



City of Nedlands

## **Technical Services Reports**

**Committee Consideration – 8 May 2018**  
**Council Resolution – 22 May 2018**

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<b>TS08.18</b>	<b>Boundary Roads Agreement – Town of Cottesloe</b>
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<b>Committee</b>	8 May 2018
<b>Council</b>	22 May 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Maria Hulls - Manager Engineering Services
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	1. Draft Boundary Roads Agreement – City of Nedlands and Town of Cottesloe 2. Draft Memorandum of Understanding

## **Executive Summary**

In August 2017, the City conducted several meetings with the Town of Cottesloe staff to work through an agreed arrangement for the way works are conducted and financed on roads that are shared by both Local Governments.

In October 2017 a final draft document was sent to the Town of Cottesloe for comment and following a period of six weeks a final draft was approved by both the City of Nedlands and the Town of Cottesloe.

This document was approved by the Town of Cottesloe at the Ordinary Meeting of Tuesday 27<sup>th</sup> March 2018 with only minor amendments.

## **Recommendation to Committee**

**That Council authorise the Mayor and Chief Executive Officer to sign the Memorandum of Understanding between the City of Nedlands and the Town of Cottesloe as detailed in Attachment 1 of this report.**

## **Discussion/Overview**

### **Background**

Since late 2016, the City has been negotiating with neighbouring Local Governments to establish boundary road agreements which establish both service levels and funding arrangements for both capital and maintenance works on boundary roads.

Following a discussion at the WESTECH meeting in August 2017, the City of Nedlands presented the Town of Cottesloe with a draft “Boundary Roads Agreement” in the form of a Memorandum of understanding (MOU). The MOU details the roads shared with the Town of Cottesloe and the proposed understandings attributed to these roads.

There is only one road in the City of Nedlands included in this agreement which is North Street, Swanbourne.

North Street is a district distributor road connecting West Coast Highway to Marine Parade. This MOU presents an opportunity to not only provide consistency but to create an avenue which is welcoming to the suburb of Swanbourne highlighted by both Local Governments.

History shows that past works conducted on these boundary roads were sometimes done in isolation with each Council having their own set of service levels, forward works programming, style guides, tree selection, verge treatments etcetera, consequently there is a lack of consistency with the presentation of the street.

As North Street is a district distributor road leading from West Coast Highway to Marine Parade this MOU presents an opportunity to not only provide consistency but to create an avenue which is welcoming to the suburb of Swanbourne highlighted by both Cities.

The Town of Cottesloe considered the MOU at its Ordinary Meeting of Tuesday 27<sup>th</sup> March 2018. The MOU was approved with one minor amendment to the Principles, that both Local Governments cooperate on the choice of vegetation as well as built infrastructure and signage, to ensure consistency of design and complementary safety messages within the North Street road environment. The administration supports this amendment.

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

There are no previous key relevant decisions

### **Consultation**

Nil.

### **Budget/Financial Implications**

The Town of Cottesloe does not have any projects scheduled over the next five years that will affect this agreement.

The City of Nedlands has received questions on the flow of traffic at the intersection of North Street and West Coast Highway following the Allen Park Traffic Study. This is currently being investigated by Technical Services.

Any future changes to the intersection 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 sought to assist with costs.



# City of Nedlands

## BOUNDARY ROADS

### BETWEEN THE CITY OF NEDLANDS AND TOWN OF COTTESLOE

1. The City of Nedlands and the Town of Cottesloe 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

Mayor

Date

CEO

Date

Town of Cottesloe

Mayor

Date

CEO

Date

**BOUNDARY ROADS**  
**MEMORANDUM OF UNDERSTANDING**  
**BETWEEN CITY OF NEDLANDS AND TOWN OF COTTESLOE**

**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 MRWA, 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, media maintenance, are shared in an equal and practical manner.
- 3.3 That capital works are arranged in a cost effective manner taking into consideration lead time for application and approval of grant funding.
- 3.4 That the MRWA road inventory 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.
- 3.9 That both Local Governments will cooperate on the choice of vegetation as well as built infrastructure, and signage to ensure consistency of design and complementary safety messages within the road environment.

