



City of Nedlands

Technical Services Reports

Committee Consideration – 14 April 2020
Council Resolution – 28 April 2020

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TS06.20 Boundary Roads Agreement – City of Subiaco	
Committee	14 April 2020
Council	28 April 2020
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil.
Director	Jim Duff – Director Technical Services
Attachments	1. Draft Boundary Roads Agreement – City of Nedlands and City of Subiaco

Executive Summary

In August 2017, the City held a series of meetings with the City of Subiaco staff to agree the process that guides how joint projects are planned, implemented funded by both Local Governments.

The Memorandum of Understanding for Boundary Road Agreement document (refer Attachment 1) has been presented to the City of Subiaco at the Ordinary Council Meeting of 17 March 2020 and was approved. The document is being presented to the City of Nedlands at its Ordinary Council Meeting of 28 April 2020 with recommendation to approve.

Recommendation to Committee

That Council authorises the Mayor and Chief Executive Officer to sign the Memorandum of Understanding for the Boundary Road Agreement between the City of Nedlands and the City of Subiaco as detailed in Attachment 1 of this report.

Discussion/Overview

Background

In late 2016 the Administration recognized that there were issues with the boundary roads with respect to funding and service levels. This situation is causing problems for the City and the ratepayers who resided on these roads. The solution was to develop agreements with the neighbouring Local Governments, Town of Cottesloe, Town of Claremont, Town of Cambridge, City of Perth and City of Subiaco.

Following a discussion at the WESTECH meeting in August 2017, the City of Nedlands presented the City of Subiaco with a draft “Boundary Roads Agreement” document as a Memorandum of Understanding (MOU). The MOU details the roads shared with the City of Subiaco and the proposed arrangements applicable to these roads. There are two

roads in the City of Nedlands that come under the effect of this agreement (refer to Appendix 1 in Attachment 1).

The MOU provides an ideal opportunity to provide consistency, and to open channels of communication between the LGA's to allow for improved forward planning of maintenance and capital works projects.

History shows that past works conducted on these boundary roads were sometimes completed in isolation with each Council having their own set of service levels, forward works programming, style guides, tree selection, verge treatments etcetera.

Key Relevant Previous Council Decisions:

Nil.

Consultation

The City of Nedlands Staff
The City of Subiaco Staff

Strategic Implications

How well does it fit with our strategic direction?

Section 05 of the Strategic Community Plan "Our Priorities indicates working with neighbouring Councils to achieve the best outcomes for the western suburbs.

Who benefits?

The Community of both LGA's

Does it involve a tolerable risk?

It is proposed that by working with our neighbouring Councils that risks can be identified and managed in a proactive way. Early communication and forward planning enable consistency in the delivery of infrastructure across boundaries and provides for more accurate and timely budget decisions linked to forward works programs.

Having a boundary road agreement in place will assist the City to manage risks associated with shared works.

Do we have the information we need?

By continuing to work in partnership with other local Councils creates better opportunities to attract project funding as well as standardize service levels and deliver potential cost saving through the economies of scale.

Budget/Financial Implications

The City of Nedlands has one project scheduled over the next five years that will affect this agreement (see Table 1 below):

Road	Project	Year	Funded by	Proposed Budget
Aberdare Road / Railway Road	Intersection Upgrade	2021/2022	Black Spot \$1,000,000 City of Nedlands \$250,000 City of Subiaco \$250,000	\$1,500,000

Table 1: Scheduled Projects

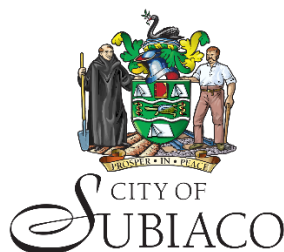
Any future changes to intersections on boundary roads, either civil or traffic light sequencing, must be able to meet the warrants set by Main Roads WA. Should changes be approved, then grant funding will be available to assist with these costs.

Can we afford it?

Decisions are based on sound asset management principles and promote a “whole of life” approach to the management of assets across the City.

How does the option impact upon rates?

The development of boundary road agreements will improve cost sharing arrangements between neighbouring local governments, while benefiting from the economies of scale for our rate payers.



BOUNDARY ROADS

BETWEEN THE CITY OF NEDLANDS AND THE CITY OF SUBIACO

1. The City of Nedlands and the City of Subiaco agree to the division of works responsibilities for boundary roads shared by the two Local Governments as detailed in the attached explanatory notes and schedule.
2. The Memorandum of Understanding shall remain in place indefinitely until amended by resolution of both Councils or terminated by resolution of either Council.

Signed

City of Nedlands (Approved by Council on)

Mayor

Date

CEO

Date

City of Subiaco (Approved by Council on)

Mayor

Date

CEO

Date

BOUNDARY ROADS
MEMORANDUM OF UNDERSTANDING
BETWEEN CITY OF NEDLANDS AND CITY OF SUBIACO

EXPLANATORY NOTES

1. BACKGROUND

The City of Nedlands is a large Perth metropolitan Local Government with boundaries to 5 neighbouring Local Governments. The boundaries generally follow one side of a local or district road reserve.

The allocation of responsibility for the care and control of boundary road is governed by the Local Government Act (1995), section 3.53, which states that the control and management of a reserve partially within 2 or more Local Governments shall be as agreed by the Local Government. If agreement is not achieved, the issue is to be referred to the Minister for resolution.

In the past, the understanding between Local Governments on the division of operational and capital responsibilities for works on these roads has been largely verbal with limited documentation.

The allocation of boundary roads responsibility for asset management and grant funding purpose has been clearly defined through the road inventory on RAMM, however this division is not necessarily the most practical arrangement for operational activities.

2. PURPOSE

The purpose of this Memorandum of Understanding between the two Local Governments on the division of works responsibilities for boundary roads to:

- Ensure that all categories of works for all sections of the boundary roads receive the same standard of attention as non-boundary roads.
- Clearly define the division of works responsibilities on these roads between the two Local Governments.

3. PRINCIPLES

The division of responsibilities as describes in the document are based on the following principles:

- 3.1 That the long-term interests of residents and road users shall be paramount.
- 3.2 That operational tasks and costs, e.g.: road maintenance, median maintenance, are shared in an equal and practical manner.
- 3.3 That capital works are arranged in a cost-effective manner.

