

**KAPITI COAST : CHOOSING FUTURES  
TOWARDS A  
SUSTAINABLE  
TRANSPORT SYSTEM**

**A Strategy for Managing Transport on the Kapiti Coast 2008**





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**Kapiti Coast District Council**  
*in partnership with the community*



## Foreword – Jenny Rowan, Mayor, Kapiti Coast District

Any comprehensive strategy for transport must cover all modes and have a clear vision of the possible futures.

This Sustainable Transport Strategy takes a long term and realistic view of the future options and

opportunities and casts that in the light of the impacts of peak oil, climate change and national and regional transport initiatives.

The broad definition of sustainable transport which applies in this strategy is a system which provides access and mobility to an acceptable level for the community while making the improvements without harm to global and local ecosystems and minimising the impacts of change on valued aspects of our social and cultural life.

The strategy is concerned with reshaping the local transport system so that it has the characteristics of a sustainable system and dealing with key problems which are a barrier to sustainable outcomes.

It fits within our long term Kapiti Coast: Choosing Futures – Community Plan and sits alongside our other strategic responses including the Economic Development Strategy, Coastal Management Strategy and Development Management Strategy and it links to the Government Transport Policy Strategy and Regional Land Transport Strategy.

Ultimately our transport strategies must recognise the realities of 21st Century and aim to continue to develop the Kapiti Coast community in a sustainable manner.

It must also be seen as a living document which responds to changes in the global, national and regional environment.

23 July 2008

# 1. Introduction:

## Towards Sustainable Transport in Kapiti

### Why A Transport Strategy?

The ability of people to move around has an immense impact on their lives. The nature of transport routes and how they link towns, facilities and services can influence an individual's or family's access to basic goods and services, health, education and employment opportunities. People can find their ability to move about limited by very constrained transport options, particularly in outer or urban edge suburbs. People may have to move homes around the region in pursuit of employment if transport choices are limited or costs too high.

Transport technologies also have a significant impact. Current technologies, particularly cars are heavily dependent on fossil fuels. There is increasing concern and evidence of the global long term effects of such dependence, as well as local impacts around water and air quality.

The Kapiti Coast community faces a number of significant challenges.

### Key to these are:

- low density urban form and structure at the edge of a larger metropolitan area;
- a relatively high level of dependence on travel to work outside the District;
- a large older population and large proportion of households on relatively low fixed income;
- a regional form where key social and education services are located outside the District;
- like many other communities, a high dependence on car travel;
- a community vision and desire to maintain character, amenity and environmental quality;
- very constrained transport corridors – in terms of locating and improving transport services.



**The District also has a number of advantages:**

- a community which is hungry for improved passenger transport choice;
- a community which is interested in reducing reliance on car travel and prepared to set priorities around that;
- major community investment and support for the District's cycleway, walkway and bridleway vision;
- schools, parents and children are actively involved in strategising around travel choices.

The reasons for any community taking an interest in transport systems, transport modes (types of transport such as walking, cycling, cars, trains, buses) and transport costs and impacts are compelling. The issues are complex, the context changes regularly, the financial costs of transport at the individual, household and community level and the environmental and social costs can be high. There are major external organisations in the transport area, such as the rail track infrastructure and passenger service providers, bus companies, State Highway managers and transport funding agencies, with whom the community and Council must engage.

The intent of this strategy is to bring together a coherent vision and framework which maps out a clear path to achieving the vision and provides a clear basis for engagement with all 'transport players'.

## **Why A Sustainable Transport Strategy?**

### **What Is It?**

All human action exists within a complex web of social, economic, cultural and environmental interconnections.

Any action has an intended outcome but most actions when considered cumulatively will also have unintended or indirect impacts.

Transport actions and decisions have a very powerful effect on the way we interact, on the economy, on the environment and in terms of the cultural qualities and values we hold about our society and world. The effects of social, cultural and economic change can be significant. Just as horse drawn transport or early sailing technologies profoundly affected human settlement and society, the technological possibility of the motor vehicle has profoundly affected the form of our cities, the nature of our social interactions, how our economy works, the quality of our town centres, and the viability of basic life supporting capacities of the natural environment.

### **Sustainable transport is defined in this plan as:**

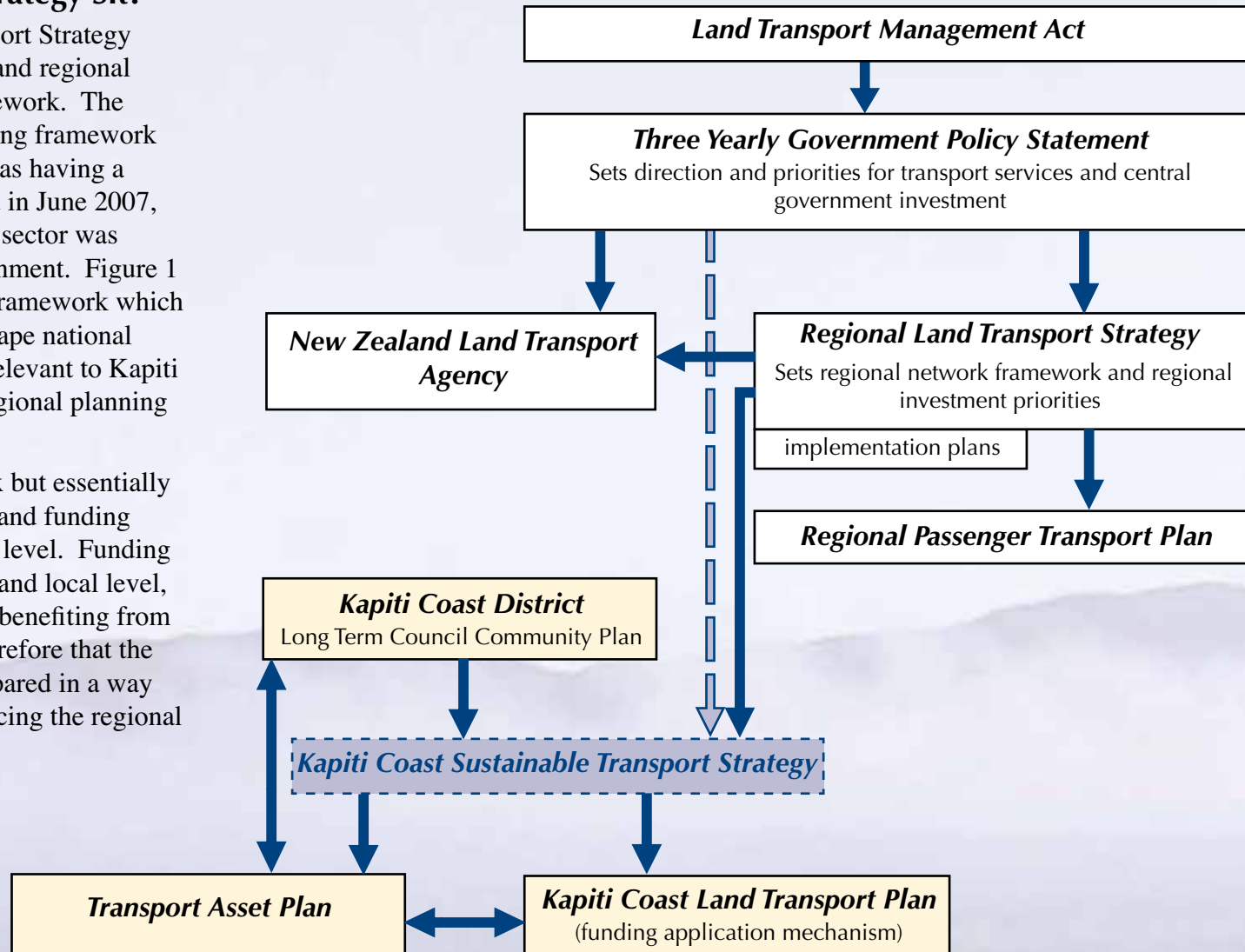
- a system which provides access and mobility to an acceptable level for the community while:
- decoupling such improvements from harm to global and local ecosystems now and in the future;
- minimising the impacts of consequent change on valued aspects of social and cultural life.

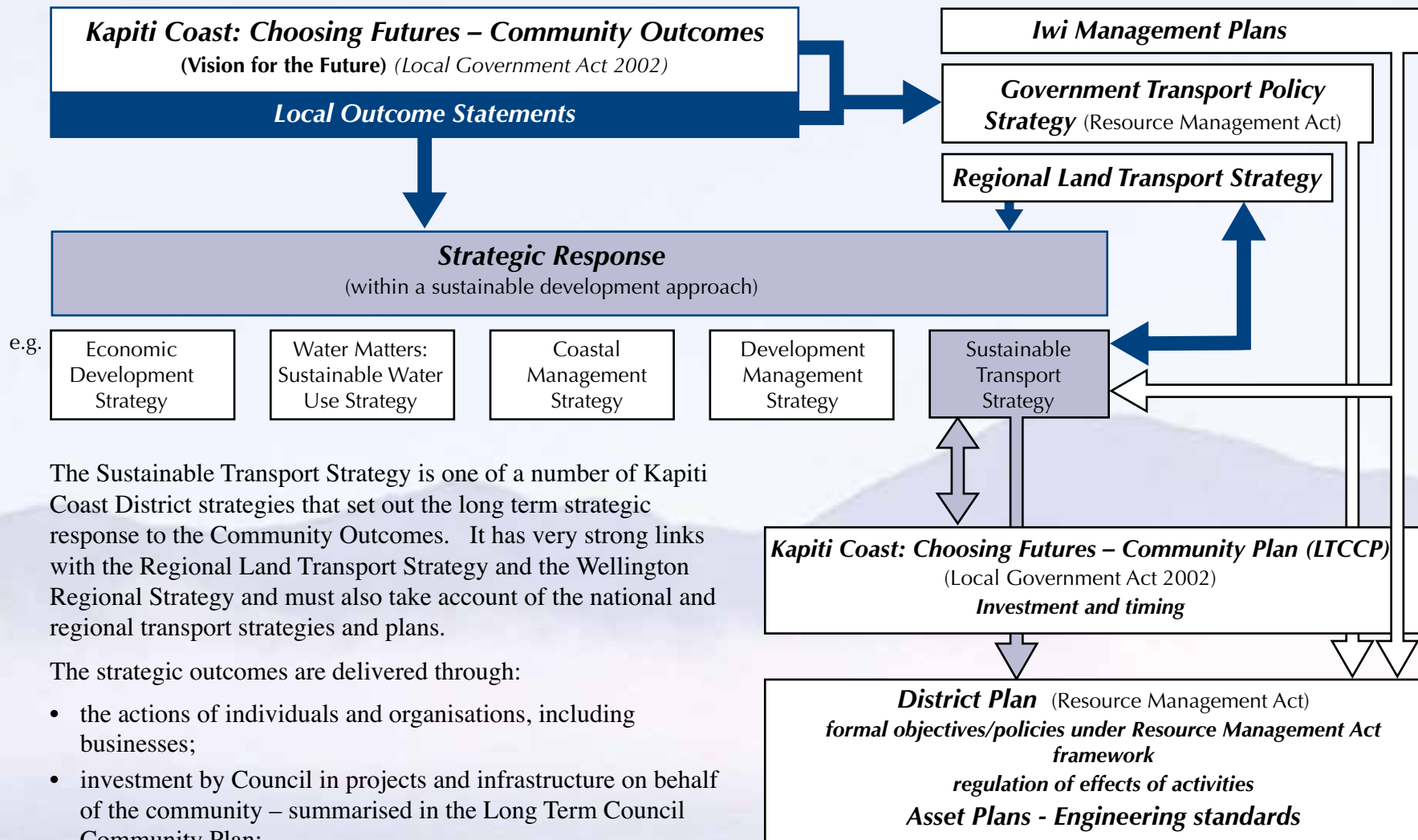
This strategy is deliberately entitled ‘Towards a Sustainable Transport System’. It is concerned with reshaping the local transport system to a position where it has the characteristics of a sustainable system. It is about dealing with key problems which are a barrier to sustainable outcomes.

## Where Does the Strategy Sit?

The Kapiti Coast Transport Strategy exists within a national and regional transport planning framework. The national transport planning framework has been acknowledged as having a number of problems and in June 2007, structural reform of that sector was announced by the government. Figure 1 identifies the proposed framework which would be expected to shape national and regional decisions relevant to Kapiti Coast and the current regional planning framework.

The structure is complex but essentially separates out the policy and funding functions at the national level. Funding can flow to the regional and local level, with a local community benefiting from both. It is important therefore that the transport strategy is prepared in a way that can assist in influencing the regional process.





