Kāpiti Coast
DISTRICT COUNCIL
Me Huri Whakamuri, Ka Titiro Whakamua

Kāpiti Coast District Council

Sustainable Transport Strategy

June 2020

Contents

Executive Summary

Any comprehensive transport strategy must cover all modes of travel and have a clear vision of the future. This Strategy establishes a framework for delivering good outcomes for our communities, and provides details of the key areas of focus for transport in Kāpiti for the next twenty years.

A Sustainable Approach

This Strategy aims to deliver a transport network that provides equitable access for all, whilst ensuring that environmental and economic outcomes are reflected in decision making.

Addressing Challenges

Kāpiti strives to be an attractive location for businesses as well as an appealing area for new residents. There are a number of transport-related challenges to achieving this. There is a need to ensure that the transport infrastructure supports growth, as well as addressing issues that already exist, so that people and businesses can easily access services and goods. The vision and outcomes contained within this strategy reflect these desires.

The strategy recognises that to deliver a fit for purpose network, there is a need to address key gaps in the network that are limiting connectivity and the ability to encourage mode shift, reverse the worsening road safety trends, build resilience into the transport network, and provide for environmental and amenity enhancements. The responses to the challenges need to be made within the context of funding availability.

Outcome and Vision

The outcomes and vision have been developed to ensure that the transport issues being faced such as congestion, pressures on parking, levels of access to public transport, safety risks, and the impacts of climate change do not worsen over time. The goal is to enhance community connectedness through the creation of a well-planned physical transport system that allows for the reliable, efficient and safe movement of people and goods. Therefore, this strategy has established 7 outcomes:

- Improved Access, Connectivity and Integration
- Safe and Resilient Communities;
- Supporting a Vibrant and Thriving District;
- Climate Change
- Environmental Enhancements;
- Amenity; and
- Affordability.

Focus Areas

To achieve these outcomes this strategy identifies 8 Focus Areas. These focus areas do not identify specific schemes, as the spending programme will be in the Access and Transport Activity Management Plan and the Long Term Plan. Instead it establishes the principles that Council will apply in the development of new and enhancement of existing infrastructure, and provides a framework to enable discussions with other funding partners.

Council recognises that the outcomes will also be delivered through the actions of individuals and organisations, investment by Council in infrastructure on behalf of the community and regulation through other Council policies and plans such as the District Plan, and bylaws.

Tāngata Whenua

Te Whakaminenga o Kāpiti and Whakahoatanga Manatu

Council recognises the status of the *tāngata whenua* under Te Tiriti o Waitangi (Treaty of Waitangi), and works closely with Ngāti Toa Rangatira, Ngāti Raukawa and Te Āti Awa ki Whakarongotai iwi, who hold mana whenua within the District.

Te Whakaminenga o Kāpiti is one of the longest running partnerships between tāngata whenua and Kāpiti Coast District Council, and it establishes a commitment of working together to advance matters of mutual interest. The partnership is engaged in Whakahoatanga Manatu (a Memorandum of Partnership) that recognises the "need for active protection of tāngata whenua interests to be considered in its dealings with other parties".

Through Whakahoatanga Manatu Council agrees to hold a number of principles, which are relevant to this Strategy. In particular, the agreement to actively promote the sustainable management of natural and physical resources, to promote partnership with tāngata whenua in policy and plan development, and to recognise and provide for kaitiakitanga. In the Māori world view, people and the environment are inextricably linked, and Kaitiakitanga (guardianship and protection) recognises the role of humans and tikanga in sustaining the mauri of natural and physical resources.

The tāngata whenua have established four principles on which the vision is based:

- Manaakitanga – which is concerned with the wellbeing of families and communities;
- Te Reo – it is fundamental that the language is treasured;
- Kotahitanga – working in partnership to build strength; and
- Tino Rangatiratanga – self-determination, control and decision-making, including a strong role for kaitiakitanga.

The Sustainable Transport seeks to implement measures that:

- ensure the most is made of existing assets;
- support mode shift;
- protect the environment; and
- work in partnership to deliver transport improvements.

Therefore, achieving the outcomes contained with this strategy will go some way towards realising the principles of Manaakitanga, Kotahitanga and Tino Rangatiratanga.

Strategy on a Page

This Strategy on a page illustrates the relationship between identified challenges, what is desired for Kāpiti, and the key areas of focus to address the challenges and deliver against the outcomes

Challenges	Outcomes	Key Focus Areas / Actions
Growth	All outcomes	1 2 3 4 5 6 7 8 All focus areas
A Network Under Pressure	Improved Access, Connectivity and Integration, Supporting a Vibrant and Thriving District	1 The Transport Network 2 Integrating Land Use and Transport
Service Provision and Access	Improved Access, Connectivity and Integration, Supporting a Vibrant and Thriving District	1 The Transport Network 2 Integrating Land Use and Transport
Reliance on the Private Car	Improved Access, Connectivity and Integration	1 The Transport Network 2 Integrating Land Use and Transport 3 Safety
Demographics	All outcomes	1 The Transport Network 2 Integrating Land Use and Transport 3 Safety
Safety	Safe and Resilient Communities, The Environment, Amenity	3 Safety 4 Resilience 6 The Environment
Resilience	Safe and Resilient Communities	3 Safety 4 Resilience
Climate Change	Climate Change	5 Climate Change
Environment	Safe and Resilient Communities, The Environment	4 Resilience 6 The Environment
Amenity	Amenity, Supporting a Vibrant and Thriving District	7 Amenity
Affordability	Affordability	8 Affordability

1.0 Introduction

Kāpiti's position as a gateway to the Wellington Region and improved regional transport links make it attractive to people seeking lifestyle changes and housing choice. Kāpiti has undergone significant growth and is forecast to continue to grow over the next 30 years.

Transport and urban form play a key role in contributing to the social, economic, environmental and cultural wellbeing of communities and are key influencers of travel behaviour. The ability for people to move around has an immense impact on their lives and how they gain access to people, employment, goods and services. It is essential to ensuring a vibrant and thriving economy.

Kāpiti faces a number of challenges including a network under pressure, reliance on the private car, safety, resilience, and protecting the environment and affordability, all of which can be exacerbated by growth, demographic changes and climate change. Travel patterns differ from the past, and investment decisions need to support the users of different modes for existing and future generations by delivering infrastructure to support growth and addressing existing issues on the network.

1.1 What is the Sustainable Transport Strategy and Why is it Important?

A sustainable transport system is concerned with managing and delivering a transport network that supports growth and encouraging alternatives to the private car. Principles of sustainability in the transport network include equitable access for all, a system that can cope with change, the integration of transport and land use, and ensuring impacts on the environment are avoided, remedied or mitigated.

This Strategy takes a long-term view, up to 2040, in shaping the future of transport and provides a framework for guiding transport investment in Kāpiti, providing a clear basis for engagement with all 'transport stakeholders'. It establishes a relationship between local, regional and central policy and decision making, and the implementation programme to ensure the delivery of infrastructure to support growth.

This Strategy aims to enhance community connectedness via the development of a well-planned transport system that ensures the reliable, efficient and safe movement of people and goods.

There is a need to:

- develop and maintain a well-connected transport network that will cater for the impact of population and business growth whilst minimising environmental impacts;
- provide for transport mode choice;
- take into account the diverse needs of communities including vulnerable road users, the travel disadvantaged and local businesses;
- ensure that the transport network is resilient to adapt to the effects of climate change and other natural events such as earthquakes and landslides; and
- improve affordability and decrease carbon footprint.

1.2 Why Now?

The original transport strategy was developed in 2008. Since then there has been significant changes to both the transport network in Kāpiti and to Central, Regional and Local Government legislation and policy. Many of the proposals identified in the original Strategy have been developed or superseded. At both a regional and local level, the most significant change to the network has been the Roads of National Significance projects, which have changed travel patterns both within and in and out of Kāpiti.

The road network is growing as a result of new development and new connections - around 28km of Old State Highway 1 will form part of the roading network once responsibility for it passes from NZTA to Kāpiti Coast District Council (revocation).

