	0	59,915
<b>TOTAL</b>	<b>\$107,990</b>	<b>\$46,350</b>	<b>\$30,000</b>	<b>\$57,298</b>	<b>\$58,004</b>	<b>\$15,915</b>	<b>0</b>	<b>\$315,557</b>

*All figures are excluding GST*

*\* Bayswater contribution to the Green Army*



*Item 12.1 continued*

Table 4 below is a summary of the total required funding from participating member Councils to deliver both Regional Development and Environmental Services in 2016/2017.

**Table 4**

<b>Councils Contributions 2016/2017</b>	<b>Environmental Services</b>	<b>Regional Development</b>	<b>Totals</b>
	\$	\$	\$
Town of Bassendean	44,631	19,146	63,777
City of Bayswater	15,000	36,719	51,719
City of Belmont	61,437	31,357	92,794
Shire of Kalamunda	34,330	32,768	67,098
Shire of Mundaring	100,244	29,210	129,454
City of Swan	59,915	44,971	104,886
<b>TOTAL</b>	<b>\$315,557</b>	<b>\$194,171</b>	<b>\$509,728</b>

*All figures are excluding GST*

Participating member Councils approval is requested for the programs/projects and associated financial contributions as outlined in the Regional Services Project Funding Summary (attached) for the 2016/2017 financial year.

It is acknowledged that the current model for determining member Council and EMRC financial contributions needs to be reviewed. A separate Regional Services Funding Model Paper has been prepared and included in this Agenda, the purpose being for member Councils and the EMRC to commence discussions regarding future financial contributions beyond 2016/2017.

**STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the region

Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities

Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure
- 3.2 To facilitate regional economic development activities

Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region
- 4.2 To manage partnerships and relationships with stakeholders



*Item 12.1 continued*

## **FINANCIAL IMPLICATIONS**

The funding to facilitate Regional Services projects and services is developed and agreed with member Councils as part of the annual budget process and included in the annual EMRC operating budget. The funding of projects and services is also included in the annual Regional Services Project Funding Summary which is presented to member Councils.

## **SUSTAINABILITY IMPLICATIONS**

The Regional Services Directorate operates to pursue environmental, economic and social outcomes for Perth's Eastern Region. In pursuit of these objectives, environmental considerations are also integrated wherever possible in all activities undertaken by the Directorate.

## **MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	Financial implications will apply to participating member Councils however the future level of financial commitment is yet to be determined. In addition, participating member Council staff representation on the four EMRC advisory groups; transport, economic development, events and environmental services is required.
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

## **ATTACHMENT(S)**

Regional Services Project Funding Summary 2016/2017 (Ref: D2015/19326)

## **VOTING REQUIREMENT**

Simple Majority

## **RECOMMENDATION(S)**

That Council supports the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for the period 2016/2017, as detailed in the attachment to this report.

The Acting CEO provided a brief overview of the report.

### **Discussion ensued**

Mr Throssell advised that the Shire of Mundaring was currently reviewing two of the programs - the Eastern Region Catchment Management Program and Regional Events Program. Mr Throssell said that he was mindful of the 31 December 2015 deadline to advise the EMRC of their intention to cancel their participation. He also enquired with the City of Bayswater opting out of an Environmental Services program that currently only involved the City of Bayswater and Shire of Mundaring and what this meant for the remaining participating member Council.

The Acting Director Regional Services responded that the EMRC would consider delivering to the Shire of Mundaring on a fee-for-service basis if only one Council required that service.



*Item 12.1 continued*

Mr Cole said he felt that it was important for the member Councils to work collaboratively on projects with the EMRC for the benefit of the Region. He acknowledged that programs such as the Risk Management Services had run its course and reached its maturity. He advised the CEOAC members that he will discuss with Mr Schneider to organise a strategic discussion session with member Council CEOs and their Directors to address the concerns. Mr Jarvis reaffirmed his support for the EMRC's programs and reminded the CEOs of the risk of losing out on regional funding if member Councils decided to pull out of projects.

Mr Cole acknowledged that Regional Services is what sets the EMRC apart from other regional councils who would like to emulate the EMRC model.

Following debate, a substantive motion was moved by Ms Hardy.

**ALTERNATIVE RECOMMENDATION(S)**

That Council notes the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for the period 2016/2017 which will form the basis of consultation with member Local Governments.

**CEOAC RECOMMENDATION(S)**

MOVED MS HARDY

SECONDED MR FOLEY

That Council notes the programs/projects and funding commitments outlined in the Regional Services Project Funding Summary for the period 2016/2017 which will form the basis of consultation with member Local Governments.

**CARRIED UNANIMOUSLY**

**COUNCIL RESOLUTION(S)**

MOVED CR MCDONNELL

SECONDED CR KENYON

THAT COUNCIL NOTES THE PROGRAMS/PROJECTS AND FUNDING COMMITMENTS OUTLINED IN THE REGIONAL SERVICES PROJECT FUNDING SUMMARY FOR THE PERIOD 2016/2017 WHICH WILL FORM THE BASIS OF CONSULTATION WITH MEMBER LOCAL GOVERNMENTS.

**CARRIED UNANIMOUSLY**



Advancing Perth's Eastern Region 

## **REGIONAL SERVICES**

# **PROJECT FUNDING SUMMARY 2016-2017**

**October 2015**

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## **EXECUTIVE SUMMARY**

The Regional Services Project Funding Summary outlines the proposed projects for delivery in 2016/2017.

The Regional Development Business Unit will continue to deliver projects in regional economic development, regional transport planning and regional advocacy as well as actions from the Regional Digital Strategy and Youth Futures Report based on the needs of member Councils.

It is acknowledged that the outcomes from the strategic planning workshops will help guide future project delivery of Regional Services for member Councils. It is anticipated that a further review of project delivery and the funding model may be required at the conclusion of the proposed March 2016 EMRC Strategic Planning Forum and the development of the new strategies.

Under the EMRC's Establishment Agreement, notice of withdrawal by a member Council under clause 9.6 is required to be given at any time between 1 July and 31 December in any year, becoming effective as at 30 June in the following year (e.g. 1 July 2016).

## **SECTION 1: REGIONAL DEVELOPMENT PROJECTS**

### **OVERVIEW**

The Regional Development Business Unit works collaboratively with the EMRC's six member Councils, regional stakeholders and government partners to stimulate economic growth in the region.

The Regional Development team works to:

- Encourage sustainable economic development in the region;
- Facilitate regional cultural and recreational activities;
- Facilitate integrated transport planning initiatives to provide an efficient, safe and integrated regional transport network; and
- Advocate for regional issues and opportunities to maximise benefits for member Councils and their communities.

The Regional Development Business Unit projects relate to the following strategic documents, all of which are currently under review:

- Regional Integrated Transport Strategy 2014-2016;
- Regional Economic Development Strategy 2010-2015;
- Regional Digital Strategy;
- Regional Advocacy Strategy 2013-2016; and
- Regional Youth Futures Report.

The Regional Development Business Unit currently comprises five employees:

- 1 x Manager, Regional Development (currently A/Director Regional Services);
- x Strategic Project Officers; and
- 1 x Administration Officer (part time)

In addition to this there is a staffing position (currently vacant) for the Director, Regional Services covering both the Regional Development and the Environmental Services business units.

The positions of Manager Regional Development and Administration Officer are established to support the overall service area of the regional development business unit. The three Strategic Project Officers assist with planning, developing and implementing key strategic projects to be delivered by the EMRC, member Councils or third parties.

Member Council officers provide input to the EMRC on the development and delivery of strategic projects and relevant strategies through participation on steering groups as follows:

<b>Project</b>	<b>Regional Officer Advisory Groups</b>
Regional Transport and Land Use Development	Regional Integrated Transport Strategy Implementation Advisory Group (RITS IAG). <i>Comprising of Technical Directors from participating member Councils, Department of Transport, Department of Planning, Main Roads WA, Public Transport Authority, WA Road Transport Association, WA Police, WALGA, RAC and Perth Airport Pty Ltd.</i>
TravelSmart (including Active and Public Transport) initiatives	Regional TravelSmart Working Group <i>Comprising relevant officers from member Councils including engineers, TravelSmart officers, and sustainability and health officers.</i>
Regional Economic Development and Regional Digital Strategy	Economic Development Officers Group (EDOG) <i>Comprising of Economic Development Officers/Managers from participating member Councils.</i>
Regional Events Program	Perth's Autumn Festival Project Team Avon Descent Family Fun Days Project Team <i>Comprising of Events, Recreation and Marketing Officers from participating member Councils and participating organisations.</i>

The current Regional Services funding model has been used in the development of this funding summary for 2016-2017 given that any changes to the funding model have not yet been considered or agreed to. The existing funding model requires that where individual projects are greater than \$50,000, the spread of contributions agreed at the Ordinary meeting of Council 27 April 2000 (Ref: DMDOC/22875) are as follows:

- One third shared equally between the six member Councils;
- The second third be shared proportionately according to rate revenue; and
- The final third be shared proportionately according to population.

Further, an annual 5% increase was agreed upon by Council at its June 2011 meeting for the delivery of regional events from 2012/2013 onwards (Ref: DMDOC/149331). The 5% has been applied.

## 1.1 REGIONAL TRANSPORT – 2016/2017

### PURPOSE

The EMRC and its six member Councils are committed to working with government and commercial partners to create and promote a transport network in Perth's Eastern Region that is efficient, safe and integrates all modes of transport.

### BACKGROUND

The Regional Integrated Transport Strategy 2014-2016 (RITS) examines transport and access issues affecting economic growth, livability of the region and the wellbeing of the community. The RITS identifies actions to address transport and access issues in Perth's Eastern Region and the EMRC's role is predominantly to advocate the region's business case to government. The RITS Implementation Advisory Group (IAG) provides an important source of information and advice to the EMRC to ensure advocacy activities are well targeted. The EMRC also provides advocacy for key state road projects in the region through participation in state advisory groups such as GatewayWA and NorthLinkWA.

## 1.2 REGIONAL TRANSPORT PROJECT PLANNING – 2016/2017

### 1.2.1 Regional Integrated Transport Strategy Actions

The EMRC will scope and initiate projects aligned with the RITS and the Regional Road Safety Plan (RRSP). Implementation of these projects will be guided by the RITS IAG. Projects proposed for 2016/2017 include:

- **Minor Review Regional Integrated Transport Strategy** – The EMRC is planning on re-developing its suite of strategies in the later part of 2015/2016 and if this is achieved, only a minor review will be required in 2016/2017.
- **Community engagement exercise/research activities** –Undertake community engagement exercise/research activities to determine regional transport issues. This could include the demand for active and sustainable transport, accessibility issues, public transport to industrial areas and key activity centres as identified in *Directions 2031 and Beyond* and/or road safety issues.
- **Regional TravelSmart Working Group** – Continue to facilitate the Regional TravelSmart Working Group on an as-needs basis and deliver project/s as guided by this group in discussion with the RITS IAG. These projects may include developing a Regional TravelSmart Work Plan, Regional Active Transport plan or incorporation of these plans into the new strategic documents, or development of a key regional project as determined by the group.
- **Regional Bikeweek Events** – Build on the success of the #ride2market events by encouraging sustainable transport at community events to be held in line with the State-wide Bikeweek promotion. Funding will be sought from WestCycle to assist financially in delivering Bikeweek events.

- **Active/Public Transport campaigns** – Develop campaigns to promote awareness of walking, cycling and public transport to encourage smarter and more sustainable travel options and practices throughout the Region.
- **“Your Move” program** – Investigate implementing the Department of Transport/Department of Sport and Recreation’s joint initiative, “Your Move” program, in the region.

### 1.2.2 Regional Road Safety Plan Actions

The EMRC will scope and initiate projects aligned with the RITS and the new Regional Road Safety Plan (RRSP). The implementation of these projects will be guided by the RITS IAG and may include:

- **Regional Road Safety Awareness Campaigns** – Undertake a regional awareness campaign relating to the regional road safety issues identified in the Regional Road Safety Plan in consultation with member councils and external organisations. This promotion may include driver safety, reducing speeds, or safe road use.
- **Regional Road Safety Report Card** – Develop a report card outlining the key statistics identified in the Regional Road Safety Plan and promote these cards to member Councils and their local communities and state and federal government. The report card will include key relevant statistics such as blackspots, crash statistics and traffic speed survey data.
- **Regional Road Safety Awareness Tour** – Coordinate tour(s) of key regional road safety issues providing an opportunity for local governments to highlight key successes and advocate to state government and other relevant stakeholders on their road safety issues.

#### ***Benefits for participating Member Councils***

The provision of an efficient and safe transport network in Perth’s Eastern Region is a critical issue for both local and state government particularly with the predicted population and transport growth for Perth in the medium to longer term. The EMRC will continue to advocate on behalf of the region to secure ongoing transport investment and awareness in the Region.

#### ***Impacts for participating Member Councils***

In-kind support will be required from participating member Councils in 2016/2017 in the form of officer time as a member of the RITS IAG and the Regional TravelSmart working group as well as a financial contribution from member Councils.

Member Council support for 2016/2017 Regional Transport projects are presented as follows:

### 1.2.3 SUMMARY OF PROPOSED TRANSPORT RELATED PROJECTS 2016/2017

Member Council financial support is sought for the following projects:

Regional Integrated Transport Strategy Actions	Estimated Costs
RITS IAG Meetings/forums	Nil
Regional Integrated Transport Strategy Community engagement/research Regional TravelSmart Working Group Regional Bikeweek Events Active/Public Transport campaigns Your Move	\$35,000
<b>Regional Road Safety Strategy Actions</b>	
Regional Road Safety awareness campaigns Regional Road Safety Report Card Regional Road Safety Awareness Tour(s)	\$32,000
<b>Total Council Financial Support Required for Transport Related Projects 2016/2017</b>	<b>\$67,000</b>

### 1.2.4 PROPOSED 2016/2017 PROJECTS BUDGET – INDIVIDUAL COUNCIL BASIS

Regional Transport Planning and Development		2016/2017
<b>Adopted Budget 2015/2016</b>	<b>Operating Income</b>	<b>\$</b>
	<b>Member Council Contribution: RITS Projects</b>	
5,561	Town of Bassendean	5,728
11,194	City of Bayswater	11,530
9,461	City of Belmont	9,745
10,111	Shire of Kalamunda	10,414
8,811	Shire of Mundaring	9,075
19,861	City of Swan	20,457
<b>64,999</b>	<b>Total Member Council Contributions: RITS</b>	<b>\$66,949</b>
<b>64,999</b>	<b>Total Income</b>	<b>\$66,949</b>
	<b>Operating Expenditure</b>	
126,609	<b>Cost of delivering transport related projects</b>	134,981
<b>126,609</b>	<b>Total Expenditure</b>	<b>\$134,981</b>
<b>\$61,609</b>	<b>Net EMRC Contribution</b>	<b>\$68,032</b>

### 1.3 REGIONAL ECONOMIC DEVELOPMENT 2016/2017

#### PURPOSE

Regional economic development activities seek to achieve and maintain a prosperous future for the region and its residents. A range of activities that enable infrastructure and investment to meet the needs of industry are delivered to support economic growth.

