EMRC

MINUTES

CERTIFICATION OF CONFIRMATION OF CHIEF EXECUTIVE ADVISORY COMMITTEE MEETING MINUTES

12 JUNE 2012

I, Ms Francesca Lefante, hereby certify that the following minutes [pages 1 to 38] of the Meeting of the **CHIEF EXECUTIVE OFFICER ADVISORY COMMITTEE** held on 12 June 2012 were confirmed at a meeting of the Committee held on 14 August 2012.

_____
Signature

Ms Francesca Lefante

Person presiding at the Committee Meeting held on 14 August 2012

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

MINUTES

12 June 2012

(REF: COMMITTEES-14096)

A meeting of the Chief Executive Officers Advisory Committee was held at the EMRC Administration Office, 1st Floor, 226 Great Eastern Highway, BELMONT WA 6104 on **Tuesday, 12 June 2012**. The meeting commenced at **12:30pm.**

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1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 12:30pm.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

Committee Members

Ms Francesca Lefante (**Chairman**)	Chief Executive Officer	City of Bayswater
Mr Bob Jarvis (**Deputy Chairman**)	Chief Executive Officer	Town of Bassendean
Mr Stuart Cole	Chief Executive Officer	City of Belmont
Mr James Trail	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 Peter Schneider	Chief Executive Officer	EMRC

EMRC Officers

Mrs Marilynn Horgan	Director Regional Services
Ms Theresa Eckstein	Executive Assistant to Chief Executive Officer (Minutes)

3 DISCLOSURE OF INTERESTS

Nil

4 ANNOUNCEMENT BY THE CHAIRMAN OR PERSON PRESIDING WITHOUT DISCUSSION

Nil

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

5.1 MINUTES OF CEOAC COMMITTEE MEETING HELD ON 10 APRIL 2012

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 10 April 2012, 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 10 APRIL 2012 WHICH HAVE BEEN DISTRIBUTED, BE CONFIRMED.

CARRIED UNANIMOUSLY

6   PRESENTATIONS

Nil

7   ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

8   BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil

EMRC
Ordinary Meeting of Council 21 June 2012 Ref: COMMITTEES-14150
Chief Executive Officers Advisory Committee 12 June 2012 Ref: COMMITTEES-14096

2

9   REPORTS OF OFFICERS

9.1   REGIONAL YOUTH AND EDUCATION DISCUSSION PAPER

         REFERENCE: COMMITTEES-14177

PURPOSE OF REPORT

To provide Council with an update on the release of the Regional Youth and Education Discussion Paper to member Councils for consultation.

KEY ISSUES AND RECOMMENDATION(S)

- The Regional Youth and Education Discussion Paper was prepared to establish the need for and feasibility of developing a Regional Youth and Education Strategy. Input was sought from member Council community development officers; community service providers based in the region and relevant government agencies.

- It is recognised that State Government agencies and community organisations are the principal providers of education and employment services to youth, often with funding from the Federal Government.

- The Discussion Paper identifies that the region already has a wide range of agencies delivering services in the area of youth and education and that member Councils are actively involved in the delivery of a range of youth initiatives in their communities. Member Councils actively support youth development through community capacity building, direct service provision and/or financial and in-kind support to community based providers.

- Feedback from consultation confirmed that member Councils have committed considerable resources to youth services and are actively involved in the delivery of a range of youth initiatives in their communities.

- Member Council feedback did not articulate the need for the development of a Regional Youth and Education Strategy, rather a refocusing of resources within existing EMRC projects and a collaborative approach to strategic regional youth initiatives that will address gaps in service provision and support those delivered by member Councils, the community sector and government.

- It is proposed that the EMRC uses the information in the Regional Youth and Education Discussion Paper and provided from member Council feedback, to prioritise relevant youth projects for the region in partnership with member Councils and key stakeholders. These regional activities will support those underway or proposed by member Councils, the community sector and government.

- It is proposed that the EMRC will facilitate agreed youth projects that complement the direction, projects and initiatives already outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy.

Recommendation(s)

That:

1. Council notes that the development of a Regional Youth and Education Strategy has not been supported by member Councils.

2. Council notes that a workshop will be undertaken to identify and prioritise relevant regional youth projects for incorporation into existing EMRC strategies in partnership with member Councils and key stakeholders.

3. Council approves that agreed youth projects that complement the direction, projects and initiatives outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy be scoped and developed for consideration by the Chief Executive Officers Advisory Committee.

Item 9.1 continued

SOURCE OF REPORT

Director Regional Services

BACKGROUND

At its meeting of 18 February 2010, Council discussed the development of a Regional Youth and Education Strategy to guide the delivery of agreed EMRC activities for the period 2010 to 2015. (Ref: Committees-10423)   It was requested that a scoping document be produced that included an environmental scan of the services already provided by member Councils and other agencies before the consideration of the development of a strategy so that any agreed role would add value across the Region and not duplicate the activities already being delivered by member Councils. It was not intended that regional collaboration would replace member Councils' existing programs and services but rather value-add, address gaps and support member Councils.

The Regional Youth and Education Discussion Paper was provided to Council at its meeting of 16 February 2012 (Ref: Committees-13540). The Paper provided a description of youth related programs and services within the region and identified a potential coordination role for the EMRC. The Paper was developed from desktop research and also interviews with Youth and Community Development Officers from member Councils and formed the basis of consultation with member Councils and relevant key stakeholders.

REPORT

At a meeting of Council held on 16 February, 2012 it was resolved: (Ref: Committees – 13540)

   "*THAT:*

   1. *COUNCIL NOTES THE CONTENT IN THE REGIONAL YOUTH AND EDUCATION DISCUSSION PAPER.*

   2. *COUNCIL APPROVES THE RELEASE OF THE REGIONAL YOUTH AND EDUCATION DISCUSSION PAPER TO MEMBER COUNCILS FOR A SIX WEEK CONSULTATION PERIOD.*"

The purpose of the six week comment period was to focus member Council officers on the findings in the Discussion Paper and to seek confirmation of project themes and the level of support for the further development of proposed project ideas that have been generated for consideration as regional projects. Feedback has been received from all member Councils and is summarised below:

Town of Bassendean
The Town supports the initiatives in the Regional Youth and Education Discussion Paper as being positive contributions to the lives of young people in the region and those working in youth related services. The Town provided specific feedback on youth funding alerts, Regional Youth Advocacy Forum, Regional Youth and Education Advocacy Group, Communicating with Our Youth, regional youth funding submissions, regional graffiti program, Regional Youth Advisory Program and Regional Youth Forum.

City of Bayswater
The City supports youth development through community capacity building, direct service provision and financial support to community based providers. Officers look forward to further discussion in the establishment of a regional youth and education strategy and support facilitated sessions to explore a regional approach.

City of Belmont
The City supports a collaborative approach to enhance services and address trends, issues and gaps in service provision and stated that a Regional Youth Officer coordinating major events, training and strategies will bring the benefits of a more collaborative focus and a larger voice at local, state and federal levels.

Item 9.1 continued

Shire of Kalamunda

The Shire has recently adopted a Youth Services Plan and is recruiting an officer to oversee the youth portfolio. The youth transportation and a regional youth asset plan were projects of particular relevance to the Shire of Kalamunda.

Shire of Mundaring

The Shire feedback sought clarification on the age ranges to be addressed by the Discussion Paper and provided suggestions for editing the document. A meeting with the Shire President suggested that research and trend analysis to provide an evidence based approach to youth services and regional project development and funding could be considered as part of the facilitated workshops.

City of Swan

The City of Swan acknowledged the work done by the EMRC to prepare the discussion paper, and noted that it was useful to see the level of 'service' being provided across the region. The City of Swan supports the general intent of the paper but also notes much of this work is already being undertaken by Swan. The Discussion Paper suggests five possible project areas for consideration:

- Youth Capacity Building and Leadership;

- Regional Collaboration;

- Youth in Environmental Management;

- Creative and Engaged Youth; and

- Supporting Youth.

Of the proposed projects suggested under these project areas, the City of Swan is already successfully delivering or developing programs in most and commits significant resources to enhance youth services and improve outcomes for young people in Swan.

The City of Swan would not support the funding of a specific youth position within the EMRC, rather would suggest a refocusing of existing resources to allow specific youth emphasis in some existing programs, such as environmental management, employment/business development and regional networking.

Therefore the proposal to "facilitate agreed youth projects that complement the direction, projects and initiatives already outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy" is sound.

It was noted by some member Councils that some level of consultation with youth to ascertain whether projects put forward in the Regional Youth and Education Discussion Paper are actually wanted by the client group would be beneficial.

The Way Forward

Feedback received confirmed that member Councils have committed considerable resources to youth services and are actively involved in the delivery of a range of youth initiatives in their communities. Member Council feedback did not articulate the need for the development of a Regional Youth and Education Strategy, rather a refocusing of resources within existing EMRC projects and a collaborative approach to strategic regional youth initiatives that will address gaps in service provision and support those delivered by member Councils, the community sector and government.

It is proposed that to seek confirmation of project themes and gaps in youth service activities, that the EMRC will undertake a stakeholder workshop with member Council officers and key stakeholders, including youth representatives.

Information from the Workshop will establish the level of support for the further development of proposed project ideas for consideration as regional projects that complement the direction, projects and initiatives already outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy.