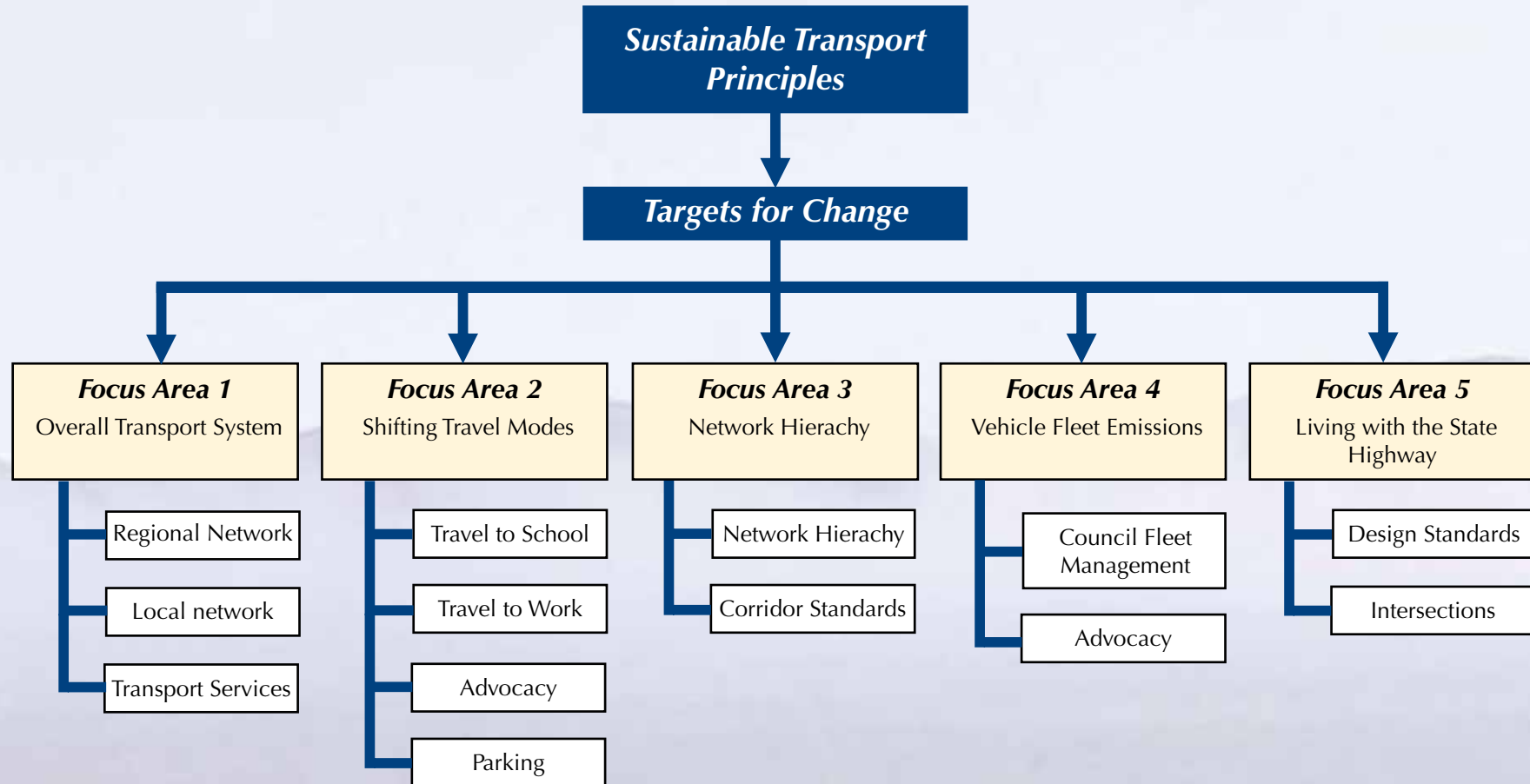
The Sustainable Transport Strategy is one of a number of Kapiti Coast District strategies that set out the long term strategic response to the Community Outcomes. It has very strong links with the Regional Land Transport Strategy and the Wellington Regional Strategy and must also take account of the national and regional transport strategies and plans.

The strategic outcomes are delivered through:

- the actions of individuals and organisations, including businesses;
- investment by Council in projects and infrastructure on behalf of the community – summarised in the Long Term Council Community Plan;
- in the case of land development management, regulation of actions via the District Plan and bylaws.

## Strategy Structure

The draft strategy is broken into five broad ‘transport focus areas’. The strategy addresses issues in each of these areas but does so within the wider focus on sustainable transport principles and change targets.



## 2. Sustainable Transport Vision and Objectives

The Land Transport Act 1998 identifies five objectives for transport planning that are relevant to the Kapiti Coast District:

- assist economic and regional development;
- assist safety and personal security;
- improve access, mobility and reliability;
- protect and promote public health;
- ensure environmental sustainability.

In addition, the Land Transport Management Act 2003 was passed with the purpose of contributing to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.

The 2008 Land Transport Management Act now mandates central government publication of a Government Policy Statement on transport. This identifies the distribution of central government funding across transport modes. This allocation occurs within the National Transport Strategy.

The Regional Land Transport Strategy accompanying documents set a series of objectives, desired outcomes, policies and targets. These are:

- increased peak period passenger transport mode share;
- increased mode share for pedestrians and cyclists;
- reduced greenhouse emissions;
- reduced severe road congestion;
- improved regional road safety;
- improved land-use and transport integration;
- improved regional freight efficiency.



## **Kapiti Coast: Choosing Futures**

### **– The Transport Vision**

The most recent expression of community vision around transport is expressed in the 2003/04 document Kapiti Coast: Choosing Futures- Community Outcomes. <sup>1</sup>The relevant Outcomes are set out below.

Since that time this vision has been refined through development of Local Outcome Statements for local communities and through a range of processes where the Kapiti Coast District Council has submitted to regional transport planning processes on behalf of the community. Where these ideas have advanced further than the 2003/04 District and Local Outcomes, these are referred to below each formal outcome.

The Council will review the Community Outcomes during 2008/09 and these Outcomes may change. In the interim, this Strategy will have regard for the original Outcomes Statement and any refinements in ideas that have followed. Any additional ideas will be included below each Outcome area.

The key features of the Community Outcomes relevant to transport are:

### **Outcome 1**

That Kapiti Coast becomes nationally famous for an extensive walkway, cycleway and bridleway system that has the following features:

- good access up into the Tararua Ranges;
- a coastal walkway and cycleway from Paekākāriki to Ōtaki and north;
- safe cycling commuter links between communities, from Paekākāriki in the south to Ōtaki in the north and a clear focus on improved safe east/west cycling and pedestrian linkages;
- particular regard needs to be had for safety for old and young users;
- relatively easy ‘middle height’ access along the coastal escarpment and lower hills;
- extensive linkages through the built up areas to key natural features such as rivers and areas of bush;
- improved linkages between residential areas, schools, shopping and workplaces;
- good linkages between schools and centres.

### **Outcome 2**

That the level and quality of access within and between communities is improved, including:

- provision of more road linkages and multiple bridge crossings between Paraparaumu and Waikanae;
- provision of a passenger rail service to Ōtaki;
- improved night-time bus services;

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<sup>1</sup> Further detail is available in Kapiti Coast: Choosing Futures – Community Outcomes, the Long Term Council Community Plan and the Local Outcome Statements. These documents drive many aspects of the strategy.

- improved internal north/south and east/west linkages within Paraparaumu;
- all communities have safe and interesting pedestrian links (with good signage ) that encourage use of local areas;
- that there is easier and safer pedestrian and safer road access to the town centres – especially the Waikanae and Paraparaumu Town Centres;
- that the District’s main east/west roads, especially Kapiti Road and the road to Ōtaki Beach are developed as beautiful boulevards;
- improved night time bus services that cater for late travelling commuters.

### **Outcome 3**

That linkages between Waikanae and Paraparaumu are improved to reduce energy use and travel time.

### **Outcome 4**

That the District develops a role as a transport hub, including the distribution of freight.

### **Outcome 5**

That there is improved internal transport access for the labour force.

### **Outcome 6**

That there is better public transport:

- in and out of Ōtaki at all times both north and south;
- in the form of passenger trains between Ōtaki and Paraparaumu;
- at night to all suburbs.

### **Outcome 7**

There are extensive access linkages within the District in addition to State Highway 1, including:

- crossings over the Waikanae River;
- an extensive walkway, bridleway and cycleway system (both commuting and recreational);
- good quality footpaths which are safe for people to use, particularly older people;
- there is good easy access to beaches for everyone at the main beach settlements, including older and disabled people.

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<sup>2</sup> Debate on this Outcome has emerged since 2003/04 and this will be reviewed through the Long Term Council Community Plan review process.

A number of other outcomes emphasise the important relationship between the transport network, urban form, town centres and public transport. These matters are discussed in more detail in a later section.

The community recognises the major commuting dependency that the Kapiti Coast has south to Wellington and wishes to see improved passenger services to the Wellington Central Business District and the Hutt Valley, particularly rail services. However, in terms of the community's vision for major changes to the nature of the network, the focus is on extending the passenger transport system north, improving the connections between communities, including one major new roading link across the Waikanae River and a vastly extended walkways and cycleways network.

There is a broad focus on creating increased local jobs and moving away from being an 'edge community,' dependent on commuting to work, to become a place that has extensive local opportunities for work and business development. In the view of the community this needs to be married with a much improved local passenger transport network connecting all communities.

Underpinning these ideas about the network is a desire to reduce the impacts on the environment and to reduce energy use. Above all the community wants any change that does happen to occur in a way that:

***'Reaffirms the Kapiti Coast  
lifestyle and culture – with a sustainable emphasis'***<sup>3</sup>



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<sup>3</sup> Kapiti Coast Choosing Futures – Community Outcomes.

## Transport Objective within the District Vision

*Within the overall District vision, the primary transport objective for the Kapiti Coast is to...*

*create a physical transport system that is attractive, affordable, connected, responsive, safe and offers effective mode choice so that it enables people to act in a sustainable way.*

This objective deliberately emphasises the central issue that exists on the Kapiti Coast – the lack of a complete integrated physical transport network which services all communities and enables them to make a shift away from reliance on private vehicle use and the costs of that reliance. Major pieces of the jigsaw are missing, such as a complete rail system. It is only when they are in place that policies to encourage change in travel behaviour can be fully effective.

People want access to a good quality passenger transport system that allows them to reduce their vehicle use both inside and outside the District. As part of this, the community places value on having an extensive cycleway and walkway network.

This issue of the incompleteness of the transport system is the primary focus of this strategy, forming the platform for Council and community actions and advocacy to the regional and central government sectors.<sup>4</sup>



Above images courtesy Greater Wellington Regional Council

<sup>4</sup> Specific issues, targets and management programmes are outlined in the remainder of the strategy.

### 3. Sustainable Transport Principles

In 2004, Kapiti Coast District Council adopted fourteen sustainable development principles as part of *Kapiti Coast Choosing Futures – Community Plan*.

#### **Sustainable Development Principles (From Kapiti Coast: Choosing Futures)**

1. **achieve balance between all wellbeing areas;**
2. **ability to participate in community processes;**
3. **positive partnership with tāngata whenua;**
4. **taking account of present and future generations;**
5. **prudent stewardship of the environment;**
6. **capacity building;**
7. **interconnecting environment and communities;**
8. **increasing the community's resilience and adaptability;**
9. **economic growth avoiding environmental harm as far as possible;**
10. **take account of social impacts;**
11. **decisions should minimise and spread any risks;**
12. **having access to tools to act sustainably;**
13. **taking account of changing regional, nation and global context;**
14. **fitting the rate of change to community capacity.**

Of these, resilience and adaptability are key principles underpinning this transport strategy. The risks surrounding the future supply and rising cost of oil and the environmental impacts of fossil fuels, including carbon dioxide emissions, are bringing growing pressure for change and the community must adapt. Building resilience and choice into the transport system is essential. Seven sustainable transport principles have been adopted to guide decisions about transport systems and investment.



### **Sustainable Transport Principle 1**

A sustainable transport system is one which delivers benefit across all areas of wellbeing.

#### **Assessment of Benefit**

This is an essential aspect of any sustainable transport system. Transport systems, particularly road systems, have generally been designed to minimise travel times which has delivered social benefit (through maximised private mobility) and economic benefit (through minimised travel time for goods and services, and the workforce). It has also delivered a social cost (such as location of lower income households on the periphery of urban areas) and a social and economic cost through the severance of communities by high speed road systems. The environmental costs of water and air pollution arising from the use of fossil fuel are well known while the more fundamental impacts on global atmosphere and climate are increasingly recognised.

This principle requires transport decisions to address all areas of wellbeing<sup>5</sup> – social, cultural, environmental and economic and seek, where possible, solutions which maximise benefit in all four areas.

### **Sustainable Transport Principle 2**

In moving to a sustainable transport system and as a way of reducing and spreading environmental and economic risk, emphasis must be given to the following hierarchy of transport users, until such time as each travel mode is capable of delivering balanced benefits across the four areas of wellbeing:

- pedestrians;
- people with physical mobility problems;
- cyclists;
- public transport users;
- people accessing health and services within and outside the District;
- commercial/ business users;
- car borne shoppers and visitors;
- car borne commuters;
- car borne general travel.

### **Sustainable Transport Principle 3**

Communities should have access to a physical network and travel service that offers them the widest possible range of travel modes giving access to essential civic and economic centres, social infrastructure and enjoyment of the local environment.

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<sup>5</sup> The use of the term ‘wellbeing’ includes health as defined in *Kapiti Coast: Choosing Futures*.

## Travel Modes

Different travel modes have varying effects on each wellbeing area. The key challenge is that travel by private vehicle has been the major emphasis for the last 100 or so years. This has influenced the form of transport networks and the level of investment in other modes.

Urban areas have generally developed in a form that services private vehicle use, although the Wellington region has been less affected than some New Zealand cities.

Emphasising capacity for private vehicles in the design of networks has a two-fold effect:

- massive environmental effects and risks. Private vehicles may not necessarily be unsustainable but the use of fossil fuels is recognised as hugely problematic, to the extent that the adverse effects are now considered unacceptable;
- a reduction in choice about travel as travel corridors have been designed to cater for vehicles. Issues of safety and usability for pedestrians and cyclists increase costs to households for local travel choices because of the need to invest in and maintain private vehicles and spend on fuel. The effect is a reduction in social wellbeing, including health.

If balance between areas of wellbeing is to be achieved, then a recalibration of the level of emphasis on different transport modes is needed. The challenge is to restore the balance between modes in order to increase choice, reduce social and household costs, and to reduce environmental impacts. While the exploration and development of alternative fuels is gathering pace, the single most effective present method to reduce environmental impacts is to encourage a switching of modes.



