

Transforming Paraparaumu and Waikanae town centres

FUTUREKĀPITI Long Term Plan 2015-35

Kāpiti **Town Centres** and Connectors
Transformation Summary Report

MARCH 2015





KĀPITI TOWN CENTRES AND CONNECTORS TRANSFORMATION PROJECT

Foreword

A word from the mayor



It's been a privilege to be involved with you in planning for the futures of two of our main town centres, Paraparaumu and Waikanae. The opportunity to sit down and plan doesn't come along that often.

During 2014 we made time to do just that. We know that our community is changing. We know that the Expressway will change the way people travel around and through our district. We want to take advantage of the opportunities this brings to the Kāpiti Coast district as we become even more accessible to the greater Wellington region.

Our town centres have a lot to offer and we want to make them destinations of choice for locals and those from further afield.

We've had a huge number of you take part and tell us how you'd like to see these town centres evolve over the next 20-30 years. Everyone from individual community members to business, iwi, focus groups, schools, landowners, planners, engineers and urban designers have had a say on the concepts.

In Paraparaumu people told us that we needed a central hub built around the civic buildings, better walking and cycling connections, with areas for children to play and for people to gather.

We've responded with concepts that show Paraparaumu as the vibrant heart of the district providing the primary focus for retail, commercial, cultural and civic activity.

In Waikanae you wanted quality boutique shopping in an effective commercial area, an upgrade to Mahara Place and integration of the marae with the town.

Our concepts for Waikanae show an arts and cultural focus, and will meet the needs of the surrounding community with local convenience, community and commercial activities.

It's now time to ensure we get on with these concepts by including them in Council's Long Term Plan. To do this, we need to hear any final things you have to say on the concepts, budgets and time frames. In particular there are three options for how we could implement these projects included in the Long Term Plan and we want to know what you think of these.

So please get involved in the Long Term Plan consultation and remember to have your say on the town centres project.

A handwritten signature in black ink, reading 'Ross Church'.

Ross Church
Kāpiti Coast Mayor



Partnership with iwi

**Hutia te rito o te harakeke, kei hea rā te kōmako e kō?
Kī mai ki ahau, he aha te mea nui o te Ao?
Māku e kī atu, he tāngata, he tāngata, he tāngata.**

If you were to pluck out the centre of the flax bush, where would the bellbird sing?

If you were to ask me, "What is the most important thing in the world?"

I would reply, "It is people, people, people."



Te Ātiawa Town Centres Working Group
Anne Maree Bukholt, Ra Higgot, Tio Taiaki,
Tracey Morgan.

Ngā mihi whānui

A collaborative partnership between Te Ātiawa Town Centres Working Group and Council has for the past year focused on working concepts for transforming the Waikanae and Paraparaumu town centres.

The concept of integrating both town centres with the history of Te Ātiawa has been widely welcomed by tangata whenua.

An area of focus has been on ways of integrating the Waikanae town centre with Whakarongotai Marae and as such the concept of a 'cultural thread' pathway shows the connective link from Ngaio Road to the marae.

Through the town centre project we hope to educate our communities and to ensure that the cultural threads of local iwi history, sense of place and sites of significance are reflected in both future town centres.

Looking to the future, of importance is continuing collective engagement with Council to strengthen and enhance our town centres as a great place to live, work and play.

Nā mātou noa, nā

Te Ātiawa Town Centres Working Group

Working with business



The Kāpiti Coast Chamber of Commerce is pleased to have been part of the process to look at opportunities for the development of our town centres.

Kāpiti is set to be one of the fastest growing areas in the

Wellington region and we need to ensure that our town centres can sustain this growth and position Kāpiti as an attractive place to live and work.

It is important that the business community engages with Council in helping to plan our future. The concepts outlined in this document have been developed through consultation with the community, but the process does not stop here.

We need efficient, effective solutions that cater for our long term needs and support our Economic Development Strategy.

I encourage all businesses to consider whether the plans outlined here meet these requirements and provide feedback through Council's Long Term Plan consultation process.

We have an exciting future ahead!

Liz Koh
Chair Kāpiti Coast Chamber of Commerce

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1 Introduction

What's inside this document?

Inside this document are blueprints for the future development of Paraparaumu and Waikanae town centres. Projects are outlined that make up the building blocks of these blueprints. This includes concepts for the future of Kāpiti Road and for when State Highway 1 (SH1) becomes a local road.

It also gives an indicative timeline for the proposed works and outlines how Council intends to work with the private sector to deliver improvements.



What's not inside?

Because this is a summary, we have not included detailed reports or information on a lot of the supporting work that has gone into developing the town centre concepts. Further information and reports are available from Council's website at www.kapiticoast.govt.nz/town-centres and include:

- Preliminary Review report
- Paraparaumu town centre and Kāpiti Road concepts
- Waikanae town centre concepts
- strategic business case
- Ranked Options Report
- traffic modelling
- car parking utilisation study
- car parking strategic review
- cycleway, walkway and bridleway (CWB) network review
- retail leakage analysis
- SH1 revocation agreement
- Proposed District Plan
- Draft Implementation Plan.

The changing face of the Kāpiti Coast

The futures of Paraparaumu and Waikanae town centres are being crystallised now. Both will be transformed, over the next 20–30 years, into welcoming town centres that meet our needs.

This means thriving main streets; attractive parks; playgrounds and gardens; recognition of our cultural heritage; better walkways, cycleways and connecting roads; and, above all, an obvious heart for both centres.

During 2014, the community, business and Council worked together to develop plans for Paraparaumu and Waikanae town centres – concepts that will provide the transformation sought.

The catalyst for transformation was change – in the form of the MacKays to Peka Peka Expressway.

The Expressway provides an opportunity to reshape these town centres without a state highway running through the middle. Once the Expressway opens, the original SH1 becomes a local road and the town centres will be easier to define and to get around.

Transformed as planned, the town centres will thrive as destinations of choice and places of employment for locals and out-of-towners alike.



Left as they are, the town centres may decline with the majority of traffic being routed away from them and business investment elsewhere in the Wellington region perceived as more accessible.

At the same time as looking at the two town centres, we also developed plans for the improvement of the current SH1 when it returns to a local road, and the future look of Kāpiti Road as a major connector road.

The concepts that have been developed provide a framework for transformation and change. They've been designed to allow flexibility over the years so additional opportunities can be grasped as they arise.



How did we come up with the concepts?

Previous work on visions and planning for both town centres was done before the advent of the Expressway. The current concepts for the town centres have built on this previous work.