- 3.4 That the data held in MRWA, IRIS, shall be the basis for allocation of capital works responsibilities (initiating, investigation, preparation of funding applications, design and construction) on boundary roads between Local Governments.
- 3.5 That the “own resources” funding component of all capital road works on all sections of the boundary roads shall be shared equally between the two Local Governments, unless agreed otherwise.
- 3.6 That each capital road works project shall be subject to negotiations by the Local Governments on a specific cost sharing agreement.
- 3.7 That both Local Governments will assist in expediting the implementation of capital works as proposed by the other Local Government.
- 3.8 That both Local Governments will advise of future boundary road projects at the earliest opportunity.

4. IMPLEMENTATION OF THE MEMORANDUM OF UNDERSTANDING

Successful implementation of this agreement will require preparedness on the part of both Local Governments to act in good faith to achieve the objectives. Communication regarding specific projects will be required as follows:

- 4.1 Where maintenance requirements discovered by one Local Government extend into the other Local Government area, the other Local Government shall be informed and requested to take appropriate action (see maintenance boundaries in Appendix 3).
- 4.2 For capital works involving only one Local Government (e.g. verge street lighting, verge path construction), The other Local Government shall be notified of the intentions in order to be made aware of the works.
- 4.3 For capital works involving the expectation of funding contributions from other Local Government, the initiating Local Government shall liaise, negotiate and reach agreement with the other Local Government on the scope of works, grant application, timing and funding contribution for the project within a timeframe suitable to both Local Government’s budget preparation process.
- 4.4 Where a specific project agreement cannot be reached, the initiating Local Government can:
 - Opt to proceed with the project at its own expense and refer the issue to Minister for resolution, or
 - Defer the project pending a determination from the Minister.
- 4.5 The specific project agreements shall be kept separate and independent from other road works projects or other boundary issues.

5. SCHEDULE

The attached schedule (Appendix 1) outlines the division of responsibilities for the various categories of works.

6. DEFINITIONS

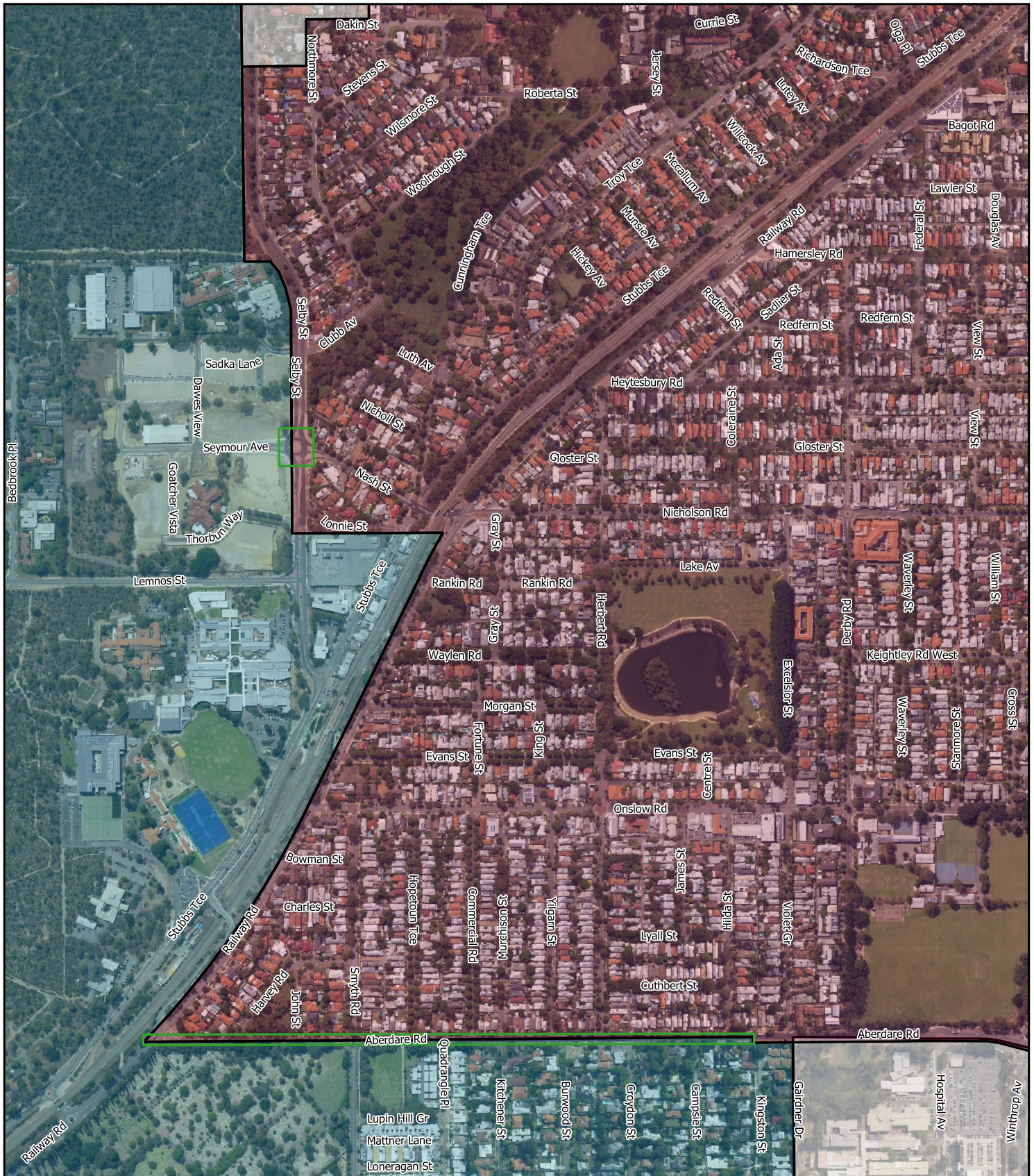
Definitions of terms used in the schedule are as follows:

- Own Resources Costs – the financial contributions made by the Local Governments from their own funds towards the task / project, as distinct from the grant funding.
- Capital Costs – the Capital costs for a specific project, which shall include all investigation, surveying, design and construction costs.
- Road Maintenance – pothole repairs, minor kerbing replacement, sweeping, crack patching, repair / cleaning of drainage facilities, etc.
- Verge Maintenance – mowing, tree lopping, rubbish removal, levelling.
- Verge control – enforcement of verge and parking local laws.
- Median and island maintenance - mowing, rubbish removal, tree lopping, landscaping repairs, brick paving / concrete slab repairs, sweeping, drainage cleaning, reticulation operations, minor kerbing replacement.
- Capital Road works – asset creation Works on the road carriageways and medians. Not including street lighting or paths on verges.
- Emergency Works – works carried out within the road reserve that require immediate action.