#### BACKGROUND

The EMRC has supported member Councils and industry stakeholders to achieve regional economic development outcomes since 1998. Through the establishment of the Economic Development Officers Group (EDOG) in 2007, regional economic development activities undertaken by the EMRC are considered by the member Councils as important to address barriers to business, industry growth and investment attraction.

The Regional Economic Development Strategy 2010-2015 (REDS) sets in place a structured framework for the delivery of regional economic development activities. Whilst awaiting finalisation of the Regional Economic Development Strategy 2016-2020 the basis for 2016/17 activities relies on continuation of the most successful projects and additional activities developed in consultation with EDOG group.

#### 1.3.1 Regional Economic Development Strategy

The EMRC will continue to undertake projects aligned with the Regional Economic Development Strategy (REDS) as approved by EDOG members. Potential projects subject to EDOG support include:

**Economic Development Officers Group Facilitation** - Continue to coordinate EDOG meetings on a bi-monthly basis, providing a forum for the discussion of current and future projects and issues. The EMRC will deliver project/s deemed relevant including actions identified in the 2010-2015 REDS.

**Provision of Regional Profiling Tools** - Subscription to REMPLAN, profile.id, and atlas.id and ongoing software training will continue to be coordinated by the EMRC to provide member Councils access to economic and socio-demographic profiling data relating to Perth's Eastern Region.

**Advancing Perth's Eastern Region' Events** – Facilitate tours that will provide access to examples of best practice from within and outside the region to aid in the development of future local projects.

**Economic Impact of Regional Events Research Paper** – Conduct a significant research project to determine the economic impact of key regional events (Avon Descent Family Fun Days and Perth's Autumn Festival).

**Employment, Business and Investment Attraction campaigns** – Undertake large scale advocacy/marketing/awareness campaigns. These will be developed to attract three distinct groups – attraction of appropriate workers, attraction of appropriate businesses and attraction of investment to the region.

#### 1.3.2 Regional Digital Strategy

The EMRC will continue to undertake projects aligned with the Regional Digital Strategy (RDS) as approved by EDOG members and include:

**Digital Research Project** – Undertake a research project as outlined in the RDS. The research goals will be guided by EDOG and likely to be aligned with investigating the relative strengths and weaknesses of the Region's digital capacity, key areas of opportunity for the EMRC and member Councils and/or businesses' requirements to operate in the digital space.

### 1.3.3 Regional Youth Projects

The Regional Youth Future report guides development of regional youth projects undertaken by the EMRC. The EMRC will continue development of appropriate Regional Youth Projects aligned with the Regional Youth Futures report in the following focus areas:

- Youth capacity building and leadership;
- Regional collaboration;
- Youth in environmental management;
- Creative and engaged youth; and
- Supporting youth.

Any youth projects or initiatives will be developed in consultation with the EDOG or RITS IAG and will build on the direction and initiatives outlined in the Regional Economic Development Strategy, Regional Digital Strategy or the Regional Integrated Transport Strategy.

### 1.3.4 Regional Events

The EMRC supports regional events by pooling resources to provide collaborative promotion and through securing and administering regional event funding. The EMRC will continue promotion of regional events and co-ordination of regional funding in partnership with the Avon Descent Family Fun Days Project Team and the Perth's Autumn Festival Project Team. Only five member Councils are participating.

**Avon Descent Family Fun Days** - Funding will be sought from Lotterywest for the 2016 Avon Descent Family Fun Days to assist councils meet the costs of staging family fun day events including infrastructure, services and entertainment. The collaborative regional marketing campaign is coordinated by EMRC.. The EMRC receives grant funding from Lotterywest on behalf of the member Councils and the Shires of Toodyay and Northam and coordinates the regional marketing campaign, achieving a high level return on investment for participating councils. A fee for service arrangement is in place with the Shire of Toodyay and Shire of Northam and the EMRC co-ordinates a de-brief, grant review, pre-planning and planning meetings with relevant parties.

**Perth's Autumn Festival** - Through participation in the Perth's Autumn Festival, member Councils will continue to receive access to a regional marketing campaign and festival branded marketing collateral. EMRC will seek grant funding to support member Council events to grow the Perth's Autumn Festival for 2017 and grow sponsorship for the regional marketing campaign. Member Councils nominate core events held within their region for promotion via a regional marketing campaign. Additional fringe events held in the region are also promoted to a lesser extent and expand the scope of Festival.

**Hello Spring Campaign** - Continue to develop a regional campaign promoting community, culture and active lifestyle events held in the region during spring/summer. This promotion focuses on promoting the region as a great place to live, work and play in the warmer months and

builds on the current winter and autumn promotions to achieve all-year-round promotion of the region.

**The Perth Tourism website** - Continue development and maintenance of the English, Chinese and Japanese versions of the Perth Tourism website. The site will be redeveloped to refresh the look and technical capacity of the site. <perthtourism.com.au> is a regional tourism website maintained by the EMRC that provides information on events, trails and experiences in Perth's Eastern Region to residents and prospective visitors each year. Visitor statistics continued to increase in 2015/16, now engaging over 100,000 visitors, especially during the regional event period. The online portal provides a valuable point of presence and a call to action for community events. At any time during the year member Councils can register their events on the perthtourism.com.au website and this includes any events that run over the summer period, where there is no specific campaign targeting this season.

***How will member Councils benefit?***

Member Council contributions assist in the alignment of regional priorities with local area priorities to deliver outcomes that support industry investment, advocating for regional priorities and promoting the region as a whole. The Regional Digital Strategy supports local industry by encouraging new methods of working, developing the digital capacity of local businesses and through enhanced provision of services using innovative new digital methods. These strategies complement local priorities of member Councils to maximise, leverage and make effective use of collective resources.

***What impact/support will this project have on member Councils?***

In-kind support is required from member Councils in the form of officer time to participate in the Economic Development Officers Group or the Perth's Autumn Festival and Avon Descent Family Fun Days project teams to consider activities listed for 2016/2017. In addition, financial support is also required from participating Councils.



**1.4 SUMMARY OF REGIONAL ECONOMIC DEVELOPMENT STRATEGY; REGIONAL DIGITAL STRATEGY and EVENTS PROJECTS 2016/2017**

**Member Council financial support is sought for the following projects:**

<b>Regional Economic Development Strategy (REDS)</b>	
EDOG Facilitation	\$0
Regional Profiling Tools	\$32,000
Economic Development Projects	\$43,000
Regional Digital Projects	\$10,000
Regional Youth Project	\$0
<b>REDS Total</b>	<b>\$85,000</b>
Regional Events	\$42,000
<b>Total Council Financial Support Requested for REDS/RDS Related Projects, Events and Youth Projects - 2015/2016</b>	<b>\$127,000</b>

## REGIONAL ECONOMIC DEVELOPMENT - 2016/2017

## 1.5 PROPOSED 2016/2017 PROJECTS BUDGET– INDIVIDUAL COUNCIL BASIS

Adopted Budget 2015/2016	Project Summary	2016/2017
\$	<b>Operating Income</b>	\$
<b>Member council Contributions: REDS/RDS</b>		
7,960	Town of Bassendean	8,199
14,200	City of Bayswater	14,626
12,280	City of Belmont	12,648
13,000	Shire of Kalamunda	13,390
11,560	Shire of Mundaring	11,907
23,800	City of Swan	24,514
<b>82,800</b>	<b>Total Member Council Contributions: REDS/RDS</b>	<b>\$85,284</b>
<b>Member Council Contributions: Regional Events**</b>		
5,067	Town of Bassendean	5,219
10,255	City of Bayswater	10,563
8,703	City of Belmont	8,964
8,703	Shire of Kalamunda	8,964
7,989	Shire of Mundaring	8,228
0	*City of Swan	0
<b>40,717</b>	<b>Total Member Council Contributions: Regional Events</b>	<b>\$41,938</b>
<b>123,517</b>	<b>Combined Contributions: REDS/RDS &amp; Regional Events</b>	<b>\$127,222</b>
<b>Grants/Other Contributions</b>		
155,000	Avon Descent Family Fun Days grant (Lotterywest)***	155,000
20,000	Perth's Autumn Festival grant (Lotterywest)	20,000
6000	Perth's Autumn Festival sponsorship	10,000
2000	Shire of Northam	5,000
5,000	Shire of Toodyay	5,000
<b>188,000</b>	<b>Total Grants/Other Contributions: Regional Events</b>	<b>\$195,000</b>
<b>311,517</b>	<b>Total Income</b>	<b>\$322,222</b>
\$	<b>Operating Expenditure</b>	
501,629	Total cost REDS/RDS Strategy Projects; Regional Events program	442,038
10,800	Regional Youth Initiative	10,800
<b>512,429</b>	<b>Total Expenditure</b>	<b>\$452,838</b>
<b>\$175,013</b>	<b>Net EMRC contribution</b>	<b>\$130,616</b>

\*NOTE: The City of Swan is not part of the 2015/2016 and 2016/2017 is due to a carry forward amount to complete some projects in 2015/2016.

**1.7 SUMMARY OF INDIVIDUAL MEMBER COUNCILS PROPOSED COMMITMENTS - 2016/2017:**

<b>Individual Member Councils Contributions 2016/2017</b>	<b>REDS &amp; RDS</b>	<b>Events</b>	<b>RITS</b>	<b>Total Required</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Town of Bassendean	8,199	5,219	5,728	<b>19,146</b>
City of Bayswater	14,626	10,563	11,530	<b>36,719</b>
City of Belmont	12,648	8,964	9,745	<b>31,357</b>
Shire of Kalamunda	13,390	8,964	10,414	<b>32,768</b>
Shire of Mundaring	11,907	8,228	9,075	<b>29,210</b>
City of Swan	24,514	0	20,457	<b>44,971</b>
<b>TOTAL</b>	<b>\$85,284</b>	<b>\$41,938</b>	<b>\$66,949</b>	<b>\$194,171</b>

## 1.14 REGIONAL ADVOCACY PROGRAM

### PURPOSE

The Regional Advocacy Strategy 2013-2016 outlines key components that will be used to develop advocacy campaigns, and identifies three focus areas to address advocacy priorities. The priority areas are:

- Environmental sustainability;
- Economic growth and diversity; and
- Strong communities.

### REGIONAL ADVOCACY FUTURE PLANNING – 2016/2017

The Regional Advocacy Program seeks to build capacity within the EMRC and its member Councils to attract an increased share of benefits and services to Perth's Eastern Region through a framework that delivers effective regional advocacy campaigns.

An annual review of regional advocacy issues in relation to the focus areas identified in the Regional Advocacy Strategy and the progress of existing projects will be undertaken in April 2016 and a report will be provided to Chief Executive Officers Advisory Committee to establish advocacy priorities for 2016/2017.

#### ***How will member Councils benefit?***

Advocacy and relationship building is aimed at increasing awareness of Perth's Eastern Region and to identify future funding and/or sponsorship opportunities to support regional scale projects and activities.

#### ***What impact/support will this project have on member Councils?***

Member Councils will be invited to participate in regional advocacy campaigns. This may require providing information or making people available to attend meetings, events or other advocacy activities. Elected members will also have a critical role to play in regional advocacy requiring them to be prepared to attend events and delegations and to gather community intelligence on key regional issues needing to be addressed.

***NOTE: All advocacy expenses are met by the EMRC.***

## **SECTION 2 – ENVIRONMENTAL SERVICES PROJECTS**

### **OVERVIEW**

The Environmental Services Business Unit works to achieve two main objectives of the EMRC 2022 – 10 Year Strategic Plan:

*“To contribute towards improved regional air, water and land quality and regional biodiversity conservation”.*

*“To address climate change issues within the region”.*

All Environmental Services strategies emanate from the EMRC 2022 – 10 Year Strategic Plan and activities and projects are listed in the Regional Environment Strategy 2011 – 2016 (which is currently under review) and the annual Business Unit Plan which becomes the source document for guiding the work of the business unit throughout the year.

Environmental Services comprises 10.38 FTE's. EMRC funding currently supports 3 full time staffing positions, those being the Manager Environmental Services, the Administration Officer and the Swan and Helena Rivers Management Framework Project Officer. The remaining 7.38 FTE's are supported by a mix of member Council annual contributions, EMRC contributions, client council contributions, consulting fees and external grant funding.

The Environmental Services team provides regional coordination of projects to member Councils through the Regional Environmental Advisory Group (REAG) established to assist in setting the direction for the Regional Environment Strategy (RES).

#### **The Environmental Services programs being proposed for continuation include:**

- Eastern Region Catchment Management Program;
- Achieving Carbon Emissions Reduction;
- Future Proofing Perth's Eastern Region – Climate Change Program;
- Water Quality and Conservation Program (four member Councils) (Water Campaign<sup>TM</sup> - City of Swan);
- Swan and Helena Rivers Management Framework (all project costs met by EMRC);
- Sustainability and Environmental Education Program (fee for service); and
- Regional Urban Canopy Program (fee for service).

## 2.1 Eastern Region Catchment Management Program

### PURPOSE

The Eastern Region Catchment Management Program (ERCMP) delivers a coordinated strategic approach to the restoration of land, bushland and creek lines in Perth's Eastern Region. This is achieved through a range of natural resource management (NRM) activities.

### BACKGROUND

The ERCMP is a partnership between the Shire of Kalamunda, Shire of Mundaring, City of Swan, Department of Parks and Wildlife and the EMRC that has operated for over 14 years.

The ERCMP team support participating member Councils and their community groups in protecting and managing the biodiversity, waterways and catchments of the relevant member Councils.

ERCMP deliverables for 2016/2017 include:

- **Providing NRM officers** to work with member Councils. This includes providing advice to the community on NRM issues.
- **Seeking funding** and assisting member Councils and community groups to source external funding for NRM strategic and on-ground projects, as well as project development and implementation of on-ground projects.
- Providing **executive and technical support** to catchment groups, as well as supporting some of the 130 plus friends groups in the region. Including delivering actions outlined in the catchment groups action plans.
- Production and distribution of the **Greenpage Newsletter** on a bi-monthly basis.
- Organising and delivering, in partnership with participating member Councils, the annual **Bush Skills** free environmental training workshops. These are attended by up to 250 community members each year.
- Delivering the annual **Eastern Landcare Volunteer Recognition** event attended by the Region's volunteers.
- Providing **private landholder support**, including site visits, assisting with technical expertise, property planning training and assisting with accessing external funding and support for protecting and managing creek lines and bushland.
- **Recruiting volunteers** through promotional events at suitable sites within the region.
- Initiating and assisting with **research projects** that address threats to the natural environment.
- **Preparing submissions** on strategic documents relevant to the natural environment.
- Delivering the **Green Army** program.
- Delivering the **Bush Skills 4 Youth** project, a skills-based, hands-on volunteer participation and education program for young people.
- Developing projects that align with the recommendations from the "**Helping the Helena**" non-nutrient water quality monitoring report.

