

**AGENDA FOR AN ORDINARY MEETING OF THE MASSEY COMMUNITY BOARD
TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN,
WAITAKERE CITY, ON WEDNESDAY, 5 MAY 2004,
COMMENCING AT 7.30 PM.**

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1 APOLOGIES



2 CONFIRMATION OF MINUTES

Ordinary - Wednesday, 7 April 2004

RECOMMENDATION

That the minutes of the Ordinary Meeting of the Massey Community Board held on Wednesday, 7 April 2004, as circulated, be taken as read and now be confirmed.



3 PUBLIC FORUM

For guidance of Community Board Members, the Council's Standing Orders have the following provisions in regard to Public Forum.

- (i) Members of the public wishing to address the Board in Public Forum shall furnish their names to the Chairperson at the beginning of the meeting; and
- (ii) The Chairperson shall determine the order of speakers, and allow five minutes for speaking time.
- (iii) Questions by members are to be confined to obtaining information or clarification on matters raised by the speaker.

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 provides that no resolution, decision, or recommendation may be made in respect of any specific item of business not on the agenda except to refer the items to a subsequent meeting for further discussion. Therefore, no decision may be made on matters raised in Public Forum. However, written reports on matters raised may be requested from the Chief Executive.



4 URGENT BUSINESS

Section 46A(7) and (7A) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the item is a minor matter; and
- (ii) the Chairperson has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting; and
- (iii) the Board resolves to deal with the item.

No resolution, decision, or recommendation may be made in respect of the item except to refer the item to a subsequent meeting for further discussion.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



5 CHAIRPERSON'S REPORT

Driving home from the welcome at Honi Waititi Marae for the film crew of "The Lion, The Witch and The Wardrobe" I heard on the radio news that the members of the film production had that morning been officially welcomed to Auckland. On the 6.00 pm Television News the same group of people were welcomed to West Auckland. In the Western Leader they were welcomed to Glen Eden.

Just out of interest I looked in the AA New Zealand Car map and found Auckland is marked, Henderson is lost in a dark brown blob but they recognise "Waitakere" (train station). In the Wisers street guide they manage Auckland, North Shore, Manurewa but no Waitakere City.

What's up with people out there, don't they know there is a glorious City in New Zealand called Waitakere City. Or don't the media use the name because they don't know how to spell it ...

On to more important matters ...

I joined Council's Road Safety Co-ordinator, Kitch Cuthbert and Peter Chan at a meeting with a group of road safety experts from the Quangezhou Provincial Government Traffic Safety Delegation. Yes even in China they have traffic problems.

On Sunday, 26 April 2004 I joined a small group of people standing by with information about Council's Long Term Council Community Plan. I must have blown up a hundred balloons.

I had a phone call from a resident in Woodford Avenue in the vicinity of Woodford Reserve regarding speeding. Apparently Woodford Avenue is being used as a shortcut to Buscombe Avenue and Sel Peacock Drive, the resident was asking for some patrolling of the area.

I joined Cr Annette Fenton at a Waitakere City Council “Dog Control Laws” meeting, if we could only sew up as well, the problems that we have with graffiti and petty crime we would then really live in a safe city.

Our Community Board’s get together had the biggest turn out ever on Friday last. Obviously the later start time of 5.00 pm proved useful. Look forward to seeing you all there next time. Thanks to Darryl Griffin, Group Manager: Democracy and Support Services for organising the get together.





RECOMMENDATION



That the Chairperson’s Report be received.

Robert Jessopp
CHAIRPERSON




6 COMMITTEE SECRETARY’S REPORT

Issue	Comments	Reporting Council Officer
Footpath Outside Massey Primary School 3 September 2003 Resolution 1844/2003	A design concept has been agreed and Transport Assets are currently preparing the design for reporting back to the June meeting of the Board.	Adam Moller  836 8000 Ext 8750
Safety Crossing Outside St Paul’s Primary School, 498 Don Buck Road, Massey 7 May 2003 Resolution 877/2003	A pedestrian refuge island is proposed to provide for children crossing the road and to facilitate the proposed walking school bus from the Royal Road area. This work will be included in the minor safety programme.	Adam Moller  836 8000 Ext 8750
Community Garden, Ranui 7 May 2003 Resolution 876/2003	Council is awaiting final information including the results of soil testing for the proposed garden site. A report will be available for the June meeting of the Board.	Chris Ferkins  836 8000 Ext 8508
Westpark Marina - Various Issues 3 April 2002 Resolution 660/2002	Westpark Marina changed ownership in October 2003. The new owner is developing a concept plan detailing future marina development. Council is continuing discussions with Westpark Marina Limited to try and secure solutions to the various issues at the Marina, most pressing of which is parking.	Ross McLeod  836 8000 Ext 8675