#### 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.
- 4.2 For capital works involving only one Local Government (eg 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.

APPENDIX 1 - SCHEDULE		DRAFT No 2		
BOUNDARY ROADS WORKS MEMORANDUM OF UNDERSTANDING				Updated: 23 April 2018
CITY OF NEDLANDS & TOWN OF COTTESLOE				
Item	ROAD	Section	Location	
1	Council Boundary	North Street	(Servetus-Marine)	Cottesloe-Swanbourne
Item No.	WORKS ITEM	ROAD	AGREED WORKS RESPONSABILITES	
			CITY OF NEDLANDS	TOWN OF COTTESLOE
1	Road and Drainage Maintenance	1	Initiate works on all roads sections as listed in Councils MRWA inventory contribute 50% of own resources to maintenance works.	
2	Road and Drainage associated works (Capital)	1	Initiate works on all roads sections as listed in Councils MRWA inventory, Contribute 50% of own resources costs into all resurfacing works.	
3	Verge maintenance and regulation	1	All verge maintenance and regulatory functions 100% responsibility as delineated by boundary.	
4	Path Construction and maintenance	1	All footpath maintenance and capital 100% cost associated with any works as delineated by boundary.	
5	Traffic studies, Road, Design, Safety audits	1	Initiate works on all roads sections as listed in Councils MRWA inventory, Contribute 50% of own resources costs. refer to item 4.3 of the explanatory notes for notification requirements. Upcoming scheduled works for 2019 - 2020 - Upgrade to intersection North Street & West Coast Highway	
6	Roundabouts, Entry Statements, Median and Island maintenance	1	Where boundary intersects centre of road 50% contribution to all maintenance and capital works excluding street trees or as specified below: - Roundabout intersection of Marmion 100% Town of Cottesloe - Blister Island North Street 100% City of Nedlands - Roundabout North Street & Marine Parade 100% City of Nedlands	
7	Street Trees	1	Where there is clear delineation of boundary 100% of own resources and costs.	
8	Irrigation Infrastructure	1	Where the water source and control of the infrastructure is located 100%	
9	Side st intersection upgrades	1	Side road intersection upgrade will be funded 100% by each council up to match line or an agreed distance, as delineated by boundary	
10	Parking control signs	1	100% contribution as delineated by boundary	
11	Street signs	1	Street blade showing North Street via West Coast Highway 100% Town of Cottesloe Street blade showing North Street via Marine Parade 100% City of Nedlands	
12	Direction signs	1	100% contribution as delineated by boundary	
13	Street lighting operations	1	100% contribution as delineated by boundary	
14	Emergency Works	1	Where emergency works are carried out by either party the cost associated with those works are to be 100% as delineated by boundary	



<b>TS09.18</b>	<b>Melvista Parking Precinct Monitoring Results</b>
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<b>Committee</b>	8 May 2018
<b>Council</b>	22 May 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Edward Lai – Engineering Technical Officer
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	1. Recommended Parking Melvista Parking Precinct 2. Site Photograph

## **Executive Summary**

The purpose of this report is to advise Council on the results of parking occupancy monitoring carried out by Technical Services subsequent to amendments made to parking prohibitions implemented in October 2017.

The findings of the monitoring indicate that the impact on surrounding areas is insignificant and no further changes to the parking prohibitions are required. The City has responded to individual issues raised during the past three months, however none of these require a change to the adopted prohibitions.

## **Recommendation to Committee**

**That Council review the results of parking occupancy monitoring and make no further changes to the parking prohibitions.**

## **Discussion/Overview**

Parking prohibitions were amended for the Melvista Parking Precinct in October 2017 in response to resident complaints. The parking prohibition changes implemented are shown in Table 1 - July 2017 Melvista Precinct Parking Amendments below and Attachment 1 – Recommended Parking Melvista Parking Precinct.