- Delivering the “**Hydrocarbon Track and Trace**” program. Targeting the source of hydrocarbon contamination in light industrial areas.
- Working with community groups to develop and implement **sampling analysis plans**, to measure and monitor water quality.
- Hosting the **combined catchment group meetings** to engage the community in strategic planning and dissemination of information.
- Delivering the **Dam Restoration** project to provide refuge for biodiversity in a drying climate (pending grant approval).
- Delivering the **Healthy Wildlife - Healthy Lives** project aimed at improving wildlife health (pending grant approval)
- Delivering the **20 Million Trees** project (pending grant approval), re-establishing green corridors and urban forests; tackling the Urban Heat Island effect; sequestering carbon and increasing biodiversity.

#### Funding received or pending (as at October 2015):

Funding Body	Project	Amount	Approved or Pending
Department of Parks and Wildlife	Community Led Projects	\$95,000	Approved
Department of Parks and Wildlife	Hydrocarbon Track and Trace	\$30,000	Approved
Department of Parks and Wildlife	Steam Weeder	\$20,000	Approved
Department of Environment	Green Army – round 2	*\$20,000	Approved
Swan Alcoa Landcare Program	Protecting Priority Tributaries	\$7,990	Approved
	<b>Sub total approved</b>	<b>\$172,990</b>	
Department of Environment	Green Army – round 4	*\$24,774	Pending
State NRM Office	Steaming to Success	\$29,385	Pending
State NRM Office	Valuing, protecting and enhancing the biodiversity value of farm dams	\$54,488	Pending
Lotterywest	Healthy Wildlife Healthy Lives	\$233,375	Pending
Department of Environment	20 Million Trees – round 2	\$100,000	Pending
	<b>Sub total pending</b>	<b>\$442,022</b>	
<b>Total Funding</b>		<b>\$615,012</b>	

\* Funds by Australian Government to the Service Provider for implementation of member Council Green Army projects

#### **How will member Councils benefit?**

ERCMP provides a planned, structured and coordinated program which has been developed in collaboration with participating member Councils, catchment groups and NRM Officers. ERCMP provides

ongoing environmental management, avoiding duplication of resources and work for similar projects within the region, while ensuring volunteer participation is effective.

Through participating in the ERCMP, member Councils benefit by:

- Management of conservation reserves, well beyond the level of on-ground management possible by the member Council alone including incorporation of new and innovative approaches to land management, access to latest research and improving current best management practices;
- Generation of significant income from external grants for environmental projects within the member Council, particularly where volunteer hours provide leverage for grants;
- Implementation of member Council environmental and biodiversity strategies;
- Friends Groups and associated catchment groups assistance in the implementation of regional, state and federal government NRM strategies; and
- Provision of a social avenue for residents to become actively engaged in their community through friends and catchment groups.

***What impact/support will ERCMP have on member councils?***

Participating member Councils will be required to provide annual funding as set out in the Funding Summary. Ongoing funding contributions from the Department of Parks and Wildlife, City of Swan and the Shires of Mundaring and Kalamunda and EMRC are key to maintaining the program.

**PROPOSED 2016/2017 CONTRIBUTIONS**

<b>Adopted Budget 2015/16</b>	<b>Project Summary</b>	<b>2016/17</b>
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
	Member Council Contributions	
33,330	Shire of Kalamunda	34,330
33,330	Shire of Mundaring	34,330
33,330	City of Swan	34,330
5,000	City of Bayswater (Green Army)	5,000
151,500	Operating Grant Income*	156,045
<b>256,940</b>	<b>Total Income</b>	<b>\$264,035</b>
	<b>Operating Expenditure</b>	
<b>311,481</b>	<b>Implement ERCMP</b>	<b>\$320,825</b>
<b>59,201</b>	<b>Net EMRC Contribution</b>	<b>\$56,790</b>

*Figures exclude GST*

*\*Operating grant income is pending the success of grant applications  
A 3% CPI increase has been applied*



## 2.2 Future Proofing Perth's Eastern Region Program – Climate Change

### PURPOSE

The Future Proofing Program assists and prepares the Region to adapt to the impacts of climate change at a regional and local level.

### BACKGROUND

The Regional Climate Change Adaptation Action Plan (RCCAAP) identifies regional risks and actions to assist local government operations, services and communities in adapting and building resilience to climate change. The implementation and progression of these regional actions, along with the implementation of the Local Climate Change Adaptation Action Plans (LCCAAPs) for each participating member Council, will continue to be an ongoing priority for the Future Proofing Program.

Future Proofing Program deliverables for 2016/2017 include:

- Continuation of the Climate Change Risk Awareness Seminar Series;
- Undertake a review of the RCCAAP incorporating it as part of the new Regional Environment Strategy;
- Implementation of the RCCAAP;
- Continued assistance with the monitoring and management of member Councils LCCAAPs;
- Development of grant applications;
- Development of relevant submissions, research and advocacy in relation to priority areas and emerging issues;
- Attendance at WALGA's Climate Change Collaborators Group; and
- Implementation of the *Understanding and Managing Flood Risk in Perth's Eastern Region Swan and Helena Rivers Flood Study – stage 2* (subject to funding).

### ***How will member Councils benefit?***

Through participating in the Future Proofing Program, member Councils benefit by:

- Increasing the Region's resilience to the impacts of climate change;
- Mitigating potential legal risks by actively addressing the impacts of climate change;
- Reducing resourcing by participating in a regionally focused program;
- Increasing networks and collaboration with stakeholders such as Federal and State Governments, researchers, universities and other relevant organisations;

- Meeting the councils' corporate and social responsibility to address the impacts of climate change; and
- Remaining proactive towards climate adaptation and the prevention of maladaptation (an adaptation that does not succeed in reducing vulnerability but increases it instead) and future liabilities.

***What impact/support will this project have on member Councils?***

Participating member Councils will be required to provide annual funding as set out in the Funding Summary. Member Councils may be required to make in-kind and financial contributions to leverage grant funding for regional actions being implemented under the RCCAAP or local actions being implemented under the relevant LCCAAP.

**PROPOSED 2016/2017 CONTRIBUTIONS**

<b>Adopted Budget 2015/16</b>	<b>Project Summary</b>	<b>2016/17</b>
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
	Member Council Contributions:	
15,000	City of Bayswater***	0
15,000	Town of Bassendean	15,450
15,000	City of Belmont	15,450
0	Shire of Kalamunda**	0
15,000	Shire of Mundaring	15,450
0	City of Swan*	0
<b>60,000</b>	<b>Total Income</b>	<b>\$46,350</b>
	<b>Operating Expenditure</b>	
<b>100,484</b>	<b>Implement Future Proofing</b>	<b>\$103,498</b>
<b>40,484</b>	<b>Net EMRC Contribution</b>	<b>\$57,148</b>

*Figures exclude GST*

*\* City of Swan withdrew from Future Proofing in 2011*

*\*\* Shire of Kalamunda withdrew from Future Proofing in 2015*

*\*\*\*City of Bayswater has provided notice of withdrawing from Future Proofing in 2016/2017*

*There has been no increase in the program costs to member Councils since the project was first implemented in 2009*

*A 3% CPI increase has been applied from 2016/2017 onwards*

*EMRC requires a minimum of three member Councils to ensure the continuity of this program*

**PROPOSED 2016/2017 CONTRIBUTIONS**

**UNDERSTANDING AND MANAGING FLOOD RISK – STAGE 2 (SUBJECT TO FUNDING)**

**MEMBER COUNCIL CASH CONTRIBUTIONS REQUIRED FOR PROJECT TO BE DELIVERED**

<b>Project Budget 2015/16</b>	<b>Understanding and Managing Flood Risk - Project Summary – subject to funding</b>	<b>2016/17</b>
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
<b>Stage 1</b>		<b>Stage 2</b>
40,000	Department of Water	40,000
100,000	SEMC grant funding through Natural Disaster Resilience Program (subject to funding)	100,000
	Member Council Contributions:	
10,000	City of Bayswater	10,000
0	Town of Bassendean	0
10,000	City of Belmont	10,000
0	Shire of Kalamunda	0
0	Shire of Mundaring	0
10,000	City of Swan	10,000
<b>170,000</b>	<b>Total Income</b>	<b>\$170,000</b>
	<b>Operating Expenditure</b>	
<b>200,000</b>	<b>Implement project (est.)</b>	<b>\$200,000</b>
<b>30,000</b>	<b>Net EMRC Contribution *</b>	<b>\$30,000</b>

*\*EMRC budget allocation from Implement Swan and Helena Rivers Management Framework (73984/01)*

## 2.3 Achieving Carbon Emission Reductions

### PURPOSE

The Achieving Carbon Emission Reductions (ACER) Program supports member Councils to monitor, report on and reduce their corporate carbon emissions. Additionally the Program provides advice and information to member Councils and the community on energy efficiency and carbon emissions.

### BACKGROUND

ACER was developed in response to the Australian Government's withdrawal of funding for the Cities for Climate Protection Program (CCP) in 2009. The EMRC and its member Councils understood it was necessary to continue to monitor and mitigate emissions as well as educate the community through leading by example.

Key to the successful implementation of ACER is the ongoing collection and management of energy and emissions data through a dedicated online software system. The system used to manage energy data since CCP ended was the WALGA Emissions Reporting Platform hosted by Greensense Consulting up until mid-2015. After undertaking an extensive review on various energy and water data management systems, member Councils participating in ACER decided to move to a new reporting platform, Planet Footprint, in late 2015.

In 2016/2017 the ACER Program will continue with implementation of the:

- Town of Bassendean's and Shire of Mundaring's Carbon Reduction Strategy;
- City of Bayswater's Energy Efficiency and Carbon Reduction Strategy; and
- City of Belmont's Environment Plan.

There will also be continuation of:

- Data input into Planet Footprint software to track, benchmark, manage and report emissions, energy and water use, across the whole organisation, business units and individual facilities;
- Targeting facilities and operational areas which require water and/or energy efficiency measures to be implemented;
- Assistance with carbon mitigation and abatement actions; and
- Assistance with regional funding applications and submissions.

### ***How will member Councils benefit from participating in ACER?***

Through participating in the ACER Program, member Councils benefit by:

- Reducing financial impacts through cost effective mitigation and abatement actions;
- Reducing financial impacts through group discounting of membership to Planet Footprint software;
- Providing detailed reporting of energy use and emissions;
- Sharing of resources to achieve regional, common or compatible projects and support in seeking external funding;
- Advising and advocating on emerging issues in energy, emissions policy and related matters; and

- Demonstrating visibility of member Councils' climate change leadership and mitigation commitments.

**What impact/support will this project have on member Councils?**

Participating member Councils will be required to provide:

- Annual funding contributions as set out in the Funding Summary including annual licence contributions to implement and maintain the Planet Footprint data management system;
- Ongoing input into the delivery of ACER by relevant member Council officers including provision of raw data for the data management system; and
- Direction and feedback by relevant member Council officer/s including officer time for meetings, briefings, liaison and support.

Member Councils may be required to make in-kind and financial contributions to leverage grant funding for projects that arise from implementation of actions.

**PROPOSED 2016/2017 CONTRIBUTIONS**

Adopted Budget 2015/2016	Project Summary	2016/17
\$	Operating Income	\$
	Member Council Contributions:	
17,365	Town of Bassendean	16,743
28,418	City of Bayswater ***	0
24,563	City of Belmont	23,033
0	Shire of Kalamunda*	0
19,212	Shire of Mundaring	17,522
0	City of Swan**	0
<b>89,558</b>	<b>Total Income</b>	<b>\$57,298</b>
	Operating Expenditure	
<b>120,077</b>	<b>Implement ACER</b>	<b>\$106,661</b>
<b>30,519</b>	<b>Net EMRC Contribution</b>	<b>\$49,363</b>

**Planet Footprint Annual Fees  
2016/2017 (included above)**

Member Council	2016/2017
Town of Bassendean	5,495
City of Bayswater	0
City of Belmont	8,595
Shire of Mundaring	8,595

*Figures exclude GST*

**Figures in 2015/2016 include the Planet Footprint annual subscription fee for data management of energy, emissions and water. Fees in 2016/2017 do not include the Planet Footprint joining fee, as this was paid in 2015/2016.**

*\* Shire of Kalamunda withdrew from ACER in 2011 \*\* City of Swan withdrew from ACER in 2010. City of Bayswater has provided notice of withdrawing from ACER for 2019/2017*

*A 3% CPI increase has been applied*

*EMRC requires a minimum of three member Councils to ensure the continuity of this program in 2016/2017*

## 2.4 Water Quality and Conservation Program and Water Campaign™

### PURPOSE

Water Campaign™ and the Water Quality and Conservation Program (WQCP) provide a structured approach for member Councils to continue to be leaders in water management by improving water efficiency and water quality, ensuring a sustainable water future for the council, community and the environment.

Water management is an integral part of councils' operations and as such is part of Strategic Community and Corporate Business Plans. Water management actions become Key Performance Indicators (KPI's) that councils are accountable for and need to report on. By working and liaising with EMRC environmental specialists councils have a unique opportunity to utilise specialist skills, obtain, use and share valuable information to achieve greater water efficiencies.

### BACKGROUND

Local governments recognise that water is a scarce and valuable resource. For these reasons, Councils are proud of their prior involvement in the Water Campaign™ which enabled local governments to investigate, improve and show leadership in water management and inspire the community to adopt more sustainable water management practices. In 2015 the EMRC offered a new water management program independent of the Water Campaign™ to ensure member Councils needs are met and the water resources are enjoyed by the councils and the community both now and into the future. In 2016/2017 the Water Quality and Conservation Program (and Water Campaign™ Milestone 5 Program for City of Swan) will continue with:

- Facilitating the process of setting new goals, targets and actions for water management, including undertaking re-inventories of corporate and community water consumption and identifying water quality priority areas where required.
- Producing Water Quality and Conservation Action Plans where required.
- Facilitating implementation of Water Action Plans.
- Continuing to assist member Councils meet water management priorities.
- Facilitating the process of water leak management and regular monitoring of individual high water use accounts.
- Assisting Councils to obtain endorsement or re-endorsement under the Waterwise Councils program.
- Undertaking one small to medium water audit for each member Council of one of their high water using facilities as part of the program.
- Participating in the CRC for Water Sensitive Cities, representing the Region, disseminating relevant research outcomes, opportunities and information to member Councils.
- Identifying potential water management projects for member Councils, such as stormwater harvesting, water sensitive urban design and continuing to seek funding opportunities available to the councils. Provide assistance with funding application development and submissions.

Planet Footprint software will be utilised to:

- Automatically capture relevant data;
- Display water usage, carbon emissions and energy use information across the whole organisation, business units and individual facilities;
- Target areas of operations which require water and/or energy efficiency measures to be implemented; and
- Ensure accurate monitoring and reporting of carbon emissions, energy use and water use.

***How will participating councils benefit?***

Through participating in WQCP (Water Campaign™ - City of Swan), member Councils will benefit by:

- Water savings through the implementation of better practice water management including sustainable use of groundwater and scheme water;
- Reduction of costs through improved monitoring of water use and water efficiency;
- Encouraging and assisting community members to reduce their water use;
- Improving water quality through the implementation of initiatives such as erosion and sediment control; reduced use of chemicals and the containment and appropriate disposal of gross litter, etc.; and
- Healthy natural areas, waterways and wetlands that support biodiversity.