Item 9.1 continued

The proposed regional coordination approach will be undertaken by the EMRC in accordance with the following revised program:

		Action Required	Timeframe
1.		Map current youth employment, education and related service provision and capacity building activities in the Region. Investigate State and Federal Government frameworks, youth policies and funding programme objectives.	Discussion Paper (Completed)
2.		Consult with member Councils' Officers on current strategic youth priorities, youth development activities, gaps and potential regional focus areas.	Discussion Paper (Completed)
3.		Present Discussion Paper for proposed Regional Youth and Education Strategy (RYES) to CEOAC - February 2012.	Complete
4.		Issue the Discussion Paper to member Councils for a six week comment period: February – April 2012.	Complete
5.		Present a report to CEOAC incorporating member Council feedback.	June 2012
6.		Employ a Regional Youth Coordinator to undertake workshops and facilitate development of identified project plans.	July 2012
7.		Assess and prioritise potential focus areas and projects for regional youth activities (identified by Action 4) through a workshop with member Council officers and key stakeholders.	August 2012
8.		Undertake detailed scoping, costing and investment opportunities of agreed regional projects.	September 2012
9.		Present proposed regional projects to CEOAC.	October 2012
10.		Agreed projects will be integrated into budget proposals under the existing Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy for member Council consideration.	February 2013
11.		Facilitate delivery of agreed regional projects in partnership with member Councils and key stakeholders.	July 2013 - June 2014

Detailed scoping and costing of any agreed regional projects will be undertaken and any proposed regional projects will be presented to the CEOAC for endorsement. Agreed projects will be integrated into budget proposals under the existing Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy for member Council consideration.

Item 9.1 continued

STRATEGIC/POLICY IMPLICATIONS

EMRC Strategic Plan for the Future 2010/11 to 2013/14

Key Result Area 3 – Economic Development

    3.2 To support the development of regional education and training opportunities.

        3.2.1   Investigate the need for a Regional Youth Employment and Education Strategy.

The proposed regional coordination approach will complement the direction, projects and initiatives already outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy.

FINANCIAL IMPLICATIONS

The cost of fixed term part time officer to facilitate the development of regional youth initiatives will be funded within the draft 2012/2013 EMRC budget (72762/00 JH).

Any financial implications for member Councils arising from the proposed Regional Youth and Education projects will be developed and integrated into future budget proposals under the existing Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy for member Council consideration.

SUSTAINABILITY IMPLICATIONS

The development and subsequent implementation of regional youth projects will enhance youth engagement in vocational education and training activities leading to increased employment participation and greater employment self sufficiency for youth in Perth's Eastern region.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	Activities within the Regional Youth and Education projects will align and complement with member Council youth development priorities.
City of Bayswater	
City of Belmont	
Shire of Kalamunda	Any financial implications for member Councils arising from the Regional Youth and Education projects will be developed and integrated into future budget proposals for member Council consideration.
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority

Item 9.1 continued

RECOMMENDATION(S)

That:

1. Council notes that the development of Regional Youth and Education Strategy has not been supported by member Councils.

2. Council notes that a workshop will be undertaken to identify and prioritise relevant regional youth projects for incorporation into existing EMRC strategies in partnership with member Councils and key stakeholders.

3. Council approves that agreed youth projects that complement the direction, projects and initiatives outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy be scoped and developed for consideration by the Chief Executive Officers Advisory Committee.

CEOAC RECOMMENDATION(S)

MOVED MR THROSSELL   SECONDED MR JARVIS

That:

1. Council notes that the development of Regional Youth and Education Strategy has not been supported by member Councils.

2. Council notes that a workshop will be undertaken to identify and prioritise relevant regional youth projects for incorporation into existing EMRC strategies in partnership with member Councils and key stakeholders.

3. Council approves that agreed youth projects that complement the direction, projects and initiatives outlined in the Regional Economic Development Strategy, the Regional Environment Strategy and Regional Advocacy Strategy be scoped and developed for consideration by the Chief Executive Officers Advisory Committee.

CARRIED UNANIMOUSLY

9.2   **REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN 2010-2013 – MINOR REVIEW (APRIL 2012)**

REFERENCE: COMMITTEES-14274

PURPOSE OF REPORT

To provide Council with an overview of the process and outcomes of the Regional Integrated Transport Strategy Action Plan 2010-2013 minor review concluded in April 2012.

KEY ISSUE(S)

- All actions in the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 have been progressed.

- Four actions have been completed in full and one has been partially completed.

- The RITS has been updated to incorporate the name change of Westralia Airports Corporation to Perth Airport Pty Ltd.

- Actions 4.3, 4.7 and 4.9 of the Strategy have been slightly altered to be more detailed and clear in their meaning.

- Several issues and points of interest were raised for consideration for the major review to be conducted in 2013. These points are:

  - The stated timeframes in the Strategy do not adequately fit into State and Federal Government Department budget cycles.

  - The length of the Strategy itself, 2010-2013, may be too short to adequately address the infrastructure goals stated in the Strategy.

  - The Strategy needs to have stronger and more specific aims in regards to public transport infrastructure investment.

  - The Strategy's Key Performance Indicators are incomplete and do not provide an adequate measure of performance. In their current form, some can be used to provide an indicative evaluation of movement towards the completion of actions.

Recommendation(s)

That Council notes the minor review of the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 forming an attachment to this report.

SOURCE OF REPORT

Director Regional Services
Strategic Projects Officer (Planning and Transport)

BACKGROUND

The Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 states that a minor review of the Strategy itself should be undertaken annually. This minor review focused on the updating of actions and a review of progress towards the Strategy's goals. The minor review incorporated a workshop style meeting with the RITS Implementation Advisory Group (IAG), and member Council Planning and TravelSmart Officers.

Item 9.2 continued

REPORT

Details

This minor review included a desktop based study of past RITS IAG minutes and Regional Development resources. It culminated with a presentation of the minor review findings and recommendations at the RITS IAG meeting on the 28 March 2012. Open discussion at the RITS IAG aided the finalisation of the minor review. A final review document was sent out with the RITS IAG minutes for comment, which were incorporated where necessary (see attachment 1).

Issues

All fifty one actions (100%) in the RITS Action Plan 2010-2013 have been addressed in some capacity, and four (7.8%) have been completed in full.

Westralia Airports Corporation has undergone a name change and is now know as Perth Airport Pty Ltd. Actions 1.7, 2.5, 2.6, 2.7 and 5.7 have been updated to reflect this and it is noted that future versions of the RITS will incorporate the change.

Actions 4.3, 4.7 and 4.9 have been updated to better reflect the current infrastructure requirements and advocacy aims. Updates are as follows:

Action	Past	Update
4.3	Advocate to the State Government for Midland to receive the highest priority status under Directions 2031 to ensure an appropriate level of future transport related infrastructure investment for the region (EMRC and Local Governments) [RITS 2007, action 3.1].	Advocate to the State Government for Midland to receive the highest priority status under Directions 2031 to ensure an appropriate level of future road transport related infrastructure investment for the region (EMRC and Local Governments) [RITS 2007, action 3.1].
4.7 (c)	Advocate for planning from Roe Hwy to Mundaring (EMRC and Shire of Mundaring).	(c) Advocate for funding for the identified road safety improvements between Bilgoman Road, Greenmount and Mann Street, Mundaring (EMRC and Shire of Mundaring).
4.9	Advocate for Perth-Adelaide Highway (EMRC and Local Governments) [RITS 2007, action 7.1].	Advocate for a works staging plan and cost estimates funding for Perth- Adelaide Highway between Roe Hwy and Shire of Northam (EMRC and Local Governments) [RITS 2007, action 7.1].

Item 9.2 continued

The Key Performance Indicators (KPIs) were noted as largely ineffective in their purpose of reflecting progress towards achievement of the Strategy's goals. It was decided that where possible, the KPI's would be used as indicative measurements instead. A summary of agreed KPI monitoring methods is provided below.

KPI	Current Monitoring	Future Monitoring
1.1	Level of resources and funding provided by the State Government to build capacity of member Councils in the planning of activity centres.	
	Nil.	Nil – No effective measure exists to monitor this KPI.
2.1	Number of bus routes servicing the Region, frequency time to commute to activity and employment centres and links.	
	Nil.	Relevant Transperth Bus Service updates will be provided at RITS meetings. Possibility of utilising Public Transport Authority SmartRider data to develop reports.
3.1	Number of barriers to walking and cycling connectivity that are corrected.	
	Nil.	The Regional Cycle Network Masterplan: Appendix G; 20 Year Program by Council (see attachment 1) will be used as a reporting method by RITS IAG Council Members, similar to the way the Priority Roads List is used.
3.2	Amount of expenditure on cycle path and footpath maintenance, upgrade and construction of new path.	
	Nil.	Nil – Although possible to measure, this KPI is seen as ineffective in measuring the progress towards the achievement of the Strategy's goals.
4.1	Amount of expenditure on road and freight rail infrastructure at priority locations as per RITS Priority Roads Projects (listed in Appendix 1 of RITS Action Plan).	
	The RITS IAG report on the relevant Priority Road Project items at RITS IAG meetings. The amount of expenditure is not used as a measure, instead updates on funding, planning, design and construction are provided.	Continue in current form.
5.1	Community engagement is demonstrated in targeted transport planning projects.	
	The EMRC has reported to the RITS IAG on community consultation projects it has conducted.	Continue in current form.
5.2	Improved level of community awareness about the use of alternative transport options.	
	Nil.	Nil – An annual community survey was discussed. It was agreed that this was not a priority.

