
Porirua Stream Walkway - Tawa

The Proposal

In 2007 members of the Tawa community formed The Tawa Porirua Stream Walkway Committee and identified the need for a pedestrian walkway and cycleway that follows the Porirua Stream through Tawa. The complete walkway would run from Willowbank Park to Kenepuru Station and have several important local links east and west. A number of objectives were outlined for this project including improved links across the valley, between schools, retirement villages, Tawa shopping centre, transport nodes and to provide recreational/leisure opportunities for the community.

The Tawa - Porirua Stream Walkway Committee has requested funding support for the design phase (unspecified in their written submission) and between \$2.9 and \$4 million in capital costs for the construction of the walkway.

Proposal Costs

Project Component	Operating expenses \$000									
	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19
<i>Maintenance</i>		4	8	11	15	15	15	15	15	15
<i>Depreciation and Interest</i>	34	101	169	274	417	411	401	391	381	371
<i>Total</i>	34	105	176	285	432	426	416	406	396	386

Project Component	Capital expenses \$000									
	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19
<i>Contracts</i>	1,000	1,000	1,000	1,000						
<i>Total</i>	1,000	1,000	1,000	1,000						

Funding for the capital expenditure component of this project would come from borrowings, the operating expenditure component would come from an increase in the general rate.

Discussion

An initial route analysis and definition study has been completed as an implementation action of the Open Space Access Plan (2004). The Open Space Access Implementation Plan (2008) ranked this Porirua Stream Walkway initiative against other new track proposals, it scored 60 in a range from 68 to 24. The initial study showed that this project had wider implications than an open space access initiative and would cost significantly more than allocated resources. Council officers agree the results of the feasibility study indicate the scope of the project is above what is catered for within the Open Space Access Plan. There may be a better fit for the project within the walkway and cycleway programme.

The walkway proposal is a project which sits across Council with urban design, recreational, social and transport objectives. The proposal will improve the connectivity of Tawa with pedestrian/cycle linkages. The walkway aligns with numerous regional objectives such as the walking and cycling policies and helps achieve the Government Policy Statement on land transport targets.

The route analysis and definition study has determined the most desirable route and linkages, and includes an implementation plan and projected costs, which could be implemented over a four year

period. There are currently no funds allocated to implement this proposal, although it is in the draft long-term plan as an investigative project.

There may be opportunities for funding from other stakeholders, for example with NZ Transport Authority (NZTA), the National Cycleway, and Porirua City Council. NZTA could potentially fund up to 50 percent of this project through Councils walking/cycling policy, however this would need to be assessed against other priorities.

The local Tawa Porirua Stream Walkway Committee has the support of the Tawa Community Board. The Committee wish to work with Wellington City Council and have not yet promoted the concept to the wider community. It is likely that the concept will be well received; certainly there is historic demand for connectivity between the western side of Tawa, and Tawa Intermediate and Tawa College.

Officer recommendation

Officers note at this stage there is uncertainty about how best to deliver this project, what if any external funding support may be available, and its relative priority across the city.

Officers recommend no funding is included in the long-term plan at this time to allow this project to be further assessed. Officers recommend that the project is reviewed from a transport planning perspective, in order to determine where the project would fit within the walkway/cycleway strategy, and in order to determine its level of strategic priority; and that discussions continue with Porirua and NZTA to test their level of contribution.

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