Street	Section	Previous Restriction	Approved and Installed Restriction
Archdeacon Street	Edward St - Elizabeth St	3P	2P
	Princess St - Melvista Ave	Unrestricted	3P
Bessell Avenue	The Avenue - Esplanade	No-Parking 5:30-11:30pm (Wed-Sun)	2P
Bruce Street	Princess St - Melvista Ave	3P	2P
	Melvista Ave - Gallop Rd (Verge)	Unrestricted	3P
	Melvista Ave - Gallop Rd (On-street)	Unrestricted	No-Parking
Charles Court Reserve	Off-street Carpark	3P	2P
Edward Street	Bruce St - Tyrell St	3P	2P
Elizabeth Street	Tyrell St - Archdeacon St	3P	2P
Hillway	Broadway - Bruce St	No-Parking 5:30-11:30pm (Wed-Sun)	2P
	Bruce St - Melvista Ave	Unrestricted	2P
Princess Road	Viewway - Bruce St	Unrestricted	3P
The Avenue	Steves Hotel	Unauthorised 15min	2P
	Broadway - Melvista Ave	Unrestricted	2P
	Broadway - Bruce St	No-Parking (Road or Verge)	No-Parking (Road Only)
Tyrell Street	Edward St - Elizabeth St	3P	2P
Viewway	Elizabeth St - Princess Rd	Unrestricted	2P
Webster Street	Edward St - Princess Rd	Unrestricted	3P

Table 1 – July 2017 Melvista Precinct Parking Amendments

It is noted that 3P signs planned to be installed on Melvista Avenue between Thomas Street and Bruce Street, were not installed in October 2017. This was an oversight by Technical Services. A number of enquiries were received from residents regarding increased parking on the Melvista Park verge between Thomas Street and Bruce Street. These vehicles are expected to have previously been parking on the Bruce Street verge of Melvista Park. The signs have subsequently been installed and the issue has been resolved.

Monitoring of the Melvista Parking Precinct surrounding streets was undertaken between 13 and 15 March 2018. The monitoring clearly identified that increased parking occupancy due to the parking prohibition changes was limited to Stanley Street and Florence Road.

A parking survey to determine the level of occupancy was undertaken specifically for Stanley Street and Florence Road between 13 March and 15 April 2018. The results of the parking survey are shown in Table 2 – March / April 2018 Melvista Precinct Parking Survey Results. Table 2 shows that parking occupancy is significantly below 80% at any of the locations surveyed. Local governments generally consider 80% to be the maximum occupancy before parking prohibitions are considered.

Stanley Road	Restriction	Number of Bays	Maximum Occupancy	Average Occupancy	Maximum Occupancy (%)	Maximum Average Occupancy (%)
Edward St to Elizabeth St	Unrestricted	32	16	12	50%	38%
Elizabeth St to Princess St	Unrestricted	22	5	3	23%	14%
Princess St to Melvista Ave	Unrestricted	26	8	5	31%	19%
Florence Road	Restriction	Number of Bays	Max Occupancy	Average Occupancy	Max Occupancy (%)	Max Average Occupancy (%)
Edward St to Elizabeth St	Unrestricted	26	5	4	19%	15%
Elizabeth St to Princess St	Unrestricted	26	4	2	15%	8%
Princess St to Melvista Ave	Unrestricted	25	7	4	28%	16%

Table 2 – March / April 2018 Melvista Precinct Parking Survey Results

One Stanley Street resident has complained about a perceived increase in parking on Stanley Street since the amendments were implemented in October 2017. Five of the cars on Stanley Street were observed to belong to residents in the street. The additional parked cars observed on different days and at different times of the day did not push the occupancy levels over 80% at any time.