Item 9.2 continued

STRATEGIC/POLICY IMPLICATIONS

This report relates to the achievement of EMRC's Strategic Plan for the Future 2010/11 – 2013/14 as follows:

Key Result Area 3 - Economic Development

Objective 3.1   To facilitate increased investment in regional infrastructure;

3.1.1   Facilitate implementation of the Regional Integrated Transport Strategy 2010-2015.

FINANCIAL IMPLICATIONS

Nil

SUSTAINABILITY IMPLICATIONS

The aim of the Regional Integrated Transport Strategy Action Plan 2010-2013 is to provide a coherent framework for the management and development of the Region's transport system that integrates all transport modes and contributes to making the Perth Eastern Region a great place to live, work, play and do business. The Strategy lists actions in the following Key Focus Areas to achieve this aim:

- Integrated Transport and Land Use and Planning;
- Public Transport Service Provision;
- Connectivity and Accessibility of Walking and Cycling ;
- Road and Freight Rail Infrastructure; and
- Community Engagement, Education and Behaviour Change.

This Minor review is a monitoring tool that enables Regional Development to measure the completion of the listed actions and thus track the progress towards Perth's Eastern Region becoming more sustainable.

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	Member Council representatives will need to provide updates on the implementation of the Regional Cycle Network Masterplan during Regional Integrated Transport Strategy Implementation Advisory Group meetings.

Item 9.2 continued

ATTACHMENT(S)

Regional Integrated Transport Strategy Action Plan 2010-2013: Minor Review-Outcomes and Notes, 5 April 2012 (Ref: Committees-14276)

VOTING REQUIREMENT

Simple majority

RECOMMENDATION(S)

That Council notes the minor review of the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 forming an attachment to this report.

CEOAC members discussed the review of the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013.

The Director Regional Services advised that a major review will take place to determine activities that have been completed and to update all outstanding projects. This major review would be completed at the end of the 2012/ 2013 financial year.

Discussion took place on the merits of identifying key regional projects and their funding requirements at the next CEOAC meeting. The outcomes of this process could underpin advocacy activities ahead of the State Government elections.

CEOAC RECOMMENDATION(S)

MOVED MR THROSSELL   SECONDED MR COLE

That Council notes the minor review of the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013 forming an attachment to this report.

CARRIED UNANIMOUSLY

14

Regional Integrated Transport Strategy Action Plan 2010-2013

Minor Review

– Outcomes and Notes –

5 April 2012

Contents

Attachments:

Attachment 1   Specific Changes to Key Performance Areas
Attachment 2   Cycle Network Master Plan: Appendix G; 20 Year Program by Council

1.0   Introduction

The purpose of this paper is to present the findings of the Regional Integrated Transport Strategy Action Plan 2012-2013 (RITS) minor review and the associated RITS Implementation Advisory Group (IAG) meeting.

The Minor review involved a desktop based study of past RITS IAG minutes and available information to determine progress towards the completion of actions.

The relevant findings were presented at the RITS IAG meeting held on Wednesday 28 March and were updated where necessary. Detailed findings of the review have been included as an attachment to this Report.

This paper is a summation of the progress towards the completion of RITS Actions and the associated points of discussion towards the Strategy's improvement in future versions.

1

2.0   Action Monitoring

The actions of the Strategy are displayed under their associated Key Performance Areas. Further, they are displayed in tabled format and are represented as number boxes. The numbers in the boxes represent the same number action as defined in the RITS Action Plan 2010-2013. The boxes in the tables are coloured either yellow or green. Yellow indicates that the action is in progress or occurring, and green indicates that the action has been completed.

2.1   Key Performance Area 1 - Integrated Transport and Land Use Planning

KPA 1 Actions								
1.7	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9

As shown above, all actions in Key Focus Area 1 are being progressed towards and action 1.7 has been completed.

2.2   Key Performance Area 2 – Public Transport Service Provision

KPA 2 Actions										
2.1	2.2	2.3	2.4	2.5	2.6	2.7	2.8	2.9	2.10.	2.11

As shown above, all actions in Key Focus Area 2 are being progressed towards and action 2.5 has been completed.

2.3   Key Performance Area 3 – Connectivity and Accessibility for Walking and Cycling

KPA 3 Actions								
3.1	3.2 a) b) c) d)	3.3	3.4	3.5	3.6	3.7	3.8	3.9

As shown above, all actions in Key Focus Area 3 are being progressed towards and two have been completed, actions 3.2 and 3.6

2

2.4   Key Performance Area 4 – Road and Freight Rail Infrastructure

KPA 4 Actions										
4.1	4.2 a) b) c)	4.3	4.4	4.5	4.6 a) b)	4.7 a) b) c) d) e)	4.8	4.9	4.10.	4.11.

As shown above all actions in Key Focus Area 4 are being progressed towards and two sub-actions of action 4.7 have been completed.

2.5   Key Performance Area 5 – Community Engagement, Education and Behaviour Change

KPA 5 Actions										
5.1	5.2	5.3	5.4	5.5	5.6	5.7 a) b) c)	5.8	5.9	5.10.	5.11.

As shown above all actions in Key Focus Area 5 are being progressed towards.

2.6   Conclusion

Of the 51 actions in the Regional Integrated Transport Strategy Action Plan 2010-2013, all (100%) have been addressed in some capacity. While four (7.8%) of the actions have been completed in full and one has been partially completed.

3

3.0 Changes to Actions and Suggestions for Future Major Review

The following points were highlighted by the RITS IAG in regards to specific actions. The specific details of the changes in Actions are detailed in the Attachment.

3.1 Westralia Airports Corporation Name Change

Westralia Airports Corporation has had its name changed to Perth Airport Pty Ltd. The RITS will be updated to incorporate this change when the document undergoes a major review.

> **Within the scope of this minor review all relevant Actions have been updated to reflect the change of name. These Actions are: 1.7, 2.5, 2.6, 2.7 and 5.7.**

3.2 Action 4.3

In regards to Action 4.3, it was suggested that advocacy should be targeted for Morley and Midland to receive the highest priority status under Directions 2031 to ensure an appropriate level of transport related infrastructure in the region. Further, a distinction should be made between commuter road, freight road and rail, and public transport related infrastructure.

> **Within the scope of this minor review Action 4.3 was updated to clarify the importance of "...*future <u>road</u> transport related infrastructure...".***

3.3 Actions 4.7 and 4.9

In regards to Action 4.7 and 4.9, these actions were updated to better reflect current advocacy actions and priorities as identified by the Shire of Mundaring.

> **Within the scope of this minor review Actions 4.7 and 4.9 were updated with more specific and detailed information.**

3.4 Timeframes

Timeframe definitions should be updated. Currently they are:

- Short (2010-2011)
- Medium (2011-2012)
- Long (2012-2013)
- Ongoing

The point was raised that these timeframes do not adequately fit into State and Federal Budget and election cycles. Discussion on the timeframe of the Strategy (2010-2013) was also suggested.

3.5 Further Comments and Suggestions

It was noted that the RITS needs to incorporate stronger and more specific aims in regards to public transport infrastructure investment such as bus priority and light rail. Currently the actions are rather broad and uncommitted in this regard. A "sharper edge" is required to attain the required transport infrastructure and overall outcomes of the Strategy.

4

4.0 Key Performance Indicators

Minimal monitoring of the Strategy has occurred through the use of the Key Performance Indicators (KPIs) to date. In most instances the KPIs do not define a tangible or quantitative measure that can be used for monitoring. Where a quantitative measure is defined, for example "*KPI 3.2 – Amount of expenditure on cycle path and footpath maintenance, upgrade and construction of new path.",* a measure of expenditure would not give a clear indication of achievement towards the specified goals.

It was suggested that the KPIs instead act as *measurements* or *evaluations.*

4.1 Goal 1

Create and enhance existing activity centres, employment centres and education locations through effective integrated transport and land use planning.

KPI 1.1-
Level of resources and funding provided by the State Government to build capacity of member Councils in the planning of activity centres.

Current Monitoring:

Nil.

Comment:

It was agreed that this KPI cannot be measured in any meaningful way.

4.2 Goal 2

Expand and support the Region's public transport network to increase its share of mode trips.

KPI 2.1-
Number of bus routes servicing the Region, frequency time to commute to activity and employment centres and links.

Current Monitoring:

Nil.

Comment:

Relevant Transperth Bus Service updates can be provided to the RITS at meetings. Further, the EMRC is currently liaising with the City of Swan and the Public Transport Authority in regards to acquiring Smartrider patron travel data. This data may prove useful to developing KPIs for goal two.

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4.3   Goal 3

Improve connectivity and accessibility by creating and improving opportunities for walking and cycling as a transport mode.

KPI 3.1
Number of barriers to walking and cycling connectivity that are corrected.

KPI 3.2
Amount of expenditure on cycle path and footpath maintenance, upgrade and construction of new path.

Current Monitoring:

Nil.

Comment:

It was agreed that the Regional Cycle Network Master Plan: Appendix G; 20 Year Program by Council (see attachment 2), would be used as a method of reporting by member Council representatives on cycling related infrastructure upgrades, similar to the reporting of items on the Priority Roads List. This will form a separate regular agenda item at RITS IAG meetings.

4.4   Goal 4

Provide efficient road and freight rail infrastructure that is appropriate for the significance of the Region as a major transport hub.

KPI 4.1
Amount of expenditure on road and freight rail infrastructure at priority locations as per RITS Priority Roads Projects (listed in Appendix 1 of the RITS).

Current monitoring:

Information gathered during IAG meetings, inputted into table with updated progress on each Priority Roads List Item.