For Paraparaumu, feedback confirmed that the community wants Council to further develop ideas for the civic heart of the district with high quality public spaces linking from retail to civic facilities, district-wide civic and retail functions with major recreational and cultural facilities.

In Waikanae people said they want to improve the town centre, strengthen the iwi and marae presence and focus more on the arts and cultural links.

Concept development was a community-wide effort led by Council and the Waikanae and Paraparaumu/Raumatī community boards.

A wide range of opportunities was provided during 2014 for people to get involved in the process. These included open days, focus groups for those with specific transport and business/landowner interests, meetings with business and investors, interest group meetings, advisory group feedback, sessions with schools and input from specialists in the fields of planning, engineering, roading and urban design.

We also sent out regular project newsletters to our database of over 1,400 individuals and organisations keeping them informed of what we were doing and encouraging feedback.

At various stages during concept development, people had the opportunity to have their say, express their ideas and shape the final concepts. Over 1,000 ideas were received during this time.

We also asked people to rank what was important to them in terms of designs for this transformation. This was taken into account when working out the order of the work that should take place and what were the most essential building blocks to making our town centres project a success.





What's next?

Now is the time to cement the town centres planning by getting budgets and timings agreed in Council's 2015 Long Term Plan (LTP). The implementation time frames for the three different options are shown in section six of this report and give an idea of what is being suggested.

It is important to make sure Council takes your views into account by having your say during the LTP consultation in March/April 2015. You can do this by providing feedback at one of Council's Long Term Plan open days or providing your views online at **www.kapiticoast.govt.nz/long-term-plan**.

Once the budgets and time frames are agreed in the Long Term Plan, we can begin to implement the individual projects that make up the transformation of both town centres. This will involve detailed design work for each project and then construction. It is during the next phase that each little detail contained in the concepts will be teased out and this will result in changes.

2 Context

The Kāpiti Coast community has a great opportunity to start shaping and transforming Paraparaumu and Waikanae town centres.

Completion of the Expressway in mid-2017 means there will be significant implications for the way the town centres, and the roads connecting to them, operate.

Paraparaumu is the district's centre, yet it lacks public spaces and a central hub, and has poor cycling and walking connections. The railway station, Coastlands and the civic area are significant draw cards for people. The town centre is unique with a primary school right in the middle of it and very little retail that fronts onto the street. Kāpiti Road provides a key connection for the community from east to west. It will need improvements once the Expressway is completed, and in response to future developments at Kāpiti Landing and Kāpiti Airport.

The public spaces in Waikanae need modernising and improving. Car parking is a significant problem and the area needs to be more pedestrian friendly with better connections to the railway station. The Whakarongotai Marae is an integral part of the town centre and more needs to be done to integrate it with other key town centre attractions such as the library and the Mahara Gallery.

Plans for the town centres and Kāpiti Road need to be flexible enough to allow for changes, yet firm enough to provide certainty for private sector development. Options developed and presented in this document do not preclude other ideas or opportunities from the private sector being developed. The concepts developed are just that – concepts. Where pathways run, trees are planted or car parks are located will be determined as part of the detailed design process for each project as part of implementation.

There is a compelling case for Council to invest in the future of Paraparaumu and Waikanae. Long-term investment will:

- improve access and connectivity to help develop strong cohesive communities
- create opportunity for private sector investment, which will stimulate jobs and vibrancy in the town centres
- improve social, cultural and public life for Kāpiti Coast communities
- take advantage of existing physical infrastructure and facilities.

The town centres project is one of a number of Council initiatives that will improve public amenity and economic development, and will feed into the Proposed District Plan.



3 We've listened

Over the last year Council has engaged with the public, investors, iwi, landowners, government agencies and interest groups over the future of Paraparaumu, Waikanae and Kāpiti Road. Council received over 1,000 different ideas on what's good and not so good about the town centres and Kāpiti Road. The feedback received has influenced the projects Council will invest in and will ensure we have distinctive, vibrant and prosperous town centres.



What you said in Waikanae



Community responses

What you said in Paraparaumu



4 Your vision



Waikanae town centre has an arts and cultural focus, and will meet the needs of the surrounding community with local services, community and commercial activities.

The historic village connection with the Whakarongotai Marae will be reflected in the development of a 'cultural thread' walkway through the town centre. Mahara Place will provide a sense of place that people can strongly associate with and feel part of.



Paraparaumu town centre will become the vibrant heart of the district. It will provide the primary focus for retail, commercial, cultural and civic activity.

It will be an integrated and compact town centre, linked with public transport, providing better, more connected walking and cycling opportunities, consolidating commercial and community activities, and supporting opportunities for employment and residential living.

Development will be focused along Rimu Road as the main street for the township and new open spaces will provide areas for socialising.

5 The blueprints for action

'Blueprints' for future investment in the town centres show how footpaths, plazas, lawns, garden beds, tree planting, street furniture, lighting and public artworks could be used to create attractive and welcoming public spaces.

These are shown in the concepts on the following pages. Each concept has been developed to address the objectives for that area, for example, improved public access and connectivity. The specific detail of where a footpath might go or the types of paving that might be used will come later during the detailed design phase of implementation.



