



City of Nedlands

## Technical Services Reports

**Committee Consideration – 4 December 2018**  
**Council Resolution – 18 December 2018**

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<b>TS27.18</b>	<b>Leon Road Footpath between Robert Street and Alexander Road</b>
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<b>Committee</b>	4 December 2018
<b>Council</b>	18 December 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Irene Chiang – Design Engineer
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	1. Proposed Design Drawing F-2018-48-01-A

## Executive Summary

As part of the 2018/2019 Capital Works Program, there is provision for the construction of a footpath on Leon Road, between Robert Street and Alexander Road. The construction of the footpath would also provide pedestrians with a safe alternative route to Genesta Park and the shops along Waratah Avenue, as well as completing the footpath network along Leon Road.

Consultation on a boundary aligned footpath was undertaken between 22 October 2018 and 9 November 2018. The City received 10 responses from the 27 properties, with 1 resident in favour, 8 residents against and 1 that provided no preference.

## Recommendation to Committee

**That Council withdraws the footpath on Leon Road between Robert Street and Alexander Road from the Capital Works Program and redirects the funds to other existing or future projects.**

## Discussion/Overview

The section of footpath between Robert Street and Alexander Road is the last section of the footpath network along Leon Road. Completion of this section will allow safe pedestrian access to Genesta Park and the shops along Waratah Avenue.

There is a mix of boundary and kerbside footpath alignments around Leon Road. Each alignment has their own advantages and disadvantages some of which are highlighted below:

Boundary advantages:

- Distance away from the road
- Simpler interface with crossovers
- Potential improved shade from private property

Boundary disadvantages:

- Potential conflict with pedestrians and vehicles exiting driveways, especially if there are boundary walls.

- Less privacy for property owners
- Dark at night

Kerbside advantages:

- Reduced impact on front gardens
- Improved interface with bus stops
- Improved street lighting at night

Kerbside disadvantages:

- Closer proximity to road
- Conflicts with streetlights, rubbish bins and vehicles opening doors
- Potential uneven surfaces with existing infrastructure (manhole lids, crossovers)

### **Proposed Design**

In consideration of the below, the Administration has put forward the boundary aligned footpath as per Attachment 1 for community consultation:

- Existing path alignment on Leon Road
- Location of Genesta Park and the shops along Waratah Avenue
- Existing verge trees
- Location of existing streetlights
- Residents' gardens

This footpath would continue along the existing property boundary alignment along Leon Road at a typical offset of 1.5m from the property boundary to avoid disturbing existing gardens and retain all existing trees.

The proposed alignment would also avoid the relocation of 4 existing streetlights which would have been required for a kerbside aligned footpath. The cost of the streetlight relocation would have been a significant additional cost given the size of the project and was consequently not pursued further.

### **Risk Management**

Should the City not install the footpath, there is a reputation risk for the City in terms of compliance with the *Disability Discrimination Act 1992*. However, this risk is considered low as there is an alternative path to the shops on Waratah Avenue and Genesta Park via Robert Street and Waratah Avenue.

### **Required by Legislation/Council Policy**

*Disability Discrimination Act 1992*

City of Nedlands Footpath Policy

City of Nedlands Disability Access and Inclusion Plan

City of Nedlands Greenway Policy

## Key Relevant Previous Council Decisions:

Nil.

## Consultation

A proposal to construct a footpath on Leon Road between Robert Street and Alexander Road was presented to property owners/residents on both sides of this section of road for feedback from 22 October 2018 to 9 November 2018.

Opportunities for residents to engage with the City and to seek information were provided as follows:

- A letter to the 27 affected residents/property owners to provide information on and seek their thoughts on the proposal.
- Your Voice Nedlands: Online survey, the plan of the proposed footpath, FAQs and key dates.
- Contacting the City by email or telephone to discuss the proposal further.

During the engagement period, the engagement page received 24 visitors who collectively viewed 188 pages. 46 of these visits viewed at least one page. Visitors viewed the concept plan, the FAQs and the key dates.

The online survey sought to identify the level of support for the proposed footpath and obtain feedback. Six residents participated in the online survey. Numerous written submissions were also received. In total, 10 residents responded either by online survey, written submission or both. One telephone call was received to discuss the proposal further.

A summary of the responses from the 27 affected properties are summarised in Figure 1 below. It is noted that one respondent did not directly express support or objection to the footpath. In addition, all 8 properties in opposition to the footpath were residents whose verges would be disturbed by the proposed footpath.

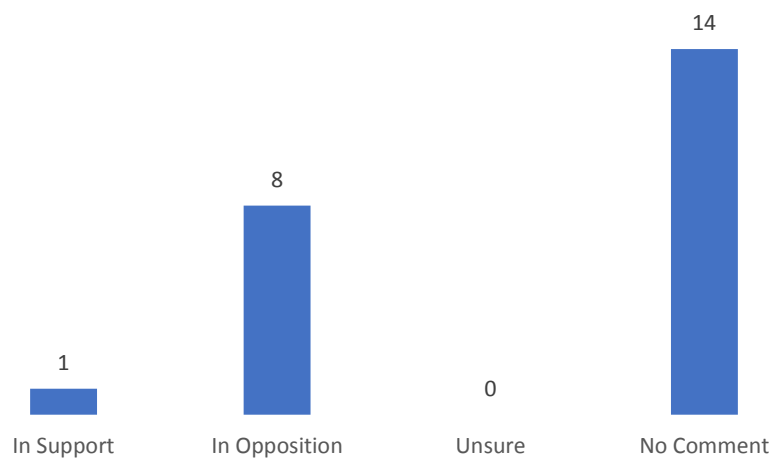


Figure 1. Engagement results from affected properties

Issues identified by respondents and the Administration’s comments are summarised in Table 1.