Issue	Comments	Reporting Council Officer
Keep Waitakere Beautiful - Trees for Babies Resolution 631/2004 no.3	The confirmed site for the Massey Ward 2004 Trees for Babies is: Site: Royal Reserve Address: Beauchamp Drive Massey Day/Date: Saturday, 29 May 2004 Time: 11.00 am to 1.00 pm	Jackie Byrd  836 8000 Ext 8707
Boards Submission to the 2004/2005 Annual Plan	The Board is aware of the submission process and has either completed or made arrangements for a process to complete a submission to the 2004/2005 Annual Plan. The closing date for receiving submissions is 13 May 2004. The Board need to: <ul style="list-style-type: none"> • Resolve to make a submission to the 2004/2005 Annual Plan; and • Delegate authority to the Chairperson or other Board Member(s) to formally sign off the Board's submission and submit it by 13 May 2004. 	Dick Guy  836 8000 Ext 8416

REPORTS PENDING

Subject	Date Requested	Report Due	Reporting Officer
Hobsonville Primary School Footpath Resolution 631/2004 no.4	7 April 2004	2 June 2004	Adam Moller  836 8000 Ext 8750

RECOMMENDATIONS

1. That the Committee Secretary's Report be received.
2. That the Massey Community Board make a submission to the 2004/2005 Annual Plan.
3. That the Massey Community Board delegate authority to formally sign off the Board's submission to the Chairperson or other Board Member(s).

Report prepared by: Sharon Simiona, Committee Secretary.



7 STATE HIGHWAY 18 NAMING OPTIONS

PURPOSE OF THE REPORT

This report provides background to enable the Massey Community Board to make suggestions for the naming of the new State Highway 18 motorway, which will run from Westgate through Hobsonville and Greenhithe to join State Highway 1 (near Albany).

BACKGROUND

Work is underway on the State Highway 18 motorway. The motorway is being built in two stages; the eastern Greenhithe deviation first, and the western Hobsonville deviation second. The four-laned, 15km stretch of motorway is due for completion in 2008. The total cost is \$95 million.

Until now, Transit New Zealand has used "Upper Harbour Motorway" as something of a working title for the project.

Transit is now asking both the Waitakere and North Shore Councils to offer suggestions for an official name. Transit will make the final determination.

STRATEGIC CONTEXT

The new State Highway 18 motorway through Hobsonville and Greenhithe will provide a high speed, high capacity road link between North Shore and Waitakere cities.

As well as assisting to alleviate traffic congestion, it will provide time savings and associated economic benefits to business, particularly those in the Albany Basin area.

It is a key piece of roading infrastructure in the rapidly growing North-Western sector of the region. It will provide high-speed access to the proposed developments at Hobsonville (marine cluster), the Whenuapai Airport, and Westgate Town Centre.

Completion in 2008 will herald the possibility of Waitakere gaining significant competitive advantages for high quality businesses that prefer to locate with good access to motorways.