***What impact/support will this project have on member Councils?***

The cost of the licence fee for Planet Footprint has been included in the ACER program costings. Member Council officers will be required to provide ongoing input into the delivery of water management related activities and to provide direction and feedback to the EMRC, as well as providing data and information as required to implement actions.

**PROPOSED 2016/2017 CONTRIBUTIONS**

<b>Adopted Budget 2015/16</b>	<b>Project Summary</b>	<b>2016/17</b>
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
	Member Council Contributions:	
14,444	City of Bayswater***	0
12,076	Town of Bassendean	12,438
12,576	City of Belmont	12,954
0	Shire of Kalamunda*	0
16,532	Shire of Mundaring	17,027
15,131	City of Swan**	15,585
36,550	Other Client LGAs (South Perth and Victoria Park) ***	15,759
<b>107,309</b>	<b>Total Income</b>	<b>\$73,763</b>
	<b>Operating Expenditure</b>	
<b>109,870</b>	<b>Implement Water Quality and Conservation program</b>	<b>\$113,166</b>
<b>2,561</b>	<b>Net EMRC Contribution</b>	<b>\$39,403</b>

*Figures exclude GST*

*\* Shire of Kalamunda withdrew from the Water Campaign in 2011*

*\*\*City of Swan is undertaking Water Campaign™*

*\*\*\* Reduction in City of South Perth contribution anticipated in 2016/2017 due to completion of Water Management Plan  
A 3% CPI increase has been applied*

*\*\*\* City of Bayswater has provided notice of withdrawing from this program from 2016/2017*

*EMRC requires a minimum of three member Councils to ensure the continuity of this program in 2016/2017*



## 2.5 Swan and Helena Rivers Management Framework

### PURPOSE

The Swan and Helena Rivers Management Framework (SHRMF) is an overarching plan and management framework for government to implement strategies for the Swan and Helena Rivers. It is aimed at ensuring the long-term preservation of the river corridor for the benefit of environment, users, river managers, the local community and future generations.

### BACKGROUND

The SHRMF was initiated by the EMRC on behalf of member Councils with support of the then Swan River Trust (now Department of Parks and Wildlife) and the Western Australian Planning Commission. The framework provides a vision for the future protection and development of the Swan River and its major tributary, the Helena River. The SHRMF identifies roles and responsibilities and allocates strategic actions to all stakeholders to guide the ongoing management and development of the rivers. The project involves the City of Bayswater, the Town of Bassendean, the City of Belmont and the City of Swan. In 2016/2017 the SHRMF will continue with:

- Ongoing support of the SHRMF strategic steering group and the annual summit;
- Implementation of identified priority projects;
- Investigate opportunities to leverage resources through funding mechanisms; and
- Continue to advocate for increased funding for the Swan and Helena Rivers. The EMRC will work with its member Councils to advocate and develop collaborative submissions, as funding programs become available.

#### ***How will member Councils benefit?***

Through participating in the SHRMF, member Councils will benefit by:

- Provision of a dedicated EMRC resources for the SHRMF to assist and support member Councils;
- Opportunities to value add to current individual local government river projects;
- Opportunities to leverage resources and increase funding through collaborative projects and funding submissions;
- Advocacy for funding and political support for priority actions from State and Federal government;

#### ***What impact/support will this project have on member Councils?***

Member Councils will be required to make in-kind and financial contributions to leverage grant funding for any agreed projects that arise from implementation of regional strategies including foreshore recreational path construction, interpretation, signage and foreshore stabilisation.

***PLEASE NOTE: ALL PROJECT EXPENSES FOR THE SHRMF ARE MET BY EMRC.***

## 2.6 Sustainability and Environmental Education Program (Fee for Service)

### PURPOSE

The Sustainability and Environmental Education Program (SEE) educates and engages with member Council staff and the community on sustainability and environmental issues, developing the capacity of individuals, schools and groups to create sustainable behaviour change.

### BACKGROUND

EMRC and member Councils identified sustainability and environmental education as a gap in current service delivery.

In 2016/2017 the SEE Program will continue to be delivered on a fee for service basis to:

- Develop, deliver or facilitate community workshops based on identified needs to increase awareness of sustainability and foster positive behaviour change;
- Build on existing work with the Department of Education's Sustainable Schools Western Australia initiative (formerly AuSSI-WA) in relation to sustainability and the environment and identify further opportunities for involvement, collaboration and network building;
- Further engage with schools to develop tools and provide support to deliver effective sustainability and environmental outcomes to meet school and community needs; and
- Develop, deliver or facilitate staff programs based on identified needs to increase awareness of sustainability and foster positive behaviour change.

#### ***How will member Councils benefit?***

Through participating in the SEE Program, member Councils will benefit by:

- Assistance to achieve their strategic objectives related to education and engagement;
- Increased engagement with schools and the wider community on sustainability and environmental activities;
- Access to facilitation, tools and information to effect positive behaviour change both within the council and in the wider community; and
- Visibility of member Councils' commitment to community by promoting achievements and success stories.

#### ***What impact/support will this project have on member Councils?***

Participating member Councils will be required to provide funding to coordinate and implement the requirements of the program. As further activities are developed, there may be additional costs for expert consultancy, presenters, materials and promotion. Member Council officers will be required to provide ongoing input into the delivery of activities related to the program and to provide direction and feedback to the EMRC.

### PROPOSED 2016/2017 CONTRIBUTIONS

Adopted Budget 2015/16	Project Summary	2016/17
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
	Member Council contributions:	
0	Town of Bassendean	0
15,450	City of Bayswater **	0
0	City of Belmont	0
0	Shire of Kalamunda	0
15,450	Shire of Mundaring	15,915
0	City of Swan	0
<b>30,900</b>	<b>Total Income</b>	<b>\$15,915</b>
	<b>Operating Expenditure</b>	
<b>30,900</b>	<b>Implement Sustainability and Environmental Education Program *</b>	<b>\$31,830</b>
<b>0</b>	<b>Net EMRC contribution</b>	<b>\$15,9150</b>

*Figures exclude GST*

*A 3% CPI increase has been applied*

*\*Refers to staffing costs to undertake fee for service in Undertake Environmental Services Future Projects (73984/01)*

*Given only two member Councils are involved in the SEE Program in 2015/2016 it is delivered as a fee for service*

*\*\* City of Bayswater has provided notice of withdrawing from this program in 2016/2017*

## 2.7 Regional Urban Canopy Program (Fee for Service)

### PURPOSE

The Regional Urban Canopy Program assists participating member Councils with managing and mitigating the impacts of declining urban canopy coverage and its associated environmental, social and financial impacts.

### BACKGROUND

Perth's Eastern Region, like most urban settlements around Australia, is feeling the pressure of increasing urban density due to population growth. A significant amount of research has been undertaken over the past decade to highlight the importance of vegetation within the urban environment and ways to design and retrofit developments to create livable communities. Benefits include:

- Reduction in the urban heat island effect;
- Reduction in the running costs of buildings (e.g. heating and air conditioning);
- Improved water quality; Improved biodiversity;
- Mitigating the impacts of climate change; and
- Improved human health and wellbeing.

The Regional Urban Canopy Program concentrates on three key focus areas which were identified as priorities by member Councils for EMRC to progress. These areas are:

- Education and engagement;
- Research and technology; and
- Advocacy.

#### ***How will member Councils benefit?***

Through participating in the Regional Urban Canopy Program, member Councils will benefit by:

- Increased value of trees and their importance within the urban environment;
- Support and build on existing research and activities through collaboration and partnerships;
- Provide a cross-disciplinary approach to addressing the impacts of urban canopy loss;
- Benchmark regional canopy coverage; and
- Reduce the impacts of declining urban canopy coverage and its associated environmental, social and financial impacts.

#### ***What impact/support will this project have on member Councils?***

Based on the fact that no member Councils have indicated support for this program it will not continue in 2016/2017.

**PROPOSED 2016/2017 CONTRIBUTIONS**

<b>Adopted Budget 2015/16</b>	<b>Project Summary</b>	<b>2016/17</b>
<b>\$</b>	<b>Operating Income</b>	<b>\$</b>
15,000	Member Council Contributions: City of Bayswater	0
0	Town of Bassendean	0
0	City of Belmont	0
0	Shire of Kalamunda	0
0	Shire of Mundaring	0
0	City of Swan	0
<b>15,000</b>	<b>Total Income</b>	<b>0</b>
	<b>Operating Expenditure</b>	
<b>15,000</b>	<b>Implement Regional Urban Canopy Program *</b>	<b>0</b>
0	<b>Net EMRC Contribution</b>	0

### **SECTION 3: MEMBER COUNCIL INDIVIDUAL FINANCIAL CONTRIBUTIONS**

#### **3.1 Town of Bassendean**

<b>Contribution 2015/16</b>	<b>Project Summary</b>	<b>Budget 2016/17</b>
<b>\$</b>	<b>Regional Development</b>	<b>\$</b>
5,561	Regional Integrated Transport Projects	5,728
7960	Regional Economic Development	8,199
5,067	Regional Events	5,219
<b>18,588</b>	<b>RD Sub Total</b>	<b>19,146</b>
	<b>Environmental Services</b>	
0	Eastern Region Catchment Management Program	0
15,000	Future Proofing for Climate Change	15,450
0	Understanding and Managing Flood Risk (pending NDRP funding)	0
17,365	ACER (including Planet Footprint)	16,743
12,076	Water Quality and Conservation Program	12,438
0	Sustainability and Environmental Education Program	0
0	Regional Urban Canopy Program	0
<b>44,441</b>	<b>Environmental Sub Total</b>	<b>44,631</b>
<b>63,029</b>	<b>Total Funding Required</b>	<b>63,777</b>

*Figures exclude GST*

### 3.2 City of Bayswater

<b>Contribution 2015/16</b>	<b>Project Summary</b>	<b>Budget 2016/17</b>
<b>\$</b>	<b>Regional Development</b>	<b>\$</b>
11,194	Regional Integrated Transport Projects	11,530
14,200	Regional Economic Development	14,626
10,255	Regional Events Program	10,563
<b>35,649</b>	<b>RD Sub Total</b>	<b>36,719</b>
	<b>Environmental Services</b>	
5,000	Eastern Region Catchment Management Program - Green Army	5,000
15,000	Future Proofing for Climate Change	0
10,000	Understanding and Managing Flood Risk (pending SEMC funding)	10,000
28,418	ACER (including Planet Footprint)	0
14,444	Water Quality and Conservation Program	0
15,450	Sustainability and Environmental Education Program	0
15,000	Regional Urban Canopy Program	0
<b>103,312</b>	<b>Environmental Sub Total</b>	<b>15,000</b>
<b>138,961</b>	<b>Total Funding Required</b>	<b>51,719</b>

*Figures exclude GST*

### 3.3 City of Belmont

<b>Contribution 2015/16</b>	<b>Project Summary</b>	<b>Budget 2016/17</b>
<b>\$</b>	<b>Regional Development</b>	<b>\$</b>
9,461	Regional Integrated Transport Projects	9,745
12,280	Regional Economic Development	12,648
8,703	Regional Events Program	8,964
<b>30,444</b>	<b>RD Sub Total</b>	<b>31,357</b>
	<b>Environmental Services</b>	
0	Eastern Region Catchment Management Program	0
15,000	Future Proofing for Climate Change	15,450
10,000	Understanding and Managing Flood Risk (pending SEMC funding)	10,000
24,563	ACER (including Planet Footprint)	23,033
12,576	Water Quality and Conservation Program	12,954
0	Sustainability and Environmental Education Program	0
0	Regional Urban Canopy Program	0
<b>62,139</b>	<b>Environmental Sub Total</b>	<b>61,437</b>
<b>92,583</b>	<b>Total Funding Required</b>	<b>92,794</b>

*Figures exclude GST*



### 3.4 Shire of Kalamunda

<b>Contribution 2015/16</b>	<b>Project Summary</b>	<b>Budget 2016/17</b>
<b>\$</b>	<b>Regional Development</b>	<b>\$</b>
10,111	Regional Integrated Transport Projects	10,414
13,000	Regional Economic Development	13,390
8,704	Regional Events Program	8,964
<b>31,815</b>	<b>RD Sub Total</b>	<b>32,768</b>
	<b>Environmental Services</b>	
33,330	Eastern Region Catchment Management Program	34,330
0	Future Proofing for Climate Change	0
0	ACER	0
0	Water Quality and Conservation Program	0
0	Sustainability and Environmental Education Program	0
0	Regional Urban Canopy Program	0
<b>33,330</b>	<b>Environmental Sub Total</b>	<b>34,330</b>
<b>65,145</b>	<b>Total Funding Required</b>	<b>67,098</b>

*Figures exclude GST*

## 3.5 Shire of Mundaring

Budget 2015/16	Project Summary	Budget 2016/17
\$	<b>Regional Development</b>	\$
8,811	Regional Integrated Transport Projects	9,075
11,560	Regional Economic Development	11,907
7,989	Regional Events Program	8,228
<b>28,360</b>	<b>RD Sub Total</b>	<b>29,210</b>
	<b>Environmental Services</b>	
33,330	Eastern Region Catchment Management Program	34,330
15,000	Future Proofing for Climate Change	15,450
19,212	ACER	17,522
16,532	Water Quality and Conservation Program	17,027
15,450	Sustainability and Environmental Education Program	15,915
0	Regional Urban Canopy Program	0
<b>99,524</b>	<b>Environmental Sub Total</b>	<b>100,244</b>
<b>127,884</b>	<b>Total Funding Required</b>	<b>129,454</b>

*Figures exclude GST*

## 3.6 City of Swan

Budget 2015/16	Project Summary	Budget 2016/17
\$	<b>Regional Development</b>	\$
19,861	Regional Integrated Transport Projects	20,457
23,800	Regional Economic Development	24,514
0	Regional Events Program	0
<b>43,661</b>	<b>RD Sub Total</b>	<b>44,971</b>
	<b>Environmental Services</b>	
33,330	Eastern Region Catchment Management Program	34,330
0	Future Proofing for Climate Change	0
10,000	Understanding and Managing Flood Risk (pending SEMC funding)	10,000
0	ACER	0
15,131	Water Campaign™	15,585
0	Sustainability and Environmental Education Program	0
0	Regional Urban Canopy Program	0
<b>58,461</b>	<b>Environmental Sub Total</b>	<b>59,915</b>
<b>102,122</b>	<b>Total Funding Required</b>	<b>104,886</b>

*Figures exclude GST*



## 12.2 REGIONAL SERVICES FUNDING MODEL PAPER

**REFERENCE: D2015/17847 (CEOAC) – D2015/19327**

### PURPOSE OF REPORT

The purpose of this report is to revisit the existing Regional Services funding model and to explore options for future alternative funding models from the end of 2016/2017 onwards.

