
REPORT 4
(1215/12/IM)

**RATIFICATION OF TAWA COMMUNITY BOARD
SUBMISSIONS:**

- **PROPOSED SPEED LIMIT CHANGES – TAKAPU ROAD AND TAWA INTERCHANGE**
 - **DRAFT NORTHERN RESERVES MANAGEMENT PLAN**
 - **GREATER WELLINGTON REGIONAL COUNCIL 2008/09 DRAFT ANNUAL PLAN**
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It is recommended that the Tawa Community Board:

1. *Receive the information.*
2. *Ratify the Board submissions to the Proposed Speed Limit Changes – Takapu Road and Tawa Interchange, Draft Northern Reserves Management Plan and the Greater Wellington Regional Council 2008/09 Draft Annual Plan.*

Attached are the Board submissions to the:

- Proposed Speed Limit Changes – Takapu Road and Tawa Interchange (Appendix 1)
- Draft Northern Reserves Management Plan (Appendix 2)
- Greater Wellington Regional Council 2008/09 Draft Annual Plan (Appendix 3)

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SUBMISSION OF THE TAWA COMMUNITY BOARD TO THE WELLINGTON CITY COUNCIL ON CHANGES TO SPEED LIMITS AT THE SOUTHERN END OF TAWA

The Tawa Community Board supports moves to make the roads within Tawa safer for road users and pedestrians alike.

We make the following submission to the proposal and at the end make submissions for changes that are not covered in the proposal.

Takapu Road – Turnpike to 60 m east of Woodburn Drive

We do not accept the recommendation to reduce the speed limit from 100 km/hr to 70 km/hr on the section of Takapu Road from the intersection with the motorway turnpike through to 60m east of Woodburn Drive.

We believe this should be reduced from 100 km/hr to 50 km/hr in both directions.

While there are currently few entry and exits onto this section of road it should be borne in mind that:

- there are many large, heavy slow moving truck and other commercial vehicles manoeuvring in this area including entry and exit to the new fuel stop facility.
- there is increased traffic flow entering and exiting from Bing Lucas Drive.
- the number of residential properties up Woodburn Drive has increased and there is thus an increased traffic flow.

While the overall speed changes have been subject to this consultation we believe that their needs to be further consultation specifically with the residents that live on, or in roads that lead off, Takapu Road.

Takapu Road – Motorway northbound off-ramp to Main Road Tawa Takapu Road – Main Road Tawa to Motorway northbound on-ramp

In principle, we support these recommendations. The way it is laid out in the proposal made it difficult for people to perceive the intent.

We believe that the section between the Main Road Tawa and the intersection of the Motorway southbound on-ramp and Takapu Road should be reduced from 100 km/hr to 50 km/hr in both directions.

We do not support the changes to the speed limits at the commencement of the Motorway northbound on-ramp or the end of the northbound off-ramp. We recommend that this part be delayed until the proposed traffic island and roading changes, that have been associated with the Takapu Island project, come to fruition.

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An alternative option would be a gradual speed reduction on the off ramp.

Halfway between the motorway and the Takapu Road intersection the speed limit should be reduced from 100 km/hr to 70 km/hr and then be 50 km/hr at the intersection of the off ramp and Takapu Road.

Motorway southbound on-ramp – Western Portal of the motorway underpass to Motorway

We believed that the turnpike section of this proposal is already covered in the Takapu Road – Turnpike to 60 m east of Woodburn Drive proposal.

We believe that the Motorway southbound on-ramp should be 50 km/hr until it meets Takapu Road at the intersection on the curve where the give way sign is. At this point it should continue to be 100 km/hr.

Motorway southbound off-ramp – Motorway to Western Portal of the motorway underpass

We believe that part of this proposal is the same section of road covered by that contained in the Takapu Road – Turnpike to 60 m east of Woodburn Drive proposal.

We believe that the Motorway southbound off-ramp should remain at 100 km/hr until it meets the Takapu Road intersection.

An alternative option would be a gradual speed reduction on the off ramp.

Halfway between the motorway and the Takapu Road intersection the speed limit should be reduced from 100 km/hr to 70 km/hr and then be 50 km/hr at the intersection of the off ramp and Takapu Road.

Tawa Community Board
Robert Tredger (Chair)
Graeme Hansen (Deputy Chair)
David Darroch
Chris Reading
Dennis Sharman
Graeme Sutton

TAWA COMMUNITY BOARD SUBMISSION RELATING TO THE DRAFT NORTHERN RESERVES MANAGEMENT PLAN

Tawa is the northern most suburb of Wellington, and is surrounded by hills and reserves.

In the latest census data (2006) the Northern Ward has significantly more population (22.6%) under 15 years of age compared to Wellington (17.7%), similarly a greater percentage (9.1%) are over the age of 65 compared to Wellington city (8.4%).