#### **Sustainable Transport Principle 4**

Community investment to reduce constraints on travel access and mobility (such as congestion) should be based on the following hierarchy (in descending priority order):

- ensuring reliable access to basic social, civic and day to day services (such as health services, schools and local shopping facilities);
- ensuring timely and reliable access of freight and goods for processing and markets;
- ensuring reliable access of workers to employment, with a priority placed on local employment access but a recognition of links with regional employment;
- responding to people's mobility demands in relation to local enjoyment of family, friends, the local environment and community facilities;
- responding to people's demands for unrestrained general mobility.

#### **Access and Mobility**

Central to any transport strategy is the distinction between access and mobility.

Access is about being able to get around the community to services and places with some reliability, efficiency and affordability. This is hugely important for the economy in terms of travel to work, freight movement and movement of goods to markets.

It is also essential to social wellbeing (such as access to health services). Access is essential to providing for basic human needs.

Mobility is about having the choice to move freely and at will at any time to satisfy personal needs and wishes. There are two levels to this:

- being able to move at will to provide for basic needs. At this level there is a cross-over with access and often the terms are interchangeable. It is a key issue for people with disabilities, those on low incomes and older people;
- being able to move at will to have access to non-essential services and goods, including simply being able to move, drive etc as a pleasurable end in itself (the traditional Sunday drive, for example). Such mobility, where people are able to make unstructured travel decisions is a huge cultural value in New Zealand society. The private car offers a high level of such mobility.

The challenge for any strategy is to identify:

- the level at which a community will invest to provide access;
- the level of acceptable investment to ensure that people have mobility in providing for their basic needs;
- the extent, if any, to which a community will invest to satisfy cultural aspirations for 'total mobility' (freedom to travel at any time);

and,

- how to do so while maintaining a balance between social, environmental, economic and cultural wellbeing.

The key to dealing with these issues is having clear principles and objectives about the significance of access and the relative priority of access in relation to mobility, the level of priority for the cultural value associated with mobility and priorities for managing constraints on access and mobility.

### **Sustainable Transport Principle 5**

A road corridor should be able to provide for pedestrian, cycling, passenger transport and vehicle use in a way that people have equal opportunities for access to all travel modes. In the case of rural roads horse riders should have similar opportunities. This should include feeling safe to walk, cycle and ride in a situation of multiple modes in a corridor. Preferential initiatives for active transport will be explored e.g. timing at traffic lights for cyclists.

### **Sustainable Transport Principle 6**

A transport system should function in a way that minimises the demand for and use of energy and reduces reliance on non-renewable energy.

### **Allocation of Space in the Road Corridor**

The nature of any road corridor and the relative allocation of space to different travel modes has a major influence on travel decisions. Over the last 100 years or so, road corridors have been increasingly allocated to vehicle traffic and particularly private cars. This has had an impact on freight movements, on use of public transport and on walking and cycling. As the total space available has reached a limit, the response has generally been to increase road corridor capacity to reduce constraints on vehicle use, rather than to reallocate space within corridors across modes. It is also necessary for the road corridor to take into consideration surrounding land use.

Allocation within the road corridor can also have a major impact on local economies and on the viability of centres (for example, traffic moving through or around centres, the speed of traffic). It can also have an impact on amenity and cultural values, for example, valued quiet areas, and on environmental quality.

Decisions about allocation of space within the road corridor can assist both with mode shift and with relief of congestion affecting basic access to services. For example, creation of bus priority lanes in Wellington City has reduced travel times for all modes, not just buses.

Allocation of corridor space also has implications for the costs of travel for households and individuals. It is important to have clear principles about how space on the road corridor is allocated between modes.

## Energy Use

One of the reasons often given for promoting a shift from private vehicles to other travel modes is to reduce energy use because of the impacts of fossil fuels on the environment. This method of mitigation continues to be extremely important until private vehicles are powered by other energy sources. However, any sustainability framework identifies reduction of energy throughputs as an essential principle. Conversion of any kind of energy into forms usable in transport imposes infrastructure costs. Unnecessary production of energy that could be used elsewhere or in other forms is increasingly important to the community. Energy use also imposes significant costs on individual and household income. It is important to have a principle about use of energy in transport that is wider than the particular issue of fossil fuel impacts.



### **Sustainable Transport Principle 7**

A transport system and external factors directly influencing the system should operate within local and global ecosystem capacity, such that ecosystem services (local and global) are maintained.



### **Environmental Effects**

The various types of transport systems create a range of adverse local and global environmental effects. Travel and transport systems can impose significant harm on the environment. This is not an issue of whether a road system affects local valued habitat, or creates unacceptable noise, or affects the beauty of local landscapes. It is about fundamental effects on key resources such as air and water.

It is important that the range of effects on key resources such as air, water, and soil are identified and informed choices made about minimising adverse effects on the environment. The implications of uncoordinated development on those parts of the environment that are less able to cope with change should be considered. The principle requires transport decisions to address the environmental impact on ecosystem arising from travel and transport systems.

For example, transport is currently responsible for about 40% of carbon dioxide emissions in New Zealand. While fossil fuel remains the main source of energy for transport, transport will continue to increase global risks.

Run-off from roads and to some extent from rail corridors does affect water ways and contributes significantly to the presence of heavy metals in urban water systems. This does not create the same global risk as impacts on atmosphere structure and atmospheric processes but it does have the potential to undermine local water ecosystem services<sup>6</sup>.

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<sup>6</sup> Ecosystem services re those resources, organisms and systems that maintain essential life supporting elements such as clean water, soil structure and air. They are essential to farming and other economic activities as well as directly to the maintenance of life.

## 4. Context

This section identifies the main characteristics of travel behaviour on the Kapiti Coast and information on impacts where they are known. Information is gleaned from a variety of sources over time. There is no up-to-date central data repository and quite often data has to be interpreted to produce summary outcomes.

### Travel Behaviour

The main information about travel behaviour on the Kapiti Coast is about the modes of transport used by people travelling to work and some information about school travel behaviour.

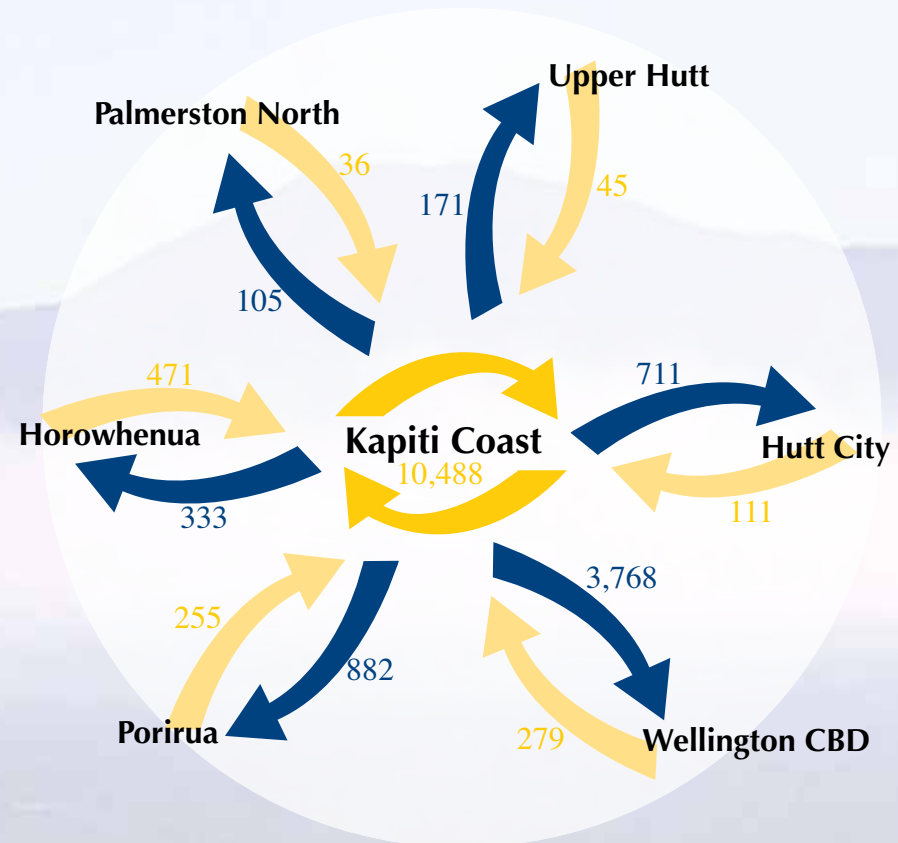
Figure 1 shows where Kapiti Coast people of working age travel to work, comparing 2001 and 2006. The majority of people (10,488) work locally but there is a substantial number who work in the Wellington CBD.

Figure 1: Travel to work locations 2001-2006

	2001	2006	Percentage
Palmerston North	90	105	1
Horowhenua	336	333	2
Kapiti Coast	9,516	10,488	63
Porirua	759	882	5
Upper Hutt	171	174	1
Hutt City	711	756	5
Wellington	3,246	3,786	23
<b>Total</b>	<b>14,829</b>	<b>16,524</b>	<b>100</b>

There is also a small movement of people from outside the District into Kapiti Coast on a daily basis. Figure 2 below shows these movements.

Figure 2: Origin/Destination – Travel to work



Like most areas, the District has distinct morning and evening vehicle travel peaks. The sharper morning peak is due to the combined effect of commuter travel and people taking their children to school. The afternoon peak is flatter, reflecting the earlier travel times for school children.



### **Travel to Health Services**

A subset of travel movements to health services is also very important to the Kapiti Coast. Since the opening of Kapiti Health Centre in 2003 more services have been available locally but it is estimated about 200 people, including patients, their families and carers, still travel to Wellington Hospital on an average weekday, and about 70 to Kenepuru Hospital. Capital and Coast District Health Board operates a shuttle service between Kenepuru and Wellington Hospitals.

Limited local services provide transport direct to Kenepuru or Wellington Hospital from Kapiti; these may be ‘user pays’ and therefore pose a barrier to some patients and their families/carers. If people are discharged from Wellington Hospital after 7pm and have no transport a taxi chit is available. The only transport service to Palmerston North hospital for Ōtaki residents is public transport. (two buses a day, one in the morning, one in the afternoon.)

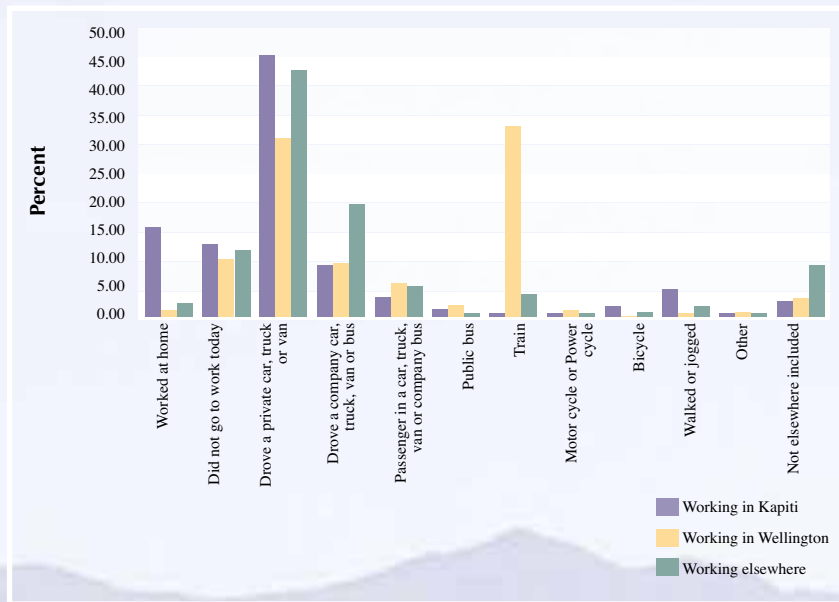
Greater Wellington Regional Council (GWRC) provides a region-wide subsidised taxi service for people who, because of a disability, cannot use regular bus or train services. Eligibility for Total Mobility means people pay half the taxi fare and the taxi company claims the other half from GWRC, subject to some conditions.

The 2006 Local Services Mapping Project<sup>7</sup> identified the pressing need to improve transport links to support services, better liaison between public transport providers and users and better promotion of public transport.

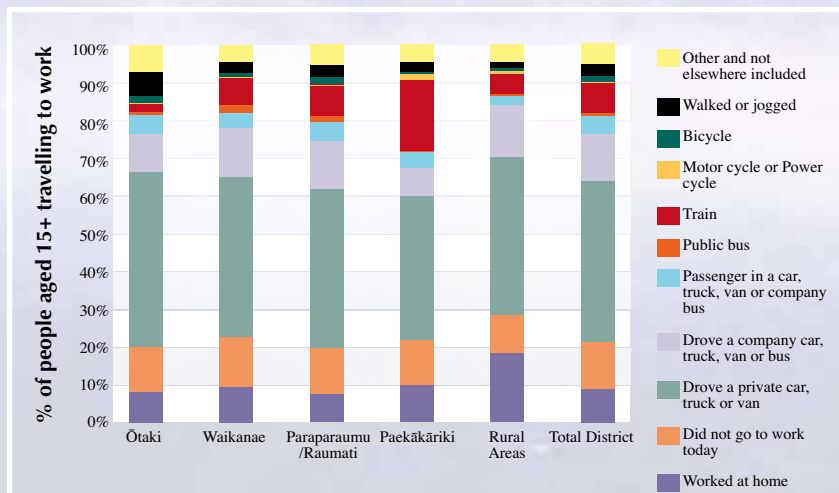
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<sup>7</sup> This project was undertaken in 2006 under the sponsorship of the Ministry of Social Development and mapped gaps in delivery of social services on the Kapiti Coast.