### KEY ISSUE(S) AND RECOMMENDATION(S)

- Previous key decisions and resolutions made in relation to the EMRC funding model for Regional Services include the following:
  - 1998 – East Metropolitan Local Authorities Group (EMLAG) was amalgamated with the EMRC.
  - 29 April 1999 - Council considered a basic model for funding delivery of Regional Development activities.
  - 27 April 2000 – Council reviewed the member Council/EMRC funding mix for Regional Development projects to reflect one-third being shared equally, one-third shared according to rate revenue and, one-third shared according to population.
  - 2 December 2004 – Council resolved to establish a Regional Development threshold of \$50,000 above which member Council contributions would be considered and to reaffirm the resolution from the 27 April 2000 meeting based on the 'one-third's' model.
  - 8 December 2005 – Council resolved that the EMRC fund Regional Development projects up to the value of \$50,000 subject to agreement on funding priorities and budgets.
  - 13 December 2007 – Council resolved to accept the funding framework for Regional Services and that it be used to assist with funding arrangements for new projects in the Strategic Plan workshop planned for 8 March 2008.
  - 8 March 2008 – Strategic Plan workshop – The Funding Model and Framework was discussed and it was generally agreed that it would form the basis for assessment of proposals relating to projects and services.
- Following the strategic planning workshop of 10 September 2015 the CEOAC suggested a review be undertaken of the current Regional Services funding model and delivery to ensure it is flexible and relevant to meet the diverse needs of member Councils and the EMRC.

### RECOMMENDATION(S)

That Council supports the Regional Services Funding Model Paper for the purpose of initiating discussion and gaining a consensus on the most appropriate funding model for member Councils and the EMRC to become effective from 1 July 2017.

### SOURCE OF REPORT

Acting Director Regional Services  
 Manager Environmental Services



*Item 12.2 continued*

## **BACKGROUND**

The East Metropolitan Local Authorities Group (EMLAG) was established in 1991 to deliver regional initiatives and economic development services. The activities of EMLAG were formally amalgamated with the EMRC under the terms of the Establishment Agreement 1998 (the Agreement).

The “regional purposes” for which the EMRC was established was to undertake the activities defined as “continuing projects and services”. Environmental services and regional, economic and community development activities were identified as “continuing projects and services” under Schedule 1 of the Establishment Agreement.

Clause 8.1(1) of the Agreement provides for funds for strategic planning, research and development, governance and administrative functions of the EMRC relating to any activity of the EMRC with a “regional purpose” to be met from the revenue derived from the operations of the Red Hill Waste Facility. Such funds should be clearly identified in the annual EMRC budget.

At the 29 April 1999 meeting, Council considered a basic funding mechanism for regional development activities (Ref: DMDOC/104165):

- Option 1: Total Funding by Member Councils
- Option 2: Total Funding by EMRC
- Option 3: Member Council/ EMRC Mix of Funds
- Option 4: Levy on Landfill Tonnage Rate

*“THAT AS PREVIOUSLY AGREED, 100% OF THE REGIONAL DEVELOPMENT ADMINISTRATION COSTS BE FUNDED OUT OF EMRC FUNDS.*

*THAT OPTION 3 - MEMBER COUNCIL/EMRC MIX FUNDS, BE ENDORSED.”*

At the 27 April 2000 meeting, Council reviewed the member Council/EMRC funding mix for Regional Development projects and resolved that where a funding mix was to be adopted that (Ref: DMDOC/9984):

*“THE EXISTING FORMULA BE REPLACED WITH VERSION 3, THAT IS, ONE THIRD OF THE REQUIRED AMOUNT BE SHARED EQUALLY BETWEEN THE SIX (6) MEMBER COUNCILS, THE SECOND THIRD BE SHARED PROPORTIONATELY ACCORDING TO RATE REVENUE AND THE FINAL THIRD BE SHARED PROPORTIONATELY ACCORDING TO POPULATION”.*

In order to improve the project development and funding process, Council at its 2 December 2004 meeting resolved to:

*“1. ESTABLISH A REGIONAL DEVELOPMENT STRATEGY (PROJECT) THRESHOLD OF \$50,000 ABOVE WHICH MEMBER COUNCIL CONTRIBUTIONS WOULD BE CONSIDERED FOR THOSE STRATEGIES THAT BENEFIT THE REGION AND IT IS CONSIDERED THAT MEMBER COUNCIL OWNERSHIP AND COMMITMENT IS REQUIRED.*

*2. THAT THE FOLLOWING RESOLUTION FROM 27 APRIL 2000 MEETING OF COUNCIL CEOAC REPORT ITEM 5 BE REAFFIRMED:-*

*“THAT THE EXISTING FORMULA BE REPLACED WITH VERSION 3, THAT IS, ONE THIRD OF THE REQUIRED AMOUNT BE SHARED EQUALLY BETWEEN THE SIX (6) MEMBER COUNCILS, THE SECOND THIRD BE SHARED PROPORTIONATELY ACCORDING TO RATE REVENUE AND THE FINAL THIRD BE SHARED PROPORTIONATELY ACCORDING TO POPULATION.*

*NOTE: VERSION 3 MEMBER COUNCIL/EMRC MIX OF FUNDS”. (Ref: DMDOC/105667)*



*Item 12.2 continued*

At its meeting of 8 December 2005, Council further considered funding for Regional Development projects for the 2006/2007 financial year and resolved that (Ref: DMDOC/48566):

*“THE EMRC FUNDS REGIONAL DEVELOPMENT PROJECTS UP TO THE VALUE OF \$50,000 SUBJECT TO AGREEMENT BY EMRC AND MEMBER COUNCILS ON FUNDING PRIORITIES AND BUDGETS.”*

In 2005, the previously separate EMRC service units of Environmental Services, Regional Services and Risk Management Services were combined as sub-units within a single overarching Directorate; Regional Services. The creation of the Regional Services Directorate provided an opportunity to review the activities and assess the level of funding provided by the EMRC and member Councils to support activities and projects delivered by the directorate.

Environmental Services underwent a steady period of growth and in 2007 employed a Manager and sixteen officers undertaking a range of activities related to consulting, natural resource management and energy use.

At its meeting of 13 December 2007, Council resolved as follows (Ref: Committees-7038):

*“THAT:*

1. *COUNCIL ACCEPT THE PROPOSED FUNDING FRAMEWORK FOR REGIONAL SERVICES PROJECT AND SERVICE DELIVERY.*
2. *THE PROPOSED FUNDING FRAMEWORK FOR REGIONAL SERVICES BE USED TO ASSIST WITH FUNDING ARRANGEMENTS FOR ANY NEW PROJECTS IN THE STRATEGIC PLAN WORKSHOP PLANNED ON 8 MARCH 2008.”*

The 2007 funding model and framework identified a mix of four overarching funding categories, with a total of seven sub-categories.

**Cost recovery-based projects and services**

Fee for service consultancies;  
 Member Council contribution-based projects; and  
 Multi-funding parties or externally funded partnership projects.

**Partial cost recovery projects**

Mix of EMRC and member Council funded projects and services.

**EMRC funded projects and services**

EMRC funded services and regional projects; and  
 Regional lobbying and advisory services.

**EMRC Support and Administration**

Regional Services governance and administration.

The funding model and framework was developed to enable the EMRC to better plan and align income and expenditure for projects and services, control administration costs and determine funding levels that could be sustained within the context of the organisation's five-year financial projections.

Risk Management Services ceased its external operations on 30 June 2010 and the role was absorbed into Corporate Services, leaving the Regional Services Directorate to manage two Business Units; Environmental Services and Regional Development.



*Item 12.2 continued*

The Council report for the meeting of 13 December 2007 (Ref: Committees-7038), also highlighted that in addition to the member Councils agreed annual contributions based on the one-third; one-third; one-third formula an annual 5% CPI adjustment should apply. This formula was endorsed by the EMRC Council in December 2007. (It should be noted that for delivery in 2015/2016 the CPI increase was factored back to 3% for regional events and environmental services with no increase applied to economic development or transport programs. This decision was based on the premise that local government reform would produce some economies of scale).

## REPORT

The current funding arrangement for Regional Services Staff is shown in the table below and is based on Full Time Equivalents (FTEs).

Regional Services Directorate		Funded by EMRC	Funded from other source
1	Director (vacant)	EMRC	
<b>Regional Development Business Unit</b>			
1	Manager (currently A/Director)	EMRC	
3	Project Officers	EMRC	
0.5	Administration Officer	EMRC	
<b>Environmental Services Business Unit</b>			
1	Manager	EMRC	
1	Project Officer	EMRC	
1	Administration Officer	EMRC	
1	Coordinator (NRM Program)		DPaW (former SRT)
1	Coordinator (Sustainability Program)		Combination of member Council and non-member council contributions; EMRC, consulting fees and external grant funding
5.5	Project Officers		Combination of member Council and non-member council contributions; EMRC, consulting fees and external grant funding
<b>TOTAL:</b> 8.5 – FTEs funded by EMRC; 1 FTE funded by DPaW; and 6.5 Total FTEs funded by combination of MCs consulting fees, grant funding etc			
Regional Services overall staff total = 16 FTEs			

### Strategies and activities delivered by the Regional Development business unit include:

- Promote and encourage sustainable economic development in the Region;
- Facilitate key regional events and manage the perthtourism.com.au website;
- Apply for grant funding of a regional nature;
- Facilitate integrated transport planning initiatives to provide an efficient, safe and integrated regional transport network;
- Integrate active transport information and behavioural approaches into broader transport, land use planning and community development policies;
- Undertake research activities and develop partnerships relevant to the region; and
- Advocate for regional issues and opportunities to maximise the benefits for member Councils and communities.



*Item 12.2 continued*

Regional Development delivery includes member Council's annual contributions based on the one-third; one-third; one-third; funding model that has been in existence since 2000. Member Council contributions fund the external project delivery costs (not staffing costs) with some external costs for regional events and other activities also supported by grant funding and sponsorship.

**Strategies and activities delivered by Environmental Services business unit include:**

- Eastern Region Catchment Management Program (including Green Army, Bush Skills for Hills and Bush Skills 4 Youth);
- Future Proofing for Climate Change Program;
- Achieving Carbon Emissions Reduction (ACER) Program;
- Water Quality and Conservation Program and Water Campaign™ including the Cooperative Research Centre for Water Sensitive Cities and Water Auditing;
- Community Energy Efficiency Program (recently completed);
- Sustainability and Environmental Education Program;
- Swan Helena Rivers Management Framework;
- Regional Urban Canopy Program;
- Regional environmental consultancy services; and
- Regional environmental advice and advocacy.

The funding model for Environmental Services differs from the Regional Development model in that only a portion of staff are funded by the EMRC with the remainder of staff being funded by an external party e.g. Department of Parks and Wildlife, through grant funding, member Councils and/or via consultancy costs to non-member Councils.

The funding model and framework was last formally reviewed in 2007 and member Councils' needs may have changed since then, as was suggested in the recent review of the Regional Services Strategies in consultation with Councillors, CEOs and relevant staff. It is therefore timely to review the current Regional Services program delivery and funding model to ensure it is flexible and relevant to meet the diverse needs of member Councils and the EMRC.

Key drivers for developing a common funding model and framework for Regional Services include the need to develop an agreed model to enable more effective longer term planning, resourcing development and implementation of services/activities/projects in line with EMRC and member Council expectations. Direction and certainty should include a review of apportioning the funding of EMRC staffing costs and direct cost allocations for all programs delivered within the Regional Services Directorate. The current ad hoc withdrawing of programs by member Councils is creating uncertainty for Environmental Services staff that are employed on contracts, subject to funding.

Funding options for the Regional Services directorate have been prepared for consideration by member Councils. It is proposed that the options be used for initiating discussion and gaining consensus between member Councils and the EMRC. The funding options are attached.





*Item 12.2 continued*

## **STRATEGIC/POLICY IMPLICATIONS**

### Key Result Area 1 – Environmental Sustainability

- 1.5 To contribute towards improved regional air, water and land quality and regional biodiversity conservation
- 1.6 To address climate change issues within the region

### Key Result Area 2 – Social Opportunities

- 2.1 To facilitate regional cultural and recreational activities

### Key Result Area 3 – Economic Development

- 3.1 To facilitate increased investment in regional infrastructure
- 3.2 To facilitate regional economic development activities

### Key Result Area 4 – Good Governance

- 4.1 To provide advice and advocacy on issues affecting Perth's Eastern Region


## **FINANCIAL IMPLICATIONS**

The funding to facilitate Regional Services projects and services is developed and agreed with member Councils as part of the annual budget process and included in the annual EMRC operating budget. The funding of projects and services is also included in the annual Regional Services Project Funding Summary which is presented to Councils.

## **SUSTAINABILITY IMPLICATIONS**

The Regional Services Directorate operates to pursue environmental, economic and social outcomes for Perth's Eastern Region. In pursuit of these objectives, environmental considerations are also integrated wherever possible in all activities undertaken by the Directorate.

## **MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean City of Bayswater City of Belmont Shire of Kalamunda Shire of Mundaring City of Swan	 <p>Financial implications will apply to participating member Councils however the future level of financial commitment is yet to be determined.</p>

## **ATTACHMENT(S)**

Regional Services Funding Model Options (Ref: D2015/19328)



*Item 12.2 continued*

### VOTING REQUIREMENT

Simple Majority

### **RECOMMENDATION(S)**

That Council supports the Regional Services Funding Model Paper for the purpose of initiating discussion and gaining a consensus on the most appropriate funding model for member Councils and the EMRC to become effective from 1 July 2017.

The Acting CEO provided a brief overview of the report.

Mr Cole noted the report is to initiate discussion and the methodology will be part of that discussion.

It was suggested that it might be beneficial to have a workshop attended by the CEOs and their key staff members to discuss this.

Mr Jarvis left the room at 1:16pm.

### **CEOAC RECOMMENDATION(S)**

MOVED MR FOLEY

SECONDED MR THROSSELL

That Council supports the Regional Services Funding Model Paper for the purpose of initiating discussion and gaining a consensus on the most appropriate funding model for member Councils and the EMRC to become effective from 1 July 2017.

**CARRIED UNANIMOUSLY**

### **COUNCIL RESOLUTION(S)**

MOVED CR MCDONNELL

SECONDED CR KENYON

THAT COUNCIL SUPPORTS THE REGIONAL SERVICES FUNDING MODEL PAPER FOR THE PURPOSE OF INITIATING DISCUSSION AND GAINING A CONSENSUS ON THE MOST APPROPRIATE FUNDING MODEL FOR MEMBER COUNCILS AND THE EMRC TO BECOME EFFECTIVE FROM 1 JULY 2017.

**CARRIED UNANIMOUSLY**

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## ATTACHMENT 1

## REGIONAL SERVICES DIRECTORATE FUNDING OPTIONS

The following funding options are based on the Directorate as a whole with some slight variations referenced as to the current differences in operating and funding of the two business units within Regional Services (Regional Development and Environmental Services).