2.0
What does the transport network look like now?

Kāpiti has an extensive transport network that is characterised by State Highway 1 and a railway line running north / south through the District connecting us to the Wellington Region to the South and East and Horowhenua and Horizons to the North. There is a well-established but limited bus network and a high quality and frequent rail service between Waikanae and Wellington, as well as a developing cycleway, walkway and bridleway network (www.kapiticoast.govt.nz/media/30062/stride-n-ride-trails-dec-2017.pdf).

The Kāpiti Coast District Plan also contains a road network hierarchy for planning purposes and rules in the District Plan relate to this hierarchy. The hierarchy includes:

1. strategic arterial routes (such as State Highway 1),
2. major community connectors (such as Te Moana Road, Kāpiti Road),
3. Local community connectors such as Otaihanga Road; and
4. other local roads / neighbourhood access routes.

The hierarchy[1] has been developed based on function and the level of traffic using these routes. All these roads serve to help support the movement and connectivity of people and goods. This bears many similarities to the One Network Road Classification (ONRC)[2] hierarchy, details of the ONRC hierarchy and its relationship to the implementation programme can be found in the Access and Transport Activity Management Plan (AMP).

Whilst we have an extensive transport network, there are still transport issues that need to be addressed. A key challenge will be to develop a transport network that is fit for purpose for existing and future residents, businesses and services, and that enables mode choice while minimising environmental impacts and enhancing character.

1 www.kapiticoast.govt.nz/media/29724/transport_hierarchy.pdf
2 www.nzta.govt.nz/roads-and-rail/road-efficiency-group/projects/onrc


ŌTAKI BEACH
ŌTAKI TOWNSHIP
ŌTAKI
TE HORO
PEKA PEKA
WAIKANAE
WAIKANAE BEACH
OTAIHANGA
PARAPARAUMU BEACH
PARAPARAUMU
RAUMATI BEACH
RAUMATI SOUTH
PAEKĀKĀRIKI
WELLINGTON
Upper Hutt via Akatarawa Road
13km unsealed roads
253 Building Consents per year
427km Footpath
403km sealed roads
Peka Peka to Ōtaki Expressway
Old State Highway 1
Part of Rail Network not electrified
Double Tracking to Waikanae
Park and Ride / Rail Stations
Mackays to Peka Peka Expressway
Transmission Gully
Waikanae North and Ngarara Developments
Scale
0 0.5 1 1.5 2km

3.0
Policy Context

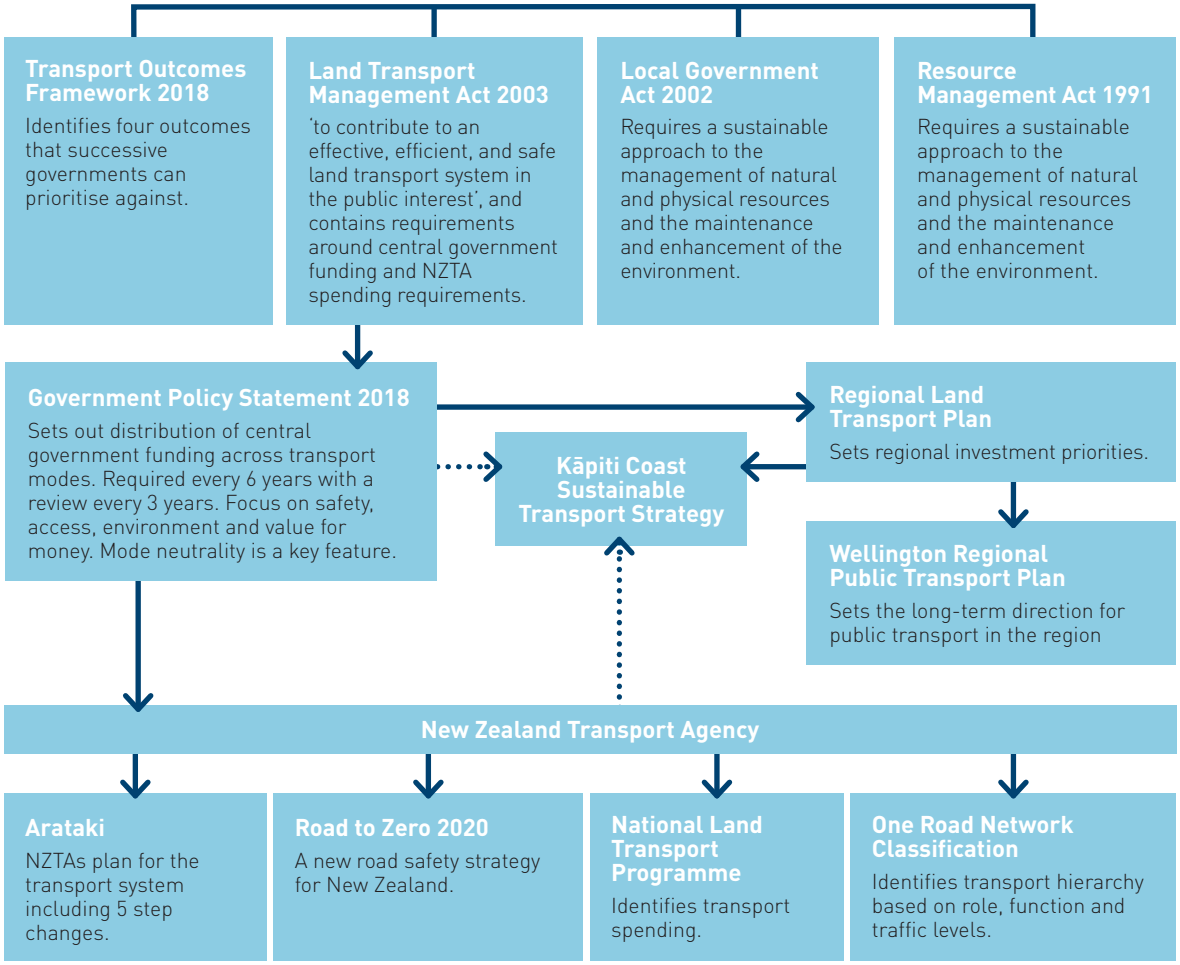
This Strategy sits within a framework of local, regional and national plans, strategies and legislation, and is one of a number of Kāpiti Coast District strategies that set out the long-term strategic response to Council's outcomes and goals for the community.

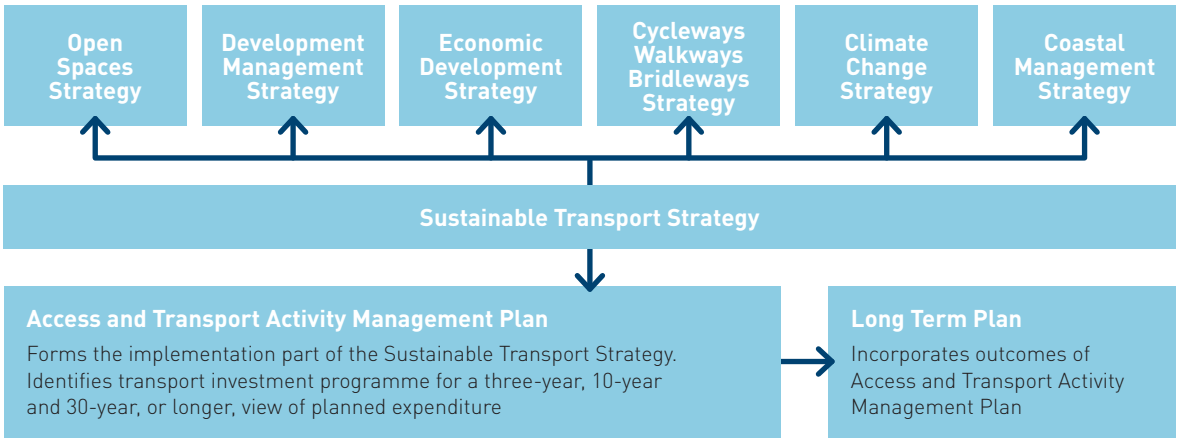
At the national level, this strategy is directed mainly by three acts, the Local Government Act 2002 (LGA), the Resource Management Act 1991 (RMA) and the Land Transport Management Act 2003. (LTMA). Since 2008 there have been changes to legislation that direct transport spending priorities.