Issue	Administration comment
Insufficient sight lines when exiting driveways	This is noted as one of the disadvantages of boundary aligned footpaths.
Privacy and security issues with people walking closer to properties	This is noted as one of the disadvantages of boundary aligned footpaths.
No space for guests to park	Parking is available on the road and it is possible to parallel park on verges.
Inconsistent alignment with rest of the neighbourhood	There is a mix of boundary and kerbside footpath alignments in the area.
Disturbance to trees and services	No trees will be removed and any services that conflict with the proposed footpath will be relocated or incorporated into the path where appropriate.

Table 1. Issues and responses as identified from community engagement

Other comments that were received from consultation were:

- The lack of necessity of the footpath due to low traffic volumes and presence of alternative paths.
- Objections to loss of garden and difficulty in maintaining garden with proposed footpath alignment.
- The footpath would provide safer pedestrian access.
- Leon Road is not a pedestrian thoroughfare facilitating access to Genesta Park and shops along Waratah Avenue.
- Footpath will detract from the streetscape causing a reduction in property values.
- One of the properties consulted was recently sold and in the process of moving out while another is rented.

## Conclusion

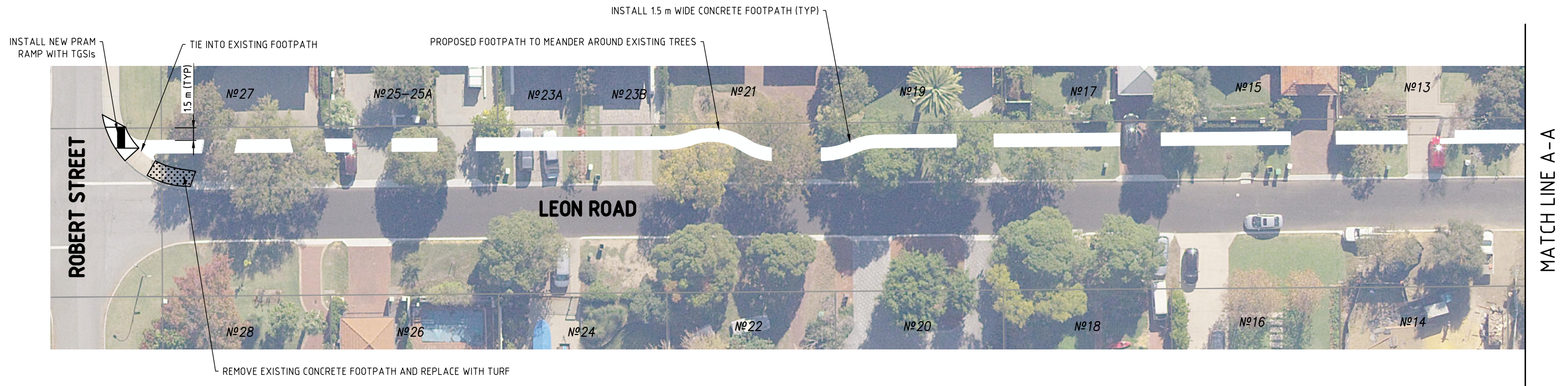
Given the presence of an alternative footpath and the level of opposition from residents, the Administration recommends that the proposed footpath be withdrawn from the Capital Works Program until such time there is community demand for a footpath at this location.

## Budget/Financial Implications

Budget implications for the proposed footpath are summarised in Table 2 below.

Budget in 2018/2019 Capital Works Program	\$45,900
Cost estimate of proposed footpath	\$38,868 (\$7,032 under budget)

Table 2. Budget and cost of footpath

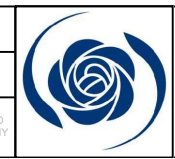


CONCEPT ONLY

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TITLE: <b>LEON ROAD FOOTPATH ROBERT STREET TO ALEXANDER ROAD FORWARD WORKS PROGRAMME 2018/2019</b>	
<b>A1</b>	DWG NO: <b>F-2018-48-01-A</b>
	1 OF 1

SCALE: N.T.S

<b>TS28.18</b>	<b>Quintilian Road Traffic Management</b>
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<b>Committee</b>	4 December 2018
<b>Council</b>	18 December 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	James Cresswell - Manager Infrastructure Services
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	1. Quintilian Road and Brockway Road Proposed Traffic Management Concept Plan

## Executive Summary

In October 2017, Council approved the installation of traffic management devices into Quintilian Road. The traffic classification of the road since the installation has provided a substantial decrease in speed, a marginal decrease in traffic and an increase in the proportion of commercial vehicles.

The community are still concerned regarding the volume of traffic, specifically the high level of commercial traffic using Quintilian Road as a short-cut. In response, the City has developed a plan including a partial closure of Quintilian Road at Brockway Road, limiting traffic movements to left-out only.

