



MINUTES

for the

ALL PURPOSE COMMITTEE MEETING

Held at 6:30pm

On

Monday 19 February, 2018

in the

**Councillors Conference Room
Administration Offices**

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1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Mayor declared the meeting open at 6:30pm welcoming those present.

2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

IN ATTENDANCE:

Mayor John Bowler
Cr Allan Pandal
Cr Lisa Malicky
Cr Laurie Ayers
Cr Gary Brown
Cr Suzie Williams
Cr Natalie Coxon
Cr Glenn Wilson
Cr Pam O'Donnell
Cr Nardia Turner

MEMBERS OF STAFF:

Mr John Walker	Chief Executive Officer
Ms Holly Phillips	General Manager City Living
Mr Ric Halse	Manager Planning and Regulatory Services
Mr James Alexander	Engineering Services Team Leader
Mr Dylan Martini	Environmental Sustainability Officer
Ms Maureen Keegan	Governance Coordinator
Ms Tracey Luke	Minutes and Governance Officer

VISITORS:

Nil

APOLOGIES - ELECTED MEMBERS:

Cr Deborah Botica
Cr Linden Brownley

APOLOGIES - MEMBERS OF STAFF:

Nil

LEAVE OF ABSENCE:

Cr Mandy Reidy

3 PETITIONS/DEPUTATIONS/PRESENTATIONS

- | | | |
|-----|------------------------------|--------------------------|
| 3.1 | PRESENTATION BY JOHN WALKER | GROWTH PLAN UPDATE |
| 3.2 | PRESENTATION BY GLENN BRIERS | 38 GREAT EASTERN HIGHWAY |

4 DECLARATIONS OF MEMBERS' AND OFFICERS' INTEREST

4.1 FINANCIAL INTEREST LOCAL GOVERNMENT ACT SECTION 5.60A

Nil

4.2 PROXIMITY INTEREST LOCAL GOVERNMENT ACT SECTION 5.60B

Nil

**4.3 INTEREST AFFECTING IMPARTIALITY CITY OF KALGOORLIE-BOULDER
CODE OF CONDUCT**

Mayor John Bowler declared an Impartiality Interest in Item 8.1.4 as he is a member of the basketball club.

5 CONFIRMATION OF MINUTES

MOVED BY: CR GARY BROWN
SECONDED BY: CR LAURIE AYRES

**CARRIED
(10/0)**

[Minutes November 20 2017 All Purpose.docx](#)

That the minutes of the All Purpose Committee meeting held on 20 November 2017 be confirmed as a true record of that meeting.

**6 URGENT BUSINESS APPROVED BY THE PERSON PRESIDING OR BY
DECISION**

Nil

7 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

8 REPORTS OF OFFICERS**8.1 CHIEF EXECUTIVE OFFICER****8.1.1 ASSET MANAGEMENT IMPROVEMENT PLAN**

Responsible Officer: John Walker
Chief Executive Officer

Author: John Walker
Chief Executive Officer

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER/COMMITTEE RECOMMENDATION

MOVED BY: CR LAURIE AYERS
SECONDED BY: CR LISA MALICKY

That Council note the latest Asset Management report prepared by Morrison Low and the plans to improve Council performance in the area.

**CARRIED
(10/0)**

EXECUTIVE SUMMARY

Asset Management Planning is one of the most important roles of Council. Whilst it is a requirement of the Integrated Planning and Reporting activity it is, more importantly, not possible to properly manage our \approx \$526 million asset portfolio and our long term financial planning without quality asset management.

In 2016 the City of Kalgoorlie-Boulder engaged Morrison Low to undertake an Asset Management maturity assessment to better understand the City's current Asset Management capabilities so as to improve overall performance of Council and its operations. As a follow up to their initial report, Morrison Low carried out a secondary assessment in December 2017 to determine if Council had made improvements in the City's Asset Management maturity.

In 2016 Morrison Low Consultants rated the City's performance as an "E" on a scale of "A-F". In December 2017 Morrison Low rated the City's overall rating a 'D' indicating an overall improvement in the City's Asset Management performance.

This continued Asset Improvement project will be guided by Morrison Lowe but implemented by our existing staff.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the community's Guiding Principles for:

- Deliver a safe and integrated transport network,
- Provide functional and appealing parks, gardens and streetscapes,
- Ensure a sustainable asset and infrastructure base,
- Utilise water efficiently and maximise reuse potential,

- Improve our essential services,
- Ensure a financially stable local government.

BUDGET IMPLICATIONS

There are no budget implications resulting from the recommendations of this report.

REPORT

As required Council developed and adopted an Asset Management Plan as part of the Integrated Planning and Reporting framework. In August 2016 Council commissioned the consulting firm Morrison Low to undertake an assessment of the Council's Asset Management (attached) with recommendations and to prepare a way forward. At the time of the initial assessment Council's overall asset Management score was 3.2 out of 10, a grading of "E" on a scale of "A-F".

In December 2017 Morrison Low undertook a follow up review of Council's Asset Management maturity and provided an updated report (attached). The report shows Council has made significant improvement in key categories such as 'Asset Knowledge/Data', 'Strategic Asset Planning Processes' and 'Organisation Context'. The current assessment of Council's overall Asset Management was 5.8 out of 10 improving over 2 ½ points, and a grading improvement of "D" on a scale of "A-F". Whilst there is still obvious room for improvement, the scoring is in line with most other councils in WA.

The report and subsequent discussions with City staff and Morrison Low have further defined our plan forward which we believe will continue to improve our performance against all categories over the next 12 months. This will involve ongoing guidance by Morrison Low, but with most of the work being done internally. The Executive Team will provide the strategic support to the project and will drive the project team and be accountable for the outcomes. Staff from Engineering, Projects, Property and Finance will also be part of the team.

The initial 2016 report and the new December 2017 report are for information of Councillors.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

ATTACHMENTS: [Morrison Low Report August 2016](#)

[Asset Management Maturity Assessment - Kalgoorlie-Boulder.pdf](#)

8.1.2 COMMUNITY-RELATED EXPENDITURE REVIEW

Responsible Officer: John Walker
Chief Executive Officer

Author: Holly Phillips
Executive Manager City Living

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER/COMMITTEE RECOMMENDATION

MOVED BY: CR ALLAN PENDAL

SECONDED BY: CR LAURIE AYERS

That Council consider the report and determine whether objectives set out in community-related funding mechanisms are being met.

**CARRIED
(9/1)**

EXECUTIVE SUMMARY

The City has undertaken a review of Council funding for community-related initiatives during the past five years incorporating the areas of Events and Sponsorships; and Annual and Community Grants issued through the City's annual Community Assistance Scheme during the past five years.

The review was conducted to quantify the average expenditure across focus areas and to determine key trends prevalent in the distribution of funding.

A deeper understanding of the extent of expenditure may inform future Council strategies to improve outcomes and deliver a greater return on community investment for particular programs and initiatives.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles for:

- Enhance the quality of life and encourage city wide community development opportunities.

BUDGET IMPLICATIONS

There are no budget implications resulting from the recommendations of this report

REPORT

This report is a high-level summary of expenditure across the areas of Events and Sponsorships; and Annual and Community Grants from the City's annual Community Assistance Scheme between the financial years of 2013/14 to 2017/18.

The outlined expenditure relates exclusively to initiatives and the allocation of funding to those initiatives, excludes expenses related to administration, wages, capital and other operational overheads.

The report is not intended for a detailed analysis of the City's advancement towards community development principles or the evaluation of community perceptions towards initiatives, rather to support conceptual discussion on expenditure.

Key Findings

- \$9,276,545 – total expenditure since 2013/14
- 53% spent on Events, Annual Grants (32%), Sponsorships (15%) and Community Grants (4%)
- \$1,855,309 - Average total annual expenditure per annum
- \$1,907,418 – Estimated total expenditure in 2017/18

Since 2013/14:

- 24% increase in Annual Grants expenditure
- 14% decrease in Community Grants expenditure
- 53% increase in Sponsorship expenditure
- 7% decrease in Events expenditure
- \$976,106 – Average event expenditure per annum
- 86% event costs underwritten by the City with 14% contribution from external funders
- 28% Community Grant Program recipients are repeat beneficiaries
- 18% Outstanding Individual Grant recipients are repeat beneficiaries
- 74% Once-off Annual Grants for facility improvements
- 87% Ongoing Annual Grant agreements for operational expenses
- 1% Annual Grant agreements for actual programs
- 57% of total expenditure directed to 30 organisations obtaining funding from multiple City sources
- 380 grants/sponsorships allocated to 256 recipients

Total Expenditure on Activities

Table 1 indicates the total expenditure on the four activities during the past five years. The City has spent \$9,276,545 in total across the four focus areas

.Table 1: Total Expenditure by Focus Area

Year	Annual Grants	Community Grants	Sponsorship	Events	Total
	Community	Assistance Scheme			
2013/14	\$410,526	\$95,147	\$169,566	\$1,035,534	\$1,710,773
2014/15	\$329,133	\$76,804	\$206,254	\$1,020,583	\$1,632,774
2015/16	\$802,701	\$80,944	\$370,992	\$1,081,562	\$2,336,199
2016/17	\$511,664	\$75,420	\$325,463	\$776,835	\$1,689,382
2017/18	\$540,000	\$82,000	\$319,400	\$966,018	\$1,907,418
Total	\$2,594,023	\$410,315	\$1,391,675	\$4,880,532	\$9,276,545

The City's expenditure averaged annually over the past five years is \$1,855,309 per annum with expenditure ranging between \$1,632,774 in 2014/15 to \$2,336,199 in 2015/16.