APPENDIX 1: BOUNDARY ROADS WORKS MEMORANDUM OF UNDERSTANDING				
CITY OF NEDLANDS & CITY OF SUBIACO				
Last Updated: 18/02/2020				
Item	Road	Section	Location	
1	Council Boundary	Selby Street	Roundabout - Seymour Avenue, Selby Street & Nash Street	Floreat/Daglish
2	Council Boundary	Aberdare	Railway to Kingston	Nedlands/Shenton Park
Item No.	WORKS ITEM	ROAD	AGREED WORKS RESPONSIBILITIES	
			CITY OF NEDLANDS	CITY OF SUBIACO
1	Road Reserve & Drainage Capital Works	1,2	Initiate works on all roads sections as listed in Councils MRWA inventory. 50% contribution as delineated by boundary.	
2	Road Reserve & Drainage Maintenance Works	1,2	100% contribution as delineated by agreed maintenance boundary.	
3	Verge Maintenance and Regulation	1,2	100% contribution as delineated by agreed maintenance boundary.	
4	Path Maintenance	1,2	100% contribution as delineated by agreed maintenance boundary.	
5	Traffic Studies, Road Design and Safety Audits	1,2	Initiate works on all roads sections as listed in Councils MRWA inventory. 50% contribution as delineated by boundary.	
6	Roundabouts, Entry Statements, Median and Island Maintenance	1,2	100% contribution as delineated by agreed maintenance boundary.	
7	Street Trees	1,2	100% contribution as delineated by agreed maintenance boundary.	
8	Irrigation Infrastructure	1,2	100% contribution as delineated by agreed maintenance boundary.	
9	Underground Power	2	50% contribution as delineated by boundary or otherwise agreed.	
10	Parking Control Signs	1,2	100% contribution as delineated by agreed maintenance boundary.	
11	Street Signs	1,2	100% contribution as delineated by agreed maintenance boundary.	
12	Emergency Works	1,2	Where emergency works are carried out by either party, the cost associated with those works are to be 100% as delineated by boundary.	
13	Public Art	1	100% contribution as delineated by agreed maintenance boundary.	
14	Bus Shelters	1	100% contribution as delineated by boundary.	

Boundary = see Appendix 2

Maintenance Boundary = see Appendix 3



Map Key

-  Shared Road
-  City of Nedlands
-  City of Subiaco
-  Other LGAs

0 100 200 300 400 500 m



Scale 1:9000 @ A4
Created By: N. Day,
City of Nedlands
Date Created: 01.11.2019



Map Key

- LGA Boundary
- City of Nedlands Maintenance
- City of Subiaco Maintenance
- Maintenance Anomaly

Map Notes

Maintenance boundaries adhere to road centrelines except where otherwise shown.
 A. Maintenance of Selby/Nash/Seymour roundabout by City of Subiaco
 B. Maintenance of Selby St western verge along Montario Quarter by City of Nedlands

0 25 50 75 100 m



Scale 1:2000 @ A4
 Created By: N. Day,
 City of Nedlands
 Date Created: 17.12.2019

TS07.20	Hollywood Hospital Bus Service Improvement
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Committee	14 April 2020
Council	28 April 2020
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil.
Director	Jim Duff – Director Technical Services
Attachments	1. Drawings – Monash Avenue Proposed Bus Embayment's 2. Supporting Letter from Hollywood Hospital

Executive Summary

The City has received a request from the Public Transport Authority (PTA) to increase bus services on Monash Avenue, as part of the QEII Bus Service Improvement Proposal. The PTA have identified Hollywood Private Hospital as an area where bus patronage numbers are low, and PTA is seeking to address this through provision of a new bus service operating directly between Perth CBD and Hollywood Private Hospital. PTA are also seeking funding to create bus interchange facilities at Shenton Park Station, if this submission is successful, then services are planned to be extended from Shenton Park Station to Hollywood Private Hospital.

Administration has worked collaboratively with PTA to identify two suitable locations on Monash Avenue for the proposed new bus stops. The bus service is planned to operate every 10-20 minutes during peak periods and 15-30 minutes during off peak periods with the bus stops being located close to the Hollywood Private Hospital Main Entrance.

The addition of two new stops on Monash Avenue will require the removal of three (3) on street parking embayment's located to the west of Williams Road. These embayment's are currently zoned as 2P (2 Hour Parking) 8am – 6pm, Monday – Saturday.

Recommendation to Committee

Council:

- 1. Supports the provision of increased bus services as proposed in this report to service Monash Avenue, Nedlands; and**
- 2. approves the proposed bus stops as per Attachment 1 including changes to signage and line marking.**

Discussion/Overview

Background

Currently Hollywood Private Hospital is served by Route 25, which operates every 20 minutes during peak periods and every 60 minutes during off-peak Monday to Saturday. This route primarily provides a community service function, taking an indirect route between key destinations so that it can serve local residents who are unable to walk to the high frequency route locations. The nearest bus stops to Hollywood Private Hospital are located on Williams Road and Monash Avenue (100 metres and 200 metres respectively from the main entrance) the current patronage numbers are reported by PTA as being around 100 passengers per week. By way of comparison, the stops near Perth Children's Hospital and QEII services approximately 20,000 passengers per week.

The nearest stop to Hollywood Private Hospital, served by high frequency route, is located approximately 550 metres from the Hospital entrance on Hampden Road. Numerous studies demonstrate that passengers are willing to walk 400-500 metres to access bus routes, however, if the walk is longer or unpleasant, then usage significantly decreases, and the bus service ceases to be viable. This is particularly relevant for hospital staff, who work 24/7 and have staggered start/finish times, often required to travel during the hours of darkness. It is worth noting that the 550 metres walking distance does not consider the distance from the point of origin within the Hospital grounds.

