



15 REPORTS OF COMMITTEES

15.1 CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD 2 FEBRUARY 2010 (REFER TO MINUTES OF COMMITTEE - BLUE PAGES) REFERENCE: COMMITTEES-10423

The minutes of the Chief Executive Officers Advisory Committee meeting held on **2 February 2010** 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 report of the Chief Executive Officers Advisory Committee.

RECOMMENDATION

That with the exception of items, which are to be withdrawn and dealt with separately, the recommendations in the Chief Executive Officers Advisory Committee report (Section 15.1) be adopted.

COUNCIL RESOLUTION

MOVED CR ZANNINO SECONDED CR PULE

THAT WITH THE EXCEPTION OF ITEMS 9.1 AND 9.3, WHICH ARE TO BE WITHDRAWN AND DEALT WITH SEPARATELY, THE RECOMMENDATIONS IN THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE REPORT (SECTION 15.1) BE ADOPTED.

CARRIED UNANIMOUSLY

CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

**MINUTES
2 February 2010**

(REF: COMMITTEES-10423)

A meeting of the Chief Executive Officers Advisory Committee was held at the City of Bayswater, 61 Broun Avenue, Morley WA 6062 on **Tuesday, 2 February 2010**. The meeting commenced at **12noon**.

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1 DECLARATION OF OPENING AND ANNOUNCEMENT OF VISITORS

The Chairman opened the meeting at 12:33 pm and welcomed all the Members to the first meeting of 2010.

2 ATTENDANCE, APOLOGIES AND LEAVE OF ABSENCE PREVIOUSLY APPROVED

Mr Bob Jarvis	Chief Executive Officer	Town of Bassendean
Ms Francesca Lefante	Chief Executive Officer	City of Bayswater
Mr Stuart Cole	Chief Executive Officer	City of Belmont
Mr James Trail	Chief Executive Officer	Shire of Kalamunda
Mr Jonathan Throssell (Chairman)	Chief Executive Officer	Shire of Mundaring
Mr Mike Foley (Deputy Chairman)	Chief Executive Officer	City of Swan
Mr Peter Schneider	Chief Executive Officer	EMRC

APOLOGIES

Nil

EMRC OFFICERS

Mr Adam Johnson	Director Waste Services
Ms Rhonda Hardy	Director Regional Services
Ms Robyn O'Callaghan	Director Corporate 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

The Chairman welcomed Robyn O'Callaghan to the meeting.

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

5.1 MINUTES OF CEOAC COMMITTEE MEETING HELD ON 17 NOVEMBER 2009

That the minutes of the Chief Executive Officers Advisory Committee meeting held on 17 November 2009, which have been distributed, be confirmed.

CEOAC RESOLUTION(S)

MOVED MR JARVIS

SECONDED MS LEFANTE

THAT THE MINUTES OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE MEETING HELD ON 17 NOVEMBER 2009 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



9 REPORTS OF OFFICERS

9.1 REGIONAL ILLEGAL DUMPING SERVICE PROJECT PLAN

REFERENCE: COMMITTEES-10447

PURPOSE OF REPORT

The purpose of the report is to seek Council approval of the Project Plan for the Regional Illegal Dumping Service (RIDS).

KEY ISSUES AND RECOMMENDATION(S)

- Illegal dumping is observed within all member Councils. The problem is expected to worsen with increased landfill levies.
- Following the inclusion of an action to address illegal dumping in the Strategic Waste Management Plan, a Project Plan for a Regional Illegal Dumping Service has been prepared, providing for a truck with crane grab, two operators, a supervisor and Personal Digital Assistants for data capture.
- The annual cost of the RIDS has been estimated at almost \$330,000.
- The project is proposed to be funded during a trial period by a \$2.00 per tonne surcharge on municipal waste received at the Red Hill Waste Management Facility, with the shortfall in funding to be provided by the EMRC.
- The RIDS has been designed to address the needs of member Councils whilst taking into account recommendations from British research into illegal dumping ("fly-tipping"). The main recommendation from that research is that a strategic approach to illegal dumping is essential.
- The RIDS is proposed to be commenced in October 2010, with plant, equipment and staff to be procured and hire prior to this date.

Recommendation

That:

1. Council endorse the Project Plan for the Regional Illegal Dumping Service forming the attachment to this report.
2. The Regional Illegal Dumping Service be included for consideration in the 2010/2011 budget
3. The Regional Illegal Dumping Service commence on 1 October 2010 subject to being supported in the 2010/2011 budget.

SOURCE OF REPORT

Director Waste Services

BACKGROUND

At its meeting on 3 December 2009 (COMMITTEES-10109 refers), Council considered the extent of the illegal dumping problem for the Region, and resolved that:

- "1. A PROJECT PLAN FOR A REGIONAL ILLEGAL DUMPING SERVICE BE PREPARED FOR CONSIDERATION BY COUNCIL AT ITS MARCH 2010 MEETING.*



Item 9.1 continued

2. *THE REGIONAL ILLEGAL DUMPING SERVICE BE FUNDED BY A SURCHARGE ON WASTE DISPOSAL.*
3. *THE TARGET BUDGET FOR THE REGIONAL ILLEGAL DUMPING SERVICE BE IN THE ORDER OF \$285,000."*

Since the March 2010 meeting is to be held "if required", and work on the Project Plan was completed earlier than expected, the Project Plan is presented for consideration at the February 2010 meeting.

REPORT

In preparing the Project Plan, research from the United Kingdom into the causes, incentives and solutions for illegal dumping was reviewed. This research suggests a range of measures, but is clear that a strategic approach is essential to enhance the effectiveness of the illegal dumping measures. This entails the integration of collection and disposal consideration, collaboration with neighbouring Councils and Government, better data collection and analysis and the development of knowledge into effective approaches to address the problem.

The Project Plan seeks to address these recommendations. It proposes a Regional Illegal Dumping Service comprised of a truck with crane grab, two operators, a supervisor with utility supplied and GPS enabled Personal Digital Assistants (PDA's). Illegally dumped waste will be reported to the RIDS by report on the hotline or report from a member Council. The RIDS will attend the site, capture data in relation to the waste and then remove the waste. Where possible, waste will be recycled.

In addition to clearing waste and gathering data, the RIDS will enable the member Councils to develop a coordinated approach to preventing dumping in "hotspots", build knowledge in addressing illegal dumping, present a regional approach in order to obtain external funding, and establish expertise in the enforcement against illegal dumpers (either criminal or civil action).

The proposed budget for the RIDS is almost \$330,000, or about \$45,000 more than the target amount (\$285,000, being the sum reported by member Councils as their expenditure on illegal dumping). It is noted that member Councils reported that 14 FTE's were involved in this activity, suggesting that the estimated expenditure is an underestimate. If each FTE had a total employment cost of \$40,000, the cost of the programme would be \$560,000 before any expenditure on plant and waste disposal. Thus, the estimated \$330,000 is a significant saving on the current programme undertaken by member Councils.

The RIDS is proposed to be funded by a surcharge of \$2.00 per tonne on the member Council's and Western Metropolitan Regional Council's municipal waste disposal fee. Based on 2010/2011 budgeted municipal waste tonnages, this would equate to \$338,068. Any shortfall would be funded from the Waste Services operating surplus.

Further funding sources such as grant funding will be explored in the event that the project is approved to proceed. This will be used to improve services beyond the minimum budgeted for without requiring additional member Council or EMRC funding.

Once established, the EMRC may extend the RIDS to external parties who have illegal dumping problems. This might be entities in the Region such as the Water Corporation, or neighbouring Councils. External parties will contribute to the service on a cost plus basis.

STRATEGIC/POLICY IMPLICATIONS

Improved management of illegal dumping will assist with Key Result Area 1 of the EMRC Strategic Plan for the Future, specifically Objective 1.2: To improve regional waste management.



Item 9.1 continued

FINANCIAL IMPLICATIONS

The total budget for the Regional Illegal Dumping Service is estimated to be about \$330,000. Further detail is contained in the Project Plan.

The Regional Illegal Dumping Service is anticipated to save member Councils' current expenditure by consolidating a service currently provided by all, thus achieving service efficiencies.

SUSTAINABILITY IMPLICATIONS

Illegal dumping presents a challenge to the appropriate management of waste, and can pose significant threats to human health and the environment. Its continued management currently costs member Councils about \$285,000 per year, though that figure is likely to be an under-estimate based on the reported number of FTE's required to deal with illegal dumping.

MEMBER COUNCIL IMPLICATIONS

Based on forecast tonnes for 2010/2011, the RIDS allocation is \$2.00/tonne, and the contribution from each member Council is as set out below.

Member Council	Implication Details
Town of Bassendean	Approximately \$12,898 (ex GST)
City of Bayswater	Approximately \$57,430 (ex GST)
City of Belmont	Approximately \$44,038 (ex GST)
Shire of Kalamunda	Approximately \$49,106 (ex GST)
Shire of Mundaring	Approximately \$36,540 (ex GST)
City of Swan	Approximately \$98,056 (ex GST)

The total for member Council contributions is \$298,068. The remaining income required for the project will be made up of an estimated \$40,000 from Western Metropolitan Regional Council waste.

ATTACHMENT(S)

Regional Illegal Dumping Service Project Plan (Ref: Committees-10477)

VOTING REQUIREMENT

Simple Majority



Item 9.1 continued

RECOMMENDATION(S)

That:

1. Council endorse the Project Plan for the Regional Illegal Dumping Service forming the attachment to this report.
2. The Regional Illegal Dumping Service be included for consideration in the 2010/2011 budget
3. The Regional Illegal Dumping Service commence on 1 October 2010 subject to being supported in the 2010/2011 budget.

The Chief Executive Officer provided an overview on the Regional Illegal Dumping Service Project Plan. The Director Waste Services provided further details. Discussion ensued and it was suggested that there would be benefit in the Technical Advisory Committee reviewing the document and providing comments to the Chief Executive Officers Advisory Committee.

The Chief Executive Officer of the Shire of Kalamunda expressed his concerns regarding the cost of dealing with an estimated 400 tonnes of illegally dumped waste. He queried the project being considered before the Shared Services project had been finalised.

The Chairman reiterated that the Project Plan had been presented to the Committee on its request at the December 2009 meeting.

Mr Foley moved the revised resolution that the Report be referred to the Technical Advisory Committee for review and comment.

CEOAC RECOMMENDATION(S)

MOVED MR FOLEY

SECONDED MS LEFANTE

That the Project Plan for the Regional Illegal Dumping Services forming the attachment to this report be referred to the Technical Advisory Committee for advice and comment before being referred back to the Chief Executive Officers Advisory Committee for consideration.

CARRIED UNANIMOUSLY

Cr Radford stated that he had some concerns about the report and the policies and these are summarised below:

- How would EMRC handle reports of illegally dumped items that were under the one cubic metre limit;
- Did the EMRC have any plans for working with the Water Corporation, Department of Environment and Conservation (DEC), Swan River Trust, etc;
- The service might create confusion between members of the public, the EMRC and member Councils in relation to responsibility for dealing with illegal dumping, and that the policy should be to collect all items illegally dumped or none at all.

The Director Waste Services advised that the reason for the one cubic metre limit was to differentiate between litter and illegal dumping, and that a smaller limit might be more appropriate. The limit would need to ensure that the Regional Illegal Dumping Service (RIDS) team was not called out for litter such as cigarette butts.

Cr Townsend asked if white goods would be picked up by the service. The Director Waste Services confirmed that they would be if they were illegally dumped.



Item 9.1 continued

Cr Townsend referred to page 18 of the TAC Minutes – Other Expenses of \$25,200 and asked for an explanation of the budgeted expenditure. The Director Waste Services advised that it was primarily landfill disposal of waste.

Cr Godfrey asked if Council could opt out of the program. The CEO advised that some of the questions being raised by Councillors were also raised by the CEOs, and that TAC comments provided later were that one of the options was for illegal dumping to be dealt with by the member Councils and the position be reviewed in twelve to eighteen months to see if illegal dumping increases with increases in the landfill levy.

Cr Lindsey stated that he was happy to have the report referred to TAC. Cr Lindsey referred to the threshold of one cubic metre and acknowledged that it may be moved down, but asked if it applied to a single item or was cumulative. The Director Waste Services advised that it applied to the cumulative amount.

COUNCIL RESOLUTION(S)

MOVED CR LINDSEY

SECONDED CR ZANNINO

THAT THE PROJECT PLAN FOR THE REGIONAL ILLEGAL DUMPING SERVICES FORMING THE ATTACHMENT TO THIS REPORT BE REFERRED TO THE TECHNICAL ADVISORY COMMITTEE FOR ADVICE AND COMMENT BEFORE BEING REFERRED BACK TO THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE FOR CONSIDERATION.

CARRIED UNANIMOUSLY



Protecting Perth's Eastern Region

Regional Illegal Dumping Service



Project Plan



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1 Introduction

Illegal dumping is currently a problem for all member Councils. A survey conducted during 2009 indicated that over 400 tonnes of illegally dumped waste is collected each year, and more than \$285,000 is spent on managing illegal dumping annually. The number of Full Time Equivalent (FTE) staff employed to manage illegal dumping waste reported as 14 FTE's. Limited enforcement is undertaken, and very limited data is available on the specific locations and types of waste dumped.

The number of FTE's reported as managing illegal dumping suggests that the estimated expenditure is an underestimate. If each FTE had a total employment cost of \$40,000, the cost of the programme would be \$560,000 before any expenditure on plant and waste disposal. Furthermore, the estimate of costs for the Region does not include dumped waste on land not owned or managed by member Councils (such as highways or State Forests).

At its meeting on 3 December 2009, Council resolved that:

1. *A PROJECT PLAN FOR A REGIONAL ILLEGAL DUMPING SERVICE BE PREPARED FOR CONSIDERATION BY COUNCIL AT ITS MARCH 2010 MEETING.*
2. *THE REGIONAL ILLEGAL DUMPING SERVICE BE FUNDED BY A SURCHARGE ON WASTE DISPOSAL.*
3. *THE TARGET BUDGET FOR THE REGIONAL ILLEGAL DUMPING SERVICE BE IN THE ORDER OF \$285,000.*

The Project Plan is presented below, and is preceded by research into illegal dumping conducted internationally (specifically the UK). This research enables the Project Plan to be targetted in a manner that will maximise the effectiveness and efficiency of the Regional Illegal Dumping Service.