Events accounted for 53% of total expenditure followed by Annual Grants at 28% and Sponsorships at 15%. Community Grants accounted for 4% of the total expenditure.

Since 2013/14 the City's expenditure on Annual Grants has increased by 24%. Expenditure on Community Grants has decreased by 14% with Sponsorship increasing by 53% and Events decreasing by 7%.

Despite decreases in some areas, this year the City is on track to record its second-highest year of expenditure since 2013/14 with a total \$1,907,418 allocated or committed across the focus areas.

This year Events will account for 51% of total expenditure followed by Annual Grants (28%), Sponsorships (17%) and Community Grants (4%).

Total Expenditure on Activities

The City's annual calendar of events has not changed significantly during the past five years. Total expenditure on events during the review period totalled \$4,880,532 with a 7% reduction in expenditure since 2013/14.

Average annual expenditure on City Events is \$976,106 per annum. Total estimated expenditure for the 2017/18 financial year is \$966,018, of which \$200,000 is attributed to a year-long celebration of events for the 125th Celebration of the discovery of gold in Kalgoorlie.

On average the City's expenditure on Events is off-set by a 14% contribution from external sponsors or grants.

Community Assistance Scheme

There are two main programs comprising the Community Assistance Scheme being the Annual Grants Program (AGP) and Community Grants Program (CGP). For the purpose of reporting each program has been separated into specific reporting areas.

CGP

The CGP consists of major grants over \$10,000, minor grants under \$10,000, Outstanding Individual Grants (OIG) of up to \$1,000 and applications to waive hire fees for City facilities.

Since 2013/14 the CGP has allocated 127 grants to 92 different community groups and organisations. Just under one third of the recipients (28%) received funding in more than one financial year of the program during the reporting period.

The highest year of CGP expenditure was 2013/14 with a total spend of \$95,147. Budgeted expenditure of \$82,000 in the current financial year represents a 14% reduction on this figure.

The average mean allocation for CGP is \$1,835 per recipient. The median request is \$2,000. Allocations have ranged in value from \$100 to \$20,000 during the reporting period.

Since 2013/14 there have been 77 OIGs allocated to 62 different recipients under the CGP. 18% of recipients have received funding in more than one year of the program. The highest year of OIG expenditure was in 2013/14 with 21 grants totalling \$23,000.

AGP

The AGP is open to applications once-yearly during February and April. The AGP allows community groups and organisations to apply for funding for projects, events or activities that align to the City's Strategic Plan.

Applicants may apply for any amount of funding and/or other forms of support for programs or events for either one-off major projects or three-year service agreements with the City.

One-Off AGP Grants

Since 2013/14 the City has awarded 42 one off Annual Grants to 34 different recipients. There are 7 recipients who received a grant in more than one year of the program. Grants have ranged in value from \$1,500 to \$236,610.

The average mean allocation for AGP once-off grants is \$23,905 per recipient. The median request is \$5,000.

Just over 40% of the number of grants allocated were for facility improvements, followed by event contributions at 26%, new equipment at 14% and operational expenses at 14%. Grants related to program delivery accounted for 4% of the grants allocated.

Facility-related grants accounted for 74% of the total expenditure from the program, followed by operational grants at 10%, and event-related grants at 9%.

Three-Year Agreements

The City has allocated 76 ongoing grants under the AGP since 2013/14 to 24 different organisations. Agreements ranged in total value from \$3,000 to \$390,000.

The average mean allocation for three-year agreements is \$31,904 per annum per recipient. The median request is \$5,000 per annum.

Operational grants accounted for 63% of the number of ongoing grants allocated, followed by event-related grants at 32% and equipment grants at 4%.

Operational grants accounted for 87% of the total expenditure on ongoing grants, followed by event grants at 11%. Only 1% of expenditure was allocated to specific programs.

Sponsorships

The City supports a number of projects and events which play a role in contributing to the vitality of the City, the activation of spaces, sense of community and well-being, and increased economic advantage.

Sponsorship allocations totalled \$1,391,675 during the reporting period with 58 different sponsorships allocated to 44 different recipients.

24% of the total expenditure was been allocated to 14 repeat recipients, with sponsorships ranging in value from \$1,000 to \$26,000.

Combined Expenditure – Sponsorships and Grants

Combined the Sponsorship and Grants Programs have allocated 380 grants totalling \$4,396,013 to 256 community groups during the past five years.

57% of this total expenditure has been allocated to 30 repeat recipients who are accessing more than one funding pool.

STATUTORY IMPLICATIONS

There are no statutory implications in relation to the recommendations of the report.

POLICY IMPLICATIONS

There are no policy implications in relation to the recommendations of the report.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

ATTACHMENTS:

[Community Related Expenditure Review Charts](#)

[Attachment pdf](#)

8.1.3 HERITAGE BILL 2017

Responsible Officer: John Walker
Chief Executive Officer

Author: Samantha Durston
Planning and Development Services Team
Leader

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER RECOMMENDATION

That Council receive the information detailed in this report

COMMITTEE RECOMMENDATION

That Council receive the information detailed in this report and in addition staff be requested to research the potential for additional insurance for owners of Heritage listed places.

MOVED BY: CR LAURIE AYERS
SECONDED BY: CR GLENN WILSON

**CARRIED
(10/0)**

EXECUTIVE SUMMARY

On 8 November 2017, Heritage Minister David Templeton introduced the *Heritage Bill 2017* to Parliament. The purpose of this bill is to recognise the importance of heritage places and to promote the understanding and appreciation of Western Australia's cultural heritage. This includes conservation use, development and adaption of such places, and to repeal the *Heritage Act of Western Australia 1990*. The explanatory memorandum is included as an attachment with this report.

This report outlines changes proposed by the *Heritage Bill 2017* to Councillors and the impacts this may have on the City of Kalgoorlie-Boulder.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles for promoting and preserving heritage sites and buildings.

BUDGET IMPLICATIONS

It should be noted that there are no financial implications to the City as a result of these proposed changes – provided City owned buildings are not demolished as a result of neglect

REPORT

According to the government, the Heritage Bill retains strengthened penalties for deliberate destruction of Registered Places and responds to the community's call for better protection of important heritage places that are left to become run down – and ultimately at the risk of 'demolition by neglect.' The Minister summarised the intent of the Bill in his opening speech, stating:

"There is currently no power under the Act to force owners to maintain and protect their property, with compulsory acquisition by the State being the only option, and one which has, for various reasons, never been used. The Bill enables the Minister for Heritage, under strict conditions, to now address genuine cases of demolition by neglect requiring an owner to make their place safe and secure. These repair orders will, however, be subject to review by the State Administrative Tribunal to protect against undue hardship."
– Mr D.A. Templeton, Minister for Heritage, 8 November 2017

The Bill has been developed through three rounds of stakeholder and community consultation. Feedback from this public consultation has helped inform new heritage legislation that is able to reflect best practice in the recognition and protection of heritage places.

Proposed Changes

The Bill proposes to replace the *Heritage Act of Western Australia 1990* with what the Government calls modern, updated legislation. Major changes are summarised below:

- Greater protection for State Registered places through creation of incentives and disincentives for owners of Registered Places and local governments.
- Provisions for the Minister for Heritage to address genuine cases of demolition by neglect by requiring an owner to make their place safe and secure.
- Introduction of Repair Orders to ensure owners make the place safe and secure. Repair Orders are common in other States and would only be issued under strict conditions. This can be appealed via the State Administrative Tribunal (SAT).
- Penalties for deliberate destruction to remain at \$1 million.
- Regulations to be developed to allow the Heritage Council of Western Australia to prepare guidelines for maintenance, management and disposal of State owned Registered Places.
- Streamlining and reducing costs associated with entering a place onto the State Register.
- Streamlined assessment process of Development Applications.
- Ensuring openness and transparency by legislating that Heritage Council and Ministerial decisions on State Registration are published.

- Clarifying the sorts of places that will be considered for entry on the State Register.
- Introducing a one-step process to assess and recommend the entry of a place in the State Register.
- Provides clarity for the purpose, compilation and maintenance of Municipal Heritage Inventories.
- Better protection for archaeological and moveable objects situated in State Registered Places.