The four wellbeings – social, economic, environmental and cultural have also been reintroduced into the Local Government Act as a statutory purpose of Local Government.

By definition, a network cannot operate in isolation. It is important, therefore, that in developing this strategy cross-border working or broader strategies, plans and activities are taken into account. In addition to the relationship with NZTA and their policies and plans, the most relevant of these are:

- The Regional Growth Framework (currently under development);
- The Regional Land Transport Plan, which is led by Greater Wellington Regional Council, but developed in partnership with all local authorities in the Wellington Region and NZTA;





- The Regional Public Transport Plan, as Greater Wellington are responsible for the provision of public transport services;
- The relationship between Kāpiti and:
  - Porirua City;
  - Upper Hutt District Council; and
  - Horowhenua District Council; and
- The Horowhenua Integrated Transport Strategy, where the Ōtaki to Levin project, improved rail services and improved connectivity for cycleways, walkways and bridelways is of particular importance.

At a local level, the Sustainable Transport Strategy is one of a number of Kāpiti Coast District Strategies that set out the long term response to key challenges. The Development Management Strategy, Open Space Strategy, Coastal Strategy and Climate Change Strategy are particularly relevant to directing transport investment. These are currently being reviewed, and so names may change, but the relationship of these strategies and the Sustainable Transport Strategy will remain relevant. The Development Management Strategy identifies the growth framework and the transport system must respond to this as well as the outcomes of the Coastal Strategy and Climate Change Strategy. In this respect transport is an enabler rather than a key driver. These responses include directing the location and construction of infrastructure, and supporting measures such as mode shift and transport technologies, to ensure resilience and reduction of transport based emissions. The Open Space Strategy sets the direction for the provision and management of Kāpiti Coast's open spaces network for the next 30 years. It is relevant as the recreational trails associated with the Cycleway, Walkway and Bridleway (CWB) network form part of the Open Space Strategy but also straddles the Sustainable Transport Strategy.

The Access and Transport AMP, which is submitted to NZTA for approval. Specifically, the AMP identifies:

- the national, regional and local strategic drivers for services;
- how the Council will assess and manage transport demand;
- the critical assets and how these are accounted for in the proposed plan;
- what levels of service the investment provides;
- the planned balance between maintenance, renewals and capital investment proposed for the maintenance of existing assets and for any future needs; and
- how these costs will be met.

Our approach to strategy and related implementation plan development will provide flexibility for amending investment priorities and take account of changes to National, Regional and Local Policies, Strategies, Programmes without having to make large scale changes to this document.

4.0 Challenges

As a regional gateway with strong links to the North and South, Kāpiti is well positioned to create a vibrant and thriving District that residents are proud to call home. However, fundamental to achieving this will be addressing the transport challenges we face.

4.1 Population Growth and Economic Development

Kāpiti has seen significant growth in the last 30 years and projections show that this will continue. The current population of approximately 56,000 is expected to grow to 68,548 by 2043 leading to a demand of around 7,680 new dwellings. Projections show a change in household composition over time with increases in the older population and smaller (i.e., fewer people) households. Between 2013 and 2043, the number of residents over 65 will grow by 70% and at that time, they will constitute 31.7% of the total population of the district.

As population growth is an influencer in the future demand for business land Kāpiti also currently requires around 61,600sqm of floor space in the next 25 years. Similarly, as a coastal destination with many attractive attributes including Kāpiti Island, Kāpiti is also a draw for tourism activities, which will place further pressure on the transport network. Tourism has increased since the opening of the M2PP Expressway, particularly at Kapiti Landing and Paraparaumu Beach, and accounts for around 15% of spending in the Kāpiti district.

With growth in population and economic and tourism development, there is strong potential for an increase in both personal and commercial vehicles on roads. Without a coherent and co-ordinated plan to direct funding to where it is needed, all of the challenges highlighted in this strategy are likely to be exacerbated further. There is a need to ensure that infrastructure is delivered to support this growth in a timely manner.

4.2 A Network Under Pressure

Poor connectivity combined with population growth and economic development is placing pressure on infrastructure. This is resulting in:

- level of service issues such as congestion, particularly on east west arterial routes;
- impacts on access to goods, services and recreational facilities; and
- parking issues.

4.2.1 Congestion

Traffic modelling tells us that without intervention and greater mode choice these problems will only worsen over time.

Kāpiti Road is one of the most congested routes on the network with over 26,000 vehicles per day using this road. This is a major community connector that links beach communities and town centres with the wider regional network, but traffic has increased to the point where there is no discernible peak. Traffic increases from 8am and remains high until at least 6pm. Based on current conditions, plans for anticipated growth and intensification around the Paraparaumu District Centre, along with business development around Te Roto Drive and the Kāpiti Airport, would see congestion along Kāpiti Road and Rimu Road worsen.

The Wellington Northern Corridor improvements, including the Roads of National Significance Expressway (RONS) projects have changed, and will continue to change, travel patterns. These include:

- McKays to Peka Peka (M2PP): Completed in February 2017
- Transmission Gully (TG)): due for completion late 2020
- Peka Peka to Ōtaki (PP2O): due for completion in 2021
- Ōtaki to north of Levin (O2L): which is in the planning stages and will potentially be completed by 2029.

Changes to traffic volumes on Old State Highway 1 have been significant pre and post the M2PP Expressway.

However, the speed of progress of the O2L projects may determine impacts on the local road networks such as bottlenecks in the North of the district and the potential to enable better cycleway, walkway and bridleway networks to Horowhenua.

	2016	2017	2018
Paraparaumu South of Coastlands	25,527	26,050	12,172
Waikane North of Elizabeth Street	22,090	23,051	11,870

Connectivity is key, and users want to be able to move around the network easily (especially with so many new assets). Whilst the RONS projects have improved North-South connectivity through the District, there still exists the need to invest in East-West connections, and to ensure that the local road network interacts efficiently and effectively with the new Expressways. Without these connections the town centres will become vulnerable and congestion will continue to increase on the local road network.

4.2.2 Parking

In Waikanae and Paraparaumu town centre parking pressures are being experienced, particularly with demand from train commuters as a result of limited rail services to the north. The Greater Wellington Regional Council have increased Park and Ride provision along the Kāpiti Line, which has helped relieve the parking pressures around the Paraparaumu and Waikanae train stations, but has not completely resolved parking issues in these areas. This is impacting on businesses, particularly in Waikanae, as parking is being taken up by commuters rather than town centre visitors.