It is proposed that the community immediately effected by this proposal, be invited to comment.

## Recommendation to Committee

**That Council supports the proposed left-out only partial road closure of Quintilian Road at Brockway Road for purposes of a consultation process with the effected residents and landowners.**

## Discussion/Overview

Quintilian Road is a local access road, 490m in length, connecting Brockway Road to Stubbs Terrace in Mt Claremont. The road is bound by Quintilian School to the south west, St Peters Square development to the south and Irwin Barracks to the north.

Since the development to the south of the road, the City has regularly received expressions of concern from both the residents and the school, regarding the volume and speed of traffic using the road as a shortcut between Brockway Road and Stubbs Terrace. The road has an overall 50km/h speed zone, with a drop off and pick up 40km/h zone adjacent to Quintilian School.

In 2016 in response to the concerns, the City commissioned a Local Area Traffic Management Study by consultant's Opus. The study proposed a series of responses including:

- Threshold Treatments/entry statements to reduce approach speeds;
- Splitter island at Brockway to delineate turning movements;



- Improved 40km/h school zone signage;
- Line marking of both on street and off-street parking;
- Extended off-street parking to increase available parking near the school;
- Install chicanes along the road to reduce speed;
- Provide a continuity line along the north side of Quintilian Road to clearly define the width; and
- Install speed cushions at intervals to reduce vehicle speeds.

In consideration of the report, City staff developed a concept plan for further consideration and a potential community consultation process.

In February 2017, the concept plan was presented to Councilors at a briefing session. The staff advised that the next steps included:

- Completion of an up to date traffic classification, to confirm the current traffic behavior, and
- Completion of a community consultation of the proposed option.

The traffic classification provided the following in comparison with the previous survey of October 2014:

Traffic Measure	October 2014	March 2017	Trend
Average Daily Volume (5 Day)	1667	1993	Increasing
85 <sup>th</sup> Percentile Speed (km/h)	64.1	55.8	Decreasing
Proportion Commercial Vehicles	3.1%	4.3%	Increasing

With respect to the complaints received by the City, the increasing volume and proportion of commercial vehicles was confirmed. The speed also reduced, although still greater than the posted speed zone of 50km/h.

The design developed by the City included speed reduction plateaus which were supported in the community consultation, and speed cushions to the east of the school, however Council chose to only support the plateaus.

The works were completed in early 2018 during the school holidays and on 8 March 2018 the first traffic classification post construction was completed with the following results:

Traffic Measure	March 2017	March 2018	Trend
Average Daily Volume (5 Day)	1993	2300	Increasing
85 <sup>th</sup> Percentile Speed (km/h)	55.8	51.5	Decreasing
Proportion Commercial Vehicles	4.3%	5.2%	Increasing

The significant increase in traffic was directly attributed to the temporary closure of the Ashton Avenue Bridge. The reduction in speed was promising (9.2% reduction) and consequently close to the speed zone of 50km/hr. The increase in commercial vehicles was also likely due to the bridge closure, therefore it was not proposed to repeat the survey until after the bridge re-opened.

In response to the Urgent Business approved by Council at the Ordinary Meeting of 24 April 2018, the following update was provided:

- The City is arranging for temporary “Local Traffic Only” signage to be installed at both ends;
- The design team has discussed the issues with the Principal of Quintilian Primary School;
- Work has commenced on the Loch Street precinct parking plan; and
- The design team is exploring further options to manage the traffic including full or partial closures with the flow-on impacts.

The signs have been installed and the Loch Street parking precinct study was completed in August 2018, with no warrant to change parking in Quintilian Street, only some minor changes to Alfred Road.

The Ashton Avenue bridge was re-opened on 12 September 2018. The traffic classification took place in the week ending 15 October. This was the week following the school holidays and the results are as follows:

Traffic Measure	March 2018	October 2018	Trend
Average Daily Volume (5 Day)	2300	1970	Decreasing
85 <sup>th</sup> Percentile Speed (km/h)	51.5	51.5	No change
Proportion Commercial Vehicles	5.2%	5.0%	Decreasing

In consideration of the recent history of the traffic classification, the results are as follows:

Traffic Measure	October 2014	March 2017	March 2018	October 2018	Results
Average Daily Volume (5 Day)	1667	1993	2300	1970	Increased by 18%
85 <sup>th</sup> Percentile Speed (km/h)	64.1	55.8	51.5	51.5	Decreased by 20%
Proportion Commercial Vehicles	3.1%	4.3%	5.2%	5.0%	Increased by 61%

In terms of the treatment reducing the initial speed concern, the plateaus have been effective. With respect to traffic volume, this has now returned to pre-Ashton Avenue bridge reconstruction levels, however the proportion of commercial vehicles remains higher than the desired sub 3%. Options remaining to limit the commercial use are limited to full or partial closure of Quintilian at one end or the other. It should be noted that the traffic volume is still well within the accepted warrant for a local access road of 3000 vehicles per day, and the 85<sup>th</sup> percentile speed is now at an acceptable 51.5Km/hr.

The City has considered the following options:

- Partial closure at Stubbs Terrace;
- Full closure at Stubbs Terrace;
- Partial closure at Brockway Road;
- Full closure at Brockway Road; or
- Full closure at Tuart Entrance.