The main reasons people come to live in Tawa is that it:

- is family friendly,
 - provides education from pre-school through to university entrance,
 - has a comparatively safe environment,
 - has access to good medical care,
 - has good road and rail access to the City,
 - has a mix of life style blocks, farms and predominately detached housing and gardens,
- while being sufficiently far away from the City.

Tawa is surrounded by hills, bush, and reserves, which are an integral part of life in Tawa.

For many years the residents of Tawa have been active in the development and maintenance of the reserves and playgrounds. Tawa has a strong sense of place, so much so that several voluntary groups are actively involved in partnerships with the City Council.

The Friends of Tawa Bush are involved in maintenance, pest control, care and management of many walkways and areas of reserve.

Tawa Rotary has long been associated with Grasslees and Willowbank reserves for maintenance and together with Tawa Lions helped supply many of the earlier equipment in the play grounds. More recently, Rotary has been involved in construction of the Tawa lookout, including the planting of many thousands of plants in this area, supplied by Wellington City Council (WCC).

The Tawa – Porirua Streamside Walkway Steering Committee is currently working with WCC to develop the walkway for the benefit not only of all Tawa residents, but in line with the Government and Councils aim of providing areas facilities enabling a fitter and healthy populace.

Tawa residents are very keen to promote the suburb as an area with many reserves and parks, but are naturally concerned that these areas are maintained properly, especially with regard to prevention of being overgrown with regular weed and pest control.

The availability of community parks within 10 to 15 minutes of residential dwellings is a policy which is favoured by the Tawa Community Board (TCB) and the community as a whole. However it must be remembered that most housing is on the

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hills, and walking home with children after they have walked to the playground, and played strenuously, can take a lot longer than the 10-15 minutes it took to walk there!

In general the TCB is in support of the direction outlined in the Draft Northern Reserves Management Plan but make the following observations.

General

- Cyclists and walkers along Middleton Road face a high danger from motor traffic. We encourage development of walkways and cycle tracks in this area.
- Concern has been expressed that some local playgrounds may be decommissioned due to the condition of some of the play equipment.
- The TCB believes a full consultation process must be undertaken, with affected residents, prior to the decommissioning or upgrading of any playgrounds.

Community Parks

Grasslees Reserve.

This is a key community park, close to the main retail centre, with facilities that are widely used. The area includes the community playground, roller-skate park, rose garden, swimming pool, bowling clubs and skate park. An upgrade and development is supported.

The development should allow for:

- the incorporation into the proposed Tawa – Porirua stream walkway.
- the proposed memorial instigated by the Tawa RSA and Tawa Historical Society at the junction of Grasslees Reserve and Oxford Street.

Willowbank

This is a very popular picnic/playground area for many families. The standard of maintenance of this area is a concern and needs to be reviewed on an ongoing basis. This would be an ideal area for the construction of a gas fired, coin operated barbeque.

Community Playground

Duncan Park

Following a great recent upgrade this Playground is widely used. The upgrade should have provided toilet facilities and there should be fencing between the adjacent dog exercise area and the playground. These should be installed as a priority.

Local and Local Basic Playgrounds

Mahoe Reserve

The swings are in poor condition and should be decommissioned and the area returned to an open space.

Larsen Park and play area (wcc site 1856)

There is concern from local residents about plans to decommission this playground. Their preference is for a minor upgrade of the equipment as this area would otherwise just become an area of green space and serve little purpose to the local children. Lyndhurst Park, once upgraded, would still be a good walk for mums with young children and pushchairs.

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Lyndhurst Reserve

This area sees considerable use, especially over winter; while parents watch the sports and children make use of the playground. We agree with a planned upgrade.

Local Parks

Lyndhurst Park and play area (pt sec 161 Por dist)

This section of park on the northern side of Lyndhurst Road is overgrown and not well maintained. It does not appear to have much usage. The maintenance of the walkway through to Romney Square needs to be retained.

Pikitanga Reserve

This is in the fastest growing area within Tawa. There is no playground within the 10 to 15 minute guide. This should be regarded as **first priority** for a new playground.

Kowhai Park

This area is used in winter for Youth sport. Duncan Park is close by, but is not close enough for siblings to play on while others are participating in sport on the sports ground area. Unless circumstances change, we believe that further consultation is required re the decommissioning of the playground at this park.

Coronation Park

A central park close to schools, kindergartens, Guide and Scout Halls. This playground on flat land should undergo an upgrade as a priority for this area.

Raroa Park

This is widely used by local residents. The current swings and seesaw are in poor condition and should be the second priority for upgrading (after the completion of Pikitanga Reserve).

Taylor Park

We support the recommendation for more facilities in this area in the 5 year plan.

Arthur Carmen Park

This area does not appear to be used much. (Note that there appears to be no access to the car park). Further review may be appropriate.

Other areas of concern

Tawa Cemetery

The Cemetery does not appear to be marked as a reserve in the plan. We would like confirmation that it is reserve and advice on how it is to be managed long-term.

