
REPORT 7
(1215/12/IM)

**RATIFICATION OF TAWA COMMUNITY BOARD
SUBMISSION - GREATER WELLINGTON LONG TERM
COUNCIL COMMUNITY PLAN**

Officers recommend that the Tawa Community Board:

1. *Receives the information.*
2. *Ratifies the Board submission to the Greater Wellington Long Term Council Community Plan.*

Attached is the Board submission to the:

- Greater Wellington Long Term Council Community Plan (Appendix 1)

APPENDIX 1

Greater Wellington Long Term Community Council Plan 200920010

Submission from the Tawa Community Board to the Greater Wellington Regional Council.

GENERAL

- Whilst the legislation provides for the preparation of a 10 year plan, the Tawa Community Board (TCB) believes that a longer term view, perhaps 25-50 years should be taken into consideration. This would prevent short term solutions.
- Tawa has one of the highest percentages in Wellington of residents over 60 years of age. Many of these still live in their own homes and are reliant on their investment income to pay their bills. With the decreasing returns, even a 2.6% increase in rates will have an impact upon their ability to pay. The planned increases for following years of 8.49% and 10.47% could have grave consequences.

PUBLIC TRANSPORT

Many of our views were considered in our submission upon transport last year.

- Affordability, accessibility and reliability are user's expectations of public transport. If public transport arrived and departed at their published times there would be no need for costly real-time information systems.

In previous submissions we have supported the introduction of real time information at stops. However it is more important that steps are taken to ensure that public transport runs to time.

Several overseas authorities now refund a percentage of the cost of the fare when public transport has no reasonable excuse for failing to meet their published targets.

This accountability ensures that public transport runs to time.

- One effective and reliable electronic ticketing should be introduced for the area served by transport operators in the Greater Wellington Region.

It is unfortunate that Snapper has had so much teething trouble and these issues need to be fixed before widespread implementation.

- The TCB is against an introduction of parking fees at Park and Ride.

Charging passengers to park their cars, so that they can stand on exposed stations whilst waiting for late trains is hardly going to support their decision to catch the train.

Multiple family users are already finding the train marginally more expensive than the cost of running a car to town, without including paying for parking. The introduction of parking fees will tip the balance further in favour of the car.

APPENDIX 1

- The TCB is concerned that the current train schedules during “Morning Rush Hour” do not include more trains stopping at Tawa stations. As the last stations before Wellington, the trains are frequently full, sometimes do not stop, which in turn leads more people taking their cars to town!!
- The TCB was disappointed at the intent to continue increasing the transport costs.

Increasing patronage must result in a reduction of the cost per person. The fixed costs are there, whether one person or one thousand people uses public transport.

- The TCB understands that the existing electric units, track and signaling systems are owned and used by NZ Rail.

Why are ratepayers expected to maintain and upgrade a system not owned by them?

With the regions having different arrangements with Rail, now would seem to be the right time to negotiate and collaborate with the various regions for the benefit of all commuters.

The TCB is concerned that the Greater Wellington Regional Council is getting less funding per capita for the purchase of new units, maintenance and upgrading of track and signaling systems and urges more robust negotiating with the Government.

- The TCB notes that the suburban route to Paraparaumu operates on the Northern Main Trunk line.

We believe that each route (Melling, Hutt, Johnsonville and Paraparaumu) should bear a proportion of the cost associated with that route. We believe that users of the Paraparaumu route are unfairly subsidising other routes. It is used for National Passenger Transport, Freight and Local Commuter Rail. It is therefore an anomaly that this heavily used line is charged at the same rate, for example as the Johnsonville-Wellington Line.

WATER SUPPLY

- Looking to the future, another dam would appear to be the best solution. With labour rates and interest rates at one of their lowest levels the TCB believes that now is a good time to look at construction.
- The TCB is not satisfied that water meters will result in the water reduction anticipated.

The use of figures that are not truly comparable with other areas was not helpful to any case for meters.

- The TCB believes that a reduction in the amount of water lost in distribution is a priority.

APPENDIX 1

REGIONAL PARKS

- It is important that consultation re the Greater Wellington Regional Parks Network Strategy, and the Regional Open Space Strategy proceed with some urgency.

LAND MANAGEMENT

- Pest eradication, including possum control, throughout the GW area should be maintained. The benefits are proven by the increasing biodiversity of indigenous species.

Robert Tredger (chair), Graeme Hansen (deputy chair,) Dennis Sharman, Chris Reading, David Darroch, Graeme Sutton