The combination of existing parking demand around Hollywood Private Hospital, and the future construction of additional high-density residential units at the western end of Monash Avenue, creates an opportunity to encourage further public transport usage for trips to and from the Perth CBD to Hollywood Private Hospital. Recent construction of the roundabout at the intersection of Smyth Road and Monash Avenue allows buses to be turned around easily without having to operate out of service busses within local adjacent streets.

The PTA, in partnership with the City of Nedlands, have developed a design for the new bus stops. The initial proposal indicated that a total of two (2) bus stops were required to service the new bus route along Monash Avenue. It is proposed to use the existing area of road currently zoned as a "No Stopping". This was considered a better option to avoid the loss of a further six (6) on street parking bays.

The removal of three (3) on street parking bays on the northern side of Monash Avenue will be offset by the expansion of the internal parking facilities within the future Hollywood Private Hospital development. Furthermore, the improvement to the Public Transport options will help mitigate the overall parking demand and congestion currently experienced within Monash Avenue. PTA have predicted if 10% of people currently using parking bays use the bus, it would have the potential to free up 200 parking bays around the precinct, along with potentially reducing at least 400 vehicle movements from the surrounding road network.

Proposal

PTA have sought the City support to implement two new bus stops on Monash Avenue, west of Williams Road (see Attachment 1). The recommended proposal will:

- Provide a high frequency bus service between Hollywood Private Hospital and Perth CBD;
- Provide a direct and easily accessible bus service close to the Hollywood Private Hospital Entrance; and
- Encourage patrons of the Hollywood Private Hospital to utilise public transport.

Key Relevant Previous Council Decisions:

Ordinary Meeting of Council 17 December 2019, Item 13.8 (Extract)

“That Council notes:

- 2. Its concerns that the effects on the cumulative impacts of development on traffic volumes may impact the area negatively, that public transport needs to be addressed, the UWA QEII Activity Centre Plan needs to be fast tracked and requests the CEO to convey this message to the State Government and to all lower and upper house Parliamentarians for this area.”*

Consultation

As part of this report administration is seeking Council approval to commence consultation with all affected stakeholders.

Strategic Implications

How well does it fit with our strategic direction?

Section 02 of the Strategic Community Plan identifies the “Public Transport Plan for Perth 2031. Collaboration between the PTA and the City will result in improvements to frequency of services, upgrade bus stops and improve overall accessibility to cater for people with disabilities.

Who benefits?

The proposal will benefit both the City of Nedlands community and the wider community outside the City to gain improved access to the medical precinct.

Does it involve a tolerable risk?

By continuing to work in partnership with the PTA, this allows the City to plan for improvements in public transport network along with reducing parking and traffic congestion in the local area.

Do we have the information we need?

PTA have provided the necessary detail on current and future service plans. Subject to Council's decision and the outcomes of the public consultation process, PTA will be advised to progress their concept plan to the next stage of design and provide this information to the City for our review and final approval.

Budget/Financial Implications

The cost for implementing the parking signs is summarised in Table 2.

Item	Cost per Item	Number of Items	Total
Replace sign only	\$ 30.00	2	\$ 60.00
Remove sign only	\$ 30.00	1	\$ 30.00
Install new sign pole	\$ 130.00	2	\$ 260.00
Remove redundant line marking	\$ 6.00LM	42m	\$ 252.00
Install new line marking	\$3.16LM	70m	\$ 221.20
Total Cost			\$823.00

Table 2. Cost estimate of proposed signage

The works in Table 2 will be funded from the City's operations budget. All other works will be funded by the PTA.

Can we afford it?

Decisions are based on sound asset management principles and seek to promote a "whole of life" approach to the management of assets across the City. As this is a partnership, there is a shared cost arrangement with PTA, with the City's costs estimated to be \$823.00.

How does the option impact upon rates?

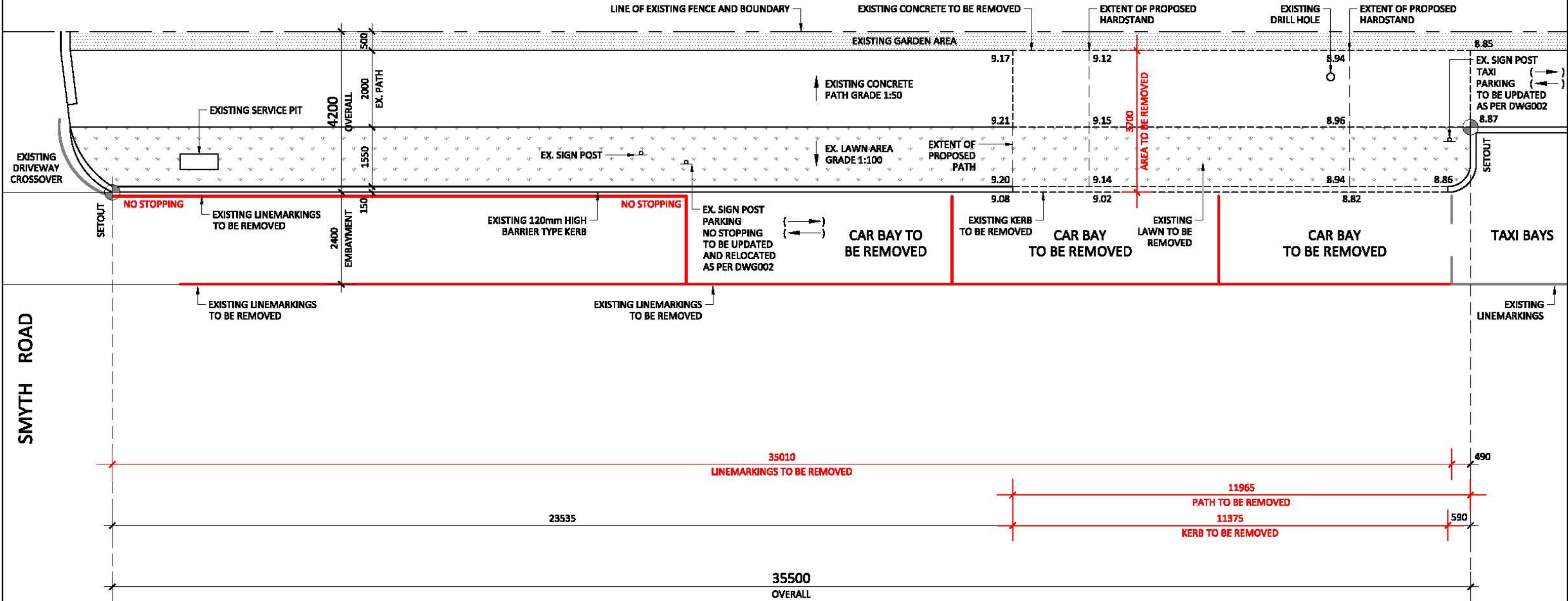
By continuing to form and work in partnership with State Government agencies such as PTA, it will result in improved services to our community and reduce the financial impact on the City of Nedlands.