Following a review of these options, the City's preferred option restricts the Quintilian Road and Brockway Road intersection to a left-out only from Quintilian, that is, a partial road closure. This will deny all vehicle access into Quintilian, from Brockway Road and Camelia Avenue, but allows vehicles to aggress to the left (towards Alfred Road) only and supports the anti-clockwise rotation of school traffic for drop off and pick up. The design includes a reassessment of the school parking, as well as the alignment of the proposed shared path from Brockway Road (refer Attachment 1).

There is a possibility that this option will increase school traffic through the St Peters Square development, although this could be managed by the school policing the parents. In terms of the issues raised in the past, the new plan addresses the original issues raised by the community specifically discouraging speed and the use of Quintilian Road as a short-cut.

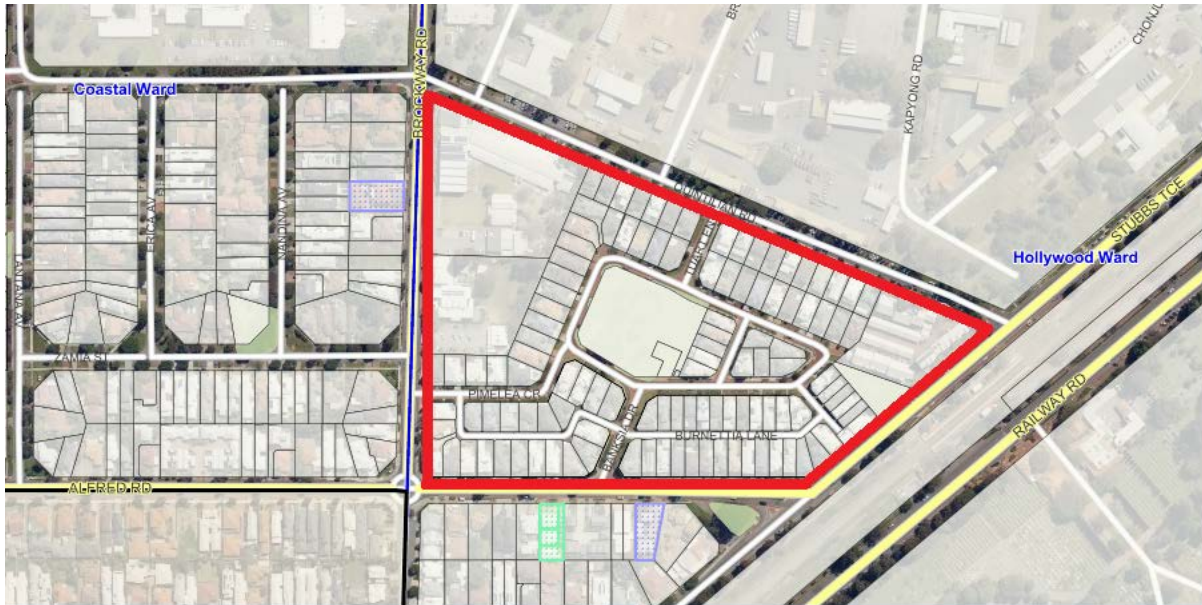
### **Key Relevant Previous Council Decisions:**

Ordinary Meeting of Council 24 October 2017, item 13.5

*Council approves the traffic management design for Quintilian Road with the deferral of the installation of the traffic pillows until further assessment after first stage of work.*