Whilst it is noted that the project is covered under the Continuing Services section of the Establishment Agreement, the Project Plan in section 3 has been prepared as if the project were a New Service and structured in accordance with clause 10.3 of the Establishment Agreement, with each point of clause 10.3 forming a separate section to the Project Plan.



2 Research into Illegal Dumping

2.1 Causes of illegal dumping

Research conducted by the Jill Dando Institute of Crime Science in the UK into illegal dumping (called “fly-tipping” in the UK) analysed the causes for illegal dumping, and confirmed the two primary drivers as understood by waste authorities:

- The costs of legitimate disposal; and
- The availability of civic amenity and other waste disposal sites.

The research analysed these drivers further, and considered the key influences for traders, householders, and serial and opportunistic offenders. Each of these is considered in more detail below.

A further finding from the research is that so-called “two-tiered authorities”, where a County Council looks after disposal and the Local Authority manages collection, are particularly prone to the creation of “perverse incentives”. This is where the actions of the waste disposal authority exacerbates the illegal dumping problem which is managed by the waste collection authority. In this case, the two authorities need to work together to minimise the problem. The EMRC and its member Councils can be considered a two-tiered authority.

2.1.1 Traders

Costs were important for traders in terms of the actual quantum, but also the differences in costs in different areas. These cost variations impact on competition. This is important within the Region where the costs to of waste vary substantially (detailed in the table below, correct at January 2009, inclusive of GST).

Site	Car	6 x 4 trailer	Per tonne
Red Hill	\$16.00	\$33.00	\$99.50
Mundaring	Free*	Free*	Not available
Chidlow	Free*	Free*	Not available
Walliston**	\$14.00	\$26.00	Not available
Bayswater	\$38.85	\$71.60	\$133.60

* Free disposal at Mundaring transfer stations requires a Mundaring tip-pass and the waste must be, or appear to be, residential.

** Shire of Kalamunda fees are under review, and expected to be the same as Red Hill fees after the first Council meeting in 2010.

Traders also found the opening hours of waste disposal sites a concern, and particularly early closing hours during winter when daylight hours restricted operations. Short days are not such a problem in the Region, and no site closes early because of restricted daylight. The opening hours for all sites are:



Site	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Red Hill	7:00-4:00	7:00-4:00	7:00-4:00	7:00-4:00	7:00-4:00	8:00-4:00	10:00-4:00
Mundaring	8:00-4:00	8:00-4:00				8:00-4:00	8:00-4:00
Chidlow				8:00-4:00	8:00-4:00	8:00-4:00	8:00-4:00
Walliston						9:00-5:00	9:00-5:00
Bayswater	7:30-4:00	7:30-4:00	7:30-4:00	7:30-4:00	7:30-4:00	10:00-4:00	10:00-4:00

As can be demonstrated, all residents have access to two waste disposal sites on all days except for three public holidays. Residents of Mundaring have access to four waste disposal sites on weekends, and three on all other days except for Wednesdays and certain public holidays.

With the exception of Walliston, all sites close at 4:00 pm. There may be some argument that the sites should close later, however customer records indicate that few customers arrive between 3:00 pm and 4:00 pm, and that early opening hours are more important than a late close.

A final factor for traders to engage in illegal dumping is a lack of information in relation to the locations of waste disposal facilities.

2.1.2 *Householders*

The emphasis for householders was on access to waste disposal facilities, primarily for householders without access to vehicles, or where they arrive at site after it has closed. The lack of access to vehicles underscores the importance of providing sufficient waste disposal capacity (for general household waste) and vergeside collection days (for bulky waste). Both services contribute significantly to reducing illegal dumping; the UK research found that 1% of householders surveyed admitted to having dumped waste illegally, but 3% of those surveyed had been tempted. A key reason for not yielding to temptation is the availability of waste disposal services. A lack of access to vehicles is not likely to be a significant problem for the Region.

Strong correlation was found between “areas of multiple deprivation” and illegal dumping. Specifically, overcrowding (such as in high density housing) and poverty are well correlated with instances of illegal dumping. The high representation of the Region in the most disadvantaged areas of Perth (as indexed by the SEIFA index) suggests that illegal dumping might be worse in the Region than elsewhere in Perth.

2.1.3 *Serial and opportunistic offenders*

The analysis indicated two types of offenders: opportunistic offenders who take advantage of an opportunity to make or save some money, and persistent offenders who account for a substantial proportion of offences. The UK data indicated that 39% of offenders had only been convicted once, whereas 6% of offenders accounted for 22% of all offences.

Opportunistic offenders are more likely to be dissuaded by measures that make it harder or less rewarding. Persistent offenders require more focused enforcement measures.



2.2 Addressing illegal dumping

The research indicated that there are a large number of tools that can be adopted to combat illegal dumping, but the key to their effectiveness is integration across local governments. The research was very clear that a strategic approach is essential, with this approach advancing beyond simple reactive site clean-up and enforcement to include “situational crime prevention techniques”, data collection and analysis, and securing external support.

2.2.1 Situational crime prevention techniques

Situational crime prevention techniques can be grouped under five main headings:

- Increasing the effort for the potential offender
- Increasing the risks to the potential offender
- Reducing the rewards to the potential offender
- Reducing provocations of potential offenders
- Removing the excuses available to potential offenders

Each of these techniques has a series of tactics, enabling a more nuanced approach than simple enforcement (noted to be “not seen as terribly effective and penetrates the illegal dumping community very little”).

2.2.2 Strategic thinking

The importance of a more strategic response was highlighted throughout the research. Some of the suggested measures in the UK research include:

- Collection and disposal services to work together as well as other organisations such as planning authorities
- Neighbouring authorities to work together to ensure their strategies align
- Better data collection and analysis, aimed at better understanding problems and local patterns
- More evaluation and the development of a knowledge base of what works or what might work
- Ability to recognise and pass upwards higher level problems for action, for example State mandated recycling or landfill targets

All of the above measures indicate how a Regional Illegal Dumping Service is timely and a sound approach for the Region. In the absence of such a Strategy, the response to illegal dumping is likely to remain ad-hoc and largely ineffective whilst the problem increases with increasing landfill levies.

2.3 References

- Defra (2006). *Fly-tipping: Causes, Incentives and Solutions: A good practice guide for Local Authorities*. Jill Dando Institute of Crime Science, UCL. Available: <http://www.defra.gov.uk/environment/quality/local/flytipping/documents/flytipping-goodpractice.pdf>
- Webb, B., Marshall, B., Czarnomski, S. & Tilley, N. (2006). *Fly-tipping: Causes, Incentives and Solutions*. Jill Dando Institute of Crime Science, UCL. Available: <http://www.defra.gov.uk/environment/quality/local/flytipping/documents/flytipping-causes.pdf>



3 Project Evaluation

An evaluation of the project in accordance with the EMRC Project Plan template has been completed. This template ensures that key factors have been considered in the project planning process.

3.1 Project Title:

Regional Illegal Dumping Service (RIDS)

3.2 Background

Detailed in section 1 above.

3.3 Project Objectives

3.3.1 Goal

To improve the efficiency and effectiveness of dealing with illegal dumping in the Region by adopting a regional approach.

3.3.2 Benefits

1. Reduced resources from member Councils in the management of illegal dumping.
2. A strategic approach to reduce the problem of illegal dumping.

3.3.3 Key deliverables

Plant, equipment and staff to collect illegally dumped waste in the Region, and develop education and enforcement capabilities to reduce the incidence of illegally dumped waste.

3.3.4 Key Performance Indicators

1. Costs within 10% of member Council expenditure as ascertained at the commencement of the RIDS.
2. No increase in illegal dumping incidents notwithstanding increasing landfill fees.

3.4 Project Scope

Detailed in section 4.1 below.

3.5 Stakeholder Management

Key stakeholders in the project are member Councils, the Keep Australia Beautiful Council and residents of the Region.

Potential additional stakeholders are State government instrumentalities with large land holdings in the Region, and neighbouring Councils.



3.5.1 Member Councils

The RIDS is being run on behalf of member Councils, and so must at least provide an equivalent service to the current member Council service. The most appropriate fora for discussions in relation to the RIDS are the Regional Waste Educators Steering Group (RWESG) and Technical Advisory Committee (TAC). At a minimum, progress on the RIDS will be included as an agenda item for the RWESG, and reported every quarter at the TAC through the Information Bulletin.

3.5.2 Keep Australia Beautiful Council

The RIDS may attract funding support from the Keep Australia Beautiful Council (KABC), as the KABC has previously sought to work with the EMRC to deal with illegal dumping on a regional basis. The EMRC will advise the KABC of the commencement of the project, and the RIDS team will meet with the KABC every six months to encourage harmonisation of the RIDS with the KABC's programme.

3.5.3 Residents

Most reports of illegal dumping will come direct from residents, and they need to be made aware of how to report dumping. This will require extensive advertising of the hotline number.

3.5.4 State government instrumentalities and neighbouring Councils

Instrumentalities with large landholdings potentially subject to illegal dumping include Department of Environment and Conservation, Swan River Trust, Water Corporation and Main Roads WA. The EMRC may negotiate an extension of the RIDS to their land subject to agreement being reached on a cost plus basis. The same applies to neighbouring Councils.

3.6 Project Team

The Project Team will be established upon approval by Council to initiate the project. The RIDS will report to the Operations Manager, and planning around the initiation of the project will be undertaken by the Operations Manager and Manager Engineering with guidance by the Director Waste Services.

3.7 Risk Assessment

	Risk	Likelihood	Consequence	Mitigation Strategy	Responsibility
1	Cost over-run – existing scope	Low	Medium	Monitor costs Report changes in scope to TAC	Operations Manager
2	Cost over-run – scope creep	Medium	High	Monitor costs Seek Council approval for increasing scope and budget	Director Waste Services

3.8 Project Schedule

	Task	Start	Finish	Responsibility
1.	Prepare Project Plan for endorsement	Dec 09	Feb 10	Director Waste Services
2.	Purchase plant and equipment	Feb 10	Jun 10	Operations Manager
3.	Hire staff	Jun 10	Aug 10	Operations Manager
4.	Prepare work procedures	Mar 10	Aug 10	Operations Manager, Manager Engineering
5.	Commence RIDS	Sep 10		Operations Manager
6.	Review RIDS	Nov 11	Dec 11	Director Waste Services



3.9 Reporting & Communication

Upon commencement of the RIDS, the RIDS hotline will be advertised in all local papers. This will be accompanied by a media release highlighting the problem of illegal dumping and the establishment of a new taskforce to deal with it. The hotline will be reinforced by inclusion in the Waste & Recycle Guide, inclusion in regular EMRC and member Council columns in local papers, and periodic follow-up advertising.

Reporting to member Councils will be by a standing agenda item for the RWESG, and quarterly reporting at the TAC through the Information Bulletin.

3.10 Budget:

Detailed in section 4.2.1 below.

DRAFT



4 Project Plan

4.1 Definition of New Project or Service

The New Service is for the EMRC to operate a Regional Illegal Dumping Service (RIDS) on behalf of Member Councils. The RIDS will encompass:

1. Providing a hotline for illegal dumping, as well as receiving referrals from member Councils. Each report will be assigned an incident number, tracked and closed out once the report has been investigated.
2. Clearing all dumped waste in excess of one cubic metre. Waste smaller or less than one cubic metre will be considered littering rather than illegal dumping, and handled by member Council rangers.
3. The land to be covered will be primarily Council owned and maintained land, however land owned or maintained by the Department of Environment and Conservation, Swan River Trust, Water Corporation and Main Roads WA may also be included in the programme subject to a Memorandum of Understanding between the EMRC and the relevant landholder to cover charges and responsibilities.
4. Reusing, recycling and recovering energy from dumped waste where appropriate.
5. Providing a service for the safe clearing of dumped asbestos. Other hazardous waste will be referred to the Department of Environment and Conservation for action.
6. Working with partner organisations, such as the Keep Australia Beautiful Council and custodians of large parts of land within the Region.
7. Sourcing and obtaining grants for the enhanced provision of the service.
8. Collecting data on the quantity, type and location of waste collected.
9. Gathering evidence where possible for civil actions to recover the costs of clean-up.
10. Advocacy for legislation that reduces the risk of illegal dumping.
11. Establishing and maintaining a community awareness and education programme in relation to illegal dumping.

The plant required for the RIDS will be limited to a truck with a crane grab and a supervisor's 4WD utility. The RIDS will be staffed by two operators and a supervisor. All staff will be trained in the initial identification and handling of asbestos.



4.2 Expected costs and benefits for the Participants

4.2.1 Costs

A preliminary annual operational budget has been developed based on:

- A second hand truck being purchased from the City of Swan
- Two operators and a supervisor working weekdays only
- Waste disposal costs at member Council rates

IE code	Description	Budget
PB	Advertising Expenses	\$1,000.00
KA	Catering/Food/Beverage Expenses	\$500.00
JF	Consulting Fee Expenses	\$0.00
JG	Contract Labour Expenses	\$5,000.00
JH	Contract Material and Labour Expenses	\$0.00
SB	Cost Allocations - Corporate Services	\$1,000.00
SF	Cost Allocations - Plant	\$33,411.91
SH	Cost Allocations - Risk Management	\$2,000.00
SJ	Cost Allocations - Salary On Costs	\$32,405.76
SZ	Cost Allocations - Within Business Unit	\$0.00
QA	Depreciation Expense - General	\$2,500.00
JI	External Equipment Hire Expenses	\$500.00
JJ	External Plant Hire Expenses	\$5,000.00
IA	Fringe Benefits Tax Expenses	\$0.00
MA	Fuel Expenses - Distilate	\$35,100.00
KC	Material Expenses - General	\$0.00
KD	Material Expenses - Protective Clothing	\$2,100.00
KG	Minor Equip Purchased not Capitalised (Under \$300)	\$500.00
PZ	Other Expenses	\$25,200.00
KH	Printing Expenses	\$2,000.00
GC	Salary Employer Superannuation Expenses	\$14,582.59
GA	Salary Expenses	\$162,028.80
KK	Stationery Expenses	\$0.00
LD	Telephone Expenses - Mobile	\$1,000.00
PT	Training Course Fee Expenses	\$2,000.00
IB	Workers Compensation Premium Expenses	\$1,000.00
	Total	\$328,829.06

The budget for capital items to be purchased is:

Description	Budget
Second hand truck from City of Swan	\$70,000
Supervisor utility	\$45,000
Personal Digital Assistant and other IT equipment	\$5,000
Total	\$120,000

The capital plant will be funded by EMRC Reserves and purchased in the 2010/2011 financial year.