The Bill must be passed by the Legislative Assembly before being referred to the Legislative Council for consideration.

Legislative Background

The review of the Heritage Act involved two phases of community consultation in 2011 and a third in 2015. The first phase of the review involved the release of the Consultation Paper and sought views on the effectiveness of current legislation and what a contemporary Heritage Act should look like.

Through a series of stakeholder meetings and formal submissions, the general consensus was that the Heritage Act, which had its origins in the 1970s and 80s, was outdated and inadequate. The Act was characterised by a lack of clarity, cumbersome and inefficient processes, difficulties in interpreting the legislation and perceptions of its effectiveness.

This feedback assisted in the development of the Discussion Paper for phase two of the review. The Discussion Paper outlined a series of proposals that might form the basis of a new Heritage Act. Further stakeholder meetings were held and formal submissions invited. This information assisted in the preparation of the *Heritage Bill 2015 (Exposure Draft)*.

The Heritage Bill 2016 was introduced in Parliament by the previous government, but a change in state government in early 2017 saw the legislative process recommence under the McGowan Labor Government.

State Registered Places in the City of Kalgoorlie-Boulder

- St Mary's Roman Catholic Church – 24 Brookman Street, Kalgoorlie
- The Hannan's Club – 46 Brookman Street, Kalgoorlie
- Kalgoorlie Primary School – 24 Dugan Street, Kalgoorlie
- Offices and Dental Surgery Residences – 45 & 47 Dugan Street, Kalgoorlie
- The Kalgoorlie Country Club – 108-110 Egan Street, Kalgoorlie
- School of Mines Buildings – 115-145 Egan Street, Kalgoorlie
- Masonic Lodge – 26 Egan Street, Kalgoorlie
- Kalgoorlie Railway Station – Forrest Street, Kalgoorlie
- Station Masters House (fmr) – 12-14 Forrest Street, Kalgoorlie
- District Superintendent's House (fmr) – 2 Forrest Street, Kalgoorlie
- Railway Worker's Cottage – 22 Forrest Street, Kalgoorlie
- The Railway Institute – 81 Forrest Street, Kalgoorlie
- Western Australian Bank (fmr) – 106 Hannan Street, Kalgoorlie
- Kalgoorlie Miner Building – 119-127 Hannan Street, Kalgoorlie

- The Exchange Hotel – 135 Hannan Street, Kalgoorlie
- Park Buildings – 139-147 Hannan Street, Kalgoorlie
- McKenzie's Buildings – 140-144 Hannan Street, Kalgoorlie
- Mechanic's Institute – 202 Hannan Street, Kalgoorlie
- Government Buildings (Courthouses) – 208-22 Hannans Street, Kalgoorlie
- The York Hotel – 259 Hannan Street, Kalgoorlie
- Shop – 260 Hannan Street, Kalgoorlie
- City Markets – 272-280 Hannan Street, Kalgoorlie
- Kalgoorlie Town Hall & Council Chambers – 316 Hannan Street, Kalgoorlie
- Paddy Hannan's Statute – 316 Hannan Street, Kalgoorlie
- Cremorne Theatre – 46 Hannan Street, Kalgoorlie
- Cohn's Buildings – 63-71 Hannan Street, Kalgoorlie
- Semaphore Chambers – 77-79 Hannan Street, Kalgoorlie
- The British Arms Hotel – 13-19 Hannan Street,
- The British Arms Hotel – (aka) 22 Outridge Terrace, Kalgoorlie
- North Kalgoorlie Fire Station – 1 Hare Street, Kalgoorlie
- Lord Forrest Olympic Pool – MacDonald Street, Kalgoorlie
- Christian Brother's College (fmr) -103 MacDonald Street, Kalgoorlie
- Commonwealth Health Laboratory (fmr) – 31 Maritana Street, Kalgoorlie
- Kalgoorlie Racecourse and Buildings – Meldrum Avenue Kalgoorlie
- Hammond Park Rotunda – Memorial Drive, Kalgoorlie
- The Palms – 68 Piccadilly Street, Kalgoorlie
- Trades Hall – 30 Porter Street, Kalgoorlie
- Mount Charlotte Reservoir – Sutherland Street, Kalgoorlie
- Railway House – 3 Wittenoom Street, Kalgoorlie
- North Kalgoorlie Primary School – 80-84 Campbell Street, Kalgoorlie
- District Education Office -23-27 Federal Road, Kalgoorlie
- Boulder Town Hall & Offices – 118-120 Burt Street, Boulder
- Masonic Temple – 134 Burt Street, Boulder
- Boulder Court House – 72 Burt Street, Boulder
- Boulder Subway Bridge – Lot 3603 Burt Street, Boulder
- Boulder CWA Hall – Hamilton Street, Boulder
- Boulder Railway Station, Subway & Loopline – Hamilton Street, Boulder
- Boulder Primary School – 200 Lane Street, Boulder
- Rosewood House – 49 Moran Street, Boulder
- Kalgoorlie School of the Air – 253 Piesse Street, Boulder
- Residences – 36-38 Piesse Street, Boulder
- Cornwall Hotel – 25 Hopkins Street, South Boulder
- Kalgoorlie Railway Housing Group – 44-46 Wittenoom Street, Piccadilly
- Wittenoom Street Railway Houses – 1-15 Wittenoom Street, Piccadilly
- Rawlinna Townsite
- Railway Water Tower – Railway Street, Broad Arrow

Conclusion

It appears that the proposed Bill aligns with the legislation currently operating in other states. Clarification will need to be sought on the extent of Repair Orders, and how these may overlap with Building Orders.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendation of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY ENGAGEMENT CONSULTATION

Community engagement consultation was not considered necessary for the recommendations of this report.

ATTACHMENTS:

[Heritage Bill 2017 Explanatory Memorandum](#)

8.1.4 PROPOSED CLOSURE OF OUTRIDGE TERRACE BETWEEN BROOKMAN STREET AND VICTORIA STREET

Responsible Officer: John Walker
Chief Executive Officer

Author: James Alexander
Engineering Services Team Leader

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER/COMMITTEE RECOMMENDATION

MOVED BY: CR LAURIE AYERS
SECONDED BY: CR LISA MALICKY

That Council:

1. Do not proceed with the proposed closure of Outridge Terrace between Brookman Street and Victoria Street as shown on Drawing Numbers 05-R-035A and 05-R-035B as requested by the Kalgoorlie-Boulder Basketball Association due to the significant community opposition to the proposal.
2. Approve the proposed safety improvements on Outridge Terrace between Brookman Street and Victoria Street as shown on Drawing Number 01-O-142-1 as the first preferred option, subject to Main Roads WA approval.
3. Approve the proposed safety improvements on Outridge Terrace between Brookman Street and Victoria Street as shown on Drawing Number 01-O-142-2 as the second preferred option, subject to Main Roads WA approval, if Main Roads WA approval for the first preferred option can not be obtained.

CARRIED
(10/0)

EXECUTIVE SUMMARY

The purpose of this report is to update Council on the potential closure of Outridge Terrace between Brookman Street and Victoria Street in response to the proposed future expansion of the Kalgoorlie-Boulder Basketball Stadium.

Outcomes of the community consultation undertaken in the immediate affected area indicates there is significant opposition against the proposed closure of Outridge Terrace. The main concern is the potential increase in traffic volumes on Victoria and Park Streets creating safety issues.

It is recommended that Council does not proceed with the proposed closure and seeks to undertake works as outlined in the report on Outridge Terrace adjacent to the Kalgoorlie-Boulder Basketball Stadium to increase the safety for patrons.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles for delivering a safe and integrated transport network.

BUDGET IMPLICATIONS

The 2017/18 Budget has \$57,660 allocated for the undertaking of works on Outridge Terrace adjacent to the Kalgoorlie-Boulder Basketball Stadium to increase the safety for patrons.

REPORT

The proposed closure of a section of Outridge Terrace is being sought by the Kalgoorlie-Boulder Basketball Association to allow for the proposed future expansion of the stadium into the Outridge Terrace road reserve. The proposed closure will also increase the area available for car parking and reduce the possible vehicle / pedestrian conflicts in front of the Basketball Stadium. The extents of the proposed closure are shown on the attached drawing numbers 05-R-035A and 05-R-035B.

The closure was proposed in two parts, one in accordance with section 3.50 (1a) of the Local Government Act 1995 (Drawing Number 05-R-035A) and the other in accordance with section 58 of the Land Administration Act 1997 (Drawing Number 05-R-035B). This process was proposed as the Local Government Act closure can be completed in a shorter timeframe than the Land Administration Act closure. However, the road reserve still remains under a Local Government Act closure while the Land Administration Act permanently closes the road reserve.

At its Ordinary Meeting held on 14 December 2015, Council resolved to initiate public consultation for the proposed closure for which the following was completed:

- Public notice in the Kalgoorlie Miner;
- Letters to residents in the vicinity of the proposed closure;
- Letters to government agencies and service authorities.