FUNDING MODEL OPTIONS	DETAIL	POSITIVES	NEGATIVES
<p>1 - Status Quo (business as usual) for the Regional Services Directorate as a whole for 2016/2017 with a view to undertaking an extensive review to become effective as from 1 July 2017</p>	<ul style="list-style-type: none"> <li>• <b>Regional Development (RD)</b> - EMRC to continue to fund the 4.5 RD staff plus the Director role with Member Councils (MCs) to fund external costs</li> <li>• <b>Environmental Services (ES)</b> – EMRC to continue to fund 3 positions within ES, Department Parks and Wildlife (DPaW) to continue to fund 1 FTE and the other 6.5 ES staff to be funded via a mix of MCs, grant funding and consultancy costs. ES direct costs to also be funded by a mix of the above</li> <li>• Continue to seek external grant funding at every opportunity</li> </ul>	<ul style="list-style-type: none"> <li>• Allows staff to continue operating on a business as usual basis for 2016/2017 whilst detailed planning is undertaken and workshopped with the CEOs and MCs to identify a preferred funding model from 1 July 2017 onwards</li> <li>• Will be timely as new strategies are being developed for RD and ES programs and projects in first half of 2016 for a 4-year period 2016-2020 and the preferred funding model could align with the new strategies and actions</li> </ul>	<ul style="list-style-type: none"> <li>• Does not result in any cost savings from an EMRC perspective</li> </ul>
<p>2 - Strategy Based Model</p>	<ul style="list-style-type: none"> <li>• 3 Strategies are being developed for 2016-2020: Economic Development Transport Environment</li> <li>• MCs to commit to all or individual strategies for the life of each Strategy (4 years)</li> <li>• MCs to fund all external costs</li> <li>• MCs to commit to fund a portion of EMRC staff (the exact amount to be determined but could be up to 50%)</li> </ul>	<ul style="list-style-type: none"> <li>• Longer term commitment from MCs with strategies being for the period 2016-2020</li> <li>• Deliver what is agreed by both EMRC and MCs with adoption of the Strategies</li> <li>• Ability to plan for the life of a strategy by MCs committing to this model</li> <li>• Greater flexibility for EMRC staff on the delivery of actions</li> <li>• Could result in a more cost effective outcome overall</li> <li>• Retain the knowledge base of existing staff to supplement member councils, particularly in environmental services</li> </ul>	<ul style="list-style-type: none"> <li>• Difficult to cater for emerging issues as strategies are across multiple years</li> </ul>

ATTACHMENT 1

FUNDING MODEL OPTIONS	DETAIL	POSITIVES	NEGATIVES
<p>3 - Staff Resourcing Model</p>	<ul style="list-style-type: none"> <li>All staffing costs funded by the EMRC with the exception of the 1 ES FTE which is funded by DPaW</li> <li>MCs to fund all external costs that cannot be covered through grant funding and sponsorship</li> <li>Consultancy work will continue to be sought to help offset costs or to implement new programs</li> </ul>	<ul style="list-style-type: none"> <li>MCs pay for material/external costs as opposed to staffing costs</li> <li>Less time spent on seeking funding from MC's and more time spent on delivering outcomes</li> <li>Greater stability for EMRC staff</li> </ul>	<ul style="list-style-type: none"> <li>Increased financial impact on EMRC for Environmental Services</li> </ul>
<p>4 – Lump Sum, Set Allocation Model – no MC contributions required</p>	<ul style="list-style-type: none"> <li>The funding would be by way of a set allocation from the EMRC budget of say \$2.5M per annum (or another amount agreed upon by the MCs during the budget process). The agreed budget would then be allocated and apportioned to deliver the Regional Services programs and projects that align with the strategies and actions</li> </ul>	<ul style="list-style-type: none"> <li>This would alleviate the need for MCs to fund EMRC projects through their own operational budgets</li> <li>This would save time and allow staff to concentrate on project delivery without the need to go back and forth regarding contributions, purchase orders and invoices between the EMRC and MCs</li> <li>This would provide some consistency and certainty for EMRC staff and for programs that go across more than 1 financial year</li> </ul>	<ul style="list-style-type: none"> <li>There would be less EMRC funds available to go into reserves</li> <li>Member Council gate fees may need to rise to cover this funding option</li> </ul>

- \* MCs - member Councils
- \* RD – Regional Development
- \* ES – Environmental Services
- \* RS – Regional Services
- \* DPaW – Department Parks and Wildlife

- \* All models include ongoing consultation with member Councils particularly through the regional advisory groups; Economic Development Officers Group, Regional Environmental Advisory Group, Events, Regional Integrated Transport Strategy Implementation Advisory Group
- \* All models exclude corporate overheads which continue to be funded by the EMRC
- \* All models would continue to seek external funding and sponsorship wherever possible



**12.3 ITEMS CONTAINED IN THE INFORMATION BULLETIN**  
**REFERENCE: D2015/16271 (CEOAC) – D2015/19026**

The following items are included in the Information Bulletin, which accompanies the Agenda.

**1. REGIONAL SERVICES**

- 1.1 REGIONAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2015  
(Ref: D2015/17805)
- 1.2 ENVIRONMENTAL SERVICES ACTIVITY REPORT JULY TO SEPTEMBER 2015  
(Ref: D2015/17142)
- 1.3 COOPERATIVE RESEARCH CENTRE FOR WATER SENSITIVE CITIES CONFERENCE  
(Ref: D2015/16832)
- 1.4 CURTIN UNIVERSITY'S RESEARCH REPORT ON RAPID TRANSIT CORRIDORS IN  
PERTH'S EASTERN REGION (Ref: D2015/17802)
- 1.5 REGIONAL ROAD SAFETY PLAN 2015-2018 (Ref: D2015/17809)

**RECOMMENDATION**

That the Chief Executive Officers Advisory Committee notes the items contained in the Information Bulletin.

**CEOAC RESOLUTION**

MOVED MR FOLEY

SECONDED MR THROSSELL

THAT THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED  
IN THE INFORMATION BULLETIN.

**CARRIED UNANIMOUSLY**

Mr Jarvis re-entered the meeting at 1:18pm.

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### 13 REPORTS OF DELEGATES

Nil

### 14 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING

Nil

### 15 GENERAL BUSINESS

#### 15.1 EVENTS IN THE REGION

19 March 2016	EMRC	Biennial Dinner
7 May 2016	City of Swan	Mayoral Dinner

#### 15.2 OTHER GENERAL BUSINESS

Mr Foley noted that various reports had been released and picked up by the media in relation to rate capping. Mr Cole noted the issue of rate capping was a matter which may also impact the EMRC.

### 16 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

### 17 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be held on **2 February 2016** at the EMRC Administration Office, 1<sup>st</sup> Floor, 226 Great Eastern Highway, Belmont WA 6104 commencing at 12:30pm with lunch at 12noon.

#### Future Meetings 2016

##### Chief Executive Officers' Advisory Committee (CEOAC) meetings commencing at 12 noon:

Tuesday	2	February	at	EMRC Administration Office
Tuesday	8	March* (informal)	at	Shire of Kalamunda
Tuesday	5	April	at	EMRC Administration Office
Tuesday	3	May (informal)	at	City of Belmont
Tuesday	7	June*	at	EMRC Administration Office
Tuesday	5	July (informal)	at	Shire of Mundaring
Tuesday	2	August	at	EMRC Administration Office
Tuesday	6	September (informal)	at	City of Bayswater
Tuesday	4	October (if required)	at	EMRC Administration Office
Tuesday	15	November	at	EMRC Administration Office

\* Please note the Monday prior to the March and June meetings is a Public Holiday

Mrs Lefante advised the CEOAC that she would be an apology for the 2 February 2016 meeting.

### 18 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 1:35pm.



**15.3 TECHNICAL ADVISORY COMMITTEE MEETING HELD 19 NOVEMBER 2015  
(REFER TO MINUTES OF COMMITTEE – YELLOW PAGES)  
REFERENCE: D2015/17888 (TAC) – D2015/19316**

The minutes of the Technical Advisory Committee meeting held on **19 November 2015** accompany and form part of this agenda – (refer to yellow section of 'Minutes of Committees' for Council accompanying this Agenda).

**QUESTIONS**

The Chairman invited general questions from members on the minutes of the Technical Advisory Committee.

**RECOMMENDATION(S)**

That with the exception of items ....., which are to be withdrawn and dealt with separately, Council adopts the recommendations in the Technical Advisory Committee report (Section 15.3).

**COUNCIL RESOLUTION(S)**

MOVED CR SUTHERLAND                      SECONDED CR PERKS

THAT COUNCIL ADOPTS THE RECOMMENDATIONS IN THE TECHNICAL ADVISORY COMMITTEE REPORTS (SECTION 15.3).

**CARRIED UNANIMOUSLY**

## TECHNICAL ADVISORY COMMITTEE

### MINUTES

19 November 2015

(REF: D2015/17888 (TAC) - D2015/19316)

A meeting of the Technical Advisory Committee was held at the Red Hill Waste Management Facility Meeting Room, 1094 Toodyay Road, RED HILL WA 6056 on **Thursday, 19 November 2015**. The meeting commenced at **1:00pm**.

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## 1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Acting Chief Executive Officer opened the meeting at 1:00pm.

## 2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

### Committee Members

Mr Simon Stewert-Dawkins	Director Operational Services	Town of Bassendean
Mr Doug Pearson	Director Technical Services	City of Bayswater
Mr Ric Lutey	Director Technical Services	City of Belmont
Mr Dennis Blair	Director Infrastructure Services	Shire of Kalamunda
Mr Shane Purdy	Director Infrastructure Services	Shire of Mundaring
Mr Colin Pumphrey (Deputising for Mr Coten)	Manager Fleet and Waste Services	City of Swan
Mr Hua Jer Liew	Acting Chief Executive Officer	EMRC

### Apologies

Mr Jim Coten	Executive Manager Operations	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

### EMRC Officers

Mr Stephen Fitzpatrick	Director Waste Services
Mr Dave Beresford	Manager Resource Recovery
Mrs Sabrina Sweeney	Project Engineer (Resource Recovery)
Mr Kevin Porter	Manager Administration and Compliance
Ms Giulia Bono	Administration Officer (Minutes)

### Observer(s)

Mr Ken Cardy	Manager Asset Services	Town of Bassendean
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## 3 DISCLOSURE OF INTERESTS

### 3.1 MR DOUG PEARSON – DISCLOSURE OF INTERESTS AFFECTING IMPARTIALITY:

Item:	12.2
Subject:	City of Bayswater Greenwaste Processing – Contract Extension
Nature of Interest:	Disclosure of Interests Affecting Impartiality, EMRC Code of Conduct 2.3 Subject matter of the Report directly applies to City of Bayswater which employs Mr Pearson.

## 4 ANNOUNCEMENTS BY THE CHAIRMAN OR PRESIDING MEMBER WITHOUT DISCUSSION

Nil



## 5 ELECTION OF TECHNICAL ADVISORY COMMITTEE CHAIRMAN AND DEPUTY CHAIRMAN

### 5.1 ELECTION OF THE CHAIRMAN OF THE TECHNICAL ADVISORY COMMITTEE

REFERENCE: D2015/17835 (TAC) – D2015/19355

#### PURPOSE OF REPORT

To provide for an election to be conducted for the office of Chairman of the Technical Advisory Committee (TAC).

#### KEY ISSUES AND RECOMMENDATION(S)

- It is a statutory requirement that the Committee elect a Chairman at the first meeting of the Technical Advisory Committee (TAC) after an ordinary Council elections day.

#### Recommendation(s)

That the members of the Technical Advisory Committee elect a Chairman by secret ballot.

#### SOURCE OF REPORT

Manager Administration and Compliance

#### BACKGROUND

At the Special Meeting of Council held on Thursday 5 November 2015 the EMRC Chairman and Deputy Chairman were elected and members of the EMRC Committees were appointed.

#### TAC MEMBERS 2015-2017

The following members were appointed to the TAC at the Special Meeting of Council held on 5 November 2015:

Director Operational Services	(Mr Simon Stewart-Dawkins)	Town of Bassendean
Director Technical Services	(Mr Doug Pearson)	City of Bayswater
Director Technical Services	(Mr Ric Lutey)	City of Belmont
Director Infrastructure Services	(Mr Dennis Blair)	Shire of Kalamunda
Director Infrastructure Services	(Mr Shane Purdy)	Shire of Mundaring
Executive Manager Operations	(Mr Jim Coten)	City of Swan
Chief Executive Officer	(Mr Peter Schneider)	EMRC

In accordance with section 5.12(1) of the *Local Government Act 1995* (the Act), the members of a committee are to elect a presiding member from amongst themselves in accordance with Schedule 2.3, Division 1.



*Item 5.1 continued*

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chief Executive Officer (CEO) and the nominations for the Office are to be given to the CEO in writing before the meeting or during the meeting before the close of nominations. Furthermore, if a member is nominated by another member, the CEO is not to accept the nomination unless the nominee has advised the CEO, orally or in writing, that he or she is willing to be nominated for the Office. Members are to vote on the matter by secret ballot.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.

## REPORT

The CEO will preside at the meeting until the Office of Chairman of the TAC is filled.

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Chairman of the TAC.

1. A blank nomination form for the Office of Chairman of the TAC, nominate oneself
2. A blank nomination form for the Office of Chairman of the TAC, nominate another
3. A blank ballot paper for Election of Chairman of the TAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the CEO before the meeting or when the CEO calls for them when dealing with this item at the meeting.

## STRATEGIC/POLICY IMPLICATIONS

Council Policy 2.1 Committees of Council provides for the establishment of the Technical Advisory Committee.

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC

## FINANCIAL IMPLICATIONS

Nil

## SUSTAINABILITY IMPLICATIONS

Nil

## MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	



*Item 5.1 continued*

**ATTACHMENT(S)**

1. A blank nomination form for the Office of Chairman of the TAC, nominate oneself (Ref: D2015/19361)
2. A blank nomination form for the Office of Chairman of the TAC, nominate another (Ref: D2015/19361)
3. Ballot Paper – Election of TAC Chairman (Ref: D2015/19357)

**VOTING REQUIREMENT**

Secret Ballot

**RECOMMENDATION(S)**

That the members of the Technical Advisory Committee elect a Chairman by secret ballot.

The Acting Chief Executive Officer called for nominations for the Office of Chairman of the Technical Advisory Committee. Mr Doug Pearson nominated himself.

No further nominations were received and the Acting CEO closed nominations.

**ANNOUNCEMENT: OF THE OFFICE OF CHAIRMAN**

The Acting CEO declared, unopposed, Mr Doug Pearson as Chairman of the Technical Advisory Committee for the term commencing 19 November 2015 until 2017.

The Acting CEO congratulated Mr Pearson and vacated the Chair at 1:06pm.

At 1:06pm, Mr Pearson took the Chair.

Mr Pearson thanked Mr Simon Stewert-Dawkins for his contribution as Chairman of the TAC over the past two years.