4.2.2 Benefits

The benefits to the EMRC, and the Region in general, as a result of providing the RIDS include:

- More strategic and focused approach to illegal dumping
- Improved illegal dumping service across the Region, including a hotline, rapid response, improved capacity for enforcement
- Better access to grant funding and partnership with support organisations, including large regional landholders
- High quality data capture and analysis
- Development of a regional knowledge base and best practice to address illegal dumping
- Improved ability for advocacy on the factors driving illegal dumping
- Additional services provide for increased flexibility in EMRC staffing

4.3 Project Participant contributions

The Project is proposed to be primarily funded by a surcharge on the disposal of municipal waste from member Councils and the Western Metropolitan Regional Council. Based on projected tonnages to landfill for 2010/2011 and the estimated RIDS budget, the surcharge for 2010/2011 is proposed to be \$2.00 per tonne of waste to landfill.

During the course of each year of operations, the costs are likely to vary depending upon the extent of work done to manage illegal dumping. The shortfall between surcharge funding and RIDS costs will be met by the EMRC through Waste Services operating surpluses.

The annual RIDS contribution from Project Participants based on projected 2010/2011 tonnages is summarised below:

Member Council	Tonnes	Income
Bassendean	6,449	\$12,898
Bayswater	28,715	\$57,430
Belmont	22,019	\$44,038
Kalamunda	24,553	\$49,106
Mundaring	18,270	\$36,540
Swan	49,028	\$98,056
Total	149,034	\$298,068

A further \$40,000 will be provided to the RIDS project as contribution from municipal waste disposed of by the Western Metropolitan Regional Council, making the total RIDS income in 2010/2011 an estimated \$338,068.

Where the EMRC enters into agreement with major land custodians in the Region in return for managing illegal dumping on their land, the EMRC will seek to recover costs on a cost plus basis. The EMRC will also seek and apply for grants to manage illegal dumping.

4.4 Manner of payment of Project Participant contributions

4.4.1 EMRC contribution

The EMRC contribution of capital items will be funded through EMRC Reserves, and charged to the project through a plant utilisation rate.



4.4.2 *Project Participant contributions*

Project Participants will contribute through waste disposal fees.

4.5 Project Participant entitlement and liability in the event that the New Project or Service is wound up

As detailed in the Establishment Agreement for winding up of a Continuing Service.

4.6 The manner of payment of entitlement and liability referred to in paragraph 4.5

As detailed in the Establishment Agreement for winding up of a Continuing Service.

4.7 Procedure for Project Participant to withdraw from the New Project or Service

Not applicable. The project will be provided for all member Councils.

4.8 Entitlement or liability of a withdrawing Project Participant

Not applicable

4.9 The manner of payment of entitlement and liability referred to in paragraph 4.8

Not applicable

4.10 The amount of interest payable where contributions are not made on the due date for payment

The interest payable on overdue contributions will be the same as that established by Council for overdue payments on disposal charges at the Red Hill Waste Management Facility. There is currently no interest charged on overdue payments.

4.11 The entitlement of a Participant which is not a Project Participant to join the New Project or Service

Not applicable



9.2 REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN 2010-2013

REFERENCE: COMMITTEES-10475

PURPOSE OF REPORT

To seek Council approval of the Regional Integrated Transport Strategy (RITS) Action Plan 2010-2013.

KEY ISSUES AND RECOMMENDATION

- The EMRC Council endorsed a review of the RITS Action Plan on 14 September 2009.
- The review of the RITS Action Plan was conducted in accordance with the project plan developed with the RITS Implementation Advisory Group.
- Input to the review of the RITS Action Plan was received from representatives of the RITS Implementation Advisory Group and member Council planning and TravelSmart officers. Input occurred through both written comment and participation in a full day stakeholder workshop.
- The RITS Action Plan 2010-2013 has been aligned with new State Government policy and planning directions and current priorities and developments by member Councils, notably Directions 2031 Spatial Framework for Perth and Peel Region.
- The RITS Action Plan 2010-2013 produced by the review process has clarified objectives and strengthened actions in key focus areas including:
 - Public Transport Service Provision;
 - Integrated Transport and Land Use Planning;
 - Connectivity and Accessibility for Walking and Cycling;
 - Road and Freight Rail Infrastructure; and
 - Community Engagement, Education and Behaviour Change.

Recommendation

That Council approve the Regional Integrated Transport Strategy Action Plan 2010-2013.

SOURCE OF REPORT

Director Regional Services
Strategic Projects Coordinator (Transport)

BACKGROUND

The Integrated Transport Strategy for Perth's Eastern Region: Consolidated Report and Action Plan (RITS) was approved by Council on 21 February 2008.

The RITS recommended that strategies and actions contained in the Action Plan be subject to ongoing monitoring and periodic reviews. To this end, at its 14 September 2009 meeting Council resolved the following;

- "1. *ENDORSE A REVIEW OF THE REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN; AND*
2. *APPROVE THE DEVELOPMENT OF A REVISED REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN FOR THE PERIOD OF 2010-2013.*"



Item 9.2 continued

On 27 August 2009 Council also resolved the following in regards to a Regional Transport Design Competition:

“AGREE THAT THE PROPOSAL FROM THE TOWN OF BASSENDEAN BE INCORPORATED INTO A REVIEW OF THE REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN”

REPORT

This report outlines the process undertaken to review the RITS Action Plan; outcomes of the review and the implementation, monitoring and review process.

Review process

The review process has been informed by members of the RITS Implementation Advisory Group (IAG) which comprises the Technical Advisory Committee and representatives of state government Departments of Planning and Transport, Public Transport Authority and Main Roads, Westralia Airports Corporation and Transport Forum WA. Member Council planning and TravelSmart officers also participated in the review process.

The RITS Action Plan review process entailed the following steps:

- Report on the review of progress in implementing actions.
- Align with State Government planning and policy directions and current member Council priorities including:
 - Directions 2031 Spatial Framework for Perth and Peel draft,
 - Activity Centres for Perth and Peel State Planning Policy draft,
 - Planning Activity Centres for Communities and Economic Growth Discussion Paper,
 - Planning and works occurring to upgrade Great Eastern Highway;
 - Planning to support infrastructure investment in urban roads around Perth Airport;
 - Ashfield Station Precinct Plan draft,
 - Maylands Activity Centre Urban Design Framework draft,
 - WA Local Governments Association Transport and Roads Framework draft, and
 - Perth Airport Preliminary Master Plan.
- Conduct a full day workshop with stakeholders on 19 October 2009.
- Develop a draft RITS Action Plan 2010-2013 with input of RITS IAG and workshop participants.

Review outcomes

The attached RITS Action Plan 2010-2013 produced by the review process has streamlined activities into key focus areas, each with clear objectives and practical actions. This structure is consistent with similar EMRC strategy documents. The five key focus areas include:

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



Item 9.2 continued

Light Rail was not included as a public transport option when the RITS was originally developed. Stakeholders agreed to give consideration within the revised RITS Action Plan to light rail in the longer term planning for provision of innovative alternate modes of public transport. (Refer Action 2.2)

The community engagement intent of the Town of Bassendean transport proposal received strong support from all stakeholders. Stakeholders were particularly supportive of community engagement activities targeted to issues, locations and projects that supported the objectives and actions within the revised RITS.

As a result, community engagement has been added to the new key focus area *Community Engagement, Education and Behaviour Change*. Actions within this key focus area provide scope for diverse and targeted engagement activities to be pursued with the community as funding becomes available.

However, given the State was well under way with its future transport planning and the RITS also provides planning direction for Perth's Eastern Region, the specific Town of Bassendean suggestion to hold a design competition to create new planning direction was not supported as it would likely lead to a duplication of planning outcomes and would defray resources from existing on ground priorities.

Implementation, Monitoring and Review

Following Council approval of the RITS Action Plan 2010-2013 the document will be produced in a format suitable for public distribution.

The primary role for the EMRC in facilitating implementation of the RITS is advocacy to simultaneously:

- Promote the strategic positioning of Perth's Eastern Region as a transport and logistics hub servicing the state's engineering, construction and mining industries;
- Inform decision makers of the issues experienced by the region; and
- Secure the commensurate level of investment in transport infrastructure and projects.

Actions rated high priority in the short term will receive priority for implementation in 2010. Progress reports will continue to be provided to the RITS IAG whose role is to inform, monitor and guide implementation.

An annual workshop will also be held to review overall progress and ensure continued alignment with member Council priorities and any shifts in state government direction.

STRATEGIC/POLICY IMPLICATIONS

Implementation of the RITS will contribute to the EMRC Strategic Plan for the Future, Key Result Area 3, specifically Objective 3.1: *To facilitate increased investment in regional infrastructure.*

FINANCIAL IMPLICATIONS

Implementation of the RITS Action Plan 2010-2013 will be facilitated by EMRC through an allocation of \$80,000 in each of the 2009/2010 and 2010/2011 budgets (72787/02).

SUSTAINABILITY IMPLICATIONS

The RITS Action Plan 2010-2013 aims to contribute to sustainability through

- Reducing traffic congestion and associated levels of carbon emissions;
- Increasing community mobility through provision of improved walking, cycling and public transport infrastructure; and
- Enhancing economic outcomes through a more efficient road transport network.



Item 9.2 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	Member Councils will be required to contribute officer time through participation on the RITS Implementation Advisory Group and project working groups.

ATTACHMENT

Regional Integrated Transport Strategy Action Plan 2010-2013 (Ref: Committees-10478)

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council approve the Regional Integrated Transport Strategy Action Plan 2010-2013.

The Chief Executive Officer of the EMRC briefed the Committee on the proposed Regional Integrated Transport Strategy Action Plan 2010 – 2013.

The Chief Executive Officer of the Shire of Kalamunda enquired whether the final draft Direction 2031 Planning Framework would impact on the RITS Action Plan.

The Director Regional Services advised Directions 2031 was a strategic land use framework and when finalised will have minimal impact on the RITS Action Plan other than Appendix B. The Direction 2031 refers to the development of a number of strategic transport related plans which will have a more direct impact on the RITS Action Plan, and when they are provided the RITS Action Plan will be reviewed and aligned to these strategies.

CEOAC RECOMMENDATION(S)

MOVED MR TRAIL

SECONDED MS LEFANTE

That Council approve the Regional Integrated Transport Strategy Action Plan 2010-2013.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR ZANNINO

SECONDED CR PULE

THAT COUNCIL APPROVE THE REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN 2010-2013.

CARRIED UNANIMOUSLY



Advancing Perth's Eastern Region ➔



REGIONAL INTEGRATED TRANSPORT STRATEGY ACTION PLAN 2010 – 2013



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Executive Summary

Perth's Eastern Region is the major air, rail and road transport hub servicing the passenger and freight demands of the state of Western Australia.

The region is home to Perth Airport. Domestic and international passenger movements at Perth Airport in 2008 were 9.2 million¹, and growing at a rate second only to Brisbane Airport². Passenger movements are expected to more than double to 18.9 million by 2029. The Airport precinct's direct and indirect contribution to WA employment in 2008 was estimated at 18,700 jobs and this is forecast to grow to 37,000 by 2029. Currently, Perth Airport contributes \$1.4 billion to Gross State Product and this contribution is forecast to grow to beyond \$5 billion by 2029¹.

In response to this massive growth in air travel, planning is underway to consolidate the domestic and international airport terminals to one precinct. Over the next ten years, a total of \$2.4 billion will be invested on the airport site to construct the new consolidated terminals and associated facilities. Construction of a new intrastate terminal is expected to be operational by 2011¹.

The Kewdale Intermodal Facility was ranked as the sixth most significant freight terminal in Australia in 2006. The Fremantle Inner Harbour Container Movement Study³ conducted in 2004 reported an annual 59,435 container movements to and from Kewdale Intermodal Facility. Significant public/private investment is committed and upgrades underway to the road and rail transport and terminal infrastructure and facilities which will improve the interface between transport modes and minimise the impact of trucks on the road network⁴.

¹ Perth Airport (2009), *Perth Airport Preliminary Draft Master Plan*

² Airservices Australia (2009), *Movements at Australian Airports, Data Sourced from the Operational Data Warehouse, as at August 2009*, sited at www.airservicesaustralia.com on 5 November 2009

³ Department of Planning and Infrastructure (2004), *Fremantle Inner Harbour Container Movement Study*

⁴ Department of Transport and Regional Services (2006), *National Intermodal Terminal Study: Final Report*

Freight is carried on national and major highways to and from Kewdale and the surrounding strategic industrial area of Welshpool. Forrestfield and Hazelmere adjoining this area are developing rapidly as industrial areas to meet the growing demand associated with transport, storage and logistics industries. Congestion and safety issues are gradually being addressed through upgrades to key roads in the region. Of greatest priority for upgrade are the roads surrounding Perth Airport and Kewdale/ Welshpool. Vision and significant levels of investment are required for new road infrastructure to meet the demands associated with the state's resource sector, including Perth to Darwin and Perth to Adelaide highways.

Perth Eastern Region's transport and industrial hub is a major generator of the economic output of Perth's Eastern Region which in 2006 was estimated to total \$39,649m⁵. Contributions by output and employment of key industry sectors include:

Industry Sector	\$ Output	Employment
Manufacturing	13,000m	18,336
Transport and storage	4,000m	8,925
Wholesale trade	3,700m	9,115
Construction	3,600m	8,143
Business services	3,600m	8,335
Retail	2,200m	17,377
Mining	1,900m	1,473

The State Government has recognised the importance of Perth's Eastern Region as a transport and industry hub in its draft Directions 2031 Spatial Framework for Perth and Peel⁶ region. Specifically, through the identification of Perth Airport as one of three strategic specialised centres and Kewdale/Welshpool as a key strategic industrial centre within the Activity Centres Network.(Appendix B). Of concern, however, is that this Framework has not classified Midland as a Primary Centre which may result in the region not securing the required level of investment in high order public infrastructure, including transport.