Comment:

Continue in current form.

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4.5   Goal 5

Foster a community that participates in all modes of transport and is engaged in the transport planning process.

KPI 5.1
Community engagement is demonstrated in targeted transport planning projects.

KPI 5.2
Improved level of community awareness about the use of alternative transport options.

Current Monitoring:

Nil.

Comment:

Occurring through project specific member Council community consultation. The EMRC will provide a list of their community participation/consultation actions.

5.0   Conclusion

The updates to actions as mentioned in this paper will be incorporated into the Regional Integrated Transport Strategy Action Plan 2010-2013 as an attachment.

Further, the discussion that occurred in the process of this minor review will provide a platform for the major review of the Strategy to be completed at the end of the 2012-2013 year.

7

Key Focus Area 1 - Integrated Transport and Land Use Planning

Objective 1	Integrate *Directions 2031* into the region's transport and land use planning.
Objective 1	Create a planning and regulatory framework that supports the integration of alternative transport modes at the region's activity centres
Objective 1	Foster local business and community support for the development of the region's activity centres, with an emphasis on improving access and integrating alternative transport modes.

Action		Stated:			Revised wording/change
		Timeframe	Priority	Status	
1.1	Advocate to the State Government for funding support and resources to build capacity of member Councils in the planning of activity centres **(EMRC and Local Governments)**	Ongoing	High	Occurring	N/A
1.2	Plan and implement activity centres in Perth's Eastern Region using *Directions 2031* [6] as a guide, ensuring integration between transport and land use **(Local Governments)**	Short	High	Occurring, nearing completion	N/A
1.3	Encourage and enhance opportunities for Transit Oriented Development throughout the region and ensure integrated land use and transport planning is incorporated through Local and State Government involvement **(Local Governments, Departments of Transport and Planning)**	Ongoing	Medium	Occurring, see 1.2	N/A
1.4	Reconsider current zoning for each activity centre to allow for higher density while conserving the local character, sense of place, existing activity generators, and landscape values **(Local Governments)**	Medium	Medium	Occurring, see 1.2	N/A
1.5	Work with the Departments of Planning and Transport to develop private/public alliances to provide the land and infrastructure required at activity and employment centres to support alternative modes of transport **(EMRC, Local Governments and Departments of Planning and Transport)**	Ongoing	Medium	Occurring	N/A
1.6	Develop, or if established, network with activity centre working groups in the region to engage business and community in planning and development of these centres **(Local Governments)**	Short	High	Occurring, see 1.2	N/A
1.7	Monitor and participate in the development of Westralia Airports Corporation proposed access plans to ensure that there is alignment with Local Government access planning and Directions 2031 and related policy and planning documents **(EMRC and Local Governments).**	Short	High	Complete	Monitor and participate in the development of Perth Airpots Pty Ltd's proposed access plans to ensure that there is alignment with Local Government access planning and Directions 2031 and related policy and planning documents **(EMRC and Local Governments).**
1.8	Advocate, giving consideration to Local Government biodiversity strategies, to resolve delays in securing environmental approval for priority transport related infrastructure projects due to land clearing objections **(EMRC and Local Governments)**	Short	Medium	Occurring/ Project Specific	N/A
1.9	Monitor and participate in development of the State government Metropolitan Parking Strategy and its implementation in the region's activity and employment centres **(EMRC and Local Governments).**	Ongoing	High	Occurring	N/A

Key Focus Area 2 - Public Transport Service Provision

Objective 2	Improve public transport services to, from and between the region's activity and employment centres.
Objective 2	Increase the number and frequency of public transport servics provided in the region to, from and between activity and employment centres.
Objective 2	Improve connectivity between public transport services and other modes of transport.

Action		Stated: Timeframe	Priority	Status		Revised wording/Change
2.1	Advocate for service funding and collaborative solutions to increase Public Transport in the region **(EMRC and Local Governments)** [RITS 2007, action 16.1].	Ongoing	High	Occurring		N/A
2.2	Advocate for increased public transport services to the Region's activity and employment centres. The mode of high speed public transport not being fixed to allow for all as well as emergent technologies to be considered **(EMRC)** [RITS 2007, action 14.1 and 7.3].	Ongoing	Medium	Occurring		N/A
2.3	Advocate for an increase in feeder services in peak times to provide a more viable option for outer suburb residents and to reduce impact on park and ride capacity at public transport stations **(EMRC and Local Governments)** [RITS 2007, action 14.1].	Ongoing	Medium	Occurring		N/A
2.4	Work with the Departments of Planning and Transport to plan for and implement efficient integration between bus and rail services at key activity and employment centres to ensure efficient transfer, thereby encouraging an increase in the use of public transport **(Departments of Planning and Transport and Local Governments)** [RITS 2007, action 14.1].	Ongoing	Medium	Occurring		N/A
2.5	Develop a public/private alliance to enable alternative transport modes to be offered to and at Perth Airport **(Westralia Airports Corporation and their tenants, EMRC, City of Belmont and Public Transport Authority)** [RITS 2007, action 13.2].	Short	Medium	Complete		Develop a public/private alliance to enable alternative transport modes to be offered to and at Perth Airport **(Perth Airport Pty Ltd and their tenants, EMRC, City of Belmont and Public Transport Authority)** [RITS 2007, action 13.2].
2.6	Advocate for public transport service between the domestic and international airports and surrounding employment and activity centres **(EMRC, Westralia Airports Corporation, Local Governments and Public Transport Authority)** [RITS 2007, action 13.1].	Medium	Medium	Occurring		Advocate for public transport service between the domestic and international airports and surrounding employment and activity centres **(EMRC, Perth Airport Pty Ltd, Local Governments and Public**
2.7	Ensure the current level of bus service to the Perth Airport does not deteriorate any further **(Westralia Airports Corporation, EMRC, City of Belmont and Public Transport Authority)** [RITS 2007, action 13.1].	Short	High	Occurring/Advocating		Ensure the current level of bus service to the Perth Airport does not deteriorate any further **(Perth Airport Pty Ltd, EMRC, City of Belmont and Public Transport Authority)** [RITS 2007, action 13.1].
2.8	Encourage commuters travelling to key public transport stations to use alternative modes of transport to alleviate pressure on park and ride facilities **(Public Transport Authority and EMRC and Local Governments)** [RITS 2007, action 14.1].	Ongoing	High	Occurring		N/A
2.9	Advocate for increased infrastructure to support alternate modes of transport at public transport stations and at key bus stops in activity and employment centres. For example, secure bike parking/storage **(Local Governments and EMRC) [RITS 2007, action 14.1].**	Ongoing	High	Occurring		N/A
2.10.	Identify and advocate for innovative solutions to make public transport more attractive and efficient for users. For example, 'real time information' at key public transport stops that digitally display when the next bus is due to arrive **(EMRC and Public Transport Authority)** [RITS 2007, action 15.1].	Long	Medium	Occurring		N/A
2.11.	Assist the Public Transport Authority in identifying public transport usage and barriers **(Public Transport Authority, Local Governments and EMRC)** [RITS 2007, action 15.1].	Ongoing	High	Complete		N/A

Key Focus Area 3 - Connectivity and Accessibility for Walking and Cycling

Objective	Improve the walking and cycling network to provide convenient linkages to activity and employment centres, public transport, and other destinations.
Objective	Improve local and regional planning and implementation of walking and cycling routes and infrastructure and ensure it is aligned with State Government planning.
Objective	Ensure walking and cycling routes are safe, attractive and easy to find and follow for users.

Action		Stated: Timeframe	Priority	Status	Revised wording/Change
3.1	Plan activity and employment centres to integrate walking and cycling requirements to enhance and increase opportunities for travel by walking and cycling **(Local Governments and Departments of Planning and Transport)** [RITS 2007, action 4.1 and 10.3].	Ongoing	High	Occurring, see 1.2	N/A
3.2	Develop best practice guidelines/models for 'walkability audits' to be carried out across the region. This may include: a) Targeting activity generating land uses including shopping precincts, tourist, community and sporting facilities, Public Transport stops and residential precincts. b) Listing priorities for implementation and advocacy for funding. c) Listing the matching resources required to conduct the audit either internally or through funding opportunities. d) Allowing flexibility of the individual environments at Local Centres. **(EMRC and Local Governments)** [RITS 2007, action 10.4].	Short	High	Complete	N/A
3.3	Build upon and link regional mapping for walking and cycling that identifies linkages to and within activity and employment centres and list any barriers. For example, Midland Railway Line Principal Shared Path **(EMRC, Local Governments and Department of Transport)** [RITS 2007, action 10.2, 11.1 and 11.2].	Short	High	Occurring, Cycling complete 'Regional Cycle Masterplan'	N/A
3.4	From mapping (refer Action 3.3), develop walking and cycling master plans that identify issues in developing the network, (infrastructure and land requirements), listing of actions required to address the issues and estimated costs **(EMRC, Local Governments, Department of Transport)** [RITS 2007, action 11.1 and 11.2].	Medium	High	Regional Cycle Masterplan complete. Walking master plans yet to occur	N/A
3.5	From the master plans (refer Action 3.4), extract the infrastructure requirements, priority actions and develop a regional walk and cycle infrastructure program that shows potential for cooperation between Local Government areas and advocacy activities **(Local Governments and EMRC)** [RITS 2007, action 11.1 and 11.2].	Medium	High	Complete for Cycling, incomplete for walking	N/A
3.6	Conduct accessibility audits of major Public Transport stops within the region and use this information to advocate for funding to improve access points and alleviate pressure on park and ride by encouraging use of alternative modes of transport **(Public Transport Authority, EMRC and Local Governments)** [RITS 2007, action 11.1].	Medium	High	Complete	N/A
3.7	Update or develop local bicycle plans to reflect the revised Perth Bicycle Network to ensure compatibility and accessibility to local and regional destinations **(Local Governments)** [RITS 2007, action 10.1 and 11.1].	Medium	High	Occurring	N/A
3.8	Advocate to Department of Transport for development of a set of standards for walking and cycling facilities and for adoption by Councils **(EMRC, Department of Transport and Local Governments)** [RITS 2007, action 10.1].	Short	Medium	Occurring	N/A
3.9	Coordinate interested parties in the walking and cycling infrastructure field to develop collaborative approaches to securing funding for priority regional infrastructure projects **(EMRC and Local Governments)** [RITS 2007, action	Medium	Medium	Occurring	N/A

Key Focus Area 4 - Road and Freight Rail Infrastructure

Objective 4 Protect regionally significant corridors and freight routes in the region from encroachment from urban activities and incompatible land uses.