ISSUES

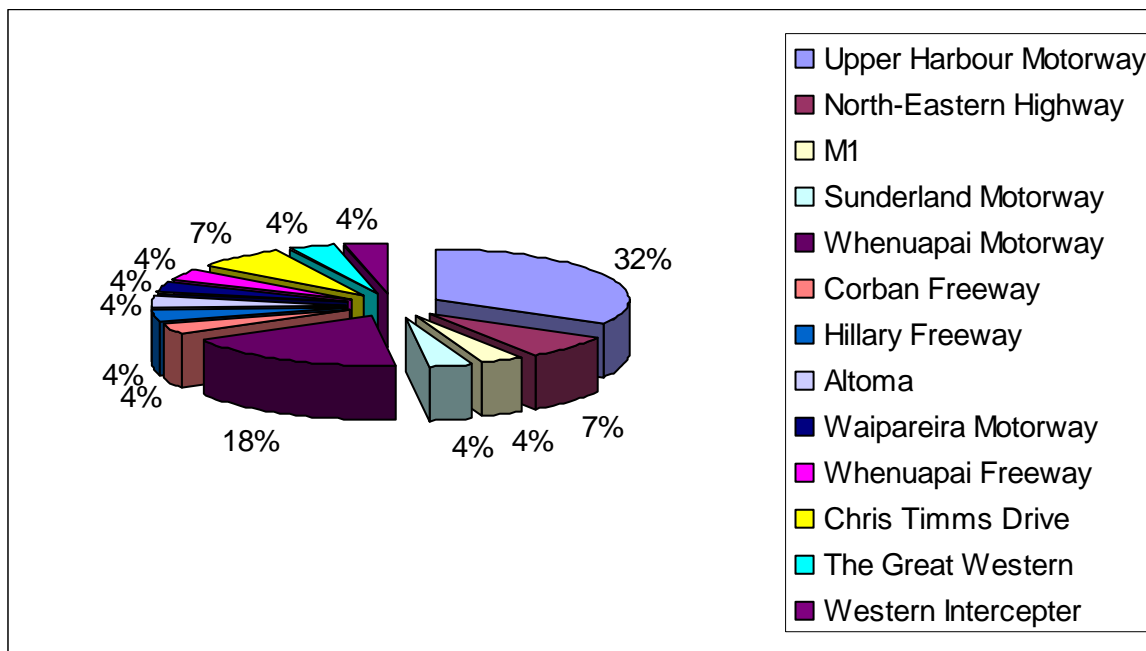
Transit is keen to have local input into the official name of the motorway. Its own project team has ventured the following for consideration:

- North-Eastern Motorway (note, this may create confusion with the recently announced Eastern Highway project through Manukau/Auckland cities and the existing North-Western Motorway).
- Altoma (Albany to Massey).
- Sunderland Motorway (reference to a local bay and the old flying boats used by the RNZAF).
- Upper Harbour Motorway.
- Whenuapai Motorway.
- Waipareira Motorway.

The Community Board can express a preference for any of the above, or offer alternatives of its own.

As part of this exercise, two news items in the Western Leader directed people to make suggestions on a name through the Council's website. There were around 30 responses, with the most preferring "Upper Harbour Motorway" (32%).

Following in the order of preference were Whenuapai Motorway (18%) and North-Eastern Highway (7%).



At its meeting on 31 March 2004, the Waitakere City Council passed the following resolutions:

“That the Council submits the suggestion ‘Chris Timms Memorial Drive’ for the name of the new State Highway 18 motorway project to Transit NZ for its consideration.”

and

“That this suggestion also be forwarded to the Massey Community Board’s May 2004 meeting for inclusion in their deliberations.”

484/2004

Note: If this idea is to be progressed it will be suggested to Transit that they liaise closely with Mr Timms’ family.

Local iwi Te Kawerau A Maki have not specifically been consulted by Transit NZ on this matter, however Transit has indicated that a Maori name of local significance is Aiorohia O Ngariki- translated as the panoramic waters of Ngariki, a tidal inlet near Pine Island.

North Shore City Council has also been asked to forward suggestions to Transit and is expected to do so in the next few weeks.

In drawing up a short-list for Transit, consideration needs to be given to simplicity and brevity; for example it may be difficult to fit an overly long or complicated name onto directional signage.

RESOURCES

There are no resources, apart from limited staff and Community Board time, required for this aspect of the Motorway project.

CONCLUSION

Work is well underway on the \$95 million State Highway 18 motorway. As part of the project, Transit New Zealand is seeking local input into an official name for the highway.

A number of suggestions have been forwarded by Transit's own project team and local residents. The Council has indicated a preference for the name "Chris Timms Memorial Highway."

In any recommendation to Transit, the community board needs to be mindful of issues such as brevity, clarity and directional explanation.

The Community Board is asked to forward two names for consideration to Transit, which will make the final determination on an official name.

RECOMMENDATIONS

1. That the State Highway 18 Naming Options report be received.
2. That the Massey Community Board forwards two suggestions, in order of preference, to Transit New Zealand so that it can make a final determination on the name of the new State Highway 18 motorway.

Report prepared by: Wally Thomas, Director: Public Affairs.



8 SWANSON ROAD FLUSH MEDIAN AND RELATED PARKING RESTRICTIONS

PURPOSE OF THE REPORT

The purpose of this report is to update the Massey Community Board on the programmed implementation of the Swanson Road Flush Median (between Luanda Drive and North Candia Road) that is scheduled for construction during the last quarter of year 2004. The report also seeks the Board's endorsement of associated changes of parking and traffic restrictions on Swanson Road.