Blueprint for Waikanae

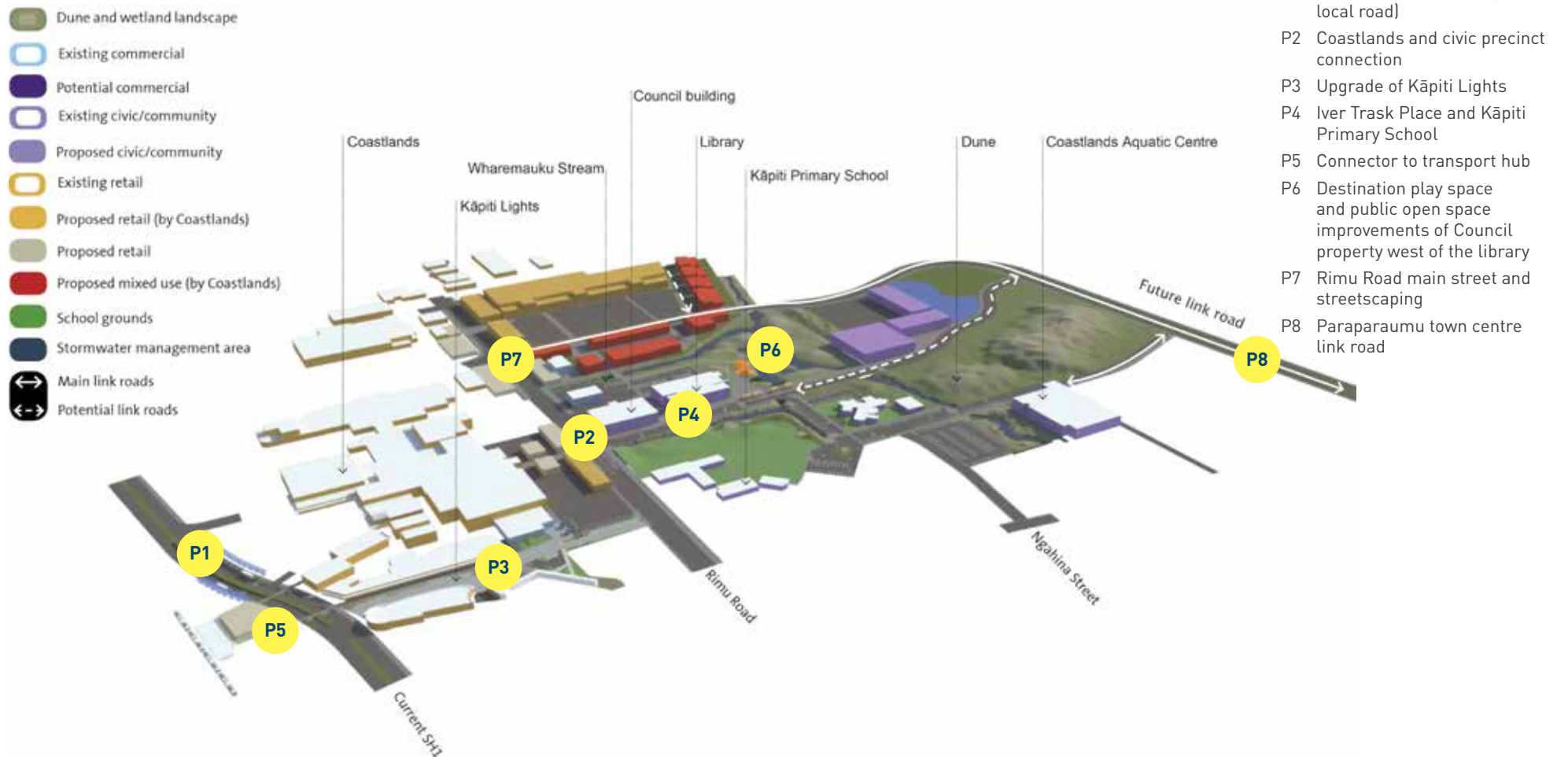
The above plan shows the nine 'building blocks' that make up the transformation proposed for Waikanae town centre. The projects are described further in the following pages.

Waikanae blueprint projects:

- W1 SH1 revocation (turning into a local road)
- W2 Connection to railway station and improved pedestrian crossing
- W3A Upgrade of Mahara Place (square)
- W3B Upgrade of Mahara Place (laneway)
- W3C Upgrade of Countdown car park area
- W4 Cultural thread and integration of Whakarongotai Marae
- W5 Upgrade of Te Moana Road intersection and connection to Waikanae River
- W6 Ngaio Road streetscape and main street
- W7 Realignment of Marae Lane/Omahia Street/Ngaio Road intersection

Blueprint for Paraparaumu

This plan shows the eight 'building blocks' that make up the transformation proposed for Paraparaumu town centre. The projects are described further in the following pages.



6 Ideas to reality

Getting things done

It's now time to turn these concepts and ideas into reality. There are three options outlined in Council's Long Term Plan consultation document. We would like to know what you think of these.

1. ACHIEVABLE (RECOMMENDED OPTION)

The 'achievable' option is to carry out all the projects and stage them to be completed in 2028. This timing means we can make the improvements within existing budgets. Specific projects will be completed in stages over the years up to 2028. It also fits with outcomes in Council's Economic Development Strategy.

We propose to use funding from our strategic land purchase budget. This is money we set aside to buy land that will benefit the district for the community to own. For example, the land for Otarua park (the Howarth block and Turf farm) was paid for out of this budget. Using this budget for town centres will leave \$956,000 for any strategic purchase of land in the next 13 years compared with \$13.7 million originally budgeted.

The achievable option offers a balance between affordability, some disruption during construction (because of the extended time frame) and spreading economic benefits over time.

The total cost of the achievable option is \$33.1 million.

The rates impact of the achievable option is already included in the forecast average 3.3% rates increase across 20 years.

2. FAST TRACK

The 'fast track' option is to carry out all the projects in a shorter time frame, by 2022. This option uses money from our strategic land purchase budget but would also require additional borrowings which would mean an increase in rates.

While the fast track option is not significantly different in total cost, the time frames are halved to achieve it. There would be an extra average rates increase each year with a maximum impact of 1.2% in year 7 raising the average rates increase to 5.6%.

We would also need to borrow an additional \$11 million taking borrowings to \$208 million in year 7. This is outside the borrowing limits contained in Council's draft financial strategy.

The fast track option lines up with private development and Expressway opportunities and tries to maximise the economic benefit from doing the work in a shorter time frame. Construction works for both town centres would be completed sooner under this option. However, this would require multiple construction sites to operate simultaneously across Waikanae and Paraparaumu causing major disruption.

The total cost of the fast track option is \$32.2 million.

Peak borrowings under this option will increase from \$197 million to \$208 million in 2020/21.

3. DO MINIMUM

There is a third 'do minimum' option. In this option we would make improvements to SH1 when the Expressway was finished, but we would not do any of the other projects. This is the lowest cost option and could result in a reduction in Council borrowing and rates.

This option only improves SH1 and doesn't transform the two town centres. Therefore, it doesn't reflect the feedback received from the community which was about making improvements in the town centres. Also, economic benefits are very limited.