⁵ REMPLAN (2009) *Compelling Economics*

⁶ Western Australian Planning Commission (2009), *Directions 2031: Spatial Framework for Perth and Peel draft*

Development of Activity Centres for Perth's Eastern Region provides an opportunity to further improve the integration of transport and land use planning. Advocacy will be required for implementation of these plans and to secure the infrastructure required to make public transport, cycle and walking real options.

The EMRC and its six member Councils are committed to working with government and commercial partners to create a transport network in Perth's Eastern Region that is efficient, safe and integrates all modes of transport.

The Regional Integrated Transport Strategy (RITS) Action Plan 2010 - 2013 provides the necessary direction and guidance and is structured around five key focus areas and objectives. Actions have been modified from the RITS Consolidated Report (2007) to reflect contemporary planning terminology and to consolidate activity. The five key focus areas and objectives include:

Key Focus Area 1 - Integrated Transport and Land Use Planning

- Objective 1.1 Integrate *Directions 2031*⁶ into the Region's transport and land use planning.
- Objective 1.2 Create a planning and regulatory framework that supports the integration of alternative transport modes at the Region's activity centres.
- Objective 1.3 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

Key Focus Area 2 - Public Transport Service Provision

- Objective 2.1 Improve public transport services to, from and between the Region's activity centres in urban areas.
- Objective 2.2 Increase the number and frequency of public transport services provided in the region.
- Objective 2.3 Improve connectivity between public transport services and other modes of transport.

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

Objective 3.1 Improve the walking and cycling network to provide convenient linkages to activity and employment centres, public transport, and other destinations.

Objective 3.2 Improve local and regional planning and implementation of walking and cycling routes and infrastructure and ensure it is aligned with State Government planning.

Objective 3.3 Ensure walking and cycling routes are safe, attractive and easy to find and follow for users.

Key Focus Area 4 - Road and Rail Infrastructure

Objective 4.1 Protect regionally significant corridors and freight routes in the region from encroachment from urban activities and incompatible land uses.

Objective 4.2 Ensure efficient and safe road access to the areas' key industrial activity centres.

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

Objective 5.1 Deliver targeted behavior change programs, including TravelSmart, in Perth's Eastern Region.

Objective 5.2 Encourage residents, employees and visitors to travel to, from and within the region by alternative modes of travel.

Objective 5.3 Engage the community in the delivery of the Regional Integrated Transport Strategy Action Plan as well as specific planning projects.

INTRODUCTION

Perth's Eastern Region stretches from the edge of the Perth Central Business District, along the Swan River through urban, residential, commercial and industrial areas, to the Swan Valley and into the forests and agricultural land of the Darling Ranges. Covering nearly one-third of the Perth metropolitan area, the region is home to over 300,000 people from diverse cultural backgrounds. With population growth forecast to be around 8% per annum over the next 10 years, it is one of the fastest growing regions in Western Australia⁷.

The region is home to the State's major transport hubs; Perth Airport and the Kewdale rail/road intermodal terminal. These transport hubs are large trip generators that need to be accessed by significant numbers of people and vehicles everyday. There are also a number of activity centres, industrial centres and employment centres within the region. 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 WA and with the east coast of Australia.

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.

Travel to, from and within the region is largely done by private vehicle. The use of alternative transport modes such as public transport, walking or cycling is low. Gaps in the provision of public transport services, inadequate walking and cycling facilities, impacts of freight demands as well as major roads acting as physical barriers to movement, all contribute to difficulties in achieving increased use of alternative transport modes⁸.

⁷ Australian Bureau of Statistic (2006), *Census of Population and Housing*

⁸ AARB Group (2007), *Regional Integrated Transport Strategy Consolidated Report*

The EMRC and its member Councils are committed to seeing the creation of a regional transport network that is efficient, safe and integrates all modes of transport. This Regional Integrated Transport Strategy and its Action Plan will provide the direction and guidance to ensure that this commitment becomes a reality.

Integrated Transport Strategy Report

In 2007 the EMRC in partnership with its member Councils and the Department of Planning and Infrastructure (now the Department of Transport and Department of Planning) contracted the ARRB Group to develop a Regional Integrated Transport Strategy (RITS) that would provide a 'blueprint' for the development of the transport network in Perth's Eastern Region over the next 20 years⁸.

The RITS Report, endorsed by Council on 21 February 2008, included:

- A review of current planning and transport documents as well as consultation with member Councils,
- An assessment of the current performance and likely future performance of the transport system in serving the access and mobility needs of people and business in the region,
- Identification of the key strategic transport needs for the region,
- Five broad strategies for addressing transport and access needs in the region:
 - Land use and activity planning,
 - Transport infrastructure,
 - Transport services,
 - Travel demand management, and
 - Integration.
- Stakeholder assessment of strategic initiatives, and
- A prioritised Action Plan for the region.

The full report can be downloaded from www.emrc.org.au

To guide the implementation of the Action Plan a RITS Implementation Advisory Group (RITS IAG) was established. The role of the RITS IAG is to provide for the ongoing delivery of the RITS, including providing technical advice and recommendations to the EMRC with the aim of advancing the implementation of initiatives identified in the RITS.

The RITS IAG members are drawn from the:

- Department of Transport;
- Department of Planning;
- Main Roads Western Australia;
- Public Transport Authority;
- Westralia Airports Corporation;
- Transport Forum; and
- Technical Directors or their representatives from each member Council.

Integrated Transport Strategy Report Review

There have been a number of developments in the policy, planning and infrastructure investment environment (due to changes in state and federal governments), that are likely to impact on the future direction of the RITS. As a result a review of the RITS Action Plan was requested by the RITS IAG. This review was to include three stages:

1. Report on progress against the existing RITS Action Plan;
2. Review and align the existing RITS Action Plan with current policy and planning for the Metropolitan Region; and
3. Draft the Revised RITS Action Plan covering the period 2010-2013.

Stage 1 has been undertaken with status updates for each action completed from the feedback of member Councils and relevant stakeholders. Stage 2 has also been completed with each action reviewed against current policy and planning documents. In addition, a workshop was conducted with RITS IAG and planning and TravelSmart officers from member Councils to update the Regional Integrated Transport Strategy Action Plan to ensure currency and completeness.

This document, Regional Integrated Transport Strategy Action Plan 2010-13, represents the completion of Stage 3 with all actions updated, based on the outcomes of Stage 1 and Stage 2, including the removal of actions that are no longer relevant and the addition of new actions. This new document also places the original Action Plan (now organised under Key Focus Areas) within a strategic framework.

STRATEGIC FRAMEWORK

The Regional Integrated Transport Strategy Action Plan does not operate in isolation but operates within a policy and planning context influenced by all levels of Government (Diagram 1). If the RITS is to be successful it needs to be aligned with government policy and planning directions.

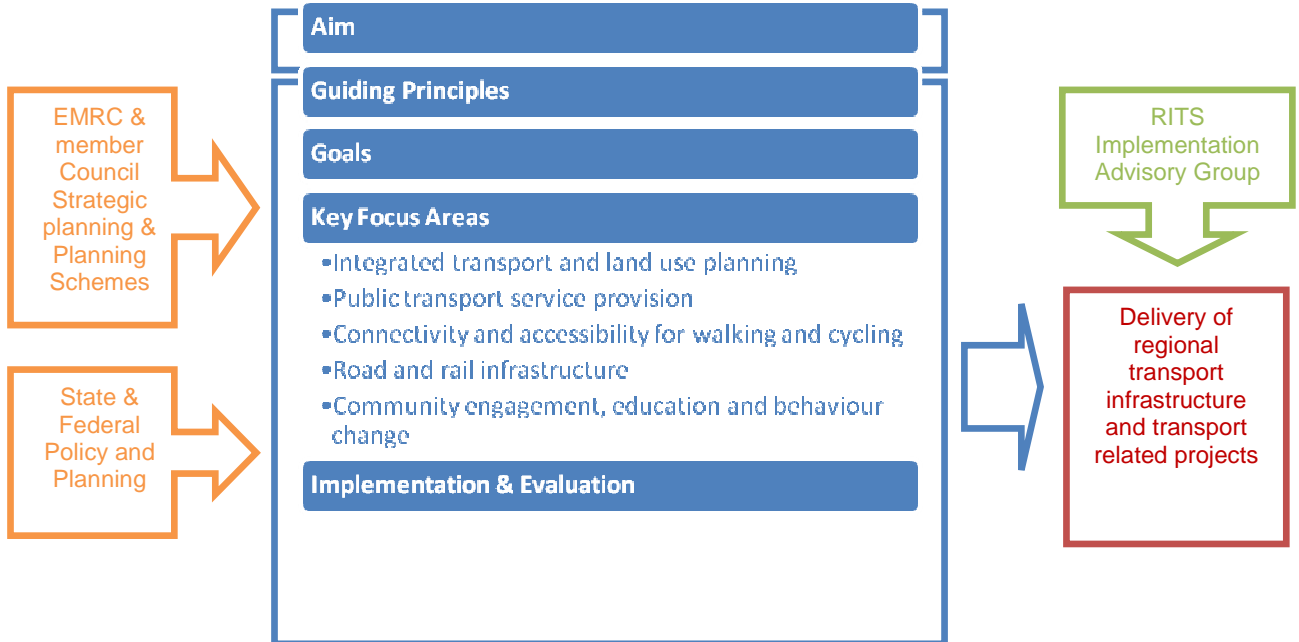
The implementation of the Regional Integrated Transport Strategy is identified within the EMRC's Strategic Plan for the Future 2008-2013 (Strategy 3.1.1) as contributing to sustainable economic development and employment opportunities. The RITS supports the EMRC's six member Councils to deliver transport outcomes identified in their Strategic Plans, Planning Schemes and capital works programs.

A number of policy and planning documents were developed in 2009 that have had significant input into the development and review of the RITS Action Plan and will further influence the implementation of the RITS Action Plan. These documents include:

- Directions 2031 Spatial Framework for Perth and Peel draft,
- Activity Centres for Perth and Peel, draft State Planning Policy,
- Ashfield Station Precinct draft,
- Maylands Activity Centre Urban Design Framework draft,
- WALGA Transport and Roads Framework draft, and
- Perth Airport Master Plan.

In addition, State and Federal Governments influence transport planning and the delivery of transport projects through their funding programs. For example, the Perth Bicycle Network, Local Government Grants Programme.

Diagram 1: Conceptual diagram of the RITS policy and planning context



To set the Regional Integrated Transport Strategy Action Plan 2010-2013 within this wider context a strategic framework was developed which included Aim, Guiding Principles, Goals, Key Focus Areas and Implementation and Evaluation. By doing this the Regional Integrated Transport Strategy Action Plan 2010-2013 not only identifies what actions will be taken but also how it contributes to the strategic goals of the EMRC and its member Councils and how it aligns with State Government policy and planning.

AIM

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.

GUIDING PRINCIPLES

Six principles have been developed to guide the implementation of the Regional Integrated Transport Strategy Action Plan 2010-2013. These Guiding Principles reflect the beliefs and values that underpin the Strategy's goals, objectives and actions and indicate the manner in which the Strategy will be implemented. The guiding principles were developed to reflect the full range of sustainability impacts and are based on the criteria used to prioritise the strategic initiatives in the RITS Report.

Guiding Principles

- Ensure consistency with strategic land use and transport policy and planning directions at Federal, State and EMRC levels.
- Improve transport network performance, transport efficiency, the ability of the transport system to support key economic sectors and adapt to changes in fuel price and availability.
- Minimise environmental impacts including greenhouse gases, diesel and other exhaust emissions, water and noise pollution and issues of location sensitivity.
- Create positive benefits for regional and local accessibility, the livability of the region and the health and fitness of transport users.
- Increase road and traffic safety, pedestrian and cyclist safety and personal security while using transport.
- Ensure good governance for all projects including affordability, readiness for implementation and obtaining community and business support.

GOALS

To encapsulate the outcomes that the Strategy is trying to achieve; five central goals have been defined. These goals will help to provide clarity and focus during the implementation of the Strategy and will showcase to external stakeholders and the community the Strategy's vision.

Goals

- Create and enhance existing or proposed activity centres, employment centres and education locations through effective integrated transport and land use planning.
- Increase use of public transport by expanding and integrating the Region's public transport network.
- Improve walking and cycling transport opportunities by improving access and connectivity.
- Provide efficient transport infrastructure at a level appropriate for the significance of the region as a major transport hub that balances freight, commercial and residential movements.
- Foster a community that uses all modes of transport and is engaged in the transport planning process.

KEY FOCUS AREAS

To support the achievement of the Regional Integrated Transport Strategy Action Plan 2010-2013 five Goals; five Key Focus Areas have been developed:

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

Each Key Focus Area has objectives and a series of identified actions for achieving those objectives. Highlighted in bold after each action is the lead agency responsible for implementation of the action. Where an action in this plan, links to a previous action in the original RITS Action Plan, the reference number is provided.

Timeframes

A timeframe and level of priority is identified for each action. The timeframes link to Local Government planning and budget cycles and were selected based on an understanding of the regional context in which the action would be implemented. The priority reflects the importance of the action in contributing to the overall aim of the Strategy as assessed by RITS IAG.

The priority and timeframe should be considered together, actions which are of low priority but have a short timeframe may represent some early achievements in the Regional Integrated Transport Strategy Action Plan 2010-2013 implementation. Actions that are of high priority may require a long timeframe due to the complexity of the action. In addition, these identified timeframes and priority levels should be considered indicative only and should not hinder an action of low priority or long-term timeframe being undertaken if an opportunity should arise.

Timeframe	Actions to be completed	Priority	Actions to be completed
Short term	2010 - 2011	High	Of high importance, needs a strong proactive approach, opportunities should be created
Medium term	2011 - 2012	Medium	Of medium importance, opportunities should be sought out.
Long term	2012 - 2013		
Ongoing	To occur throughout the implementation of the Strategy.	Low	Of low importance, opportunities should be undertaken as they arise.