**Figure 3: Travel to Work by Kapiti residents working in different areas**



**Kapiti Coast District by area - main means of travel to work**



## Travel Modes

The main information available on how people travel is derived from the 2006 Census data on travel to work and recent work undertaken with three schools in Paraparaumu identifying how children are travelling to school. Given that these two main reasons for travel have a major impact on peak hour trips (especially in the morning) this is very useful information. The main data gap is how people on the Kapiti Coast are travelling to key health and social services (and any barriers) and work was undertaken during 2007/08 to fill this gap.

## Travel to Work

Figure 3 on the left shows the way in which Kapiti Coast residents are travelling to work. It is interesting to note that there is a high level of rail travel to the Wellington CBD. This has been a major growth area with patronage in peak hour travel rising annually by about 7% three to four years ago. In the last two years, this has slowed to 5%, reflecting limits in rail capacity and frustrations with service levels. There is undoubtedly a high level of latent demand but until the capacity and extent of the physical system is improved current growth levels are unlikely to increase.

In contrast, there is a high level of use of private vehicles for travel to work within Kapiti Coast. This reflects in part the limited passenger transport, system, particularly the rail system, with Ōtaki and Waikanae residents having fewer mode choices. It may also reflect attitude. To date the major emphasis on promotion of use of the passenger transport system has been on reducing the CBD commute using cars. Promoting change in

local travel patterns does not figure highly and there is a need to raise awareness of this issue and change behaviour.

There is no data on length of trips and it may be that, in the absence of significant passenger services between communities, the focus should be on moving people from vehicles to cycling and walking for shorter trips to work. Ōtaki residents have a higher level of walking to work and the rural areas have a higher level of working from home. These are two obvious behaviour traits arising, in part, from transport costs.

### Travel to School

Figure 5 shows how children travel to and from Paraparaumu Beach School. It shows a relatively high level of vehicle use. The most important issue is the contrast between actual practice and how children and parents would actually like that travel to happen. Clearly there is a desire to move to active modes of walking and cycling and there are good health and transport management reasons for having this occur.

The main reasons given by parents as to why they drive their children to school is concern about road safety.

This profile of school travel is similar for the other primary school that is part of the School Travel Plan project. There may be some variation for other schools but it is likely that the general pattern is the same. The secondary school survey showed some variation with the older students showing a wish to make more use of cars and only slightly more use of cycles.

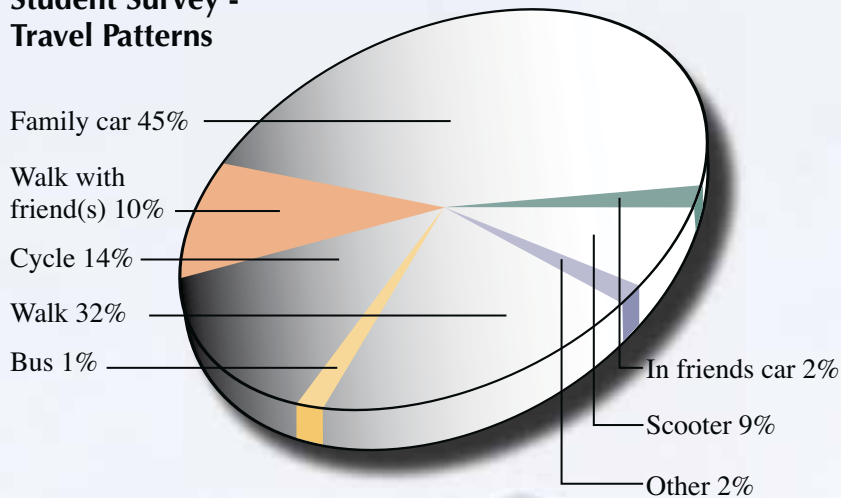
Traffic movements associated with journeys to and from school account for around a third of all morning peak trips in Kapiti and around a half of these are made by car.

Kapiti Coast's schools were never designed or located with this level of car use in mind. As well as causing congestion which impacts across the road network, car trips to schools cause problems for the schools themselves. Traffic and parking issues, local air pollution, the safety risks to child pedestrians and cyclists, and a decline in children's health and fitness are of considerable concern for schools, parents and the community.

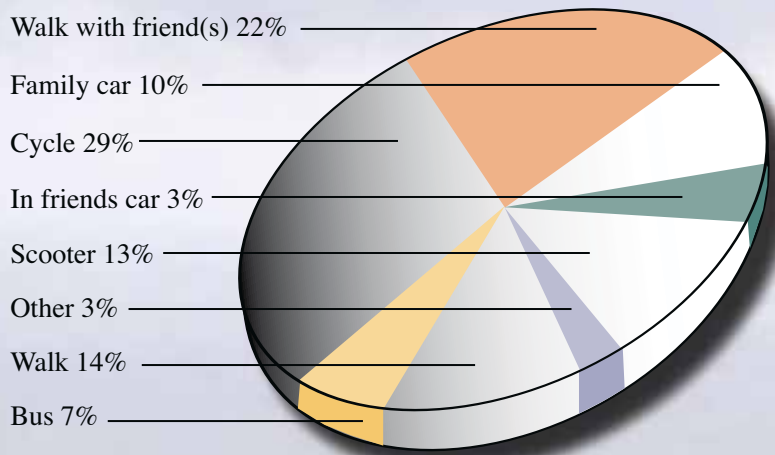


**Figure 4: Existing and Desired School Travel Patterns - Paraparaumu Beach School 2007**

**Student Survey - Travel Patterns**



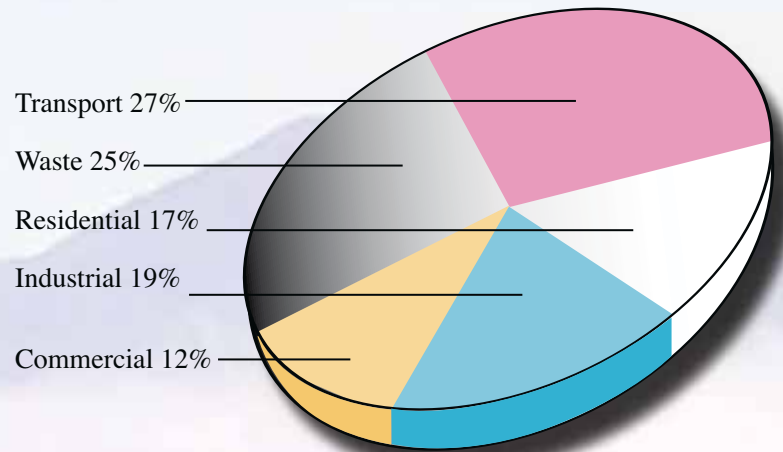
**Student Survey - Preferred Mode**



**Vehicle Emissions**

Figure 5 shows an estimated level of CO<sub>2</sub> emissions from various sectors on the Kapiti Coast in 2001<sup>8</sup>. The transport sector accounted for an estimated 98,413 tonnes of emissions in that year (27% of a total of 3,644,492 tonnes). This is estimated to rise to 115,441 tonnes in 2016 due to an increased number/scale of trips in that period<sup>9</sup>.

**Figure 5: Community Emissions Estimate Profile Based on Sector for 2001 base year**



<sup>8</sup> This does not include emissions from farm animals but includes emissions from vehicles.

<sup>9</sup> Data from Communities for Climate Project, Milestone 3 Community Action Plan.

## 5. Transport Issues

The Kapiti Coast has a number of ‘transport advantages’ that place it in good stead for working towards a sustainable transport future:

- a predominantly flat or rolling dune topography which is conducive to walking and cycling;
- a community that is passionate about the development of walkways, cycleways and bridleways, along with generally willing landowners who are prepared to discuss ideas and solutions;
- access to rail services for the southern communities (see below for problems) and relatively high commuter use to the CBD;
- good suburban street connectivity in older subdivisions (not only road connections);
- a network of bus services that will provide the backbone for an enhanced level of service in the future.

The main local transport issues are:

- a heavy reliance on travel to work by private vehicle within Kapiti Coast District;
- a disconnect between travel to school practice and the desired mode type;
- a projected growing share and scale of CO<sup>2</sup> emissions from the transport sector and the contribution to climate change processes;
- the likelihood of increased cost of oil and impacts on travel costs for households and businesses. This also has the benefit of encouraging people to move away from reliance on car travel;
- no direct access for Waikanae and Ōtaki to the suburban passenger rail service, and a need for greater connectivity for communities at each end of the District;
- a pressing need to increase the quantity and quality of rail rolling- stock for commuters, improve support infrastructure such as park and ride and to link the northern communities to the service;
- no north/south road access between Raumati, Paraparaumu and Waikanae except by the State Highway;
- safety issues on the State Highway;
- reliability issues for the State Highway along the full western corridor route;
- cyclist safety;

- the lack of a complete urban cycle network;
- the need for footpath and street furniture design standards to accommodate older residents e.g. mobility scooters;
- the location of the District's main centres on the State Highway making them vulnerable to State Highway design and planning decisions;
- poor or non-existent travel services to regional health services;
- a suburban pattern of separated land uses requiring and at the same time promoting excessive vehicle community both within and out of the District;
- a land use pattern that necessitates car ownership and driving ability to independently access economic, social, cultural and environment opportunities (the four wellbeings);
- lack of transport in Ōtaki, an area experiencing significant residential and business growth;
- a traditional suburban pattern of land uses requiring vehicle commuting, both within and out of the District;
- a traditional land use pattern that necessitates car ownership and driving to reach economic, social, cultural and environmental opportunities.

The lack of cheap reliable access to regional health and social services that are located outside the District has been identified by the community as one of the most pressing transport issues. It is especially problematic for the large elderly population and the disabled.



## 6. Targets for Change

A number of targets have been developed. Like the Regional Land Transport Strategy ‘stretch targets,’ these are intended to provide a benchmark to which the District can aspire. These

targets present a clear statement of what the Kapiti Coast community seeks in terms of change and provides clear direction as to expectations for key agencies delivering services.

Focus Area	Outcome Target	Action Target
Transport Network		Commuter electric rail services have been extended to Waikanae along with all associated infrastructure by 2011.
		An increase in passenger rail services with links to Horowhenua and Palmerston North by 2018. The Capital Connection currently provides a service from Palmerston North to Wellington and back once a day only.
		<sup>10</sup> The fifteen priority cycleway, walkway routes are in place by 2018.
		All major safety risks identified via crash reduction studies and / or active mode safety reviews on the local road network are eliminated within two years of identification.
		Stages 1 and 3 of the Western Link are completed by 2011.

<sup>10</sup> This target was set by the Council in 2005/06 as part of the LTCCP review (it is dependent on funding levels). It will be reviewed as part of the 2008/09 LTCCP Review and may be modified.

Focus Area	Outcome Target	Action Target
Mode Change	20% reduction in journey to work within the Kapiti Coast by private vehicle by 2016.	All medium and large businesses within the Kapiti Coast district have a workplace Travel Plan in place by 2013. 10% of the remaining businesses have a Travel Plan by 2013.
	All schools have achieved the shift from current patterns to preferred active modes within five years of travel completion.	All schools within the District have a school Travel Plan by 2013.
		All relevant road safety works within participating school catchments have been addressed within 5 years of finalising plans.
	At least 10% of trips within the Kapiti Coast are by active mode by 2012 and 20% by 2016.	

Focus Area	Outcome Target	Action Target
Management of the Road Corridor		All major road improvements are undertaken in accordance with a hierarchy of road design categories from 31 December 2009.

Focus Area	Outcome Target	Action Target
Vehicle Emissions	Transport sector vehicle emissions are held at 2001 levels or below. ( <i>reflects RLTS targets</i> )	

Focus Area	Outcome Target	Action Target
Living with the State Highway	There are no road crash fatalities relating to State Highway network deficiencies. Safety improvements of the State Highway solutions are compatible with goals in relation to each community.	Safety improvements for the State Highway at Paekākāriki, Ōtaki and Otaihanga are in place within five years.  Safety improvements for the State Highway at Waikanae are in place within ten years.



# Focus Area 1: The Transport System

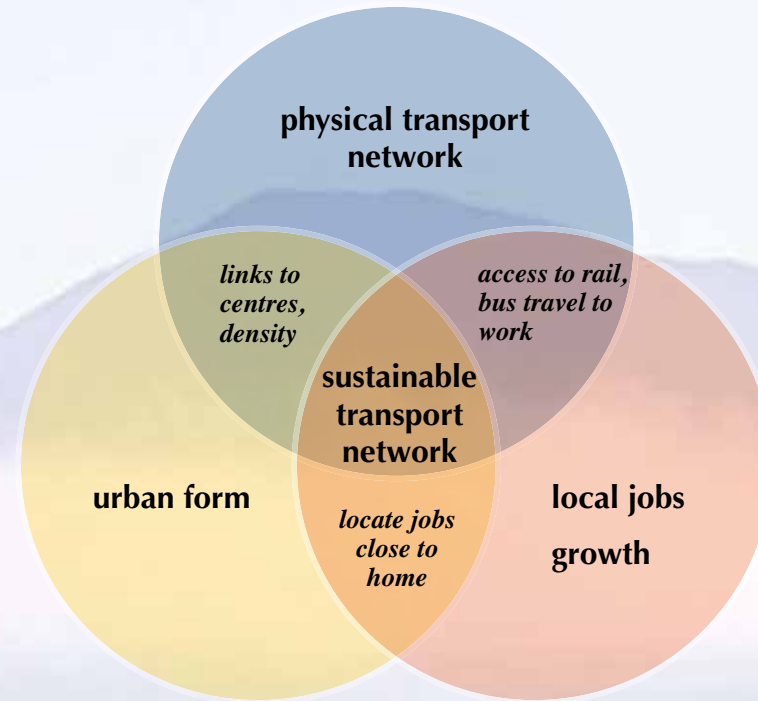
The physical form of a transport network will have major impacts on the ability of people to make sustainable transport choices. In the context of the current impacts of use of fossil fuels a transport network should:

- provide all communities with access to alternative travel modes (i.e. other than reliance on private vehicles), in particular for:
  - access to work;
  - access to schools;
  - access to essential services, such as health services.
- ensure that transport corridors provide adequate, safe and efficient linkages to the main places of work within the District, to schools and essential services, particularly for the elderly and disabled;
- be developed in a way that provides for such access but where possible does not:
  - stimulate additional private vehicle trips for non-essential services;
  - undermine the competitiveness of alternative travel modes.