Objective 4 Ensure efficient and safe road access to the areas' key industrial activity centres.

Action		Stated: Timeframe	Priority	Status	Revised wording/Change
4.1	Support the Western Australia Planning Commission's review of the freight rail re-alignment through Midland, monitor planning and advocate for the freight realignment **(EMRC and City of Swan)** [RITS 2007, action 7.2].	Medium	High	Occurring	N/A
4.2	Hazelmere Industrial Centre a) Advocate for a tunnel grade separation intersection at Lloyd Street to facilitate future development including the Midland Health Campus; b) Advocate extension of Lloyd Street through Hazelmere and resolution of land use issues; and c) Support member Councils involved with Hazelmere structure planning by advocating for infrastructure to support this development **(EMRC and City of Swan)** [RITS 2007, action 7.2].	Short	High	Occurring	N/A
4.3	Advocate to the State Government for Midland to receive the highest priority status under Directions 2031 to ensure an appropriate level of future transport related infrastructure investment for the region **(EMRC and Local Governments)** [RITS 2007, action 3.1].	Short	High	Occurring	Advocate to the State Government for Midland to receive the highest priority status under Directions 2031 to ensure an appropriate level of future road transport related infrastructure investment for the region **(EMRC and Local Governments)** [RITS 2007, action 3.1].
4.4	Work with the Departments of Planning and Transport to develop public/private alliances to fund the high cost infrastructure. For example, developer contributions to industrial estates **(EMRC, Local Governments, Departments of Planning and Transport)** [RITS 2007, action 1.1 and 18.1].	Ongoing	High	Occurring	N/A
4.5	Align Local Government Planning Schemes to State Government policy and planning (when reviews are undertaken) to aid in the protection of freight routes from urban encroachment and inappropriate abutting land uses **(Department of Planning and Local Governments)** [RITS 2007, action 2.1].	Ongoing	High	Occurring	N/A
4.6	Urban Roads around Perth Airport: a) Advocate to the Federal and State Governments for funding to upgrade urban roads around Perth Airport (EMRC, City of Belmont and Shire of Kalamunda); b) Participate in planning for the urban roads around Perth Airport **(EMRC, City of Belmont and Shire of Kalamunda)** [RITS 2007, action 1.1 and 13.1].	Short	High	Occurring	N/A
4.7	Great Eastern Highway: (a) Advocate for funding to upgrade between Hardey Road and Tonkin Highway **(EMRC and City of Belmont)**;	Short	High	Complete	N/A
	(b) Advocate for funding to upgrade beyond Tonkin Highway to the Great Eastern Highway Bypass **(EMRC, City of Belmont and City of Swan)**;	Short	Medium	Occurring	N/A
	(c) Advocate for planning from Roe Hwy to Mundaring **(EMRC and Shire of Mundaring)**;	Short	High	Occurring	(c) Advocate for funding for the identified road safety improvements between Bilgoman Road, Greenmount and Mann Street, Mundaring **(EMRC and Shire of Mundaring)**;
	(d) Contribute to the planning and implementation processes for the upgrade of Kooyong Road to Tonkin Highway **(City of Belmont and EMRC)**; and	Short	High	Complete	N/A
	(e) Reflect planning along Great Eastern Highway in Local Government Planning Schemes and conditions on development applications **(City of Belmont, City of Swan and Shire of Kalamunda)** [RITS 2007, action 5.1].	Ongoing	High	Occurring	N/A
4.8	Advocate for the Perth-Darwin Highway to be gazetted in the Metropolitan Region Scheme and funding by Federal and State Governments **(EMRC and Local Governments)** [RITS 2007, action 6.1].	Short	High	Occurring	N/A
4.9	Advocate for Perth-Adelaide Highway **(EMRC and Local Governments)** [RITS 2007, action 7.1].	Long	High	Occurring	Advocate for a works staging plan and cost estimates funding for Perth- Adelaide Highway between Roe Hwy and Shire of Northam **(EMRC and Local Governments)** [RITS 2007, action 7.1].
4.10.	Revise the priority roads projects listed at Appendix A, giving consideration to the original priority list and prioritisation methodology; emergent road priorities and any revisions to Metropolitan Transport Planning for roads **(EMRC, Main Roads WA and Local Governments)** [RITS 2007, action 6.2, 8.1 and 12.2].	Short	High	Occurring	N/A
4.11.	Advocate on revised road priorities **(EMRC and Local Governments)** [RITS 2007, action 9.1].	Ongoing	High	Occurring	N/A

Key Focus Area 5 - Community Engagement, Education and Behaviour Change

Objective 5	Deliver targeted behavior change programs, including TravelSmart, in Perth's Eastern Region.
Objective 5	Encourage residents, employees and visitors to travel to, from and within the region by alternative modes of travel.
Objective 5	Engage the community in the delivery of the Regional Integrated Transport Strategy Action Plan as well as specific planning projects.

Action		Stated: Timeframe	Priority	Status	Revised wording/Change
5.1	Develop information materials and programs to increase and support community use of alternative transport modes. For example, cycling maps, public transport information and displays and education programs**(Department of Transport, EMRC and Local Governments)**.	Ongoing	High	Occurring	N/A
5.2	Develop TravelSmart activities for events or promotional occasions such as Walk Week, Bike Week, Walk to Work Day or Ride to Work day **(Local Governments and EMRC).**	Ongoing	High	Occurring	N/A
5.3	Advocate for increased funding of the State Government TravelSmart program including extension of Local Government TravelSmart Officer contracts beyond two years **(EMRC and Local Government)** [RITS 2007, action 17.1].	Short	High	Occurring	N/A
5.4	Advocate for funding to employ a regional TravelSmart officer to target educational programmes and development of Travel Demand Management Plans at employment and activity centres, including Perth Airport ,Malaga, Kewdale/Welshpool, Forrestfield, Bassendean/Bayswater)**(EMRC and Local Governments)** [RITS 2007, action 17.1].	Short	High	Occurring, outcome of submission of grant for funding to employ Regional Travelsmart Officer due in late April.	N/A
5.5	Conduct Travel Demand Management educational forums to encourage businesses to develop programs such as Employee TravelSmart Plans **(EMRC, Local Governments and Department of Transport).**	Short	High	Occurring	N/A
5.6	Advocate for funding and encourage large employers and employment centres to establish dedicated TravelSmart officer positions to address travel demand management **(EMRC, Department of Transport and Local Governments)** [RITS 2007, action 1.1, 13.1 and 13.2].	Long	High	Occurring	N/A
5.7	Improve passenger and employee access to Perth Airport by: a) Assisting Westralia Airports Corporation to undertake a travel survey to understand the travel behaviour of its employees and businesses and develop a plan to promote a change in travel behaviour to alternate modes of transport;	Medium	High	Occurring	Improve passenger and employee access to Perth Airport by: a) Assisting Perth Airport Pty Ltd to undertake a travel survey to understand the travel behaviour of its employees and businesses and develop a plan to promote a change in travel behaviour to alternate modes of transport;
	b) Assisting Westralia Airports Corporation to promote an alternate travel program to businesses operating on leased land and to future business so that their staff have access to information on travel choices; and	Medium	High	Occurring	b) Assisting Perth Airport Pty Ltd to promote an alternate travel program to businesses operating on leased land and to future business so that their staff have access to information on travel choices; and
	c) Building stronger links between Westralia Airports Corporation and Local Government to encourage effective information and to facilitate achievement of common transport and sustainability goals **(Westralia Airports Corporation, Local Governments and EMRC)** [RITS 2007, action 1.1 and 13.1].	Ongoing	High	Occurring	c) Building stronger links between Perth Airport Pty Ltd and Local Government to encourage effective information and to facilitate achievement of common transport and sustainability goals **(Perth Airport Pty Ltd, Local Governments and EMRC)** [RITS 2007, action 1.1 and 13.1].
5.8	Incorporate targeted community engagement strategies into established networks or key transport planning projects and infrastructure developments **(EMRC and Local Government)**.	Ongoing	Medium	Occurring	N/A
5.9	Advocate to Public Transport Authority to conduct surveys to obtain information on community opinion and transport needs that will enable identification of appropriate projects and provide support to funding submissions i.e. survey of Kewdale business area to test the need for a bus **(EMRC and Local Governments)**.	Ongoing	Medium	Occurring	N/A
5.10.	Seek partnerships with organisations also interested in sustainable transport planning and research i.e. Universities to deliver community engagement activities **(EMRC and Local Government)**.	Medium	Medium	Occurring	N/A
5.11.	Develop and implement Regional and Local Government walking/cycling strategies that facilitate and promote increased walking and cycling activity within the Region[14] **(EMRC, Department of Transport, and Local Governments)**.	Short	High	Occurring, linked to actions 3.3, 3.4 and 3.5	N/A