Key Focus Area 1 – Integrated Transport and Land Use Planning

Perth's Eastern Region demonstrates a high level of reliance on the private car, especially in outer suburbs, for accessing activities and employment⁹. Under the worse case Peak Oil scenario the price of petrol could escalate to upwards of eight dollars a litre by 2018¹⁰. Increased fuel costs are likely to have a major impact on Perth's Eastern Region due to reliance on the private car.

A shift to more sustainable modes of transport and a reduction in the overall amount of travelling required to access services can be achieved through integrated transport and land use planning. Integrated transport and land use planning helps shape future development and encourages healthier and environmentally friendlier modes of transport such as walking, cycling and public transport. This helps reduce the community's expenditure on transport infrastructure, transport services, vehicle use and fuel use, and also reduces greenhouse emissions.

Historically Perth has been impeded by the absence of a State-level planning framework that integrates land use and transport planning. *Directions 2031*⁶, a draft spatial framework for Perth and Peel, has now been produced. In implementing the framework the WA Government needs to make long term funding commitments that extend to on ground implementation solutions through local and regional government.

*Directions 2031*⁶ defines activity centres as 'community focal points for people, services, employment and leisure'. Activity centres should be linked by a robust movement network and planned with a particular emphasis on promoting public transport, walking and cycling and reducing the number and lengths of trips. *Directions 2031*⁶ includes an activity centres hierarchy listing Primary Centres, Strategic Centres through to Local Centres. Activity Centres in Perth's Eastern Region include:

- Strategic City Centre at Midland and Morley;
- Strategic Specialised Centre at Perth Airport;
- Strategic Industrial Centre at Kewdale-Welshpool (including Forrestfield).
- Regional Town Centres at Ashfield, Belmont, Ellenbrook; and
- Regional Industrial Centres at Bayswater-Bassendean, Hazelmere and Malaga.

There are no Primary Centres identified for development in the eastern corridors of Perth. The EMRC and its member Councils have made strong submission to the WA Planning Commission for Midland to be established as a Primary Centre in order for the Region to attract overdue investment in higher-order public infrastructure.

Two planning projects showcasing integrated land use and transport planning, led by State Government and incorporating Local Government, community and stakeholders, have been conducted in Perth's Eastern Region at Maylands¹¹ and Ashfield¹². Beyond this however, Perth's Eastern Region faces the challenge to plan other activity centres using *Directions 2031*⁶ and achieving State Government support and associated funding to implement the plans.

Objectives

- Objective 1.1 Integrate *Directions 2031*⁶ into the Region's transport and land use planning.
- Objective 1.2 Create a planning and regulatory framework that supports the integration of alternative transport modes at the Region's activity centres.
- Objective 1.3 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.

⁹ Australian Bureau of Statistics (2006), *Journey to Work Data*

¹⁰ Australian Association for the Study of Peak Oil and Gas (2008), *Peak Oil and Australia's National Infrastructure*

¹¹ Department of Planning and Infrastructure (2009), *Maylands Activity Centre Urban Design Framework draft*

¹² Department of Planning and Infrastructure (2009), *Ashfield Station Precinct Plan draft*

Actions

	Action	Timeframe	Priority
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) [RITS 2007, action 3.1].	Ongoing	High
1.2	Plan and implement activity centres in Perth's Eastern Region using <i>Directions 2031</i> ⁶ as a guide, ensuring integration between transport and land use (Local Governments) [RITS 2007, action 3.1].	Short	High
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) [RITS 2007, action 3.1].	Ongoing	Medium
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) [RITS 2007, action 3.1].	Medium	Medium
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) . [RITS 2007, action 3.1 and 18.1].	Ongoing	Medium

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) [RITS 2007, action 3.1].	Short	High
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 <i>Directions 2031</i> ⁶ and related policy and planning documents (EMRC and Local Governments) .	Short	High
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) [RITS 2007, action 13.1].	Short	Medium
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

Key Focus Area 2 – Public Transport Service Provision

Although the region has a major passenger rail service linking Midland to the Perth central area, public transport use in Perth's Eastern Region is low relative to usage across the Perth metropolitan region, even for trips to the Perth central area⁹. The region's public transport system faces a number of challenges and limitations, in particular:

- A heavy focus on radial services to and from the Perth central area,
- The indirectness of regional services in some areas as a result of physical barriers such as the Swan River and Perth Airport/ Kewdale/ Forrestfield areas,
- Low level of service for some key employment areas, such as Perth Airport, Malaga, Belmont and Kewdale,
- Limited coverage to outer areas, including links to key destinations such as Midland,
- Poor cross-regional connections, and
- Frequent stops in outer areas affecting potential journey times on longer-distance routes.

An efficient and attractive public transport network is vital to maximise the use of public transport in the region. Key drivers for increased use of public transport include:

- Frequency of services,
- Connectivity and linking between services,
- Public transport priority over private vehicles,
- Public transport services that are clear and easy to use,
- Accessibility to public transport facilities,
- Security, and
- Convenience.

The public transport network needs to provide services that enable access to and from the region and linkages between the Region's activity and employment centres. Currently there is no public bus provided to the International Airport and public transport to the domestic airport is limited to one bus service. Infrastructure is required to meet growing public transport demands; both passenger and workforce on site, for this specialised activity centre and lend itself to an opportunity for public private partnerships.

Key corridors, for example Great Eastern Highway, must continue to provide the backbone of the bus service with queue jump and other priorities in place. The type of high speed public transport i.e. light rail, heavy rail or bus, should be kept open to allow for flexibility of applying future technologies and funding opportunities. At the existing train stations, bus services as well as walking and cycling, are seen as important for providing access to the station and to alleviate pressure on park and ride facilities. To achieve an efficient public transport system for the region, significant investment in public transport is required. A Public Transport Strategy and Metropolitan Parking Policy, underpinning *Directions 2031*⁶ are under development and will provide avenues for advocacy activities.

Objectives

- Objective 2.1 Improve public transport services to, from and between the Region's activity and employment centres.
- Objective 2.2 Increase the number and frequency of public transport services provided in the region to, from and between activity and employment centres.
- Objective 2.3 Improve connectivity between public transport services and other modes of transport.

Actions

	Action	Timeframe	Priority
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
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
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
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
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
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

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
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
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
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
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

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

The absence of State Government land use and transport planning framework and the emphasis on the development of road infrastructure has resulted in a number of barriers to walking and cycling that limit access to and within the Region's activity and employment centres. Connectivity issues, long detours without designated cycling facilities, safety issues (like crossing major roads and rail lines) and a lack of bicycle parking and/or end-of-trip facilities are all barriers to walking and cycling. The challenge of crossing major roads, rail lines and the Swan River has produced situations where costly infrastructure is required to alleviate the problem.

To support walking and cycling in Perth's Eastern Region it is important to improve the viability and attractiveness of the networks. Walking and cycling networks should be safe, convenient and attractive, providing a genuine alternative to private cars and a link to other alternative modes of transport i.e. public transport. Most importantly, they should have a high degree of connectivity and continuity to enable users to directly access key destinations. The accessibility of neighbourhoods, activity centres and employment centres has a significant impact on encouraging walking and cycling. Walking and Cycling are also enjoyed as recreational and tourism activities and have associated health and community benefits.

*Directions 2031*⁶ and *Activity Centres*¹³ are planning guides that take into consideration connectivity and accessibility for walking and cycling. Included in *Directions 2031*⁶ are further supporting documents for walking and cycling including Accessible Communities, Walk WA: A Walking Strategy for WA¹⁴ and Perth Bicycle Network (PBN). The PBN is an extensive plan that details a comprehensive network of cycling routes for the Perth metropolitan region. The PBN has been reviewed to reflect the progress that has been undertaken to date as well as readjusting the program to reflect current land use requirements and government policy. Release of the revised PBN is imminent.

¹³ Western Australia Planning Commission (2009), *State Planning Policy Activity Centres for Perth and Peel draft*

¹⁴ Premier's Physical Activity Taskforce (2007), *Walk WA: A Walking Strategy for Western Australia 2007-2020*, Department of Sport and Recreation, Government of Western Australia

Many of the Region's member Councils have Bicycle and/or Walking Plans that guide the installation and upgrade of walking and cycling routes in their local areas. Cycle paths, on-road cycle routes and footpaths have been installed and upgraded through Council's Capital Works Programmes with funding support from State Government (for example, PBN Local Government Grants Program). However, there is significant opportunity for the EMRC to support the work of member Councils particularly in the areas of regional connectivity and promotion of walking and cycling across the region. Cycle Tourism is activity in Perth's Eastern Region is promoted, for example, *Cycle Perth's Eastern Region*¹⁵; and Perth Tourism.com.au.

Objectives

Objective 3.1 Improve the walking and cycling network to provide convenient linkages to activity and employment centres, public transport, and other destinations.

Objective 3.2 Improve local and regional planning and implementation of walking and cycling routes and infrastructure and ensure it is aligned with State Government planning.

Objective 3.3 Ensure walking and cycling routes are safe, attractive and easy to find and follow for users.

¹⁵ Eastern Metropolitan Regional Council, Department of Transport and Mundaring Tourism Association (2009), *Cycle Perth's Eastern Region*

Actions

	Action	Timeframe	Priority
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
3.2	Develop best practice guidelines/models for 'walkability audits' to be carried out across the region. This may include: <ul style="list-style-type: none"> 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
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
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

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
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
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
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
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 11.3].	Medium	Medium

Key Focus Area 4 – Road and Freight Rail Infrastructure

Perth's Eastern Region has state significant transport hubs; Perth Airport and Kewdale rail/road intermodal terminal. Perth Airport is the fourth busiest airport in Australia². Kewdale (combined with Welshpool) is one of the main industrial areas in the metropolitan region providing major manufacturing and processing activities, which service the resource sector of the state. It is also a key staging and distribution point for interstate freight movement, and incorporates important intermodal infrastructure⁶.

These transport hubs are large trip generators that need to be accessed by significant numbers of people and vehicles every day. Access to and from these hubs is critically important to the continued economic prosperity of the state. The State Government in *Directions 2031*⁶ has recognised the importance of these transport hubs classifying Perth Airport as a strategic specialised centre and Kewdale-Welshpool as a strategic industrial centre. There is however, no 'Primary Centre', the highest order centre, proposed for Perth's Eastern Region which is of critical concern given that Primary Centres will receive higher-order public infrastructure investment.

Other industrial activity centres in the region including Malaga, Hazelmere, Bayswater and Bassendean which play a key role in servicing the State's construction and resource sectors. A \$14.5 million container offloading facility is under construction at Forrestfield marshalling yard and it is predicted that it will be the largest facility of its kind in Australia⁶.

Traffic modelling by Main Roads WA has identified a number of road congestion and safety issues which will have an impact on transport efficiency in the region and has guided the development of a priority road list within the RITS Action Plan. Urban roads around Perth Airport are beyond capacity and are impacting on access to Perth Airport and Kewdale intermodal facility and surrounding industrial estates and residential areas. The Perth Airport and Freight Access project lead by Main Roads WA will deliver a master plan for these roads, consolidating some of the roads on the RITS priority list.

Priorities for road upgrades in the region to maximise transport efficiency and support the growth in freight and residential traffic include: Great Eastern Highway, urban roads around Perth Airport, Perth-Adelaide Highway and Perth-Darwin Highway. Great Eastern Highway has funding committed for the upgrade between Kooyong Road and Hardey Road leaving the balance to Tonkin Highway requiring funding. Other road upgrade priorities are listed in Appendix A. Some localised roads in the region providing vital freight links, require upgrades to cater for the increasing freight use, including Gnangara Road and Canning Road.

Alignment of the Midland freight line bisects Midland town and abuts land current under planning for Midland Health Campus and University sites. Of particular concern is the intersection of Lloyd Street with the railway line. Emergency vehicles on route to the planned Midland Health Campus will be delayed due to freight activity.

Structure planning currently underway for Kewdale and Hazelmere incorporates extension of Lloyd Street and expansion of the industrial area and the interface with existing residential areas. Previous planning has identified a number of issues with the development of this area and substantial investment will be required to deliver the necessary infrastructure to realise the potential of this industrial area which is strategically positioned abutting Perth Airport and the emerging Forrestfield industrial area.

Identifying and protecting transport infrastructure and corridors is critical to sustaining current transport operations and meeting future transport needs. It is important that potential conflicts between key transport infrastructure and urban development are managed to maximise the benefits of this infrastructure while minimising impacts on adjacent land uses. To date this has not been fully achieved because of the absence of a State level planning framework integrating land use and transport planning and a shortfall of investment in infrastructure to meet the current and future transport growth in the region.

Objectives

Objective 4.1 Protect regionally significant corridors and freight routes in the region from encroachment from urban activities and incompatible land uses.

Objective 4.2 Ensure efficient and safe road access to the areas' key industrial activity centres.

Actions

	Action	Timeframe	Priority
4.1	Support the Western Australia Planning Commission's review of the freight rail realignment through Midland, monitor planning and advocate for the freight realignment (EMRC and City of Swan) [RITS 2007, action 7.2].	Medium	High
4.2	<p>Hazelmere Industrial Centre</p> <ul style="list-style-type: none"> 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 <p>(EMRC and City of Swan) [RITS 2007, action 7.2].</p>	Short	High

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
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
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
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

4.7	Great Eastern Highway:		
	(a) Advocate for funding to upgrade between Hardey Road and Tonkin Highway (EMRC and City of Belmont);	Short	High
	(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
	(c) Advocate for planning from Roe Hwy to Mundaring (EMRC and Shire of Mundaring);	Short	High
	(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
	(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
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
4.9	Advocate for Perth-Adelaide Highway (EMRC and Local Governments) [RITS 2007, action 7.1].	Long	High
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
4.11	Advocate on revised road priorities (EMRC and Local Governments) [RITS 2007, action 9.1].	Ongoing	High

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

Individuals, whether residents, employees or visitors to the region can be encouraged to switch from private vehicle use to alternative forms of travel through effective engagement, education and the delivery of targeted behavior change programs. These targeted behavior change programs should concentrate on areas that create large trip numbers such as Perth Airport; employment, education and commercial centres as well as residential areas that are likely to impact on regional roads in the future.