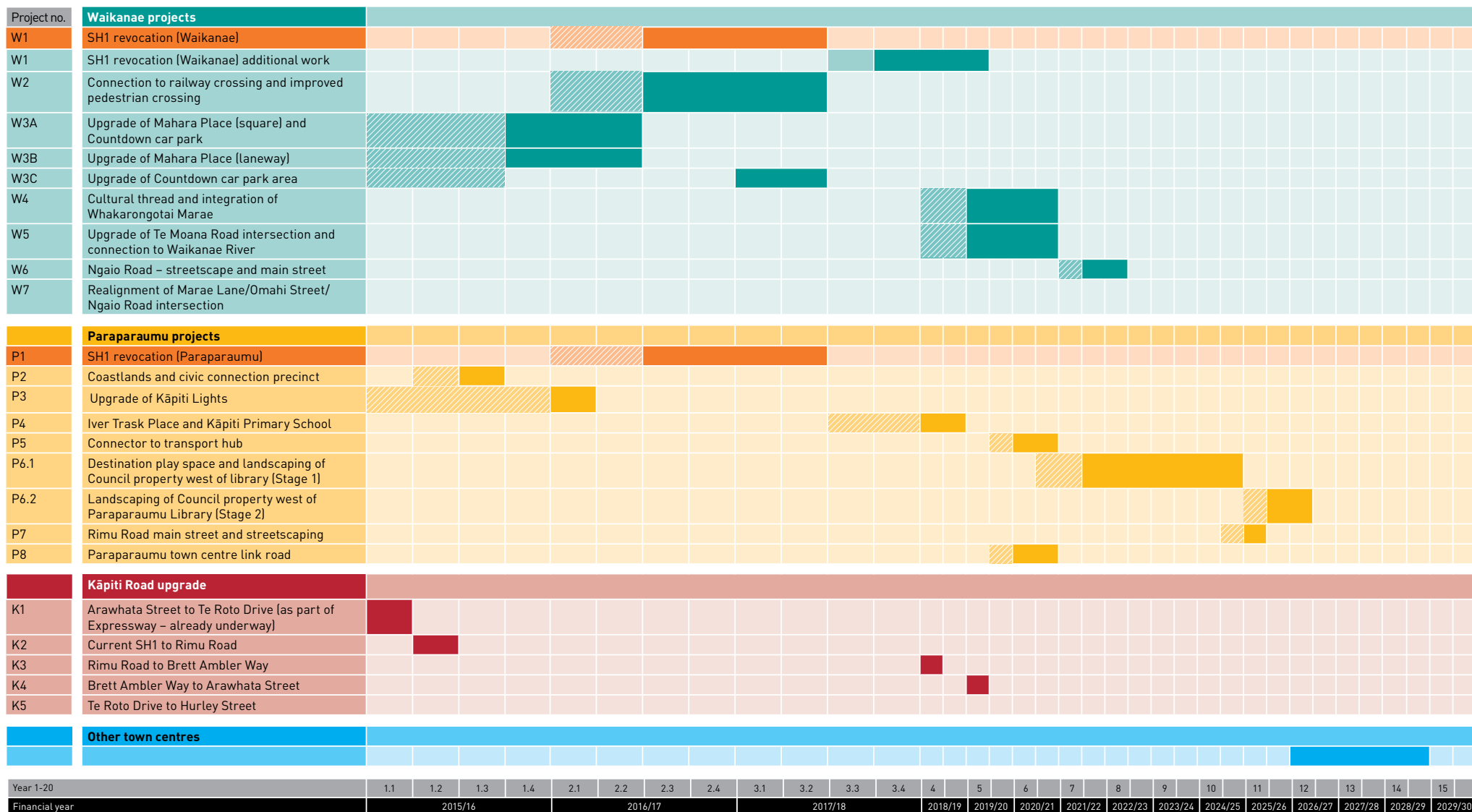
The total cost of the do minimum option is \$1.6 million.

This option will reduce the overall borrowing requirements by \$23 million in the first 13 years.

Recommended option – achievable

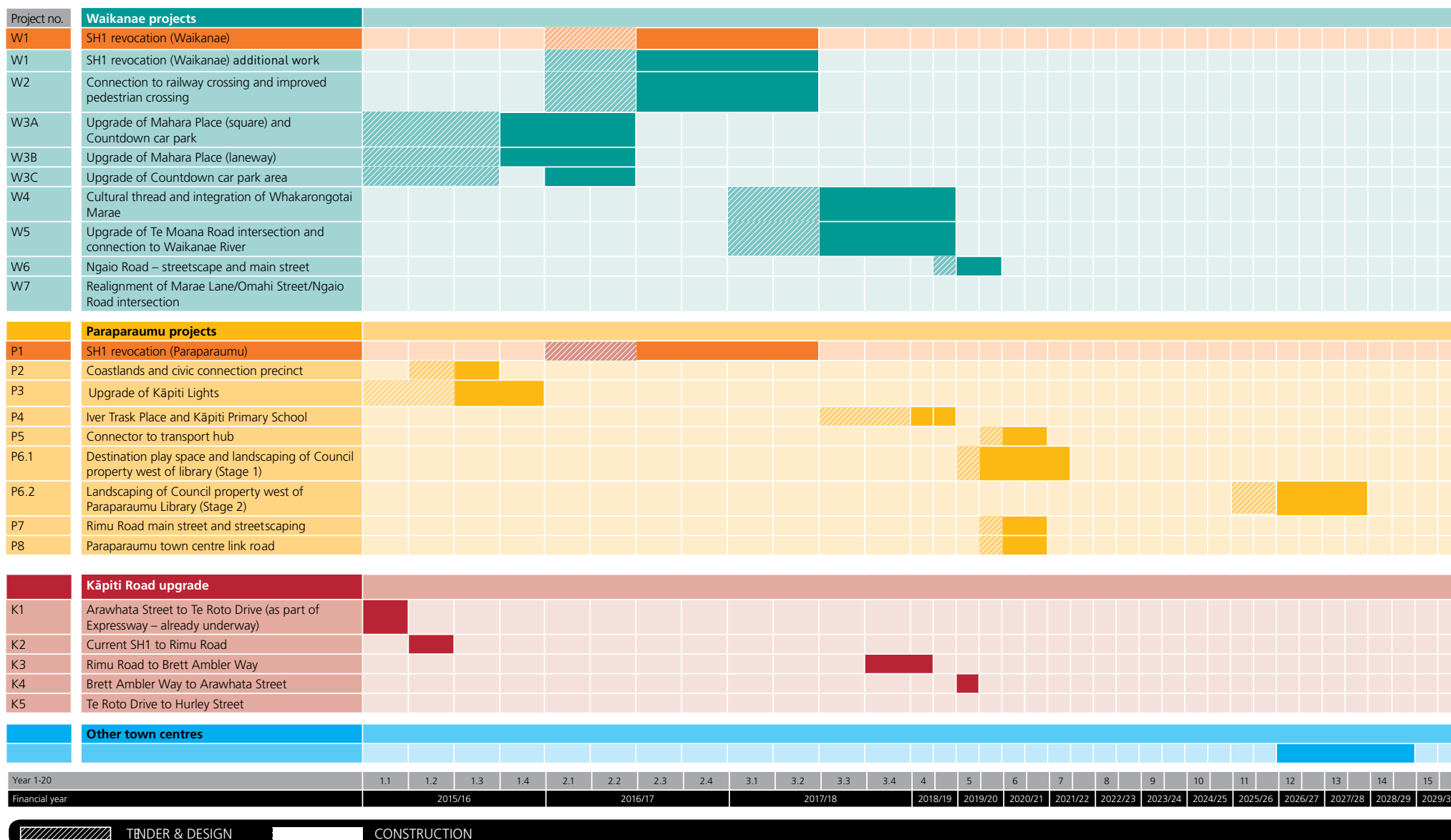
We recommend the achievable option. This is what we have set out in the draft Long Term Plan and the cost is included in the proposed average rates increase of 4.2% for 2015/16. This option takes advantage of the opportunity provided by the Expressway, which is being funded nationally, to improve things for our district. The proposed time frame means we can carry out the work in a way that is financially sensible and allows projects to be completed in stages. It is consistent with our balanced approach to managing rates and borrowing to the limits we have set and takes into account the rest of our work programme. The achievable option reflects the feedback we've had from the community already and will provide better access, stimulate economic growth and help create vibrant town centres.

