

7. 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: Adam Molier, Transport Engineer.



8 CYCLARAMA CRESCENT - NO STOPPING AT ALL TIMES CONTROL

PURPOSE OF THE REPORT

.A2

To seek approval to introduce "No Stopping At All Times" markings to a length of 30m, along the East and West kerb lines of Cyclarama Crescent, starting from the South kerb line of Royal Road, as attached at page A2.

BACKGROUND

Several residents of Cyclarama Crescent have raised the issue of obstruction and safety problems caused by vehicles parked along Cyclarama Crescent towards its intersection with Royal Road.

STRATEGIC CONTEXT

Road safety is an Urban Village objective and contributes to Council's overall goal of a sustainable city. "No stopping at all times" controls can contribute to traffic safety by keeping narrow carriageways clear for traffic and by preventing visibility blocks caused by parked vehicles.

ISSUES

The carriageway of Cyclarama Crescent near its intersection with Royal Road is 7m wide. Vehicles parked on both sides of the road narrow the space available for two vehicles to cross over and obstruct sight lines of traffic entering into Royal Road.

Hence it is desirable from a safety perspective to introduce "No stopping at all times" controls for a length of 30m on the Eastern and Western sides of Cyclarama Crescent, starting from Royal Road.

There will be a loss of six parking spaces but there is ample parking nearby in a safe situation.

No objections were raised during the consultation with all the affected residents.

RESOURCES

As the work involves only painting of lines, it can be accommodated within the annual maintenance budget.

CONCLUSION

The proposal for the subject NO STOPPING AT ALL TIMES control in Cyclarama Crescent is desirable from a safety perspective and will have only a minor affect on the parking in the vicinity. The work can be accommodated in the 2001/2002 maintenance budget.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **CYCLARAMA CRESCENT, MASSEY**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **CYCLARAMA CRESCENT, MASSEY** imposed by any prior resolution (including resolution of any former authority)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 East and West kerb lines of Cyclarama Crescent starting from the South kerb line of Royal Road for a length of 30m, a **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and /or markings, 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: Upali Ileperuma, Transport Engineer: Transport Assets.



9 CENTRAL PARK DRIVE - PARKING CONTROL

PURPOSE OF THE REPORT

This report seeks the approval of the Massey Community Board to implement a no stopping at all times control outside 141 Central Park Drive.

BACKGROUND

The business located at 141 Central Park Drive is a timber yard and receives many of its deliveries by large trucks. These trucks have considerable difficulty turning into the site when cars are parked close to the edge of the vehicle crossing serving the site. The operators of the timber yard have approached the drivers of the vehicles which park in this location (most of whom are employees of other local businesses) and explained to them why it is a problem and asked for their cooperation by not parking there. Unfortunately these approaches have not been particularly successful so the operators of the timber yard are now seeking Council's assistance to resolve the problem.

STRATEGIC CONTEXT

Assisting businesses to resolve problems of this type helps to achieve Objective 2 - Supporting Existing Business, under the Sustainable Business Strategy. Council's powers to make changes to "no stopping" controls are delegated to the Community Board. The Community Board's approval of these changes is required to legalise the controls so that enforcement of the controls can be undertaken in future.

- On the south kerb line of Triangle Road from a start point at the eastern kerb line of Reynella Drive to an end point 35 metres further east, a **NO STOPPING AT ALL TIMES** parking control be put in place.
 - On the south kerb line of Triangle Road from a start point at the western kerb line of Reynella Drive to an end point 32 metres further west, a **NO STOPPING AT ALL TIMES** parking control be put in place.
7. 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.

CARRIED

8 CYCLARAMA CRESCENT - NO STOPPING AT ALL TIMES CONTROL

1059/2002

MOVED by Cr Russell, seconded Cr Nash:

1. That the information be received.
2. That in relation to **CYCLARAMA CRESCENT, MASSEY**:
 - (a) That all existing parking restrictions or limitations (affected, or superseded, or replaced by this resolution) applicable to **CYCLARAMA CRESCENT, MASSEY** 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 East and West kerb lines of Cyclarama Crescent starting from the South kerb line of Royal Road for a length of 30m, a **NO STOPPING AT ALL TIMES** control be put in place.
3. That the appropriate signage and /or markings, 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.