As a result of the above public consultation, objections to the proposed closure were received from stakeholders in its vicinity. The main reason for the objections was the stakeholders' concern that the proposed closure will result in an increase in traffic volumes on Park and Victoria Streets resulting in safety hazards due to the streets being narrow.

The proposed closure along with the responses received from the public consultation were considered by Council at its Ordinary Meeting held on 27 June 2016, where it resolved for a meeting to be held with relevant stakeholders and for the matter then be referred to an All Purpose Committee meeting for further consideration.

Accordingly, City officers held a meeting with the relevant stakeholders at the Basketball Stadium on 23 July 2016, where the following concerns and suggestions were made:

From Local Residents

- Concerns with the proposed Basketball Stadium car park's exit being onto Park Street shifting more traffic onto the street.

- The closure will result in traffic being directed onto Victoria Street which is a narrow street on which two cars can't drive past each other when cars are parked on the side of the street creating a safety issue.
- Park Street is only 9m wide when the Council report advised that it is 9.3m. An onsite inspection after the meeting found the width of Park Street to range from 9.3m to 9.1m.
- Council don't usually close roads for other sporting clubs or organisations. When they run out of room, they are told to move to a larger location.
- Install a dedicated pedestrian crossing across Outridge Terrace from the Basketball Stadium entrance to the car parking. Could also use temporary barricades when basketball games are on.
- Who is funding the Basketball Stadium expansion and car parking? The Kalgoorlie-Boulder Basketball Association advised that they would seek State and Federal funding.
- Why can't the safety issue of pedestrians and vehicles on Outridge Terrace be managed without closing the road? Schools manage their similar traffic issues without closing roads, what's the difference here? The Kalgoorlie-Boulder Basketball Association advised that the closure is being sought to allow for the future expansion of the stadium into the Outridge Terrace road reserve not just for solving the safety issue.
- Part of the current safety problem is the location of the on-street parallel parking on Outridge Terrace.
- Council needs to consider other options, including providing other (larger) land for the basketball stadium's expansion.
- Install flashing lights for a dedicated pedestrian crossing across Outridge Terrace.
- The Basketball Stadium's safety issue is being shifted onto local residents who reside in the area while the Basketball Stadium only operates for short times.
- Remove the on-street parking on Outridge Terrace to improve safety for pedestrians.
- Install an electronic speed sign to reduce speed through Outridge Terrace during basketball games.
- The Basketball Stadium should relocate to a larger site, such as, the ex-ten pin bowling site.
- Council should widen Park Street to allow for the extra traffic volumes before closing Outridge Terrace. Need to look at all the safety issues in the area not just Outridge Terrace.
- Install speed humps / cushions on Outridge Terrace.
- The Basketball Association should advise its club members and attendees to use the car parking responsibly.
- More public consultation is needed before Council makes a decision to find an acceptable solution.
- The street lighting on Outridge Terrace needs upgrading.
- The intersection of Broadarrow Road, Park Street and Victoria Street needs improving.

- The Basketball Stadium should look into expanding into the adjacent land.

Kalgoorlie-Boulder Basketball Association

- The whole point of the proposed closure is to allow for the stadium's expansion while improving safety.
- Other safety improvements without closing Outridge Terrace are impractical to the Basketball Stadium in the long term as it will not allow for its expansion.
- To relocate to another larger location would cost much more than expanding the existing stadium.
- The Kalgoorlie-Boulder Basketball Association would seek State and Federal funding for the expansion of the stadium.

The above concerns and suggestions were considered by the All Purpose Committee and Council at its Ordinary Meeting held on 22 August 2016, where it resolved for the CEO to further investigate options for Outridge Terrace and in particular suggestions from stakeholders which will address its safety issues and allow for the future expansion of the Kalgoorlie-Boulder Basketball Stadium. The Council also resolved for the outcomes from the further investigations to be presented to stakeholders before Council further considers the proposed closure of a section Outridge Terrace between Brookman Street and Victoria Street.

City officers completed further investigations into options for Outridge Terrace taking into consideration the suggestions from residents while allowing for the Kalgoorlie-Boulder Basketball Association Stadium's proposed expansion for which two options were produced. Both options included an interim and long-term proposal for the area, that is, the works proposed before and after the Basketball Stadium's proposed expansion. These options were:

Option 1 – Basketball Stadium car park access from Brookman St - (Drawing Numbers 01-O-137 – Interim and 01-O-138 - Long-term)

This option proposed:

- Access to the Basketball Stadium car park provided on Brookman Street rather than on Park Street.
- Improvement of the alignment of the intersection of Brookman Street and Outridge Terrace.
- Upgrading of street lighting in the area.
- Change of priority at the intersections of Victoria Street – Outridge Terrace and Brookman Street – Outridge Terrace.
- Possible fence in the verge outside the patron entrance to the Basketball Stadium to disburse patrons leaving.
- Removal of the on-street parking on Outridge Terrace by the installation of a formal car park and closure of a portion of Outridge Terrace over the car park area.

Option 2 – Basketball Stadium car park access from Brookman St and widening of Park St - (Drawing Numbers 01-O-139 – Interim and 01-O-141 - Long-term)

This option proposed all the above items proposed under Option 1 (Drawing Numbers 01-O-137 and 01-O-138) with the addition of the widening of Park Street between Brookman Street and Victoria Street to comfortably allow two cars to pass each other with parked cars on both sides of the street.

Both options include the closure of a section of Outridge Terrace between Brookman Street and Victoria Street as shown on the attached Drawing Numbers 05-R-037A and 05-R-037B. However, a driveway access from Brookman Street into the proposed car park has been proposed in both options to allow traffic to still be able to travel between Brookman Street and Victoria Street along Outridge Terrace.

Therefore both these options were considered by the City's officer's as satisfying the Kalgoorlie-Boulder Basketball Association's and the stakeholder's requirements.

The City also commissioned a traffic engineering consultant to complete before and after traffic modelling of the area to see what the impact the proposed closure of Outridge Terrace would have on the traffic volumes in the area. The traffic modelling estimated that the traffic on Victoria Street between Outridge Terrace and Croesus Street would likely increase from 121 vehicles per day (vpd) to 301vpd.

Overall, the consultant concluded that the roads in the area including Victoria Street are "Access Roads" which have a maximum desirable traffic volume capacity of 3,000vpd and that the estimated traffic volumes as a result of the proposed closure are well below the desirable maximum. Therefore the risk to safety on the surrounding roads, including Victoria Street, as a result of the proposed closure is minimal.

As per Council's resolution made at its Ordinary Meeting held on 22 August 2016, the above two options were presented to the relevant stakeholders for their consideration at a meeting held at the Basketball Stadium on 19 November 2016. General public consultation was also completed for the options including a letterdrop in the vicinity of the proposed closure and a notice in the Kalgoorlie Miner and the City's website.

The feedback from the stakeholders on the proposed two options was that they were still concerned with the proposed options increasing the traffic volumes on Victoria Street which did not have not enough width for two cars to pass each other with cars parked on both sides of the Street. They were also concerned that there is also a lot of school traffic on Victoria Street. Overall the stakeholders were not happy with either proposal.

The stakeholders proposed a third option at the meeting which was for Outridge Terrace to be realigned around the proposed expansion of the Basketball Stadium and bring the car park up to Park Street. It was agreed that this will be investigated by City officers.

City officers have investigated the stakeholder's above option and found that to realign Outridge Terrace around the proposed expansion would require the construction of approximately 175m of new road. A high level estimate for the

construction of the road realignment is \$165,000 excluding the car park, traffic control devices (e.g. speed humps) and any allowance for service relocation, such as power poles. Given the significant cost, this option is cost prohibitive.

Therefore, as the proposed closure of Outridge Terrace between Brookman Street and Victoria Street has received significant opposition from stakeholders in its vicinity even after incorporating their comments into the proposed design, it is recommended that Council do not proceed with the proposed closure of Outridge Terrace between Brookman Street and Victoria Street.

The above recommendation will mean the Kalgoorlie-Boulder Basketball Association will have to design their proposed expansion works within their current property boundaries or investigate other options.

However, as the section of Outridge Terrace outside the Basketball Stadium does present safety issues with pedestrians and vehicles during basketball events, the City has completed two options for safety improvements to the section of road in its current alignment as shown on the attached Drawing Numbers 01-O-142-1 and 01-O-142-2.

In summary the proposed safety improvements under the two options are:

Option 1 – Drawing Number 01-O-142-1

- Change the priority at the intersection of Brookman Street and Outridge Terrace giving Brookman Street priority and install median islands. This will slow down traffic as they approach Outridge Terrace outside the Basketball Stadium.
- Install a pedestrian road hump (also known as a Wombat Crossing) on Outridge Terrace at the entrance of the Basketball Stadium. The road hump will give pedestrians priority over vehicles and will allow pedestrians to cross between the car park and Basketball Stadium safely.
- Install kerbing along the north side of Outridge Terrace between Brookman Street and Victoria Street to improve traffic control.