The transport network does not exist in isolation and two other areas of action are essential to achieving a sustainable transport network. These are:

- a focus on growing local jobs to reduce pressure for long distance commuting;
- ensuring strong links between the transport network (especially rail, bus, walkways and cycleways) and town centres.

The Development Management Strategy already signals this by emphasising targeted intensification around centres and transport nodes. The Joint Economic Development Strategy and the Wellington Regional Strategy emphasise the creation of local jobs.



A distinction is made between strategies for the physical network and strategies for services on that network. The following sections identify priorities for both regional and local network form and transport services.

## The Regional Transport Network

The Kapiti Coast physical transport network exists within a wider regional system<sup>12</sup>. There is a need to have a clear and consistent statement of the priorities that the Kapiti Coast District Council will advocate for in regional and national decision-making about transport infrastructure investment. Decisions made about investment priorities for the regional network will have a major impact on local transport choices. The main areas of impact are:

- decisions about double tracking of the rail network from Pukerua Bay north. This affects the reliability and frequency of the passenger train service and the reliability of freight movement to the ports;
- investment decisions in relation to the east/west corridors (the existing corridor at SH58 and the potential east/west link near Ngauranga Gorge). This affects the ability of the Kapiti Coast commuting workforce to travel between the Hutt Valley but more importantly there is a regional economic impact on small-scale local freight movements between the Western and Hutt Valley Corridors. This regional economic impact affects the local Kapiti Coast economy:
  - the timing of investment in Transmission Gully, because of the magnitude of the the cost, has major implications for investment in other transport areas;
  - regional support for a regional cycleways, walkways and bridleways network.

The main strategic need is to have a clear and consistent statement of Kapiti Coast priorities for investment in the regional network as an input into regional processes.

Kapiti Coast District Council will continue to advocate for the following priorities for investment in the regional transport networks:

The priorities for investment in the regional physical network are:

- Western Link Road (increased State Highway 1 reliability and resilience as it passes through the Kapiti Coast);
- rail network reliability and infrastructure and capacity upgrades;
- existing road network upgrades for reliability and safety purposes, especially along State Highway 1;
- extension of the rail network capability to provide passenger services on the Western Corridor to Waikanae;
- extension of the rail network capability to provide passenger services on the Western Corridor to Ōtaki;
- State Highway 1 safety;
- extension of effective passenger transport systems, including associated walking and cycling access to those systems;
- resolution of access issues to the Wellington International Airport and the regional hospital;
- improved east/west connections between the Western and Hutt Valley Corridors.

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<sup>12</sup> Management Area 3 is concerned with State Highway 1 in detail.

Note:

- i. investment in relief of road congestion should be prioritised where such congestion significantly undermines national or regional economic wellbeing, impedes access to important health services, or is a major emergency management risk, and where passenger transport modes cannot on their own relieve congestion (e.g. the transport of freight through Ngauranga Gorge);
- ii. Transmission Gully is supported as the preferred route for the State Highway, as a way of improving system reliability and resilience, but funding should be subsequent to resolution of the above priorities.
- iii. Kapiti Coast District Council is committed to obtaining extension of passenger rail services to Ōtaki. This is an issue of investment in rolling stock rather than physical network extension, at least in the medium term and is discussed below.

## The Local Transport Network

The following statement sets out the broad approach that will be taken by the Council when addressing transport and access issues in the District. Transport and access decisions will be integrated with the needs and character of surrounding communities and will also pursue solutions that bring a shift away from reliance on private vehicle use. In the process, the Council hopes to reduce impacts on communities, contribute to reducing household transport costs and to reduce adverse effects on the environment, including the longterm effects of climate change.

Implicit in this approach is investment in the Western Link. Kapiti Coast District Council is aware that investment in a major road linkage could be seen as being in conflict with overarching goals to reduce private vehicle use and greenhouse gas emissions. It is aware that road construction or investment in capacity on existing roads can increase private vehicle trips. In making this decision and taking a wider sustainable development approach, the following factors have been taken into account:

- the linkage will reduce the levels of emissions from existing trips between Waikanae and Paraparaumu as trip length will reduce;
- significant safety issues from use of the State Highway as a local road will reduce:
  - the social wellbeing benefits of improved access to key services, such as health services is an important factor;
  - the need for integration with rail services at Lindale to increase rail usage from Waikanae, especially Waikanae Beach;
  - the major focus on cycleway, walkway and bridleway<sup>13</sup> access along the route.

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<sup>13</sup> Horse riding at present is seen largely as a recreational activity rather than a mode of transport for access to services. However, this could change in the future and will be reviewed.



The Kapiti Coast District's transport and access network will be developed in a way that:

- increases the connectivity between and within communities;
- reduces use of fossil fuels as an energy source and as a source of greenhouse gases;
- increases the range of transport mode choices;
- recognises the growth in horse use on the Kapiti Coast;
- provides alternatives to reliance on the State Highway as a means of internal district access;
- recognises and provides, where possible, for improved and safe access for people with disabilities, older people and children;
- improves access to a range of social, cultural and recreational services, the District centres and to recreation areas, provided the latter is consistent with natural character and wider environmental goals;
- delivers a quality of design and a network that recognises and respects the character and qualities of local areas;
- is integrated seamlessly across all transport modes;
- ensures the system is designed to support rather than undermine centres;
- ensures each major community has access to an integrated passenger transport system across all modes of travel.

The remainder of this section discusses particular aspects of the local network.

## Rail Network

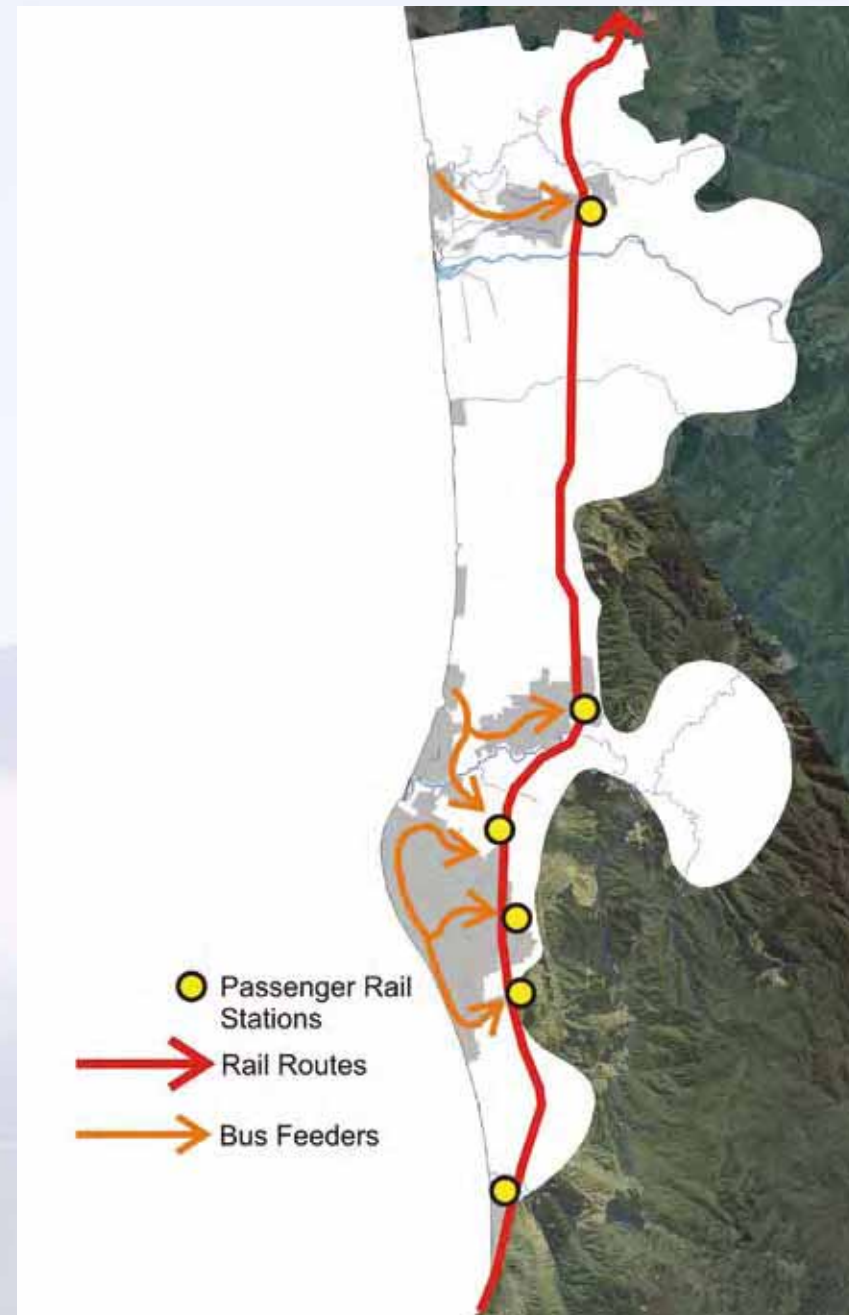
The communities of Paekākāriki, Raunaki, Paraparaumu, Waikanae and Ōtaki should have access to passenger rail services. The Kapiti Coast District Council will continue to advocate for such services and plan its main centres in a way that supports an effective passenger train and bus service to all communities.

Access to, and extension of, the passenger rail service is seen by all Kapiti Coast communities as essential to any vision for a sustainable transport future. Kapiti Coast District Council has consistently advocated for such a system and will continue to press for the earliest possible extension of the passenger rail service as a priority for regional and national investment. It will also advocate for rail projects outside the District that will improve system efficiency including:

- improvements to the Kaiwharawhara Throat;
- the passing point south of Plimmerton;
- stabling at the northern end of the system.

Extension of the electrification to Waikanae will help strengthen the growth and function of the town centre. While the existing town centre may not appear particularly robust in terms of its scale and range of services and commercial activities, the centre will serve the continued growth of Waikanae to the north and this is expected to stimulate growth and investments in town centre commercial activities. Increasing public transport links to Ōtaki and between Palmerston North and Wellington are being investigated with Horizons Regional Council.

Figure 7: Desired Passenger Transport System



Provision of new rail stations at Raumati and Lindale are essential components of the new network. The stations will be people focused places with legible layout and integration of bus and rail services supported by cycling and pedestrian linkages. Park and Ride facilities will be developed in a way that provides a service but does not encourage unnecessary vehicle use. The Lindale station or transport hub should be located adjacent to the area currently set aside for park and ride with close proximity to the areas identified for medium density housing. The Lindale station should have good linkages to the Western Link.



The option of a different location for the new Lindale station has been tentatively raised by the Greater Wellington Regional Council. Kapiti Coast District Council remains committed to the current site, given its encouragement in good faith of surrounding urban form and intensification, intended to support the transport node.

The Western Corridor Study reviewed proposals for new or enhanced bus rail interchange facilities at Paraparaumu or Waikanae, or as part of a new station at Lindale. The focus on concentrating a high proportion of the park and ride parking spaces at Lindale would reduce congestion around the existing stations and associated local networks. With linkage via Mazengarb Road to the Western Link Road, the Lindale location will be accessible for Park and Ride and cycle access from Paraparaumu Beach, Paraparaumu North, Waikanae Beach and central Waikanae. Those living in Central Paraparaumu would still be expected to use the Paraparaumu Station. Access to Lindale Station can also be provided from SH1 with a bridge over the railway line at Ventnor Drive. This would be important to provide accessibility to the station at least until the electrification is extended to Waikanae.

Cycle lockers at all rail stations will continue to be supported. Park and ride facilities at existing and proposed rail stations will continue to be supported, provided that there is a long term focus on improved walking and cycling access, and direct bus feeder services to the stations. Priority in park and ride expenditure should be given to the relief of parking at Paraparaumu Station until there is an extension of services at Raumati and to the north.

## Cycleways, Walkways and Bridleways Strategy - Indicative Network

Subdivision development, including design of roads, will be managed in a way that maximises implementation of the Cycleways, Walkways and Bridleways Indicative Network.

Kapiti Coast District Council in conjunction with interested community groups, individuals and landowners has developed an indicative cycleways, walkways and bridleways network<sup>14</sup>. It reflects the strong community interest in such a system and the Council's commitment to significant implementation over the next ten years. This network will be used as an input into resource consent processes, (including subdivision development and land use activities), designations, plan changes and structure plans; and in the design and development of the roading network, parks and reserves. The top fifteen priority routes are:

- Wharemauku Stream from the Town Centre to Paraparaumu and Raumati;
- Western Link Road system;



<sup>14</sup> A review of the CWB Strategy and implementation plan will occur during 2008/09.

- Millenium walkway/ cycleway;
- Lindale-Nikau-Greendale-Waterstone;
- Mazengarb Stream to Western Link;
- Rahui Road- Railway Station and Shops;
- Waikanae River - North Bank options;
- Waikanae River - South Bank options;
- Kapiti Road - on road commuter;
- Coastlands access to underpass south and west;
- Tasman Road commuter route;
- State Highway 1- Hinemoa St;
- Waitohu Valley Road - Railway SH1;
- Ōtaki River -North Bank;
- Queen Elizabeth Park -Whareroa Farm.

The Cycleways, Walkways and Bridleways Strategy was adopted in 2004 and is three years into the implementation plan. The Strategy includes development, promotion and education around the benefits of cycling walking and horse-riding and publicity including maps, to raise awareness about the network.