INDICATIVE PROJECT DELIVERY SCHEDULE – ACHIEVABLE OPTION



TENDER & DESIGN CONSTRUCTION

INDICATIVE PROJECT DELIVERY SCHEDULE – FAST TRACK OPTION



INDICATIVE PROJECT DELIVERY SCHEDULE – MINIMUM OPTION

Project no.	Waikanae projects																															
W1	SH1 revocation (Waikanae)																															
W1	SH1 revocation (Waikanae) additional work																															
W2	Connection to railway crossing and improved pedestrian crossing																															
W3A	Upgrade of Mahara Place (square) and Countdown car park																															
W3B	Upgrade of Mahara Place (laneway)																															
W3C	Upgrade of Countdown car park area																															
W4	Cultural thread and integration of Whakarongotai Marae																															
W5	Upgrade of Te Moana Road intersection and connection to Waikanae River																															
W6	Ngaio Road – streetscape and mainstreet																															
W7	Realignment of Marae Lane/Omahi Street/ Ngaio Road intersection																															
	Paraparaumu projects																															
P1	SH1 revocation (Paraparaumu)																															
P2	Coastlands and civic connection precinct																															
P3	Upgrade of Kāpiti Lights																															
P4	Iver Trask Place and Kāpiti Primary School																															
P5	Connector to transport hub																															
P6.1	Destination play space and landscaping of Council property west of library (Stage 1)																															
P6.2	Landscaping of Council property west of Paraparaumu Library (Stage 2)																															
P7	Rimu Road main street and streetscaping																															
P8	Paraparaumu town centre link road																															
	Kāpiti Road upgrade																															
K1	Arawhata Street to Te Roto Drive (as part of Expressway – already underway)																															
K2	Current SH1 to Rimu Road																															
K3	Rimu Road to Brett Ambler Way																															
K4	Brett Ambler Way to Arawhata Street																															
K5	Te Roto Drive to Hurley Street																															
	Other town centres																															
Year 1-20		1.1	1.2	1.3	1.4	2.1	2.2	2.3	2.4	3.1	3.2	3.3	3.4	4	5	6	7	8	9	10	11	12	13	14	15							
Financial year		2015/16				2016/17				2017/18				2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30							

TENDER & DESIGN

CONSTRUCTION



SH1 BECOMES A LOCAL ROAD PROJECT P1 and W1

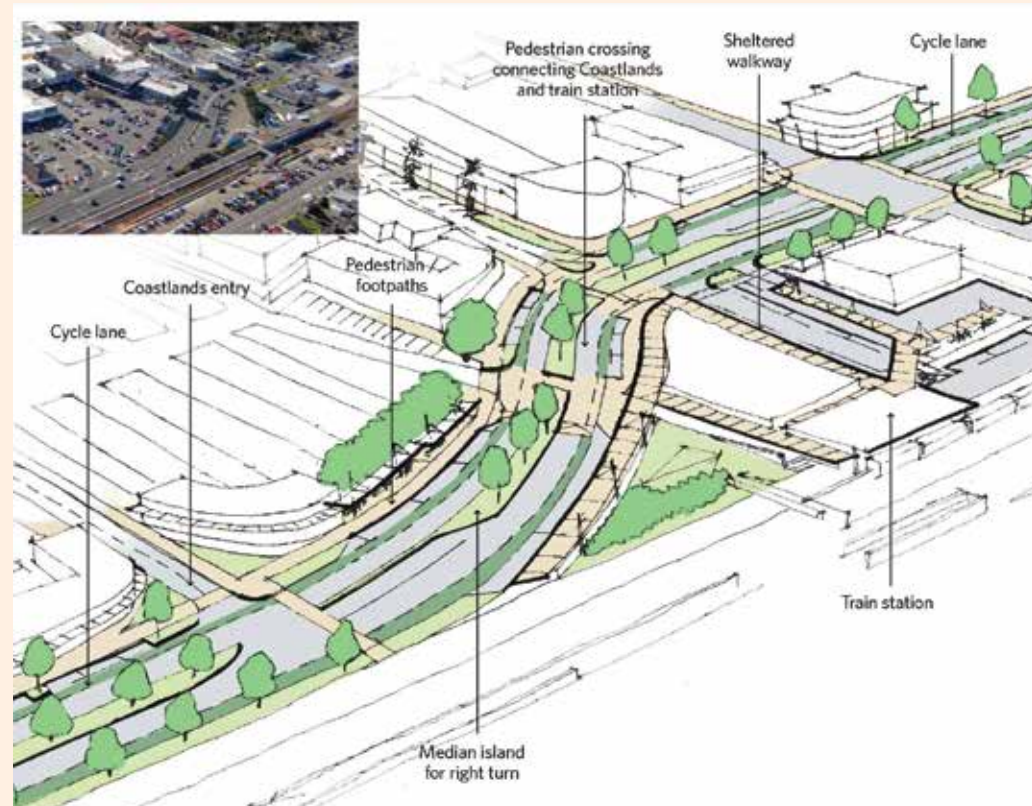
Within two years of the Expressway being completed, SH1 will transform into a local road. The current SH1 from Poplar Avenue to Peka Peka will no longer be required for state highway purposes. This work is happening as part of the New Zealand Transport Agency/ Kāpiti Coast District Council revocation project agreement.

The vision for this future road, especially within the town centres, is that it delivers a safe and attractive roading and access system for local needs, which means catering for pedestrians, cyclists and motorists.

There will be new opportunities for on-street car parking in Waikanae, and connecting both town centres to the railway station and buses.

