



**Kapiti Coast District Council submission to
Greater Wellington Regional Council's draft
Annual Plan 2011-12**

1. Introduction

Kapiti Coast District Council welcomes the opportunity to provide feedback on Greater Wellington Regional Council's draft Annual Plan 2011-12. The Council wishes to speak to this submission.

2. Resource management

The Council supports the resource management group of activities, but notes that implementation of the proposed Regional Policy Statement (RPS) needs funding. It is not just concerned with the resolution of appeals.

The Council submitted in support of the proposed Regional Policy Statement in 2009, but is concerned that the Resource Management planning activity lacks funding for policy investigation to implement RPS policies, and assist councils and iwi with accurate information from GW led investigations to implement the RPS.

The success of the RPS will rely on significant funding and resources being available to local authorities to undertake the detailed assessment required by the RPS. The policies require a high level of investigation and monitoring. The operative RPS has been limited by a lack of funding for implementation of the policies, in particular the Landscape and Energy policies.

3. Transport

3.1. Proposed Wellington Rail Package

The Kāpiti Coast District Council supports the proposed Wellington Rail Package which includes the acquisition of the Ganz Mavag fleet, railway stations and carparks, the depot and stabling assets. Greater Wellington already has a significant role in the provision and funding of metro services. It is hoped that the Wellington Rail Package will ensure that rail services improve in reliability, capacity and increase the mode share of public transport.

3.2. Raumati Railway Station

The Council is keen to be involved with the review of the current Regional Rail Plan in view of the new rail package. With Greater Wellington now proposing to take over ownership of assets associated with the provision of rail passenger transport, the Kāpiti Coast District Council requests that Greater Wellington consider the issue of the Raumati Railway Station and how this fits into the long term vision for the rail network. The Council wants to see Greater Wellington review the provision of a railway station at Raumati in year 10, now that the rail upgrade is successfully completed. The community is still awaiting this station.

3.3. Ōtaki public transport review

The Council welcomes the opportunity to work with Greater Wellington on the review of Ōtaki public transport services and hopes that there will be an improved level of service achieved there as a result, with a more flexible, responsive service that meets local needs.

The recent research undertaken by Massey University - *Attitudes and behaviour in relation to public transport in NZ's non-metropolitan regions* (Nov 2010) raises pertinent issues and a range of solutions that could be applied to the Ōtaki community.

The research points out that conventional passenger transport is not as easy to achieve in small towns as in large metropolitan regions, given the lower level of travel between these towns and larger urban areas. The research asserts that there is a need to explore flexible innovative options such as demand responsive or shared transport options which have the potential to deliver substantial economic and social benefits in non-metropolitan regions.¹ The Council hopes that the review will explore some of these ideas in the Ōtaki context.

3.4. Ōtaki rail

The Council would like to reiterate that the Capital Connection provides the only passenger rail service link for Ōtaki residents, and that this needs to be recognised by GWRC as an inter-regional service that delivers commuters into Wellington every day. The Council also request that upgrading the rail to Ōtaki is included in ongoing planning as it remains a priority for the Kapiti Coast District.

3.5. Waikanae Park and Ride

The Council welcomes the provision of the rail improvements to Waikanae but continues to have concerns about the inadequate Park and Ride facilities. KCDC has at its own cost undertaken a survey of parking in the Waikanae area including the railway station. The results will be shared with Greater Wellington together with a plan of proposed parking restrictions. The Council welcomes ongoing proactive dialogue with Greater Wellington to enable Waikanae town centre to operate in an efficient manner. As part of the plan, current thinking is that Greater Wellington needs to encourage more carpooling and use of buses to access the railway station. This could require provision of a bus service from Waikanae Beach to the railway station similar to the recent Paraparaumu Beach to rail service, making the journey quicker and more direct.

¹ C Cheyne and M Iran *Attitudes and behaviour in relation to public transport in NZ's non-metropolitan regions* Nov 2010 Massey University.

3.6. Transport rate review

The Council has concerns about the formula used to calculate the transport rate as it applies to different areas in the region. The costs of public transport services, including capital works, are allocated across the region through the targeted transport rate. The Kāpiti Coast including Ōtaki will bear some of the capital costs from investments in the public transport infrastructure. It is unclear whether the capital investment in the Northern Main Trunk Line will be allocated across the region or only to the Kāpiti Coast. If the latter, it will mean that Ōtaki will be paying increased rates for a reduced level of service as things stand at present.

