

7 July 2006

The Electoral Officer
Representation Review
Waitakere City Council
Private Bag 93109
Henderson
Waitakere

Submission on the Waitakere City Council – Representation Review Final Proposal

The Henderson Community Board wishes to record its support for the inclusion of Western Heights, McLaren Park and Lincoln areas in the Henderson Ward boundary as requested by the residents of these areas. They believe their community of interest is the Henderson area and in the case of McLaren Park and Western Heights, the residents wish to be in an urban ward. The Lincoln area has long been confused at the local government elections as they cannot understand why they are in the Massey Ward when the feeling is that they live in Henderson, which is their postal address.

The Henderson Community Board strongly supports the retention of Community Boards.

Kind regards



EAG Grimmer, MNZM
Chairman Henderson Community Board

Proposed Number of Marked Car Parking Spaces in Buscomb Avenue

Odd numbered side of road			
From vehicle crossing of property number(s)	To vehicle crossing of property numbers(s)	Length of clear kerb between vehicle crossings	Number proposed marked parking spaces
#13	#15	12.5m	1 Space
#15	#15B	10m	1 Space
#15B	#17	17m	2 Spaces
#17	#19, Millstream Drive	15m	2 Spaces
Millstream Drive	#23, #23A, #25A	17m	1 Space
#25	#25B, #25C, #27, #27A1, #27A2	10m	1 Space
#25B, #25C, #27, #27A1, #27A2	#27A, #27B	17.5m	2 Spaces
#27A, #27B	#29	13m	1 Space
#29	#31, #33, #35	21m	3 Spaces
#31, #33, #35	#35A, #35B, #37, #39	4m	No parking
#35A, #35B, #37, #39	#41	5m	No parking
#41	#43	37m	5 Spaces
#43	#45, #47, #47A	16m	2 Spaces
#45, #47, #47A	#49, #49A, #49B, #51	15m	1 Space
#53	#55, #57	29m	3 Spaces
#59, #2/59	#63 (Squash Club)	19m	2 Spaces
		Total	26 Spaces

'no stopping at all times' road markings will be marked between marked car parks and across vehicle crossings.

Where 'no parking' is indicated there will be no parking permitted between these two vehicle crossings.

Proposed Number of Marked Car Parking Spaces in Buscomb Avenue

Even numbered side of road	From vehicle crossing of property number(s)	To vehicle crossing of property numbers(s)	Length of clear kerb between vehicle crossings	Number proposed marked parking spaces
	#16A, #16B, #16C	#18B	12m	No parking
	#18B	#18	12m	1 Space
	#18	#20, #22	17m	2 Spaces
	#20, #22	#24, #24A	15m	2 Spaces
	#24, #24A	#26	2m	No parking
	#26	#30A	18m	2 Spaces
	#30A	#30	8m	No parking
	#32, #32A	#34	16.5m	No parking
	#34	#34A, #36, #38, Crockett Lane, #46	39m	6 Spaces
	#34A, #36, #38, Crockett Lane, #46	#48B	21m	No parking
	#48B	#48	1m	No parking
	#48	#50, #50A, #1/52, #2/52, #3/52, #4/52, #5/52, #6/52, #54	23m	3 Spaces
	#50, #50A, #1/52, #2/52, #3/52, #4/52, #5/52, #6/52, #54	#56	15.5m	2 Spaces
	#56	#58	15m	2 Spaces
	#58	#60	15.5m	2 Spaces
	#60	#62	16m	2 Spaces
	#64	#66, #2/66, #68	14.5m	1 Space
	#70	#72	17m	2 Spaces
	#72	#74	17m	2 Spaces
			Total	29 Spaces

'no stopping at all times' road markings will be marked between marked car parks and across vehicle crossings.

Where 'no parking' is indicated there will be no parking permitted between these two vehicle crossings.

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SURVEY RESULTS: NUMBERS 15 TO 29 AND 18 TO 38 BUSCOMB AVE

Residents of Buscomb Avenue located between Sel Peacock Dr and Crockett Lane were surveyed as to their thoughts regarding parking and traffic issues on Buscomb Avenue.

Each household was asked whether they had a problem with cars parked on Buscomb Ave (near their residence) and, if so, what solution(s) they would like to see put in place.

A total of 29 households were surveyed.