There will be ongoing advocacy for the allocation of adequate funding and resources through LTNZ allocations, development contributions and resource consent requirements for new subdivisions and developments. The initiative by Rotary to set up a Pathways Trust is a significant step forward and will be a major contributor to the realisation of this vision.

There is a commitment to provide fast and direct access for commuters, students and tourists, and fast routing for bikes including special “cut through” short cuts and off road provision as much as possible. The provision of cycle parking in public places and the railway stations, schools and commercial areas is also encouraged.

The subdivision design and development processes also require ‘pedshed’ analysis which looks at the walkability around centres and parks and identifies ways to improve access. This is consistent with the Subdivision Development Principles and Requirements which encourages the concept of linked networks of accessways using streams, riverbanks and pathways to link reserve areas and open spaces for recreational uses such as cycling, walking and horse riding in accordance with Council’s CWB strategy. Some walkways are also required to provide routes suitable for people using motorised scooter, wheelchairs and other mobility aids. This is an important issue for a district which has a large older population.

In recognition of the growth in horse related activities in the Kapiti region, there is a vision to develop a world leading bridleway network, that successfully and harmoniously integrates horse riding into a modern community.



## Access Network Hierarchy

A major part of the transport network is the system of roads, walkways and cycleways that carry pedestrians, cyclists and vehicles. A traditional practice has been to identify a hierarchy of roads based primarily on the volumes of traffic that they carry. The categories in the hierarchy have by implication carried some sense of road function in terms of providing major links between centres and other areas. This idea of function has been driven largely by the volume of traffic.

This hierarchy can drive investment and design priorities and allows for a comprehensive management of traffic flows. It also provides people with certainty about traffic impacts and sets a framework for design of new developments.

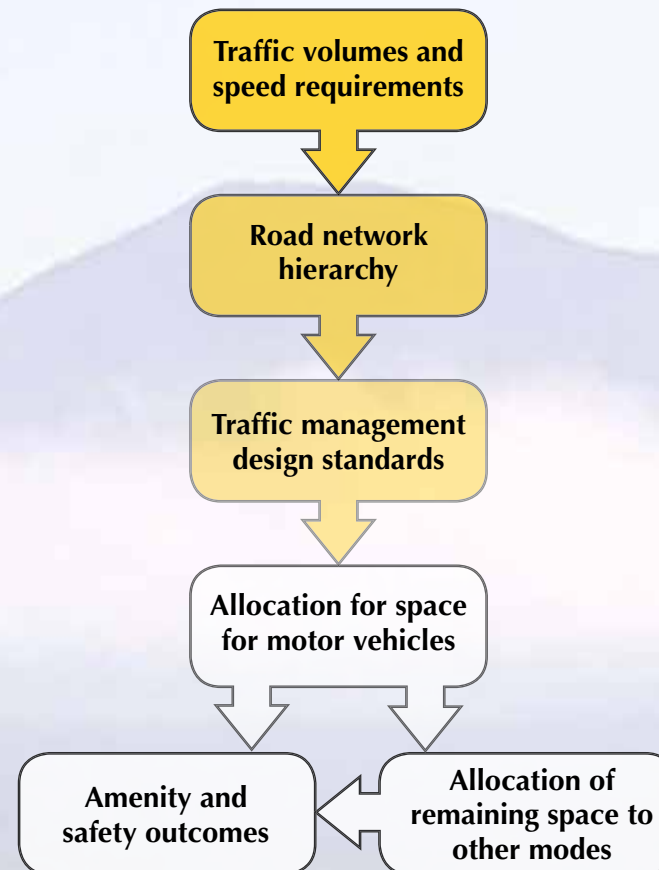
Kapiti Coast: Choosing Futures has identified a level of community concern that standard practices around road design continue to have a major impact on the character and amenity of local areas. Although in some areas, such as the older part of Waikanae Beach, there is provision to maintain local street character, standard road design practice in some areas continues to set much of the character of the area.

In addition, standard road design practice is focused on catering for traffic volume, with an assumption about priority of vehicles over other modes. Scarce road space is generally allocated first to facilitate vehicle movement and safety, with other modes being allocated the remaining space. Although most roads are designed with footpaths, the level of amenity, sense of safety and cross access can reduce pedestrian use.

In some cases, actions to relieve congestion and ensure that vehicles can move at the specified speed, undermine safety for pedestrians and cyclists (and even vehicle safety) requiring

further investment in road safety projects. These problems are exacerbated as traffic volumes increase on major routes, with amenity, mode share and non-vehicle safety increasingly compromised, as design solutions to facilitate vehicle movement are implemented.

Finally, the current road hierarchy does not usually include access routes such as pure cycleways, walkways and bridleways. This lack of integration can lead to a down playing of this part of the network.



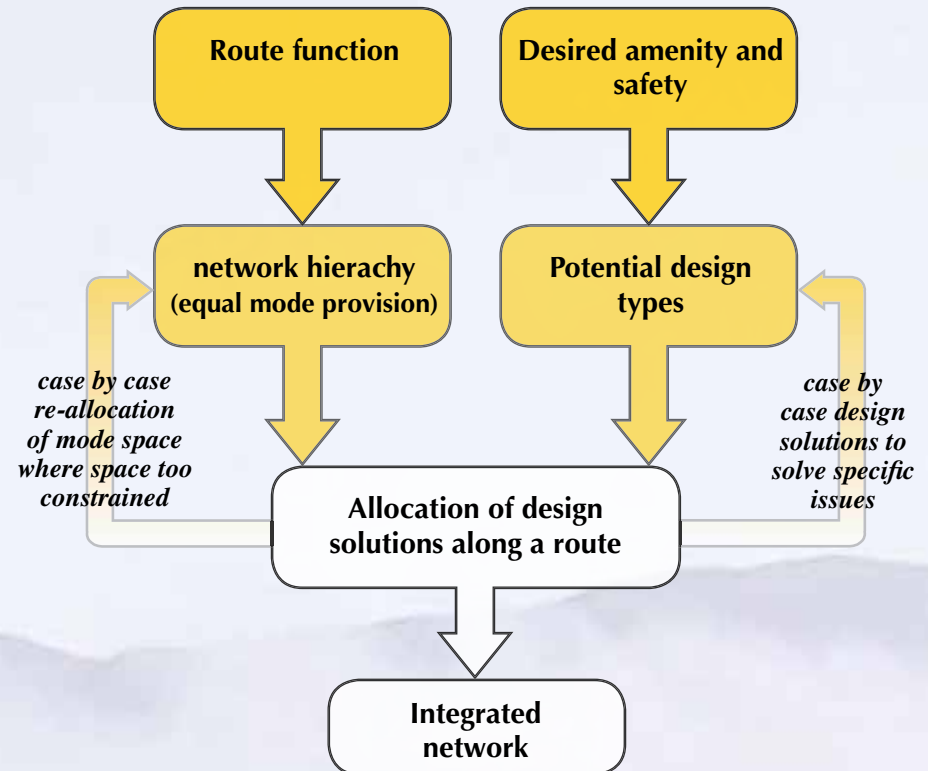
A new access network hierarchy has been developed which provides for the following:

- identification of the function of a route;
- separate identification of the volumes of traffic along a route. This means that a route may be classified as significant for walking, horse riding and/or cycling but have a relatively low traffic volume, or it may be very high;
- clear allocation of space across all modes. Note there may be instances where satisfactory allocation of space across all modes is not possible. In those situations a case by case solution will be developed which seeks to achieve best possible allocation;
- allocation of a broad design solution which provides:
  - for the overall function of the route;
  - provides a solution relevant to the traffic volumes at particular points along the route. For example, Kapiti Road has varying traffic volumes;
  - for the particular character at points along the route.

This framework effectively separates design and allocation of space across modes from being driven by the traffic function and volumes.

With this approach, vehicle speed does not dictate other outcomes. Vehicle speed becomes another variable which can be modified in response to the surrounding environment. The ability to do this is limited by the LTNZ guidelines about road speed but improved solutions are to some extent possible within this framework.

A palette of broad road design ‘typologies’ for routes have been developed taking all transport modes and streetscape into account. These can be found in the ‘Streetscape Strategy’ 2008.



The Council recognises that the road corridor is a shared space that has a major impact on the character of surrounding areas. The Council will use a network hierarchy to identify broad road function in terms of traffic management. It will then apply, in conjunction with relevant community discussion, broad street design typologies which will reflect the desired amenity and high level design for each portion of the road corridor. Further detailed design processes will be undertaken where relevant.

The detailed mapping will show the network hierarchy based on function with a parallel series of design categories along the relevant route. (Refer to Focus Area 3: Network Hierarchy)

The proposed access network hierarchy is covered in detail in Focus Area 3. The Streetscape Strategy will develop the palette of street design types or typologies. There will be a process of review and allocation of these design types across the network hierarchy during 2008. The process of allocation will involve community consultation.

## Paraparaumu Airport

The retention and economic viability of Paraparaumu Airport as an aviation and transport related activities centre is a strategic priority for Kapiti Coast.

Development management decisions will be made in a way that:

- supports the retention and operational viability of this strategic asset;
- ensures consistency and integration with the Paraparaumu Town and Beach Centres.
- activities (including retail activities) not related to the functioning of the airport or aviation related activities will not be encouraged;
- ensures the staging of development (if any) to properly manage traffic impacts in conjunction with the timing of roading and transport improvements.

The Kapiti Coast is in the fortunate position of having an airport located within the District. It is privately owned but to date the long term development plan for air services and associated aviation business has been unclear. The retention of the airport land and the maintenance of the airport as a viable and functioning economic activity was identified as very important to the community in Kapiti Coast: Choosing Futures.

Kapiti Coast District Council does not have an ownership or investment role in the airport but does have a role in ensuring that any development and regulatory decisions maintain the viability of the aviation function. This intent is clearly signalled in the strategic statement above.

The airport occupies an important area between Paraparaumu town centre and Paraparaumu Beach and has the potential to undermine the wider strategic focus of supporting centres and transport nodes. Development management decisions relating to the airport will be made in the context of this wider strategy.



## Western Link Road

Kapiti Coast District Council will continue to work to establish the Western Link route from Raumati in the south to join the highway at Peka Peka Road in the north.

This route is designed to be compatible with and enhance surrounding communities as it passes through the District but will also provide an alternative route for State Highway 1 traffic should the highway fail.

Raumati, Paraparaumu and Waikanae residents are dependent on using State Highway 1 if they wish to move between communities. This is particularly stressful for the many older residents but it also means a significant load of local traffic on what is the main national route. The concept of an internal Link Road which provides an alternative to State Highway 1 in an emergency has existed for many years.

Kapiti Coast District Council will continue to work to improve the connectivity of communities by establishing the Western Link route from Raumati in the south and through Waikanae in the north. This route is designed to be compatible with and enhance surrounding communities as it passes through the District but will also provide an alternative route for State Highway 1 traffic should the highway fail.

The project has now reached the implementation stage with priority being given to commencing physical works in 2008 and the completion of Stage 1 of the project in 2011.

Figure 8: Western Link Road Designation



## Urban Form and Transport Systems

The Council will encourage the development of the District's urban centres in a way that:

- leads to good quality urban form which improves the ability to walk and cycle safely;
- increases the range of activities, particularly business, entertainment and employment activities, beyond the traditional mix of retail, commercial and civic services;
- increases their effectiveness as catalysts for economic growth beyond traditional centre activities;
- improves the appearance of the centres and sense of confidence of people working in, running businesses from and using those centres;
- supports the increased use and viability of passenger transport and reduction of energy use and impacts;
- supports community cohesiveness and a sense of belonging.

It will encourage good quality urban form which improves the ability to walk and cycle safety and is well integrated with the passenger transport.

The sustainable development principles of community participation and interconnection can be demonstrated through good quality access which links people locally to work, schools, services, civic centres and facilities. Of particular importance are the links between town centre upgrade works and the role of centres as hubs for transport services.

Council is committed to innovative land use development in order to achieve positive outcomes. Policies such as focusing demands for more intensive residential and mixed development around centres can help support passenger transport services by providing more local people to use the services. Good quality design of new developments can improve informal surveillance of areas which might otherwise feel unsafe, reducing the likelihood that pedestrians and cyclist will use them. The District Plan will be reviewed in late 2009.

**Figure 9: Urban form factors that can affect transportation behaviour**

Factor	Definition
Density	Number of people of jobs per area
Mix	Degree to which residential, commercial and institutional land uses are located close together
Connectivity	Degree to which roads and paths are connected and allow direct travel between destinations
Centredness	Degree to which commercial and other public activities are located in town centres or other activity centres
Pedestrian/Cycling Environment	Quality of walking and cycling conditions, eg paths, continuity, separation from vehicles, safe crossings
Parking Supply and Management	Number of parking spaces per building units. Parking and regulations
Street Design and Management	Scale and design of streets, and how different uses are managed, eg traffic calming design features to reduce speeds and volumes
Transit Accessibility	Degree to which destinations are accessible by quality public transport

## Transport Services

Kapiti Coast District Council will continue to advocate for the following passenger transport services for the Kapiti Coast:

- increased passenger capacity on the Paraparaumu rail service to the CBD through the addition of rolling stock and any other operational initiative;
- the earliest possible extension of the southern rail passenger service to Waikanae;
- the development of a northern rail service connecting with the southern service at Paraparaumu (or later Waikanae) and capable of providing access for Ōtaki to both the north and south;
- improved provision of direct peak and off-peak bus services to connect with rail services, with smaller buses where appropriate;
- improved peak bus services from Ōtaki connecting workers to employment areas in Kapiti Coast and Horowhenua;
- access to health transport services and connections to southern rail system to better link Ōtaki to health and education services;
- improved school bus services between Waikanae and Paraparaumu;
- funding of special services providing access to health facilities and social services both within the Kapiti Coast and to regional services provided by Mid Central and Capital and Coast Health Boards.

