

17 October 2017

# PEKA PEKA CONNECTIVITY – IMPACT OF OPTIONS ON THE WAIKANAĒ TOWN CENTRE

*This note provides an initial review of the Peka Peka Connectivity business case options on the nearby town centre of Waikanae.*

## 1 CONTEXT

In February 2017 the Mackays to Peka Peka section of the Kapiti Expressway opened to traffic. Waikanae Town centre is situated within the Kapiti Coast District and has historically been centred around the now revoked state highway (Main Street). The implementation of the expressway has resulted in a large portion of north south traffic diverting from the existing State Highway to the expressway. Figure 1 shows the Mackays to Peka Peka (completed) and Peka Peka to Otaki sections of the Kapiti Expressway.

As part of the Connecting Peka Peka business case, options are being considered which improve connectivity to Peka Peka and Te Horo. This additional connectivity has the potential to impact the Waikanae Town Centre. This note explores the previous work and implications of potential options on Waikanae.

This analysis has informed the shortlisting of options in the Peka Peka Connectivity business case.

**Figure 1: Kapiti Expressway**



## 2 PREVIOUS WORK

During the Mackays to Peka Peka project, the impact on the Waikanae Town Centre was considered. The economic impacts were discussed as part of Mike Copelands evidence during the Board of Inquiry Hearing.

Prior to construction of the Mackay to Peka Peka section of the expressway, and following confirmation of the route, the Kapiti District Council undertook a study looking at town centres within the region in respect to the challenges and opportunities the implementation of the expressway brought.

### 2.1 MACKAYS TO PEKA PEKA BOARD OF INQUIRY HEARING

The evidence statement from Mike Copeland, Economics expert for the NZ Transport Agency discusses the impact of the M2PP section on the Waikanae town centre. Relevant extracts of his evidence are provided below:

*The vast majority of businesses on, or near, the existing State Highway 1 (SH1) are not so dependent on the passing motorized trade that they will be significantly affected by the Project. The Project will potentially have significant negative business redistribution effects for a small number of businesses. However, in my view, the negative business redistribution effects will not be sufficiently significant, when viewed as a whole, to affect the public amenity values of centres bypassed by the Project. Moreover, the removal of traffic from the existing SH1 may provide opportunities for improving amenity values for Waikanae and Paraparaumu town centres.*

*In the Waikanae town centre, the businesses to be most significantly affected are two motel complexes, a supermarket (with a fuel retail facility), two service stations and about a dozen restaurants, cafés and takeaway outlets. Whilst all of these businesses are located on the existing SH1 alignment and are dependent on the passing motorised trade to varying degrees, they will be disadvantaged no more than other competing businesses between Wellington and north of Otaki. The many other businesses in the Waikanae town centre are expected to be affected only to a small or negligible extent. Further all of the businesses in the Waikanae town centre will benefit from planned urban growth at north Waikanae.*

*In summary, the Expressway Project potentially will have significant negative business redistribution effects for a relatively small number of businesses, but the vast majority of businesses are not so dependent on the passing motorized trade that they will be significantly affected. Therefore, from a whole of centres perspective, the business redistribution effects of the new Expressway will not be sufficiently significant to affect the public amenity values of the centres „by-passed“ by the Project. Also, even for the limited number of individual businesses that may be significantly affected, the impacts of the expressway Project will be no greater than for competing businesses along the length of the existing SH1 from Wellington to north of Otaki.*

## 2.2 KĀPITI TOWN CENTRES AND CONNECTORS TRANSFORMATION

The Kapiti District Council has considered the post-expressway shape of the Kāpiti's town centres, and cycleway, walkway, bridleway and roading connectors via a strategic case entitled: *Kāpiti Town Centres and Connectors Transformation: Strategic Case* – Kapiti Coast District Council, 2014.

The Strategic case identified the following problems with relation to the Town Centres within the Kapiti District:

- **Problem one:** Lack of quality town centre design results in a lost opportunity to catalyse growth.
- **Problem two:** Lack of a main street results in economic and retail activity occurring elsewhere in the region or district.
- **Problem three:** Poor transport connections result in low quality transport arrangements.

Problem one highlights the fundamental importance of public space and vibrancy needed to provide for the public life of people in town centres. As a result of the Expressway, significant opportunities exist to develop the Waikanae town centre in new ways that the use of the current road as a State Highway has either inhibited or prevented to date.

