

9 Strategy Objectives

It is important that clear objectives for the strategy are defined and supported by the project stakeholders. Strategy objectives relate to the specific social, environmental and economic outcomes that a particular development scheme or strategy is designed to achieve.

To be robust, strategy objectives should be consistent with national, regional and local policies and strategic plans. The scope of this study also clearly indicates a desire that the strategy for SH1 along the Kapiti Coast should support the specific urban design objectives for the key settlements within the study area. Many of the urban design issues that could be addressed in the State Highway corridor are described in Chapter 4.

Initial work by the study team was used to plan and prepare for an initial stakeholder workshop on 28 January 2008. The purpose of the workshop was to confirm the key objectives or outcomes for the strategy. Key stakeholders that attended the meeting included:

- Land Transport New Zealand (LTNZ);
- Greater Wellington Regional Council (GWRC);
- Kapiti Coast District Council (KCDC), and
- OnTrack.

9.1 Strategy Workshop

The workshop was planned as three sections:

- Information;
- Identification; and
- Ideas.

Initially, members of the study team presented background information about the study area. The purpose of this part of the workshop was to summarise and agree on what was already known about this study area and the project itself. Team members presented information on:

- Land use and demographics, including future population and employment trends;
- Transportation trends and analysis;
- Urban design issues and general principles to guide the project development;
- Planning issues, constraints and opportunities; and
- Previous transportation solutions.

During each presentation, stakeholders were given the opportunity to query the information presented, to augment and clarify the issues presented or their importance to the project. Contributions were heard from representatives of Transit NZ, KCDC and GWRC. These contributions have been used in developing scheme options.

The second part of the workshop was a facilitated discussion which aimed to draw out and expand stakeholders' suggested objectives for the study area. To encourage objectivity, stakeholders were asked to consider strategy objectives from the perspective of different sectors of society (e.g. residents, business owners, tourists etc). When ideas for strategy objectives were exhausted, they were grouped under six headings by the facilitator. Finally the group was asked to agree on the suggested objectives which should be given the highest priority. Appendix E is a list documenting the 28 strategy objectives suggested during the workshop. The 16 objectives in bold-font, and listed below in no particular order, were seen by the group as needing the highest priority.

- Transport solutions are integrated and do not favour one mode over another;
- Increase the availability and attractiveness of non-car forms of travel;
- Maximise the uptake of and provide for active forms of travel;
- Enhance and maintain local connections;
- Enhance and maintain social connections between the eastern and western sides of the District;
- Improve the safety of the transport network;
- Improve the efficiency of the transport network;
- Co-ordinate the development of the road network with development of the district and other transport infrastructure;
- Encourage travel to rail stations using local bus services;
- Enable park and ride use of rail services;
- Provide for the long term;
- Provide for efficient access to transport hubs (e.g. ports, airport etc);
- Reduce or maintain the negative impacts of transport on air quality, noise, CO₂ emissions, public amenity; and
- Increase accessibility.

9.2 Strategy Objectives

On the basis of stakeholder input during the workshop and given the aims of the RLTS and Land Transport management Act 2002, the proposed objectives for the Kapiti State Highway 1 Strategy are to:

- (a) Improve the safety and efficiency of national and regional trips to strategic destinations (e.g. ports, hospitals, airport etc) made using SH1;
- (b) Develop SH1 so that it supports committed Land-Use proposals and agreed Urban Design aspirations;
- (c) Maintain / improve access to local centres and passenger transport hubs in Waikanae, Paraparaumu and Otaki for pedestrians / cyclists and bus users;
- (d) Maintain / improve current levels of access for motorists travelling to railway stations;
- (e) Reduce or maintain the current degree of severance experienced by communities living on either side of State Highway 1; and

- (f) Reduce the negative impact of State Highway 1 upon the air quality, ambient noise and public amenity in the local centres of Waikanae, Paraparaumu and Otaki.