BACKGROUND

A flush median is a painted central traffic line with painted diagonal stripes. A flush median is intended as a refuge, clear of through traffic, for vehicles turning right to or from properties. Flush medians include occasional physical (raised) traffic islands, to discourage misuse of the median and assist pedestrians to cross the roadway.

There are a total of 20 reported accidents on Swanson Road between Luanda Drive and North Candia Road from year 1999 to 2003. From the 20 accidents, there were 5 minor injuries, these mostly involved vehicles turning right to or from properties. The project is predicted to have benefits to the community through a reduction in the number and severity of crashes on the route.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

A high proportion of urban traffic crashes occur when vehicles are turning right to or from side streets/properties, and a flush median is an effective way of reducing these crashes, also head-on crashes, and generally calming the traffic flow. "No stopping at all times" controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

The project comprises of the removal of the existing road centre line and replaces with approximately 970 metres of new median markings between the existing median at Luanda Drive and North Candia Road. Also included is a raised island located within the median to discourage overtaking on the median.

The median will also provide improved safety for vehicles to turn right from the centre of the road into roadside properties and side streets, and also reduces head-on collisions.

A1-A2

No stopping restrictions are recommended at the location of the raised island and around the intersections to maintain clear visibility for turning traffic and also to ensure adequate lateral clearance for through traffic. Under the Traffic Regulations 1976, the Massey Community Board must approve associated no stopping controls. The Regulations state that "no person, being the driver or in charge of any vehicle, shall stop, stand or park that vehicle on the road, whether attended or unattended in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection as to obstruct or be likely to obstruct other traffic or any view of the roadway to the driver of a vehicle proceeding towards that corner, bend, rise, dip, traffic island, or intersection, or within 6m of an intersection, or any part of a roadway where the controlling authority has marked a broken yellow line parallel to and at a distance of not more than 1m from the edge of the roadway". A plan showing the extent of the proposed new restrictions is shown as attached at pages A1 to A2.

RESOURCES

The Swanson Road Flush Median project has been provided for in the 2003/2004 Annual Plan and will be funded from the subsidised Minor Safety Projects budget. The flush median will be installed under the existing road marking maintenance contract and the raised island will be constructed under a minor safety improvement contract at a later date.

CONCLUSION

The Swanson Road Flush Median has been recommended for construction based on high public benefit from crash reductions. Funding is allocated for this project in the 2003/2004 Annual Plan. Associated 'No Stopping' restrictions are recommended to further facilitate efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

RECOMMENDATIONS

1. That the Swanson Road Flush Median and Related Parking Restrictions report be received.
2. That in relation to **SWANSON ROAD, RANUI**:
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Swanson Road, Ranui imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the north kerb line of Swanson Road from a start point of 41 metres west of the vehicle crossing at 619 Swanson Road to an end point 34 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Swanson Road from a start point at the west kerb line of Birdwood Road to an end point 12 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Swanson Road from a start point at the east kerb line of Birdwood Road to an end point 12 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Swanson Road from a start point at the western edge of the vehicle crossing at 561 Swanson Road to an end point 56 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Swanson Road from a start point at the west kerb line of Luanda Drive to an end point 12 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the north kerb line of Swanson Road from a start point at the east kerb line of Luanda Drive to an end point 12 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Swanson Road from a start point of 41 metres west of the vehicle crossing at 619 Swanson Road to an end point 34 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Swanson Road from a start point of 30 metres west of the vehicle crossing at 582 Swanson Road to an end point 51 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Swanson Road from a start point at the west kerb line of Airdrie Road to an end point 12 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.

- On the south kerb line of Swanson Road from a start point at the east kerb line of Airdrie Road to an end point 12 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Swanson Road from a start point at the eastern edge of the vehicle crossing at 510 Swanson Road to an end point 58 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the centre of the carriageway on Swanson Road, from a start point of the west kerb line of Luanda Drive to an end point 970 metres further west, the road **CENTRE LINE** be removed.
3. That in relation to **BIRDWOOD ROAD, RANUI**:
- (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Birdwood Road, Ranui imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 - Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the west kerb line of Birdwood Road from a start point at the north kerblines of Swanson Road to an end point 20 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Birdwood Road from a start point at the north kerblines of Swanson Road to an end point 15 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
4. That in relation to **AIRDRIE ROAD, RANUI**:
- (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Airdrie Road, Ranui imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
 - On the west kerb line of Airdrie Road from a start point at the south kerblines of Swanson Road to an end point 15 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Airdrie Road from a start point at the south kerblines of Swanson Road to an end point 20 metres further south, a **NO STOPPING AT ALL TIMES** parking control be put in place.