	Project	2011 - 2016	2016 - 2021	2021 - 2026	2026 - 2031	Partner Local Government
Town of Bassendean						
1a	extend PSP between Tonkin Highway and Bassendean	√				
1b	extend PSP between Bassendean and Guildford	√				City of Swan
1c	extend PSP between Guildford and Midland	√				City of Swan
36	improve cycle facilities and visibility at the Midland Railway crossing of Guildford Rd and Railway Pde	√				
38	improve cycle facilities on Midland Railway overpass of Lord St and at the crossing with the Railway Pde	√				
39	improve cycle facilities on Collier Rd at crossing of the Midland Railway (shared path on west side or on-road bicycle lanes /space)	√				
32	improve cycle facilities / path on Guildford Rd Bridge (pavement and connectivity to shared paths)	√				City of Swan
4	complete Swan River foreshore path at Ashfield		√			City of Bayswater
91	improve connectivity to future Ashfield precinct			√		City of Bayswater
100	additional river crossing at Success Hill Reserve				√	
30	construct additional cycle bridge, inclusive cycle paths between Ascot and Ashfield				√	City of Belmont
City of Bayswater						
12	extend cycle facilities on Wellington Rd between Morley Dr and Smith Street improves connectivity to Morley Centre	√				
17	extend shared paths (both sides of road) along Garratt Rd between Whatley Cr and Guildford Rd	√				
85	improve connectivity to Morley centre	√				
2	complete PSP at Bayswater Station	√				
59	install cycle facilities (pedestrian / cyclists traffic lights and bicycle lanes) at intersection of Tonkin Hwy and Reid Hwy	√				
60	install bicycle lanes at Tonkin Hwy - Collier Rd intersection and provide access for cyclists to enter the kerb waiting areas of the traffic lights	√				
21	construct cycle facilities on Garratt Rd Bridge and connect to shared paths along Grandstand Rd and Garratt Rd	√				City of Belmont
25	construct shared path along Walter Rd West between Grand Promenade and Wood St		√			City of Stirling
26	extend shared paths (both sides of road) along Grand Promenade between Walter Rd west and Alexander Dr improves connectivity to/from Dianella and Mirrabooka		√			City of Stirling
4	complete Swan River foreshore path at Ashfield		√			Town of Bassendean
73	improve bicycle lanes along Tonkin Highway (between Collier Rd and Reid Hwy)		√			City of Swan
94	connectivity across Alexander Dr		√			City of Stirling
88	improve connectivity to Malaga industrial area		√			City of Swan
35	improve railway crossing connectivity around Meltham Station			√		
34	construct cycle facilities on Midland Railway crossing of Seventh Avenue (Maylands) and connect PSP to crossing			√		
91	improve connectivity to future Ashfield precinct			√		Town of Bassendean
31	construct two additional cycle bridges, inclusive cycle paths between Belmont - Maylands - Belmont Park (Swan River Drive)				√	City of Belmont
82	construct PSP along Tonkin Highway (between Collier Rd and Reid Hwy)				√	City of Swan
City of Belmont						
15	continue shared path along Kewdale Rd on one side of the road	√				
18	improve cycle facilities between Garratt Rd Bridge and Great Eastern Highway	√				
21	construct cycle facilities on Garratt Rd Bridge and connect to shared paths along Grandstand Rd and Garratt Rd	√				City of Bayswater
10b	extend Good RRE and/or shared path on Fauntleroy Ave between Great Eastern Hwy and Redcliff Rd	√				
10c	connect bicycle lanes on Great Eastern Hwy Bypass to good RRE on Ivy St and Hay St	√				
10d	connect bicycle lanes on Great Eastern Hwy Bypass to shared path along Great Eastern Hwy	√				
22	improve cycling facilities on Orrong Rd between Leach Hwy and PSP along Graham Farmer Fwy		√			
87	improve connectivity to Belmont forum		√			
3	complete Swan River foreshore path at Ascot		√			
10a	extend Swan River foreshore path along Hay Rd between Fauntleroy Ave and shared path along Great Eastern Hwy		√			
92	improve connectivity to Kewdale / Welshpool / Forrestfield		√			Shire of Kalamunda
90	improve connectivity to Belmont mixed business centre		√			
65	improve bicycle lanes along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)		√			Shire of Kalamunda
89	improve connectivity to Perth Airport precinct			√		

#	Project	2011 - 2016	2016 - 2021	2021 - 2026	2026 - 2031	Partner Local Government
City of Belmont						
75	improve cycle facilities along Great Eastern Hwy (between Graham Farmer Fwy and Guildford)	√				City of Swan
47	install traffic lights at Great Eastern Hwy and Abernethy Rd intersection	√				
48	install pedestrian / cyclist traffic lights at signalised intersection of Great Eastern Hwy and Hardey Rd	√				
49	install pedestrian / cyclist traffic lights at signalised intersection of Great Eastern Hwy and Fauntleroy Ave	√				
50	install traffic lights at Great Eastern Hwy and Ivy St intersection, or upgrade Fauntleroy Ave intersection and road and direct cyclists to this intersection	√				
66	improve bicycle lanes along Roe Hwy (between Orrong Rd and Tonkin Hwy)		√			Shire of Kalamunda
61	install bicycle facilities (pedestrian / cyclists traffic lights and bicycle lanes) at Tonkin Hwy - Horrie Miller Dr intersection		√			
92	improve connectivity to Kewdale / Welshpool / Forrestfield		√			Shire of Kalamunda
65	improve bicycle lanes along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)		√			Shire of Kalamunda
66	improve bicycle lanes along Roe Hwy (between Orrong Rd and Tonkin Hwy)		√			Shire of Kalamunda
93	connectivity across Orrong Rd			√		City of Canning
95	connectivity around Graham Farmer Freeway			√		Town of Victoria Park
76	construct PSP along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)				√	Shire of Kalamunda
77	construct PSP along Roe Hwy (between Orrong Rd and Tonkin Hwy)				√	Shire of Kalamunda
76	construct PSP along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)				√	Shire of Kalamunda
77	construct PSP along Roe Hwy (between Orrong Rd and Tonkin Hwy)				√	Shire of Kalamunda
30	construct additional cycle bridge, inclusive cycle paths between Ascot and Ashfield				√	Town of Bassendean
31	construct two additional cycle bridges, inclusive cycle paths between Belmont - Maylands - Belmont Park (Swan River Drive)				√	City of Bayswater
Shire of Kalamunda						
5	extend bicycle lanes on Kalamunda Rd between Stirling Cr and Roe Hwy	√				
19	improve cycle facilities (construct shared path) on Kalamunda Dr between Scenic Dr West and Kalamunda Centre - improves connectivity of Kalamunda Centre	√				
20	extend bicycle lanes on Tonkin Hwy between Roe Highway and Welshpool Rd East	√				
8a	improve cycling facilities on Welshpool Rd East between Brentwood Rd and Lewis Rd	√				
8b	improve cycling facilities on Welshpool Rd East between Cristal Brook Rd and Lesmurdie Rd	√				
8c	extend shared path along Welshpool Rd East between Roe Hwy and Coldwell Rd	√				
41	improve cycle facilities (construct shared path) on Welshpool Rd at crossing of freight railway	√				City of Canning
55	improve cyclists safety at Roe Hwy - Tonkin Hwy intersection	√				
56	improve cyclists safety at Roe Hwy - Maide Vale Rd intersection (install bicycle lanes at intersection)	√				
42	improve cycle facilities (widen bicycle lanes) on Kalamunda Rd at crossing of freight railway	√				City of Swan
67	improve bicycle lanes along Roe Hwy (between Tonkin Hwy and Kalamunda Rd)		√			
68	improve bicycle lanes along Roe Hwy (between Kalamunda Rd and Military Rd exit)		√			City of Swan
92	improve connectivity to Kewdale / Welshpool / Forrestfield		√			City of Belmont
65	improve bicycle lanes along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)		√			City of Belmont
66	improve bicycle lanes along Roe Hwy (between Orrong Rd and Tonkin Hwy)		√			City of Belmont
71	improve bicycle lanes along Kalamunda Rd (between Great Eastern Hwy Bypass and Roe Hwy)		√			City of Swan
99	Improve cycle facilities on SE4			√		Shire of Mundaring
40	improve cycle facilities on Roe Hwy at crossing of freight railway			√		City of Canning
63	install bicycle facilities (bicycle lanes) at Tonkin Hwy - Hale Rd intersection			√		
78	construct PSP along Roe Hwy (between Tonkin Hwy and Kalamunda Rd)				√	
79	construct PSP along Roe Hwy (between Kalamunda Rd and Great Eastern Hwy)				√	City of Swan
76	construct PSP along Tonkin Hwy (between Great Eastern Highway and Roe Hwy)				√	City of Belmont
77	construct PSP along Roe Hwy (between Orrong Rd and Tonkin Hwy)				√	City of Belmont
Shire of Mundaring						
6a	upgrade cycle facilities on Great Eastern Hwy in Greenmount (between Scott Rd and Old York Rd) improves connectivity to John Forrest NP	√				
6b	upgrade cycle facilities on Great Eastern Hwy in Greenmount (between Old York Rd and Park Rd) improves connectivity to John Forrest NP	√				
14	extend shared path along Scott St between Great Eastern Hwy and Coulston Rd	√				City of Swan
98	connectivity to John Forrest National Park and Mundaring Weir			√		
99	Improve cycle facilities on SE4			√		Shire of Kalamunda