-CONTRACTORS ARE TO IDENTIFY ANY SERVICES, BOTH VISIBLE AND UNDERGROUND, WHICH MAY BE IMPACTED UPON BY THE WORKS. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ANY SERVICES BEFORE CONSTRUCTION BEGINS.
-CONTRACTORS ARE RESPONSIBLE FOR IDENTIFYING AND OBTAINING ALL PERMITS THAT ARE NECESSARY IN ORDER FOR THE WORKS TO PROCEED.
-WHERE SECTIONS OF LOCAL GOVERNMENT FOOTPATH ARE TO BE REPLACED WITHIN THE SCOPE OF WORKS, CONTRACTORS MUST OBTAIN AND FOLLOW ANY RELEVANT LOCAL GOVERNMENT STANDARD DETAILS.

HOLLYWOOD HOSPITAL



SMYTH ROAD

UPSTREAM

DIRECTION OF TRAFFIC

MONASH AVENUE

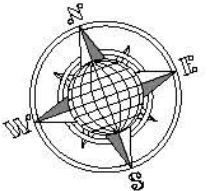
DOWNSTREAM

REFER TO DWG003 & DWG004

NOTES:
-ALL SETOUTS FROM CORNERS OF EXISTING KERBS

-PROPOSED CONCRETE HARDSTAND
-PROPOSED CONCRETE CONNECTING PATH

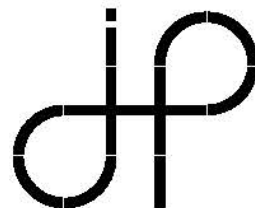
10.00 -EXISTING LEVEL
10.17 -PROPOSED LEVEL



- EXISTING/ DEMOLITION WORKS
- SCALE 1:100

REV.	DATE	DESCRIPTION	INT.
03	02.04.2020	UPDATED TO REMOVE SHELTER	NC
02	24.02.2020	PROPOSED TGS's TO BE ADDED	LY
01	08.11.2019	EXISTING - ISSUED FOR COMMENT	NC

CLIENT
J. Prestipino Building Designs Pty. Ltd.
320 Lord Street
Perth
Western Australia 6000
Telephone: (08) 9422 1888
Facsimile: (08) 9422 1818
Email: info@JPBD.com.au

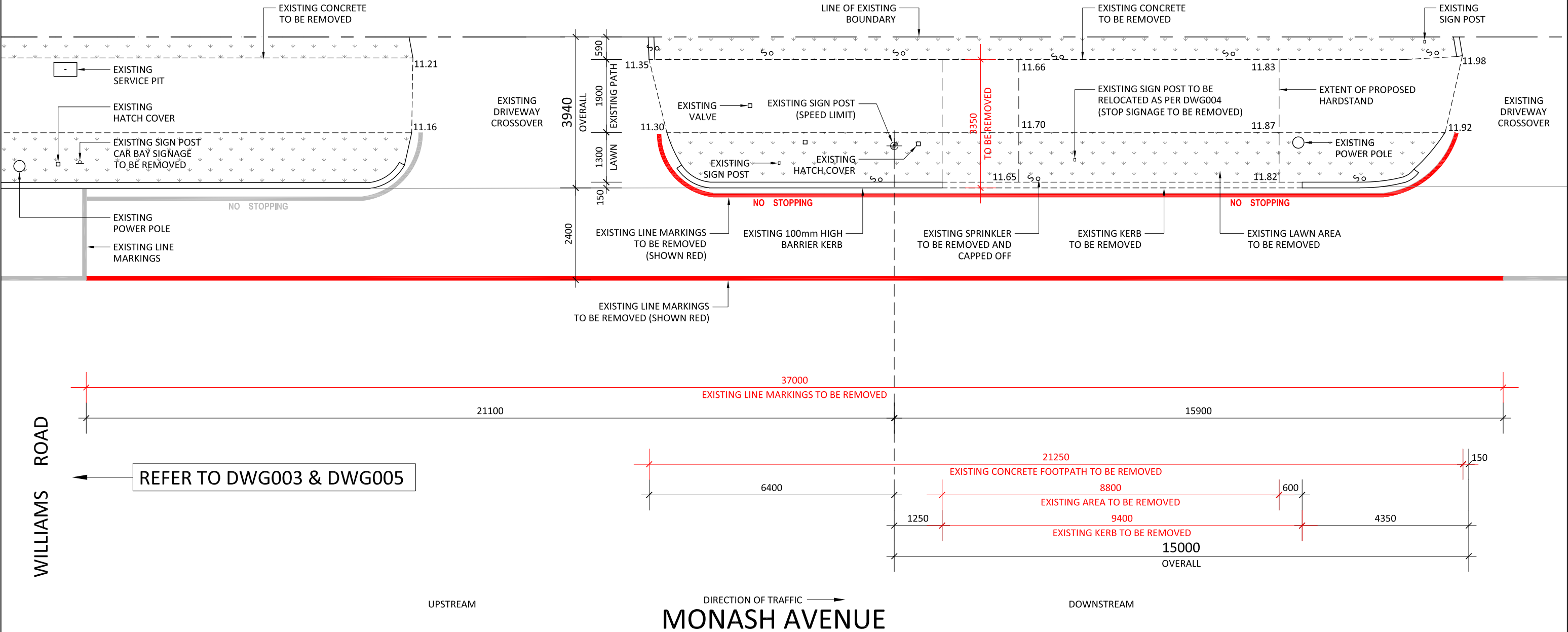


PROJECT	Government of Western Australia Public Transport Authority	DRAWN	NC	CHECKED	JP	DRAWING No	001
DRAWING TITLE	Bus Stop Accessibility Works Program	DATE	02.04.2020	SCALE	1:100 (A3)		
	Bus Stop (TBC by PTA) on Monash Avenue after Smyth Road, NEDLANDS	JOB No.	910/10	REV No.	03	BSAWP No.	ADHOC