Project P1 – Concept for the redesign of SH1 at Paraparaumu from four lanes to two lanes (source New Zealand Transport Agency).

Objective: slower local road



Transforming SH1 into a local road

Project W1 – Concept for the redesign of SH1 at Waikanae from four lanes to two lanes (source New Zealand Transport Agency).



IMPROVED ACCESS TO WAIKANAĒ AND PARAPARAUMU RAILWAY STATIONS PROJECT P5 and W2

Improving access to the railway stations and adding raised speed tables to slow traffic, making it safer for pedestrians to cross SH1, will encourage more people to use public transport and more people to venture into the town centres as a result.

Improvements to park-and-ride car parking are proposed with potential to increase car parking along the current SH1 in Waikanae town centre.

Timing of the upgrade to SH1 within Paraparaumu needs to align with work being done to slow traffic along this part of the road. This will put pressure on the rest of the roading network and will mean that an alternative route (such as the proposed Paraparaumu link road) will be needed.

On top of structural changes, a car parking strategy for the district will provide long-term guidance for the management of car parking in the two town centres.

Objective: increased use of public transport and linking public transport to the town centre



PARAPARAUMU STATION

Project P5 – Concept design for the Paraparaumu Railway Station and for buses. Possible space for future development highlighted in yellow.



WAIKANAĒ STATION

Project W2 – Concept design for Waikanae Railway Station. View looking west along SH1 opposite the Ngaio Road intersection. Bus stops on the road.

Transforming Waikanae

The blueprint for transforming Waikanae needs to be flexible. Multiple owners have a stake in the future of the town centre. Mahara Place will continue to be the central public space and be pedestrian only.

These concepts include turning Ngaio Road into a main street, and integrating the Whakarongotai Marae, laneways and car parking, by creating a cultural thread from Ngaio Road through Mahara Place to the marae. New green spaces will connect to an upgraded Mahara Gallery and library complex.

Proposed enhancements also include the landscaping of the intersections at Te Moana Road, Elizabeth Street and Ngaio Road with the current SH1.



UPGRADE OF MAHARA PLACE PROJECT W3A, W3B and W3C

Mahara Place will remain a pedestrian mall, but it will be transformed to attract people to visit and stay longer. Connections with Ngaio Road and the Whakarongotai Marae will be improved.

New grass and planted areas are suggested along with a cultural thread pathway, seating, tree planting, artwork, and a play garden.

The upgrade of Mahara Place will be done in three stages. Timing is dependent on the improvements being made to Waikanae Library and Mahara Gallery. An upgrade to the existing Mahara Square area and the laneway will be first, followed by an upgrade to the Countdown car parking area. The detailed designs for the car park area improvements are dependent on the plans of the owners of Countdown Waikanae.

Objective: improved public space amenity and fostering business

The future success of Mahara Place as a retail area is dependent on the ability of businesses and landowners to springboard off the improvements to the public spaces and amenity.

Improvements will be made to the areas in front of an upgraded Waikanae Library and Mahara Gallery complex, making the most of its north-west facing location. There are opportunities for new green spaces providing an area for temporary market stalls or public performances.

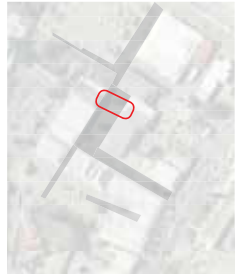
Attracting people into Mahara Place and Frater Lane is made difficult by the existing stone wall on SH1 – the wall will be removed.

Transforming Waikanae

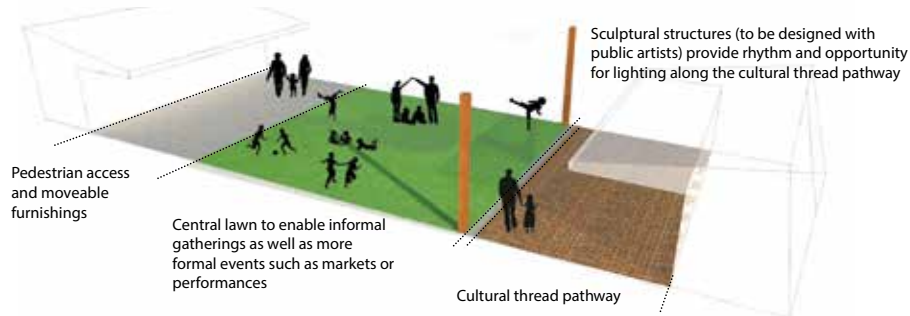
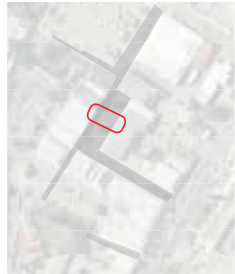


PROJECT W3A

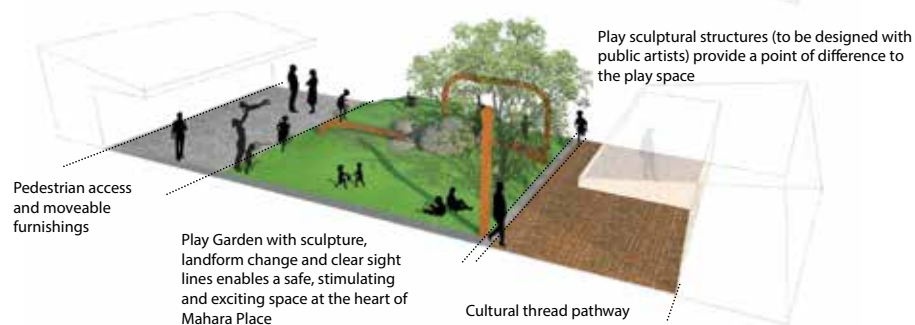
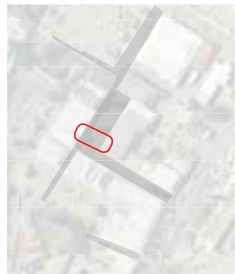
THE READING GARDEN



THE CENTRAL LAWN



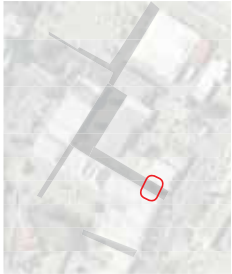
THE PLAY GARDEN



Possible ideas for improving Mahara Place.

PROJECT W3B

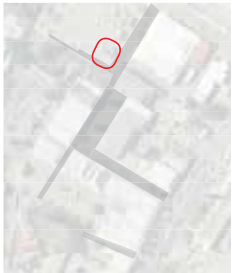
THE LANEWAY



Concept designs for upgrading the laneway in Mahara Place (Project W3B – top images) and the car park in front of Countdown (Project W3C – bottom images).