5. That in relation to **LUANDA DRIVE, RANUI**:
- (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Luanda Drive, Ranui imposed by any prior resolution (including resolution of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorised to be concluded in the normal manner.
- (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962 and the Waitakere City Council Bylaw No 7, 1991 – Traffic, the following parking limitations and restrictions be now resolved to be specified and imposed namely:
- On the west kerb line of Luanda Drive from a start point at the north kerbline of Swanson Road to an end point 15 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the east kerb line of Luanda Drive from a start point at the north kerbline of Swanson Road to an end point 15 metres further north, a **NO STOPPING AT ALL TIMES** parking control be put in place.
6. That the appropriate signage and/or marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said parking limitations and restrictions.

Report prepared by: Vinh Bui, Transport Engineer, Transport Assets.



9 NEW “NO STOPPING AT ALL TIMES” AND “CLEARWAY” CONTROLS - CENTRAL PARK DRIVE

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board’s approval for extending a “No Stopping At All Times” line control and a new “Clearway” control in Central Park Drive.

BACKGROUND

The Manager of a business in a nearby street has raised the issue of congestion problems experienced by vehicles on Central Park Drive as they approach the intersection with Lincoln Road.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

"No Stopping At All Times" and "Clearway" controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

Central Park Drive is currently marked as a one lane each way road for the majority of its length. However, close to the intersection with Lincoln Road the roadway is wide enough for two effective lanes of traffic and there are two lanes marked at the traffic signals. There is currently a significant amount of traffic congestion at the intersection, and vehicles often queue back from Lincoln Road a considerable distance especially during peak traffic flow times in the morning and evening. Currently vehicles are permitted to park on the south edge of Central Park Road up to as close as 71 metres from the intersection. However when vehicles park this close to the intersection one of the effective lanes of traffic is blocked preventing orderly queuing and worsening congestion at the intersection.

To alleviate this problem it is proposed that the Community Board resolve to extend the existing 71 metre long "No Stopping At All Times" control along the southern side of Central Park Drive starting at the intersection with Lincoln Road out to 97 metres. It is further proposed that the Community Board resolve to install a new "Clearway" parking restriction a further 214 metres along the kerb from the end of the "No Stopping" control. The hours that the clearway would be in effect are 7.00 to 9.00am and 4.00 to 6.00pm from Monday to Friday only.

The businesses whose premises are adjacent to the proposed new controls were sent a consultation letter regarding the proposed changes. One favourable reply to the proposal was received. The motor vehicle dealer whose premises are located at 166a Central Park Lane also replied to the proposal favourably but requested that the point at which the clearway ends and the no stopping line begins be moved westward to allow some customer parking close to his business. The proposal presented to the Massey Community Board differs from the one distributed during the consultation in that the boundary between the clearway and the no stopping line has been moved slightly west to incorporate his request.

A3 The location and extent of the proposed new controls is indicated is attached at page A3.

RESOURCES

The proposed new parking control markings and signage can be implemented under the 2003/2004 maintenance budgets.

CONCLUSION

The proposal to install a new "No Stopping At All Times" and "Clearway" controls in Central Park Drive is desirable to mitigate congestion problems currently experienced by vehicles on Central Park Drive as they approach the intersection with Lincoln Road.

RECOMMENDATIONS

1. That the New “No Stopping At All Times” and “Clearway” Controls - Central Park Drive report be received.
2. That in relation to **CENTRAL PARK DRIVE, LINCOLN NORTH:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Central Park Drive, Lincoln North imposed by any prior resolution (including resolutions of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) On the south kerb line of Central Park Drive starting from the point where Central Park Drive intersects with Lincoln Road and ending at a point 97 metres further east, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) On the south kerb line of Central Park Drive starting from the point 97 metres east where Central Park Drive intersects with Lincoln Road and ending at a point 214 metres further east, a new '**CLEARWAY 7.00am to 9.00am and 4.00pm to 6.00pm Monday to Friday**' control be put in place.
3. That the appropriate marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said no stopping at all times restriction.

Report prepared by: Paul Schischka, Transport Engineer.



10 **NEW “NO STOPPING AT ALL TIMES” CONTROL - LUANDA DRIVE, RANUI**

PURPOSE OF THE REPORT

The purpose of this report is to seek the Massey Community Board’s approval for a new “No Stopping At All Times” control in Luanda Drive, Ranui.