Below is the number of responses in favour of each solution option presented:

Scrap paid parking in Henderson:
27 (93% of respondents)

Require those leasing space in old Mitre 10 building on Sel Peacock to provide staff parking on the property (and that goes for other commercial developments and government dept offices around Waitakere City):
25 (86% of respondents)

Have parking wardens patrol Buscomb Ave on a regular basis during business hours:
22 (76% of respondents)

Have broken yellow lines (no stopping zone) down the length of Buscomb Ave adjacent to even-numbered properties (i.e. one side of the street only):
2

Have broken yellow lines (no stopping zone) down the length of Buscomb Ave adjacent to odd-numbered properties (i.e. one side of the street only):
1

Have broken yellow lines (no stopping zone) adjacent to properties numbered from 32 to 36:
3 (one of these respondents said they would be happy with either this option or the option of having broken yellow lines on both sides of the street from Millstream Dr to Crockett Lane)

Have broken yellow lines (no stopping zone) on both sides of the street running from properties numbered 32 to 36 on the one side and from 23 Buscomb Ave as far as the property opposite Crockett Lane on that side of the street:
4 (one of these respondents said they'd also be happy with either broken yellow lines the whole length of the street on the even-numbered side or to have clearway/towaway zones)

Have broken yellow lines (no stopping zone) on both sides of the street running from Sel Peacock to Crockett Lane:
13 (46% of respondents)

Restricted parking - limited times that people may park on Buscomb Ave, with free parking on weekends:
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Have clearway/towaway zones (especially once Buscomb Ave becomes the main route to Unitec campus at present Council buildings on Waipareira Ave), the clearway times relating to times of heaviest traffic going to and from the Waipareira Ave campus e.g. 6:30am to 8:00 or 8:30am and from about 3:30pm to about 5:30pm or 6pm:
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Speed bumps:

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No action required:

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Variations:

One person was happy with either restricted parking as a solution or broken yellow lines down their (odd-numbered) side of the street.

Another person was happy with either broken yellow lines down both sides of the street, or on their side (even-numbered) only, or restricted parking or having clearway/towaway zones. Another person said they'd be happy with either broken yellow lines the whole length of the street on the even-numbered side or broken yellow lines on both sides of the street from 23 to Crockett Lane on one side and from 32 to 36 on the other side or to have clearway/towaway zones. Either of these 3 options would suit them.

Summary

The vast majority of respondents wanted the paid parking in Henderson to be scrapped, for parking wardens to regularly patrol Buscomb Ave and that businesses (including Government department/organisation offices) be required to provide staff parking on their property.

In terms of solutions most folk from number 19 to 29 wanted broken yellow lines painted on both sides of the road along this stretch of Buscomb Ave. However, the people at number 23 and 25A were **strongly** opposed to this. People at number 23 preferred the restricted parking option, while the person at 25A wanted to see a permit system introduced where each household would be issued with a permit allowing one visitor per household to park outside the residence Monday through Friday, vehicles parked on Buscomb Ave without permits to be ticketed or towed. One other person surveyed also supported the park permit idea.

Because of numbers 23 and 25A's strong opposition to broken yellow lines outside their places, but taking into account the rest of the people's concerns about safety and their preferred solution to the parking problem, **I would propose that broken yellow lines be painted from numbers 25B & 25C through to number 29.** A special note is warranted here regarding the people living at 25B & 25C Buscomb Ave. The parking space marked out in front of number 25 proper is about 1½ car-lengths long. Most people think that this space can accommodate two vehicles, so they go ahead and park behind the vehicle already in the space. Because the space is not, in fact, large enough to accommodate two vehicles, the second vehicle (or third sometimes) invariably has the rear part of it hanging over the driveway used by those at 25B & 25C. These people have a **huge** problem with having their driveway blocked or partially blocked on a regular basis. I would suggest the car space marked out in front of number 25 be reduced to one car-length and that broken yellow lines be painted in the remainder of the space beside the driveway shared by residents of numbers 25B & 25C.

On the even numbered side of the road, number 24 wanted broken yellow lines on both sides of the road while number 24A wanted broken yellow lines on the even-numbered side of the street only. However, people at numbers 18B through to 22 did not think broken yellow lines were warranted. Also, the people at number 26 did not think broken yellow lines were necessary. Those from numbers 30 through to number 38 were unanimous in wanting broken yellow lines on both sides of the street along this stretch of Buscomb Ave. Taking into consideration these people's expressed wishes and the wishes of those on the other side of the

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street (as noted in previous paragraph), **I would propose broken yellow lines be painted from numbers 30 through to 38.**

The reason so many wanted broken yellow lines on *both* sides of the street was because the street is too narrow to safely accommodate cars parked both sides when it comes to people trying to exit their properties. With the road clear on both sides, there is much more space to back out of one's driveway and also to see whether the way is clear. The number one comment from people was that visibility when exiting their property was their biggest concern.

Other Comments

All but the three who did not have a problem with the volume of cars using Buscomb Ave as a car park were very supportive of our survey and relieved that someone was looking into the parking situation. They all expressed their concern about safety issues in relation to the volume of cars using Buscomb Ave as a car park. The 26 households who wanted to see something done about the traffic and parking situation all reported that they had difficulty exiting their properties because of obstructed visibility. Many reported that their driveways were blocked or partially blocked by parked cars on a regular basis.

The desire to have broken yellow lines arises because of genuine and real safety concerns.