Technical Services advises that the existing parking prohibitions are appropriate, and no further changes are recommended.

**Key Relevant Previous Council Decisions:**

Council approved the parking prohibitions shown on Table 1 at the 25 July 2017 Council meeting.

## **Consultation**

Technical Services has continued to monitor feedback on Your Voice for a 3-month period following implementation of the parking amendments.

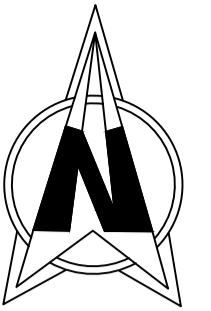
Feedback during this period included the following:

- UWA student parking has moved to the Melvista Avenue verge of Melvista Park to the Bruce Street verge of Melvista Park. This issue was a result of the 3P signs not being installed on Melvista Avenue as described in the discussion section above. The issue has now been rectified.
- A parking sign was incorrectly installed outside 52 Viewway instead of 50 Viewway, causing some confusion on where parking is permitted. This will be rectified by shifting the existing parking sign pole.

## **Budget/Financial Implications**

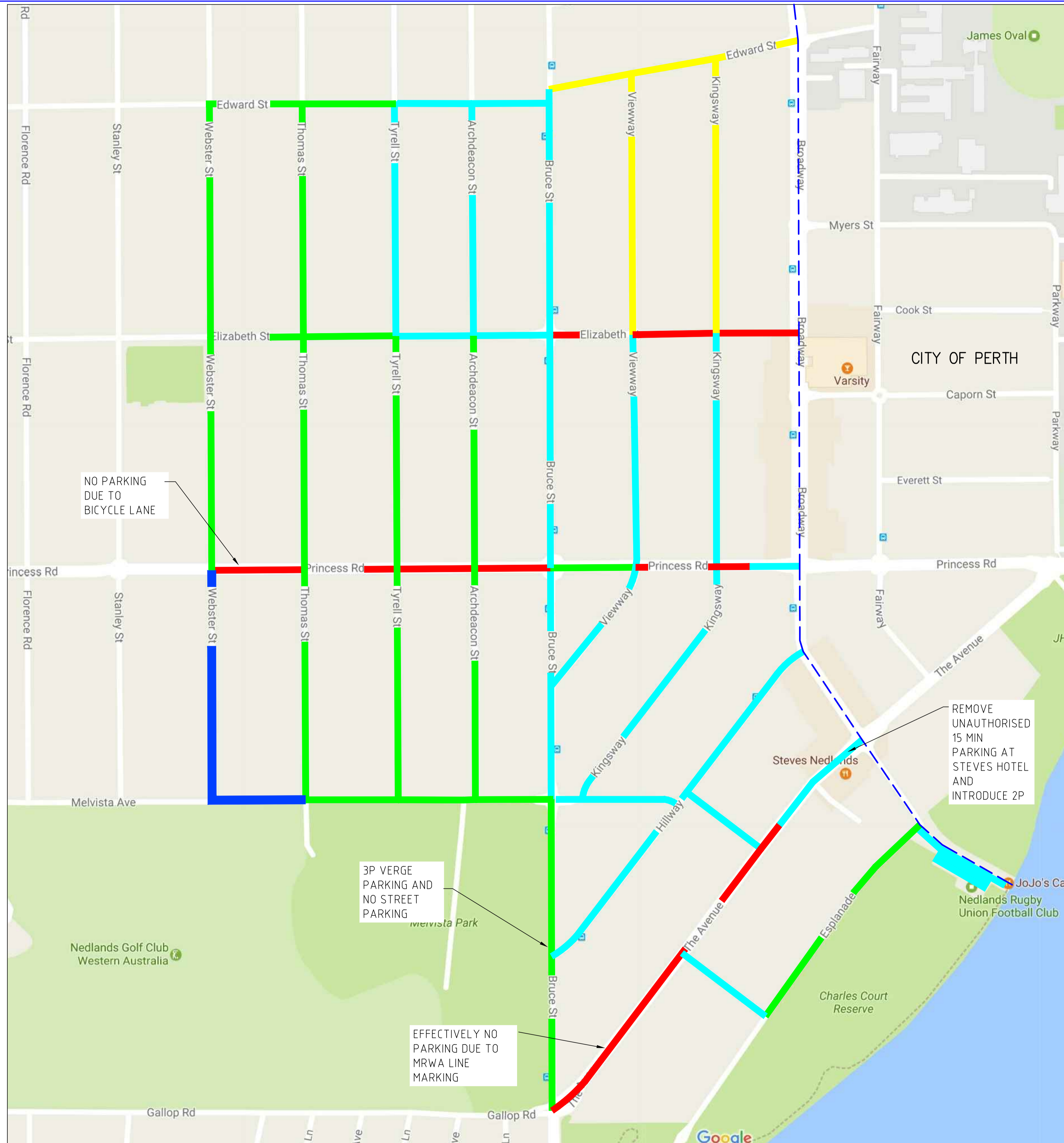
There is no cost as no changes are proposed.