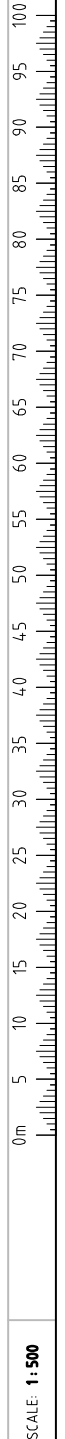
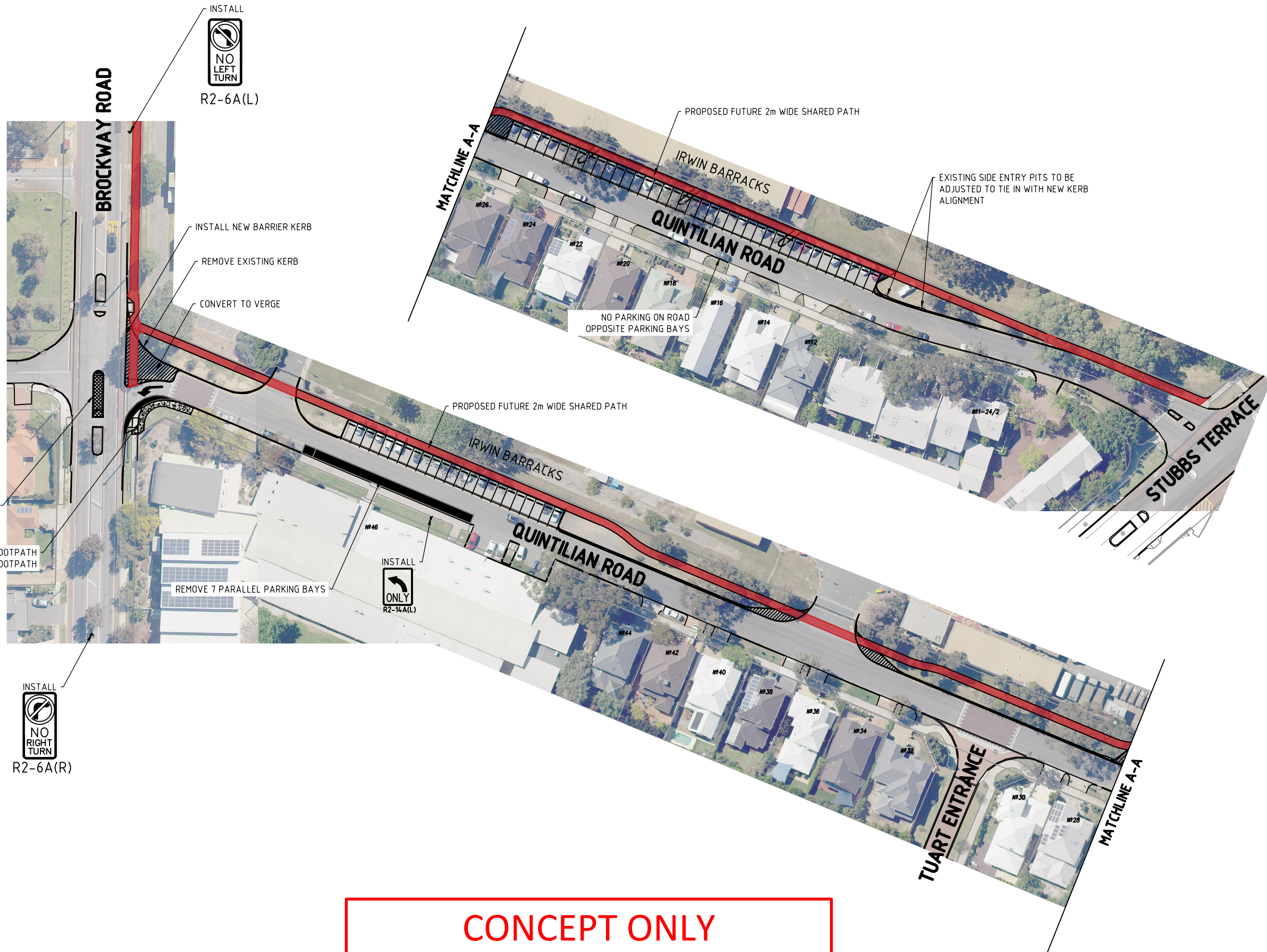
### **Consultation**

Because the design potentially impacts on the residents within the St Peters Square development, it is proposed that all residents and landowners within the area bound by Brockway Road, Alfred Road, Stubbs Terrace and Quintilian Road (see below) be written to seeking their comment on the proposed partial road closure.



## Budget/Financial Implications

There is no current provision for the project in the 2018-19 Capital Works Program, however subject to support, it could be included in the mid-year budget review.



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TITLE:	<b>QUINTILIAN ROAD LEFT TURN ONLY TREATMENT CONCEPT DRAWING</b>		
A1	DWG NO:	R-2018-55-01-0	SHEET 1 OF 1

<b>TS29.18</b>	<b>Western Metropolitan Regional Council (WMRC) Funding Request</b>
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<b>Committee</b>	4 December 2018
<b>Council</b>	18 December 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	James Cresswell - Manager Infrastructure Services
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	2. WMRC Request letter

## Executive Summary

In September 2018, the City received correspondence from the Western Metropolitan Regional Council (WMRC) seeking a contribution from the City of Nedlands towards services that the WMRC was providing to City residents and ratepayers (refer Attachment 1).

It is the Administration's opinion that the services provided by the WMRC are already funded or are also provided by the City of Nedlands, therefore the City is not prepared to provide further funding contributions.

## Recommendation to Committee

**That Council does not support the Western Metropolitan Regional Council's request for a contribution to Resource Recovery and Waste Education services.**

## Discussion/Overview

The City of Nedlands is not a member of the WMRC or any other Regional Council, that is, the City conducts its own waste management including collection, disposal and community education.

In September 2018, the City received a request from the WMRC seeking a funding contribution from the City of Nedlands based on services that the Regional Council provides for the City's residents and ratepayers (refer Attachment 1). The services include receipt of Household Hazardous Waste (HHW), e-waste, mattresses and other recyclables as well as waste educational services.

The WMRC at the JFR (Jim) McGeough Resource Recovery Facility (JMcGRRF) on the corner of Brockway Road and Lemnos Street is registered with the State Government as a receiver of HHW. The HHW Program funds the collection and recycling/disposal of hazardous materials from residential sources. Material from commercial, industrial, agricultural or veterinary sources is not covered, nor are hazardous materials covered by other collection Programs.

Householders can go to any of the HHW permanent facilities including the JMcGRRF and drop off any of the following products:

- Acids (note: some Permanent facilities do not accept hydrofluoric acid);

- Aerosols (CFC-based, paints, lacquers, pesticides etc.);
- Alkalis;
- Batteries (household);
- Compact fluorescent lamps (CFLs) and fluorescent tubes;
- Cyanides;
- Engine coolants and glycols;
- Fire extinguishers (non-halon only);
- Flammable liquids (e.g. hydrocarbons and fuels);
- Flammable solids;
- Flares;
- Gas cylinders;
- General household chemicals (e.g. cleaning products);
- Heavy metal compounds;
- Inorganic oxidising agents (e.g. pool chlorine);
- Low level radioactive substances (smoke detectors);
- Mercury (e.g. thermometers);
- Organic peroxides;
- Paint;
- PCB materials;
- Pesticides (including Schedule X pesticides); and
- Solvents.