In addition to the form and extent of the physical network, there are a range of passenger transport services which when combined with the former, complete the transport network<sup>15</sup>.

### Rail Services

A number of very significant steps were taken during 2006 and 2007 by national and regional government to improve and extend the rail system on the Kapiti Coast. Funding has been set aside for new rolling stock, double tracking of the rail line between Mackays Crossing and south of the Waikanae River, opening up of one of the Pukerua Bay to Paekākāriki tunnels to increase capacity, and electrification to Waikanae. These are very important decisions and are welcomed by the community.

Paraparaumu is the second largest station on the whole network, after Wellington Central, in terms of passenger kilometres travelled and third largest in terms of total passenger trips. Paraparaumu Station is under pressure and the capacity for parking and cycling facilities is likely to increase. Travel times by rail are similar to road travel times so it is important that the service operates to high levels of service and reliability to retain patronage.

The focus of the Kapiti Coast community is on achieving increased capacity in existing rail services to cater for growing demand for rail travel to the south and an extension of the system to the remaining major communities to the north. The potential for increased frequency of existing rail services is a lesser priority, with capacity, reliability and extension of the system being the pre-eminent concerns. This reflects the view that a sustainable transport system is one where all communities have access to a range of travel modes, and as seamless as possible transfer between those modes.

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<sup>15</sup> The extension of passenger transport services to scattered rural communities is not anticipated by these policies and statements.

Provision of passenger rail services north of Ōtaki is not dependent on expansion of the rail network (i.e. double tracking) or electrification. Kapiti Coast District Council has committed to the exploration of a service from Palmerston North to Paraparaumu, to connect with southern services, irrespective of the timetable for the extension of the southern service. The Council is of the view that a connecting service is better north of Waikanae in the short to medium term.

### **Bus Services**

Greater Wellington Regional Council is responsible for bus services in the Region, contracting Mana Coach Services to deliver the local bus service on the Kapiti Coast. The service was reviewed recently and standardisation of signage under the Metlink logo and timetabling was introduced. Greater Wellington Regional Council is trialling a four month pilot scheme (September to November 2008) in Paraparaumu, of an integrated ticket including the bus fare in a monthly rail pass.

There is an ongoing need for liaison between Kapiti Coast and Greater Wellington Regional Council to ensure that feedback on services is provided, so further improvements in route and timetabling can be made. Consultation between Kapiti Coast District Council and bus providers will ensure that any traffic engineering solutions take bus requirements into consideration.

The community has a two fold need:

- for a bus service which links efficiently to commuter rail services and;
- parallel provision of bus services to residential areas linking people to services.

The approach taken in this strategy is that the primary function of bus services on the Kapiti Coast is to act as feeders into the rail

service and to centres, rather than ‘long-haul’ trips to the CBD. In the short term the service should provide connections between communities where passenger rail connections do not exist. It is particularly important that Ōtaki is provided with bus services both north and south.

### **Transport Services Providing Access to Health and Social Services**

The Total Mobility scheme continues to be the primary way that funding is made available for specialist transport needs. The Red Cross is looking for funding for a service to be available Monday to Friday (approx 8am - 5pm) for people in Kapiti, primarily older people and low income people who cannot afford or cannot get to services such as hospital appointments, doctors, banks and shops. The emphasis is on community access and access to primary health care, i.e. more holistic than focusing only on health services.

There are two taxi services operating in Paraparaumu but recently there have been problems in Ōtaki in maintaining a commercial service. At present, Greater Wellington Regional Council subsidises a three day a week service in Ōtaki to ensure that those needing to use the Total Mobility scheme can do so.

There is a risk that the mobility services are becoming an entrenched substitute for providing passenger transport services for Ōtaki.

Those involved in providing these services have described the risks associated with fragile access. Members of the health sector submitted that there are substantial costs arising from people being unable to meet specialist appointments and health workers being delayed and/or unable to reach their place of employment.

## Focus Area 2: Achieving Mode Shift

### Encouraging Behaviour Change

Improved rail infrastructure and passenger transport services, and continued investment in the cycleways, walkways and bridleways network will provide opportunities for people to be able to shift travel modes. Providing good linkages in the context of quality urban form plays an important part in encouraging mode shift. There is considerable community interest in being able to make that shift.

Irrespective of these wider investment processes, there are opportunities to encourage change in travel behaviour and reduce reliance on private vehicle use. Parking supply standards will be reviewed in the upcoming District Plan review process. The general benefits are shown in the figure below.



Figure 10: Travel Demand Management

Benefits	Description
Congestion reduction	Reduce traffic congestion
Facility cost savings	Reduce road and parking facility cost
Consumer savings	Reduce consumer transportation cost
Transport diversity	Improved transportations options, particularly for non-drivers
Road safety	Reduce per capita traffic crash rates
Environmental quality	Reduced pollution emissions and habitat degradation
Efficient land use	More compact development, reduced sprawl
Economic development	Efficiencies of clustering, increases productivity and wealth
Community cohesion	Positive interactions among people in the community
Public health	More physical activity, increasing fitness and health

The strategy will focus on three major opportunities for travel behaviour change: travel to school, travel to work within Kapiti Coast and general improvements to safety.

### **Travel to School**

The travel to school programme is underway with three schools in the Paraparaumu area. The intention is to broaden this programme to include other schools over time.

Work with the three schools has identified that a major factor shaping parents' decisions to drive children to school is perceptions of road safety. Therefore it is proposed that the road safety education programme and the road safety works programme (minor works) be re-focused around the travel to schools projects, so that physical improvements can be achieved parallel to the wider work with children, parents and teachers.

The physical redesign and engineering works that result from a School Travel Plan process are undertaken in accordance with design standards and take into account the Kapiti Coast District Council Streetscape Strategy.

The main methods to encourage a shift to active modes are:

- Walking School Buses<sup>16</sup>;
- general promotion of walking and cycling;
- development of school travel plans and commitment by schools and Councils to actions identified.

### **Travel to Work**

Travel to work in Kapiti Coast presents major opportunities to change travel behaviour, particularly if the focus is on short trips. With the longer trips, such as from Ōtaki to Paraparaumu, given the lack of passenger transport services, the better return of effort in the short term may be obtained from encouraging car pooling.

The main method will be to support businesses to undertake travel planning with their staff. Kapiti Coast District Council has already begun this process with its own staff. As the travel to work plans are developed with businesses, the road safety programmes will also be focused in these areas.

There is a range of tools to encourage a change in travel to work behaviour:

- workplace facilities for cycle storage;
- employer promotion and subsidy of public transport;
- rideshare promotion;
- working from home and teleconferencing;

Flexible working hours can help reduce the impact of work travel by shifting demand out of peak time.

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<sup>16</sup> These are initiatives where designated adults collect children from specified points along a walking route to school.

Kapiti Coast District Council will continue to undertake a programme to encourage a shift in travel behaviour away from reliance on private vehicles. The focus over the next three years will be on:

- travel to school;
- travel to work within Kapiti Coast.

Mode Change will be encouraged by:

- driver and cyclist education programmes;
- establishing cycle trains;
- encouraging cycle events, eg. Bike Doctor event at schools;
- setting up a web page on cycle information;
- celebrating a car free day in September
- promoting a change of mode from private car to bus use, particularly connecting with rail services and as part of work place travel planning.
- recognising the importance of the impact of good urban form contributing to mode shift e.g. ensuring permeability in new subdivisions that are designed to allow for attractive short cuts for cyclists and walkers.



## Road Safety

The Kapiti Coast District Council road safety function has two broad focus areas:

- education initiatives to encourage safe driving, cycling, horse riding and walking throughout the District;
- physical works to rectify road safety issues.

Funding for the Community Road Safety Programme from Land Transport NZ has widened its focus and clearly encourages sustainability as one of its aims. The Kapiti Road Safety Programme reflects this developing approach.

In addition to convenience, road safety and personal safety are key factors that people consider when choosing how they are going to travel, particularly for their children. Choosing to travel by car is frequently perceived as being the safest option, but this is not always the case. Once there are safe cycling, walking and bridleway facilities, and easily accessible passenger transport, the incidence of road trauma can be reduced. An increase in the numbers of cyclists makes car drivers more consistently aware of their existence on the road and the need to drive accordingly. A change in the perception of cyclist safety for both children cycling to school and adults cycling to work will increase the uptake of active transport use and lead to positive health benefits.

Current road safety improvement projects and the education programme will focus on delivering an integrated package in support of the schools travel plan project. The focus of activity will be on improvement within the school catchments, provided that if significant road safety issues arise elsewhere requiring physical improvement, this work will be undertaken.

Active Transport and Road Safety Initiatives	
Cycling	Cycling into summer and beyond Adult and child cycle training Bike Week Discovery Rides Promoting other cycling codes eg BMX, mountain biking, Visibility campaigns
Walking	Feet First Walk to School Day walking School Buses Stop, Look, Live - pedestrian safety Safety/Visibility
Driver Education	Cycle and pedestrian awareness campaigns. Share the road don't burst their bubbles
School Travel Plans	Supporting schools with existing plans. Programme for next cluster of schools.
Work Travel Plans	promoting sustainable transport options within Council Programme for local businesses eg Coastlands



## Parking

Parking supply and price can have a significant effect on per capita vehicle travel and mode split. It is also important in managing the use of scarce space around centres. The centres policy is a major part of the sustainable urban form framework for the District and a range of policy options will be explored in the District Plan review beginning late 2009.

At this stage Kapiti Coast District Council does not intend to use parking space supply as a major means to discourage private vehicle use. The reasons for this are two-fold:

- the economic viability of the District's centres are still vulnerable to changing fashions in consumer retail behaviour. Until the District's centres have a more robust range of activities beyond a sole reliance on retail and personal service activities, the trade-off between economic activity and mode shift will continue to be made;
- the viability of the District's centres and the continued focus of activity on them, rather than dispersal across the District, is a tool for supporting passenger transport use.

Kapiti Coast District Council will use parking management (e.g. restricted parking times and enforcement) to encourage workers to use alternatives to car travel for the trip to work. Employee's car parks could be located along bus routes to encourage park and ride. This will be managed carefully, recognising that for some making travel to work trips over a longer distance, such as from Ōtaki, there are limited alternatives.

Kapiti Coast District Council will continue to manage the supply and use of on-street parking. It will regularly review the parking requirements for developments and the balance between on-street and off-street parking supply against the dual goals of support for the District's main centres and achieving mode shift.

The Council will continue to advocate for the supply of park and ride services for bus and rail users.

The Council will not provide off-street parking except where there is a need to facilitate use of transport services, or to ensure access to civic or essential services.

## Other Travel Demand Management Initiatives

Kapiti Coast District Council will continue to work with the Greater Wellington Regional Council and other agencies to explore other travel demand management initiatives.

Greater Wellington Regional Council, the Ministry of Transport and Land Transport New Zealand are three agencies involved in the exploration of travel demand management initiatives. An example of this is work on road pricing.

# Focus Area 3: Network Hierarchy

## Allocating Network Hierarchy Categories

As noted earlier, the ability for the full range of transport modes to use road corridor space is affected by the way in which the roading hierarchy categories are developed and the way in which the categories may or may not drive detailed design solutions. This section provides the detailed network hierarchy.

The categories that have been developed for discussion are set out on the next page. Summary maps are provided on the following pages.

While the category names have been changed, the categories themselves are generally similar to those found in the old road network hierarchy. One major difference is the inclusion of major walkway/ cycleway routes as part of the formal network hierarchy. This signals both a shift to recognise the importance placed on this part of the network by the community but it also ensures that developers and residents understand that development plans should provide for a full balanced transport network with adequate provision for cycleways, walkways and bridleways.