The State Government, as part of an integrated approach to managing travel demand in Perth, has a suite of voluntary travel behaviour change programs known as TravelSmart. These programs target people in different settings (households, schools, workplaces, Local Governments and major destinations) to build individual and stakeholder capacity to change travel behavior by providing individualised information, support and rewards.

Currently, TravelSmart is being conducted in Perth's Eastern Region by the Cities of Belmont and Swan which employ full time TravelSmart Officers and other activities run by member Councils. TravelSmart activities are also being boosted through the Living Smart programme that will be delivered to 10,000 households under Perth Solar City. Beyond these examples however, there has been a lack of funding to expand the TravelSmart program. It is important for Local Government to advocate to the State Government, highlighting the importance of the program and for provision of increased and continued support.

It is also important to engage the community in the transport planning process. This should include residents and businesses. Community engagement helps to better understand the requirements and needs of the community and can result in responsive solutions to issues that reflect public concerns. Recent planning studies conducted in Perth's Eastern Region at Ashfield⁶ and Maylands⁷ have benefitted from having a community engagement strategy. In addition, the support of the community can help provide strength to the Region's advocacy messages.

Objectives

Objective 5.1 Deliver targeted behavior change programs, including TravelSmart, in Perth's Eastern Region.

Objective 5.2 Encourage residents, employees and visitors to travel to, from and within the region by alternative modes of travel.

Objective 5.3 Engage the community in the delivery of the Regional Integrated Transport Strategy Action Plan as well as specific planning projects.

Actions

	Action	Timeframe	Priority
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
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
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

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
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
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
5.7	<p>Improve passenger and employee access to Perth Airport by:</p> <ul style="list-style-type: none"> 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; 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 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]. 	Medium	High
		Medium	High
		Ongoing	High

5.8	Incorporate targeted community engagement strategies into established networks or key transport planning projects and infrastructure developments (EMRC and Local Government) .	Ongoing	Medium
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
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
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

IMPLEMENTATION AND EVALUATION

For the Regional Integrated Transport Strategy Action Plan to achieve its goals emphasis needs to be placed on implementation and effective and ongoing evaluation and monitoring.

Implementation Roles

The Eastern Metropolitan Regional Council has a central role to play in the Strategy's implementation, including:

- Facilitating implementation of the Strategy and updating the Strategy in-line with progress and changed circumstances,
- Advocating where highlighted in the Action Plan,
- Research and investigate best practice across a range of actions,
- Primary responsibility for those actions that are regional in their scope,
- Working with other stakeholders on behalf of the Region, and
- Supporting individual local governments in dealing with other stakeholders (eg to help secure external funding).

In addition, the six member Councils have:

- Responsibility for actions affecting their own area, and
- Responsibility for local implementation of Regional actions, including project-specific consultation.

However, many of the actions within the RITS cannot be undertaken in isolation from relevant State Government agencies and external stakeholders. As such it is recommended that the RITS Implementation Advisory Group continues to meet quarterly to:

- Provide technical advice and recommendations to the EMRC,
- Progress the implementation of actions in the RITS, and
- Share information on transport issues and projects affecting the region.

Resourcing

One full-time officer is employed at the EMRC to facilitate implementation of the RITS Action Plan. Subject to a successful funding submission to the Department of Transport, a regional TravelSmart Officer may be appointed.

Monitoring and Evaluation

Effective implementation also requires regular reporting. All member Councils and the EMRC Council should be kept up-to-date with progress towards the Strategy. This will occur on a 3-4 monthly basis through the Regional Services Activity Report. Where appropriate the community should be informed of significant progress developments, through the EMRC website, media releases and newsletter.

In addition to ongoing progress reports effective, evaluation requires the monitoring of key performance indicators (KPI's). KPI's have been developed to reflect progress towards achievement of the Strategy's goals rather than simply the completion of actions. New monitoring systems may need to be established to allow ongoing monitoring of these KPI's.

Goal 1	<i>Create and enhance existing activity centres, employment centres and education locations through effective integrated transport and land use planning.</i>	
	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.
Goal 2	<i>Expand and support the Region's public transport network to increase its share of mode trips.</i>	
	KPI 2.1	Number of bus routes servicing the Region, frequency time to commute to activity and employment centres and links.

Goal 3	<i>Improve connectivity and accessibility by creating and improving opportunities for walking and cycling as a transport mode.</i>	
	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.
Goal 4	<i>Provide efficient road and freight rail infrastructure that is appropriate for the significance of the Region as a major transport hub</i>	
	KPI 4.1	Amount of expenditure on road and freight rail infrastructure at priority locations as per RITS Priority List.
Goal 5	<i>Foster a community that participates in all modes of transport and is engaged in the transport planning process.</i>	
	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.

In addition, a minor review of the Strategy (focusing on the updating of actions) should be undertaken annually. An annual workshop to review progress will include the RITS IAG and member Council planning and TravelSmart officers. This will allow the RITS Action Plan to act as a living document, evolving over time as issues confronting the Region change and actions are completed. A complete review and update should be undertaken in 2013.

Appendix A – Priority Road Projects

Traffic Priority Locations 2011 included in Current Great Eastern Highway Planning Project

Council Area	Road	2009 Update
Belmont	Great Eastern Highway link between Hardey Road and Tonkin Highway	GEH project is progressing and it is on Main Road's program to complete to Tonkin Highway (IAG minutes May 09). Main Roads state that it is anticipated that detailed design work will commence mid next year with construction starting in mid 2011, completion to Hardey Road by end of 2013/14 (RITS Status Report Oct 09).
Belmont	Great Eastern Highway link between Armadale Road and Belmont Avenue	Great Eastern Highway upgrade between Kooyong and Hardey Roads, Main Roads state that works are expected to commence in 2010-2011. Land acquisitions along the road reserve and access arrangements are currently being negotiated. Bus priority is proving a challenge as embayments are not preferred due to difficulties re-entering traffic and there is insufficient land for a dedicated bus lane. GEH between Kooyong Road and Hardy Road has been funded and allocated to the Major Projects section (IAG minutes Aug 09)
Belmont	Great Eastern Highway link between Abernethy Road and Belgravia Street	
Belmont	Great Eastern Highway link between Belmont Avenue and Abernethy Road	
Belmont	Intersection Abernethy Rd and Great Eastern Hwy	
Belmont	Intersection Armadale Road, Great Eastern Hwy	
Belmont	GEH link between Orrong Rd and Armadale Rd	
Belmont	Intersection Belmont Av & Great Eastern Highway	
Belmont	GEH link between Belgravia St and Hardey Rd	

Traffic Priority Locations 2011 Related to Great Eastern Highway

Council Area	Road	2009 Update
Belmont	Great Eastern Highway link between Coolgardie Avenue and Fauntleroy Avenue	No updates (Main Roads 09)
Belmont	Great Eastern Highway link between Fauntleroy Avenue and Great Eastern Highway Bypass	No updates (Main Roads 09)
Belmont	Orrong Road link between Great Eastern Highway and Alexander Road	No updates (Main Roads 09)
Belmont	Great Eastern Highway link between Brearley Avenue and Coolgardie Avenue	No updates (Main Roads 09)
Belmont	Tonkin Highway link between Great Eastern Highway and Leech Highway	Perth Airport Master Plan has been approved showing significant amounts of development to the site. Main Roads is leading a Perth Airport and Freight access project including planning and community engagement. Funding for the project has been listed as within top 28 priority road projects with Infrastructure Australia (State budget 09-10, RITS status report Oct 09)
Belmont	Intersection Coolgardie Avenue and Great Eastern Highway	No updates (Main Roads 09)
Belmont	Intersection Fauntleroy Avenue and Great Eastern Highway	No updates (Main Roads 09)

Non-Great Eastern Highway Traffic Priority Locations 2011

Council Area	Road	2009 Update
Bayswater	Guildford Road link between First Avenue and Peninsula Road	Resurfacing (Main Roads 09)
Bassendean	Lord Street link between Walter Road East and Guildford Road	Congestion at Guildford Road/ Lord Street intersection and safety issues associated with access into and out of Success Hill (Bassendean 10)
Bayswater	Beaufort Street link between Grand Prom and Coode Street	No updates (City of Bayswater 09)
Belmont	Alexander Road link between Belmont Avenue and Abernethy Road	No updates (City of Belmont 09)
Kalamunda	Hale Road link between Tonkin Highway and Hartfield Road	Councils state that the section of Hale Road between Hartfield Road and Tonkin Highway requires improvements to alleviate traffic congestion (RITS Status Report Oct 09)
Swan	Intersection of Alexander Drive and Reid Highway	Main Roads states that this intersection is at the expression of interest stage (RITS IAG minutes May 09). Main Roads is working on the GEH/Roe Highway interchange. RFPs currently being assess to select preferred proponent for construction of interchange, which will commence early in the new year. Service relocations will commence shortly (RITS Status Report Oct 09).

Non-Great Eastern Highway Traffic Priority Locations 2011 Continued

Council Area	Road	2009 Update
Belmont	Tonkin Highway link between Leach Highway and Kewdale Road	Perth Airport Master Plan has been approved showing significant amounts of development to the site. Main Roads is leading a Perth Airport and Freight access project including planning and community engagement. Funding for the project has been listed as within top 28 priority road projects with Infrastructure Australia (State budget 09-10, RITS status report Oct 09)
Bayswater	Tonkin Highway link between Morley Drive and Collier Road	Two intersections on this link (Collier and Morley) have planning in place but they are not on MR program for funding (MR 09)
Belmont	Intersection of Leach Highway and Tonkin Highway	Perth Airport Master Plan has been approved showing significant amounts of development to the site. Main Roads is leading a Perth Airport and Freight access project including planning and community engagement. Funding for the project has been listed as within top 28 priority road projects with Infrastructure Australia (State budget 09-10, RITS status report Oct 09)
Swan	Reid Highway link between Altone Road and Lord Street	Main Roads state that the business case has been completed, but no funding has been allocated yet (IAG minutes Aug 09)
Swan	Gnangara Road link between Beechboro Road and Lord Street	Continual lobbying, is an urgent priority for the city, no updates however (City of Swan 09)

Non-Great Eastern Highway Traffic Priority Locations 2011 Continued

Council Area	Road	2009 Update
Swan	West Swan Road link between Gnangara Road and Great Northern Hwy	No updates (City of Swan 09)
Swan	Reid Highway link between Lord Street and West Swan Road	Planning is being conducted but no funding in place. In the process of preparing a business case (Main Roads 09)
Swan	Toodyay Road link between Talbot Road and Bunning Road	No updates (Main Roads 09)
Belmont	Abernethy Road link between Wright Street and Oats Street	No updates (City of Belmont 09)

Appendix B – Activity Centres Network

Directions 2031 Draft Spatial Framework for Perth and Peel is a high level strategic plan that establishes a vision for future growth of the Perth and Peel Region, and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth. It represents the highest level of strategic land use planning for the city.

In *Directions 2031*, a connected city has been identified as the preferred growth scenario. To achieve the connected city scenario it is proposed that new growth occurs in a more balanced way around a diverse *activity centres network*, linked by a *robust movement network* and supported by a *green network* of parks, conservation and biodiversity areas.

The Activity Centres Network identifies a hierarchy and spatial distribution of centres that will be the core focus of growth over the next 20 to 25 years. The following table describes the activity centre classifications in hierarchical order and identifies locations of Centres in the Region where specified within *Directions 2031*.

Activity Centre Classification	Description	Centres in Perth's Eastern Region
Perth Central Area	The most diverse centre of activity in the metropolitan area, with the greatest range of high order services and jobs, and the most intense concentration of commercial and residential development.	
Primary Centres	The main regional centre for consumer transactions and will be the preferred location for investment in high-order public and employment generating infrastructure outside of the inner and middle sectors. Joondalup and Rockingham are the only two preferred locations identified.	

Strategic City Centres	Multi purpose centres that provide a mix of retail, office, community, entertainment, residential and employment activities, and are well serviced by high frequency public transport.	Midland Morley
Strategic Specialised Centres	Focus on specific activities and generate a high number of daily work and visitor trips. They are an important part of the metropolitan centres network as they are key drivers of innovation and information exchange, and generators of employment.	Perth Airport
Strategic Industrial Centres	Provide for the highest level of industrial activity throughout the metropolitan area, with a focus on heavy manufacturing, processing, fabrication and overseas export. The key focus for Directions 2031 will be to ensure that these centres are well serviced by industrial transport infrastructure (road and rail) and appropriately located intermodal facilities, and are accessible to their skilled workforce.	Welshpool Kewdale
Regional Town Centres	Important suburban centres that are generally based around retailing offering a range of convenience and comparison goods and services.	Ashfield Belmont Ellenbrook
Regional Industrial Centres	Centres focused primarily on providing industrial products and services to the metropolitan region and its hinterland. They cater for a broad range of manufacturing, fabrication, processing, warehousing and bulk goods handling activities. Given the nature of their customer base and catchment, these centres rely heavily on the efficient movement of goods and services throughout the metropolitan region.	Bayswater- Bassendean Hazelmere

District Town Centres	Centres generally focussed on serving the main weekly household shopping, service and community needs of a district. Predominantly retail focused but may include limited mix of commercial and professional uses.	
District Industrial Centres	Centres primarily focussed on provision of essential general and light industrial services and products to meet the personal household and transport needs of the local community. For example, plumbers, mechanics and building supplies.	
Neighbourhood Centres	Centres that provide a focal point for the local community offering minor supermarket and community facilities to service the daily shopping and community needs of the neighbourhood.	
Local Centres	Centres providing for the incidental convenience shopping needs of the local community within a walkable catchment. Corner delicatessens and newsagents provide limited retail offerings at these centres.	

Reference: Western Australia Planning Commission (2009), *Directions 2031: Spatial Framework for Perth and Peel* draft



9.3 DEVELOPMENT OF A REGIONAL YOUTH AND EDUCATION STRATEGY

REFERENCE: COMMITTEES-10432

PURPOSE OF REPORT

To seek Council approval to develop a Regional Youth and Education Strategy to guide the EMRC activities for the period 2010 to 2015.