CARRIED

12 **CYCLARAMA CRESCENT TRAFFIC ISSUES**

PURPOSE OF THE REPORT

This report seeks the approval of the Massey Community Board for additional parking restrictions in Cyclarama Crescent.

BACKGROUND

At its meeting on 5 June 2002, the Massey Community Board resolved to impose a 'No Stopping At All Times' restriction on both sides of Cyclarama Crescent for a distance of 30m south of Royal Road (1059/2002).

At the Open Forum section of the Board's next meeting, on 3 July 2002, a submission was made by Mr Flaunty on behalf of Diane Middleton and Carol Newing on additional parking problems in Cyclarama Crescent. As a result of those submissions, the Massey Community Board resolved:

"That the Chief Executive report back on the parking problems in Cyclarama Crescent be brought back to this Community Board."

2217/2002

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: 'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'.

In this context, people need to have sufficient visibility along a road before driving onto, or walking across, the road. Vehicles that have been parked on the inside of curves, or close to intersections, can restrict visibility along the road and endanger other road users.

ISSUES

Much of Cyclarama Crescent is about 7.8m wide. The middle section of the road is split into two levels by a dividing median island that has been built to compensate for the change in roadway levels across the width of the road reserve. The island is approximately 8m wide, and this is less than the width required for the roadway to be considered as two separate one way roadways.

Regulation 35 of the Traffic Regulations 1976 governs parking on the roadway. Under this regulation, no person, shall stop, stand, or park a vehicle without due care or without reasonable consideration for other persons using the road.

In addition, no person shall stop, stand, or park a vehicle in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection so as to obstruct, or be likely to obstruct, other traffic, or any view of the roadway to an approaching driver.

These regulations are quite clear, and there should be no need for further restrictions in most situations. However, some motorists appear to be unaware of these common sense requirements and assume that parking is permitted except where broken yellow lines are marked.

There are also reported problems with vehicles parking on Royal Road near Cyclarama Crescent, thereby restricting sight distances for vehicles leaving Cyclarama Crescent.

In addition to the safety problems created by such parking, there are potentially serious issues that arise from any obstruction to the movement of emergency vehicles on the road.

12 **CYCLARAMA CRESCENT TRAFFIC ISSUES**

PURPOSE OF THE REPORT

This report seeks the approval of the Massey Community Board for additional parking restrictions in Cyclarama Crescent.

BACKGROUND

At its meeting on 5 June 2002, the Massey Community Board resolved to impose a 'No Stopping At All Times' restriction on both sides of Cyclarama Crescent for a distance of 30m south of Royal Road (1059/2002).

At the Open Forum section of the Board's next meeting, on 3 July 2002, a submission was made by Mr Flaunty on behalf of Diane Middleton and Carol Newing on additional parking problems in Cyclarama Crescent. As a result of those submissions, the Massey Community Board resolved:

"That the Chief Executive report back on the parking problems in Cyclarama Crescent be brought back to this Community Board."

2217/2002

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: 'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'.

In this context, people need to have sufficient visibility along a road before driving onto, or walking across, the road. Vehicles that have been parked on the inside of curves, or close to intersections, can restrict visibility along the road and endanger other road users.

ISSUES

Much of Cyclarama Crescent is about 7.8m wide. The middle section of the road is split into two levels by a dividing median island that has been built to compensate for the change in roadway levels across the width of the road reserve. The island is approximately 8m wide, and this is less than the width required for the roadway to be considered as two separate one way roadways.

Regulation 35 of the Traffic Regulations 1976 governs parking on the roadway. Under this regulation, no person, shall stop, stand, or park a vehicle without due care or without reasonable consideration for other persons using the road.

In addition, no person shall stop, stand, or park a vehicle in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection so as to obstruct, or be likely to obstruct, other traffic, or any view of the roadway to an approaching driver.

These regulations are quite clear, and there should be no need for further restrictions in most situations. However, some motorists appear to be unaware of these common sense requirements and assume that parking is permitted except where broken yellow lines are marked.

There are also reported problems with vehicles parking on Royal Road near Cyclarama Crescent, thereby restricting sight distances for vehicles leaving Cyclarama Crescent.

In addition to the safety problems created by such parking, there are potentially serious issues that arise from any obstruction to the movement of emergency vehicles on the road.