Attachment 2: (_continued_**)**
Regional Cycle Network Masterplan – Appendix G: 20 Year Program by Council

#	Project	2011 - 2016	2016 - 2021	2021 - 2026	2026 - 2031	Partner Local Government
City of Swan						
7	upgrade cycle facilities on Great Northern Highway between Roe Highway and Midland CBD	√				
9	complete shared path along Great Eastern Highway between Ferguson St and Roe Hwy	√				
11	extend shared path on Johnson St (Great Eastern Hwy) between Helena St and James St	√				
13	improve cycle facilities in Midland CBD (on Great Eastern Hwy and Victoria St)	√				
14	extend shared path along Scott St between Great Eastern Hwy and Coulston Rd	√				Shire of Mundaring
16	extend cycle facilities (shared path and bicycle lane) along Gnangara Rd between West Swan Rd and Egerton Dr	√				
32	improve cycle facilities / path on Guildford Rd Bridge (pavement and connectivity to shared paths)	√				Town of Bassendean
84	improve connectivity to Midland CBD	√				
37	improve connectivity from Market St to Midland Railway crossing at Market Street - James St intersection	√				
42	improve cycle facilities (widen bicycle lanes) on Kalamunda Rd at crossing of freight railway	√				Shire of Kalamunda
57	install bicycle lanes at Roe Hwy - Great Eastern Hwy Bypass intersection	√				
58	improve cyclists safety at Roe Hwy - Great Eastern Hwy intersection	√				
1b	extend PSP between Bassendean and Guildford	√				Town of Bassendean
1c	extend PSP between Guildford and Midland	√				Town of Bassendean
75	improve cycle facilities along Great Eastern Hwy (between Graham Farmer Fwy and Guildford)	√				City of Belmont
23	improve cycling facilities on Bushmead Rd		√			
24	improve cycling facilities on West Pde		√			
28	construct bicycle facilities (bicycle lanes) on Military Rd Bridge		√			
86	improve connectivity to Ellenbrook centre		√			
88	improve connectivity to Malaga industrial area		√			City of Bayswater
69	improve bicycle lanes along Roe Hwy (between Great Eastern Hwy and Great Northern Hwy)		√			
70	improve bicycle lanes along Great Eastern Hwy Bypass		√			
71	improve bicycle lanes along Kalamunda Rd (between Great Eastern Hwy Bypass and Roe Hwy)		√			Shire of Kalamunda
72	improve bicycle lanes along Reid Hwy (between West Swan Rd and Tonkin Hwy)		√			
74	improve bicycle lanes along Reid Hwy (between Tonkin Hwy and Alexander Dr)		√			
73	improve bicycle lanes along Tonkin Highway (between Collier Rd and Reid Hwy)		√			City of Bayswater
68	improve bicycle lanes along Roe Hwy (between Kalamunda Rd and Military Rd exit)		√			Shire of Kalamunda
44	provide sufficient space for on-road cycle facilities on Robinson Rd at the crossing of the freight railway			√		
45	construct bicycle facilities (bicycle lanes / space) on Lloyd Street between Clayton Rd and Railway Pde			√		
46	construct additional railway crossing point at Herne Hill (Argyle St)			√		
51	install traffic lights at Great Eastern Hwy and Gemco Rd intersection			√		
52	install pedestrian / cyclists traffic lights at Great Eastern Hwy Bypass and Kalamunda Rd			√		
53	improve cyclists safety at unsignalised cyclist/pedestrian crossing of Great Eastern Hwy Bypass at Vale Rd			√		
54	install pedestrian / cyclists traffic lights at Great Eastern Hwy Bypass and Stirling Cr			√		
62	install bicycle facilities (pedestrian / cyclists traffic lights) and access to shared path along Great Eastern Hwy at Great Eastern Hwy - Kalamunda Rd intersection			√		
64	install bicycle facilities (pedestrian / cyclists traffic lights and bicycle lanes) at Reid Hwy - Lord St intersection			√		
43	improve cycle facilities (widen bicycle lanes) on Great Eastern Hwy Bypass at crossing of freight railway			√		
96	connectivity to Swan Valley			√		
97	connectivity to Whiteman Park			√		
29	construct additional cycle bridge, inclusive cycle paths between Woodbridge / Viveash and Caversham				√	
32	construct additional cycle bridge, inclusive cycle paths between South Guildford and Guildford				√	
33	upgrade unpaved pedestrian path and bridge to a cycle bridge, inclusive cycle paths between Helena Valley and Koongamia				√	
82	construct PSP along Tonkin Highway (between Collier Rd and Reid Hwy)				√	City of Bayswater
79	construct PSP along Roe Hwy (between Kalamunda Rd and Great Eastern Hwy)				√	Shire of Kalamunda
80	construct PSP along Roe Hwy (between Great Eastern Hwy and Great Northern Hwy)				√	
81	construct PSP along Reid Hwy (between Swan Rd and Tonkin Hwy)				√	
83	construct PSP along Reid Hwy (between Tonkin Hwy and Alexander Dr)				√	
Perth CBD						
27	improve cycle facilities on Causeway Bridge on Heirisson Island			√		Town of Victoria Park

9.3   REGIONAL SERVICES PROJECT FUNDING PROGRAM

REFERENCE: COMMITTEES-14277

PURPOSE OF REPORT

To provide Council with an update on the commitment to funding for Regional Services projects for 2012/2013.

KEY ISSUES AND RECOMMENDATION(S)

- The Regional Services Directorate provides services that are targeted directly at enhancing the region's sustainability.

- Projects are diverse to ensure they address key regional issues which fall under each of the broad areas of social, economic and environmental development and meet the outcomes of the Regional Economy Development Strategy, the Regional Environment Strategy, the Regional Advocacy Strategy and the Regional Integrated Transport Strategy.

- Delivery of services is driven through an annual process aligned to the business planning and budget processes of all member Councils. The process provides clarity to elected members and member Council officers about the EMRC's direction in delivering regional services and seeks agreement by all parties involved.

- The EMRC outlines major project areas, develops a set of proposals and associated funding requirements through Regional Services Project Funding Summary 2012/2013 - 2016/2017.

- During February and March 2012, the EMRC met with officers from all member Councils to discuss the proposed Regional Services projects and seek commitment to funding required for their delivery. This annual process also provides information for member Councils to include in their own budget process for 2012/2013.

- All member Councils (Town of Bassendean commitment is subject to Council approval 26 June 2012) have supported the delivery of the Environmental Services projects, the Regional Tourism Program, the ongoing subscription to REMPLAN, profile id and atlas id economic and demographic profiling tools and the Regional Transport Planning and Development TravelSmart initiative for 2012/2013. These projects will be delivered by EMRC for 2012/2013.

- The development of a Regional Digital Strategy has been supported by all member Councils except the Shire of Kalamunda. The Town of Bassendean's commitment is subject to Council budget approval.

- The undertaking of independent research to inform the delivery of industry engagement initiative has been supported by the City of Bayswater, the City of Belmont and has been included in the Town of Bassendean's budget subject to Council approval. The Shires of Kalamunda and Mundaring have advised that they will not support this initiative for 2012/2013 and the City of Swan has confirmed in principle support subject to assessment by City officers and endorsement by the City.

Recommendation(s)

For Discussion.

SOURCE OF REPORT

Director Regional Services

Item 9.3 continued

BACKGROUND

Regional Services delivers regionally based projects to member Councils in the areas of environmental protection, economic development (including tourism related programs) and transport planning. Projects and programs have varied over time in response to the needs of member Councils and regional issues that emerge and are deemed to be better 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 a set of proposals and associated funding models in order to provide clarity to elected members and member Council officers about what the EMRC's direction should be in delivering regional services and projects and to seek agreement by all parties involved.

The total EMRC net contribution to Regional Services in 2011/2012 was a total of $2,316,280 being $1,387,644 for Regional Development and $928,636[1] for Environmental Services projects and services. This amount is derived from surplus revenue from the commercial operations (this includes member Councils as well as all other revenue) of the Red Hill Waste Management Facility. This social and financial benefit is provided to all member Councils participating in Regional Services projects.

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. For example, if notice of withdrawal was given on 1 July 2012, it will not take effect until 30 June 2013.

REPORT

The Regional Services Project Funding Summary 2012/2013 - 2016/2017 outlines major project areas that will require a level of direct financial support and/or member Councils' officer time to provide input, advice, and the provision of data as required.

At a meeting of Council held on 16 February 2012 (Ref: Committees–13587), it was resolved:

"THAT COUNCIL APPROVES IN PRINCIPLE SUPPORT TO THE PROJECT PROPOSALS AS OUTLINED IN THE REGIONAL SERVICES PROJECT FUNDING SUMMARY 2012/2013 - 2016/2017 FOR USE IN INITIATING DISCUSSION WITH MEMBER COUNCILS FOR CONSIDERATION IN THE 2012/2013 DRAFT BUDGET."

During February and March 2012, the EMRC met with officers from all member Councils to discuss the proposed Regional Services projects and seek commitment to funding required for their delivery. This annual process also provides information for member Councils to include in their own budget process for 2012/2013.