BACKGROUND

A resident of Luanda Drive, through an Elected Member, has raised the issue of obstructions caused by vehicles parking close to the entrance to Luanda Drive where it intersects with Glen Road.

STRATEGIC CONTEXT

The Waitakere City Council’s ‘Integrated Transport and Communication’ platform provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for city travel facilitated by integrated, environmentally responsible, and innovative design, with a focus on meeting the essential needs of all, for access, communication, and safety.

“No Stopping At All Times” controls can be applied to ensure efficient, safe movement on roads by keeping traffic lanes and visibility lines clear.

ISSUES

There is an existing “Give Way” control in place with an accompanying small traffic island at the entrance to Luanda Drive as shown on the attachment. This traffic island restricts vehicle manoeuvring close to the intersection and it is desirable for safety reasons that vehicles do not park too close to this part of the road.

It is proposed that the Community Board resolve to install new “No Stopping at All Times” controls on both sides of Luanda Drive as well as on the west side of Glen Road close to the intersection.

The residents of the streets that dwell adjacent to the proposed changes have been consulted by letter. One favourable reply and no unfavourable replies to the proposal were received.

A4 The location and extent of the proposed no stopping line is indicated is attached at page A4.

RESOURCES

The proposed new parking control markings can be implemented under the 2003/2004 maintenance budgets.

CONCLUSION

The proposal to install new “No Stopping At All Times” controls in Luanda Drive is desirable to ensure vehicles park a safe distance from the intersection.

RECOMMENDATIONS

1. That the New "No Stopping At All Times" Control - Luanda Drive, Ranui report be received.
2. That in relation to **LUANDA DRIVE AND GLEN ROAD, RANUI:**
 - (a) That all existing parking restrictions or limitations affected, or superseded, or replaced by this resolution applicable to Luanda Drive and Glen Road imposed by any prior resolution (including resolutions of any former authority) cease to have any force and effect as from the date of this determination provided however that any current enforcement action by way of prosecution arising from, or infringement notice issued in relation to, any non-compliance with or breach of any such parking restriction or limitation be authorized to be concluded in the normal manner.
 - (b) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, The Transport Act 1962 and the Waitakere City Council Bylaw No.7, 1991 - Traffic, the following controls be now resolved to be specified and imposed, namely,
 - (i) on the north kerb line of Luanda Drive starting from the point where Luanda Drive intersects with Glen Road and ending at a point 28 metres further west, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (ii) on the south kerb line of Luanda Drive starting from the point where Glen Road intersects with Luanda Drive and ending at a point 19 metres further north, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iii) on the west kerb line of Glen Road starting from the south corner of the intersection of Glen Road and Luanda Drive and ending at a point 18 metres further south, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
 - (iv) on the west kerb line of Glen Road starting from the north corner of the intersection of Glen Road and Luanda Drive and ending at a point 6 metres further north, a new '**NO STOPPING AT ALL TIMES**' control be put in place.
3. That the appropriate marking, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said no stopping at all times restriction.

Report prepared by: Paul Schischka, Transport Engineer.



11 BOARD MEMBERS' REPORTS

Provision has been made on this agenda for Board Members should they so wish to submit a report on their activities during the month in regard to matters within the scope and delegations of the Board. However, to comply with the provisions of the Local Government Official Information and Meetings Act 1987, no decision may be made on matters raised in Board Members' reports.

MASSEY COMMUNITY BOARD APPOINTMENTS

OUTSIDE ORGANISATIONS	APPOINTMENT
Far North and Auckland Region Community Boards' Association Executive Committee	Andrew Good
Keep Waitakere Beautiful Committee	Peter Chan
Massey Citizens Advice Bureau	Peter Chan
Massey Community House Committee	Karen Perri
Massey Leisure Centre Community Liaison Group	Jean Webster
Ranui Action Plan Project	Cr Nash
Ranui Community Centre Committee	Cr Nash
Henderson Creek Reserve Management Plan	Cr Hoskin
Safe Waitakere	Peter Chan
Westpark Marina Working Group	Andrew Good
COUNCIL COMMITTEES	
Hearings Committee	Jean Webster Karen Perri
Community Sports Fund Allocation Subcommittee	Warren Flaunty
WORKING GROUPS	
Wai Care Programme	Peter Chan
Project Twin Streams	Bob Jessopp