-CONTRACTORS ARE TO IDENTIFY ANY SERVICES, BOTH VISIBLE AND UNDERGROUND, WHICH MAY BE IMPACTED UPON BY THE WORKS. IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ANY SERVICES BEFORE CONSTRUCTION BEGINS.
-CONTRACTORS ARE RESPONSIBLE FOR IDENTIFYING AND OBTAINING ALL PERMITS THAT ARE NECESSARY IN ORDER FOR THE WORKS TO PROCEED.
-WHERE SECTIONS OF LOCAL GOVERNMENT FOOTPATH ARE TO BE REPLACED WITHIN THE SCOPE OF WORKS, CONTRACTORS MUST OBTAIN AND FOLLOW ANY RELEVANT LOCAL GOVERNMENT STANDARD DETAILS.

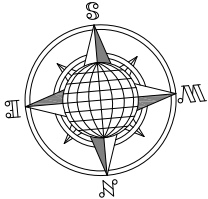
116
(REGIS HOLLYWOOD DAY
THERAPY CENTRE)



NOTES:
-ALL SETOUTS FROM CENTRE OF EXISTING SIGN POST (SPEED LIMIT SIGN)

-PROPOSED CONCRETE HARDSTAND
-PROPOSED CONCRETE CONNECTING PATH

10.00 -EXISTING LEVEL
10.17 -PROPOSED LEVEL



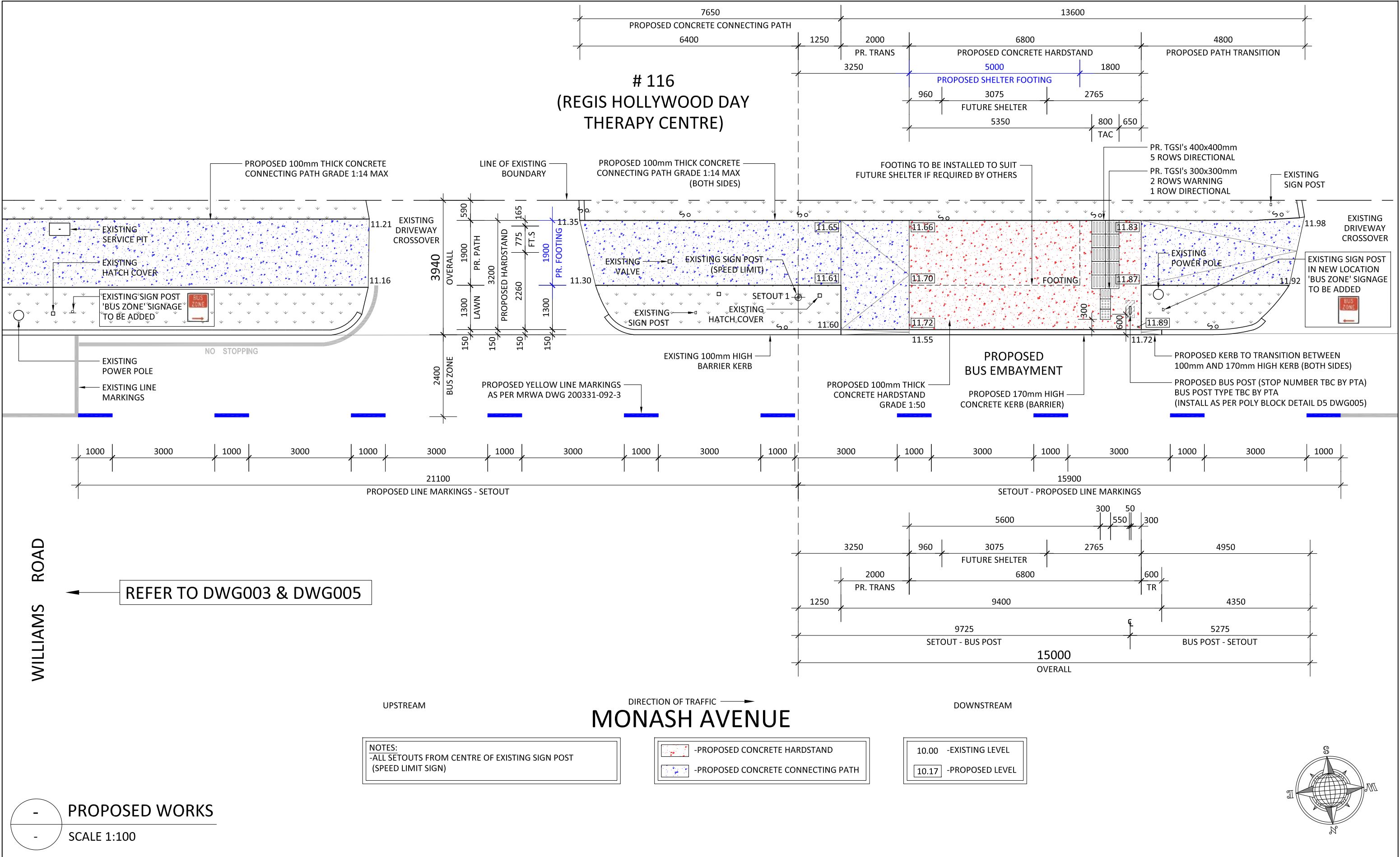
EXISTING/ DEMOLITION WORKS
SCALE 1:100


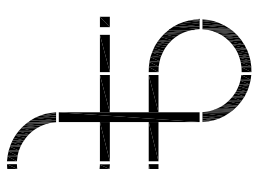
A3 SHEET	NOTE: This is an AutoCAD generated drawing and should not be scaled from.			
	REV.	DATE	DESCRIPTION	INT.
	03	02.04.2020	UPDATED TO REMOVE SHELTER	NC
	02	21.02.2020	PROPOSED HARDSTAND RELOCATED	LY
	01	08.11.2019	EXISTING - ISSUED FOR COMMENT	LY

CLIENT

J. Prestipino Building Designs Pty. Ltd.
320 Lord Street
Perth
Western Australia 6000
Telephone: (08) 9422 1888
Facsimile: (08) 9422 1818
Email: info@JPBD.com.au