Main Road West Reserve

Situated on the main road, opposite McClellan Street. This area is not mentioned in the report (Plan), and needs to be considered in the Plan. The large trees may need to be removed and replanting may cause considerable disruption due to its proximity to the main road between Tawa – Linden - Porirua.

Sports Fields

Demand for more sports fields continue to grow in Tawa. We fully support the extension of Grenada North Park and play area, subject to the purchase of suitable land. We would like to see more areas installed with suitable lights to support night time practise.

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The continuing relationship between the Ministry of Education and Council should be fostered for the use of school grounds for sporting activity.

Access to the Outer Green Belt

Greater access to the outer green belt is fully supported by the TCB. This would be in line with the Open access plan 2004 to provide opportunities for recreation and tourism, providing tracks for all abilities and greater use of Spicer Forest, the Outer Green Belt and Colonial Knob.

Middleton road – Glenside to Willowbank

The link between Tawa and Glenside will need to be developed in conjunction with road improvements. As mentioned earlier this section of roading has become dangerous for cyclists and walkers alike due to the need for road improvements.

Tawa-Porirua Stream Walkway

There is substantial local support for this walkway. The proposed 3.5 km track to link Willowbank Park and Linden Park following the stream and railway corridors including Grasslees reserve is strongly supported by the TCB and the people of Tawa. This will link from Glenside in the South through to the Porirua track and cycleway in the North, which in turn links to Titahi Bay. This needs to be included not only in the Northern Reserves Management Plan but also LTCCP, as the work would need to be completed in stages.

Friends of Tawa Bush Reserves Inc

WCC support MUST continue its support for this organisation. Friends of Tawa Bush Reserves already work with WCC, to the ecological benefit of not only the region, the Northern areas of WCC, and specifically for the peoples of Tawa.

Submission of behalf of TAWA COMMUNITY BOARD

Robert Tredger (Chair)
Graeme Hansen (Deputy Chair)
David Darroch
Chris Reading
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Submission of the Tawa Community Board to Greater Wellington Regional Council Proposed Draft Annual Plan 2008/09

The Tawa Community Board (TCB) takes the opportunity to respond to the Greater Wellington Council (GWRC) Proposed Draft Annual plan. We recently met with representatives of the GWRC and raised a number of concerns:

- Changes to the Tawa-Porirua Stream at Linden Park (close to the Tawa Wrestling Club). Several years ago it was agreed that there would be re-alignment to the stream to improve water flow, whilst also providing protection for the fauna in the stream. Plans have been prepared and approved by TCB and WCC. This will require moving some of the houses on Findlay Street. This was in the GWRC Plan, but seems to have been removed from the LTCCP or programmed work recently. It needs to be reinstated, so that the work can be instigated and completed.
- The TCB and Tawa residents are concerned that the increase in Rail Traffic will increase the number of occasions when the flow of road traffic will be disturbed (stopped) due to the barriers at the railway crossing being closed. This is particularly the case at Linden Station and Redwood Station. In general terms, at peak times the vehicles from Linden and Greenacres will be delayed whilst travelling to and from Tawa Main Road. The implications have to be investigated.
- The TCB strongly supports the “Park and Ride” facility and the emphasis on Public Transport. Please refer to our previous submissions, in particular the Ngauranga to Airport submission (attached for your edification). However there is insufficient parking at all of the Tawa Stations to enable those who wish to use the facility to do so, therefore forcing them to drive to the City. Additional Park and Ride facilities should be planned and implemented in Tawa.
- An express bus service to the City, Hospital and Airport at suitable times, does not exist (similar to the Hutt’s City Flyer), and should be considered. Further, for those who work in the Hutt, it is not only time prohibitive to travel by rail, but is currently more costly than travelling in a small family car! Consideration should be given to an Express Bus service, or defined linkages to the Hutt Bus service.
- The recent closure of the Evening/Night time emergency facilities at Kenepuru Hospital has meant more people in the North of Wellington are forced to travel to the Wellington Hospital in Newtown. Even for non urgent trips to Wellington this is fraught with difficulty. Further the DHB has reduced its service (unless pre booked days in advance) and consideration should be given to a direct bus service.
- The board has over recent months been working with a group of local residents to support the establishment of a walk/cycleway adjacent to the

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Porirua Stream where it travels from Willowbank Reserve through to the Porirua City boundary. We request that GWRC continue to support the work of this group, and request officers to consider the possibility of establishing a re-vegetation programme to support the amenity and ecosystem that greater awareness of this area can provide.

- The Tawa Community invites representatives of the GWRC to meet with the TCB, at least annually, to enable the Board to participate in the plans where they affect Tawa.

Should you have any queries relating to the above, do not hesitate to contact the Chair of the Tawa Community Board. The Board would like to make an oral submission.

Tawa Community Board

Robert Tredger (Chair)

Graeme Hansen (Deputy Chair)

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Attached: Tawa Community Submission to the Ngauranga to Airport Study