



AGENDA

Council Meeting

**I hereby give notice that a Meeting of the Kapiti Coast District Council
will be held on:**

Date: Thursday, 28 January 2021

Time: 9.30am

**Location: Council Chamber
Ground Floor, 175 Rimu Road
Paraparaumu**

**Wayne Maxwell
Chief Executive**

Kapiti Coast District Council

Notice is hereby given that a meeting of the Kapiti Coast District Council will be held in the Council Chamber, Ground Floor, 175 Rimu Road, Paraparaumu, on Thursday 28 January 2021, 9.30am.

Council Members

Mayor K Gurunathan	Chair
Deputy Mayor Janet Holborow	Deputy
Cr Angela Buswell	Member
Cr James Cootes	Member
Cr Jackie Elliott	Member
Cr Gwynn Compton	Member
Cr Jocelyn Prvanov	Member
Cr Martin Halliday	Member
Cr Sophie Handford	Member
Cr Robert McCann	Member
Cr Bernie Randall	Member

Order Of Business

1	Welcome.....	5
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1 WELCOME**2 COUNCIL BLESSING**

“As we deliberate on the issues before us, we trust that we will reflect positively on the communities we serve. Let us all seek to be effective and just, so that with courage, vision and energy, we provide positive leadership in a spirit of harmony and compassion.”

I a mātou e whiriwhiri ana i ngā take kei mua i ō mātou aroaro, e pono ana mātou ka kaha tonu ki te whakapau mahara huapai mō ngā hapori e mahi nei mātou. Me kaha hoki mātou katoa kia whaihua, kia tōtika tā mātou mahi, ā, mā te māia, te tiro whakamua me te hihiri ka taea te arahi i roto i te kotahitanga me te aroha.

3 APOLOGIES**4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA**

Notification from Elected Members of:

4.1 – any interests that may create a conflict with their role as an elected member relating to the items of business for this meeting, and

4.2 – any interests in items in which they have a direct or indirect pecuniary interest as provided for in the Local Authorities (Members' Interests) Act 1968

5 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA**6 MEMBERS' BUSINESS**

- (a) Public Speaking Time Responses
- (b) Leave of Absence
- (c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)

7 MAYOR'S REPORT

Nil

8 REPORTS

8.1 AMENDMENTS TO THE COUNCIL DELEGATIONS TO CHIEF EXECUTIVE AND STAFF

Author: Sarah Lloyd, Senior Advisor Corporate Planning & Reporting

Authoriser: Janice McDougall, Group Manager People and Partnerships

PURPOSE OF REPORT

- 1 This report seeks Council's approval of amendments to Council delegations to the Chief Executive and staff including Resource Management Act 1991 delegations.

DELEGATION

- 2 Council has the authority to consider this matter.
- 3 The delegations comply with the provisions of the Local Government Act 2002 (clause 32, schedule 7), which empowers the Council to consider an appropriate governance structure and associated delegations.
- 4 It also meets the requirements of section 10 of the Local Government Act 2002 which prescribes the purpose of local government.

BACKGROUND

- 5 The Council has certain statutory powers it can exercise and duties it must fulfil. Various statutes recognise that it is not efficient or practical for Elected Members to have to deal with every aspect of their functions, duties and powers.
- 6 Various Acts of Parliament provide the Council with the legal authority to delegate to Officers. In particular, Council has the authority to delegate to Officers under clause 32 of Schedule 7 of the Local Government Act 2002. Clause 32 of the Local Government Act 2002 also sets out certain powers that cannot be delegated as follows:

"32. Delegations—(1) Unless expressly provided otherwise in this Act, or in any other Act, for the purposes of efficiency and effectiveness in the conduct of a local authority's business, a local authority may delegate to a committee or other subordinate decision-making body, community board, or member or officer of the local authority any of its responsibilities, duties, or powers except—

- (a) the power to make a rate; or*
- (b) the power to make a bylaw; or*
- (c) the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan; or*
- (d) the power to adopt a long-term plan, annual plan, or annual report; or*
- (e) the power to appoint a chief executive; or*
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement.*
- (h) the power to adopt a remuneration and employment policy."*

- 7 Delegated authority allows for administrative efficiency and ensures timeliness in the conduct of Council's daily business activities.
- 8 The majority of the Acts allow the Chief Executive the discretion to sub-delegate to council staff. However, some Acts prescribe the way delegations must be made. For example, the Resource Management Act 1991 (RMA 1991) does not allow the Chief Executive the power to sub-delegate.

- 9 The Council's delegations to Chief Executive and staff are monitored on a regular basis and reported back to Council for amendment as required, in response to changes in staff or legislation.

NEW COUNCIL TO CHIEF EXECUTIVE AND STAFF DELEGATIONS

- 10 The background for the required amendments is outlined below and the new delegations are found in Appendix A.
- 11 A new Infrastructure Funding and Financing Act 2020 came into force on 6 August 2020 providing a funding and financing model for the provision of infrastructure for housing and urban development. Delegations are required for acting as a responsible infrastructure authority and a responsible levy authority (including under provisions allowing the use of Special Purpose Vehicles).
- 12 A new Urban Development Act 2020 came into force on 6 August 2020 for facilitating urban development by Kāinga Ora that contributes to sustainable, inclusive, and thriving communities. Delegations are required by staff to collect levies, recover costs for administrative support, nominate persons as a governing officer, approve a Kāinga Ora delegate and carry out general duties and responsibilities under the Act.
- 13 Whilst reviewing the above it was identified by staff that Council may be required to act as a Utility Operator under the Utilities Access Act 2020, for which appropriate delegations should be in place.

AMENDMENTS TO COUNCIL'S RESOURCE MANAGEMENT ACT 1991 DELEGATIONS TO STAFF

- 14 The amendments to Council's RMA 1991 delegations to staff in the following table are recommended as a result of staff and team structure changes.
- 15 The amended RMA delegations and glossary can be found in Appendix B.

Recommended amendments to Council delegations to staff under the Resource Management Act 1991	
Positions	Amendments to RMA 1991 delegations
Governance and Legal Services Manager	A new position to support governance and legal services and also replaces Manager, Corporate Planning and Reporting in regards to managing the Senior Advisor responsible for delegations and warrants. Position to include sections 35, 35A and 38(5) .
Group Manager Strategy, Growth and Recovery	A new position to lead an interim business group to support strategy, growth and recovery post and during the impacts of Covid. Position to include 10, 10B, 22, 32, 35, 35A, 36 (5), 36AA (1), 36AAB (1), 37, 37A, 41B, 42, 42A, 44A, 55, 58L-U, 80, 86D, 87AAD, 87BA-BB, 87E, 87F, 87G, 88, 89A, 91, 91F, 92, 92A, 92B, 95, 95A-E, 95F, 98, 99, 99A, 100, 101, 102, 103, 104, 104A, 104B, 104C, 104D, 105, 106, 108, 108A, 109, 110, 113, 114, 124, 124A, 124B, 124C, 125, 126, 127, 128, 129, 132, 133A, 134, 138, 139, 139A, 149B, 149G, 149W, 149 ZD, 168, 168A, 169, 171, 173, 174, 175, 176, 176A, 178, 181(3), 184, 189A, 190, 193, 194, 195A, 198 A-M, 220, 221, 222, 223, 224, 226 (1)(e), 227, 234, 235, 237, 237 B-H, 240, 241, 243, 267(2), 267(1A)(b), 268A(3)(b), 311, 314-321, 322-324, 325A, 327, 328, 330, 332, 333, 336, 338, 343B, 343C, Sch 1 cl1A, Sch 1 cl3, Sch 1 cl3A, Sch1 cl3B, Sch 1 cl4, Sch 1 cl4A, Sch 1 cl5, Sch 1

Recommended amendments to Council delegations to staff under the Resource Management Act 1991	
Positions	Amendments to RMA 1991 delegations
	cl5A, Sch 1 cl6, Sch 1 cl7, Sch 1 cl8, Sch 1 cl8AA, Sch 1 cl8B, Sch 1 cl8C, Sch 1 cl10A, Sch 1 cl11, Sch 1 cl16, Sch 1 cl16B, Sch 1 cl20, Sch 1 cl20A, Sch 1 cl23, Sch 1 cl24, Sch 1 cl25, Sch 1 cl29(2), Sch 1 cl34 and Sch 1 cl35.
Programme Coordinator	Title no longer required.
Senior Compliance and Trade Waste Officer	A new position to support trade waste compliance. Position to include sections 22, 35, 35A, 314-321, 322-324, 325A, 327, 328, 330, 332, 333, 336, 338, 343B and 343C.
Stormwater and Coastal Assets Projects Manager	A new title for a seconded team member. Position to include sections 35, 35A, 332 and 333.
Stormwater and Coastal Engineer	A title that has been re-instigated. Position to include sections 35, 35A, 332 and 333.
Team Leader Roding Asset Management	A replacement title for Team Leader Roding Asset Management and Safety resulting from reorganisation of team. Position to include sections 35, 35A, 330, 332 and 333.
Team Leader Roding Network Delivery	A replacement title for Roding Network Performance Team Leader resulting from reorganisation of team. Position to include sections 35, 35A, 330, 332 and 333.

CONSIDERATIONS

Policy considerations

16 The proposed delegations support the Council's Governance Structure and Delegations.

Legal considerations

17 This paper has been reviewed by the Council's Senior Legal Counsel.

Financial considerations

18 There are no financial considerations relating to the process of making these amendments.

Tāngata whenua considerations

19 There are no tāngata whenua considerations relating to the process of making these amendments.

Strategic considerations

20 Delegations facilitate staff ability to deliver on all Council outcomes.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

21 This decision has a low level of significance under the Council's Significance and Engagement policy.



Consultation, engagement and publicity

- 22 No consultation, engagement or publicity is required relating to the process of making these amendments.

RECOMMENDATIONS

- 23 That the Council adopts the new Council to Chief Executive and Staff Delegations as shown in Appendix A to the report *Amendments to the Council Delegations to Chief Executive and Staff*.
- 24 That the Council adopts the revised Resource Management Act 1991 Delegations to Staff as shown in Appendix B to report *Amendments to Council Delegations to Staff*.

APPENDICES

1. Appendix A Council Delegations to Chief Executive and Staff [!\[\]\(d691176a0c8c25c55a5ec880b4a44829_img.jpg\)](#) 
2. Appendix B Council to Staff RMA 1991 Delegations (with glossary) [!\[\]\(97dcbea40f82b4282f0a75adfae20e27_img.jpg\)](#) 

DELEGATIONS MADE BY COUNCIL TO CHIEF EXECUTIVE AND STAFF

The Council makes its delegations under the various powers of delegation referred to in this instrument. In the absence of a reference to a specific power, the Council makes the delegation under clause 32 of Schedule 7 of the Local Government Act 2002.

For the avoidance of doubt:

- a reference in this document to an enactment, regulation or bylaw includes any enactment, regulation or bylaw that, with or without modification, replaces or corresponds to that enactment, regulation or bylaw;
- a reference in this document to a Council Committee includes any Committee that replaces or corresponds to that Committee and involves substantially the same duties;
- a reference in this document to a Council officer position includes any Council officer position that replaces or corresponds to that Council officer position and involves substantially the same duties; and
- all financial limits stated in these delegations are GST exclusive.

Note: all delegations are subject to the restriction set out in clause 32(1) of Schedule 7 of the Local Government Act 2002, that the following powers are not included in these delegations:

- (a) the power to make a rate;
- (b) the power to make a bylaw;
- (c) the power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan;
- (d) the power to adopt a long-term plan, annual plan, or annual report;
- (e) the power to appoint a chief executive;
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the long-term plan or developed for the purpose of the local governance statement;
- (g) the power to adopt a remuneration and employment policy.

Legislation and Authority	Powers Delegated
Infrastructure Funding and Financing Act 2020 and any regulations made under that Act To the Chief Executive.	Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council as a responsible infrastructure authority, a SPV (Special Purpose Vehicle) and a responsible levy authority.
To the Chief Financial Officer.	Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council as a responsible infrastructure authority, a SPV (Special Purpose Vehicle) and a responsible levy authority. Not including delegations under Part 4 Subpart 3.
To the Group Manager Infrastructure Services.	Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council acting as a responsible infrastructure authority and a SPV (Special Purpose Vehicle).