Existing Restrictions

As noted above, there are existing 'No Stopping At All Times' restrictions on the northern part of the road just south of Royal Road. In addition, there are further 'No Stopping At All Times' restrictions in the vicinity of the ends median island. It is proposed to retain these, and incorporate them in the new restrictions.

Proposed Treatment

The proposed solution is for 'No Stopping At All Times' parking restrictions to be imposed on Royal Road, the first 30m of Cyclarama Crescent south of Royal Road, around the inside of the bends outside numbers 5-11, and numbers 52-54, around the cul-de-sac head from numbers 56-64, and 45-55, from numbers 29-33, and around the full length of the median island.

A19-A20

The layout of Cyclarama Crescent, together with the proposed parking restrictions is shown in the aerial photographs as attached at pages A19 to A20.

To reduce the risk of a multiplicity of mismatched restrictions, it is proposed to revoke all the existing restrictions and replace them with new restrictions that incorporate the additional lengths of 'No Stopping'.

RESOURCES

Once a 'No Stopping At All Times' restriction has been resolved by the Community Board, the extent of the restriction can be indicated by signs or marked by broken yellow lines under Regulation 108 of the Traffic Regulations 1976.

In this case, it is proposed that these restrictions be marked by broken yellow lines which can be funded from the Road Marking Maintenance Budget.

CONCLUSION

The proposed 'No Stopping At All Times' restrictions on parking in Cyclarama Crescent, will be the most effective and efficient way of improving traffic and pedestrian safety on this road.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **ROYAL ROAD** and **CYCLARAMA CRESCENT, MASSEY**:
 - (a) That all existing parking restrictions or limitations (affected, or superceded, or replaced by this resolution) applicable to **ROYAL ROAD** and **CYCLARAMA CRESCENT, MASSEY** 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 Bylaw No. 7, 1991 – Traffic, the following parking limitations and restrictions be now specified and imposed namely:
- (i) on Royal Road, Massey, a 'No Stopping At All Times' restriction be imposed from the western boundary of 33 Royal Road to the eastern boundary of 37 Royal Road.
 - (ii) on Cyclarama Crescent, Massey, a 'No Stopping At All Times' restriction be imposed on both sides of the road from Royal Road to a point 30m south of the southern kerbline of Royal Road.
 - (iii) on Cyclarama Crescent, Massey, a 'No Stopping At All Times' restriction be imposed on the western side of the road from the southern boundary of 3 Cyclarama Crescent to the western boundary of 11 Cyclarama Crescent.
 - (iv) on Cyclarama Crescent, Massey, a 'No Stopping At All Times' restriction be imposed on the eastern, southern and western sides of the road from the eastern boundary of 52 Cyclarama Crescent to the western boundary of 66 Cyclarama Crescent, and from the western boundary of 66 Cyclarama Crescent to the northern boundary of 45 Cyclarama Crescent.
 - (v) on Cyclarama Crescent, Massey, a 'No Stopping At All Times' restriction be imposed on the western side of the road from the southern boundary of 31 Cyclarama Crescent to the eastern boundary of 29 Cyclarama Crescent
 - (vi) on Cyclarama Crescent, Massey, a 'No Stopping At All Times' restriction be imposed on both sides of the central median island located between 38 Cyclarama Crescent and 52 Cyclarama Crescent.
- 3 That the appropriate markings, 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: Alan Hopkinson, Transport Engineer.



11 LINCOLN ROAD PARKING CONTROLS

3216/2002

MOVED by Cr Nash, seconded Cr Russell:

1. That the information be received.
2. That in relation to **260 LINCOLN ROAD**:
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitation and restriction be now specified and imposed namely:
 - (i) A 90 minute parking restriction be imposed on the eastern side of the frontage roadway on the western side of Lincoln Road commencing at a point 18 metres north of the southern boundary of 260 Lincoln Road and extending northwards for a distance of 55 metres.
 - (ii) A 90 minute parking restriction be imposed on the western side of the frontage roadway on the western side of Lincoln Road commencing at a point 26 metres north of the southern boundary of 260 Lincoln Road and extending northwards for a distance of 29 metres.
 - (iii) A disabled parking space with a maximum time limit of 90 minutes be established on the western side of the frontage roadway on the western side of Lincoln Road commencing at a point 20 metres north of the southern boundary of 260 Lincoln Road and extending northwards for a distance of 6 metres.