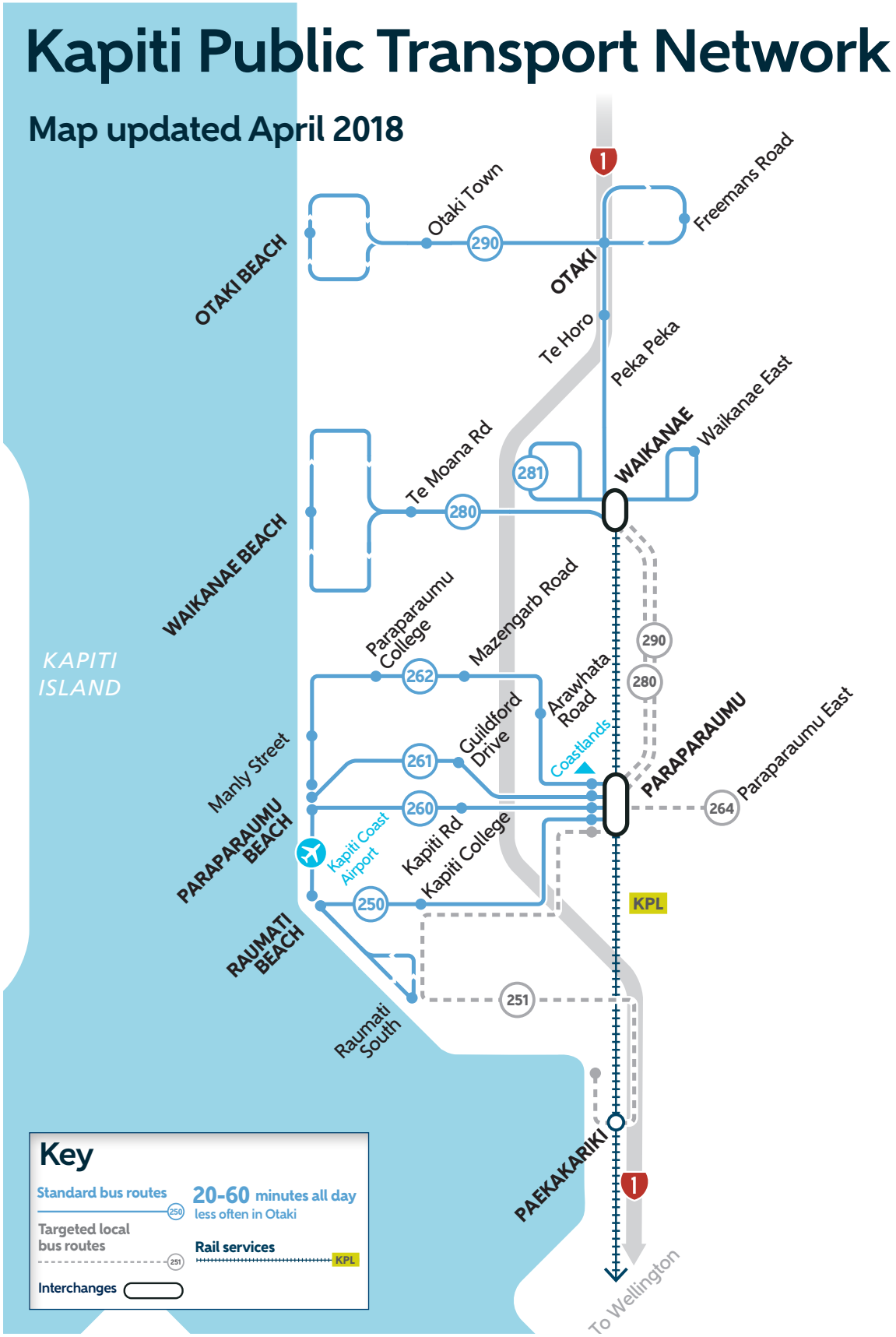
4.3 Service Provision and Access

Whilst rail services from Waikanae to Wellington are frequent and high quality, rail services in the north of the District are poor. Electrification only extends as far as Waikanae, and in Ōtaki the only rail service is the Capital Connect that runs to and from Wellington once a day. This can limit access to opportunities for communities as services often do not arrive or leave Wellington at a time they are needed.

Similarly, the lack of investment in the rail network can have implications on the ability to increase freight movement on the rail network. The new Expressway projects and Transmission Gully support freight movements through Kāpiti, however, improvements in rail are also needed. As an example, a freight hub has been proposed for Palmerston North, which will use the Kapiti Line for access into Wellington / the Wellington Region. This needs to be supported by appropriate infrastructure improvements with a high level of integration with land use if rail freight is to provide a viable means to reducing road based and encouraging rail-based freight.

Access to the airport is also important if we are to support air based domestic and freight travel, and Kāpiti is to provide a competitive alternative to Wellington Airport for long distance travellers and freight movements to and from Kāpiti. Kāpiti Road, from which the airport is accessed, is one of the most congested on the network and east west connectivity needs to be improved to support the airport.

Bus transport is also limited, particularly in the north of the District, and usage has steadily declined between 2014 and 2019. This is concerning from the point of view of being able to maintain these services in the future but also for encouraging mode shift and providing transport options.



3 www.metlink.org.nz/assets/Uploads/untitled.pdf

Barriers to use can include:

- the need for improved infrastructure;
- slower journey times compared to using cars or the Park and Ride;
- the need for infrastructure to support bus usage, such as bus shelters;
- affordability;
- lack of integration between modes; and
- poor facilities such as bus stops and toilets.

Without improved connectivity, integration and service improvement, public transport usage may also decline further over time. Buses require a level of patronage to maintain viability; unless the declining trend is reversed services could be scaled back or lost. Whilst passenger rail boardings have increased by almost 1 million in the five-year period between 2014 and 2019, capacity issues and a lack of connectivity at either end of the rail journey could inhibit future growth.

4.4 Reliance on the Private Car

Many journeys to work and school are either made in their entirety by private car, or include a transfer from the private car to another mode. This shows that we have some way to go in encouraging and supporting mode choice.

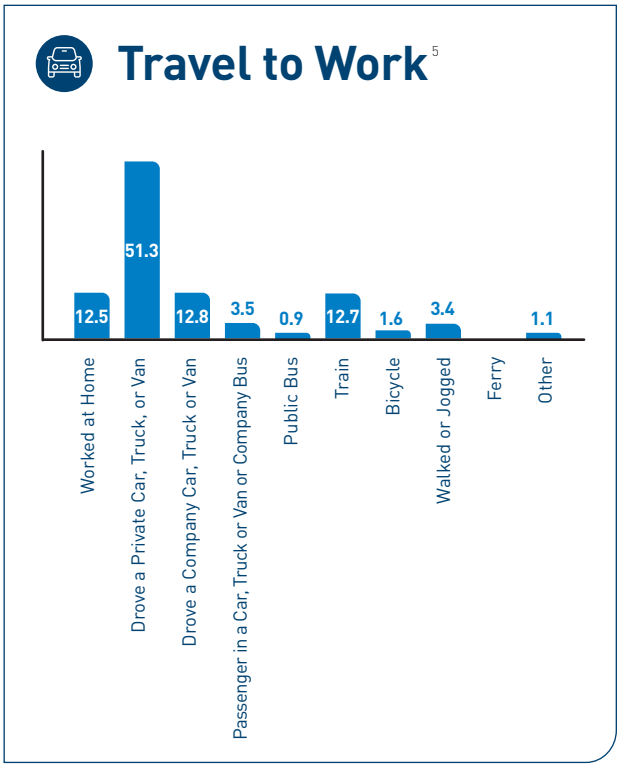
Whilst some decisions around travel patterns are personal for reasons such as safety, weather, and perceived or actual convenience, these travel patterns are also driven by the level of investment in the transport network.

The lack of integration and connectivity within and between modes is a barrier to their use and is impacting the use of alternatives to the private car. As an example, limited integration between bus services and passenger rail services is encouraging Park and Ride usage and car based travel.

Similarly, whilst significant investment in active modes has been seen in the development of cycleways, walkways and bridleways through the Stride and Ride[4] programme, key links are still missing. Monitoring has only shown small increases in the usage of cycleway / walkway / bridleway trails between 2018 and 2019, this is partly as a result of limited connectivity between the cycleway / walkway / bridleway network and urban areas. town centres, public transport interchanges. This forces the user to think "Now What" and either risk safety issues or abandon cycling as a viable mode.

Car dependent low density urban form is increasingly unsustainable and difficult to service. Travel by private vehicle has been the major emphasis for the transport investment. 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. This, and the pattern of land use, has influenced the form of transport networks and the level of investment in other modes.

There is also a regional form where some key social and education services are located outside the district. Coupled with limited transport options, this has meant a heavy reliance on private vehicle transport to reach economic, social, cultural and environmental opportunities, and more people travel to work outside the District than travel in.