 <div>Government of Western Australia Public Transport Authority</div>		DRAWN LY	CHECKED NC/JP	DRAWING No 001
PROJECT Bus Stop Accessibility Works Program		DATE 02.04.2020	SCALE 1:100 (A3)	
DRAWING TITLE Bus Stop (TBC by PTA) on Monash Avenue after Williams Road, NEDLANDS		JOB No. 910/10	REV No. 03	BSAWP No. AHOC



A3 SHEET	NOTE: This is an AutoCAD generated drawing and should not be scaled from.				CLIENT								DRAWN	CHECKED	DRAWING No 002	
					J. Prestipino Building Designs Pty. Ltd. 320 Lord Street Perth Western Australia 6000 Telephone: (08) 9422 1888 Facsimile: (08) 9422 1818 Email: info@JPBD.com.au								LY	NC/JP		
									PROJECT				DATE		SCALE	
									Bus Stop Accessibility Works Program				02.04.2020		1:100 (A3)	
									DRAWING TITLE				JOB No.		REV No.	BSAWP No.
									Bus Stop (TBC by PTA) on Monash Avenue after Williams Road, NEDLANDS				910/10		03	ADHOC
03	02.04.2020	UPDATED TO REMOVE SHELTER	NC													
02	21.02.2020	PROPOSED HARDSTAND RELCOATED	LY													
01	08.11.2019	PROPOSED - ISSUED FOR COMMENT	LY													
REV.	DATE	DESCRIPTION		INT.												

Hollywood Private Hospital (HPH) has been approached by Transperth with a view to offering enhanced bus services to service our facility. We are very supportive of this initiative.

HPH has grown substantially since being bought by Ramsay Health Care in 1994. We are now have over 700 licensed beds, 20 operating suites, 3 angiography suites, 2 strata titled medical specialist centres, with a 3rd under construction. The next phase of development will include an emergency centre, and further wards.

The expansion of our services has similarly expanded our workforce and the number of visitors to our facility, and without a convenient and frequent public transport service a reliance on private vehicles has developed. We have introduced a number of measures in an attempt to mitigate this reliance:

- HPH has had paid parking for visitors since 2009 and introduced paid parking for all workers in 2019.
- For almost 20 years Hollywood Private Hospital has run a TravelSmart program to encourage our workers to utilise public transport options, as well as walking, cycling or carpooling where possible. This program rewards workers for using these modes of transport to and from work and has had an average of 462 participants over the last 6 programs.

The introduction of the 950 bus service did increase the number of our workers using public transport. The congestion on this route, together with the distance to bus stops has seen a drift back towards the use of private vehicles. If a service and stop was located closer to our facility, we anticipate that this would again increase public transport as a viable option for our workers.

We believe that a direct, high frequency bus route from the CBD to HPH would be favorably received by our workers, and we will undertake to provide an education and information campaign to encourage staff to use these routes should they become available.

We are willing to accommodate the proposed bus stop on the northern side of Monash Avenue on our land in order that the pedestrian path way remains unimpeded.

TS08.20	City of Nedlands 2020 Annual Waste Report
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Committee	14 April 2020
Council	28 April 2020
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Director	Jim Duff – Director Technical Services
Attachments	Nil.

Executive Summary

The City of Nedlands' Waste Minimisation Strategy 2017-2020 (WMS) includes the following recommendation:

“The Administration prepare an annual report to Council on the progress of the Waste Minimisation Strategy (WMS) 2017-2020 with the report included in the March Agenda”.

During the 2018/19 financial year, the City diverted 53 percent of all waste collected comprising of general waste, recyclable waste, green waste, bulk waste (verge collection), e-waste, mattresses and household hazardous waste from landfill.

The West Australian Waste Avoidance and Resource Recovery Strategy 2030 (WARRS) has established an action plan which aims to guide the state in its transition towards a low waste circular economy. The City's Waste Minimisation Strategy (WMS) aligns with the objectives and targets of the WARRS.

Recommendation to Committee

Council notes the City of Nedlands 2020 Annual Waste Report.

Discussion/Overview

Residential waste and recycling collection services are provided to all households within the City of Nedlands. The commercial and business precincts are serviced by kerbside waste and recycling collections on request. The City provides two bulk verge collection services per year to residents.

Table 1 shows collection and diversion rates for the 2018/19 financial year.

Collection	Services (No.)	Collected (tonnes)	Diverted	Diversion Rate
General	9,165	5,060	Nil	49%
Recycling	10,575	2,520	Yes	
Green	8,284	2,743	Yes	
*Bulk	2	1,351	Yes	87%
Total	28,026	11,241	Yes	53%

Table 1: Waste Services Statistics

*Bulk includes hard waste and green waste collected from the verge, e-waste, mattresses and Household Hazardous Waste (HHW).

Figure 1 shows the City collected 11,241 tonnes of waste and 6,007 tonnes of recyclables (excluding contamination) from 1 July 2018 to 30 June 2019. This corresponds to an overall diversion rate from landfill of 53 percent.

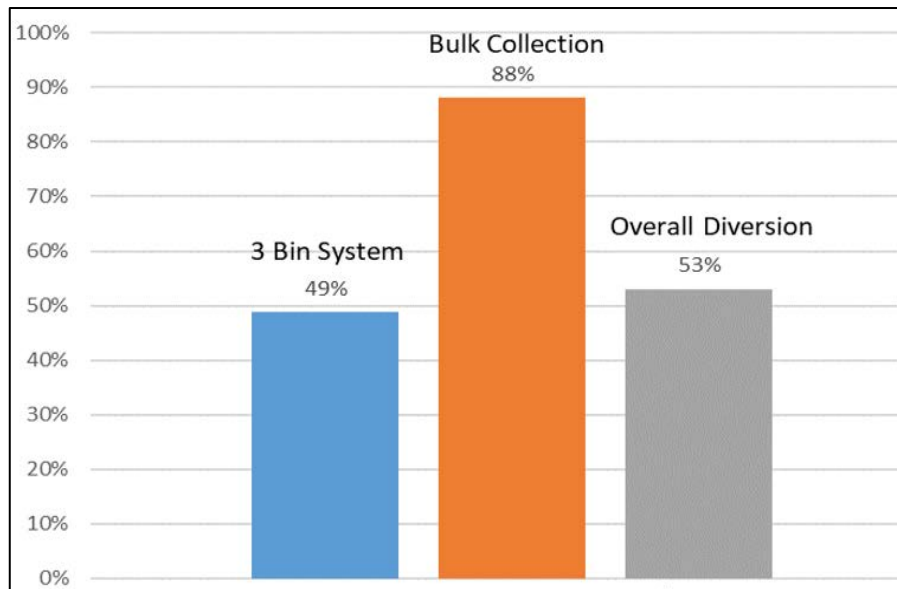


Figure 1: Waste Diversion 2018/19

Figure 2 shows waste diversion rates since 2006. The introduction of the three-bin system in 2006 resulted in an increase in waste diversion from landfill of approximately 20 percent. However, since 2008 there has been a gradual improvement in the diversion rate.