CARRIED

12 CYCLARAMA CRESCENT TRAFFIC ISSUES

3217/2002

MOVED by Cr Russell, seconded Cr Nash:

1. That the information be received.
2. That in relation to **ROYAL ROAD** and **CYCLARAMA CRESCENT, MASSEY**:
 - (a) That all existing parking restrictions or limitations (affected, or superceded, or replaced by this resolution) applicable to **ROYAL ROAD** and **CYCLARAMA CRESCENT, MASSEY** 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.



RECOMMENDATIONS

1. That the information be received.
2. That in relation to **WOODFORD AVENUE, HENDERSON:**
 - (a) 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 'Give Way' controls be now resolved to be specified and imposed namely:
 - (i) A '**Give Way**' control be established on Woodford Avenue at its intersection with Epping Street.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said 'Give Way' controls.

Report prepared by: Alan Hopkinson, Transport Engineer.



10 CYCLARAMA CRESCENT TRAFFIC ISSUES

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Massey Community Board for an additional parking restriction in Cyclarama Crescent.

BACKGROUND

At its meeting on 6 November 2002, the Massey Community Board resolved to impose a revised set of 'No Stopping At All Times' restrictions on Cyclarama Crescent to address ongoing parking issues in the street (3217/2002). However, there continue to be isolated problems at the western end of the median island.

STRATEGIC CONTEXT

This proposal conforms to Objective 3 "Access and Travel Choice" of the Urban Villages pathway to a sustainable city: *'People can get easily and safely to where they need to go by walking, cycling, passenger transport, or private vehicle, and businesses can efficiently move their goods and services'*.

In this context, vehicles need to have sufficient space on a roadway to allow them to manoeuvre into driveways and intersections. When vehicles are parked on the inside of curves or close to intersections or driveway, they can obstruct access to properties and narrow sections of the roadway.

ISSUES

Much of Cyclarama Crescent is about 7.8m wide. The middle section of the road is split into two levels by a dividing median island that has been built to compensate for the change in roadway levels across the width of the road reserve.

Regulation 35 of the Traffic Regulations 1976 governs parking on the roadway. Under this regulation, no person shall stop, stand, or park a vehicle without due care or without reasonable consideration for other persons using the road.

In addition, no person shall stop, stand, or park a vehicle in any part of a roadway so close to any corner, bend, rise, dip, traffic island, or intersection so as to obstruct, or be likely to obstruct, other traffic, or any view of the roadway to an approaching driver.

These regulations are quite clear and there should be no need for further restrictions in most situations. However, some motorists still appear to be unaware of these common sense requirements, and assume that parking is permitted except where broken yellow lines are marked.

When the previous set of restrictions was brought before the Massey Community Board, it was recognised that there was an overall shortage of on-street parking available at the end of the street, and for that reason, some areas were left out of the restriction on the basis that it would often be possible for a driver to park in these areas provided a little care was taken.

Unfortunately, this has not always been the case, and there are instances where parking outside 33 Cyclarama Crescent is obstructing access to the high level section of the street, forcing traffic to travel in the wrong direction through the split level section.