KEY ISSUES AND RECOMMENDATION(S)

- Historically the EMRC has engaged in youth focused activities in response to external funding opportunities that align to the organisation's business or project directions. An annual allocation of \$25,000 has enabled the EMRC to leverage partners and funding to undertake youth projects.
- Member Councils actively support youth development through community capacity building, direct service provision and/or financial and in-kind support to community based providers.
- The EMRC occasionally receives representations from member Council officers and councillors to consider increasing its involvement in youth development activities. It is recognised that state government agencies and community organisations are the principal providers of education and employment services to youth, albeit the latter often with funding from the federal government.
- It is proposed that the EMRC develop a Regional Youth and Education Strategy that will guide the EMRC in its delivery of agreed regional activities for the period 2010 to 2015.
- The proposed Regional Youth and Education Strategy will align with and add value to member Council youth activities whilst also complementing existing community based providers and leveraging partnerships with stakeholders such as FORM and Raffles Education Corporation.
- The process for development of the Regional Youth and Education Strategy will involve consultation with member Council community development officers, community service providers based in the region and government agencies. This will ensure regional activities proposed for delivery by the EMRC support those underway or proposed by member Councils, the community sector and government.

Recommendation(s)

That Council approves the development of a Regional Youth and Education Strategy 2010 – 2015.

SOURCE OF REPORT

Director Regional Services
Manager Economic and Tourism Development

BACKGROUND

Council at its meeting on 17 November 2009 gave in principle support for investigation of project proposals contained within the Regional Services Project Funding Summary 20010/11 – 2014/15. Development of a Regional Youth and Education Strategy (RYES) was identified as one of five new project proposals to be progressed by Regional Services in consultation with member Councils.

Historically the EMRC has engaged in youth focused activities in response to external funding opportunities that align to the organisation's business or project directions. An annual allocation of \$25,000 has enabled EMRC to leverage partners and funding to undertake projects.



Item 9.3 continued

Recent examples of youth projects include;

- Delivery of training in Natural Resource Management to unemployed youth;
- Support to the Engineering Manufacturing Industry Cooperative Limited to develop a pre-employment skills program for 16 to 17 year old students; and
- Funding of research conducted by Matrix Consulting Group into education retention of 10 to 14 year olds at risk of anti-social and offending behaviour.

Two projects under development include youth within the long term unemployed target market. Both projects are pending the outcome of grant applications submitted in December 2009 to the federal government Jobs Fund programme.

- East Metro Perth Discover Recovery Shop – a social enterprise model under development in partnership with Jobs Australia Midland that will support Waste Management reuse activities.
- Building Future Capacity for NRM – a natural resource management skills training project in partnership with Perth NRM that will support catchment activities.

Member Councils actively support youth development through community capacity building, direct service provision (e.g. City of Belmont Youth and Family Services) and/or financial and in-kind support to community based providers (e.g. Hills Community Support Group). Member councils actively seek and source funding from State and Federal governments to achieve youth-related strategic objectives.

Government agencies and community organisations are the principal providers of education and employment related services to youth. In Perth's Eastern Region providers include Polytechnic West – Midland Campus, Kuljak Aboriginal Employment Centre, Swan City Youth Services Inc., Youth Pathways Programme, Employment Directions East Metro, Jobs Australia and Bedford Workforce. The role of these agencies as partners, financial contributors and/or project auspices will be considered within development of the RYES.

Other initiatives under development in Perth's Eastern Region that provide opportunities for youth education and employment include:

- Midland Atelier creative design space;
- Raffles University; and
- Midland Health Campus.

The EMRC occasionally receives representations from member Council officers and councillors to consider increasing its involvement in youth development activities. Development of a RYES will identify alignment and add value to the youth programmes provided and supported by member Councils and regional partners in areas related to the following potential focus areas:

- Development of innovation and creativity in youth capacity building;
- Dealing with Youth at risk;
- Increasing learning and development pathways.

These potential focus areas will provide the EMRC with direction for future regional activities to support youth and increase education and employment opportunities.

REPORT

It is proposed that the EMRC develop a Regional Youth and Education Strategy in accordance with the following program:



Item 9.3 continued

No	Action Required	Timeframe
1.	Seek EMRC Council approval to develop a Regional Youth and Education Strategy (RYES).	February 2009
2.	Map current youth employment, education and related service provision and capacity building strategies in the Region.	February 2010
3.	Investigate state and federal government frameworks (e.g. COAG), youth policies and funding programme objectives. Explore corporate investment priorities and opportunities related to youth.	March 2010
4.	Consult with member Councils on current strategic youth priorities, youth development activities, gaps and potential regional focus areas.	March 2010
5.	Assess and prioritise potential focus areas for regional youth activities (identified by Actions 2, 3 and 4) through a workshop with member Council officers and stakeholders.	April 2010
6.	Draft RYES including detailed scope and costing of potential regional focus areas.	June 2010
6.	Integrate feedback on draft RYES from member Council officers.	June 2010
7.	Present draft RYES to EMRC Council for approval and consideration of future budget implications.	July/August 2010
8.	Present the RYES to member Councils for approval and consideration of budget implications 2010/2011 onwards.	September 2010

STRATEGIC/POLICY IMPLICATIONS

Development of a RYES will contribute to achievement of strategies under Key Result Area 3 of the EMRC Strategic Plan for the Future 2008/2009-2013/2014, specifically objectives:

- 3.1 To facilitate increased investment in regional infrastructure.
- 3.2 To contribute towards the development of regional education and training opportunities.
- 3.3 To facilitate regional economic development activities.

FINANCIAL IMPLICATIONS

The RYES will be developed in-house by EMRC officers. Consultancy support will be contracted to perform the following tasks;

- Facilitate a workshop with member Council officers and stakeholders to assess and prioritise potential focus areas for regional youth activities, and
- Provide technical input to scoping and costing of potential key focus area.

The estimated cost of consultancy support to develop the RYES is \$10,000 which has been funded within the 2009/2010 EMRC budget (72762/00 JH).



Item 9.3 continued

SUSTAINABILITY IMPLICATIONS

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

MEMBER COUNCIL IMPLICATIONS

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

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority.

RECOMMENDATION

That Council approves the development of a Regional Youth and Education Strategy 2010 – 2015.

The Chief Executive Officer of the EMRC introduced the Report outlining the development of a Regional Youth and Education Strategy, in order to clarify the role of the EMRC in this area. He outlined that a number of requests have been put to the EMRC from time to time to do more about the issue of youth and education, and noted that the EMRC had undertaken a few projects training youth in NRM through Greencorps.

The Chief Executive Officer of the City of Belmont could see the potential value of promoting a regional youth service focused on developing traineeships and employment pathway, for example developing a regional cadetship program for the Local Government Authorities and furthermore suggested a role for EMRC might be to attract regional funding through advocacy for increased youth and education services.

The Chief Executive Officer of the City of Bayswater advised that her Council was active in youth services but that there were a number of big issues such as antisocial behaviour and homelessness that could possibly be tackled at the regional level.

The Chair of the Chief Executive Officers Advisory Committee requested that a scoping document be produced before development of a strategy. The scoping document to include an environmental scan of the services already provided by member Councils and what might be considered in any potential EMRC service. The idea was supported by all.



Item 9.3 continued

CEOAC RECOMMENDATION(S)

MOVED MR JARVIS

SECONDED MR FOLEY

That Council approves the development of a scoping document for Regional Youth and Education Strategy 2010 – 2015.

CARRIED UNANIMOUSLY

Cr Radford stated that he had some concerns about the EMRC taking over some of the roles already being undertaken by local councils and although he had no problems with a youth education strategy he felt there were already enough local government departments involved in employment and youth issues.

The Director Regional Services advised that the EMRC had received requests from the member Councils and regional stakeholders in the past to take on youth type projects, for example, Swan Alliance which is an organisation that was established with support from the EMRC and had received federal funding that enabled dovetailing of youth employment into local industry. The EMRC was also involved in a local project looking at crime prevention and youth at risk study which was undertaken in 2008. Given that these sorts of projects continue to arise on an adhoc basis it is necessary to define what the EMRC's role is in this area and the report is suggesting that we undertake a scoping project to find out what the member Council and the community see, if anything, as being the role for EMRC.

Cr Piantadosi advised that the federal government was looking at a regional level, issues such as aged accommodation as the last Census identified problems in the aged sector. Cr Piantadosi suggested that local councils should continue to provide assistance but also need to consider what funding the federal government is providing on a regional scale.

Cr Godfrey pointed out that the CEOs had amended the original officer recommendation so that it now read that approval was sought for the development of a *scoping* document for Regional Youth and Education Strategy rather than developing a strategy. Cr Godfrey advised that she was happy to move the CEOAC recommended as amended by the CEOs.

Cr Pule stated that he was particularly impressed with the services that the strategy could produce such as cadetship on a regional basis and it had direct benefits for member Councils and a scoping document would flesh out all these areas in relation to funding.

COUNCIL RESOLUTION(S)

MOVED CR GODFREY

SECONDED CR PULE

THAT COUNCIL APPROVES THE DEVELOPMENT OF A SCOPING DOCUMENT FOR REGIONAL YOUTH AND EDUCATION STRATEGY 2010 – 2015.

CARRIED UNANIMOUSLY



9.4 ACeR: ACHIEVING CARBON EMISSIONS REDUCTION PROJECT AND THE LOCAL GOVERNMENT GREENHOUSE GAS REPORTING STRATEGY AND ABATEMENT PLATFORM

REFERENCE: COMMITTEES-10424

PURPOSE OF REPORT

The purpose of this report is to provide Council with an update on the status of the ACeR (Achieving Carbon Emissions Reduction) Project and to recommend EMRC and member Council involvement in a new emissions inventory platform.

KEY ISSUES AND RECOMMENDATION(S)

- In May 2009, the International Council for Local Environmental Initiatives (ICLEI) Oceania received advice from the Australian Government that it would no longer continue funding the Cities for Climate Protection (CCP) Program beyond the end of June 2009.
- The withdrawal of funding for ICLEI's CCP Program left a large gap in the support that was previously provided to Local Government to manage their greenhouse emissions and effectively plan their climate change mitigation strategies.
- The EMRC has developed a replacement program for CCP being the Achieving Carbon Emissions Reduction (ACeR) Project. The project provides a means for member Councils to continue to reduce their greenhouse gas emissions.
- A Local Government Greenhouse Gas Reporting and Abatement Platform has been developed by Greensense (in partnership with WALGA) using feedback from Local Government to produce an inventory that should adequately serve the needs of member Councils in the foreseeable future.
- The cost of joining the Local Government Greenhouse Gas Reporting and Abatement Platform will be an annual fee of \$3,000 per Local Government, which is comparable to the charge that was incurred under ICLEI's CCP Program.

Recommendations

1. The EMRC commit to the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 (ex GST).
2. Member Councils to be requested to consider joining the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 each.

SOURCE OF REPORT

Director Regional Services
Environmental Projects Officer (ACeR)

BACKGROUND

In May 2009, the International Council for Local Environmental Initiatives (ICLEI) Oceania received advice from the Australian Government that it would no longer continue funding the Cities for Climate Protection (CCP) Program beyond the end of June 2009. ICLEI advised all participating Local Governments of this on 15 May 2009.

The critical setback that resulted from this withdrawal of funding was the loss of access to the inventory software which member Councils had been using for ten (10) years to record and present their energy consumption and abatement actions.

A report outlining changes to the CCP Program was tabled at the CEOAC meeting held on 11 August 2009, Committee item 9698 – *Cities for Climate Protection (CCP) – Recommendations on a way forward*. One of the recommendations within this report was to:



Item 9.4 continued

Provide a revised program proposal for CCP by February 2010 to Member Councils to consider funding the program for 2010/2011 so that final inventories can be assessed and aggregated against each member Council's target year.

Since the announcement of the defunding of the CCP Program, EMRC Officers have worked with member Councils to develop a replacement program being the Achieving Carbon Emissions Reduction (ACER) Project. The project provides a means for member Councils to reduce emissions and contribute in a practical way to Australia's greenhouse gas reduction target. The ACER Project also assists with empowering communities to take action to reduce their own emissions. One of the gaps in the project was an appropriate inventory to record emissions. EMRC officers have identified an appropriate emissions reporting solution which is detailed within this report.

REPORT

Local Government Greenhouse Gas Reporting Strategy and Abatement Platform

As a result of a withdrawal of Federal Government funding for ICLEI's CCP Program, the support that was previously provided to Local Governments to manage their greenhouse emissions was removed. The withdrawal of funding was a setback for member Councils who, with WALGA, had celebrated the efforts they had made in mitigating their greenhouse gas emissions. As a result, WALGA and Greensense have worked together to develop a sector-wide Greenhouse Gas Reporting and Abatement Platform to address the gap left by ICLEI. Greensense is a Perth-based climate change and carbon management consultancy and is one of WALGA's preferred suppliers of climate change consulting services to Local Government. Greensense services range from climate change strategy and planning, greenhouse gas abatement, through to compliance and emissions trading.

The platform will enable Local Governments to report, benchmark and manage their emissions with a consistent approach that complies with the National Greenhouse and Energy Reporting System (NGERS) legislation. At present, no member Councils are required to report under the NGERS, however the EMRC is required to report as emissions from the Red Hill Waste Management Facility exceed the NGERS threshold for reporting. In the future there may be a requirement for member Councils to report on emissions, should this be the case member Councils will be well prepared and able to report the required data.

A pilot of the platform is currently being undertaken by three Local Governments until the end of January 2010. The platform will be launched at WALGA Offices on 10th February 2010. Registrations will then be opened to all Local Governments to sign up to the platform.

The EMRC and WALGA arranged for Greensense to provide member Council officers with a presentation of the platform capabilities in December 2009. After the presentation a discussion was held with the member Councils on the value of the platform. Some queries were raised that required follow up - mainly relating to data ownership, collection of community emissions data and representation on the project steering group. WALGA has advised that recording of community emissions are not included at this stage, however can be included in the future, subject to resourcing. Should the EMRC and its member Councils choose to sign up to the platform then the EMRC would be eligible to participate on a project steering group that guides future development of the project. In relation to the other queries raised, and based on the responses to those queries from WALGA, EMRC officers are now satisfied with recommending EMRC and member Councils commit to the platform for an initial one year period. The contract is a rolling annual contract which means that at the end of each year member Council's have the option to withdraw, if not the contract will then rollover for a further twelve months.