Network Category	Description of Function	Examples	Design Comment
<b>Neighbourhood Access Route</b>	<ul style="list-style-type: none"> <li>provides access to:                             <ul style="list-style-type: none"> <li>local residential neighbourhoods;</li> <li>schools;</li> <li>reserves.</li> </ul> </li> <li>can include local walkways, beach access, residential lanes;</li> <li>will be low speed;</li> <li>will have low traffic volume.</li> </ul>	<ul style="list-style-type: none"> <li>coastal cycle route;</li> <li>Margaret Road/ Renown Road cycleway link.</li> </ul>	<ul style="list-style-type: none"> <li>selection of design categories must reflect local character;</li> <li>design must cater for low speed pedestrian/cyclist environment on roads;</li> <li>unlikely to provide for bus access.</li> </ul>
<b>Local Community Connector Routes</b>	<ul style="list-style-type: none"> <li>provides main access routes through suburbs;</li> <li>connects local centres;</li> <li>traffic movement mainly locally generated;</li> <li>significant walkways/cycleways between local centres, schools and employment areas;</li> <li>may be some routes with relatively high traffic volumes;</li> <li>expect moderate speed.</li> </ul>	<ul style="list-style-type: none"> <li>Rosetta Road;</li> <li>Tasman Road, Ōtaki.</li> </ul>	<ul style="list-style-type: none"> <li>selection of design categories must reflect local character;</li> <li>design must cater for low speed pedestrian/cyclist environment on roads;</li> <li>must provide for all modes.</li> </ul>

Network Category	Description of Function	Examples	Design Comment
<b>Centres Route</b>	<ul style="list-style-type: none"> <li>recognises specialist role of streets in retail areas and centres;</li> <li>must be capable of delivering on-street retail parking;</li> <li>must be capable of handling significant pedestrian cross movement;</li> <li>must be capable of handling freight traffic - will depend on size;</li> <li>will have high traffic volumes;</li> <li>likely to have low traffic speeds, but case by case consideration.</li> </ul>	<ul style="list-style-type: none"> <li>Rimu Road within town centre;</li> <li>Ocean Road, Paraparaumu Beach;</li> <li>Main Street, Ōtaki.</li> </ul>	<ul style="list-style-type: none"> <li>selection of design categories must reflect local character where relevant;</li> <li>design focus to create and enhance character;</li> <li>design must cater for low speed car, pedestrian/cyclist environment on roads;</li> <li>must provide for all modes.</li> </ul>
<b>Major Community Connector Routes</b>	<ul style="list-style-type: none"> <li>connects suburbs and/or major transport nodes;</li> <li>may include access to regionally significant destinations;</li> <li>major entry points from highway to the Coast;</li> <li>vehicle travel speed addressed on a case by case basis with regard to purpose and surrounding environment;</li> <li>can be higher speed than local/centres streets but likely to be 70km or less - case by case consideration;</li> <li>some roads (ie. Western Link Road can have regional significance);</li> <li>some roads will have major traffic volumes;</li> <li>on-street parking may be discouraged in some areas.</li> </ul>	<ul style="list-style-type: none"> <li>Te Moana Road;</li> <li>Raumati Road;</li> <li>Kapiti Road.</li> </ul>	<ul style="list-style-type: none"> <li>design focus on creating/maintaining high quality amenity while ensuring function would expect road corridors to make a strong amenity statement as key access;</li> <li>must provide safety for all modes.</li> <li>design focus on safe travel at speed and efficient movement through the District;</li> <li>design speeds will vary through centres must provide for all modes - off road solutions where necessary.</li> </ul>
<b>State Highway 1</b>	<ul style="list-style-type: none"> <li>provides access through District;</li> <li>provides some local access to District Centres.</li> </ul>		

Figure 11: District Network Hierarchy Maps

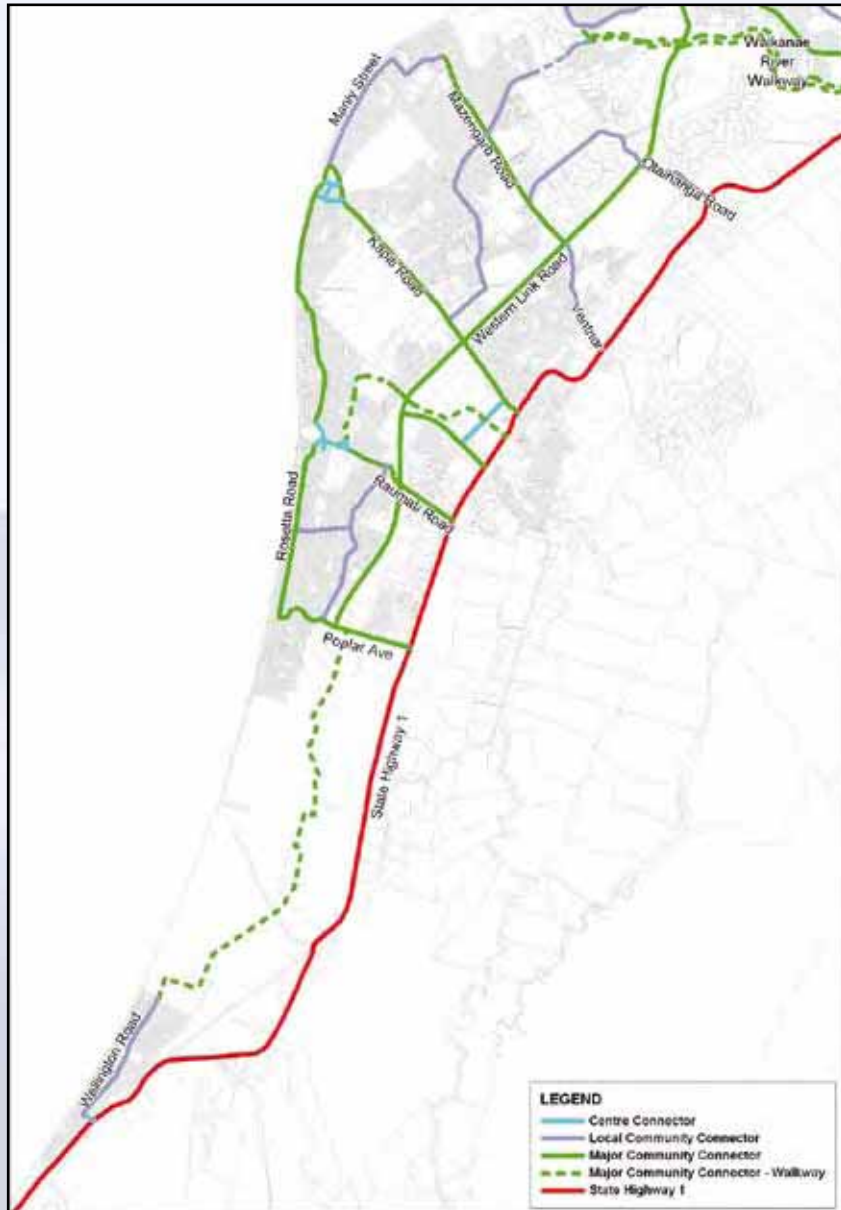
Map 1



Map 2



Map 3



Map 4



## Allocating Design Categories to the Network

During 2007/08 Kapiti Coast District Council will develop a series of broad route design categories which can be allocated at different points to each route. This will be developed as part of the streetscape strategy. The typologies will undergo a consultation process as will the allocation of categories along routes.

The concept of developing design categories for allocation at points along is a new development for the network hierarchy. Detailed design issues; e.g. accommodating mobility scooters on footpaths, will be addressed as part of the review of engineering standards occurring 2008/09.

It is proposed that this work be undertaken, in conjunction with the community, both districtwide and with local communities over the next year.

**Figure 12: Primary streetscape elements**

## Focus Area 4: Managing Vehicle Emissions

Kapiti Coast District Council will:

- continue to work to reduce vehicle emissions produced by its own vehicle fleet;
- provide information to the community on how they can reduce their vehicle emissions;
- advocate to central government to ensure the right signals, initiatives and legislative framework are provided from the top to enable emissions targets to be met.

This Strategy suggests a target for managing vehicle emissions which seeks to hold emission levels at 2001 figures. This is consistent with the Regional Land Transport Strategy stretch targets.

The target is recognised as ambitious and undoubtedly a ‘stretch’. Major initiatives to reduce emissions are outside the Council and the community’s direct control – such as the setting of emissions standards for existing and new vehicles.

However, many of the actions set out in previous sections will provide opportunities for people to change their travel behaviour; this will help indirectly to reduce emission levels. It is also possible to make decisions about kinds of vehicles and the efficiency levels of vehicles which will directly reduce emissions. Kapiti Coast District Council has recognised this and has introduced a corporate vehicle policy which does the following:

- provides a small bicycle fleet for use by staff on shorter distance site visits;
- requires the use of trains for travel to and from Wellington for meetings, where possible;

- reviews vehicle type and size, with a focus on smaller vehicles where possible;
- encourages a shift to diesel in the short term, where appropriate and maintains a ‘watching brief’ on developments with alternative fuels;
- uses hybrid vehicles where appropriate, and monitors their use;
- maintains a high level of servicing to ensure efficient performance;
- requires centralised booking of vehicles to maximise efficient trip planning;
- includes monitoring and evaluation of vehicle performance and efficiency, e.g. hybrid fuels vs diesel.

This management framework will be updated regularly to take account of emerging technologies. The Council is currently reviewing a methodology for assessing emissions effects. Emissions reductions plans for new developments are also recommended.

A number of agencies provide information about reducing vehicle emissions and the Council does not intend to duplicate this. However, it will provide access to information that it gathers in the course of its fleet management project. It will also work with businesses as part of the travel to work project to maximise efficient use of any vehicle fleet they might have.

## Focus Area 5: Living With the State Highway

State Highway 1 is a strategic route of national importance it is also the major arterial road on the Kapiti Coast and provides a vital national link that connects most of the North Island to Wellington and the South Island.

At present it provides the only access between the major communities of Raumati/ Paraparaumu and Waikanae although this will be resolved in the next five years with the construction of the Western Link. Safety issues as well as access to, and exit from, the State Highway are a significant concern for the local community.

State Highway 1 passes through all the main centres in the District and generally adjoins the rail corridor. It passes through the retail centre at the Ōtaki Railway and through the town centre at Waikanae, effectively separating the civic and industrial areas from the commercial area. It passes along the edge of the Paraparaumu Town Centre and severs easy access to the transport hub at the railway station. The State Highway then passes along the edge of Paekākāriki Village and because of the very constrained topography makes access into and out of the village very difficult.

Articulating a clear and strong view about the State Highway as it passes through the District is essential to district wellbeing. This view provides a basis for engagement with the key agencies, particularly New Zealand Transport Agency, and a starting point for detailed work on options for the future.

These policies make a clear distinction between desired early road safety works on the State Highway and the need for a collaborative approach to resolving what are very complex issues for the medium and longer term. Design solutions and the design framework which will shape Council and community engagement in any processes also needs to be collaborative.

It is important that, while seeking to maintain the functionality of the State Highway and the rail corridor, the wider urban form, economic development and social wellbeing needs of the community are acknowledged. The District's centres are a very important aspect of the economic development, urban management and strategic transport goals for the District. These relationships are acknowledged by central government through the proposed changes to the transport sector and recent commitments to rail improvements, a study of State Highway 1, and funding for the Western Link, and it is important these wider considerations are documented in this section.

While Kapiti Coast District Council accepts an eventual four lane State Highway will be built, it does not support a four lane expressway concept based on design speeds of 80-100km (as is the current practice), through Kapiti Coast's centres. The design requirements for an 80-100km expressway would impose major severance impacts on the local communities, particularly for Waikanae, to the extent that Waikanae Town Centre would be unlikely to survive in its current form. This impact has major social and economic ramifications. Provision for safe bridge crossings for cyclists and a review of entrance speeds to towns, especially Ōtaki is necessary. The New Zealand Transport Agency State Highway study is due out late 2008 which should provide clarification and a long term programme of work.

The very limited number of local road intersections with the State Highway currently envisaged by New Zealand Transport Agency would incur unacceptable pressure on local roads feeding the expressway access points.

This would have significant social, amenity and financial impacts for the Kapiti Coast community.

The following road safety improvements for the State Highway within the next five years will continue to be sought:

- improvements to traffic flow through Ōtaki;
- Otaihanga grade separation (Stage 1);
- Waikanae/Te Moana grade separation (underpass);
- Paekākāriki (intersection).

The design of the State Highway to achieve a four lane system through the District between Poplar Avenue and Peka Peka is supported, provided that detailed road design and design speeds minimise severance effects, including:

- ensuring appropriate and integrated development of the Waikanae Town Centre and maximum use of rail and civic facilities;
- achieving improved safety and access to the Paraparaumu and Waikanae Rail Station.

The ‘northern express-way’ concept is supported if this provides for case by case design solutions to be explored.

The broad design framework for major community access points to the Highway set out in the accompanying map will be supported.



The Kapiti Coast District Council has embarked on extensive, collaborative community design processes for its centres and associated transport networks. Difficulties are continually encountered because of uncertainties about passenger rail service and State Highway 1 planning, and because of a lack of involvement of key corridor agencies in the processes. It will continue to plan and work with local communities on the basis that the passenger transport services and roading solutions will be provided in a way that is integrated with centres development. Kapiti Coast District Council will also continue to advocate its position on the Western Transport Corridor in any regional transportation processes.

Kapiti Coast District Council will continue to facilitate a collaborative community design process and a partnership approach between agencies involved in making decisions about the State Highway and rail corridor between Peka Peka and Poplar Avenue.

## Ōtaki

Transit New Zealand indicated in early 2007 that the proposed roundabout at the intersection of Mill Road and the State Highway would be able to cater for expected traffic volumes for the next 20 years. It was noted by Transit New Zealand that while it is important to designate a potential bypass in order to secure the route, the trigger for the bypass would be community dissatisfaction with congestion levels. Growth in the Ōtaki town over this period would make it more likely that the area would survive the economic impacts of a major route bypass. This policy reflects this approach and makes clear the distinction between route selection and route construction.

The possibility of a future bypass of the State Highway away from the Ōtaki Railway area is supported if and when the community indicates:

- the impacts of the current system are no longer sustainable;
- every possible initiative is taken to minimize efficient and safe traffic flow on the current route and maintain the economic viability of the area, provided that initiatives are consistent with the broad character of the area;
- any selected bypass route has minimal possible effect on environmental amenity and provides for connection back into the Ōtaki town in a way that recognises the need for economic stability;
- there is extensive community involvement in the route selection process.

The earliest possible designation for the route is supported in order to give community certainty. Support for early designation should not be construed as support for early construction. The economic benefits of State Highway 1 traffic flow through the railway area should be prolonged as long as possible.

## **Paekākāriki**

As noted earlier, access into and out of Paekākāriki is difficult. In early 2007, the principle was established that management of traffic speed could be used as a tool to address the issues, in addition to physical design. The future approach to management of the intersection will be affected by the timing of development of Transmission Gully. In the interim, this policy acknowledges the important link between intersection decisions and viability of the village, especially the small commercial area.

The ongoing provision for design and traffic management solutions for access at Paekākāriki which maintain the character of the village will be supported.



**The Sustainable Transport Strategy is one of a number of Kapiti Coast District strategies which set out the long term strategic response to the District's Community Outcomes. It has strong links to the Regional Land Transport Strategy and the Wellington Regional Strategy and also takes account of national and regional transport strategies and plans.**

**It is part of a suite of strategic responses to the Community Outcomes including the Water Matters: Sustainable Water Use Strategy, the Coastal Management Strategy, the Development Management Strategy and the Horowhenua/Kapiti Economic Development Strategy.**

**Like those it is directly linked to the Long Term Council Community Plan and the District Plan.**