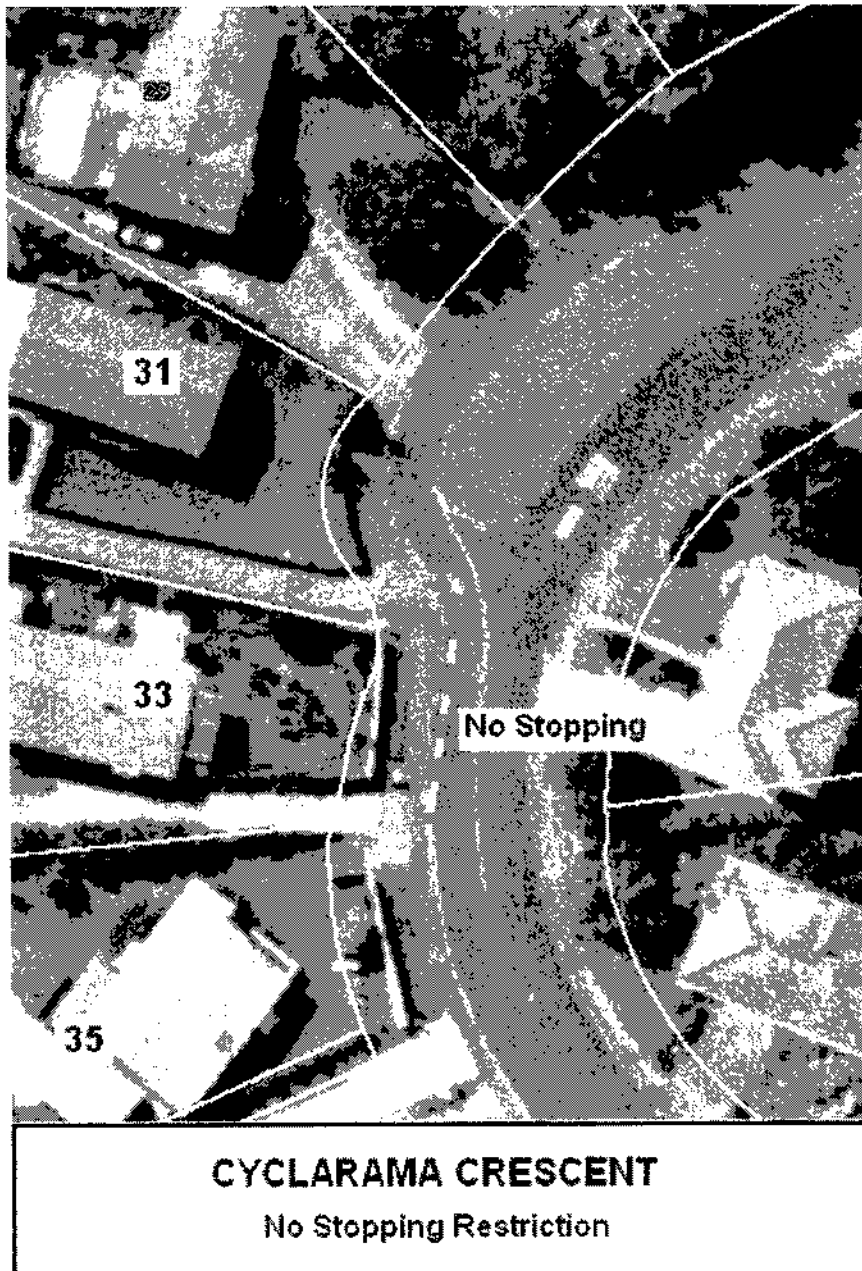
In addition to the safety problems created by such parking, there are potentially serious issues that arise from any obstruction to the movement of emergency vehicles on the road.

PROPOSED TREATMENT

The proposed solution is for an additional 12 metre section of 'No Stopping At All Times' parking restriction to be imposed outside 33 Cyclarama Crescent.

This restriction will result in the loss of one parking space. However, there are plenty of kerbside parking spaces available between 36 and 50 Cyclarama Crescent - a distance of 50 to 180 metres away.

The layout of this section of Cyclarama Crescent, together with the proposed parking restriction is shown on the aerial photograph.



RESOURCES

Once a 'No Stopping At All Times' restriction has been resolved by the Community Board, the extent of the restriction can be indicated by signs or marked by broken yellow lines under Regulation 108 of the Traffic Regulations 1976.

In this case, it is proposed that these restrictions be marked by broken yellow lines which can be funded from the Road Marking Maintenance Budget.



CONCLUSION

The proposed 'No Stopping At All Times' restriction on parking outside 33 Cyclarama Crescent will be the most effective and efficient way of improving traffic safety on this section of the road.

RECOMMENDATIONS

1. That the information be received.
2. That in relation to **CYCLARAMA CRESCENT, MASSEY:**
 - (a) That, in accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now specified and imposed namely:
 - (i) on Cyclarama Crescent, Massey, a '**No Stopping At All Times**' restriction be imposed on the western side of the road across the frontage of 33 Cyclarama Crescent.
- 3 That the appropriate markings, 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: Alan Hopkinson, Transport Engineer.