As one turns into Buscomb Ave from Sel Peacock, one can see very clearly the marked slope of the road starting from the walkway beside the driveway of number 30A Buscomb Ave (with Millstream Dr on the opposite side of the road) and levelling out at the top adjacent to number 34A Buscomb Ave. Because of the gradient involved, it is hardest for residents along this stretch of Buscomb Ave to see past the parked cars when exiting their properties. If ever broken yellow lines were needed, it is along this part of Buscomb Ave. The person at number 29 Buscomb Ave (at the top of this gradient) reported that they have difficulties whenever anyone parks to the right-hand side of their drive. They cannot see if the way is clear up Buscomb Ave.

In addition, those living at 34A Buscomb and 36 Buscomb (nearest to Crockett Lane) reported problems with people using their driveways to turn around and assist them with U-turns. 36 Buscomb Ave is located down a right-of-way, and the end of the driveway cannot be seen from the house. Therefore they have frequently experienced a nasty surprise when they get to the end of their driveway to find someone else using it as a turn-around place. They have had a number of near-misses as a result.

One of the people surveyed expressed grave concern that Buscomb Ave was to become a thoroughfare for Unitec students travelling between Henderson and the new campus at Waipareira Ave. This is because she has a primary school aged daughter who often walks to and from Henderson using Millstream Dr as a short-cut (especially during school holidays while making use of holiday programmes at the West Wave recreation centre). To get to her house from Millstream Dr, she must cross Buscomb Ave. In fact, the walkway beside number 30A Buscomb is used by many school children (Norval Rd school and the Intermediate school located on Lincoln Rd). Most of the children using this walkway proceed across Buscomb Ave and down Millstream Dr in order to get to Henderson. If Buscomb becomes even busier as a Unitec main route, no doubt a pedestrian crossing will need to be put across Buscomb between the walkway and Millstream Dr.

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Another resident regularly travels along the "Buscomb Ave extension" in order to get to work each day. This person reported that cars are often parked the whole length of the "old part" of Buscomb Ave and are now starting to park along the "extension". She observed that because of the narrow and windy nature of the "extension", when cars are parked on both sides this stretch of the road is especially dangerous for vehicles travelling along it and it is also hazardous for residents trying to exit their properties and trying to see past the parked cars.

In addition, an elderly resident's home help has to park past the squash club (about 500 metres from the elderly person's residence, which is located at number 23 Buscomb Ave) because of all the parked cars along Buscomb Ave. The parking permit idea would be ideal for this elderly person and those who attend to her needs (including her lawn mowing man).

Regarding traffic issues, further concern has also arisen as a result of learning of the planned 60 unit apartment block to be built on the corner of Sel Peacock and Lincoln Rd. Those of us aware of this development are anticipating that many of the residents will want to travel down Sel Peacock on their way to Henderson or even to Edmonton Rd if they want to get to Te Atatu. The intersection of Sel Peacock and Buscomb Ave is becoming increasingly dangerous as it is, so any extra volume of traffic traversing Sel Peacock is a big concern for us on Buscomb Ave. Are a roundabout or traffic lights planned to go in at the Sel Peacock/Buscomb Ave intersection?

CONCLUSIONS

1. Our traffic/parking woes would be greatly eased by the paid parking in Henderson being scrapped.
2. WINZ and the Police Station need to procure a place where their staff can park - a proper car park.
3. When the lease runs out for *Storage King*, located in the old Mitre 10 building on Sel Peacock, that basement area needs to be converted to staff parking. Either that or one of the car parks located outside the building needs to be a car park dedicated to staff parking.
4. Council parking wardens need to regularly patrol Buscomb Ave.
5. Broken yellow lines are urgently required from numbers 30 to 38 Buscomb Ave and from numbers 25B & 25C all the way to number 29 Buscomb Ave, with the car space in front of number 25 being reduced to one car-length and broken yellow lines painted to the side of the driveway shared by those at numbers 25B & 25C. Residents located in this stretch of Buscomb Ave are unanimous concerning the need for broken yellow lines here.
6. On the odd-numbered side of the street from Sel Peacock to Millstream Dr, all residents reported difficulty safely exiting their driveways due to blocked visibility, but only the person at number 15B and the people at number 19 wanted broken yellow lines. There was no real consensus on a solution. Neither was there a consensus on the even-numbered side of the street running from numbers 18B to 26. Only those at numbers 24 and 24A wanted broken yellow lines.
7. When Buscomb Ave becomes the main thoroughfare for Unitec students travelling between campuses, no doubt a pedestrian crossing will need to be put in across Buscomb

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Survey Results: Solutions to Parking Problems on Buscomb Avenue

Ave from the walkway between numbers 26 & 30 to a spot adjacent to number 19 Buscomb Ave.

8. With the planned 60 unit apartment building on the corner of Lincoln Rd and Sel Peacock, a roundabout or traffic lights will be needed at the Sel Peacock/Buscomb Ave intersection to cope with the extra traffic.

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