Appendix A

Legislation and Authority	Powers Delegated
Urban Development Act 2020 and any regulations made under that Act To the Chief Executive.	Delegation of authority to nominate a person or persons, or not, as a governing officer with conditions under section 290 of the Act. Delegation of authority to approve Kāinga Ora delegate under 297(2) of the Act. Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council relating to a specified development project, under section 217 of the Act.
To the Group Manager Corporate Services, Group Manager Infrastructure Services and Chief Financial Officer.	Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council relating to collecting levies and recovering costs for specified development projects, under section 217 of the Act.
Legislation and Authority	Powers Delegated
Utilities Access Act 2010 and any regulations made under that Act To the Chief Executive.	Delegation of authority to exercise and administer all responsibilities, duties and powers of the Council as a Utility Operator.

Delegations to positions under section 34A of the Resource Management Act 1991	10	108	22	32	35	35A	36(5)	36A(1)	36AAB (1)	37	37A	38(5)	41B	42	42A	44A	55	58L-U	80	86D	87AAD	87BA-BB	87E	87F	87G	88	89A	91	91F	92	92A	92B	95, 95A-E	95F
Governance and Legal Services Manager					•	•						•																					•	
Group Manager Strategy, Growth and Recovery	•	•	•	•	•	•	•	•	•	•	•		•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Manager, Corporate Planning and Reporting					•	•						•																						
Programme Coordinator					•	•						•																						
Roadway Network Performance Team Leader					•	•																												
Senior Compliance and Trade Waste Officer			•		•	•																												
Stormwater and Coastal Assets Projects Manager					•	•																												
Stormwater and Coastal Engineer					•	•																												
Team Leader Roadway Asset Management					•	•																												
Team Leader Roadway Asset Management and Safety					•	•																												
Team Leader Roadway Network Delivery					•	•																												

yellow = delegations added

red = delegations removed

For the avoidance of doubt:

- a reference in this document to an enactment, regulation or bylaw includes any amendment to the relevant provisions of that enactment, regulation or bylaw and any enactment, regulation or bylaw that, with or without modification, replaces or corresponds to that enactment, regulation or bylaw; and
- a reference in this document to a Council officer position includes any Council officer position that replaces or corresponds to that Council officer position and involves substantially the same duties.

Delegations to positions under section 34A of the Resource Management Act 1991	98	99	99A	100	101	102	103	104	104A	104B	104C	104D	105	106	108	108A	109	110	113	114	124	124A	124B	124C	125	126	127	128	129
Governance and Legal Services Manager																													
Group Manager Strategy, Growth and Recovery	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Manager, Corporate Planning and Reporting																													
Programme Coordinator																													
Road Network Performance Team Leader																													
Senior Compliance and Trade Waste Officer																													
Stormwater and Coastal Assets Projects Manager																													
Stormwater and Coastal Engineer																													
Team Leader Road Asset Management																													
Team Leader Road Asset Management and Safety																													
Team Leader Road Network Delivery																													

yellow = delegations added

red = delegations removed

Delegations to positions under section 34A of the Resource Management Act 1991	132	133A	134	138	139	139A	149B	149G	149W	149 ZD	168	168A	169	171	173	174	175	176	176A	178	181(3)	184	189A	190	193	194	195A	198 A-M	220	221
Governance and Legal Services Manager																														
Group Manager Strategy, Growth and Recovery	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Manager, Corporate Planning and Reporting																														
Programme Coordinator																														
Road Network Performance Team Leader																														
Senior Compliance and Trade Waste Officer																														
Stormwater and Coastal Assets Projects Manager																														
Stormwater and Coastal Engineer																														
Team Leader Road Asset Management																														
Team Leader Road Asset Management and Safety																														
Team Leader Road Network Delivery																														

yellow = delegations added

red = delegations removed

Delegations to positions under section 34A of the Resource Management Act 1991	222	223	224	226 (1)(e)	227	234	235	237	237 B-H	240	241	243	257(2)	267(1A)(b)	268A(3)(b)	311	314-321	322-324	325A	327	328	330	332	333	336	338	343B	343C	Sch 1 d1A	Sch 1 d3	Sch 1 d3A
Governance and Legal Services Manager																															
Group Manager Strategy, Growth and Recovery	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Manager, Corporate Planning and Reporting																															
Programme Coordinator																															
Road Network Performance Team Leader																						•	•	•							
Senior Compliance and Trade Waste Officer																	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Stormwater and Coastal Assets Projects Manager																							•	•							
Stormwater and Coastal Engineer																							•	•							
Team Leader Road Asset Management																						•	•	•							
Team Leader Road Asset Management and Safety																						•	•	•							
Team Leader Road Network Delivery																						•	•	•							

yellow = delegations added

red = delegations removed

Delegations to positions under section 34A of the Resource Management Act 1991	Sch 1 d38	Sch 1 d4	Sch 1 d4A	Sch 1 d5	Sch 1 d5A	Sch 1 d6	Sch 1 d7	Sch 1 d8	Sch 1 d8A	Sch 1 d8B	Sch 1 d8C	Sch 1 d10A	Sch 1 d11	Sch 1 d16	Sch 1 d16B	Sch 1 d20	Sch 1 d20A	Sch 1 d23	Sch 1 d24	Sch 1 d25	Sch 1 d29/21	Sch 1 d34	Sch 1 d35	Note 1	Note 2
Governance and Legal Services Manager																									
Group Manager Strategy, Growth and Recovery	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
Manager, Corporate Planning and Reporting																									
Programme Coordinator																									
Road Network Performance Team Leader																									
Senior Compliance and Trade Waste Officer																									
Stormwater and Coastal Assets Projects Manager																									
Stormwater and Coastal Engineer																									
Team Leader Road Asset Management																									
Team Leader Road Asset Management and Safety																									
Team Leader Road Network Delivery																									

yellow = delegations added

red = delegations removed

Note 1 To the following positions, power to authorise, on Council's behalf, agreement to any consent orders arising from proceedings in the Environment Court (after consultation with the Chairperson or in their absence the Deputy Chairperson from the Council Committee with responsibility for managing planning or regulatory matters – at the time of making these delegations this is the Strategy and Operations Committee).

Note 2 To the following positions, power to write off sundry debts under the RMA 1991 to the value of \$1,000.

Glossary of Resource Management Act 1991 Sections Delegated to Staff

Section

10	Certain existing uses in relation to land protected
10A	Certain existing activities allowed
10B	Certain existing building works allowed
22	Duty to give certain information
32	Requirements for preparing and publishing evaluation reports
35	Duty to gather information, monitor, and keep records
35A	Duty to keep records about iwi and hapu
36(5)	Administrative charges - Except where regulations are made under section 360F, if a charge fixed under this section is, in any particular case, inadequate to enable a local authority to recover its actual and reasonable costs in respect of the matter concerned, the local authority may require the person who is liable to pay the charge to also pay an additional charge to the local authority
36AA(1)	Local authority policy on discounting administrative charges
36AAB(1)	A local authority may, in any particular case and in its absolute discretion, remit the whole or any part of any charge of a kind referred to in section 36 that would otherwise be payable
37	Power of waiver and extension of time limits
37A	Requirements for waivers and extensions
38(5)	Authorisation and responsibilities of enforcement officers - The local authority or Minister shall supply every enforcement officer with a warrant, and that warrant shall clearly state the functions and powers that the person concerned has been authorised to exercise and carry out under this Act
41B	Directions to provide evidence within time limits
42	Protection of sensitive information
42A	Reports to local authority
44A	Local authority recognition of national environmental standards
55	Local authority recognition of national policy statements
58L-U	The mana whakahono process (iwi participation arrangement process)
80	Combined regional and district documents

RMA delegations glossary to Council 1 October 2020

Section

86D	Environment Court may order rule to have legal effect from date other than standard date
87AAD	Overview of application of this Part to boundary activities and fast track applications
87BA	Boundary activities approved by neighbours on infringed boundaries are permitted activities
87BB	Activities meeting certain requirements are permitted activities
87E	Consent authority's decision on request
87F	Consent authority's subsequent processing
87G	Environment Court determines application
88	Making an application
89A	Applications affecting navigation to be referred to Maritime New Zealand
91	Deferral pending application for additional consents
91F	Non-notified application may be returned after certain period
92	Further information, or agreement, may be requested
92A	Responses to request
92B	Responses to notification
95	Time limit for public notification or limited notification
95A	Public notification of consent application
95B	Limited notification of consent applications
95C	Public notification of consent application after request for further information or report
95D	Consent authority decides if adverse effects likely to be more than minor
95E	Consent authority decides if person is affected person
95F	Status of protected customary rights group
98	Advice of submissions to applicant
99	Pre-hearing meetings
99A	Mediation
100	Obligation to hold a hearing
101	Hearing date and notice

RMA delegations glossary to Council 1 October 2020

Section

102	Joint hearings by 2 or more consent authorities
103	Combined hearings in respect of 2 or more applications
104	Consideration of applications
104A	Determination of applications for controlled activities
104B	Determination of applications for discretionary or non-complying activities
104C	Determination of applications for restricted discretionary activities
104D	Particular restrictions for non-complying activities
104F	Implementation of national environmental standards
105	Matters relevant to certain applications
106	Consent authority may refuse subdivision consent in certain circumstances
108	Conditions of resource consents
108A	Bonds
109	Special provisions in respect of bonds or covenants
110	Refund of money and return of land where activity does not proceed
113	Decisions on applications to be in writing, etc
114	Notification
124	Exercise of resource consent while applying for new consent
124A	When sections 124B and 124C apply and when they do not apply
124B	Applications by existing holders of resource consents
124C	Applications by persons who are not existing holders of resource consents
125	Lapsing of consent
126	Cancellation of consent
127	Change or cancellation of consent condition on application by consent holder
128	Circumstances when consent conditions can be reviewed
129	Notice of review
132	Decisions on review of consent conditions
133A	Minor corrections of resource consents

RMA delegations glossary to Council 1 October 2020

Section

134	Land use and subdivision consents attach to land
138	Surrender of consent
138A	Special provisions relating to coastal permits for dumping and incineration
139	Consent authorities and Environmental Protection Authority to issue certificates of compliance
139A	Consent authorities to issue existing use certificates
149B	Local authority's obligations if matter called in
149G	EPA must provide board or Court with necessary information
149W	Local authority to implement decision of board or Court about proposed regional plan or change or variation
149ZD	Costs of processes under this Part recoverable from applicant
168	Notice of requirement to territorial authority
168A	Notice of requirement by territorial authority
169	Further information, notification, submissions, and hearing for notice of requirement to territorial authority
171	Recommendation by territorial authority
173	Notification of decision on designation
174	Appeals
175	Designation to be provided for in district plan
176	Effect of designation
176A	Outline plan
178	Interim effect of requirements for designations
181(3)	Alteration of designation - Circumstances where a territorial authority may alter a designation in its district plan
184	Lapsing of designations which have not been given effect to
189A	Notice of requirement for heritage order by territorial authority
190	Further information, notification, submissions, and hearing for notice of requirement to territorial authority
193	Effect of heritage order
194	Interim effect of requirement
195A	Alteration of heritage order

RMA delegations glossary to Council 1 October 2020

Section

198A	Sections 198B to 198G apply to requirements under section 168 or 189
198B	Requiring authority or heritage protection authority's request
198C	Territorial authority's decision on request
198D	Territorial authority's subsequent processing
198E	Environment Court decides
198F	Residual powers of territorial authority
198G	When territorial authority must deal with requirement
198H	Sections 198I to 198M apply to requirements under section 168A or 189A
198I	Territorial authority's decision
198J	Territorial authority's subsequent processing
198K	Environment Court decides
198L	Residual powers of territorial authority
198M	When territorial authority must deal with requirement
220	Condition of subdivision consents
221	Territorial authority to issue a consent notice
222	Completion certificates
223	Approval of survey plan by territorial authority
224	Restrictions upon deposit of survey plan
226(1)(e)	<p>Restriction upon issue of certificates of title for subdivision - [The Registrar-General of Land] shall not issue a certificate of title for any land that is shown as a separate allotment on a survey plan (being a certificate issued to give effect to the subdivision shown on that survey plan), unless he or she is satisfied, after due inquiry, that— The territorial authority has [given a certificate signed by the principal administrative officer or other authorised officer to the effect]—</p> <p>(i) That there is no district plan for the area to which the survey plan relates, and that the allotment is in accordance with the requirements and provisions of the proposed district plan; or</p> <p>ii) That the allotment is in accordance with the requirements and provisions of the district plan and the proposed district plan (if any) for the area to which the survey plan relates; or</p> <p>(iii) That the allotment is in accordance with a permission or permissions granted under Part 2 or Part 4 of the Town and Country Planning Act 1977</p>
227	Cancellation of prior approvals