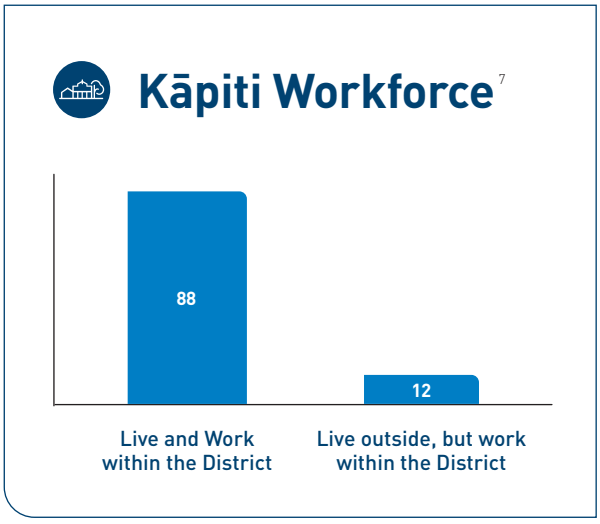


4 www.kapiticoast.govt.nz/your-council/projects/getting-around-kapiti
5 www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district#transport

In addition 36.3%[6] of the working population commutes outside of the District, and the nearest hospitals are located in Poririua and Wellington. More people also travel out of Kāpiti than into Kāpiti for work and private vehicles also represent the most heavily used mode for travel to work, with buses being the lowest.

Many of Kāpiti's schools were not designed or located with the level of car use currently being experienced in mind. The main means of travel to education is by car, although travel by school bus or on a public bus is higher than people travelling for work. As well as causing congestion, which impacts across the road network, car trips to school can cause problems for the schools themselves. Traffic and parking, local air pollution, the safety risks to child pedestrians and cyclists, and a decline in children's health and fitness are as a result of high vehicle use.

The quality of infrastructure and limited off road facilities is also a barrier, particularly for vulnerable transport users. The network still requires investment in maintenance and new infrastructure to improve user experience. Mode choice has been impacted by the design of new developments, with some new large-scale developments being incapable of accommodating conventional buses. Concern over personal safety as a result of poor design can also impact on a person's choice to seek alternatives to the private car.



4.5 Demographics and Demographic Change

Demographics can influence travel patterns, and the ability to move around easily can be impacted by health, age and affordability. Projections show a change in household composition over time with increases in the older population and younger age groups, and smaller households.

Therefore, as population grows so too will the vulnerable road users and transport disadvantaged. For example:

- older people can have particular mobility issues requiring a number of different responses ranging from planning for mobility aids in developing the pedestrian network to aiding access to key services;
- safety will be important in protecting vulnerable road users and planning for the network; and
- those on lower incomes that have limited access to public transport are isolated and unable to access social and economic opportunities.

Younger and older people make up a significant proportion of pedestrian and cyclists. Pedestrians and cyclists are the most vulnerable users of the transport network, and are over represented in accident statistics. The transport network needs to better suit the needs of these age groups, particularly since older people are increasingly able to remain mobile as a result of changing technologies, such as mobility scooters, and micromobility such is increasingly attractive to younger people as a result of new transport modes including electric scooters.

The lack of cheap and reliable access to regional health and social services that are located outside the District is a pressing issue and is especially problematic for the large elderly population, the mobility impaired and the Māori population. A report published by the Ministry of Health identified that whilst the gap between Māori and non-Māori is narrowing, there have also

6 archive.stats.govt.nz/datavisualisation/commuterview/index.html?_ga=2.213191572.1664153304.1591654619-63101943.1571179981
7 archive.stats.govt.nz/datavisualisation/commuterview/index.html?_ga=2.213191572.1664153304.1591654619-63101943.1571179981

There is an Accident and Medical service available in Paraparaumu, and an urgent care unit in Waikanae, but these are not 24-hour facilities and families and carers still have to travel to Wellington, Kenepuru and Palmerston North hospitals. Limited local services provide transport direct to Kenepuru or Wellington hospitals but these are user pays and, therefore, pose a barrier for patients . The only available public transport service to Palmerston North hospital for Ōtaki residents is traditional public transport.

been areas where improvements have been more marked for non-Māori than for Māori such as *"hospitalisation and mortality for adults aged 35 years and over in all types of cardiovascular disease"*[8]. This identifies the importance of being able to access key healthcare services. Similarly, affordability can impact on the ability to reach key educational and employment opportunities. In 2018 the unemployment rate was 6%[9], which is higher than the national average. In 2013 Māori population also had a higher level of unemployment than non-Māori and so reflects the importance of reducing transport disadvantage and providing access to economic and cultural activities.

In 2018 census, 14.7% of the population identified as Māori or Māori descent in Kāpiti (compared to 12.3% in 2006) and 4.3% spoke Māori compared to 4% in New Zealand. As Te Reo Māori forms a central part of Māori identity and adds value to the economy, access to community infrastructure, employment, and educational opportunities where the use of Te Reo is promoted and taught should be actively encouraged.

4.6 Safety

Current road safety indicators are worsening and vulnerable users need to be kept safer. Some of the network has been identified as high-risk, with the top seven road safety issues including:

- pedestrian safety;
- cyclist safety;
- motorcyclists;
- young drivers;
- intersections;
- excessive speed; and
- mature road users.

In particular, Kāpiti had the second highest personal risk to motorcyclists and third highest risk to pedestrians compared to similar districts. The 2018/19 annual report shows that accidents have increased in the last five-year period when compared to the previous five years, despite the implementation of safety improvements on the network and education.

Accidents are spread across the network and range from minor injuries to fatal accidents. NZTA identify personal and collective risk to road users[10]. The collective risk identifies corridors with a high number of fatal or serious crashes, whilst the personal risk identifies serious risk to road users of fatal or serious crashes on corridors.

Accidents can be attributed to both human error and the physical transport network. At a human level accidents occur for a number of reasons such as loss of control, loss of concentration, overtaking, conflict during turning manoeuvres, collisions during merging. Older and younger people are particularly vulnerable. This can be as a result of health issues and a lower level of concentration or awareness of road safety principles, but a lack of mode separation can also present physical and emotional barriers to active modes.

8 www.health.govt.nz/publication/wai-2575-maori-health-trends-report
9 www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district#ethnicity-culture-and-identity
10 roadsafetyrisk.co.nz

Urban and rural roads are of equal concern but the quality of some of the rural roads can present particular challenges. Kāpiti has 13.3km of unsealed roads and several rural roads which are narrow and have sight visibility issues that can impact on road safety. Of particular note are Paekākāriki Hill Road and Akatarawa Road, which cross administrative boundaries and will require joint working with NZTA and the adjoining territorial authorities to address safety issues. The quality of the urban network can also create road safety problems as a result of the need for increased maintenance and the presence of hazards.

These safety issues are of concern, especially given the increase in young and old age groups and without action serious harm on the roads will continue. There is a need to ensure that Kāpiti takes account of the needs of all communities in the decision making processes to ensure that this trend does not continue as the network and population grows.

Similarly, the gaps in the pedestrian and cycle network that can have a negative impact on safety. The Expressway paths for example can provide a utility and recreational function, and their off road nature appeals vulnerable and less confident road users, however, they need to connect effectively and safely into key destinations. There are also limited segregated and off-road facilities in other areas, particularly in the north of the District that needs to be addressed if safety is to be improved.

4.7 Resilience

Increasing occurrence of severe weather related events and coastal erosion is affecting some structures and challenging network resilience.

Resilience in the transport network means the ability to continue to function at an acceptable level and ensure access to essential services after a disruptive or major event. At a more personal level, resilience in the community means the ability to gain and maintain access to key services and places that are centred around ensuring wellbeing including Marae's and civil defence centres.

There is a need to ensure that the transport system can not only accommodate future growth and changes to land use patterns, but also have the ability to deal with higher levels of demand as a result of unexpected problems.

Being a coastal district, Kāpiti is vulnerable to the impacts of, and resilience to, climate change and sea level rise, as well as other major events such as earthquakes and land-slides. More extreme weather conditions can also cause damage due to slips and washouts, as well as localised flooding, which place pressure on limited resources.

With the level growth anticipated in Kāpiti and the wider Wellington Region this will become an increasing problem unless Kāpiti develops a more sustainable transport network and integrates climate change planning into future decision making. Therefore, the transport network must respond to the outcomes of the Climate Change and Coastal Strategies.

Energy and other resource costs may also have impacts on community resilience, including:

- Impacts on the community's ability to access goods and services; and
- Potential shortages of fuel on a temporary or longer term basis.