11 CENTRAL PARK DRIVE PARKING RESTRICTION

PURPOSE OF THE REPORT

The purpose of this report is to seek the approval of the Massey Community Board for a 'No Stopping At All Times' parking restriction in Central Park Drive, Lincoln.

BACKGROUND

Council has received a request from The Bible College of New Zealand, for a 'No Stopping At All Times' parking restriction outside the College's access onto Central Park Drive, and for a painted flush median on Central Park Drive. At present motorists turning right out of the College onto Central Park Drive have difficulty seeing approaching traffic when there are other vehicles parked at the kerb near the driveway.

The College is particularly concerned about the future traffic conditions in this area of Central Park Drive once the new Sports Complex is completed as it expects to use its Central Park Drive entrance as its main access point within the next couple of years.

9 **WOODFORD AVENUE GIVE WAY CONTROLS**

1851/2003

MOVED by Cr Nash, seconded WW Flaunty:

1. That the information be received.
2. That, in relation to **WOODFORD AVENUE, HENDERSON:**
 - 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 'Give Way' controls be now resolved to be specified and imposed namely:
 - A '**Give Way**' control be established on Woodford Avenue at its intersection with Epping Street.
3. That the appropriate signage and markings, in accordance with the Traffic Regulations 1976, be hereby approved to be put in place to properly establish, delineate and record the said 'Give Way' controls.

CARRIED

10 **CYCLARAMA CRESCENT TRAFFIC ISSUES**

1852/2003

MOVED by Cr Russell, seconded WW Flaunty:

1. That the information be received.
2. That, in relation to **CYCLARAMA CRESCENT, MASSEY:**
 - In accordance with the powers conferred by virtue of the Local Government Act 1974, the Transport Act 1962, and the Waitakere City Bylaw No. 7, 1991 - Traffic, the following parking limitations and restrictions be now specified and imposed namely:
 - On Cyclarama Crescent, Massey, a '**No Stopping At All Times**' restriction be imposed on the western side of the road across the frontage of 33 Cyclarama Crescent.
3. That the appropriate markings, 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.

CARRIED

11 **CENTRAL PARK DRIVE PARKING RESTRICTION**

1853/2003

MOVED by Cr Nash, seconded Cr Russell:

1. That the information be received.



REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Community Garden, Ranui	7 May 2003 876/2003	5 May 2004	Chris Ferkins 836 8000 Ext 8508
Footpath Massey School Outside primary	3 September 2003 1844/2003	5 May 2004	Adam Moller 836 8000 Ext 8750

RECOMMENDATIONS

1. That the Committee Secretary's Report be received.
2. That Massey Community Board nominate a representative to attend the Hobsonville RSA Anzac Day Parade at 11.00 am on Sunday, 25 April 2004.
3. That the Massey Community Board give guidance on the final selection of the park to hold the Trees for Babies event within Massey Ward.

Report prepared by: Sharon Simiona, Committee Secretary



8 CYCLARAMA CRESCENT PARKING

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the Massey Community Board the removal of two sections of the existing "No Stopping At All Times" control and seek the recommendation of the Board to the Council's Annual Plan to fund the construction of four parking spaces in Cyclarama Crescent.

BACKGROUND

Due to the introduction of recent "No Stopping At All Times" Controls, residents and their visitors especially in the end of Cyclarama Crescent are facing problems in finding on-street parking. They have written to the Council and approached Members of the Massey Community Board to express their concerns in this regard.

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

Most of Cyclarama Crescent is about 7.8m wide and if vehicles are parked on both sides it is hard for a fire engine or an ambulance to pass through in an emergency. "No Stopping At All Times" controls in this section of Cyclarama Crescent were approved by the Massey Community Board firstly on 6 November 2002 and then on 3 September 2003 to address this problem.

However as a result of these controls on-street parking space available for the residents, especially who live at the end of the road; from 43 to 53 and 52 to 66, have been very limited.

A1

Council have investigated the community's concerns and found that two portions of current "No Stopping At All Times" control can be removed without compromising the above objective. Three new parking spaces will be generated as a result of this removal, as attached at page A1.

Council staff have met with the residents and the Community Board Members to discuss this proposal and it has been acceptable to all parties. A proposal to convert a section of the central-median in Cyclarama Crescent to a parking bay has also been discussed and Council staff have agreed in principle that it is physically viable to construct a parking bay for four cars at the western end of the central median.