RMA delegations glossary to Council 1 October 2020

Section

234	Variation or cancellation of esplanade strips
235	Creation of esplanade strips by agreement
237	Approval of survey plans where esplanade reserve or esplanade strips required
237B	Access strips
237C	Closure of strips to public
237D	Transfers to the Crown or regional council
237E	Compensation for taking of esplanade reserves or strips on allotments of less than 4 hectares
237F	Compensation for taking of esplanade reserves or strips on allotments of 4 hectares or more
237G	Compensation
237H	Valuation
240	Covenant against transfer of allotments
241	Amalgamation of allotments
243	Survey plan approved subject to grant or reservation of easements
267(1A)(b)	Authority to make decisions on behalf of Council during conferencing under section 267
267(2)	Request an Environment Judge to convene a conference
268A(3)(b)	Authority to make decisions on behalf of Council during alternative dispute resolution under section 268
311	Application for declaration
314	Scope of enforcement order
315	Compliance with enforcement order
316	Application for enforcement order
317	Notification of application
318	Right to be heard
319	Decision on application
320	Interim enforcement order
321	Change or cancellation of enforcement order
322	Scope of abatement notice

RMA delegations glossary to Council 1 October 2020

323	Compliance with abatement notice
324	Form and content of abatement notice
325A	Cancellation of abatement notice
327	Issue and effect of excessive noise direction
328	Compliance with an excessive noise direction
330	Emergency works and power to take preventive or remedial action
332	Power of entry for inspection
333	Power of entry for survey
336	Return of property seized under sections 323 and 328
338	Offences against this Act
343B	Commission of infringement offence
343C	Infringement notices

Schedule 1 Preparation, change, and review of policy statements and plans

Clause

1A	Mana Whakahono a Rohe to be complied with
1B	Relationship with iwi participation legislation
3	Consultation
3A	Consultation in relation to policy statements
3B	Consultation with iwi authorities
4	Requirements to be inserted prior to notification of proposed district plans
4A	Further pre-notification requirements concerning iwi authorities
5	Public notice and provision of document to public bodies
5A	Option to give limited notification of proposed change or variation
6	Making of submissions under clause 5
7	Public notice of submissions
8	Certain persons may make further submissions
8AA	Resolution of disputes
8B	Hearing by local authority
8C	Hearing not needed
10A	Application to Minister for an extension of time
11	Notification of decision
15	Hearing by the [Environment Court]
16	Amendment of proposed policy statement or plan
16B	Merger with proposed policy statement or plan
20	Operative date
20A	Correction of operative policy statement or plan
23	Further information may be required
24	Modification of request
25(1)	Local authority to consider request
26A	Mana Whakahono a Rohe
29(2)	Procedure under this Part
34	Consultation on proposal to incorporate material by reference
35	Access to material incorporated by reference

RMA delegations glossary to Council 1 October 2020

Clause

37 Choice of collaborative planning process

RMA delegations glossary to Council 1 October 2020

8.2 SUSTAINABLE TRANSPORT STRATEGY

Author: Suzanne Rushmere, Roding Network Planner

Authoriser: Sean Mallon, Group Manager Infrastructure Services

PURPOSE OF REPORT

- 1 The purpose of this report is to seek approval to adopt the Sustainable Transport Strategy.

DELEGATION

- 2 Council has the authority to make this decision.

BACKGROUND

- 3 The existing Transport Strategy was adopted in 2008. Since then there has been significant changes to both the transport network and Central Government legislation and policy.
- 4 This has led to the review of the Sustainable Transport Strategy with the aim of developing a strategy that provides a long-term approach for guiding transport investment in Kāpiti.
- 5 Council approved the Draft Sustainable Transport Strategy for consultation on 28 May and the consultation period ran from 15 June to 31 July 2020.
- 6 Submissions received during the consultation period have been analysed and have informed the development of the Sustainable Transport Strategy. This analysis formed the basis of a submissions report that was presented to Council on 6 October 2020.
- 7 The attached report identifies the changes made to the Strategy as a result of the submissions using track changes. If approved by Council, the Strategy will be produced to the same level of quality as the Draft Strategy, using the same infographics as in the Draft Strategy where highlighted in the comments section.

ISSUES AND OPTIONS**Issues**

- 8 The key challenges for transport include:
- The level of growth anticipated in Kāpiti;
 - A network under pressure as a result of congestion, lack of mode choice and parking issues;
 - Service provision and lack of access related to public transport options;
 - Reliance on the private car as a result of lack of mode choice and land use choices;
 - Demographic change;
 - Climate Change as transport is a significant contributor to greenhouse and noxious gasses;
 - The Environment and the impacts of the transport network on the environment such as habitat loss and impacts on water and soil;
 - Safety, particularly for our vulnerable road users;
 - Resilience and responding to unexpected events;
 - Amenity; and
 - Affordability.
- 9 The Sustainable Transport Strategy addresses these through the development of outcomes and focus areas. The focus areas do not identify specific schemes as this will quickly

become out of date, and a particular scheme may not be the only means of achieving the same outcome.

- 10 Instead the Sustainable Transport Strategy identifies key principles to be applied in developing our transport programmes.
- 11 The risk of not adopting now is low, but consistency with the Strategic Business Case in the Activity Management Plan will help support the Council's funding through 2021/2024 National Land Transport Plan process (from which around 50% funding for many of our transport projects is achieved), and the Strategy will shape future Activity Management Plans.

CONSIDERATIONS

Policy considerations

- 12 There are no policy considerations, except that approval is being sought for the adoption of the strategy, which replaces the existing Sustainable Transport Strategy, and will help inform the development of other Council strategies, including the Development Management Strategy / Growth Strategy.

Legal considerations

- 13 There are no specific legal considerations. The strategy was not required to follow the special consultative procedure set out in the Local Government Act.

Financial considerations

- 14 The development of the strategy was funded from existing budgets. Whilst the strategy guides programme development, specific schemes will be consulted on as part of a future Annual Plan or Long Term plan process.

Tāngata whenua considerations

- 15 Officers have engaged with mana whenua to ensure that the Strategy effectively captures the Māori world view. As part of this engagement Ātiawa ki Whakarongotai Charitable Trust provided officers with a memorandum to provide guidance on how this can be achieved.
- 16 The guidance in this memorandum informed the strategy that officers are seeking approval for today, and a draft showing changes resulting from the memorandum was circulated to iwi in advance of the briefing to Council on 6 October 2020.
- 17 Ātiawa ki Whakarongotai Charitable Trust have confirmed that they are pleased with the way that their guidance has been incorporated into the strategy and sought two amendments, which are included in the draft strategy being presented with this paper.
- 18 Officers have also engaged with Ngāti Toa and Ngā Hapū o Ōtaki through Te Whakaminenga o Kāpiti since February 2020. In December 2020 Ngā Hapū o Ōtaki confirmed that they would like to engage someone to review the Transport Strategy, and we are currently working to achieve this.
- 19 If Council agrees to adopt the Transport Strategy today, there may be more amendments after the review by Ngā Hapū o Ōtaki. It is proposed to address this issue by authorising the Mayor and Chief Executive to authorise any minor amendments proposed by Ngā Hapū o Ōtaki.

Strategic considerations

- 20 The outcomes and focus areas in the Sustainable Transport Strategy have a high level of consistency with the outcomes and goals in the Long Term Plan. These fall within the following themes:
 - The transport network;
 - Integrating transport and land use;

- Resilience;
- Environment and Amenity; and
- Affordability.

They will contribute to the following outcomes and goals in the Long Term Plan:

- infrastructure investment that supports growth;
- improved accessibility to Council Services;
- an effective response to climate change;
- wise management of public resources;
- a community that is more resilient; and
- improved biodiversity and environment and through sustainable practices.

Significance and Engagement

- 21 This matter has a low level of significance under Council's Significance and Engagement Policy. The strategy does not affect a strategic asset, is not required by legislation, does not incur capital expenditure and is consistent with the Long Term Plan.

Consultation already undertaken

- 22 The briefing on the review of the Sustainable Transport Strategy was presented to Council on 28 January 2020 and Te Whakaminenga o Kāpiti on 4 February 2020.
- 23 Council, Te Whakaminenga o Kāpiti and the Community Boards were invited to a workshop on 18 February 2020. The outcomes from this workshop were presented to Council on 17 March 2020 and have informed the development of the strategy.
- 24 Ātiawa ki Whakarongotai Charitable Trust provided a memorandum producing guidance for including in the Transport Strategy.
- 25 Officers also met with interest groups to increase awareness of the review and encourage further involvement through the public consultation process. These included including the Cycleway Walkway Bridleway Advisory Group, Young Persons Council, Older Persons Council, Road Safety Advisory Group, Greater Wellington Regional Council, Waka Kotahi, The Regional Public Health Board, Low Carbon Kapiti, and the Disability Advisory Group.
- 26 Public consultation on the Sustainable Transport Strategy started on 15 June 2020 and ended on 31 July 2020. The outcomes of this consultation informed the development of the strategy.

Engagement planning

- 27 An engagement plan was not needed to implement this decision, however, a communications plan was developed to inform the public consultation process. Consultation sought feedback on the Draft Sustainable Transport Strategy to inform the final document.

Publicity

- 28 See above, the communications plan included advertisements in the local paper and online platforms such as Facebook and engagement with interest groups.

Other Considerations

- 29 There are no other considerations relating to this report.

RECOMMENDATIONS

- 30 That Council adopts the Sustainable Transport Strategy.
- 31 That minor changes post the Ngā Hapū o Ōtaki review must be approved by the Mayor and Chief Executive.

APPENDICES

1. Sustainable Transport Strategy [!\[\]\(6c3219972f067da85e8b06c9c543b9de_img.jpg\)](#) 

Cover Page
Sustainable Transport Strategy

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Executive Summary

Transport plays a key part in providing people with the ability to access goods and services, linking people with each other and improving health and wellbeing.

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.

Deleted: Any comprehensive transport strategy must cover all modes of travel and have a clear vision of the future.

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

Kapiti 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 8 outcomes:

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

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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 Annual and 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.

Deleted: Access and Transport Activity Management Plan and

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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 Ātiawa ki Whakarongotai iwi, who hold mana whenua (authority over land or territory) within the District.

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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 (guardianship and protection). 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.

Six key kaupapa (values) have also been established in the the Kaitiakitanga Plan for Ātiawa ki Whakarongotai that guide their relationship to the taiao (natural world) as well as huanga (objectives) that relate to the kuapapa, and these values will inform this strategy:

Deleted: The Sustainable Transport seeks to implement measures that:¶

- Whakapapa – a unique identity as indigenous mana whenua arises from taiao, and as local land and waterscapes are influenced by people they also shape who mana whenua are as a people, and so their identities are inextricably linked. It is a fundamental value and is how birth right is inherited as well as the responsibility as kaitiaki (guardians) of all that is living and existing within their rohe (lands);
- Wairua – The wellbeing of the environment and people are intricately connected. This is the aspect of wellbeing that reflects the connection between the human condition, in particular our mental, emotional, psychological and spiritual well-being, and that of the wider physical and non-physical environment. Some places have a crucial role in providing for wellbeing, for which access is key, including those that:
 - Nourish the wairua of people as a place to visit and interact with;
 - Provide cleansing of wairua, particularly certain water sites; and
 - Provide for the gathering, preparing of kai (mahinga kai - food gathering places).
- Mana – The security and authority that iwi hold as mana whenua and their Tiriti right to tino rangatiratanga of taonga (sovereignty over land and treasured possession including natural resources). It forms the basis for the practice of kaitiakitanga and

the role of decision making for the environment. It involves a Tiriti approach to decision making to ensure equal recognition of, protection of and input from mana whenua and the government in decision making to enable people to live prosperously by managing natural resources for the betterment of the community;

- Māramatanga – The enlightenment of being in the world, inherited from the cultural memory of tupuna (ancestors) and created from the interaction with the world around us. It provides the insight into the function and health of the environment and identifies that knowledge is connected to the survival and wellbeing of taonga, and informs understanding of historical and cultural values of land, waterscape and special places. The loss or damage to land, water, traditional knowledge, stories, waiata and karakia can threaten the ability to care for, protect and enhance taonga;
- Te Ao Tūroa – “the enduring world” and comprises of living systems. It is the world of natural order, balance and pattern that is fundamental to the world we live in, and dictates that a change in one aspect can have consequential effects that are felt across a wide range of other aspects. As the population increases this is particularly important since kaitiakitanga anticipates that these changes will inevitably change and place stresses on other parts of the environment. Kaitiakitanga guides the altering of behaviours and expectations and how the environment can be treated to protect what we have; and
- Mauri – The essential energy required for life and relates to vitality of processes and systems rather than individuals. The fundamental role of kaitiaki is to nurture and protect the vital and life giving character of ecosystems, particularly relating to mahinga kai, and ensuring that food has integrity and its quality has not been compromised by contaminants.