4. Parks and forests

4.1. Queen Elizabeth Park cycle path linking Paekākāriki and Raumati South

Kāpiti Coast District Council would like to see Greater Wellington develop a cycle route through Queen Elizabeth Park between Paekākāriki and Raumati South.

This route has been identified through the District Council's Long Term Council Community Plan planning process repeatedly as a key safe cycle route to connect Paekākāriki with the rest of the District.

A cycleway linking Paekākāriki with Raumati is the key link in the Cycleways Walkways and Bridleways (CWB) network for the Kāpiti Coast District. The ideal cycle route with a maximum gradient of three percent was identified in the Queen Elizabeth Park Cycling Tracks Concept Plan in 2008. This route follows most of the existing "Inland Track" and would provide easy, safe and pleasant cycling between Tilley Road in Paekākāriki and Rainbow Court in Raumati South. An upgraded inland track with a high quality gravel surface 2-3m wide would complete the significant missing link in the District's cycling network. It will provide a safe and attractive alternative to SH 1 suitable for all cyclists but particularly for beginners or family groups and older cyclists enjoying the attractions the district has to offer.

In addition to commuter cyclists, with Whareroa Farm opening to the public at the end of April, Queen Elizabeth Park will become more popular with locals and regional recreational cyclists who can take advantage of the train service from Wellington to Paekākāriki.

Queen Elizabeth Park is set to become a popular recreational hub particularly for mountain bikers seeking new terrain in Whareroa Farm and the Akatarawa forest and a cycle path through the park is now long overdue.

5. Safety and flood protection

5.1. Environmental enhancement of river corridors

Greater Wellington is commended for proposing to allocate \$37,500 in its budgets for environmental enhancement of the Waikanae River corridor. Greater Wellington has indicated that the budget will be used to provide practical help, for the Friends of the Waikanae River, to prepare and maintain restoration sites. This help is much needed, and must be maintained.

5.2. Flood protection infrastructure

The Council request that Greater Wellington develop a new Flood Protection Management Plan for the Mangaone Stream. There are a number of urgent flooding issues on the stream which affect adjacent farms and properties. There are some potential inaccuracies in the Flood Hazard Mapping of this stream which need correcting. The Council wants to see a budget allocated so that an active maintenance programme can be put in place that will limit the frequency of properties being flooded there on a regular basis.

5.3. Ōtaki Floodplain Management Plan

The Council does not wish to see the review of the Ōtaki Floodplain Management Plan deferred to 2013. It was first drafted in 1998 and should be reviewed in 2011-12.

6. Land Management

6.1. Pest (animal and plant) management

Greater Wellington is commended for increasing spending on its Regional Possum Predator Control Programme by \$100,000 in 2010/2011, and for maintaining its budget for this purpose. However it is uncertain whether possum control at the existing level is adequate to deal with the threat possums pose to the maintenance of indigenous biodiversity throughout the region, any reduction is sure to increase that threat, and erode the gains made in controlled areas.

6.2. Biodiversity

The creation of a Biodiversity department is a positive move. The Kāpiti Coast District Council looks forward to the publication of a Regional Biodiversity Strategy that establishes a regional vision, objectives, and priorities for management. Comprehensive 'state and trend' monitoring of the region's biodiversity is needed to inform management and

provide a scientific basis for reporting. To that end, the proposed development of a Regional Biodiversity Monitoring plan is a welcome step, and a budget sufficient to implement a monitoring plan should be a funding priority.

If biodiversity monitoring shows that Greater Wellington is failing to meet its statutory responsibility to maintain indigenous biodiversity as a matter of national importance, budgets should be raised to ensure maintenance is achieved.

7. Community

7.1. Regional Disability Reference Group

Kāpiti Coast District Council works closely with the Kāpiti Disability Reference Group and they have been represented on the Regional Disability Reference Group. The regional group needs to continue to operate with some consistency and it is important that the current activities and projects don't lose momentum moving into the triennium of the current Council. It is recommended that the links between Local Authority Disability Reference Groups and the Greater Wellington Disability Reference Group are strengthened, both at the group level and at the staffing level, so that work programmes for the groups can be aligned.

8. Financial

8.1. Local Government Funding Agency

The Kāpiti Coast District Council acknowledges Greater Wellington's support of the Local Government Funding Agency by its agreement to be a founding shareholder of the Local Government Funding Agency. Without the support and funding of the founding shareholders (Tight 9) it would have been difficult for the Local Government Funding Agency to have become established.

The Kāpiti Coast District Council, although not a founding shareholder, supports the concept and will be one of the first local authorities to use the Local Government Funding Agency when it becomes operative.