The current program has been in place since 2011-12 across the State and has collected a total of 4,098 tonnes of HHW at a cost of \$13.8 million funded by the State.

The City of Nedlands operates its own e-waste, mattress collection and recycling programs. The City also provides 6x4 trailer tip passes (hard waste and green waste) for residents and ratepayers to dispose of their waste at the JMcGRRF. These are fully funded by the City (same price for member and non-member Local Governments).

The City also utilises the JMcGRRF to dispose of operational green waste (tree loppings and parks waste) and the City is charged non-member rates for this disposal. The rates are 37 percent higher than the equivalent SUEZ rate but remain cost effective due to the proximity of the WMRC facility.

The WMRC advises that City of Nedlands' residents and ratepayers are utilising the JMcGRRF on a regular basis. If this is the case, then the individuals could be charged for the service (excluding HHW) which is similar to the operations at other Local Government's transfer stations and tip sites.

Finally, the City has in the past contributed to the WMRC Earth Carers Program, terminating the arrangement in November 2013. The funds previously used for this program have now been redirected to Waste Education Programs in the City's schools.

The WMRC advise that 37 Nedlands residents and ratepayers have attended Earth Carers courses in the past nine years (note that the City of Nedlands was still funding Earth Carers until 2013). The maximum cost for these courses at \$600 each would

have been \$22,200 or \$2,470 per annum. The WMRC has also advised that seven City of Nedlands residents or ratepayers have attended organics workshops in the past two years at a total cost of \$700 or \$350 per annum.

When the City terminated the arrangement, as a gesture of goodwill, the City paid 25 percent of the annual fee totalling \$21,882.87 in consideration of notice. It is noted that this goodwill gesture has fully met any Earth Carer course fees since. The City also agreed to continue contributing to the program based on the proportion of hard waste and green waste the City deposited, however, this arrangement ceased once the City commenced paying non-member rates for disposal.

Based on this historical demand, the annual cost to the WMRC for City of Nedlands' residents and ratepayers involvement in the Waste Education programs is in order of \$3,000 per annum. There is no reason why these individuals couldn't be charged by the WMRC for the courses.

In consideration of the above, the Administration believes that the City should not contribute any additional funding to WMRC for the following reasons:

- The City already pays a higher waste disposal cost to the JMcGRRF;
- The WMRC already receives a subsidy from the State Government to conduct the collection HHW provides it accepts HHW from all eligible sources;
- The City has re-directed its Waste Education budget to the School Education program which reaches significantly more City residents (children) and consequently their parents (ratepayers) than the Earth Carer program; and
- The City continues to promote WMRC's tip passes to its residents with the non-member cost met through the City's waste charge.

Furthermore, the City declined a similar request by WMRC in 2016.

However, if Council considered that the City should contribute, then the contribution should only cover the historical annual cost for only the Earth Carer courses at \$3,000 per annum.

#### **Key Relevant Previous Council Decisions:**

Nil.

#### **Consultation**

Nil.



## **Budget/Financial Implications**

The current Waste Education budget totals \$70,000.

Historically the City's payments to the WMRC have been:

- 2015/16 - \$343,905.74
- 2016/17 - \$67,313.41
- 2017/18 - \$32,287.52
- 2018/19 (YTD) - \$11,182.57



Enquiries: Stefan Frodsham 0415 886 096  
File: 303.4

Mr Martyn Glover  
Director Technical Services  
City of Nedlands  
71 Stirling Highway  
Nedlands WA 6010

21 September 2018

Dear Martyn

I refer to our meeting of 23 August 2018 and discussions about the JFR (Jim) McGeough Resource Recovery Facility located at Brockway Rd, Shenton Park. We agreed that I follow up with a detailed proposal, which I'm now pleased to provide.

#### **JFR (Jim) McGeough Resource Recovery Facility**

The Resource Recovery Facility (RRF) consolidates and compacts MSW from the WMRC's five member councils and commercial customers to facilitate efficient haulage of the waste for treatment or disposal. The RRF otherwise serves as an important community recycling and problematic waste centre for the whole of the western suburbs, accepting materials including asbestos, household hazardous waste, e-waste, mattresses, batteries, tyres, plastics and cardboard.

While the RRF is strategically located to service the whole of the central western metropolitan area including the Perth CBD, long-standing regional council arrangements and, in the City of Nedlands case, commercial arrangements, mean that the RRF is currently well underutilised as a waste transfer station. I am positive that in time the RRF will attract more throughput once the very substantial transport and logistics efficiencies it offers come to the fore.

#### **WMRC RRF Services for the City of Nedlands**

##### Patronage of the WMRC RRF by Nedlands residents

For the past four months we have asked residents patronising the RRF to nominate the suburb they live in. The responses to date show that some 19 percent come from the City of Nedlands (at an average rate of around 80 per month); and a further 19 percent come from the Town of Cambridge. The results are not surprising given the facility is located within the City of Nedlands and adjacent to the Town of Cambridge. When adjusting the figure to account for assumed minimal use of the e-waste and mattress services by Nedlands residents, Nedlands residents represent 24 percent of all users for the other recycling and problematic waste services provided.