It is recognised that the transport sector can have a major influence on mauri such as through the discharge of contaminants into water bodies and surrounding environments, therefore, the Sustainable Transport Strategy seeks to implement measures that ensures:

- upholding and enhancement of mauri;
- the way of life for mana whenua is maintained to enable traditional practices that connect iwi to the land to be continued;
- mana whenua are connected to the environment, their history the marae and each other;
- the environment is a place that supports the healthy wairua of the people and is clean, calm, safe and conflict free;
- mana whenua have good self-esteem about the state of the environment;
- mana whenua have a positive working relationship with Tiriti partners;
- the iwi collective are engaged and feel that they can influence decision making in their rohe;
- decision making is informed by iwi knowledge;
- a diverse range of mātauranga Māori (knowledge, wisdom and skills) is created and handed down;
- the natural order and balance of the environment is maintained to support the security of the people who rely upon it;
- people’s behaviour, use and interaction with the environment is regulated by the collective respect for Te Ao Tūroa, for all the atua and / or natural order and balance; land, waterways and mahinga kai are healthy, clean and free of pollutants; and the land and waterways are safe for people to access.

The strategy seeks to ensure that we plan for measures that ensure the most is made of existing assets, enables mode shift, protects the environment and works in partnership to deliver transport improvements that support these kaupapa.

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Deleted: Therefore, achieving the outcomes contained within 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.

Vision: By 2035 we will have a transport system that is safe, decarbonised, healthy, well connected, and accessible to all.		
Challenges	Outcomes	Key Focus Areas / Actions
Growth: <u>Growth can add pressure to the network and make existing problems worse</u>	All outcomes	All focus areas
A Network Under Pressure: <u>Poor connectivity is impacting on mode choice, access and level of service (congestion).</u>	Improved Access, Connectivity and Integration <u>(The transport system offers the widest choice and provides access to essential goods and services)</u> , Supporting a Vibrant and Thriving District <u>(The transport network supports the town centres and businesses)</u>	Focus Areas 1: The Transport Network <u>(Increase connectivity, integrates modes and improves access)</u> , and 2: Integrating Land Use and Transport <u>(Infrastructure supports growth)</u> .
Service Provision and Access: <u>Affects mode choice and limits access to essential goods and services.</u>	Improved Access, Connectivity and Integration, Supporting a Vibrant and Thriving District	Focus Areas 1: The Transport Network, and 2: Integrating Land Use and Transport
Reliance on the Private Car: <u>Affects mode choice and limits access to essential goods and services.</u>	Improved Access, Connectivity and Integration.	Focus Areas 1: The Transport Network, 2: Integrating Land Use and Transport, and 3 Safety <u>(Improved safety)</u> .
Demographics: <u>Impacts on affordability and vulnerable road users are increasing.</u>	All outcomes	Focus Areas 1: The Transport Network, 2: Integrating Land Use and Transport, and 3 Safety.
Safety: <u>Safety issues are worsening and vulnerable road users are at risk.</u>	Safe Communities <u>(People feel safe using their mode of choice)</u> , The Environment <u>(Transport network avoids, remedies and mitigates environmental impacts)</u> , Amenity <u>(Coherent, safe, high quality and attractive places)</u>	Focus Areas 3: Safety, 4: Resilience <u>(Limit danger and ensure speedy recovery after an event)</u> , and 6: The Environment <u>(Ensure environmental effects of transport are avoided, remedied or mitigated)</u> .
Resilience: <u>Need access after a disruptive event and address climate change.</u>	A Resilient Transport Network.	4: Resilience

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Climate Change: <u>Transport is a significant contributor to greenhouse gasses and need to address effects of Climate Change.</u>	Climate Change <u>(Decisions address and avoids, remedies or mitigates effects of climate change).</u>	Focus Area 5: Climate Change
Environment: <u>Need to take environmental effects into account in decision making.</u>	<u>A Resilient Transport Network, The Environment</u>	<u>Focus Area 4: Resilience, and 6: The Environment</u>
Amenity: <u>Lack of good design can inhibit growth and increase the need to travel.</u>	Amenity, Supporting a Vibrant and Thriving District;	Focus Area 7: Amenity <u>(Ensure good quality design)</u>
Affordability: <u>Decisions need to be made within the context of limited resources.</u>	Affordability <u>(Value for money and transport becomes more affordable for all.</u>	Focus Area 8: Affordability <u>(Ensure best use is made of limited resources).</u>

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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. Poor transport links can constrain people from accessing the services, goods and support that they need, and inequality can arise as a result of where people are located, where goods and services are located, and how accessible the transport system is.

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, encourages alternatives to the private car and reduces carbon emissions. Principles of sustainability in the transport network include equitable access for all, a system that can cope with change, integrating transport and land use, and ensuring impacts on the environment are avoided, remedied or mitigated.

This Strategy takes a long-term view, up to 2035, in shaping the future of transport and provides a framework for guiding transport investment in Kāpiti, providing a basis for engagement with all 'transport stakeholders'.

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 and support the health benefits of active transport;
- 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.

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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, and local roads. 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).

- Double tracking to Waikanae - Commuter rail, supports connectivity across Waikanae, Paraparaumu and Paekākāriki, South to Wellington and the Capital Connect service from Levin, through Ōtaki to Wellington.
- Park and Ride facilities at the railway stations;
- Bus services connecting communities and to the railway stations, primarily in Paraparaumu and Waikanae which supports mode shift and can reduce pressure on commuter parking;
- Development of the Stride and Ride projects. These include shared path improvements between Paekākāriki and Waikanae, enhanced connections to and from the town centres and the Mackays to Peka Peka shared pathway, and links along the Peka Peka to Ōtaki Expressway
- a network hierarchy;
- Mackays to Peka Peka (M2PP) and Peka Peka to Ōtaki (PP2O) Expressways;
- State Highway One, runs through the middle of the district joining key settlements to one another, but also to Wellington to the South and Levin to the North;
- Connecting projects Transmission Gully are underway or have been approved and will further increase accessibility;
- 13km of unsealed roads and 415km of sealed roads, 245km of sealed roads are in the urban areas;
- supporting roading infrastructure, including around 400km of footpaths, shared paths and cycleways, 380km of berms, safety assets including pedestrian crossings, street lights and sight rails, kerb and channel, bridges and streetlights.
- Larger developments connecting into the transport network are under construction at Waikanae North and Ngarara; and
- New development with an average of 235 building consents each year over last 10-year period.

Kāpiti's road network hierarchy which includes:

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

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Commented [SR3]: Change "427km footpath" in the infographic to read "400km of footpaths, shared paths and cycleways"

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Hierarchies¹ are based on function and the level of traffic using these routes, and all these roads serve to help support the movement and connectivity of people and goods, and are used for planning and funding purposes.

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.

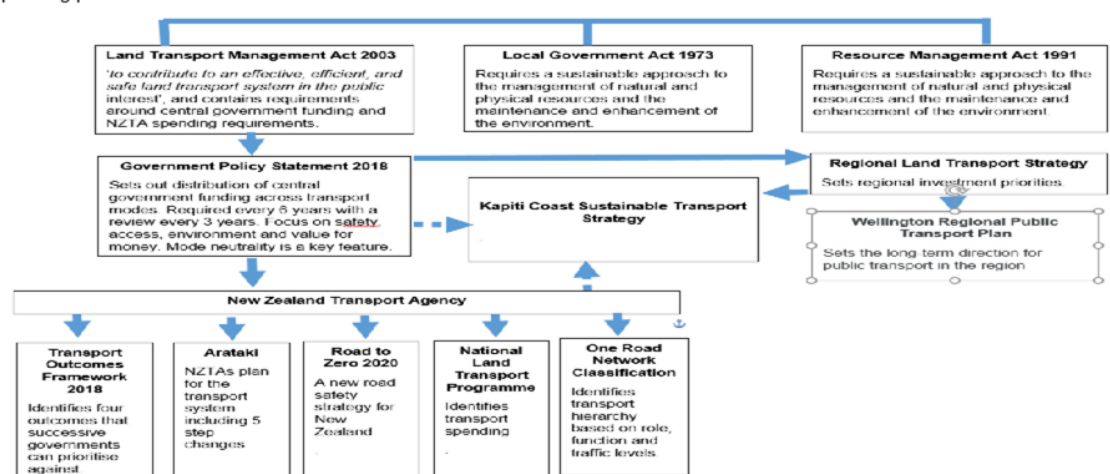
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- ~~Deleted:~~ This bears many similarities to the One Network Road Classification (ONRC) ²hierarchy, details of the ONRC hierarchy and its relationship to the implementation programme can be found in the Access and Transport Activity Management Plan (AMP).

¹ https://www.kapiticoast.govt.nz/media/29724/transport_hierarchy.pdf

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 1974 (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



Transport enables access to opportunities to support social, economic and cultural wellbeing, the role that Councils play through the Local Government Act in ensuring quality of life and the health of our environment is also acknowledged.

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Commented [SR5]: Local Government Act should be 2002 not 1973 and also now a new GPS is published, so this should read "Government Policy Statement 2021. Sets out distribution of Central Government funding across transport modes. Focus on Safety, Better Travel Options, Improving Freight Connections and Climate Change". Also need to include an arrow from NZTA to the Regional Land Transport Strategy and change name to Regional Land Transport Plan and move the Transport Outcomes Framework away from the acts.

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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.

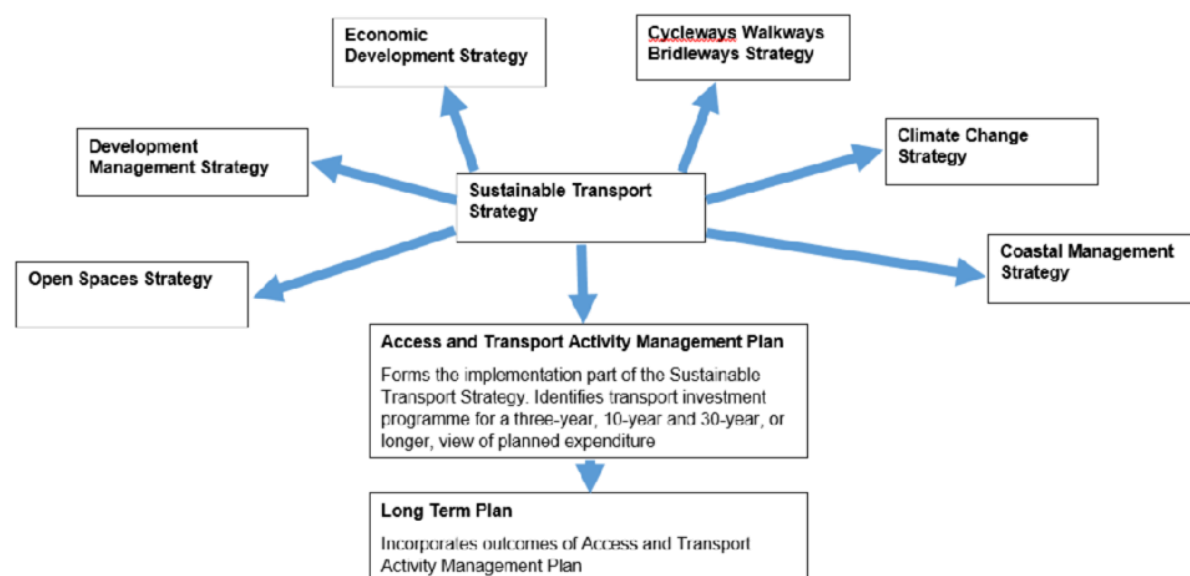
At a local level, the Sustainable Transport Strategy is one of a number of Kāpiti Coast District Strategies that set out the long term response to key challenges. The Development Management Strategy, Open Space Strategy, Coastal Strategy and Climate Change Strategy are particularly relevant to directing 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.