RESOURCES

The removal of existing markings can be implemented from the existing Road Marking Maintenance budget.

The cost of providing additional parking bays is estimated as \$30,000. This has not been included in the draft 2004/2005 Annual Plan and therefore the Massey Community Board should make a submission on this issue to Council's Annual Plan process.

CONCLUSION

It is reasonable and safe to remove the existing "No Stopping At All Times" controls outside 45 and 52 Cyclarama Crescent, for the convenience of the local community.

Additional parking is also desirable, but has not been included in the draft 2004/2005 Annual Plan.

RECOMMENDATIONS

1. That the Cyclarama Crescent Parking report be received.
2. That in relation to **Cyclarama Crescent, Massey** and 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 limitation and restriction be now resolved to be rescinded namely:
 - On the west kerb line of Cyclarama Crescent starting from the northern boundary of 45 Cyclarama Crescent for a length of 6 metres to the south, the existing "No Stopping At All Times" control is rescinded.
 - On the north and east kerb line of Cyclarama Crescent from the eastern boundary of 52 Cyclarama Crescent and ending at southern boundary of 52 Cyclarama Crescent for a length of 47 metres, the existing "No Stopping At All Times" control is rescinded.

3. That all the parking restrictions superseded by resolution 2, 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.
4. That the appropriate changes to the road markings be made in accordance with the Traffic Regulations 1976.
5. That the Massey Community Board recommend to the Long Term Council Community Plan and Annual Plan Special Committee, that consideration be given to providing \$30,000 in the 2004/2005 Annual Plan for construction of a four car parking lot in Cyclarama Crescent.

Report prepared by: Upali Ileperuma, Transport Engineer.



9 NEW "NO STOPPING AT ALL TIMES" CONTROL - ELISA LANE, 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 Elisa Lane, Ranui.

BACKGROUND

A resident of Elisa Lane has raised the issue of obstruction problems caused by vehicles parked in Elisa Lane especially during weekends. Elisa Lane is a short no exit cul-de-sac in Ranui providing access to approximately 22 residential properties. It is classified as a local road and joins with Childers Road at its west end.

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

Elisa Lane is a narrow cul-de-sac with an average carriageway width of 6.0 metres. According to the local resident who raised the issue cars regularly park along extended lengths of both sides of the road, especially during weekends, severely restricting the passage of other vehicles. This situation would have an adverse effect in the event of a fire or an accident, as there would be insufficient space for a fire truck or ambulance to pass through.

PRECEDENCE OF BUSINESS

626/2004

MOVED by Cr Russell, seconded WW Flaunty:

That Item 8: Cyclarama Crescent Parking, Item 9: New 'No Stopping At All Times' Control - Elisa Lane, Ranui and Item 11: Draft Development and Financial Contributions Policy and Schedules be accorded precedence at this time.

CARRIED

8 CYCLARAMA CRESCENT PARKING

627/2004

MOVED by Cr Nash, seconded WW Flaunty:

1. That the Cyclarama Crescent Parking report be received.
2. That in relation to **Cyclarama Crescent, Massey** and 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 limitation and restriction be now resolved to be rescinded namely:
 - a. On the west kerb line of Cyclarama Crescent starting from the northern boundary of 45 Cyclarama Crescent for a length of 6 metres to the south, the existing 'No Stopping At All Times' control is rescinded.
 - b. On the north and east kerb line of Cyclarama Crescent from the eastern boundary of 52 Cyclarama Crescent and ending at southern boundary of 52 Cyclarama Crescent for a length of 38 metres approximately, the existing 'No Stopping At All Times' control is rescinded.
3. That all the parking restrictions superseded by resolution 2, 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.
4. That the appropriate changes to the road markings be made in accordance with the Traffic Regulations 1976.
5. That the Massey Community Board recommend to the Long Term Council Community Plan and Annual Plan Special Committee, that consideration be given to providing \$30,000 in the 2004/2005 Annual Plan for construction of a four car parking lot in Cyclarama Crescent.
6. That the Chairperson be authorised to approve the final distance of the yellow lines to be rescinded outside no: 52 Cyclarama Crescent, Massey.

CARRIED