RECOMMENDED PARKING OVERVIEW



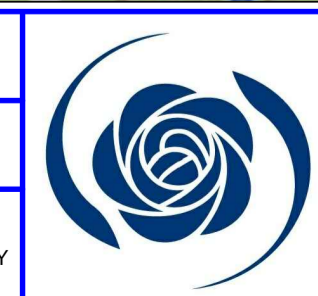
**LEGEND**

- NO PARKING ROAD ONLY
- 1 HOUR PARKING
- 2 HOUR PARKING
- 3 HOUR PARKING
- NO RESTRICTION
- CITY OF NEDLANDS BOUNDARY



REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0				

SCALE: N.T.S.	DESIGNED: D.DWYER	CHECKED / DATE: --
COUNCIL MINUTES: ---	DRAWN: D.DWYER	APPROVED / DATE: --
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TITLE: RECOMMENDED PARKING MELVISTA PARKING PRECINCT	DWG NO:	SHEET 1 OF 1
<b>A1</b>		



Stanley Street heading north from Elizabeth Street

<b>TS10.18</b>	<b>College Park Parking Precinct Monitoring Results</b>
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<b>Committee</b>	8 May 2018
<b>Council</b>	22 May 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Edward Lai – Engineering Technical Officer
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	1. Recommended Parking Restrictions 2. Site Photographs

## **Executive Summary**

The purpose of this report is to advise Council on the results of parking occupancy monitoring carried out by Technical Services subsequent to amendments made to parking prohibitions implemented in February 2018.

The findings of the monitoring indicate that the impact on surrounding areas is insignificant and no further changes to the parking prohibitions are required.

## **Recommendation to Committee**

**That Council review the results of parking occupancy monitoring and make no further changes to the parking prohibitions.**

## **Discussion/Overview**

Parking prohibitions were amended for the College Park Precinct in February 2018 in response to resident complaints. The parking prohibition changes implemented are shown on Table 1 Recommended Changes to College Park Precinct Parking Prohibition and Attachment 1 – Recommended Parking Restrictions.

<b>Street</b>	<b>Section</b>	<b>Previous Restriction</b>	<b>Approved and Installed Restriction</b>
Rockton Road	Jenkins Avenue to Barcoo Avenue	Unrestricted	3P
	Barcoo Avenue to Princess Road	Unrestricted	3P
Waroonga Road	Jenkins Avenue to Barcoo Avenue	Unrestricted	3P
	Barcoo Avenue to Princess Road	Unrestricted	3P
Bulimba Road	Jenkins Avenue to Barcoo Avenue	Unrestricted	3P
	Barcoo Avenue to Princess Road	Unrestricted	3P
Taylor Road	Jenkins Avenue to Barcoo Avenue	Unrestricted	3P
	Barcoo Avenue to Princess Road	Unrestricted	3P
Barcoo Avenue	Bay Road to Rockton Road	Unrestricted	3P
	Rockton Road to Waroonga Road	Unrestricted	3P
	Waroonga Road to Bulimba Road	Unrestricted	3P
	Bulimba Road to Taylor Road	Unrestricted	3P