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4 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 (with an increase in population of 7,476 between 2006 and 2018), and projections show that this will continue. The current population of approximately 57,000 is expected to grow to 85,658 by 2050. 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 ³of 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 strategy 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, as well as better and more active travel options to align with areas of growth within the District and wider Wellington Region. An increase in housing and commercial activity, without a corresponding increase in multimodal transport means most people are forced to make more car trips on local roads and highways.

4.2 A Network Under Pressure

Poor connectivity combined with lack of mode choice and reliance on the private car, 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

³ <https://www.kapiticoast.govt.nz/media/36643/wellington-regional-hba-chpt-5-kapiti-coast-district-council.pdf>

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- parking issues.

4.2.1 Congestion

Traffic modelling⁴ tells us that, without intervention and greater mode choice, traffic levels and congestion will only worsen over time. As an example, greater accessibility to central Paraparaumu has contributed to congestion on Kāpiti Road. Without intervention it is likely to decrease the level of service on this road from C to F, with A being optimum and F being the worst, leading to increased queueing and journey times. Similarly, the traffic in Waikanae will increase, particularly as a result of the two large development sites at Waikanae North and Ngarara.

Kapiti 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 noticeable peak⁵. 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 and alleviated some congestion issues, for example, in Ōtaki. These include:

- (McKays to Peka Peka (M2PP): Completed in February 2017
- Transmission Gully (TG): due for completion 2021
- Peka Peka to Ōtaki (PP2O): due for completion in 2022
- 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.

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

⁴ KTM4 Model Build and Forecasting Report

⁵ KCDC Traffic Monitoring Counts

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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. New roads also have the potential to generate new traffic on local roads that would not have otherwise been there as a result of changing travel patterns.

Connectivity and better travel options are key, and users want to be able to move around the network easily. 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, and better travel choices the town centres will become vulnerable and congestion will continue to increase on the local road network.

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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.

A recent survey⁶ showed commuter parking in the streets and car parks around Waikanae Town Centre, as well as in the Park and Ride car parks, and this is impacting on businesses, as parking is being taken up by commuters rather than town centre visitors.

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4.3 Service Provision and Access

Access to people and places are key to ensuring the wellbeing of our communities, and for mana whenua to continue the traditional practices that connect them to the environment including:

- medical services;
- hospitals;
- employment;
- parks;
- beaches;
- marae;
- urupā mahina kai; and
- water bodies (such as the Waikanae River).

⁶ KCDC Waikanae Parking Survey 2018

For some access can be difficult for reasons including isolation (both in terms of location and severance), a lack of alternatives modes of travel to the car, and financial difficulties.

Without provision for a range of existing and future transport options, such as public transport, but also a full range of safe, accessible infrastructure that supports private transport modes (walking, motor vehicles, mechanical scooters and motorbikes, skate boards and scooters, bicycles, segways etc.) it can be difficult to easily move around the district e.g from Raumati North and between residential / employment / retail areas.

Whilst rail services from Waikanae to Wellington are frequent and high quality, rail services in the north of the District are poor and connections across the region by public transport e.g. to the Hutt Valley have to be made via Wellington. 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, if the freight hub is developed at Palmerston North, it 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.

Passenger rail boardings have increased by almost 1 million in the five-year period between 2014 and 2019 (up 7.8% year on year⁷), but capacity issues on the trains and tracks, and a lack of connectivity at either end of the rail journey could inhibit future growth. Over 4,000 journey to work trips are made from Kāpiti into the Wellington Central Business District each day and of those 60% are by public transport, and this will increase given the level of growth planned for Kāpiti.

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.

Bus transport is limited, particularly in the north of the District. This is concerning from the point of view of being able to encourage mode shift and provide transport options. Barriers to bus use can include:

- the need for improved infrastructure
- slower journey times compared to using cars or the Park and Ride;

⁷ <https://www.metlink.org.nz/our-metlink-journey/performance-of-our-network/>

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- the need for infrastructure to support bus usage, such as bus shelters;
- affordability;
- lack of integration between modes;
- lack of connectivity to the public transport network and hubs by active modes of travel e.g. no footpaths to bus stops and cycle paths / footpaths not easily connecting to rail stations; and
- poor facilities such as bus stops and toilets.



Without improved connectivity, integration and service improvement, public transport usage may also decline over time. Buses require a level of patronage to maintain viability and services could be scaled back or lost over time if they are not used.

4.4 Reliance on the Private Car

⁸ <https://www.metlink.org.nz/assets/Uploads/untitled.pdf>

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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, physical problems, weather, and perceived or actual convenience, these travel patterns are also driven by the level of investment in the transport network. Some areas are limited to personal vehicles with no option for public transport, or timetables route choice, affordability, connectivity, and reliability affect choice, for example in Paekākāriki, Otaihangā, Otaki, and Waikanae North.

The lack of integration and connectivity within and between modes is also 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 Ride⁹ programme, key links are still missing. Monitoring has only shown small increases in the usage of cycleway / walkway / bridleway trails between 2018 and 2019¹⁰, 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. There is also a lack of secure bike parking near businesses, bike parking should be well placed and accommodate all lock types and more dedicated bike parking is necessary and benefits for providing facilities e.g. showers at destinations.

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.

36.3%¹¹ of the working population commute outside of the District, and the nearest hospitals are located in Porirua 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.

⁹ <https://www.kapiticoast.govt.nz/your-council/projects/getting-around-kapiti/>

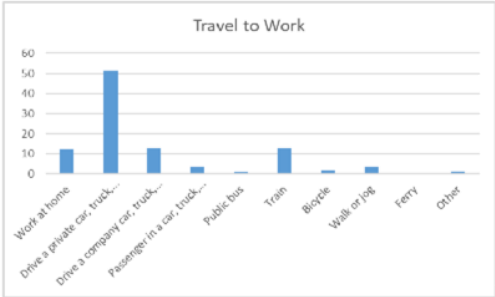
¹⁰ [KCDC Cycle / Walk Counts March 2018 and March 2019](#)

¹¹ http://archive.stats.govt.nz/datavisualisation/commuterview/index.html?_ga=2.213191572.1664153304.1591654619-63101943.1571179981

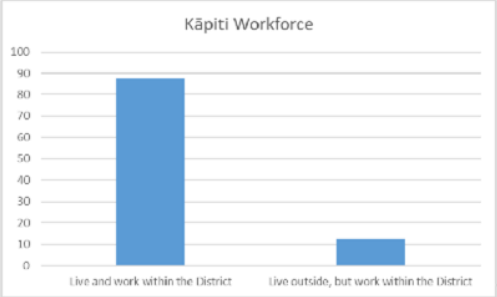
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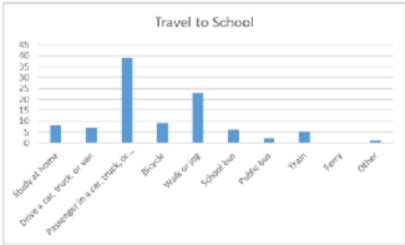


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Many of Kāpiti's schools were not designed or located with the level of car use currently being experienced in mind. The main means of travel to education is by car, although travel by school bus or on a public bus is higher than people travelling 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.



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¹² <https://www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district#transport>
¹³ http://archive.stats.govt.nz/datavisualisation/commuterview/index.html?_ga=2.213191572.1664153304.1591654619-63101943.1571179981
¹⁴ <https://www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district#transport>

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. We have an increasing population over the age of 65, 59% of which have some form of sight, hearing or physical disability¹⁵. 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. Vulnerable Road Users (VRUs) are defined as pedestrians (including persons on skateboards, roller-skates, foot scooters and using mobility aids such as powered wheelchairs), cyclists and motorcyclists (including mopeds). Examples of issue include:

- 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
- transport poverty where different socio-economic groups have differing levels of access to transport options and those on lower incomes, particularly those living in rural areas, 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. The transport network needs to better suit the needs of these age groups.

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 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*¹⁶". This identifies the importance of being able to access key healthcare services.

¹⁵ [Regional Public Health Board](#)

¹⁶ <https://www.health.govt.nz/publication/wai-2575-maori-health-trends-report>

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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.

Commented [SR9]: Case Study Box

Similarly, affordability can impact on the ability to reach key educational and employment opportunities. In 2018 the unemployment rate was 6%¹⁷, 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 Ōtaki, vehicle ownership rates are lower than other areas, and there is a higher proportion of people in transport poverty. Transport poverty is created in part by limited public transport services to the north of the District. Ōtaki also has higher rates of people speaking Te Reo than in other parts of the District.

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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.

A 2013 study¹⁸ also found that the cost of obtaining a driver's license and maintaining a warranted and registered car was prohibitive and can impact on the ability to access employment opportunities as well as leading to unsafe vehicles and illegal driving. Transport can be integral to addressing inequality and supporting the mental and physical wellbeing of residents.

4.6 Safety

Our roads are getting busier, and 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:

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- pedestrian safety;
- cyclist safety;
- motorcyclists;
- young drivers;
- intersections (62% of accidents occur at intersections in Kāpiti);
- excessive speed; and
- mature road users.

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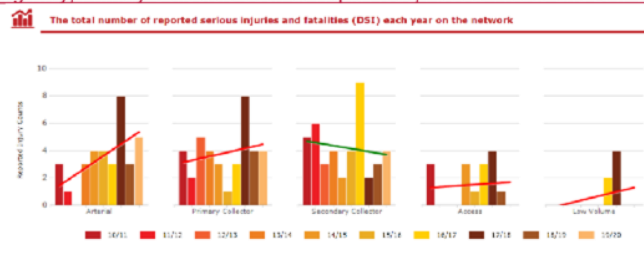
¹⁷ <https://www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district#ethnicity-culture-and-identity>

¹⁸ Raerino et al.

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In 2017 Kāpiti Coast ratings¹⁹ for cyclists and pedestrians were amongst the worst in New Zealand, and this remains a priority when combined with a greater proportion of walking and cycling.

Our data tells us that over the last ten years accidents are worsening on most types of roads including strategic routes such as the State Highway, Primary Collectors such as Kapiti Road, Access Roads and Low Volume Roads.



Accidents are spread across the network and range from minor injuries to fatal accidents, however, most serious and fatal crashes are on our rural roads. NZTA identify personal and collective risk to road users²⁰. 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, speed, 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.

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. The Communities at Risk Register²¹ compares Kāpiti Coast with all local authorities in NZ in terms of priority issues, and where the crash rate is disproportionately high.

¹⁹ KDCDC

²⁰ <https://roadsafetyrisk.co.nz/>

²¹ <https://www.nzta.govt.nz/assets/resources/communities-at-risk-register/docs/communities-at-risk-register-2019.pdf>

Deleted: 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.

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<u>Considerably higher than others</u>	<u>No categories</u>
<u>Higher than others</u>	<u>Young drivers</u>
	<u>Older road users</u>
<u>Slightly higher than others</u>	<u>Rural intersections</u>
	<u>Cyclists</u>

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 rural roads which are narrow and have sight visibility issues that can impact on road safety. Of particular note are Paekakariki 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.

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. Nationally, there is a target to reduce deaths and serious injuries on our roads by 40% by 2030.

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. The vulnerability of the transport network to unplanned events (whether caused by natural events or network incidents such as crashes) has a major impact on access and mobility. Limited route choices and transport networks operating at or near capacity means that relatively small scale events (e.g. minor slips, vehicle crashes) can cause significant travel delays for people and freight, together with wider economic and social impacts. This is also impacting network maintenance costs, and increasing the need to invest in the protection and relocation of transport infrastructure including sea walls, retaining walls and culverts.

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 and civil defence centres.

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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. Addressing these issues requires network improvements to improve resilience, and integrated transport and land use planning to reduce risk exposure.