In addition to a range of services provided to the City of Nedlands, the WMRC transfer station also provides services for Nedlands residents and businesses to drop off general waste, green waste and

materials. The extent of the City of Nedlands' patronage of the services is set out in the following Table 1.

**Table 1: WMRC Resource Recovery Facility Services for the City of Nedlands**

<b>WMRC RRF – City of Nedlands Patronage</b>	<b>2014 – 2015 Tonnes</b>	<b>2015 – 2016 Tonnes</b>	<b>2016 – 2017 Tonnes</b>	<b>2017 – 2018 Tonnes</b>
<b>General waste</b>				
Council MSW	59.96	28.58	27.00	27.88
Council bulk waste	906.02	916.32	0.00	0.00
Council other	0.00	0.56	0.00	0.00
Residents' waste	28.50	16.80	24.00	18.32
<b>General waste subtotal</b>	<b>994</b>	<b>962</b>	<b>51</b>	<b>46</b>
<b>Greenwaste</b>				
Council greenwaste: general	276.76	231.30	199.40	182.38
Council greenwaste: bulk	820.56	938.60	0.38	0.00
Residents' greenwaste	24.60	16.20	8.10	8.40
<b>Greenwaste subtotal</b>	<b>1122</b>	<b>1186</b>	<b>208</b>	<b>191</b>
<b>Council recycling &amp; problematic waste</b>				
Council asbestos	1.20	0.30	1.20	0.90
Council E-waste	5.88	0.00	0.00	0.00
Council weighbridge usage	7.24	17.06	24.08	32.72
Council other (mattresses, tyres)	0.90	0.54	0.90	0.60
<b>Council recycling &amp; problematic waste subtotal</b>	<b>15</b>	<b>18</b>	<b>26</b>	<b>34</b>
<b>Residents' recycling &amp; problematic waste*</b>				
Cardboard	12.00	14.65	15.39	13.65
Steel	6.88	5.59	6.01	6.51
Car Batteries	2.75	2.91	2.60	2.15
HHW	1.13	0.99	1.51	1.28
Household Batteries	1.18	0	2.28	1.59
CFL	0.86	0	0.17	0.15
Oil	1.23	1.20	1.43	1.15
Tyres	0.62	0.98	0.78	0.15
Plastic Recycling	2.26	2.26	2.26	2.26
<b>Residents' recycling &amp; problematic waste subtotal*</b>	<b>29</b>	<b>32</b>	<b>32</b>	<b>30</b>
<b>Nedlands' recycling &amp; problematic waste total</b>	<b>44</b>	<b>50</b>	<b>58</b>	<b>64</b>
<b>Nedlands' Total Waste</b>	<b>2160</b>	<b>2198</b>	<b>317</b>	<b>301</b>

\*Note: calculated on basis of percentage (19%) of visits.

### Cost of Providing RRF Services

WMRC's total expense of providing RRF services for all residents for 2018-19 is conservatively calculated as \$251,763 as per Table 2 below.

**Table 2: Cost of Resource Recovery Services for Residents**

Service Costs	\$ ex GST
Administration staff time (5%)	\$28,120
RRF staff time (21%)	\$133,594
RRF general costs	\$10,150
Safety services and equipment	\$13,927
Depreciation building, equipment, infrastructure	\$21,992
Direct haulage and disposal costs	\$43,980
<b>Total service cost WMRC</b>	<b>\$251,763</b>
<b>City of Nedlands pro-rata cost</b>	<b>\$47,835</b>
E-waste recycling through NTCRS (approx.)	\$17,000
Safe HHW disposal through WALGA	\$37,601
Total value of services provided by others through WMRC	<b>\$54,601</b>
<b>Total value of Recycling and problematic waste services provided</b>	<b>\$306,364</b>
<b>City of Nedlands pro-rata value</b>	<b>\$58,209</b>

At the current rate of an estimated 1,000 visits by Nedlands residents per year, this equates to around \$48 per resident visit. It should be noted that most of our costs are relatively fixed, so were the service to be more effectively promoted and used, the average cost per resident would drop.

### **WMRC Waste Education Services for City of Nedlands**

#### WMRC Communication and Education Services

Communicating with and educating residents on best waste practices is vital in reducing household waste and improving effective resource recovery. The WMRC provides communication and education services designed to reach a broad cross-section of the western suburbs' community including via:

- courses and workshops for residents;
- presentations to community groups;
- advice and support to council staff and contractors;
- information stalls and waste minimisation support at local events;
- presentations to schools;
- the school battery recycling program; and
- articles and advertisements in printed press, website, on social media.

The WMRC education program was recognised late last year by the United Nations Association of WA, winning the Environmental Achievement Award. This year the WMRC was also successful in winning a CIE Grant from the State Government for the purposes of further evaluating and augmenting the effectiveness of its communications and education program.

This work is expected to complete in mid-2019 and will lead to an improved program which may include volunteer mentoring support and online education.

A business forum is being established to address the need for more sustainable food service options. This forum '*Serve Food, Not Litter*' will see key businesses and food service providers come together with waste industry experts to focus on ways to reduce litter.