Option 2 – Drawing Number 01-O-142-2

- Install speed cushions along Outridge Terrace between Brookman Street and Victoria Street to slow down vehicles as they pass the Basketball Stadium.
- Install nibs and islands to protect the on-street parking and to create a pedestrian crossing outside the Basketball Stadium. Please note pedestrians in this option would not have priority over vehicles.
- Install kerbing along the north side of Outridge Terrace between Brookman Street and Victoria Street to improve traffic control.

Both the above options take into account suggestions from stakeholders that were made at the first stakeholder meeting held on 23 July 2016.

Option 1, as per Drawing Number 01-O-142-1, is the recommended option as the pedestrian road hump will provide the greatest level of safety for pedestrians. However Option 2 would also improve safety for pedestrians as well.

Both options will require Main Roads WA approval, therefore it is recommended that Council approve the proposed safety improvements on Outridge Terrace between Brookman Street and Victoria Street as shown on Drawing Number 01-O-142-1 as the first preferred option, subject to Main Roads WA approval.

However, if Main Roads WA approval cannot be obtained for Option 1 then is recommended that Council approve the proposed safety improvements on Outridge Terrace between Brookman Street and Victoria Street as shown on Drawing Number 01-O-142-2 as the second preferred option, subject to Main Roads WA approval.

The proposed safety improvements have been allowed for in the approved 2017/18 Budget with \$57,660 allocated.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY ENGAGEMENT CONSULTATION

The following consultation with community and relevant stakeholders has been undertaken in accordance with the requirements as set out in Section 3.50 of the Local Government Act 1995 and the Section 58 of the Land Administration Act 1997 which allowed for the submission of the comments over a 35 day period.

- Public notice in the Kalgoorlie Miner.
- Letters to residents in the vicinity of the proposed closure.
- Letters to government agencies and service authorities.

Two stakeholder meetings have also been held to discuss any concerns and suggestions they had on the proposed closure and the refined options.

General public consultation was also completed for the options detailed on Drawing Numbers 01-O-137, 01-O-138, 01-O-139 and 01-O-141 including a letterdrop in the vicinity of the proposed closure and a notice in the Kalgoorlie Miner and the City's website before the second stakeholder meeting.

ATTACHMENTS:

[Drawing Numbers 05 R 035A 05 R 035B](#)

[Drawing Numbers 01 O 137 01 O 138](#)

[Drawing Numbers 01 O 139 01 O 141](#)

[Drawing Number 01 O 142 1 Proposed Safety Improvements Option 1](#)

[Drawing Number 01 O 142 2 Proposed Safety Improvements Option 2](#)

8.1.5 SOCIAL MEDIA POLICY

Responsible Officer: John Walker
Chief Executive Officer

Author: Lauren Chapman-Holle
Communications Coordinator

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER RECOMMENDATION

That Council endorse the draft Social Media Policy with the exclusion of the following clause: "Elected Members and staff should be aware that they will be held responsible for comments made by family members where their comments are in contravention of this policy".

COMMITTEE RECOMMENDATION

MOVED BY: CR GLENN WILSON
SECONDED BY: CR ALLAN PENDAL

That the matter lie on the table pending a report being brought back to APC on social media issues being included in the Code of Conduct rather than a separate policy.

**CARRIED
(10/0)**

EXECUTIVE SUMMARY

The City of Kalgoorlie-Boulder has developed a comprehensive Social Media Policy which governs the way in which social media can be used on behalf of the City.

Following Council's resolution at the Ordinary Council Meeting 27 November 2017, the Draft Social Media Policy has been brought back to All Purpose Committee for discussion.

This document previously existed as a procedure which guided staff's interactions on social media, and has been expanded into a policy to include Elected Members following a request from Cr Glenn Wilson.

The City Solicitors have reviewed the document and, with minor changes, endorsed it.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles to ensure the City maintains strong civic leadership.

BUDGET IMPLICATIONS

There are no budget implications resulting from the recommendations of this report.

REPORT

The City currently utilises social media as a primary tool for interacting with the community of Kalgoorlie-Boulder, with a number of officers currently authorised to make posts on behalf of the City's business units on a variety of social media platforms.

City officers and Elected Members can also engage in social media conversations in both private and public forums where matters that relate to the City's operations may be discussed.

The purpose of this policy is not to restrict this engagement, but to provide specific boundaries relating to the information which Elected Members and City officers share or discuss on social media when they are not commenting as an authorised spokesperson of the City of Kalgoorlie-Boulder.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

The individual policy document will be updated as recommended by the committee and endorsed by Council. All Council policies are available to view on the City website.

COMMUNITY ENGAGEMENT CONSULTATION

No community consultation was considered necessary in relation to the recommendations of the report.

ATTACHMENTS:

[CKB Social Media Policy 2017 Final Draft.pdf](#)

8.1.6 WASTE COLLECTION SERVICES FORWARD PLAN

Responsible Officer: John Walker
Chief Executive Officer

Author: Dylan Martini
Environmental Sustainability Officer

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER/ COMMITTEE RECOMMENDATION

MOVED BY: CR GARY BROWN
SECONDED BY: CR PAM O'DONNELL

That Council:-

Invite Tenders for Waste Services Contracts with options for:

- 1. refuse and recycling collection**
- 2. refuse collection (in conjunction with the Shire of Coolgardie)**

And that these options be evaluated against in-house delivery options when received.

**CARRIED
(10/0)**

EXECUTIVE SUMMARY**Contract arrangement**

Modelling and analysis comparing in-house (City) and contracted (private) kerbside waste collections services was performed by Talis Consultants (Talis) through a Cost Benefit Analysis report. The objective of the report was to determine if the City could perform the service at a lower cost.

The report concluded the following findings:-

- in-house model estimated to cost more than current contractor rates;
- significant capital investment would be required for supporting infrastructure;
- potential problems with recruiting and retaining qualified staff;
- lack of experience running the service may compromise service delivery;

Kerbside recycling

Information contained within this report outlines the performance of recycling and how operational and educational initiatives have significantly improved recycling rates from historically low figures.

Council imposed a State two bin average recycling rate of 20%. Through the educational and bin tagging programs, the city's residents improved the landfill diversion rate from 8% to 21% in 2017.

This report recommends that Council continue with a kerbside recycling programme to reduce landfill diversion rates, and promote the City's commitment to environmental stewardship.

The City's current refuse and recycling collection services performed by Cleanaway expires on 30th June 2018. The Shire of Coolgardie refuse collection service also expires on the same date. This presents an opportunity to combine collection services through a regional waste collection arrangement.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles for:

Environment

- Adopt environmental best practice that is sustainable; and
- Supporting and promoting responsible waste management and recycling.

BUDGET IMPLICATIONS

There are no direct budget implications from the report recommendations; however, subject to a Council direction on refuse and recycling collection services, future Council reports will provide information on financial implications.

REPORT

Review of Kerbside Waste Program

Background

The City's refuse and recycling collection service contract with Cleanaway expires on the **30th June 2018**. This has presented an opportunity to review the feasibility of bringing refuse and recycling collection services in-house.

A Cost Benefit Analysis (**CBA**) of the refuse and recycling collection services was conducted by Talis Consultants in 2017 to determine if there was a business case for the City to take the refuse and recycling collection service in-house. The final report is attached as **Appendix 1**.

CBA Financial Analysis

The CBA modelled the costs of providing a regional refuse and recycling collection service in-house using scenarios of maintaining and removing the recycling service. The lowest financing model was the recurring loan which the City would take out every six (6) years to pay for plant and equipment. All staffing costs would be funded through Council budgets.

Using the reoccurring loan model, the costs estimated for the service levels are described in **Table 1** below. The annual cost with Cleanaway is also shown for comparative purposes.

Table 1: Financial Assessment of In-House Waste Collection Services

Service Level	Average Annual Cost over 20 years	Total Cost over 20 years
In-house refuse and recycling service	\$2,205,638	\$44,112,769
In-house refuse service without recycling	\$1,850,716	\$37,014,330
Current Cost (contracted refuse and recycling service)	\$2,149,237 (average from previous 5 years)	Unknown*

*The CBA does not model the cost of maintaining a contestable waste collection services over a 20 year period, due to five(5) year contract terms and risk of changing contractors each term.

Review of Risks

The CBA also reviewed the risks of transitioning to an in-house service, which are summarised in **Table 2** on Page 5.