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. Kāpiti has five known faults²² capable of producing large earthquakes, and as it is coastal and seismically active the District is at risk from Tsunami's, this risk is greater since the 2016 Kaikōura earthquake. There are also varying levels of flood risk in the District and our natural hazard maps²³ show that a great deal of the District is in flood zones.

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;

²² <https://www.kapiticoast.govt.nz/our-district/cdem/k%C4%81piti-natural-hazards/>

²³ https://www.kapiticoast.govt.nz/media/38378/dp2018_partc_appeals_naturalhazardsmaps1-24.pdf

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- greater storm intensity;
- sea level rise and coastal erosion; and
- warmer temperatures.

New Zealand has official targets:

- to reduce greenhouse gas emissions to 30% below 2005 levels by 2030;
- an unconditional target to reduce our emissions to 5% below 1990 levels by 2020;
- a conditional target to reduce New Zealand's emissions to between 10% and 20% below our 1990 levels by 2020; and
- to reduce our emissions to 50% below 1990 levels by 2050.

But even stronger reductions would be needed to keep up with 1.5 degrees warming. ²⁴

Transport is currently responsible for about 57% of carbon dioxide emissions in Kāpiti. Most of these emissions are from petrol and diesel use within the District (74% of the sector's emissions and 42% of Kāpiti Coast District's total gross emissions). 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 rest of the transport emissions are produced by the District's share of the emissions associated with air, rail, LPG and Bus Electricity and port activities totalling 26% of the sector's total emissions and 15% of the District's total gross emissions.

The Climate Change Zero Carbon Act²⁵ 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) and Wairua (environmental wellbeing) 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.

²⁴ Productivity Commissions 2018 Low Carbon Economy

²⁵ <https://www.mfe.govt.nz/climate-change/zero-carbon-amendment-act>

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Deleted: 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.

Waka Kotahi ²⁶have identified that impacts on the environment can include:

- Altering the physical environment, this can be through direct ways such as habitat loss through construction or more gradual effects such as alteration of soil density, light, surface water flow and patterns of runoff;
- Altering the chemical environment, through chemical spills or runoff containing pollutants that enter the ground or water;
- Modifying animal behaviour such as fragmenting and isolating populations and communities, interrupting gene flow, and making species more susceptible to collision mortality and predation;
- Spreading exotic pest species; and
- Wildlife mortality during construction and operation.

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. Conversely, making the most of the existing network and encouraging alternative modes to the car can have a positive impact on the environment.

In order to achieve sustainability development should be managed in a way that protects natural and physical resources and enables people to provide for their social, cultural and economic wellbeing, whilst ensuring that the needs of future generations can be met, avoiding, remedying or mitigating effects and safeguarding the capacity of air, water and soil. There is a need to act as stewards, protect the biodiversity of our environment, and take this into when making infrastructure decisions.

4.10 Amenity

Decisions on land use and transport can affect the amenity, liveability, attractiveness and safety of a place, as well as the health of communities. In Kāpiti there is a desire to maintain character, amenity and environmental quality. In providing a quality environment that is pleasant, safe and well designed, the barriers that prevent people from getting about should be removed.

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²⁶ <https://www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/environmental-and-social-responsibility/protecting-the-natural-environment/>

Amenity can be defined 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"*²⁷. 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.

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The town centres are vulnerable to change and the new travel patterns resulting from the Roads of National Significance (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.

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Town centre design is important to provide communities with an attractive retail and economic hub and need to be inviting, cohesive, imaginative, and accessible. It enhances the community by providing opportunities to gather, shop locally, access social and economic needs and reduces the need and desire to travel elsewhere.

Traffic volume, speed, and a lack of quality experiences and connectivity for pedestrians, cyclists and public transport are contributing to health issues and town centres that are not as successful as they could be. In 2018²⁸ of local residents spent 40% of their money outside the District, suggesting needs are not being met in the District.

4.11 Affordability

Affordability can affect the ability of people to access transport and support their social, cultural, economic and physical wellbeing. As identified in the demographics section, the cost of obtaining a license can impact mobility, but so to can the cost of public transport or the ability to purchase a bike. Whilst walking is free providing infrastructure can also effect affordability and funding decisions.

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.

²⁷ <http://www.legislation.govt.nz/act/public/1991/0069/latest/DLM230265.html>

²⁸ Market View Report

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 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.	<ul style="list-style-type: none"> Existing transport issues and challenges will continue to worsen over time.
A network under pressure	Poor connectivity is impacting on: <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> These conditions worsen over time and infrastructure will deteriorate.
Service provision / lack of access	<ul style="list-style-type: none"> Affects mode choice; and Limits access to essential social, economic and service facilities. 	<ul style="list-style-type: none"> Services become increasingly vulnerable over time; and Increasing pressure on the roading network.
Reliance on the Private Car	<ul style="list-style-type: none"> Affects mode choice; and Limits access to essential social, economic and service facilities. 	<ul style="list-style-type: none"> Increasing pressure on the roading network; Travel patterns will not change; and Land use patterns can be affected.

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Demographic Change	<ul style="list-style-type: none"> • Affects mode choice; • Limits access to essential social, economic and service facilities; • Affects affordability and transport poverty and • Vulnerable road users are increasing. 	<ul style="list-style-type: none"> • Number of people with limited access will increase; • Travel patterns will remain unchanged; and • Safety statistics will worsen over time.
Safety	<ul style="list-style-type: none"> • Safety statistics are worsening; and • Vulnerable road users are at risk. 	<ul style="list-style-type: none"> • Serious harm will continue.
Need to Improve Resilience	<ul style="list-style-type: none"> • 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; 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Transport is a significant contributor to greenhouse gases; • Climate change is exacerbating existing problems which affect the transport network including: <ul style="list-style-type: none"> ◦ increased flooding and ground water; ◦ greater storm intensity; ◦ sea level rise and coastal erosion; ◦ warmer temperatures. 	<ul style="list-style-type: none"> • Impacts of climate change will worsen over time; and
Environmental Impacts	<ul style="list-style-type: none"> • Decisions that do not take account of the effects of transport infrastructure impact on biodiversity, air and water quality, soil, ecology and biodiversity. 	<ul style="list-style-type: none"> • Environment degrades over time.
Amenity	<ul style="list-style-type: none"> • Lack of quality town centre design is resulting in a lost opportunity to catalyse growth and encourage mode shift, and 	<ul style="list-style-type: none"> • Amenity and viability in town centres will worsen, and economic development may decline.

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	<ul style="list-style-type: none"> Lack of main streets is resulting in economic and retail activity occurring outside the region or district, and increasing the need to travel. 	
Affordability	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Impact on balance between delivering affordable rates, minimising borrowings and optimising capital expenditure.

Summary of Key Challenges in Different Areas

Interregional	Regional	Districtwide	Ōtaki	Paekākāriki	Paraparaumu	Waikanae
Lack of connectivity to Levin and Palmerston North, where many Ōtaki residents look to for essential health services and employment.	East West Connectivity between Kāpiti and Porirua, and Kāpiti and Upper Hutt as both Akatarawa Road and Paekākāriki Hill Road are narrow and have poor sight lines / poor safety records.	Lack of integration between modes.	Poor rail connectivity North and South.	Relationship between TG and Old State Highway 1 interchanges.	Congestion.	Problems across the railway line and congestion around Elizabeth Street.
	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.	Lack of integration between on and off road cycle and pedestrian activity.	Limited bus services to main town centres .	Bus services limited to one per week to Paraparaumu and Kapiti Health Centre.	Poor connections to the railway station for pedestrians and cyclists.	North / South connectivity to Waikanae as a result of the lack of full interchanges on the M2PP and PP20 Expressways.

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		Revocation of Old State Highway 1 and the need to lock in the benefits this provides in the town centres.	Poor East-West Connectivity			Poor connections to the railway station for pedestrians and cyclists.
		Capacity on train services.	Need for improved cycleway, walkway, bridleway infrastructure.			
		Parking issues.				

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. In achieving these outcomes, it is important that this includes working with mana whenua partners to ensure a positive relationship and true involvement in decision making.

Outcome 1: Improved Access, Connectivity and Integration for All

In Kāpiti communities will benefit from a transport network and travel service that offers travel choice, giving access to essential civic and economic centres, sites of significance, sites that enable traditional practices, 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.

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, but on providing sustainable transport infrastructure. Space will be allocated on the network to support the needs of all user groups and encourage mode shift so people can easily get around the district, and have an enjoyable journey.

Outcome 2: Safe Communities

By adopting a vision zero ²⁹ and safe systems³⁰ 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.

²⁹ (where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable)

<https://www.nzta.govt.nz/safety/safety-resources/road-to-zero-resources/vision-zero-for-system-designers/>

³⁰ (that recognises the need for all system designers and system users to share responsibility for keeping themselves and others safe) <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system/>

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Outcome 3: A Resilient Transport Network

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 4: 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. Community wellbeing will be enhanced and inequities reduced as more people have access to social, cultural and economic opportunities;

Outcome 5: Climate Change

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

Outcome 6: The Environment

There will be a transport system that establishes kaitiakitanga as a guiding principle to avoid, remedy or mitigate effects on the environment and seeks to ensure the ongoing protection of significant sites and sites that enable traditional practices.

Outcome 7: Amenity Enhancements

The design of the transport network reflects its form and function, and proposals will support our town centres and create high quality, connected and attractive places.

Outcome 8: Affordability

Travel will become more affordable for all users, and 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.

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5.2 Vision

By 2035 we will have a transport system that is safe, decarbonised, healthy, well connected, and accessible to all.

Whilst all outcomes are linked to key challenges some will 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.

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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.

For all these focus areas Council will ensure that the views, values and guiding principles of mana whenua are taken into account by:

- working in partnership with mana whenua, including engaging with mana whenua at the outset of new projects that result from the strategy;
- incorporating te reo Māori and mana whenua narratives into new transport projects wherever possible;
- providing the ability for iwi to engage with new projects in te reo;
- ensuring that cultural and historical values of mana whenua are identified and addressed in the development of new projects;
- reviewing and incorporating the principles in documents such as Ātiawa ki Whakarongotai's Kaitiakitanga Plan and its kaupapa (values), hua (objectives) and tikanga (practices);
- monitoring the effects of transport projects on the environment and stormwater systems, this will include working with partners (such as Mana Whenua and Waka Kotahi) and using methods such as Kaitiaki Monitoring Measures.

In some cases, these will be supported or regulated by processes outside of the Sustainable Transport Strategy, for example, the resource consent process and the requirement in the Resource Management Act (RMA) to avoid, remedy or mitigate the adverse effects of development.

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;
- supports the health and wellbeing of our communities;
- integrates transport modes and transport and land use;
- improves access to the District centres, recreation areas, school services and employment opportunities;

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- increases mode choice;
- improves safety, particularly for vulnerable road;
- ensures resilience; and
- delivers high quality design that respects the environment and amenity.

6.1 Focus Area 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. ~~Decisions on allocation of space within the road corridor can assist with mode shift, relieve congestion, and improve access to services and economic opportunities, as well as supporting the health of our communities.~~

6.1.1 Better Connectivity

The ~~Roads Of National Significance (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 Otaki should look, feel and operate in the future.

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.

Council 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 Otaki.~~
- ensure that:

Deleted: 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 available³¹". 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.

Deleted: 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 activities³²".

Deleted: 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.

- gaps in the Cycleway / Walkways / Bridleways network are closed;
- the development of infrastructure that supports new developments integrates well and builds on the existing network
- advocate and work with work with partners to ensure that:
 - the local and state highways projects are well integrated;
 - there is integration between modes e.g. between bikes and trains through better bike facilities / parking at stations and between buses and rail through improved integrated ticketing;
- support the development of east / west connections;
- provide better access to the state highway network for communities;
- build on the benefits of the shared paths along the Expressways by developing local infrastructure and to connect with them; and
- support healthy travel choices and wellbeing through the development of a well-connected network for active modes.