Project delivery plans are developed once the overarching strategic intent of the project proposals outlined in the Project Funding Summary have been agreed upon, in the first instance, by the EMRC Council via the Chief Executive Officers Advisory Committee and then through presentations to member Councils' Executive Officers and Executive staff in the first quarter of 2012 and written confirmation of funding.

In April 2012, letters were sent to the Chief Executive Officers of all member Councils seeking confirmation of the levels of funding that each member Council would be providing to the EMRC Regional Services projects for 2012/2013. Confirmation of the funding commitment for Regional Services Projects for 2012/2013 has been received from all member Councils with exception of the Town of Bassendean who have advised that the funding allocation for all EMRC Regional Services projects will be listed in Councils draft 2012/2013 operational budget to be presented at the 26 June 2012 meeting.

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[1] EMRC Annual Budget- Synergy Soft Reports - August 2011

Item 9.3 continued

All member Councils have supported the Environmental Services projects.

All member Councils have supported the Regional Tourism Program and the Regional Transport Planning and Development TravelSmart initiative. The TravelSmart initiative for Perth's Eastern Region has been funded by the Department of Transport and the project will commence in July 2012 for a three year period. This project and ongoing member Council commitments for 2013/2014 and 2014/2015, has been included in the projected financial summary the Regional Services Funding Project Funding Summary 2012/2013 - 2016/2017.

The Cities of Belmont and Bayswater have confirmed their commitment to the full amount requested for the Regional Economic Development Program as outlined in the Regional Services Funding Project Funding Summary 2012/2013-2016/2017 and summarised below:

1. The development a Regional Digital Strategy as endorsed by Council 19 April 2012 (Ref: Committees–13451). This will be developed externally to EMRC and in consultation with the Economic Development Officers Group (EDOG) to establish parameters and scope of the strategy. It is estimated that the cost will be in the vicinity of $80,000.

2. The ongoing subscription to REMPLAN, *profile id* and *atlas id* economic and demographic profiling tools ($2,000 per annum per Member Council).

3. Undertake independent research to inform delivery of industry engagement. The scope of these projects (outlined Regional Services Project Funding Summary) will be discussed with EDOG to ensure that the research provides the basis to support local outcomes. It is estimated that this cost will be in the vicinity of $68,000.

The City of Swan has confirmed in principle support for the Regional Economic Development projects and the amount of $45,727 will be included in the draft 2012/2013 Council Budget as contributions to these projects are subject to assessment by City of Swan officers and final endorsement by the City.

The Town of Bassendean has included support for all Regional Services projects in its Operational Budget subject to Council approval on 26 June 2012.

The Shire of Mundaring contribution to the Regional Economic Development program is less than the full funding requested and the proposed contribution of $11,953 is designed to support the development of a Regional Digital Strategy and the provision of the regional profiling tools of REMPLAN, *profile id* and *atlas id*.

The Shire of Kalamunda has advised that it will support only the REMPLAN, *profile id* and *atlas id* regional profiling tools component of the Regional Economic Development program.

Implications for Project Delivery

All member Councils (Town of Bassendean - subject to Council approval 26 June 2012) have supported the delivery of the Environmental Services projects, the Regional Tourism Program, the ongoing subscription to REMPLAN, *profile id* and *atlas id* economic and demographic profiling tools and the Regional Transport Planning and Development TravelSmart initiative for 2012/2013. These projects will be delivered by EMRC for 2012/2013.

Regular reports will be provided to member Councils on the progress of these projects through CEOAC Information Bulletins, the Economic Development Officers Group, the Regional Environmental Advisory Group and the Regional Integrated Transport Strategy Implementation Advisory Group.

The development of a Regional Digital Strategy as endorsed by Council 19 April 2012 (Ref: Committees-13451) has been supported by all member Councils except the Shire of Kalamunda. The Town of Bassendean commitment is subject to Council approval 26 June 2012.

Item 9.3 continued

The undertaking of independent research to inform the delivery of the industry engagement initiative has been supported by the City of Bayswater, the City of Belmont and has been included in the Town of Bassendean's budget subject to Council approval. The Shires of Kalamunda and Mundaring have advised that they will not support this initiative for 2012/2013 and the City of Swan has confirmed in principle support subject to assessment by City officers and endorsement by the City.

As can be seen from the above information, the Regional Digital Strategy and the Industry Engagement Initiative are supported by some member Councils but not all. This creates a challenge in terms of what can be provided and a summary of potential options is listed below.

Project Options for Discussion

1. **Regional Digital Strategy**

    That the development a Regional Digital Strategy be scoped and costed as a project plan for delivery in the 2012/2013 financial year for the areas covered by the Town of Bassendean, City of Bayswater, City of Belmont, Shire of Mundaring and City of Swan. As the resulting actions emanating from the strategy will be member Council specific, the absence of the Shire of Kalamunda as a participant will mean that:

    a) They will not contribute to the funding; and

    b) They will not have any actions developed relating to their district.

2. **Industry Engagement Initiative**

    That the undertaking of independent research to inform the delivery of the industry engagement initiative be scoped and costed as a project plan for delivery to the City of Bayswater, the City of Belmont, the Town of Bassendean and the City of Swan in the 2012/2013 financial year. Any resultant Industry Engagement Initiatives will be limited to the districts of the participating member Councils.

3. **Alternatively**

    The undertaking of independent research to inform the delivery of the industry engagement initiative be scoped and costed as a project plan for approval by CEOAC and included for all member Council consideration in the 2013/2014 budget discussion process.

Should member Councils support the above initiatives being limited to the member Councils who have committed funding in their 2012/2013 budgets, the next step will be for the EMRC to recast their draft budget to ensure that the projects can be adequately delivered based on the revised member Council funding committed in 2012/2013.

STRATEGIC/POLICY IMPLICATIONS

Key Result Area 1 – Environmental Sustainability

    1.5   To contribute towards improved regional air, water & land quality and regional biodiversity conservation

Key Result Area 2 – Social Opportunities

    2.1   To facilitate regional tourism development

Key Result Area 3 – Economic Development

    3.1   To facilitate increased investment in regional infrastructure

Item 9.3 continued

Key Result Area 4 – Good Governance

    4.4   To manage partnerships and relationships with stakeholders

    4.5   To Improve marketing and communications

FINANCIAL IMPLICATIONS

Following the consultative process and final agreement of the projects, funding will be integrated into future annual and long-term budgets as outlined. It is anticipated that member Councils will be invoiced for their agreed project contributions in the third quarter of 2012.

SUSTAINABILITY IMPLICATIONS

The Regional Services Directorate provides services that are targeted directly at enhancing the region's sustainability. Projects are diverse to ensure they address key regional issues which fall under each of the broad areas of social, economic and environmental development and meet the outcomes of the Regional Economy Development Strategy, the Regional Environment Strategy, the Regional Advocacy Strategy and the Regional Integrated Transport Strategy.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	$69,200
City of Bayswater	$91,849
City of Belmont	$85,018
Shire of Kalamunda	$68, 433 plus $2,000 for regional profiling tools
Shire of Mundaring	$99,700
City of Swan	$119,311 ($45,727 in principle)

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

For discussion.

Item 9.3 continued

CEOAC RECOMMENDATION(S)

MOVED MR COLE   SECONDED MR JARVIS

That Council progresses with the Regional Digital Strategy and Industry Engagement Initiative with the member Councils who have given their support for the project in the 2012/2013 Budget.

CARRIED UNANIMOUSLY

9.4 ITEMS CONTAINED IN THE INFORMATION BULLETIN
REFERENCE: COMMITTEES-14275

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

1. REGIONAL SERVICES

1.1 ENVIRONMENTAL SERVICES ACTIVITY REPORT APRIL – JUNE 2012
(Ref: Committees-14232)

Mr Cole commended the volume of work being undertaken by Environmental Services.

RECOMMENDATION

That the Information Bulletin be noted.

CEOAC RESOLUTION

MOVED MR FOLEY   SECONDED MR THROSSELL

THAT THE INFORMATION BULLETIN BE NOTED.

CARRIED UNANIMOUSLY

10 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

Nil

11 GENERAL BUSINESS

11.1 EVENTS IN THE REGION

28 – 29 July 2012	Shire of Mundaring	Mundaring Truffle Festival
5 August 2012	City of Bayswater	Avon Descent
6 October 2012	City of Belmont	Mayoral Dinner

11.2 OTHER GENERAL BUSINESS

Travel Smart Funding
The Director Regional Services provided an update on the progress of the Travel Smart Initiative.

NBN Co
Mr Jarvis noted that NBN Co had contacted the Town of Bassendean regarding the opportunity for co cabling for rollout of NBN network cables.

12   FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee will be held on **10 July 2012 (informal)** at the Town of Bassendean, 48 Old Perth Road, Bassendean WA 6054 commencing at 12:30pm with lunch at 12noon.

Chief Executive Officers' Advisory Committee (CEOAC) meetings commencing at 12noon:

Tuesday	10	July (informal)	at	Town of Bassendean
Tuesday	14	August	at	EMRC Administration Office
Tuesday	11	September (informal)	at	City of Belmont
Tuesday	9	October	at	EMRC Administration Office
Tuesday	27	November (informal)	at	City of Swan

Mr Foley, CEO of the City of Swan and Mr Cole, CEO of City of Belmont will be apologies at the next CEOAC meeting being held on 10 July 2012.

13   DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 12:55pm.