Based on the findings of the CBA, the key risks are identified as:

- Operational risks including potential damage to property and life
- End-to-end process of recycling:
 - Construction and maintenance of plant
 - On sale of recycling commodities
 - Changes in recycling commodity prices driven by global markets

In addition to these risks, the following risks were identified by City Officers:

- Maintaining employment of additional skilled staff at the City
- Modelled wages in the CBA are low in comparison with what the current contractors pay drivers
- Parts availability for repairs and maintenance
- A minimum of nine(9) months is required to implement and develop an in house refuse and recycling operation
- Approvals for loans and equipment
- Lack of back up for skilled staff in event of leave and resignation

Table 2: Technical risks to the City for in-house compared to contracted waste collection services as identified in Talis Consultants CBA

Criteria	Service Option		Summary
	In-House	Contracted	
Control of Services	Low	Moderate	In-house provides greater flexibility for the City
Community Interaction	Low	Moderate	In-house allows direct dealing with customer complaints and inquiries
Operational Risks	Moderate	Low	City takes on operational risks if taking service in-house
Direct Local Employment	Moderate	Moderate	Employment transitioned to the City
Commercial Waste Opportunities	Low	Moderate	Potentially expands opportunities for the City
Quality Risks (Recycling)	High	Low	City would need to develop recycling transfer station and develop ongoing contracts for sales of recyclable commodities
Innovation Response	Moderate	Low	National contractors will always be ahead in terms of innovation
Lead Times	Moderate	Moderate	Time pressures exist for the City to adopt a delivery model

Review of Bulk Bin Collection

The City's bulk bin collection service is contracted to Goldfields Bin Hire and expires on **30th June 2018**. This average annual cost for this contract is \$141,090.60 based on the past five (5) financial years.

The inclusion of this service in a new waste collection services tender will lead to a better economy of scale with a single waste collection contractor, leading to ongoing savings. A single contractor also enables more effective communication and reporting processes rather than dealing with two separate contractors.

As part of future rollout of this program City Officers recommend a minimum fee for the utilisation of the bulk bin service, so that the City is not absorbing 100% of the cost. This will reduce the service from being taken advantage of and encourage it to be utilised more efficiently.

Review of Recycling Outcomes

Background

The question on the future of recycling was prompted by historically low figures of an 8% landfill diversion rate, and a 40% recycling bin contamination rate. With these results the annual investment of \$1 million was not considered to be good value for money.

This has promoted an increased focus on recycling by senior management at the City, to improve the recycling program and present higher environmental benefits for the community and fair value to rate payers.

With increased community engagement between the City of Kalgoorlie Boulder and Cleanaway led by the City's Bin Tagging Program, the recycling program has substantially increased the landfill diversion rate to 21%, which now puts the City slightly above the average for WA Councils that utilise a two (2) bin system.

Importantly, the City has achieved its self-imposed goal of 20% diversion from landfill by the end of 2017.

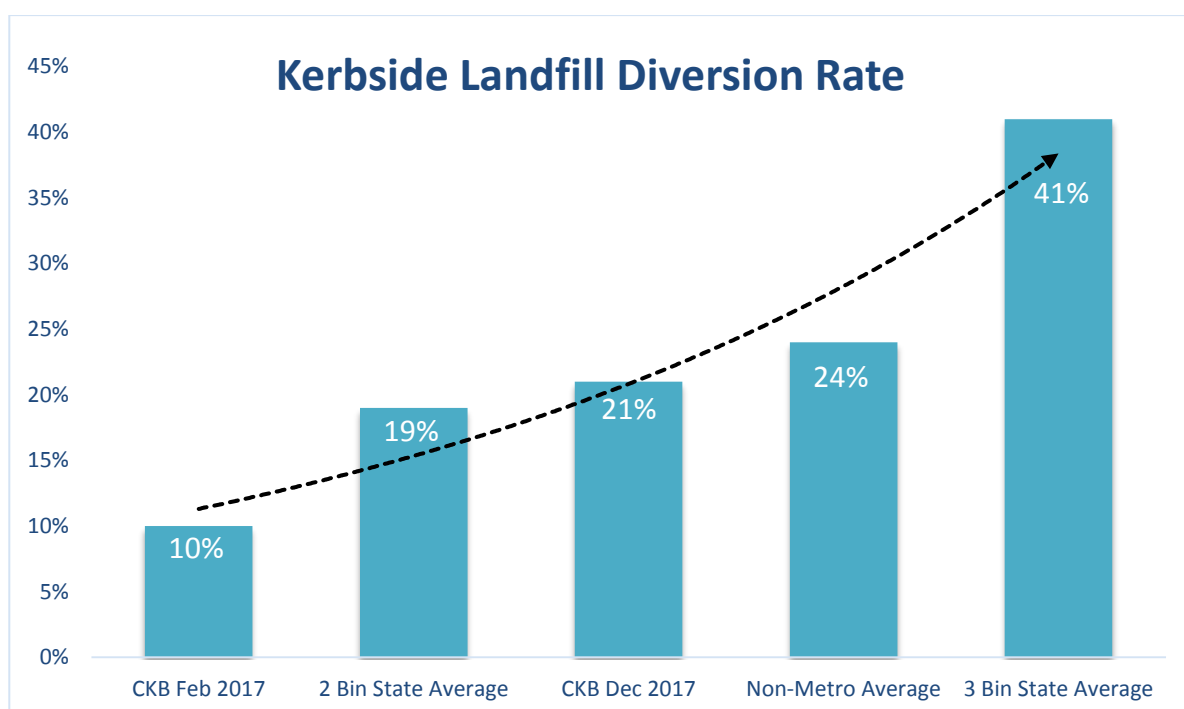


Figure 1: Waste Diversion Rate in the City of Kalgoorlie-Boulder compared to Western Australian Averages, data taken from Waste Authority 2015-16 Census Report

Recycling Education Program

Through the recycling education program the City saw a very positive change in resident's recycling behaviour, with a significant improvement (31%) in the amount of recyclables recovered. This has occurred with participation remaining steady in 2017, demonstrating that overall people are recycling much more effectively.

These results (as shown in the figures below) demonstrate that whilst there is still room for improvement, the City is no longer lagging behind other Councils with comparable services.