#### WMRC Courses and Workshops

Since 2014 the WMRC has had to decline regular requests to speak at schools and community groups in the City of Nedlands and no longer provides battery recycling bins in Nedlands' schools. However, the WMRC has continued to accept course and workshop participants from the City of Nedlands.

The cornerstone of the WMRC education program for the western suburbs is the five-session Earth Carers' course that runs twice year. The effectiveness of the courses is magnified by the role participants subsequently play as advocates for waste reduction, recycling and sustainable living throughout the community. The program will be further improved as a result of the current CIE grant award.

Since May 2010, thirty-seven Nedlands residents have undertaken an Earth Carers' course, comprising about 10 percent of all participants. The cost to WMRC per attendee of conducting an Earth Carers' course is \$500-\$600 per head, depending on the number enrolled.

Seven Nedlands residents have attended our organics workshops (composting and worm farming) in the past two years. The cost to WMRC of providing these workshops is \$100 per head.

The WMRC has provided over \$11,000 worth of waste education for Nedlands residents on courses alone since 2014, despite their lack of promotion in Nedlands. Were the City of Nedlands to re-join the western suburbs' waste education program, the WMRC would promote the services and hold events in the City and we would expect to see a substantial increase in the numbers of Nedlands residents participating.

#### WMRC Communications and Education - Strategy and Policy

The WMRC assists and advises councils in navigating through significant challenges in the waste industry (including the impacts of China's *National Sword Policy*; the *Better Bins* program; the future of Waste to Energy and the start of the Container Deposit System). This is in conjunction with WALGA and other professional associations.

#### WMRC Electronic and Social Media

WMRC provides residents and stakeholders with access to the latest waste and recycling information via our social media channels and soon-to-be-launched new website. There is also opportunity for cross-promotion between City of Nedlands and WMRC, through website and social media linkages.

#### WMRC Communications and Education Fees

The following provides some guidance in annual fees, should Nedlands choose to take advantage of WMRCs Waste Education program either in whole or in part. The figures in Table 3 below include staff time, advertising costs and materials.

**Table 3: Communication and Education Service Fees**

Service	Assumptions	Annual Fee
Earth Carers' course (2 per year)	10 participants per year at \$550 per person	\$5,500
Organics workshops (4 per year)	10 participants per year at \$100 per person	\$1,000
Waste advice and support to residents, council staff and contractors via phone, website and social media		\$5,500
Advice and support to City of Nedlands staff on waste matters via regular meetings	Minimum of two meetings per year	\$2,000
Battery collection/recycling service for all City of Nedlands based schools	Install, promote & service battery recycling program through 11 schools	\$11,000
Battery collection/recycling service for City of Nedlands community facilities	6 community facilities	\$6,000
Speaking engagements at schools, community groups base in City of Nedlands	Minimum of four a year	\$4,000
Broad ranging waste education in printed press, our website, social media and stalls at local events	Minimum of 5 articles per year in local newspapers; ongoing website and social media presence.	\$5,000
Bi-monthly waste education service report	5 reports per year	Included
<b>Total</b>		<b>\$40,000</b>
Advice & support on specific projects (e.g. bin tagging, waste audits); & special advertising promotions	Quotation by WMRC	<b>POA</b>

**Proposal by the WMRC**

To assist in the RRF to better cover its costs and becoming more operationally viable, the WMRC is seeking:

a) Contribution to RRF Services

The WMRC proposes the City of Nedlands make an annual contribution of \$47,000 towards the cost of the WMRC providing RRF community recycling and problematic waste services to its residents.

WMRC recognises that this is an issue that has not been raised previously, and to ease the introduction of this contribution, suggests a staged approach, with 35% of the annual contribution payable in 2018/19; 70% in 2019/20; and 100% in 2020/21.

In addition to providing the services, the WMRC undertakes to provide the City of Nedlands a quarterly report on the numbers of residents utilising the services; and the types and quantities of materials accepted by the RRF for treatment and disposal.

The WMRC proposes that the contribution be subject to annual review and agreement.

b) Contribution to Waste Education Services

The WMRC proposes the City of Nedlands makes an annual contribution of \$40,000 towards the cost of the WMRC providing waste education and promotional services to its residents.

WMRC recognises that this is an issue that has not been raised previously, and to ease the introduction of this contribution, suggests a staged approach, with 35% of the annual contribution payable in 2018/19; 70% in 2019/20; and 100% in 2020/21.

In addition to providing the services, the WMRC undertakes to provide the City of Nedlands a bi-monthly report on waste education services including the numbers of residents utilising the waste education services; and the type and extent of its promotional activity directed at Nedlands' residents.

The WMRC proposes that the contribution be subject to annual review and agreement.

c) Service Summary – Phased In Charges

Table 4 below sets out the effect of our proposal to progressively phase-in our service charges.

**Table 4: Phased-In Service Charges**

Service	2018-19	2019-20	2020-21
Residential recycling, HHW and problematic waste	\$16,450	\$32,900	\$47,000
Communications and Education	\$14,000	\$28,000	\$40,000

d) Opportunity to bid for provision of waste services

The WMRC would appreciate any opportunity in the future to bid for the RRF service of accepting, consolidating and hauling the City of Nedlands' MSW for treatment or disposal.

I would be glad of an opportunity to discuss this proposal further with you.

Yours sincerely



Stefan Frodsham  
Chief Executive Officer