## **Nomination for Chairman Technical Advisory Committee**

To the Chief Executive Officer

I hereby nominate myself, \_\_\_\_\_ for the position of Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.12(1) of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



## **Nomination for Chairman Technical Advisory Committee**

To the Chief Executive Officer

I hereby nominate \_\_\_\_\_ for the position of Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee for the term of Office commencing on the date of the election and continuing until the next ordinary elections days and/or other circumstances occur in accordance with section 5.12(1) of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*I \_\_\_\_\_ hereby certify that I accept the above nomination to the position of Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*This certificate is to be completed when a Representative is nominated by another Representative.



**Eastern Metropolitan Regional Council  
TAC Thursday 19 November 2015**

**BALLOT PAPER FOR THE  
ELECTION OF THE TAC CHAIRMAN**

***HOW TO VOTE***

**Place a tick  in the box next to the candidate you want to elect.**

**Do not make any other marks on the ballot paper.**

**Lastname, Firstname**

**Lastname, Firstname**

**Lastname, Firstname**



## 5.2 ELECTION OF THE DEPUTY CHAIRMAN OF THE TECHNICAL ADVISORY COMMITTEE

REFERENCE: D2015/17838 (TAC) – D2015/19356

### PURPOSE OF REPORT

To provide for an election to be conducted for the office of Deputy Chairman of the Technical Advisory Committee (TAC).

### KEY ISSUES AND RECOMMENDATION(S)

- In accordance with section 5.12(2) of the *Local Government Act 1995*, the members of a committee may elect a deputy presiding member from amongst themselves.

#### Recommendation(s)

That the members of the Technical Advisory Committee elect a Deputy Chairman by secret ballot.

### SOURCE OF REPORT

Manager Administration and Compliance

### BACKGROUND

At the Special Meeting of Council held on Thursday 5 November 2015 the EMRC Chairman and Deputy Chairman were elected and members of the EMRC Committees were appointed.

### TAC MEMBERS 2015-2017

The following members were appointed to the TAC at the Special Meeting of Council held on 5 November 2015:

Director Operational Services	(Mr Simon Stewert-Dawkins)	Town of Bassendean
Director Technical Services	(Mr Doug Pearson)	City of Bayswater
Director Technical Services	(Mr Ric Lutey)	City of Belmont
Director Infrastructure Services	(Mr Dennis Blair)	Shire of Kalamunda
Director Infrastructure Services	(Mr Shane Purdy)	Shire of Mundaring
Executive Manager Operations	(Mr Jim Coten)	City of Swan
Chief Executive Officer	(Mr Peter Schneider)	EMRC

In accordance with section 5.12(2) of the *Local Government Act 1995* (the Act), the members of a committee may elect a deputy presiding member from amongst themselves.

It is a requirement of Schedule 2.3 of the Act that the election is conducted by the Chairman and the nominations for the Office are to be given to the CEO in writing before the meeting or the Chairman during the meeting before the close of nominations. Furthermore, if a member is nominated by another member, the Chairman is not to accept the nomination unless the nominee has advised the Chairman, orally or in writing, that he or she is willing to be nominated for the Office. Members are to vote on the matter by secret ballot.

The procedure outlined in Schedule 2.3 of the Act will be followed if there is an equality of votes.





*Item 5.2 continued*

## REPORT

The following material accompanies the agenda for this meeting as a means of assisting members of the Committee to nominate themselves or another member for the Office of Deputy Chairman of the TAC.

1. A blank nomination form for the Office of Deputy Chairman of the TAC, nominate oneself
2. A blank nomination form for the Office of Deputy Chairman of the TAC, nominate another
3. A blank ballot paper for Election of Deputy Chairman of the TAC

Ballot papers will be made available prior to voting.

The completed nomination forms are to be given to the CEO before the meeting or when called for by the Chairman when dealing with this item at the meeting.

## STRATEGIC/POLICY IMPLICATIONS

Council Policy 2.1 Committees of Council provides for the establishment of the Technical Advisory Committee.

Key Result Area 4 – Good Governance

- 4.3 To provide responsible and accountable governance and management of the EMRC

## FINANCIAL IMPLICATIONS

Nil

## SUSTAINABILITY IMPLICATIONS

Nil

## MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	} Nil
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

## ATTACHMENT(S)

1. A blank nomination form for the Office of Deputy Chairman of the TAC, nominate oneself (Ref: D2015/19363)
2. A blank nomination form for the Office of Deputy Chairman of the TAC, nominate another (Ref: D2015/19363)
3. Ballot Paper – Election of TAC Deputy Chairman (Ref: D2015/19359)



*Item 5.2 continued*

#### VOTING REQUIREMENT

Secret Ballot

#### **RECOMMENDATION(S)**

That the members of the Technical Advisory Committee elect a Deputy Chairman by secret ballot.

The Chairman called for nominations for the Office of Deputy Chairman of the Technical Advisory Committee. Mr Ric Lutey nominated himself.

No further nominations were received.

#### **ANNOUNCEMENT: OF THE OFFICE OF DEPUTY CHAIRMAN**

The Chairman declared, unopposed, Mr Ric Lutey as Deputy Chairman of the Technical Advisory Committee for the term commencing 19 November 2015 until 2017.

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## **Nomination for Deputy Chairman Technical Advisory Committee**

To the Chief Executive Officer

I hereby nominate myself, \_\_\_\_\_ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.12(1) of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_



## **Nomination for Deputy Chairman Technical Advisory Committee**

To the Chief Executive Officer

I hereby nominate \_\_\_\_\_ for the position of Deputy Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee for the term of Office commencing on the date of the election until the next ordinary elections days and/or other circumstances occur in accordance with section 5.12(1) of the Local Government Act 1995.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*I \_\_\_\_\_ hereby certify that I accept the above nomination to the position of Deputy Chairman of the Eastern Metropolitan Regional Council Technical Advisory Committee.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

\*This certificate is to be completed when a Representative is nominated by another Representative.



**Eastern Metropolitan Regional Council  
TAC Thursday 19 November 2015**

**BALLOT PAPER FOR THE  
ELECTION OF THE TAC DEPUTY CHAIRMAN**

***HOW TO VOTE***

**Place a tick  in the box next to the candidate you want  
to elect.**

**Do not make any other marks on the ballot paper.**

**Lastname, Firstname**

**Lastname, Firstname**

**Lastname, Firstname**



**6 PETITIONS, DEPUTATIONS AND PRESENTATIONS**

Nil

**7 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**7.1 MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING HELD ON 6 AUGUST 2015**

That the Minutes of the Technical Advisory Committee meeting held on 6 August 2015, which have been distributed, be confirmed.

**TAC RESOLUTION(S)**

MOVED MR LUTEY

SECONDED MR STEWERT-DAWKINS

THAT THE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING HELD ON 6 AUGUST 2015 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

**CARRIED UNANIMOUSLY**

**8 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

**9 QUESTIONS BY MEMBERS WITHOUT NOTICE**

Nil

**10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH MEETINGS MAY BE CLOSED TO THE PUBLIC**

Nil

**11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

Nil

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## 12 REPORTS OF EMPLOYEES

### 12.1 TENDER 2015-006 COMMERCIAL AND INDUSTRIAL WASTE SORTING FACILITY

REFERENCE: D2015/17896 (TAC) – D2015/19399

#### PURPOSE OF REPORT

The purpose of this report is to advise Council of the results of Tender 2015-006 for a Commercial and Industrial Waste Sorting Facility with Separable Parts A and B to be located at Hazelmere Resource Recovery Park.

#### KEY ISSUES AND RECOMMENDATION(S)

- The concept plan for the Hazelmere Resource Recovery Park includes a sorting plant for dry Commercial and Industrial waste.
- Grant funding was secured for the project in 2013 under the Waste Authority's Regional Funding Program.
- A tender for the Commercial and Industrial Waste Sorting Facility with Separable Parts A and B was advertised in The West Australian newspaper on 30 September 2015 and online at the EMRC Tenderlink website. Separable Part A is for the construction of a building and the installation of power, lighting and fire detection system whereas Separable Part B is for the design and installation of waste sorting equipment.
- Tenders closed on 30 October 2015 with fourteen (14) submissions received. Of these, one (1) was for both Separable Parts A and B, three (3) for Separable Part A only, nine (9) for Separable Part B only and one (1) non-conforming submission which was non-compliant.

#### Recommendation(s)

That Council:

1. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Portion A to Pindan Pty Ltd for \$1,668,953 (ex. GST).
2. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Part B to OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment for \$1,438,050 (ex. GST).
3. Authorise the CEO to enter into a contract, on behalf of the EMRC, with Pindan Pty Ltd in accordance with their submitted tender for Separable Part A, subject to any minor variations that may be agreed on between the CEO and Pindan Pty Ltd.
4. Authorise the CEO to enter into a contract, on behalf of the EMRC, with OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment Pty Ltd in accordance with their submitted tender for Separable Part B, subject to any minor variations that may be agreed on between the CEO and OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment.
5. Authorise a 10% contingency on the contract sum for Separable Part B for the purchase and installation of an automatic baler should this be required.

#### SOURCE OF REPORT

Director Waste Services



*Item 12.1 continued*

## **BACKGROUND**

The concept plan for the Hazelmere Resource Recovery Park includes a Commercial & Industrial (C&I) Waste Sorting Plant to process dry commercial and industrial (C&I) waste and separate out resources such as timber for recycling at Hazelmere and other recyclables including metals and plastics.

The EMRC in conjunction with the City of Stirling, applied for grant funding under the Waste Authority's Regional Funding Program and were awarded a grant of \$386,799 (ex. GST) from the Waste Authority in November 2013 for waste processing infrastructure and equipment at the Hazelmere Resource Recovery Park. This was previously reported at the 20 March 2014, 19 June 2014 and 4 December 2014 meetings of Council (Ref: D2014/03073, D2014/06917 and D2014/14826 respectively).

The intention is that the C&I plant will process dry bulk waste from the member Council verge collections and dry commercial waste including dry bulk waste from the City of Stirling who are a co-sponsor of the Waste Authority grant.

## **REPORT**

Tender 2015-006 for a Commercial and Industrial Waste Sorting Facility with Separable Parts A and B was advertised in The West Australian newspaper on 30 September 2015 and online at the EMRC Tenderlink website. Part A is for the construction of a building and the installation of power, lighting and fire detection system whereas Part B is for the design and installation of waste sorting equipment.

Tenders closed on 30 October 2015 and fourteen (14) submissions were received. Of these, one (1) was for both Separable Parts, three (3) for Separable Part A only, nine (9) for Separable Part B only and one (1) non-conforming submission which was non-compliant. The submissions were as follows:

### ***Separable Part A and B***

1. West Force Construction

### ***Separable Part A only***

1. Western Australian Shed Commercial Pty Ltd
2. Pindan Pty Ltd
3. BE Projects

### ***Separable Part B only***

1. Wastech Engineering Pty Ltd
2. Skala Australasia Pty Ltd
3. OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment
4. HAAS Recycling Systems
5. Crushing Plant & Equipment Pty Ltd
6. Belting Concepts Pty Ltd T/A WA Belting Solutions
7. Australian Bale Press Co Pty Ltd
8. Advanced Waste Solutions
9. 888 Crushing and Screening Equipment

### ***Non-Conforming, not fully compliant for either part***

1. Chubb Fire & Security Pty Ltd





*Item 12.1 continued*

An evaluation panel of EMRC officers and consultants assessed the submissions on the following criteria:

<b>Assessment Criteria</b>	<b>Weighting</b>
(a) Demonstrated experience in completing similar projects/supplying similar goods.	20%
(b) Tenderer's resources. (The ability to meet product specification & capability to carry out the works)	20%
(c) Project plan & schedule identifying all necessary tasks to complete the works	20%

Price was evaluated using a weighted cost criteria as follows:

<b>Criteria</b>	<b>Weighting</b>
Tendered price inclusive of all plant, equipment, labour and materials etc. required to complete the works	40%

After combining the weighted scores for both the qualitative criteria and price:

- Pindan Pty Ltd represented the highest rated overall assessment for Separable Part A; and
- OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment represented the highest rated overall assessment for Separable Part B.

Based on the panel's evaluation, the submission from Pindan Pty Ltd and OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment demonstrated the most advantageous submissions and are considered to offer the best value for money. The construction period is estimated to be 8 months from contract award.

The business case for the C&I Plant has been reviewed as part of this tender assessment and shows a positive Net Present Value (NPV) over a 5 year analysis, with an estimated payback period of 4 years.

This analysis includes an amount of \$300,000 (ex. GST) for the estimated cost of civil engineering works to prepare the site for the C&I building. This cost is not included in the tender specification and will be procured separately.

There may be a requirement to purchase a baler for the baling of recovered materials such as cardboard for sale. The EMRC has an existing cardboard baler at Hazelmere which will be utilised if possible however if this equipment is not suitable, it is recommended to include a 10% contingency on the contract sum for Part B for the purchase and installation of an automatic baler.



*Item 12.1 continued*

## **STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management
- 1.3 To provide resource recovery and recycling solutions in partnership with member Councils

## **FINANCIAL IMPLICATIONS**

The cost of this proposed development has been budgeted in the approved 2015/2016 budget at \$3,050,000 for the building and \$3,425,000 for the plant and equipment. Civil engineering works to prepare the site would be part of the budget allocation for the C&I building. The cost of purchasing an automatic baler, if required, would be part of the budget allocation for the C&I plant and equipment.

## **SUSTAINABILITY IMPLICATIONS**

The C&I waste sorting facility will provide more sustainable waste management for the region and an additional source of timber for the timber recycling operation.

## **MEMBER COUNCIL IMPLICATIONS**

### **Member Council**

Town of Bassendean  
City of Bayswater  
City of Belmont  
Shire of Kalamunda  
Shire of Mundaring  
City of Swan

### **Implication Details**

The C&I waste facility will provide for disposal of member Council bulk verge waste at Hazelmere from 2016-2017.

## **ATTACHMENT(S)**

Nil

## **VOTING REQUIREMENT**

Simple Majority



*Item 12.1 continued*

## **RECOMMENDATION(S)**

That Council:

1. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Portion A to Pindan Pty Ltd for \$1,668,953 (ex. GST).
2. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Part B to OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment for \$1,438,050 (ex. GST).
3. Authorise the CEO to enter into a contract, on behalf of the EMRC, with Pindan Pty Ltd in accordance with their submitted tender for Separable Part A, subject to any minor variations that may be agreed on between the CEO and Pindan Pty Ltd.
4. Authorise the CEO to enter into a contract, on behalf of the EMRC, with OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment Pty Ltd in accordance with their submitted tender for Separable Part B, subject to any minor variations that may be agreed on between the CEO and OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment.
5. Authorise a 10% contingency on the contract sum for Separable Part B for the purchase and installation of an automatic baler should this be required.

### Discussion ensued

The Director Waste Services provided a brief overview of the report.

The following points were raised and discussed at length:

- The best practice for a Commercial and Industrial Waste Sorting Facility;
- KPI's that will be set for recovery of materials;
- The quantity of recovered product;
- The economics of the project;
- The labour content involved; and
- The basis for selection of the preferred tenderers.