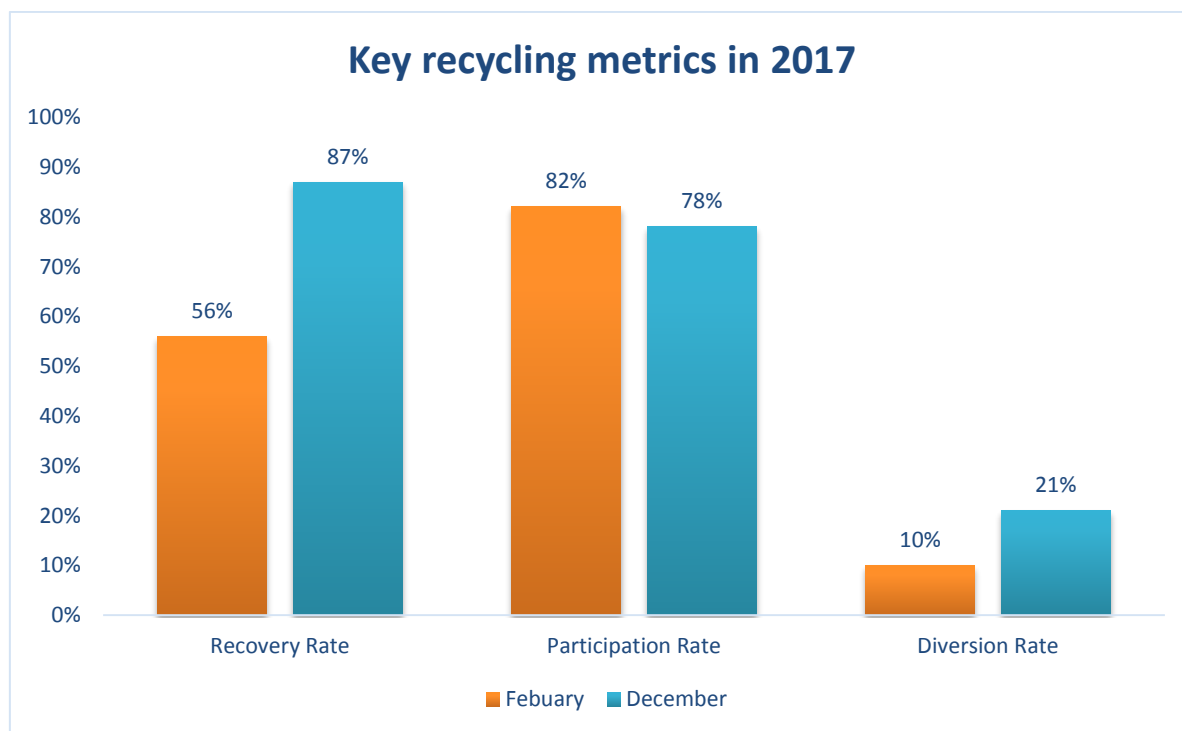


Figure 2: Key recycling metrics for Kalgoorlie-Boulder in 2017

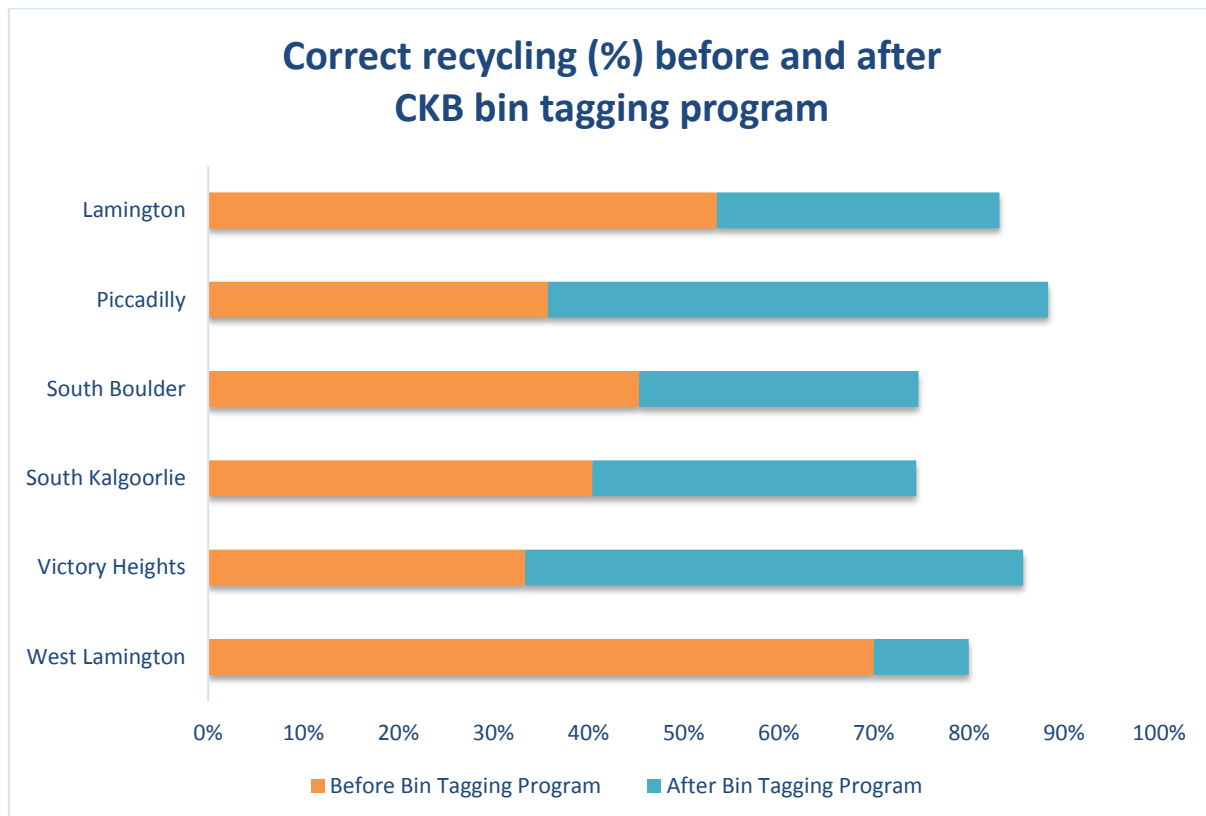


Figure 3: Improvements made by Bin Tagging Program in 2017.

Pros and cons of removing recycling

Kerbside recycling has been in place in Kalgoorlie-Boulder since 2007 and residents are now accustomed to a recycling program.

The ABC's recent program 'War on Waste' placed a spotlight on refuse and recycling in Australia.

Following this program the ABC conducted a survey of 36,792 people making it one of Australia's largest ever studies on waste behaviours. The survey concluded that 98% of respondents believed waste was an issue in Australia.

86% of those respondents were in favour of reducing waste, in which recycling programs are a key driver.

The following table summarises the key pros and cons of removing the recycling service.

Table 3: Pros and cons of removing recycling

Pros	Cons
<ul style="list-style-type: none"> Financial savings by removing recycling program 	<ul style="list-style-type: none"> Negative publicity and national media attention
<ul style="list-style-type: none"> Free up resources from recycling education campaigns 	<ul style="list-style-type: none"> Greater scrutiny by state and federal government
	<ul style="list-style-type: none"> Loss of grant funding and sustainability awards
	<ul style="list-style-type: none"> Potential community backlash and scrutiny over rates fees which may result in lower rate revenue
	<ul style="list-style-type: none"> More waste going to landfill, increased environmental impact
	<ul style="list-style-type: none"> Increased services and costs required for General Refuse collections

Recycling Financial Analysis

In the 2016 / 2017 Financial Year, a total of \$5,140,723 was received through the City rates for waste management services. This was acquired by applying a charge of \$351 per rateable property under the description of 'Domestic Refuse and Recycling'. Of this amount, the City spent \$2,149,237 on contracted collection services, which included street, public open space bins and commercial properties.

The overall breakdown this rate revenue is:

- 41.8% (\$2,149,237) is spent on refuse and recycling collection
- 38.5% (\$1,981,000) is spent on landfill contract operations
- 2.6% (\$135,216) is spent on bulk bin collection
- 6.6% (\$344,130) is spent on other costs related to waste management
- 10.3% (\$531,139) is spent across other business units not related to waste management

Removing the recycling service will require rates to be readjusted to reflect the reduced service level provided, which is anticipated to result in lower revenue generated for the City.

Recyclable Commodity Sales

There has been a high degree of scrutiny over recycling in the past 6 months principally due to China banning 24 categories of recycling commodity imports. This has significantly impacted the global recycling commodity market, however existing large sellers of recycling commodities will be impacted to a lesser degree due to existing contracts with a range of customers across South East Asia.

The City's principal contractor Cleanaway has provided a confidential letter outlining existing contracts across a number of countries, and therefore will not be severely impacted by the China ban. Going forward it will be important for the City to choose a supplier that has a robust end-to-end model with a number of international purchasers, to avoid risks in changing international policy.

Recommendations

Following review of the Talis CBA and the City's recycling program the following recommendations have been prepared. These have been proposed to develop the best service for the City going forward, considering costs, risks and service provided.

- Commence a regional procurement tender process for refuse management services in conjunction with the Shire of Coolgardie;
- Maintain refuse and recycling collection as an externally contracted service;
- Adopting a per lift rate as opposed to a per residence rate, as up to 20% of bins are not presented every week;
- Adopting a per bin service for the bulk bins, not a whole service charge; and
- Continue recycling educational programs to ensure diversion rates are continually improved.

STATUTORY IMPLICATIONS

Nil

POLICY IMPLICATIONS

Nil

COMMUNITY ENGAGEMENT CONSULTATION

Nil

ATTACHMENTS:

[TW17030 - In-House Comparison.2a.pdf](#)

8.1.7 NORTH SOUTH SAFE ACTIVE CORRIDOR - FEASIBILITY STUDY AND CONCEPT DESIGN

Responsible Officer: John Walker
Chief Executive Officer

Author: James Alexander
Engineering Services Team Leader

Disclosure of Interest: Nil

VOTING REQUIREMENTS

Simple

OFFICER/COMMITTEE RECOMMENDATION

MOVED BY: CR LAURIE AYERS
SECONDED BY: CR NATALIE COXON

That Council

1. Endorse the proposed North South Safe Active Corridor as detailed in the Feasibility Study and Concept Design.
2. Approve the Department of Transport fully funding and project managing, the public consultation and Detailed Design for Stage 1 of the project with the understanding that support of the public consultation process does not commit Council to any future concept designs or projects and that future actions will be determined by Council at a later date.

CARRIED
(10/0)

EXECUTIVE SUMMARY

The purpose of this report is for Council to endorse the Feasibility Study and Concept design completed for the proposed North South Safe Active Corridor and to support the community consultation process that is fully funded and project managed by the Department of Transport. The community consultation process will focus on the Detailed Design for Stage 1.

COMMUNITY STRATEGIC PLAN LINKS

This report links to the Strategic Community Plan through the Community's Guiding Principles to deliver a safe and integrated transport network.

BUDGET IMPLICATIONS

There are no budget implications from the recommendations of this report. The community consultation and Detailed Design will be fully funded by the Department of Transport on the condition that Council supports the proposed North South Safe Active Corridor in principle.

REPORT

The purpose of this report is for Council to consider the Feasibility Study and Concept Design completed for the proposed North South Safe Active Corridor. Council's support in principle for the project and its approval to allow the Department of Transport (DoT) to project manage and fully fund the undertaking of the public consultation and Detailed Design for Stage 1 is also required. The Feasibility Study and Concept Design are attached for Council's information.

The City commissioned the consultants, Cardno, in February 2015, to undertake a review of its existing bicycle network and public consultation to create a new Bicycle Network Plan (the Bike Plan) for the City. The Bike Plan recommended projects and initiatives to further develop the City's bicycle network and to encourage an increase in cycling across the City.