6.1.2 Delivering Mode Choice

In considering new development and investment priorities Council will support mode choice by:

- continuing to develop the cycleway / walkway / bridleway network³³ and address gaps by seeking opportunities through growth, the National Land Transport Programme, working with neighbouring districts, and the exploration of funding sources;
- delivering a parking regime that supports the economy and communities;
- supporting partners in developing mode shift plans;
- advocating and working with partners:
 - for improved level of service and infrastructure improvements on public transport;
 - to supporting Kapiti Airport and ensure access to it by all modes;
 - to encourage the use of rail and provide infrastructure to support freight movements and alternatives to road based freight;
 - developing demand responsive public transport options;
 - to improve connectivity between transport modes and to transport interchanges;
- identifying where bus priority is appropriate and work with partner to implement this;
- ensuring a high level of maintenance on the cycleway, walkway and bridleway network;
- strongly supporting the development of public transport interchanges including through the development of Station Access Plans;
- seeking funding opportunities from programmes such as Accessible Streets and delivering Accessible Streets concepts that increase safety and accessibility of footpaths, cycleways, cycle lanes and shared footpaths; and

³³ <https://www.kapiticoast.govt.nz/media/32961/stride-and-ride-trails.pdf>

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<#>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;

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Deleted: advocate and work with partners to improve connectivity between transport modes and to transport interchanges;

- locking 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 relationship with the Open Space Strategy will be important in establishing good connectivity between the recreational Cydeaway / Walkway / Bridleway linkages and key services, transport interchanges, employment opportunities, educational facilities and places of cultural significance.

Deleted: The transport network will be managed in a way that supports and encourages development of cycleway, bridleway and walkway routes.

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 Transport

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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 and that we work together to reduce the need to travel. In identifying priorities for infrastructure development Council will work collaboratively with partners to take account of future growth and ensure:

- Infrastructure to support the growth identified in the District Plan and Development Management Strategy is planned through:
 - close alignment of the Sustainable Transport Strategy, Development Management Strategy and Economic Development Strategy;
 - ensuring that specific infrastructure to serve specific developments is provided through the resource consent process;
 - reflecting the outcomes of the Sustainable Transport Strategy and Development Management Strategy in the AMP and LTP;
 - effective input into District Plan Change and review and structure plan development processes;
 - making sure that new development plan for all modes, connect effectively into the existing transport network, and identifies measures to avoid, remedy or mitigate the effects environmental impacts; and
 - ensuring that ways to address climate change is at the heart of new development.

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- 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; and
- the establishment of initiatives such as the 20 minute city (living locally and providing what people need within a 20 minute walk, cycle or public transport trip).

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 Zero³⁴ 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."*

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:

³⁴ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system/>

- improve the safety of roads and streets, 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; and
- 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 Zero³⁵ and Safer Systems³⁶ approach and take the following matters into consideration:

- the location of marae, rest homes, schools and low socio-economic areas to support the development of a transport system that provides for and protects vulnerable people e.g. kaumātua (elders) and tamariki (youth);
- understanding who and where our vulnerable people are;
- supporting safe driving projects and incentives to improve driving skills and maintenance of vehicles;
- 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 and well connected into existing infrastructure;
- delivering off road Cycleway, Walkway and Bridleway infrastructure and making on road cycle facilities safer;
- 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 Long Term Plan identifies a programme of localised road safety schemes such as new roundabouts on major community connectors and pedestrian crossings.

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³⁵ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/vision-zero-and-the-safe-system/>

³⁶ <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/>

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 enable the quick recovery of transport connections 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;
- prioritise projects that enhance community connectivity;
- work with agencies such as Wellington Region Emergency Management to support community access to services after an event;
- ensuring that information on transport and the recovery of transport connections are addressed through the Emergency Operations Centre when it is activated;
- ensuring that out of hours support is provided for events on the network such as landslides and accidents; and
- managing the effects of Temporary Events.

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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. and The outcomes of, and response to, the Coastal Strategy and Climate Change Strategy will also 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 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:

- implement measures to encourage mode shift such as new infrastructure and safety improvements;
- avoid wherever possible transport routes that increase the risk of exposure to extreme weather events;
- support measures that provide for managed retreat where appropriate and possible;
- 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;
- seek to make the most of initiatives such as the Healthy Streets and Innovating Streets programmes;
- take enforcement action where requirements are not being met;
- advocate with partners to support better transport service, more public transport vehicles, real time information and more shelters;
- support the transition to electric vehicles such as the development of electric vehicle charging points e.g. slow charging points at railways;
- adapt our construction and maintenance projects to address impacts of climate change;
- continue to consider the efficiency of its own vehicle fleet including opportunities to convert to electric vehicles, 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;
- support the development of bike parking at key destinations; and
- provide information and advice to the community on how they can reduce vehicle emissions;

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Deleted: <#>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;
- support measures that remedy the existing impacts of transport development, including on sites of significance;
- sharing and protecting knowledge and using this to inform decision making;
- 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.

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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;
- seeking that all new developments are well designed and planned, and integrate well with existing destinations and public transport facilities;
- taking opportunities to improve amenity and supporting partners in this;
- 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 for all; 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.

8.3 CLASSIFICATION OF ELIZABETH STREET RESERVE, WAIKANAЕ

Author: Lesley Olsson, Reserves Planning Advisor

Authoriser: Darryn Grant, Acting Group Manager Place and Space

PURPOSE OF REPORT

- 1 This report requests Council's approval to classify the land at Elizabeth Street Reserve, Waikanae (Land) as Local Purpose Reserve (District).

DELEGATION

- 2 The Council has authority to consider this matter under Section 16(1) of the Reserves Act 1977 (Act) by exercising a June 2013 Instrument of Delegation for Territorial Authorities which enables Council to classify the land as reserve land.

BACKGROUND

- 3 The Land contained in Record of Title WN569/17 comprises two land parcels being Lots 8-9 Block VI Deposited Plan 1031, as shown in Appendix 1. Lot 8 fronts Seddon Street and Lot 9 fronts Elizabeth Street, Waikanae. There are four buildings located on the Land, which are owned respectively by the Waikanae Bridge Club, the Waikanae Arts & Crafts Society and Waikanae Montessori Pre School (two buildings). The Land is vested in the Council and the purpose of the reserve was gazetted on 22 February 1950 to be "... reserves for county purposes".
- 4 Investigations into the Land have found that it has not been given its formal classification, as required under the Act. Classification of the Land as reserve land is the underlying process that links the reserve land to the Council's leasing powers under the Act. Currently, various parts of the Land are leased to the above three building owners as lessees, of which their new leases are on hold until the Council completes the classification process. Therefore, the Land now needs to be formally classified as Local Purpose Reserve (District) so that the Council has the requisite authority to complete those new leases.

ISSUES AND OPTIONS**Issues**

- 5 Council must classify the reserve according to its principle or primary purpose. This requires a Council resolution to exercise the delegation and to classify the reserve. The classifications available under the Act are:
 - Recreation Reserve.
 - Historic Reserve.
 - Scenic Reserve.
 - Nature Reserve.
 - Scientific Reserve.
 - Government Purpose Reserve.
 - Local Purpose Reserve.

The reserve classification definition applicable to the Land is:

Local Purpose Reserve, in accordance with section 23 of the Act: "...for the purpose of providing and retaining areas for such local purpose or purposes as are specified in any classification of the reserve."

- 6 The classification "Local Purpose Reserve (District)" is now used as the term "county" is now obsolete following the 1989 local government reorganisation, and has essentially been replaced by "district" and the intent behind the purpose is not changed by substituting "district" for "county".

- 7 No public notification of the proposed classification is necessary as under section 6(5)(a) of the Act no public notice shall be necessary where *“the classification proposed for any reserve is substantially the same as the purpose for which the reserve was held and administered immediately before the commencement of this Act.”*
- 8 If the Council resolves to classify the Land as Local Purpose Reserve (District), this resolution will be published in the New Zealand Gazette.
- 9 Following classification of the Land, the published Gazette Notices will be forwarded to Land Information New Zealand as an electronic dealing to register them on the Record of Title for the Land to record the classification and purpose of the Land as Local Purpose Reserve (District). Once registration is completed, the approved new reserve leases referred to above will be completed by the Council and the relevant parties.

CONSIDERATIONS

Policy considerations

- 10 There are no policy implications.

Legal considerations

- 11 Classification of any reserve land is a mandatory requirement under section 16 of the Act. Classification of reserve land is the underlying process that links the reserve land to the Council's leasing powers under the Act.

Financial considerations

- 12 The total cost of the legal fees, NZ gazette notice publications and electronic dealings for this reserve classification are estimated to be \$5,000 plus GST and disbursements and these costs will be met by existing budgets. Simpson Grierson are the solicitors assisting in undertaking this work.

Tāngata whenua considerations

- 13 Ātiawa ki Whakarongotai Charitable Trust have been consulted and have confirmed its support to the classification of the Land.

Strategic considerations

- 14 There are no strategic considerations.

SIGNIFICANCE AND ENGAGEMENT

Significance policy

- 15 This matter has a low level of significance under Council's Significance and Engagement Policy.

Consultation already undertaken

- 16 Waikanae Community Board has been advised of the reserve classification and have expressed no concerns as to classification of the Land.

Engagement planning

- 17 An engagement plan is not needed to implement this decision.

Publicity

- 18 Publicity should be considered to explain the situation as the public may be confused if they see the NZ gazette notice notifying the classification of the Land as reserve.

RECOMMENDATIONS

- 19 That the Council classifies Elizabeth Street reserve (comprising LOTS 8 & 9 DP 1031 as shown in Appendix 1) as Local Purpose Reserve (District) under Section 16(1) of the Reserves Act 1977.

APPENDICES

1. APPENDIX 1 - ELIZABETH STREET RESERVE, WAIKANAE - AREA FOR CLASSIFICATION [!\[\]\(685a0cff585d57ca5af5efe115f39b17_img.jpg\)](#) 

**APPENDIX 1 – ELIZABETH STREET RESERVE, WAIKANAĒ – AREA FOR
CLASSIFICATION AS LOCAL PURPOSE RESERVE (DISTRICT)**

All that land shown hatched red in the aerial map below, comprising Lot 8-9 Block VI
Deposited Plan 1031.



9 CONFIRMATION OF MINUTES**9.1 CONFIRMATION OF MINUTES**

Author: Tanicka Mason, Democracy Services Advisor

Authoriser: Leyanne Belcher, Democracy Services Manager

CONFIRMATION OF MINUTES**RECOMMENDATIONS**

- 1 The minutes of the Council meeting of 10 December 2020 be accepted as a true and correct record.

APPENDICES

1. Council Minutes 10 December 2020 [!\[\]\(799f8118dd447a11be9d6e653f88c624_img.jpg\) !\[\]\(551d07d01ff01f3996d866727d70bc5d_img.jpg\)](#)

**MINUTES OF KAPITI COAST DISTRICT COUNCIL
COUNCIL MEETING
HELD AT THE COUNCIL CHAMBER, GROUND FLOOR, 175 RIMU ROAD, PARAPARAUMU
ON THURSDAY, 10 DECEMBER 2020 AT 9.42AM**

PRESENT: Mayor K Gurunathan, Deputy Mayor Janet Holborow, Cr Angela Buswell, Cr James Cootes, Cr Jackie Elliott, Cr Gwynn Compton, Cr Jocelyn Prvanov, Cr Martin Halliday, Cr Sophie Handford, Cr Robert McCann, Cr Bernie Randall

IN ATTENDANCE: Community Board Member Chris Papps
Community Board Member Kathy Spiers
Board Member Holly Ewens
Community Board Member James Westbury
Mr Wayne Maxwell, Ms Natasha Tod, Mr Sean Mallon, Mrs Janice McDougall,
Mr Mark de Haast, Mr Tim Power, Mrs Leyanne Belcher, Mrs Tanicka Mason

APOLOGIES: Nil

**LEAVE OF
ABSENCE:** Nil

1 WELCOME

2 COUNCIL BLESSING

The Mayor welcomed everyone to the meeting and Deputy Mayor Janet Holborow read the Council blessing.

3 APOLOGIES

There were none.

4 DECLARATIONS OF INTEREST RELATING TO ITEMS ON THE AGENDA

There were none.

5 PUBLIC SPEAKING TIME FOR ITEMS RELATING TO THE AGENDA

Salima Padamsey – Chair of Coastal Ratepayers United spoke to item 9.1, Takutai Kapiti – Officers Report to accompany Co-design Working Group Report.

TABLED DOCUMENTS

The following documents were tabled.

Appendices

- 1 CAG Terms of Reference
- 2 Submission from CRU - 13 December 2014

Ms Padamsey gave a brief history of the relationship between CRU and Council, she also spoke about the Coastal Advisory Panel and the Coastal Advisory Group.