*Item 12.1 continued*

**TAC RECOMMENDATION(S)**

MOVED MR LUTEY

SECONDED MR PURDY

That Council:

1. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Portion A to Pindan Pty Ltd for \$1,668,953 (ex. GST).
2. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Part B to OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment for \$1,438,050 (ex. GST).
3. Authorise the CEO to enter into a contract, on behalf of the EMRC, with Pindan Pty Ltd in accordance with their submitted tender for Separable Part A, subject to any minor variations that may be agreed on between the CEO and Pindan Pty Ltd.
4. Authorise the CEO to enter into a contract, on behalf of the EMRC, with OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment Pty Ltd in accordance with their submitted tender for Separable Part B, subject to any minor variations that may be agreed on between the CEO and OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment.
5. Authorise a 10% contingency on the contract sum for Separable Part B for the purchase and installation of an automatic baler should this be required.

**CARRIED 6/1**

**For Vote: Mr Pearson, Mr Lutey, Mr Blair, Mr Purdy, Mr Pumphrey, Mr Liew.**

**Against Vote: Mr Stewert-Dawkins.**

**POST MEETING NOTE**

Following discussion and questions raised at the TAC meeting, the recommendation report was subsequently reviewed. It is recommended that Separable Portion A be awarded to BE Projects on a best value for money assessment. The TAC members were advised of the results of the review and have supported the following recommendation:



*Item 12.1 continued*

### **REVISED TAC RECOMMENDATION(S)**

That Council:

1. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Portion A to BE Projects for \$1,418,231 (ex. GST).
2. Authorise a 10% contingency on the contract sum for contract variations for Tender 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Part A.
3. Authorise the CEO to enter into a contract, on behalf of the EMRC, with BE Projects in accordance with their submitted tender for Separable Part A, subject to any minor variations that may be agreed on between the CEO and BE Projects.
4. Award tender number 2015-006 Commercial and Industrial Waste Sorting Facility, Separable Part B to OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment for \$1,438,050 (ex. GST).
5. Authorise the CEO to enter into a contract, on behalf of the EMRC, with OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment Pty Ltd in accordance with their submitted tender for Separable Part B, subject to any minor variations that may be agreed on between the CEO and OPS Screening & Crushing Equipment Pty Ltd T/A OPS Environmental Equipment.
6. Authorise a 10% contingency on the contract sum for Separable Part B for the purchase and installation of an automatic baler should this be required.

### **COUNCIL RESOLUTION(S)**

MOVED CR SUTHERLAND

SECONDED CR PERKS

THAT COUNCIL:

1. AWARD TENDER NUMBER 2015-006 COMMERCIAL AND INDUSTRIAL WASTE SORTING FACILITY, SEPARABLE PORTION A TO BE PROJECTS FOR \$1,418,231 (EX. GST).
2. AUTHORISE A 10% CONTINGENCY ON THE CONTRACT SUM FOR CONTRACT VARIATIONS FOR TENDER 2015-006 COMMERCIAL AND INDUSTRIAL WASTE SORTING FACILITY, SEPARABLE PART A.
3. AUTHORISE THE CEO TO ENTER INTO A CONTRACT, ON BEHALF OF THE EMRC, WITH BE PROJECTS IN ACCORDANCE WITH THEIR SUBMITTED TENDER FOR SEPARABLE PART A, SUBJECT TO ANY MINOR VARIATIONS THAT MAY BE AGREED ON BETWEEN THE CEO AND BE PROJECTS.
4. AWARD TENDER NUMBER 2015-006 COMMERCIAL AND INDUSTRIAL WASTE SORTING FACILITY, SEPARABLE PART B TO OPS SCREENING & CRUSHING EQUIPMENT PTY LTD T/A OPS ENVIRONMENTAL EQUIPMENT FOR \$1,438,050 (EX. GST).
5. AUTHORISE THE CEO TO ENTER INTO A CONTRACT, ON BEHALF OF THE EMRC, WITH OPS SCREENING & CRUSHING EQUIPMENT PTY LTD T/A OPS ENVIRONMENTAL EQUIPMENT PTY LTD IN ACCORDANCE WITH THEIR SUBMITTED TENDER FOR SEPARABLE PART B, SUBJECT TO ANY MINOR VARIATIONS THAT MAY BE AGREED ON BETWEEN THE CEO AND OPS SCREENING & CRUSHING EQUIPMENT PTY LTD T/A OPS ENVIRONMENTAL EQUIPMENT.
6. AUTHORISE A 10% CONTINGENCY ON THE CONTRACT SUM FOR SEPARABLE PART B FOR THE PURCHASE AND INSTALLATION OF AN AUTOMATIC BALER SHOULD THIS BE REQUIRED.

**CARRIED UNANIMOUSLY**



## 12.2 CITY OF BAYSWATER GREENWASTE PROCESSING - CONTRACT EXTENSION

REFERENCE: D2015/17897 (TAC) – D2015/19354

### PURPOSE OF REPORT

The purpose of this report is to seek Council approval for a twelve (12) month extension to the existing City of Bayswater greenwaste agreement to 30 June 2017.

### KEY ISSUES AND RECOMMENDATION(S)

- The current agreement between the City of Bayswater and the EMRC is due to expire on 30 June 2016.
- The City of Bayswater have requested a twelve (12) month extension to the agreement to facilitate the alignment of their waste management contracts.
- The EMRC is preparing for possible relocation of the existing greenwaste processing area because of landfill stage planning and the potential impact of new Department of Environment Regulation guidelines for composting and separation distances.

#### Recommendation(s)

That Council approve a twelve (12) month extension of the City of Bayswater and EMRC agreement for the disposal of greenwaste expiring on 30 June 2017.

### SOURCE OF REPORT

Director Waste Services

### BACKGROUND

At the meeting of 21 February 2008 meeting (Ref: DMDOC/73687), Council resolved:

*“THAT:*

1. *THE 5 YEAR AGREEMENT FORMING AN ATTACHMENT TO THIS REPORT, TO RUN FROM 1 JULY 2007 TO 30 JUNE 2012, FOR THE PROCESSING OF THE CITY OF BAYSWATER'S MGB GREEN WASTE BE ENDORSED, SUBJECT TO THE INCLUSION OF A DEFINITION FOR "COMPOST" AND "MULCH" ACCEPTABLE TO BOTH PARTIES.*
2. *IN THE EVENT A RESOURCE RECOVERY PROCESS IS COMMISSIONED WHICH RENDERS THE COMPOSTING PROGRAMME REDUNDANT, THE AGREEMENT BE RE-NEGOTIATED OR CANCELLED.”*

At the meeting of 19 April 2012 (Ref: DMDOC/162175), Council resolved:

*“THAT THE TERM OF THE CITY OF BAYSWATER AND EMRC AGREEMENT FOR THE DISPOSAL OF GREENWASTE BE EXTENDED BY SIX (6) MONTHS TO 31 DECEMBER 2012.”*

At its meeting of 20 June 2013 (Ref: DMDOC/180858), Council resolved:

*“THAT COUNCIL:*

1. *APPROVE THE NEW GREENWASTE AGREEMENT, FORMING THE ATTACHMENT TO THIS REPORT, BETWEEN THE EMRC AND THE CITY OF BAYSWATER.*
2. *AUTHORISE THE CEO TO ENTER INTO THE AGREEMENT, ON BEHALF OF THE EMRC, WITH CITY OF BAYSWATER FOR THE PROCESSING OF MATERIAL FROM BAYSWATER'S MOBILE GARBAGE BIN (MGB) GREENWASTE COLLECTION.”*



*Item 12.2 continued*

The one year extension option in this agreement was exercised in December 2014.

At its meeting of 21 May 2015 (Ref: D2015/06728), Council resolved:

*“THAT COUNCIL APPROVE THE EXTENSION OF THE CITY OF BAYSWATER AND EMRC AGREEMENT FOR THE DISPOSAL OF GREENWASTE BY SIX (6) MONTHS TO 30 JUNE 2016.”*

## **REPORT**

The EMRC has received a request from the City of Bayswater to extend the current Greenwaste Disposal and Processing Agreement, due to expire on 30 June 2016, for a further 12 months to 30 June 2017. The reason for this request is to align all of the City's waste management contracts.

The EMRC has no objection to such an extension of the agreement under the same terms.

The EMRC is currently finalising planning for the next stage of landfill at the Red Hill Waste Management Facility. If the clearing permit for the Farm Stage 3 cell is delayed further than expected, the current greenwaste area may need to be relocated to Lot 12. The EMRC is preparing for this contingency and the possibility that proposed new Department of Environmental Regulations environmental standards for composting and separation distances (Refer Information Bulletin Items 1.2 and 1.3) may have a significant impact on the viability of greenwaste composting operations on site.

## **STRATEGIC/POLICY IMPLICATIONS**

Key Result Area 1 – Environmental Sustainability

- 1.1 To provide sustainable waste disposal operations
- 1.2 To improve regional waste management
- 1.3 To provide resource recovery and recycling solutions in partnership with member Councils

## **FINANCIAL IMPLICATIONS**

The greenwaste operation is undertaken on a full cost recovery basis and is reflected in the 2015/2016 Annual Budget as well as the Corporate Business Plan 2015/2016 to 2019/2020.

## **SUSTAINABILITY IMPLICATIONS**

Composting of greenwaste is a sustainable waste management operation.



*Item 12.2 continued*

## **MEMBER COUNCIL IMPLICATIONS**

<b>Member Council</b>	<b>Implication Details</b>
Town of Bassendean	Nil
City of Bayswater	Allows its greenwaste to be processed under similar terms and conditions.
City of Belmont	} Nil
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

## **ATTACHMENT(S)**

Nil

## **VOTING REQUIREMENT**

Simple Majority

## **RECOMMENDATION(S)**

That Council approve a twelve (12) month extension of the City of Bayswater and EMRC agreement for the disposal of greenwaste expiring on 30 June 2017.

### Discussion ensued

Mr Pearson declared an interest in this item due to the subject matter of the Report directly applies to City of Bayswater which employs him.

## **TAC RECOMMENDATION(S)**

MOVED MR STEWERT-DAWKINS      SECONDED MR PURDY

That Council approve a twelve (12) month extension of the City of Bayswater and EMRC agreement for the disposal of greenwaste expiring on 30 June 2017.

**CARRIED UNANIMOUSLY**

## **COUNCIL RESOLUTION(S)**

MOVED CR SUTHERLAND      SECONDED CR PERKS

THAT COUNCIL APPROVE A TWELVE (12) MONTH EXTENSION OF THE CITY OF BAYSWATER AND EMRC AGREEMENT FOR THE DISPOSAL OF GREENWASTE EXPIRING ON 30 JUNE 2017.

**CARRIED UNANIMOUSLY**





## **12.3 ITEMS CONTAINED IN THE INFORMATION BULLETIN**

**REFERENCE: Ref: D2015/17900 (TAC) – D2015/19026**

The following items are included in the Information Bulletin, which accompanies the Agenda.

### **1. WASTE SERVICES**

- 1.1 COUNCIL TONNAGE COMPARISONS AS AT 31 OCTOBER 2015 (Ref: D2015/17904)
- 1.2 WARR ACT REVIEW (Ref: D2015/17905)
- 1.3 DER REGULATORY REFORMS (Ref: D2015/17906)

### **RECOMMENDATION**

That the Technical Advisory Committee notes the items contained in the Information Bulletin.

#### Discussion ensued

Mr Purdy enquired whether the EMRC was advocating in relation to the Waste Avoidance and Resource Recovery Act 2007 (WARR Act). The Director Waste Services advised that the EMRC had and would continue to advocate through WALGA and MWAC as well as directly to the Minister for Environment for changes such as the consolidation of Regional Local Governments from five to three based on contiguous, geographical clusterings.

### **TAC RESOLUTION(S)**

MOVED MR STEWERT-DAWKINS    SECONDED MR LUTEY

THAT THE TECHNICAL ADVISORY COMMITTEE NOTES THE ITEMS CONTAINED IN THE INFORMATION BULLETIN.

**CARRIED UNANIMOUSLY**

## **13 REPORTS OF DELEGATES**

Nil

## **14 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING**

Nil

## **15 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC**

Nil

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## 16 FUTURE MEETINGS OF THE TECHNICAL ADVISORY COMMITTEE

The next meeting of the Technical Advisory Committee will be held on **Thursday 4 February 2016** at the EMRC Administration Office, 1<sup>st</sup> Floor, Ascot Place, 226 Great Eastern Highway, Belmont WA 6104 commencing at 4:00pm.

### Future Meetings 2016

Thursday	4	February	at	EMRC Administration Office
Thursday	10	March (if required)	at	EMRC Administration Office
Thursday	7	April (if required)	at	EMRC Administration Office
Thursday	5	May (if required)	at	EMRC Administration Office
Thursday	9	June (if required)	at	EMRC Administration Office
Thursday	7	July (if required)	at	EMRC Administration Office
Thursday	4	August (if required)	at	EMRC Administration Office
Thursday	8	September (if required)	at	EMRC Administration Office
Thursday	6	October (if required)	at	EMRC Administration Office
Thursday	17	November (if required)	at	Red Hill Waste Management Facility

## 17 DECLARATION OF CLOSURE OF MEETING

There being no further business, the Chairman declared the meeting closed at 1:43pm.



**16 REPORTS OF DELEGATES**

Nil

**17 MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**18 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE CHAIRMAN OR PRESIDING MEMBER OR BY DECISION OF MEETING**

Nil

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

**19.1 ITEM 17.1 OF THE INVESTMENT COMMITTEE MINUTES - INVESTMENT COMMITTEE LEGAL UPDATE**

**REFERENCE: D2015/16516**

**COUNCIL RESOLUTION(S)**

MOVED CR MCDONNELL                      SECONDED CR SUTHERLAND

THAT:

1. THE REPORT BE NOTED.
2. THE REPORT REMAINS CONFIDENTIAL AND BE CERTIFIED BY THE CHAIRMAN AND CHIEF EXECUTIVE OFFICER.

**CARRIED UNANIMOUSLY**

**20 FUTURE MEETINGS OF COUNCIL**

The next meeting of Council will be held on **Thursday 18 February 2016** at the EMRC Administration Office, 1<sup>st</sup> Floor, Ascot Place, 226 Great Eastern Highway, Belmont WA 6104 commencing at 6:00pm.

**Future Meetings 2016**

Thursday	18 February	at	EMRC Administration Office
Thursday	24 March	at	EMRC Administration Office
Thursday	21 April (if required)	at	EMRC Administration Office
Thursday	19 May (if required)	at	EMRC Administration Office
Thursday	23 June	at	EMRC Administration Office
Thursday	21 July (if required)	at	EMRC Administration Office
Thursday	18 August (if required)	at	EMRC Administration Office
Thursday	22 September	at	EMRC Administration Office
Thursday	20 October (if required)	at	EMRC Administration Office
Thursday	1 December (if required)	at	EMRC Administration Office
January 2017 (recess)			

**21 DECLARATION OF CLOSURE OF MEETING**

There being no further business, the meeting was closed at 6:22pm.