The Bike Plan along with a forward plan were considered and adopted by Council at its Ordinary Council Meeting held on 12 October 2015. One of the main projects recommended by the Bike Plan and included in the adopted forward plan was the North South Safe Active Corridor which consists of Safe Active Streets.

Safe Active Streets strategies are new to Western Australia however they are used around the world in cities such as Portland, Seattle and Amsterdam and are a new concept being strongly supported by the DoT. Safe Active Streets are currently being proposed and built in the Cities of Bayswater, Belmont and Vincent. If the project proceeds, the City of Kalgoorlie-Boulder would be one of the first regional Cities to initiate and activate a Safe Active Street.

The aim of Safe Active Streets is to provide a safe and comfortable low speed road environment, mostly on local streets, that enables vehicular traffic and cyclists to share the street safely.

The greatest benefit of Safe Active Streets is that cyclists of all abilities, including school children, commuters and recreational riders, can use Safe Active Streets to travel to strategic destinations such as schools, sporting facilities and CBDs in a safe environment and with minimal stopping. Ultimately, Safe Active Streets encourages the increase in numbers of cyclists, physical exercise and the capacity to enjoy our City in a relaxed and leisurely manner.

To support Safe Active Streets' low speed environment, various road treatments are installed including:-

- Pavement markings including bicycle symbols
- Reduced lane widths
- Traffic calming devices, such as slow points
- Road closures to reduce vehicle traffic volumes
- Reversal of priorities at minor intersections to give the Safe Active Street priority, thus reducing bike riders' stopping frequency.
- Improvement of crossings at major road intersections to allow bike riders to cross easily and safely.

The design of Safe Active Streets varies from location to location, but the aim remains the same.

The Bike Plan consultants recommended a Feasibility Study be completed for the proposed North South Safe Active Corridor to ensure the proposed project and route are viable before the City committed to the project and commenced the Detailed Design.

In response to this, the City commissioned consultants in 2016/17 to undertake a Feasibility Study and Concept Design for the project which was 50% funded by the DoT and 50% by the City to a total of \$55,760. The project was guided by a Steering Committee consisting of representatives from:

- Internal City departments such as Planning, Community and Engineering Services.
- External agencies, such as Main Roads Western Australia and the Department of Transport.
- The community.

The Feasibility Study reviewed the proposed and alternative routes for the project as well as the financial benefits. The financial benefits were compared to the estimated cost of the project to determine a Benefit Cost Ratio (BCR) to determine if the project was economically viable. The benefits that were considered included:

- Health benefits from walking and bike riding.
- Reduced injury costs.
- Traffic decongestion.
- Decreased vehicle operation costs.
- Reduced impact on the environment.

Overall, it was found that a conservative total estimated value of the benefits for the proposed project over a 20 year period was \$22M. The total estimated cost of the project is \$9M providing a BCR of 2.1. The BCR calculations also include the estimated maintenance costs over a 20 year period. Therefore, as the BCR is over 1, the project is deemed economically viable. More detail on how the benefits were determined, preferred route and road treatments are in the attached Feasibility Study.

The review of the proposed and alternative routes for the project found the following route to be the most viable based on its close proximity to strategic destinations and utilising roads mostly with low traffic volumes.

- Keenan Street (Eureka Street to Piccadilly Street)
- Piccadilly Street (Keenan Street to Maritana Street)
- Maritana Street (Piccadilly Street to Forrest Street)
- Forrest Street (Maritana Street to Wilson Street)
- Wilson Street (Forrest Street to Cheetham Street)
- Cheetham Street (Wilson Street to Lane Street)
- Lane Street (Cheetham Street to Oswald Street)

- Oswald Street (Lane Street to Ward Street)
- Ward Street (Oswald Street to Hopetoun Street)
- Hopetoun Street (Ward Street to Tupper Street)
- Tupper Street (Hopetoun Street to Brookman Street)
- Brookman Street (Tupper Street to Piesse Street)

The above preferred route will travel centrally through the City from Hannans to Boulder connecting users to various strategic destinations including:

- Schools
- Sporting Ovals
- The Hospital
- Kalgoorlie and Boulder CBDs
- Curtin University / WA School of Mines

A Concept Design has been completed for the above preferred route as part of the Feasibility Study. The Concept Design proposed various road treatments to support a safe and comfortable low speed road environment for cyclists including:

- Slow points
- Road closures
- Reversal of priorities at minor intersections
- Improvement of crossings at major road intersections
- Shared Use Paths

It is proposed to deliver the project in stages due to size, estimated cost and community impact with Stage 1 being:

- Keenan Street (Eureka Street to Piccadilly Street)
- Piccadilly Street (Keenan Street to Maritana Street)
- Maritana Street (Piccadilly Street to Forrest Street)
- Forrest Street (Maritana Street to Wilson Street)

The proposed Stage 1 route will link the City's northern suburbs to the Kalgoorlie CBD and has an estimated cost of \$2.7M. In summary the road treatments on Stage 1 include:

- Keenan Street - Safe Active Street environment between Eureka Street and Piccadilly Street using speed cushions as slow points, installing raised intersections and reserving priority at most intersections to give Keenan Street priority. Cul-de-sacs are proposed at Addis Street and Hare Street to reduce traffic volumes with a separate bicycle path between the cul-de-sacs near the North Kalgoorlie Primary School.
- Piccadilly Street – It is proposed to install median islands and nibs to improve crossing facilities for bike riders where the route crosses Piccadilly Street. It is then proposed to install a Shared Use Path along Piccadilly Street adjacent to the Sir Richard Moore Oval.

- Maritana Street – The existing Shared Use Path on Maritana Street is proposed to be retained and used as part of the project's route.
- Forrest Street – It is proposed to install a Shared Use Path on the north side of Forrest Street across from the Kalgoorlie Primary School and end at the Kalgoorlie Railway Station at Wilson Street linking into the Kalgoorlie CBD.

As a Safe Active Street is a new concept to Western Australia, even more so, to a regional City, extensive public and stakeholder consultation will be required on the proposed Concept Design for Stage 1 before the project proceeds to Detailed Design.

As part of the development of the design, a peer review will be undertaken to ensure the proposed design is vetted by industry experts. This is standard practice on all Safe Active Streets projects managed by DoT.

Feedback received during the consultation phase and the peer review would be taken into account while undertaking the Detailed Design. The proposed Detailed Design will then be presented to Council for its consideration.

The DoT has been significantly involved with the development of Safe Active Streets in the Metro area through its Western Australian Bicycle Network Plan including public consultation and design. The DoT has also provided funding towards the projects through its Western Australian Bicycle Network Grants Program and provided expertise and guidance on the proposed North South Safe Active Corridor through its representative on the project's Steering Committee and is passionate about the development of a Safe Active Street in a regional City.

To support the project, DoT have offered to project manage and fully fund the undertaking of the public consultation and Detailed Design for Stage 1 of the proposed North South Safe Active Corridor on the condition that the Council supports the project in principle. If Council support Stage 1 of the project, DoT aim to have the Detailed Design completed by June 2018.

The City would remain a partner in the project and work closely with DoT in the undertaking of the public and stakeholder consultation and the completion of the Detailed Design. It is also proposed to continue to utilise the Steering Committee to guide DoT and its consultants on the project.

While Council's support is sought for the entire project, Stage 1 alone will provide a valuable link for bike riders from the City's northern suburbs to the Kalgoorlie CBD as well as other strategic destinations along the proposed route.

Therefore, it is recommended that Council support the proposed North South Safe Active Corridor in principle as detailed in the Feasibility Study and Concept Design and accept DoT's recommendation to project manage the project.

With regards to the construction cost of Stage 1 of the project, DoT has only committed to funding the Detailed Design of the project which includes public and stakeholder consultation and will not guarantee funding beyond that.

It is proposed to complete the Detailed Design for Stage 1, clarify the cost estimate, funding and resourcing plan for the project's construction. As the project would be "shovel ready" it will increase the possibility of receiving funding through Grant Programs such as the DoT's Western Australian Bicycle Network Grants or Safe Active Streets Programs.

STATUTORY IMPLICATIONS

There are no statutory implications resulting from the recommendations of this report.

POLICY IMPLICATIONS

There are no policy implications resulting from the recommendations of this report.

COMMUNITY ENGAGEMENT CONSULTATION

Consultation with key stakeholders for the North South Safe Active Corridor was completed as part of the Feasibility Study and Concept Design through the Steering Committee in 2016/2017.

Extensive public and stakeholder consultation is proposed to be completed for Stage 1 of the project before commencing the Detailed Design.

ATTACHMENTS:

[Feasibility Study](#)

[Concept Design](#)

9 CONFIDENTIAL ITEMS

Nil

10 DATE OF NEXT MEETING

The next All Purpose Committee Meeting will be on Monday 19 March 2018.

11 CLOSURE

There being no further business, the Chairman, , thanked those present for their attendance and declared the meeting closed at 8:35pm.