4.8 Climate Change

The transport sector remains a significant contributor to greenhouse gas and noxious emissions, and light vehicle emissions are the fastest growing of these. Not only can this have health implications but climate change is exacerbating existing problems on the network including damage to the network as a result of:

- increased flooding and ground water;
- greater storm intensity;
- sea level rise and coastal erosion; and
- warmer temperatures.

Transport is currently responsible for about 57% of carbon dioxide emissions in New Zealand. The private car is the most significant contributor to

land based travel emissions but the use of diesel trains between Ōtaki and Wellington, and buses running on fossil fuel also play a part.

The Climate Change Zero Carbon Act[11] requires the government to develop and implement policies for climate change adaptation and Kāpiti will need to respond to these. Kāpiti Coast has also declared a Climate Change Emergency which recognises the significant costs associated with coastal erosion and climate change such as inland flooding in the District.

4.9 The Environment

Travel and transport systems can impose significant harm to the environment and, without action, will mean that the principle of Tino Rangatiratanga (particularly Kaitiakitanga) is not achieved through adequate environmental protection. It is important that the range of effects on key resources such as biodiversity and ecology, air, water, soil, noise and land take are identified, and informed choices are made about addressing adverse effects to the environment. The implications of uncoordinated development on those parts of the environment that are less able to cope with change should be considered.

Unless it is planned appropriately and effects are avoided, remedied, or mitigated, transport infrastructure can cause effects at both the construction and operation stages. Impacts on the water and soil can arise from the increased potential for erosion as a consequence of earthworks, contamination in run off, air pollution and the emission of greenhouse gases, and impacts on flora and fauna and people can be caused by destruction of natural habitats, and noise.

Decisions on land use and the relative priorities between modes can also impact on the environment. As an example, building a road rather than looking at improved infrastructure to support alternatives to the private car, and not requiring connectivity of new developments that supports mode choice can impact on the quality of the environment.

4.10 Amenity

Decisions on land use and transport can affect the amenity, attractiveness and safety of areas. In Kāpiti there is a desire to maintain character, amenity and environmental quality.

The RMA defines amenity as being *"those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes*[12]". The physical and visual attributes of the transport network can have positive or negative impacts on the experience of a place. A high quality network is important to the community and the allocation of space within the road corridor can have an effect on local economies and the viability of town centres.

The town centres are vulnerable to change and the new travel patterns resulting from the RONS projects removes passer-by traffic, which can impact on economic viability. The lack of quality town centre design is resulting in a lost opportunity to catalyse growth, and the lack of main streets is resulting in economic and retail activity occurring outside the region or district. The challenge will be to lock in the benefits of the RONS projects and enhance the town centres.

4.11 Affordability

Access and transport activities are funded by a combination of:

- rates funding,
- subsidies from NZTA for maintenance,
- school travel plans renewals and capital works;
- Greater Wellington Regional Council for public transport and;
- New development.

Any decisions on transport investment and programme development will need to be made within the context of funding constraints. Council's focus is on achieving a balance between delivering

11 www.mfe.govt.nz/climate-change/zero-carbon-amendment-act
12 www.legislation.govt.nz/act/public/1991/0069/latest/DLM230265.html

affordable rates, minimising borrowings and optimising capital expenditure whilst still delivering against what the community needs and what is required to operate a safe and efficient transport network.

As well as ensuring the development of new infrastructure to support growth, Council needs to address shortfalls with the existing infrastructure, including required maintenance and renewals, that create barriers to transport opportunities.

Many transport projects, including new infrastructure and maintenance, attract funding assistance rates from NZTA but Councils have to fund their share, usually around 50%. There is capacity to support growth if the transport network supports sustainable approaches but growth brings with it higher costs for infrastructure delivery, operation and maintenance.

Summary of Key Challenges

Challenge	Why is this an issue	Effect of no action
Growth	Growth is exacerbating existing transport challenges.	• Existing transport issues and challenges will continue to worsen over time.
A network under pressure	Poor connectivity coupled with growth is impacting on: • level of service such as congestion and reliability, particularly on east west arterial routes; • access to goods, services and recreational facilities; • mode choice; and • economic viability and amenity due to parking problems.	• These conditions worsen over time and infrastructure will deteriorate.
Service provision / lack of access	• Effects mode choice; and • Limits access to essential social, economic and service facilities.	• Services become increasingly vulnerable over time; and • Increasing pressure on the roading network.
Reliance on the Private Car	• Effects mode choice; and • Limits access to essential social, economic and service facilities.	• Increasing pressure on the roading network; • Travel patterns will not change; and • Land use patterns can be affected.
Demographic Change	• Effects mode choice; • Limits access to essential social, economic and service facilities; and • Vulnerable road users are increasing.	• Number of people with limited access will increase; • Travel patterns will remain unchanged; and • Safety statistics will worsen over time.

Challenge	Why is this an issue	Effect of no action
Safety	• Safety statistics are worsening; and • Vulnerable road users are at risk.	• Serious harm will continue.
Need to Improve Resilience	• Important to ensure access to essential services after a disruptive or major event; • Kāpiti's transport network is vulnerable to climate change, sea level rise and natural events such as land-slides and earthquakes;	• Damage will occur; • The transport network will not be able to respond quickly to unplanned events; and • Communities will be at risk or lose access to key services.

Climate Change	• Transport is a significant contributor to greenhouse gases;
	• Climate change is exacerbating existing problems which affect the transport network including:
	  • increased flooding and ground water;
	  • greater storm intensity;
	  • sea level rise and coastal erosion;
	  • warmer temperatures.
		• Impacts of climate change will worsen over time.

Environmental Impacts	• Decisions that do not take account of the effects of transport infrastructure impact on biodiversity, air and water quality, soil, ecology and biodiversity.	• Environment degrades over time.
Amenity	• Lack of quality town centre design is resulting in a lost opportunity to catalyse growth and encourage mode shift; and • Lack of main streets is resulting in economic and retail activity occurring outside the region or district, and increasing the need to travel.	• Amenity and viability in town centres will worsen, and economic development may decline.
Affordability	• Decisions on transport investment and programme development will need to be made within the context of funding constraints; and • Funding assistance rates from NZTA usually cover only 51% of the cost, and Council must find its share.	• Impact on balance between delivering affordable rates, minimising borrowings and optimising capital expenditure.

Summary of Key Challenges

Interregional

- Lack of connectivity to Levin and Palmerston North, where many Ōtaki residents look to for essential health services and employment.

Regional

- East West Connectivity between Kāpiti and Poririu, and Kāpiti and Upper Hutt as both Akatarawa Road and Paekākāriki Hill Road are narrow and have poor sight lines / poor safety records.
- Ability of the commuting workforce to travel to the Hutt Valley influenced by investment decisions on the Petone to Ngauranga Gorge scheme and State Highway 58.

Districtwide

- Lack of integration between modes.
- Lack of integration between on and off road cycle and pedestrian activity.
- Revocation of Old State Highway 1 and the need to lock in the benefits this provides in the town centres.
- Capacity on train services.
- Parking issues

Ōtaki

- Poor rail connectivity North and South.
- Limited bus services.
- Poor East-West Connectivity
- Need for improved cycleway, walkway, bridleway infrastructure.

Paekākāriki

- Relationship between TG and Old State Highway 1 interchanges.
- Bus services limited to one per week to Paraparaumu and Kapiti Health Centre.

Paraparaumu

- Congestion.
- Poor connections to the railway station for pedestrians and cyclists.

Waikanae

- Problems across the railway line and congestion around Elizabeth Street.
- North / South connectivity to Waikanae as a result of the lack of full interchanges on the M2PP and PP2O Expressways.
- Poor connections to the railway station for pedestrians and cyclists.

5.0
Outcomes and Vision

5.1
Outcomes

Council aims to enhance community connectedness through the creation of a well-planned physical transport system that allows for the reliable, efficient and safe movement of people and goods. There is a need to prioritise infrastructure spending and ensure that new developments contribute towards solutions rather than add to existing pressures. The following outcomes reflect what is desired in Kāpiti and emphasise the need to ensure a complete and integrated transport network which serves all communities.