In the 2018/19 financial year, 53 percent of combined waste was diverted from landfill which was either recovered, reused or recycled. In comparison to 2017/18, the overall diversion rate for 2018/19 remains unchanged.

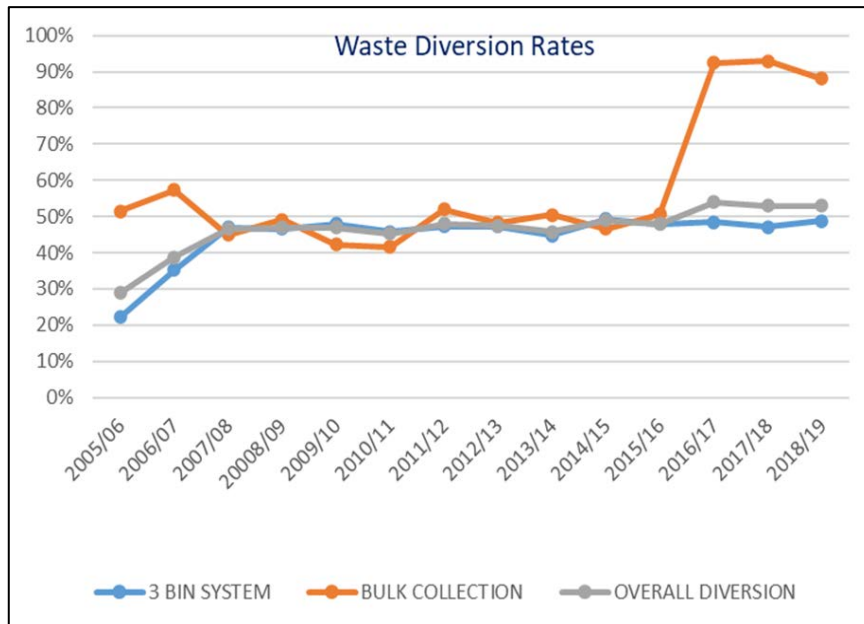


Figure 2: Waste Diversion Rate

Waste Minimisation Strategy

The City's Waste Minimisation Strategy (WMS) 2017-2020 provides a series of recommendations aimed at reducing waste and increasing recycling and recovery of waste throughout the City, to ultimately achieve the State Government's 2030 target and objectives.

The recommendations and brief update for each are as follows:

Recommendation	Brief Update
1. Review the current recycling services and cost structures.	Included in the 2018-19 budget.
2. Develop information sheets and education materials which encourage residents to place all recyclables in the recycle bin.	Annual waste brochure distributed to all residents with their rates each year.
3. Provide details on the performance of the new bulk waste collection service.	The City completed the second full year of the new bulk collection contract on 29 November 2019. Recovery from landfill was 1,177 tonnes or 87%.
4. Review the waste page on the City's website to improve the information available to the Community with respect to reduce, reuse and recycle.	Completed in June 2019.
5. Develop and continually update education materials regarding waste performance for students (primary, secondary and tertiary).	Completed in February 2019, however this is ongoing.

6.	Investigate methods to ascertain the actual level of C&D waste recycling within the City.	Due to current resource constraints no progress to date.
7.	Explore options to accommodate food waste into the green waste stream.	City of Nedlands Waste Survey report has been submitted.
8.	Research options for the potential reuse of residual waste materials.	The City is monitoring the progress of the Kwinana Waste to Energy facility and contract agreements with other Local Government Authorities.

Waste Avoidance and Resource Recovery Strategy 2030 (WARRS)

The WARRS will guide the state in becoming a sustainable, low-waste circular economy. Historically, Western Australia has generated the highest volume of waste per capita in the nation and has had among the lowest rates of waste recovery. The 2030 action plan is devised to meet the targets set out in the WARRS towards minimising waste, maximising recycling and reducing the amount of waste going to landfill wherever possible. See overall objectives and state targets in Figure 3.

Avoid	Recover	Protect
<i>Western Australians generate less waste.</i>	<i>Western Australians recover more value and resources from waste.</i>	<i>Western Australians protect the environment by managing waste responsibly.</i>
<ul style="list-style-type: none"> 2025 – 10% reduction in waste generation per capita 2030 – 20% reduction in waste generation per capita 	<ul style="list-style-type: none"> 2025 – Increase material recovery to 70% 2030 – Increase material recovery to 75% From 2020 – Recover energy only from residual waste 	<ul style="list-style-type: none"> 2030 – No more than 15% of waste generated in Perth and Peel regions is landfilled 2030 – All waste is managed and/or disposed to better practice facilities

Figure 3: State Government Objectives and Targets

Consultation

The City will commence community consultation on the draft WMS 2020-2025 in Mid-2021.

Strategic Implications

The City's WMS and action plan 2017-2020 supports the City's Strategic Community Plan in the following area.

- Key focus area – Roles and Services / Education

The key objective is to ensure that the community expectations and concerns has been addressed and delivers the industry's best practice of waste management and recycling services to the community.

Budget/Financial Implications

In 2018/19 the City adopted a budget of \$2,954,537 for the provision of waste services.

Administration has worked closely with the City's Waste Management Contractors to deliver a highly efficient and cost-effective waste service to our residents while avoiding waste service change increases.

2018/19 budget performance is as follows:

- Budget Expenditure \$2,954,537
- Actual Expenditure \$2,901,744 (98%)
- Projected Budget Income \$3,305,600
- Actual Income \$3,314,831 (101%)

Residents' annual waste charge has now remained unchanged since 2013.