Stephen Veail

Mr Veail spoke to item 9.4, Submissions on the draft Kapiti Coast District Council Beach Bylaw 2021. It was suggested that better education and a greater Council presence on the beach are the solutions to problems on the beach.

Geoff Knighton Paraparaumu RSA

Mr Knighton spoke to item 9.2 RSA Memorial at MacLean Park.

2021 marks 100 years of service to veterans and their families and wants to mark this event with a suitable memorial in MacLean Park.

Paul Dunmore

Mr Dunmore spoke to item 9.1, Takutai Kapiti – Officers Report to accompany Co-design Working Group Report. Mr Dunmore was a member of the Co-design Group. The final report was a consensus of the group.

Andy McIntyre

Mr McIntyre spoke to item 9.1, Takutai Kapiti – Officers Report to accompany Co-design Working Group Report. He raised concerns that the Coastal Advisory Panel would not represent those most affected by its decisions and its recommendations. Mr McIntyre was also concerned that the Panel would be convened with a lack of expertise or an adequate terms of reference.

6 MEMBERS' BUSINESS**(a) Public Speaking Time Responses**

Darryn Grant, Acting Group Manager Place and Space responded to Geoff Knighton confirming that the Parks team had been working with the RSA about options. The team remain committed to working with the RSA.

Wayne Maxwell, Chief Executive added that there is a conflict in regards to the use of the space which is also used as a Saturday Market overflow. Such considerations need to be worked through.

(b) Leave of Absence**(c) Matters of an Urgent Nature (advice to be provided to the Chair prior to the commencement of the meeting)**

Cr Bernie Randall left the meeting at 10:28 am.

Cr Bernie Randall returned to the meeting at 10:29 am.

7 MAYOR'S REPORT

TABLED DOCUMENTS

RESOLUTION 2020/40

Moved: Cr James Cootes

Seconder: Deputy Mayor Janet Holborow

The following documents were tabled.

CARRIED**Appendices**

- 1 Mayoral Activities

8 UPDATES

8.1 REPRESENTATION REVIEW PREPARATION

Janice McDougall, Group Manager People and Partnerships, introduced Dale Ofoske, Director Election Services, who spoke to a PowerPoint presentation.

Members questions were answered.

Cr Jackie Elliott left the meeting at 10:38 am.

Cr Jackie Elliott returned to the meeting at 10:40 am.

Meeting adjourned at 10:59am

Meeting resumed at 11.06am

9 REPORTS

9.1 TAKUTAI KAPITI: OFFICER'S REPORT TO ACCOMPANY CO-DESIGN WORKING GROUP REPORT.

Lyndsey Craig, Coastal Manager and Sean Mallon, Group Manager Infrastructure Services spoke to the report.

Mr Mallon spoke to the number of coastal assets and the financial management of those assets.

It was confirmed that there is nothing that precludes members of CRU from applying to be on the CAP.

Members questions were answered.

Members of the Co-design Working Group were given time to speak to their insights.

Natalia Repia – Ngāti Toa ki Whakarongatai Representative

Iwi have been experiencing a lack of capacity, which meant they have had a reduced ability to attend all working group meetings.

They would like 2 representatives per Iwi on the panel.

This would include a Kaumatua in order to keep everyone safe.

Jo Rosier – North Ōtaki Beach Residents Group Representative

Ms Rosier spoke in support of the integrated approach of the working group process. She congratulated Council officers in keeping the process moving whilst in Covid lockdown.

Ms Rosier felt it is important not to question Iwi involvement.

Jeffery Taylor – Waikanae Estuary Care Group Representative

Spoke to this work having a voice for the environment and voice for the community. The processes needed to be well informed, evidence based and transparent.

Cr Jackie Elliott left the meeting at 11:29 am.

Dr Iain Dawe – Greater Wellington Regional Council

Dr Dawe attended the meeting to answer members questions.

Cr Bernie Randall left the meeting at 11:52 am.

Cr Bernie Randall returned to the meeting at 11:53 am.

Quentin Poole -

Mr Poole raised that the process was not focused enough. He was concerned that CAP did not have a terms of reference.

Mr Poole felt that Iwi should have alternatives if they wish, but that 2 representatives from each Iwi was not needed.

TABLED DOCUMENTS

The following documents were tabled.

Quentin Poole – Members Report, Co-design Panel

RESOLUTION 2020/41

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Gwynn Compton

That Council approve the recommendations outlined in the Co-Design Working Group report with regard to:

Community Assessment Panel design;

Community Assessment Panel scope;

Takutai Kāpiti project governance; and

Community Assessment Panel appointment process.

That Council approves the Community Assessment Panel composition recommended in this Officers report at paragraph 35.

That Council approves the revised Community Assessment Panel fees in line with the current Council fees framework for non-elected members.

Cr Randall abstained

Cr Pravanov against.

CARRIED

Appendices

1 Quentin Poole - Members Report, Co-design Panel

Meeting adjourned at 12.32pm

Meeting resumed at 1.05pm

Item 9.5 was moved forward to this point in the meeting.

9.5 ENDORSEMENT OF WELLINGTON REGIONAL GROWTH FRAMEWORK

Janice McDougall introduced Kim Kelly, Regional Growth Framework Project Director

The framework had been sensitive to the unique challenges and opportunities that the Kapiti Coast District may face in the next 30 years.

Mrs McDougall thanked Ms Kelly for the collaborative approach used in developing the framework.

The inclusion of the Horowhenua District in the framework is a really positive feature.

The framework had been developed as part of a three way partnership between Central Government, Local Government and Iwi.

Members questions were answered.

RESOLUTION 2020/42

Moved: Cr Robert McCann

Seconder: Cr Sophie Handford

That the Council notes the draft Wellington Regional Growth Framework has been developed in partnership with Central Government, Local Government and mana whenua in the Greater Wellington-Horowhenua region.

That the Council notes that a plain English version of the draft Framework document will be developed for public consultation, with an example attached as Appendix Two.

That the Council notes that public consultation on the draft Wellington Growth Framework is expected to be undertaken in the first half of 2021.

That the Council endorse the draft Wellington Regional Growth Framework, attached as Appendix One, for public consultation.

CARRIED

9.2 REPORTS AND RECOMMENDATIONS FROM STANDING COMMITTEES AND COMMUNITY BOARDS

Leyanne Belcher, Democracy Services Manager, spoke to the report. Mrs Belcher brought to members attention the recommendations and added for noting:

That Council notes the following recommendations:

That the Paraparaumu/Raumati Community Board supports the Proposal from Paraparaumu RSA for a Memorial at Maclean Park, Paraparaumu Beach.

That the Paraparaumu/Raumati Community Board requests council to arrange a hui with local iwi, Representatives of Paraparaumu RSA, Paraparaumu/Raumati Community Board members and council staff to discuss the Proposal for a Memorial at Maclean Park, Paraparaumu Beach.

RESOLUTION 2020/43

Moved: Cr Jocelyn Prvanov

Seconder: Cr Angela Buswell

That Council approves the following recommendation:

That the Waikanae Community Board makes available a sum of \$50,000 from the Waikanae Capital Improvement Fund to contribute to the cost of funding a modular pumptrack at Waikanae Park.

CARRIED

RESOLUTION 2020/44

Moved: Cr James Cootes

Seconder: Cr Robert McCann

That Council considers the following recommendation:

That the Ōtaki Community Board requests that the Council prioritises a Local Alcohol Policy for Ōtaki (or the district), the process of which is to be started immediately at the conclusion of the Beach Bylaw review currently underway or earlier if resources permit.

CARRIED

RESOLUTION 2020/45

Moved: Cr Bernie Randall

Seconder: Cr Martin Halliday

That Council notes the following recommendations:

That the Paraparaumu/Raumati Community Board supports the Proposal from Paraparaumu RSA for a Memorial at Maclean Park, Paraparaumu Beach.

That the Paraparaumu/Raumati Community Board requests council to arrange a hui with local iwi, Representatives of Paraparaumu RSA, Paraparaumu/Raumati Community Board members and council staff to discuss the Proposal for a Memorial at Maclean Park, Paraparaumu Beach.

CARRIED

RESOLUTION 2020/46

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Gwynn Compton

That Council receives this report (Reports and Recommendations from Standing Committees and Community Boards).

CARRIED

9.3 KAPITI SOLID WASTE MANAGEMENT & MINIMISATION BYLAW ADOPTION

Sean Mallon, Group Manager Infrastructure Services, presented the report, and together with Ruth Clark, Waste Projects Manager, responded to questions from members. Mr Mallon also noted the ongoing discussions that took place with Councillor Elliott regarding amendments to the Bylaw.

RESOLUTION 2020/47

Moved: Deputy Mayor Janet Holborow

Seconder: Cr Jocelyn Prvanov

52. That Council receives the report;
53. That Council agrees to the proposed changes to the draft Kapiti Coast District Council Solid Waste Management and Minimisation Bylaw to ensure consistency with all other councils in the Wellington Region;
54. That Council agrees to give the Chief Executive the authority to make minor editorial changes to the Kapiti Coast District Council Solid Waste Management and Minimisation Bylaw 2021;
55. That Council revokes Part 7 Solid Waste Bylaw 2010 from the General Bylaw 2010;
56. That Council adopts the Kapiti Coast District Council Solid Waste Management and Minimisation Bylaw 2021 as a standalone bylaw; and
57. That Council sets controls in accordance with clause 7 of the Kapiti Coast District Council Solid Waste Management and Minimisation Bylaw 2021 as reflected in Schedule 1 of the Kapiti Coast District Council Solid Waste Management and Minimisation Bylaw 2021.

CARRIED

9.4 SUBMISSIONS ON THE DRAFT KAPITI COAST DISTRICT COUNCIL BEACH BYLAW 2021

Leeza Boyd, Senior Policy Advisor, spoke to the report which outlined the submissions received. A submission received from GWRC identified areas where driving is no longer permitted under the Proposed Natural Resource Plan.

Deputy Mayor Janet Holborow left the meeting at 2:09 pm.

Deputy Mayor Janet Holborow returned to the meeting at 2:09 pm.

Cr Robert McCann left the meeting at 2:11 pm.

Cr Robert McCann returned to the meeting at 2:19 pm.

RESOLUTION 2020/48

Moved: Cr Bernie Randall

Seconder: Cr Martin Halliday

That the Council notes:

the 457 submissions were received on the Draft Kapiti Coast District Council Beach Bylaw 2021; and

that a report proposing the adoption of the Kapiti Coast District Council Beach Bylaw 2021 is scheduled to be presented to Council in February or March 2021.

CARRIED

10 CONFIRMATION OF MINUTES**10.1 CONFIRMATION OF MINUTES****RESOLUTION 2020/49**

Moved: Cr Angela Buswell

Seconder: Cr Bernie Randall

That the minutes of the Council meeting on 29 October 2020 be accepted as a true and accurate record of the meeting.

Moved with date amended from 20208 to 2020

CARRIED

11 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

12 CONFIRMATION OF PUBLIC EXCLUDED MINUTES**13 PUBLIC EXCLUDED REPORTS****RESOLUTION TO EXCLUDE THE PUBLIC****PUBLIC EXCLUDED RESOLUTION 2020/50**

Moved: Mayor K Gurunathan

Seconder: Deputy Mayor Janet Holborow

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Confirmation of Public Excluded minutes	Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities Section 7(2)(i) - the withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

CARRIED

RESOLUTION 2020/51

Moved: Mayor K Gurunathan

Seconder: Cr Angela Buswell

That the Council moves out of a public excluded meeting.

CARRIED

The Council meeting went into public excluded session at 2.18pm.

The Council came out of public excluded session at 2.20pm.

The Council meeting closed at 2.20pm.

.....
CHAIRPERSON

10 PUBLIC SPEAKING TIME

- Covering other items if required
- Public Speaking Time responses

11 CONFIRMATION OF PUBLIC EXCLUDED MINUTES

Nil

12 PUBLIC EXCLUDED REPORTS**RESOLUTION TO EXCLUDE THE PUBLIC****PUBLIC EXCLUDED RESOLUTION**

That, pursuant to Section 48 of the Local Government Official Information and Meetings Act 1987, the public now be excluded from the meeting for the reasons given below, while the following matters are considered.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Waikanae Water Treatment Plant Stage 2 Upgrade	<p>Section 7(2)(b)(ii) - the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>Section 7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	Section 48(1)(a)(i) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7