PROJECT W3C

THE GALLERY LAWN AND PLAZA



CULTURAL THREAD AND INTEGRATION OF WHAKARONGOTAI MARAE PROJECT W4

The 'cultural thread' is a pathway that links the Whakarongotai Marae with Ngaio Road. Some of this will be constructed as part of the upgrade to Mahara Place. In addition, it is proposed to further integrate the marae with the town centre by opening up the entrance to the marae and linking the marae through Frater Lane to the urupā on Elizabeth Street.

There are some great opportunities for integrating the marae into the town centre and for how cultural stories are told and integrated throughout the town centre. The cultural thread provides a mechanism for this integration.

The concept is integrally linked to the upgrade of Mahara Place. We have separated this concept out as it is dependent on continued support from Whakarongotai Marae. We have engaged with representatives of Whakarongotai Marae (through the Te Ātiawa Town Centres Working Group), who are supportive of preliminary design concepts. Public feedback also indicates high levels of support.

Objective: connect up the town centre – linking the marae and town, and linking Ngaio Road to Mahara Place and the marae



Conceptual idea showing view of the cultural thread looking towards Whakarongotai Marae from Frater Lane.



Transforming Waikanae

UPGRADE OF THE TE MOANA ROAD INTERSECTION AND CONNECTION TO WAIKANA RIVER PROJECT W5

During consultation many people asked for a defined entrance to Waikanae village. The new entrance will focus on Te Moana Road as people exit the Expressway. Improvements will be made to the road verges of Te Moana Road and Main Road.

These improvements will link in with walking and cycling connections to the beach and Waikanae River. These will provide pedestrian-friendly and safe environments for all.

Objective: create a visual entrance into Waikanae town centre and connect to Waikanae River



Conceptual idea showing view looking east along Te Moana Road to the corner of SH1 and Te Moana Road, showing new roadside planting and paths.

NGAIO ROAD – STREETScape AND MAIN STREET PROJECT W6

The lack of a functioning main street is a well-recognised stumbling block to the long-term sustainability of town centres. All successful town centres have main streets creating a real vibe. What is in Waikanae town centre currently is not working.

Creating a vibrant and functioning commercial heart of Waikanae is important to its survival. Buildings fronting onto Ngaio Road will create improved amenity. Streetscape enhancements will be made as well as measures to slow traffic.

Development of Ngaio Road into a main street will impact on Mahara Place, perhaps negatively at first but it is considered that, over time, potential growth and new retail on Ngaio Road will spill onto Mahara Place. Upgrading Mahara Place on its own is an option but this is unlikely to attract new retail to Waikanae as it will remain separated from the supermarkets, which are the key retail anchors in the town centre.

Objective: create a main street for Waikanae



Creation of Waikanae main street looking west down Ngaio Road. Possible new areas for development highlighted in yellow.



REALIGNMENT OF MARAE LANE/ OMAHI STREET/NGAIO ROAD INTERSECTION PROJECT W6

This concept has been developed in response to a perceived safety concern for this intersection from public feedback. It is aligned and linked to changes in the Waikanae car park and making Ngaio Road a main street. It is dependent on commercial interest in developing land with road frontages onto Ngaio Road.

Objective: lengthen the main street and improve safety



View looking down Marae Lane showing the new realignment at the corner of Marae Lane and Ngaio Road.



Transforming Paraparaumu

The plan for the transformation of the Paraparaumu town centre includes developing Rimu Road as the main street featuring more retail and other business, more public open space around Wharemauku Stream and new school civic facilities on Council land.





COASTLANDS AND CIVIC PRECINCT CONNECTION PROJECT P2

Successful retail activity is critical to achieving the vision of a thriving central area in Paraparaumu. Attractive and vibrant retail activities and public spaces will draw people into and out of the mall and will improve the urban environment.

Linking Coastlands and the civic precinct is seen as a great initiative to promote Rimu Road as a main street and energise activity along the civic spine (Iver Trask Place). It will connect Coastlands' front door to other civic activities. This development is currently being considered by Coastlands.

Encouraging new developments, and the town centres project linking up with these new developments is an essential first step.

Objective: promote Rimu Road as the main street for Paraparaumu and connect to civic precinct



Pedestrian linkage between Coastlands and the civic precinct, looking west from Coastlands.

UPGRADE OF KĀPITI LIGHTS PROJECT P3

The land forming the Kāpiti Lights complex is privately owned. Positive engagement has occurred with landowners throughout. Proposals are still being consulted on, but an improved pedestrian linkage between the Paraparaumu railway station/bus stops and Rimu Road is seen as highly desirable.

This reconfiguration would promote access from the railway station to the front door of Coastlands and to the civic precinct.

Objective: promote pedestrian access from Rimu Road to the railway station

Concepts so far seek to:

- make Kāpiti Lights more pedestrian orientated while providing opportunity for 'stop, buy and go' shopping
- provide street furniture for pedestrians to stop and rest
- create pedestrian environments that are flexible and can be used for events including markets and live entertainment, which will increase activity on the street
- include more trees to soften the impact of the built environment and help define key edges of the pedestrian environment
- activate the public space with a pocket park or sculptural play spaces full of colour, and visual and auditory activity
- use lighting as a feature for establishing a safer and more identifiable space.



Concept design of pedestrian linkage from Kāpiti Lights towards SH1.

IVER TRASK PLACE AND KĀPITI PRIMARY SCHOOL PROJECT P4

Creating a pedestrian promenade alongside key civic buildings, reconfiguring the edge of Iver Trask Place by naturalising the school boundary, and enhancing the outdoor learning environments for Kāpiti Primary School are seen as key improvements to make better use of the location of the civic buildings.

Developments will enhance views of Kāpiti Island and help strengthen the district's identity. The development will activate the areas around the civic buildings leading people to destinations to be created west of Rimu Road, including civic spaces and the destination play space (see project P6.1).

Current car parking will be reconfigured, removing the visual barrier to this area. A slow laneway will be created. Car parks lost from Iver Trask Place will be replaced by those on Rimu Road and behind the civic buildings (noting further consideration is being given to car parking through a car parking strategy).

Objective: improve the amenity and open space, and make Kāpiti Primary School more a part of the town centre



Possible ideas for upgrade of Iver Trask Place looking from Kāpiti Primary School towards the library.