Table 1 – Recommended Changes to College Park Precinct Parking Prohibition

Monitoring of the College Parking Precinct surrounding streets was undertaken between 19 March and 9 April 2018. The monitoring comprised the following streets which have unrestricted parking:

- Rockton Road between Barcoo Avenue and Princess Road
- Bulimba Road between Barcoo Avenue and Princess Road
- Taylor Road between Barcoo Avenue and Princess Road
- Leopold Street between Princess Road and Melvista Avenue
- Bostock Road between Princess Road and Melvista Avenue
- Melvista Avenue between Bay Road and Leopold Street

A parking survey was undertaken between 19 March and 9 April 2018 for Rockton Road, Bulimba Road, Taylor Road and Melvista Avenue. Initial observations identified that a parking survey was not justified for Leopold Street and Bostock Road. The results of the parking survey are shown on Table 2 – Parking Survey Results.



Road	Restriction	Number of Bays	Maximum Occupancy	Average Occupancy	Maximum Occupancy %	Maximum Average Occupancy %
Taylor Rd - Barcoo Ave to Princess Rd	Unrestricted	17	2	1.2	11.8	7.1
Bulimba Rd - Barcoo Ave to Princess Rd	Unrestricted	19	2	1.3	36.0	6.8
Rockton Rd - Barcoo Ave to Princess Rd	Unrestricted	19	2	1.1	30.5	5.8

Table 2 – Parking Survey Results

The parking survey showed that parking occupancy is significantly lower than 80% for any of the locations surveyed. Local governments generally consider 80% to be the maximum occupancy before parking prohibitions are considered.

Parking was observed on the verge of College Park along Melvista Avenue by what appeared to be UWA Claremont students. The survey showed that there was an average of 10 cars parked on the College Park verge at the Bay Road end of Melvista Avenue. The occupancy level was significantly lower than 80% for the verge and no parking was observed on the road.

Technical Services advises that the existing parking prohibitions are appropriate, and no further changes are recommended.

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

Council approved the parking prohibitions shown on Table 1 at the 28 November 2017 Council meeting.

### **Consultation**

Technical Services has continued to monitor feedback on Your Voice for a 3-month period following implementation of the parking amendments.

Feedback during this period included the following:

- Complaint from one person regarding UWA Claremont student parking on the College Park verge of Melvista Avenue.

Technical Services does not consider parking on the College Park verge of Melvista Avenue to be excessive and parking prohibitions are not necessary.