Outcome 1: Improved Access, Connectivity and Integration

In Kāpiti communities will benefit from a transport network and travel service that offers the widest possible choice, giving access to essential civic and economic centres, social infrastructure and recreational opportunities. Transport and land use will be better integrated and the design of new development will support good transport connections internally and to the wider transport network.

In identifying transport solutions no mode should have priority over any other. Delivery programmes will not start on the premise that road building will be the most efficient way of enabling people and businesses to access the goods and services that matter to them. Space will be allocated on the network to match the needs of all user groups so people can easily get around the district by their preferred means, and have an enjoyable journey.

Outcome 2: Safe and Resilient Communities

By adopting a vision zero and safer systems[13] approach people feel safe using a mode of their choice. At the same time the health and wellbeing of communities is improved as a result of increased activity, improved access to key social infrastructure and the ability to appropriately manage the effects of and respond to transport based emissions.

Kāpiti will be able to respond quickly and restore essential transport connections after a disruptive event including natural disasters, accidents and major entertainment events. Resilience will be built into the network including alternative routes and effective and reliable options for mode choice, as well as ensuring construction standards and emergency measures are in place to ensure that damage is as limited as possible and recovery is swift.

Outcome 3: Supporting a Vibrant and Thriving District

The town centres and local businesses are supported by the transport network, parking management strategies and projects, and people and goods can easily and reliably move around.

Objective 4: Climate Change

The transport network and our investment decision making will actively address to and seek to mitigate the causes and effects of climate change.

Outcome 5: The Environment

There will be a transport system that establishes kaitiakitanga as a guiding principle, and avoids remedies or mitigates effects on the environment.

Objective 6: Amenity

The design of the network reflects its form and function and proposals will create coherent, safe, high quality and attractive places.

Outcome 7: Affordability

Investment decisions will ensure value for money. Transport infrastructure developments, renewals and upgrades will be undertaken efficiently and effectively to ensure we obtain maximum external funding, optimise rates funding and sustain economic activity. Travel will become more affordable for all users.

5.2
Vision

To achieve an attractive, well connected, responsive, safe, and environmentally friendly transport system that enables mode choice.

Whilst all outcomes are linked to key challenges some will be more be more relevant than others, most relevant connections are shown on the Strategy on a Page. Improving connectivity and integration for example will reduce the need to travel by the private car and encourage mode shift. In turn this addresses the challenges that arise as a result of growth and demographics, as well as improving the environment and amenity.

13 www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system/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6.0
Focus Areas

The Challenges identified in section 4 of this strategy and the Long Term Plan (LTP) performance measures identify there are some areas where we continue to need to prioritise infrastructure spending, as well as ensuring that new developments contribute towards solutions rather than add to existing pressures.

Balancing the ability for Council to maintain the current roading network and fund renewals, while meeting future growth needs, is an ongoing challenge, given the size and scale of the assets and limited funding sources. Neither does it wholly address other key areas of performance such as resilience, amenity, accessibility and safety. The focus areas identify what is needed in order to accomplish the vision and outcomes contained within this Strategy.

6.1
Focus Area 1:
The Transport Network

The physical form of the transport network will have major impacts on transport choice. The transport network will need to develop in a way that:

- increases the connectivity of communities;
- integrates transport modes;
- improves access to the District centres, recreation areas, school services and employment opportunities;
- increases mode choice;
- improves safety, particularly for vulnerable road;
- ensures resilience; and
- delivers high quality design that respects the environment and amenity.

6.1.1 Improved Connections and Mode Choice

Council aims to enhance community connectedness through the creation of a well-planned physical transport system that allows for the reliable, efficient, and safe movement of people and goods. The One Road Network Classification indicates the relative importance of streets and *"divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available*[14]". In this respect it identifies the current state of play but does not currently consider how these roads could be used in the future, for example, if a greater proportion of trips were made by alternatives to the private car. Decisions on allocation of space within the road corridor can assist with mode shift, relieve congestion, and improve access to services and the One Network Framework will *"Provide a clear line of sight between transport interventions and the customer service levels and community outcomes to be useful for strategic, operational and tactical activities*[15]".

14 www.nzta.govt.nz/roads-and-rail/road-efficiency-group/projects/onrc
15 www.nzta.govt.nz/roads-and-rail/road-efficiency-group/projects/one-network-framework/

The RONS projects provide additional capacity within the Kāpiti Coast roading network. To support further growth and prevent the benefits of the RONS projects from being eroded, there is a need to capitalise upon the opportunities that the RONS projects have provided and ensure that any negative impacts on the local road network are mitigated. To reduce congestion and support economic and housing growth within the town centre, and around the airport, the establishment of east west connectivity projects in Kāpiti's main towns will be prioritised.

The revocation process to vest current SH1 in Council has enabled Council to think more innovatively about how the town centres of Paraparaumu, Waikanae and Ōtaki should look, feel and operate in the future. The town centres project will develop a programme of works that identify measures for improving connectivity in the town centres including:

- improved access to the railway station in Paraparaumu for public transport, pedestrians and cyclists;
- accommodating the impact of projected passenger transport and growth, vehicle, pedestrian and cycle movements, and enhancing the Waikanae Town Centre; and
- town centre improvements in Ōtaki.

Key to reducing reliance on the private car will also be providing good quality alternatives. There exists an ability to make the most of the advantages that Kāpiti has including a generally flat topography that encourages walking and cycling, a community that is passionate about transport, and high quality frequent rail services to Wellington.

In considering new development and investment priorities Council will:

- continue to develop the cycleway / walkway / bridleway network and address gaps by seeking opportunities through growth, the National Land Transport Programme, working with neighbouring districts, and the exploration of funding sources;
- ensure a high level of maintenance on the cycleway, walkway and bridleway network;
- advocate and work with partners to encourage improved level of service on public transport;
- work with the partners to support Kapiti Airport and ensure access by all modes;
- advocate and work with partners to encourage the use of rail and provide infrastructure to support freight movements and alternatives to road based freight;
- strongly support the development of public transport interchanges including through the development of Station Access Plans;
- advocate and work with partners to improve connectivity between transport modes and to transport interchanges; and
- lock in the benefits of the RONS Expressway projects by implementing schemes to maintain lower levels of vehicular traffic and improve access by other modes.

The transport network will be managed in a way that supports and encourages development of cycleway, bridleway and walkway routes. The relationship with the Open Space Strategy will be important in establishing good connectivity between the recreational linkages and key services, transport interchanges, employment opportunities, educational facilities and places of cultural significance. Funding decisions will be made within the context of ensuring a high level of connectivity between Activity Management Plans in this regard.

Kāpiti Coast District Council will continue to advocate for improvements to the public transport services as a priority for regional and national investment. Of particular importance are bus services both in terms of numbers and frequency, and more frequent and improved rail services, particularly in the north of the District.

Council will also encourage and promote mode shift through a programme of education, communication and incentives such as celebrating car free day and bike to work day.

6.2
Focus Area 2: Integrating Land Use and Development

When considering the need to travel and travel patterns, the relationship between land use and transport is a fundamental one. Land use can affect travel patterns, particularly if alternatives to the private car are unviable, and the ability to travel somewhere easily and ensure access to goods and services can impact on decisions to locate new development.

There is a need to ensure that the right infrastructure is delivered in the right place at the right time. In identifying priorities for infrastructure development Council will take account of future growth and ensure:

- Infrastructure to support the growth identified in the District Plan and Development Management Strategy is planned through:
    - closely aligning the Sustainable Transport Strategy, Development Management Strategy and Economic Development Strategy;
    - ensuring that specific infrastructure to serve specific developments is provided through the resource consenting process;
    - reflecting the outcomes of the Sustainable Transport Strategy and Development Management Strategy in the AMP and LTP;
    - inputting into District Plan Change and review and structure plan development processes; and
    - ensuring that new development connects effectively into the existing transport network; and
- new developments are planned in a way that either reduces the need to travel or encourages alternatives to the private car, and that they support the development of identified infrastructure projects.

