
REPORT 3

2014/2015 DRAFT ANNUAL PLAN SUBMISSION RATIFICATION

1. Purpose of Report

To enable Community Board members to approve the Board's submission on 2014/2015 Draft Annual Plan.

2. Recommendations

It is recommended that the Makara/Ohariu Community Board:

- 1. Receive the information.*
- 2. Approve the submission of the Makara/Ohariu Community Board to the 2014/2015 Draft Annual Plan attached as appendix 1.*

APPENDIX 1

Submission on the 2014/15 WCC Draft Annual Plan from the Makara/Ohariu Community Board

Roading

We support the proposed additional amount of \$100,000 in capital expenditure for minor safety initiatives in Ohariu and Makara. The basis of this support is due to the following:

- a. Over the past few years, there has been a noticeable increase in the amount of traffic using the rural roading system. In particular in Makara, this is partly due to the opening and operating of the Meridian Westwind project. This has involved, and will continue to involve for the foreseeable future, large commercial vehicles (i.e. vehicles transporting cranes and machinery for maintenance purposes) and by service vehicles.
- b. Heavy vehicles attending to the servicing of the Karori Sewage Outfall.
- c. Vehicles accessing the area to service the Transpower lines.
- d. Vehicles accessing Opau Road to visit the Westwind Recreational area.
- e. Throughout both Makara and Ohariu, the Board notes that there have been a number of residential additions that have involved vehicles accessing the sites during the development process and an increase in the number of residential vehicles in both valleys once developments have been completed.
- f. Through both valleys, there has been a noticeable increase in passenger vehicles, and vehicles towing boats and trailers to access Makara Beach, which is a prime recreational fishing area within the Wellington area, this being partly due to the opening of the Taputeranga Marine Reserve at Island Bay.
- g. There has been a general increase in vehicle usage in Ohariu Valley and Makara for recreational purposes, i.e. golf, horse riding etc.
- h. There has also been many more cyclists and runners passing through Ohariu Valley and Makara, using the route through Makara and Ohariu as a training ground for large road races throughout New Zealand. Rural roads were not built for the high number of cyclists currently using them.
- i. The WCC proposes to increase the cycling budget to \$4.3 million to improve the networks and safety. Some of this budget could be spent on improving cyclist safety through the Ohariu-Makara loop which is so well used.

Condition of Roads/Drains/Culverts

There are a number of issues relating to the roads in both Valleys. These include:

- a. Slumping of the roadside edges into the streams in various places.
- b. A number of the culverts need attention.
- c. Drainage alongside the roads in many places is deep, thus causing potential hazards to both motorists, cyclists and runners because of the narrowness of the road in many places, causing the motorist, runner or cyclist to move to the side when meeting oncoming vehicles. The sealing at the side of the roads is in places non-existent or very rough, and creates a hazard to runners and cyclists.

APPENDIX 1

- d. In some places, the Ohariu Stream and the Makara Stream run close or parallel to the road, thus causing erosion which will require serious repair to prevent the road from caving in, in the future.
- e. Makara and Ohariu Roads could possibly be an access route in a civil emergency, such as an earthquake, from inner Wellington through Karori to the north, and need to be maintained to an acceptable standard for now and into the future.

Cliff faces

In many places throughout both valleys, slipping occurs in bad weather conditions (for example the cliff face along the roadway opposite 736 Makara Road, where a slip and trees came down in the June storm 2013.) This situation is likely to reoccur in that area because the cliff face is unstable. There are other areas of cliff faces along the roadside that could potentially cause problems in both valleys.

The concerns raised under the above points are ongoing problems that would not be covered by the \$100,000.

The proposal put forward in the proposed Draft Annual Plan refers to capital expenditure for minor safety initiatives on rural roads. We consider that the Council roading representatives need to meet with the Board in order to identify with the Board those items that are considered to be “minor safety initiatives” and be put forward into a programmed maintenance plan.

Environment

Increase in Community Planting and Pest Control Funding

We support the proposed increase in operating expenditure for the above.

Summary

The Makara/Ohariu Community Board is in the process of updating the Ohariu and Makara Community Plans with assistance from the WCC. A traffic and roading strategy will feature in these plans.

Thank you for the opportunity of submitting on the Draft Annual Plan. I am prepared to speak to this submission if required.

Christine Grace
Chair
Makara/Ohariu Community Board