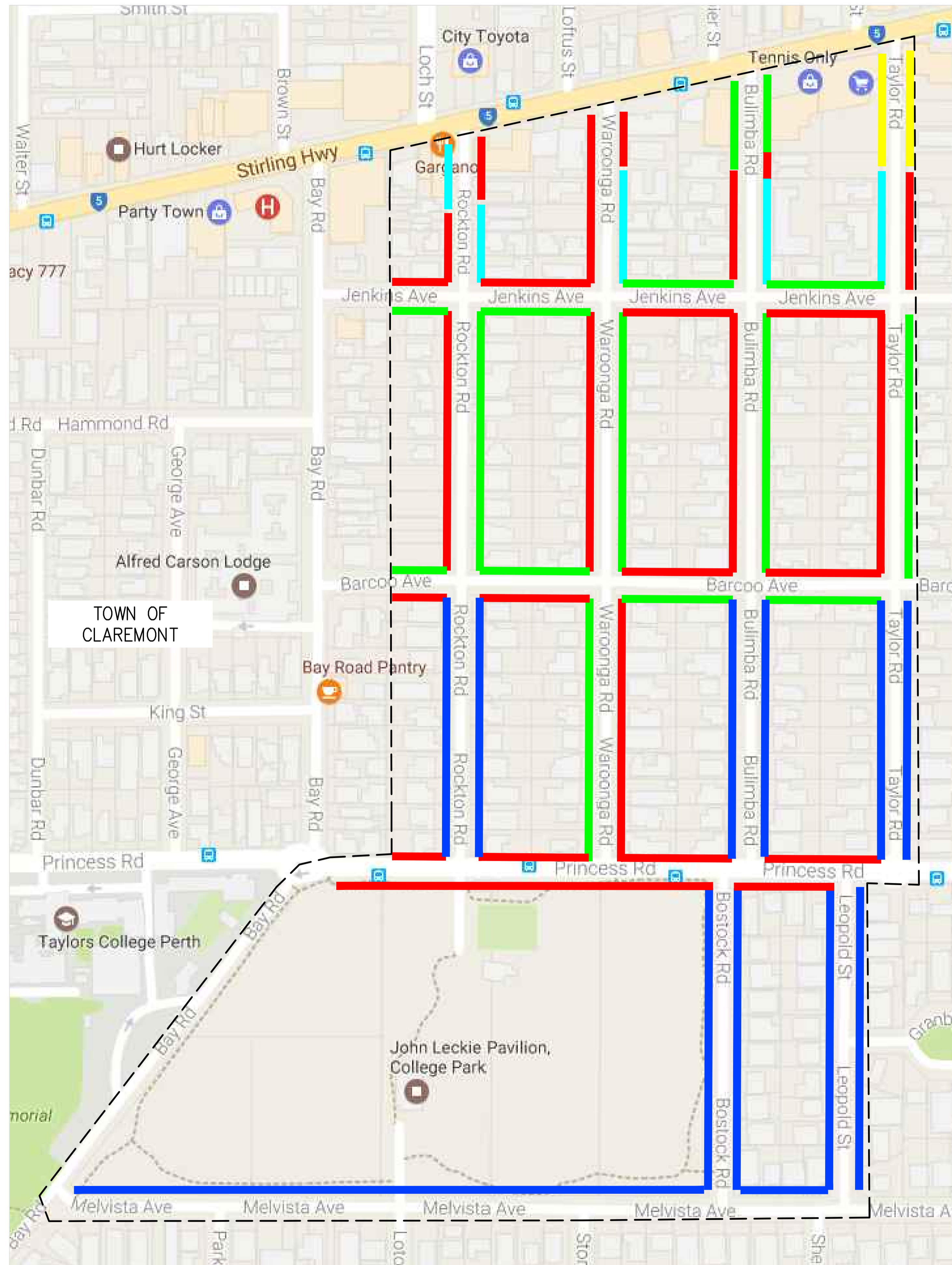
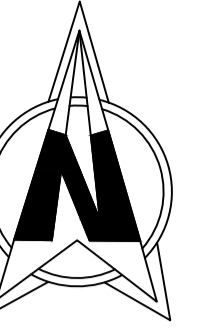
- A comment was made that Stirling Highway business owners and employees had commenced parking on the southern sections of Rockton Road, Bulimba Road and Taylor Road, due to the northern sections of the roads having prohibitions enforced.

Technical Services did not observe excessive parking in the surrounding areas of the introduced parking prohibitions.

### **Budget/Financial Implications**

There is no cost as no changes are proposed.

# RECOMMENDED PARKING RESTRICTIONS



**LEGEND**

- PROJECT AREA
- NO PARKING
- 1 HOUR PARKING
- 2 HOUR PARKING
- 3 HOUR PARKING
- NO RESTRICTION



Picture 1: College Park verge heading west on Melvista Avenue



Picture 2: College Park verge heading east on Melvista Avenue