Functionality of the Platform

The platform stores data on emissions generated from Council activities and Greensense are currently negotiating with utility providers to allow automated importation of information such as electricity, gas and fuel data into the platform.



Item 9.4 continued

The platform complies with International Standards (ISO14064) and NGER requirements and can calculate greenhouse gas emissions and uncertainty levels. It also has audit capabilities of changes made to activity data to support verification. The reporting capabilities allow users to generate NGER reporting for submissions as required under the Australian Government's Online System for Comprehensive Activity Reporting (OSCAR). The platform includes a dashboard facility that:

- Presents a breakdown of emissions by source type and facility.
- Presents emissions using three metrics for benchmarking including:
 - Total CO₂e tonnes
 - CO₂e tonnes / resident
 - CO₂e tonnes / \$1,000 earnings
- Has the capability to display charts on Local Government Intranet/Internet sites.
- Has calculation methods relevant to Local Governments.

The platform also includes an online research library where users can upload and access useful information, in addition to an online discussion forum.

Why do Councils require an Inventory?

There are a number of important reasons why member Councils should continue to measure and report their energy consumption and/or production patterns. These include:

- For consolidation of data and information;
- To show progression towards target reduction levels;
- To indicate high consuming buildings and facilities and ongoing fluctuations in consumption patterns;
- Provides data, information and justification for grant applications;
- Provides member Councils with the opportunity to showcase their achievements to the community;
- Demonstrates that member Councils are leading by example by effectively monitoring and striving to reduce their emissions consumption while doing their part to reduce the potential impacts associated with climate change; and
- Provides good business practice by making reporting and data management part of everyday business for member Councils. Therefore, if and when reporting emissions becomes mandatory, those practices are already embedded and operational.

STRATEGIC/POLICY IMPLICATIONS

The ACeR Project and related actions support a range of key outcomes and objectives within each Member Council and is consistent with EMRC's Key Result Area "Environmental Sustainability" as identified in the Strategic Plan.

This service role aligns to:

- 1.6 *Address climate change issues within the region*
 - 1.6.2 *Implement Cities for Climate Protection Programme (CCP)*



Item 9.4 continued

FINANCIAL IMPLICATIONS

Participating in the Local Government Greenhouse Gas Reporting and Abatement Platform will cost an annual fee of \$3,000 (plus GST) per member Council. Member Councils were previously paying ICLEI an annual fee to participate in the CCP Program. This fee varied according to the size of the Council's population with costs for each member Council ranging from \$2,000 to \$3,000.

Greensense assures that their product will remain below the market value and that the fee price is fixed with CPI increases for 3 years to allow all Local Governments within Western Australia a chance to take up the platform.

The \$3,000 annual fee includes:

- A two (2) hour information and tutorial session in the first year. If the EMRC and all member Councils agree to take part in the program, this will equate to fourteen (14) hours of combined support.
- Each year \$700 from the total fee will be put aside as a reserve for any updates, additional module and future developments. This will result in a system that is self evolving and no additional costs will need to be sourced from users or grant funding to update the platform when required.
- Subscription will include unlimited access and usage to the platform for a period of one (1) year along with telephone support for that period.

SUSTAINABILITY IMPLICATIONS

The ACER Project contributes to the sustainability of the region through assisting member Councils and their communities to reduce greenhouse gas emissions. The use of a well designed inventory system, such as that proposed, ensures that total emissions released and abated is accurate and reliable.

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	A cost of \$3,000 per year will be required by each member Council to join WALGA's Greenhouse Gas Reporting Strategy and Abatement Platform. Some in-kind assistance by member Council staff will be required to assist EMRC staff in setting up the new system as well as a continued commitment to the ACER project.

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority



Item 9.4 continued

RECOMMENDATION

1. The EMRC commit to the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 (ex GST).
2. Member Councils to be requested to consider joining the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 each.

CEOAC RECOMMENDATION(S)

MOVED MR COLE

SECONDED MR FOLEY

That:

1. The EMRC commit to the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 (ex GST).
2. Member Councils consider joining the Local Government Greenhouse Gas Reporting and Abatement Platform for an initial one year period at an annual charge of \$3,000 each.

CARRIED UNANIMOUSLY

COUNCIL RESOLUTION(S)

MOVED CR ZANNINO

SECONDED CR PULE

THAT:

1. THE EMRC COMMIT TO THE LOCAL GOVERNMENT GREENHOUSE GAS REPORTING AND ABATEMENT PLATFORM FOR AN INITIAL ONE YEAR PERIOD AT AN ANNUAL CHARGE OF \$3,000 (EX GST).
2. MEMBER COUNCILS CONSIDER JOINING THE LOCAL GOVERNMENT GREENHOUSE GAS REPORTING AND ABATEMENT PLATFORM FOR AN INITIAL ONE YEAR PERIOD AT AN ANNUAL CHARGE OF \$3,000 EACH.

CARRIED UNANIMOUSLY



9.5 DEVELOPMENT OF A REGIONAL ENVIRONMENTAL STRATEGY

REFERENCE: COMMITTEES-10418

PURPOSE OF REPORT

To seek Council approval to develop a Regional Environmental Strategy (RES) to guide environmental activities for the period 2010 to 2015.

KEY ISSUES AND RECOMMENDATION(S)

- In 1999, Council adopted a Regional Environmental Strategy (RES) developed by the EMRC in collaboration with member Councils. The strategy provided a framework for regional environmental projects and services delivered by the EMRC.
- The RES was progressively implemented, most specifically in the period 2000 to 2005.
- It is proposed that the EMRC develop a new RES that will guide the EMRC in its delivery of environmental, natural resource management and sustainability activities for the period 2010 to 2015.
- The process for development of the proposed RES will involve consultation with member Councils and other relevant stakeholders to ensure activities delivered by the EMRC at the regional level complement and support member Council environmental and sustainability activities at the local level.
- The RES would reflect the many environmental and sustainability initiatives currently being undertaken by the EMRC and identify future needs.

Recommendation

That Council approves development of a Regional Environmental Strategy 2010-2015.

SOURCE OF REPORT

Director Regional Services
 Manager Environmental Services

BACKGROUND

Regional Environmental Strategy (RES) 2000

The Regional Environmental Strategy (RES) was developed by the EMRC with input from member Councils through a project Steering Committee over an 18 month period. The RES 2000 was approved by Council at the Ordinary Council Meeting of 2 December 1999.



Item 9.5 continued

Specific budgets were allocated from 2000 to 2003 for implementation of the strategy. Many of the key recommendations of the strategy continue to be implemented today.

Proposed Regional Environmental Strategy (RES) 2010 - 2015

Member Council needs and expectations of the EMRC's Environmental Service have evolved over the past five years from primarily consulting services to a greater focus on collaboration and delivery of regional projects and services. This ranges from large multi-partner projects such as the Perth Solar City project, through to projects that are tailored to each member Councils' individual needs, such as the Water Campaign.

In addition to delivering projects for member Councils, the EMRC has also developed major regional strategies, such the recent Future Proofing Perth's Eastern Region: Regional Climate Change Adaptation Action Plan 2009-2013.

Although each of the current initiatives, services and projects identified above are well aligned with the organisation's current Strategic Plan for the Future, there is a need to ensure all elements are a part of a cohesive and comprehensive whole, with consideration given to addressing any gaps in the range of services.

To address this need, it is proposed to:

- Develop a new RES which would provide the overarching framework within which the EMRC's environmental services would be delivered.
- Establish a Regional Environmental Advisory Group (REAG), which would replace the current suite of environmental projects steering groups.

REPORT

The report outlines the proposed framework and program for development of the RES to guide the EMRC's environmental activities for the period 2010 to 2015.

Framework

The RES will be developed using current environmental strategy documents, providing information and analysis in the following broad areas:

- Location Features;
- Regional Strategic Objectives;
- Key Focus Areas including:
 - Land;
 - Water;
 - Biodiversity;
 - Air Quality;
- Regional Priorities – Action Plan;
- Implementation;
- Monitoring and Evaluation; and
- Reporting.



Item 9.5 continued

Program for the development of a Regional Environmental Strategy (RES)

It is proposed that the EMRC develops a RES in accordance with the following program:

No	Action Required	Timeframe
1	Seek EMRC Council approval to develop a Regional Environmental Strategy (RES).	February 2010
2	Undertake preliminary desktop research and analysis.	February 2010
3	Establish the Regional Environmental Advisory Group (REAG).	March 2010
4	Identify and scope regional issues, barriers and opportunities.	April 2010
5	Assess and prioritise regional issues, barriers and opportunities with the REAG through a workshop process. Ensure actions align with the strategic and environmental plans of member Councils.	May 2010
6	Draft RES document incorporating costed actions to progress regional priorities.	June 2010
7	Present the draft RES to the REAG and integrate comment.	July 2010
8	Present the draft RES to EMRC Council for approval and consideration of future budget implications.	August 2010
9	Presentation of final RES to member Councils for approval and consideration of future budget implications post 2010/2011.	September 2010

STRATEGIC/POLICY IMPLICATIONS

The RES links with Key Result Area 1 of the EMRC Strategic Plan for the Future 2008/2009 – 2013/2014 being Environmental Sustainability, specifically:

- Objective 1.5 To contribute towards regional biodiversity conservation and improved air, water and land quality.
- Strategy 1.5.4 Implement and participate in regional environmental issues and projects that affect the region.

FINANCIAL IMPLICATIONS

Consultancy support will be contracted to assist EMRC officers to develop the RES, particularly with the facilitation of stakeholder workshops to scope, assess and priorities regional issues, barriers and opportunities.

The total estimated cost for developing the RES will be \$17,000 which has been funded within the 2009/2010 budget.



Item 9.5 continued

SUSTAINABILITY IMPLICATIONS

The development and implementation of a Regional Environmental Strategy will assist in strengthening the natural environment of Perth's Eastern Region.

MEMBER COUNCIL IMPLICATIONS

Member Council	Implication Details
Town of Bassendean	<p>Activities within the Regional Environmental Strategy (RES) 2010-2015 will complement other member Council priorities and provide the strategic framework for member Councils to develop and/or align local environmental strategies to regional directions in order to leverage opportunities and funding.</p> <p>The future financial cost implications for activities that emerge from the RES will be developed and integrated into future budget proposals for member Council consideration.</p> <p>Formation of a Regional Environmental Advisory Group (REAG) will require ongoing regular participation by member Council officers.</p>
City of Bayswater	
City of Belmont	
Shire of Kalamunda	
Shire of Mundaring	
City of Swan	

ATTACHMENT(S)

Nil

VOTING REQUIREMENT

Simple Majority

RECOMMENDATION(S)

That Council approves development of a Regional Environmental Strategy 2010-2015.

The Chief Executive Officer of the City of Belmont agreed that the development of a Regional Environmental Strategy was an important task given that it would bring all the local environmental plans together ensuring they complement a regional approach. New issues such as waste management and nutrient levels needed to be escalated and this process would reflect on future environmental activities.

The Chief Executive Officer of the City of Bassendean stated that having an updated strategy would enable the region to better access funding by taking a united approach to the issues (e.g. as occurred with the Solar City Project). Further, he stated that issues like contaminated sites was a new area that Local Government's needed to come to terms with.



Item 9.5 continued

CEOAC RECOMMENDATION(S)

MOVED MR COLE

SECONDED MR JARVIS

That Council approves development of a Regional Environment Strategy 2010-2015.

CARRIED 6/1

COUNCIL RESOLUTION(S)

MOVED CR ZANNINO

SECONDED CR PULE

THAT COUNCIL APPROVES DEVELOPMENT OF A REGIONAL ENVIRONMENT STRATEGY 2010-2015.

CARRIED UNANIMOUSLY



9.6 ITEMS CONTAINED IN THE INFORMATION BULLETIN

REFERENCE: COMMITTEES-10398

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

1 REGIONAL SERVICES

1.1 ENVIRONMENTAL SERVICES ACTIVITY REPORT – SEPTEMBER 2009 TO JANUARY 2010 (Ref: Committees-10398)

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

Nil

11 GENERAL BUSINESS

The Chief Executive Officer of the Shire of Kalamunda requested an update on shared services.

The Chief Executive Officer of the City of Swan discussed the Regional Advocacy Advisory Group and the challenges the Director of Regional Services had to obtain contacts back from the Chief Executive Officers. It was suggested that the local versus regional advocacy issues be discussed further at the next informal meeting.

Discussions took place regarding the Year of Women in Local Government and whether there was any interest in conducting a regional function. The Chief Executive Officers were encouraged to contact Mr Foley directly.

The Director Regional Services handed the Committee information on the Broadband – Regional Business Case Table of Contents and suggested a presentation to the Chief Executive Officers be given in the near future.

11.1 REGIONAL EVENTS

1 May 2010	City of Swan	Mayoral Dinner
20 August 2010	Town of Bassendean	Biennial Mayoral Dinner 2010
9 October 2010	City of Bayswater	Mayoral Dinner

12 FUTURE MEETINGS OF THE CHIEF EXECUTIVE OFFICERS ADVISORY COMMITTEE

The next meeting of the Chief Executive Officers Advisory Committee (informal) will be held on **2 March 2010** at the City of Bayswater, 61 Broun Avenue, Morley commencing at 12.30pm with lunch at 12noon.



Item 12 Continued

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

Tuesday	2	March (informal)	at	City of Bayswater
Wednesday	7	April	at	EMRC Administration Office
Tuesday	4	May (informal)	at	TBA
Tuesday	1	June	at	EMRC Administration Office
Tuesday	6	July (informal)	at	TBA
Tuesday	3	August	at	EMRC Administration Office
Tuesday	7	September (informal)	at	TBA
Tuesday	5	October	at	EMRC Administration Office
Tuesday	16	November (informal)	at	TBA

13 DECLARATION OF CLOSURE OF MEETING

There being no further business the meeting was closed at 2:15 pm.