Whilst some larger developments are known and are masterplanned, a number of smaller sites come forward in unexpected locations and infrastructure will be provided on an as needed basis. District Plan zoning provides an indication of where new development should take place. We collect District wide development contributions to fund infrastructure that is not related to anticipated development sites.

Development Contributions are set through the LTP at a rate that ensure a fair and equitable contribution to ensure the delivery of necessary infrastructure and currently transport contributions are uniform across the District. These will be used in association with other funding streams such as the Funding Assistance Rate for infrastructure that also serves a wider community benefit.

Stronger links will be established between transport requirements and the consenting / development contributions policies and processes. This will be supported by traffic models that have and will continue to provide us with the ability to scenario test and identify parts of the roading network that will require investment to ensure a good level of service.

More detail on the infrastructure delivery plan can be found in the AMP and LTP.

6.3
Focus Area 3: Safety

Safety is a key priority under the GPS and Vision Zero identifies the Government's approach to ensuring this occurs.

Vision Zero[16] says that:

- "no loss of life on the roads is acceptable
- road deaths and serious injuries are preventable
- people make mistakes and are vulnerable – we need to stop simple mistakes turning to tragedies
- safety should be a critical decision-making priority in our transport decisions
- we need to focus on shared responsibility between road users, and the people who design and operate our roads."

16 www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system

The Safe System recognises that everyone makes mistakes but the road system should be able to protect people from death and serious injury if mistakes occur. It recognises that some of the responses should be to:

- improve the safety of roads, for example with median barriers, improved road sides, safer intersections and separated cycle lanes and foot paths
- strive for travel speeds to be safe and appropriate for the function and use of the road so that road users can survive the crashes that happen
- improve the safety of vehicles, for example with electronic stability control, front and side curtain airbags, and collision avoidance systems
- support road users who are competent, alert and unimpaired; they comply with road rules, take steps to improve road safety and expect safety improvements.

The transport system will cater for the safety of all users. In setting priorities Council will adopt a Road to Zero[17] and Safer Systems[18] approach and take the following matters into consideration:

- the development of good quality footpaths which are safe and attractive for people to use, particularly older people;
- ensuring safety is fundamental to the design of new developments through the District Plan and resource consent process;
- the development of cycle and pedestrian facilities that are clearly signed;
- the provision of safe crossings and seating;
- setting appropriate speed limits;
- provision of night time bus services to main residential areas;
- amenity and lighting improvements that improve personal safety;
- vehicle safety including appropriate speed limits, intersection improvements, and a high level of maintenance on Councils fleet vehicles; and
- opportunities to deliver educational programmes to the community and local businesses e.g. at schools and mobility scooter training.

The AMP identifies a programme of localised road safety schemes such as new roundabouts on major community connectors and pedestrian crossings.

6.4 Focus Area 4: Resilience

In addition to supporting better access and connectivity, which improves general and personal resilience Council will prioritise projects and standards that will ensure limited damage or a speedy recovery after an event through:

- continuing to adopt a high level of construction standards for its own projects and for new development by following national guidelines and standards, and the Kāpiti Coast District Council Subdivision and Development Principles and Requirements document;
- ensuring that emergency management procedures continue to be fit for purpose and allow key connections to be established as quickly as possible; and
- Managing the effects of Temporary Events.

Council will work with key funding partners to ensure that any works after an event can be undertaken as an emergency works under the RMA. The outcomes of, and response to, the Coastal Strategy and Climate Change Strategy will be reflected in the AMP. This is because the impacts of climate change may necessitate a different response to that previously undertaken.

6.5 Focus Area 5: Climate Change

As transport is a major contributor to greenhouse gas and noxious emissions, providing opportunities to achieve mode shift to low-emission options and reduce the need to travel by changing land use patterns will help to improve air quality.

Changing technology, including micromobility, provides the opportunity to change travel patterns and encourage alternatives to the private car. In particular, improved ultra-fast broadband connectivity in Kāpiti creates more and better opportunities to work from home and integrated ticketing and timetable linkages between bus

17 www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system
18 www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy

and rail improves connectivity and travel times for bus and rail users.

Similarly, the quality and type of energy source can improve environmental quality and health outcomes. It is possible to make decisions about the kinds of vehicles and efficiency levels of vehicles, which will directly reduce emissions. Kāpiti Coast District Council has recognised this and has introduced a policy for transport fleet that:

- provides bikes for shorter journeys;
- promotes train use for travel where possible;
- reviews the type of Council vehicles;
- has introduced electric vehicles
- maintains a high level of servicing;
- requires a centralised booking system for vehicles to maximise trip planning; and
- monitors and evaluates vehicle performance.

Council will support and promote various agencies that provide advice on emission reducing vehicles to communities as part of any education projects we undertake.

With regards to flooding and water quality standards within the Proposed District Plan and the Subdivision and Development Principles and Requirements control development in flood prone areas and identifies standards to ensure that there are no impacts on the Stormwater network from transport infrastructure. Council will, therefore:

- seek to implement measures to encourage mode shift:
- continue to consider the efficiency of its own vehicle fleet, as well as staff travel in and to work;
- advocate for the use of more efficient fleets and environmentally friendly fuel types in other organisations;
- provide information and advice to the community on how they can reduce vehicle emissions;
- ensure the adverse effects of infrastructure development are avoided, remedied or mitigated;
- give effect to environmental standards in Government, regional and local standards, strategies, policies and plans;
- advocate to Central Government to ensure that the right signals, initiatives, and legislative framework are in place from the top to enable emissions targets to be met; and
- take enforcement action where requirements are not being met.

Council will also take account of the outcomes of the Climate Strategy that relate to transport in determining spending programmes.

6.6 Focus Area 6: The Environment

As identified in section 4.9, there is a need to ensure that environmental impacts of transport infrastructure are identified and addressed. In identifying priorities for transport investment Council will:

- apply the principles of avoiding, remedying or mitigating adverse effects in accordance with the Resource Management Act;
- consider all modes when assessing new transport schemes and not work on the premise that road building is the preferred solutions;
- ensure environmental quality and that all modes are considered in new development;
- require construction management plans for new development including transport infrastructure;
- give effect to environmental standards in Government, regional and local standards, strategies, policies and plans;
- advocate to Central Government to ensure that the right signals, initiatives, and legislative framework are in place from the top to enable targets to be met; and
- take enforcement action where requirements are not being met.

6.7
Focus Area 7: Amenity

As identified in section 4.8, there are a number of issues affecting amenity in the District including the condition of the transport network, parking and a lack of attractive alternatives to the car for access to social infrastructure.

When developing spending priorities consideration will be given to the following:

- ensuring that transport schemes are consistent with New Zealand and Council standards contained within documents such those relating to roading design and the Proposed District Plan;
- taking account of amenity in scheme design;
- developing a parking strategy that recognises the need for and identifies an approach for addressing the various parking issues;
- developing bylaws that enable enforcement where required;
- ensuring good transport scheme design through the resource consent process; and
- ensuring maintenance and renewals programme.

In addition to projects that further develop connectivity, the Town Centres Project will also impact positively on amenity. The "goal is to create vibrant, diverse and thriving town centres that are easily accessible, reflect the unique flavour of each town's centre, attract visitors and investment, and have more people working locally in higher paid jobs".

6.8
Focus Area 8: Affordability

The AMP and LTP identify the delivery programme within the context of the limits of Council's financial strategy.

In setting transport priorities Council will:

- ensure that the best use is made of the existing network;
- seek funding opportunities from external sources for capital, maintenance, renewal and emergency works including:
    - NZTA
    - Greater Wellington Regional Council;
    - the National Land Transport Fund (NLTF);
    - approved organisations' local share;
    - Crown funds and loans;
    - partnerships; and
    - Development contributions.
- ensure development provides an appropriate level of infrastructure to serve its needs without impacting on the existing network;
- work with partners to make public transport services more affordable; and
- look for opportunities to align programme development and funding with other infrastructure providers, including the adjoining districts and regions.

By establishing the principle of kotahitanga (building strength in relationships) there will be the ability to deliver infrastructure through partnerships and support the Councils financial strategy.