DESTINATION PLAY SPACE AND IMPROVED PUBLIC OPEN SPACE PROJECT P6.1 and P6.2

There are significant 'greenfield' opportunities within Paraparaumu for future development. However, the use of the land to the west of the library, which is owned by Council, is limited to public works/civic related uses. It is therefore proposed to use the land for civic and related activities.

Strong vertical elements are being suggested here to promote views of Kāpiti Island. Enhancing the existing dune and wetland landscape is suggested.

Earthworks will open existing drains and create a distinctive dune landscape, with planting of more vegetation of different heights and characteristics, as well as creating a network of connecting walkways that will link to the developments in the Wharemauku precinct (land west of Rimu Road and south of the Wharemauku Stream).

Objective: utilise greenfields for civic activities that attract people to the town centre



Project P6.1 – Possible ideas for a destination play space along Iver Trask Place, connecting to the Wharemauku Stream.



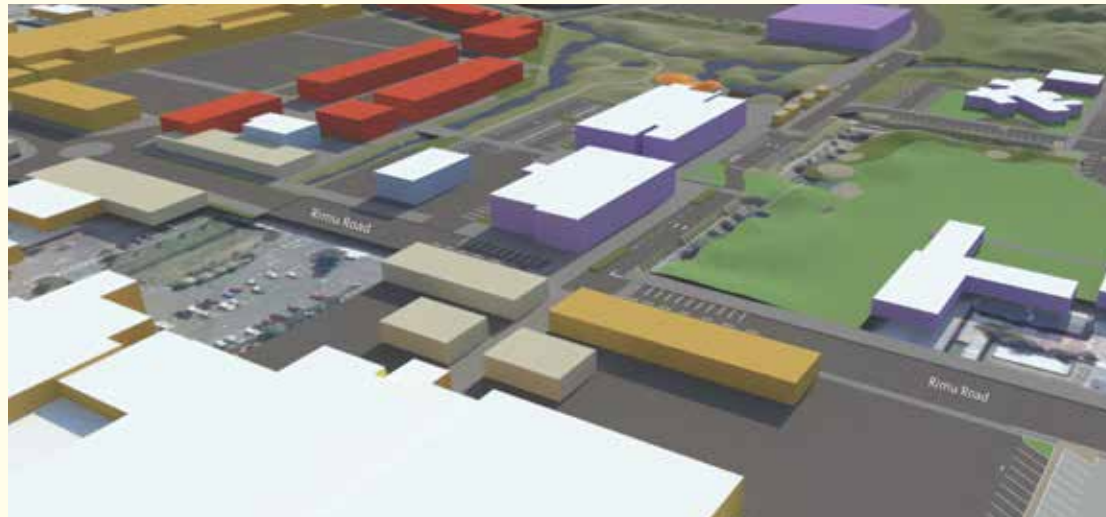
Project P6.2 – Possible ideas for enhancement to the Wharemauku Stream and wetland environment and cycleway west of the library.

RIMU ROAD MAIN STREET AND STREETSCAPING PROJECT P7

Unlike most town centres in New Zealand, Paraparaumu has not developed along the transport spine of the state highway – geography and the rail corridor has prevented this. A vibrant main street is therefore a long term goal for Rimu Road. A vibrant main street is vital to the success of Paraparaumu as a town centre. It will be the heart of the community and promote public life, community pride and a sense of identity for Paraparaumu.

A wide range of factors will influence the implementation of a main street along Rimu Road over time. Developments in the Wharemauku precinct by Coastlands/ Ngahina Trust will be important. Such developments should be encouraged to develop up to the Rimu Road street edge. Streetscaping of Rimu Road will need to be aligned with timing for retail and mixed use developments in the precinct.

Objective: promote Rimu Road as a main street to provide town centre vitality and activity



Concept for creating Rimu Road into a main street. Highlighting retail development on the road frontage.

**PARAPARAUMU TOWN
CENTRE LINK ROAD
PROJECT P8**

Commercial and retail activities in the Wharemauku precinct and on land adjacent to the Expressway require a road to provide access to developments. This road should intersect with the proposed town centre link road.

Design of road linkages needs to consider how stormwater flows from the Wharemauku Stream will be managed and the desirability of protecting the sand dunes.

Final location and timing will be covered by negotiation with the landowners.

Objective: provide better connectivity and enable Rimu Road to develop as a main street



IMPROVING THE KĀPITI ROAD CONNECTION PROJECT K1 to K5

With traffic volumes in excess of 25,000 vehicles a day, Kāpiti Road is the busiest in the district. Work is currently underway to redevelop it as a linkage to the Expressway.

Kāpiti Road has been widened as part of the Expressway project in the vicinity of the on- and off-ramps. Traffic signals will control traffic where these ramps join Kāpiti Road. The Kāpiti Road, Milne Drive and Te Roto Drive intersection work was completed at the end of October 2014. Remaining Expressway related work on Kāpiti Road is well underway and will be completed in 2015.

We have identified improvements for Kāpiti Road that take into account public feedback, constraints in the width of the road, cycling and walking needs and estimated future traffic volumes.

There will be on-road cycleways along the full length of Kāpiti Road. A shared cycleway is proposed east of the Expressway linking with the town centre (through Brett Ambler Way and Iver Trask Place).

Work to the west of the Expressway needs future proofing for developments at Kāpiti Landing and Kāpiti Airport. An interim two lane solution has been developed to allow for future land development. This will eventually require four lanes.

Kāpiti Road concepts have been produced to provide a blueprint for future roading upgrades and developments in the area.

Typical cross section of Kāpiti Road east of the Expressway.

Objective: a concept for Kāpiti Road that is functional, achievable in terms of urban design and affordable



7 Working together

Council can only do so much to achieve the vision of the transformed town centres for Waikanae and Paraparaumu. Council and public sector involvement in the transformation of our town centres will be a relatively small part of the investment needed to achieve the full vision laid out in the concepts.

The Kāpiti District Economic Development Strategy 2015–2018 identifies that Council will work in partnership with business to achieve the visions for Waikanae and Paraparaumu. This will harness local knowledge, skills and resources to achieve a thriving economy.



8 Have your say

We have heard from many of you during the development of these ideas and we now want to hear your final thoughts on the concepts, options for implementation and plans for delivery of projects.

Tell us what you think during the 2015 LTP consultation so Council can take your views into account. To find out how you can do this, go to **www.kapiticoast.govt.nz/long-term-plan**.

We will continue to seek your views on the future shape of Paraparaumu and Waikanae town centres as we move into the design phases of the town centres transformation.

The Waikanae and Paraparaumu-Raumati community boards have played, and will continue to play, a significant role in this project. We encourage you to engage with your local community board on this project.