Problem two focuses on the role that main streets have in driving economic activity. At the heart of every successful town centre is a strong vibrant centre, a main street, that combines retail businesses, professional services, tourism, hospitality and civic services. While the M2PP section of the expressway has led to a significant reduction of traffic and people passing through the Waikanae Town Centre, the removal of through traffic also provides opportunity to improve amenity and vibrancy of the town centre.

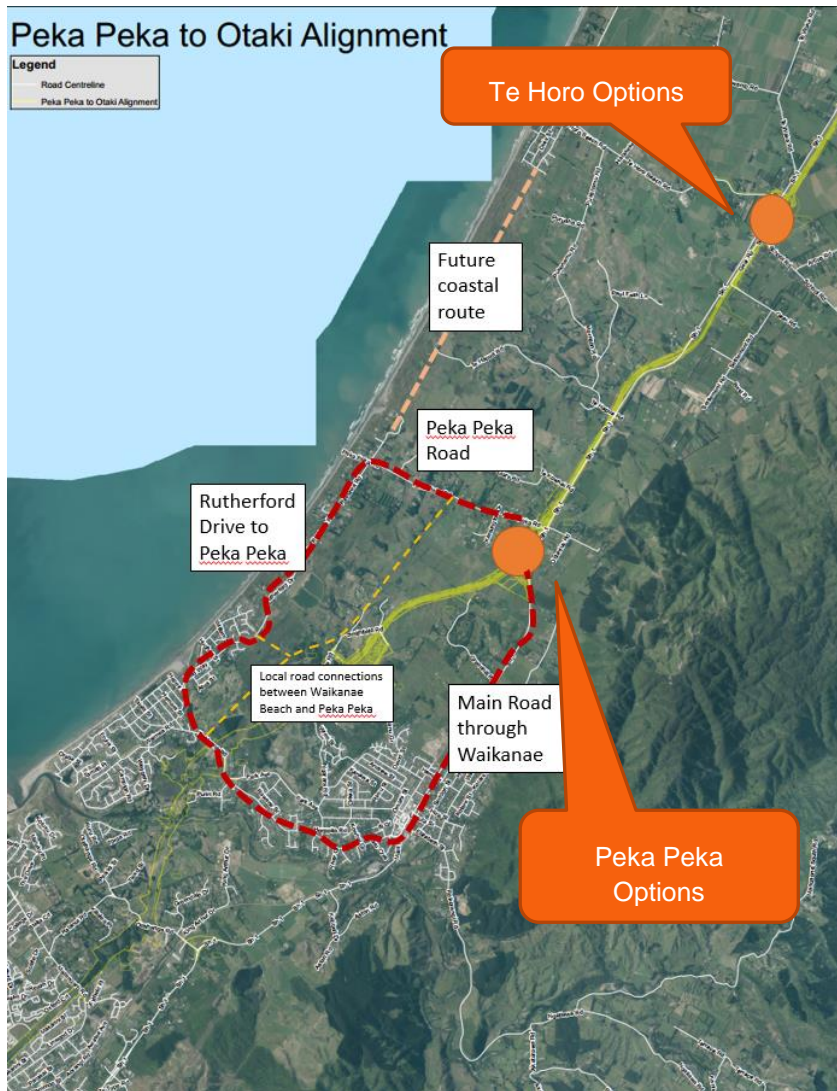
Problem three references the implications the Expressway has for connecting roads in the district. In the case of the Waikanae town centre, Te Moana road will fulfil an important role as the connection between the town centre and the expressway. Access to and from the expressway will have a significant impact on growth pressures in the region.

## 3 POTENTIAL IMPACTS

As part of the Peka Peka Connectivity business case project, additional connectivity has been considered around three broad locations including Peka Peka Road, Te Horo and on local roads as shown in Figure 2.

For the purposes of this assessment, impacts of the options on the Waikanae town centre have been considered for Peka Peka and Te Horo options only. Upgrade to local roads are unlikely to materially affect the distribution of traffic on the local road network.

Figure 2 : Long list options



### 3.1 CHANGES TO TRAFFIC FLOWS

If additional connectivity is provided in the Peka Peka or Te Horo areas, changes will occur to the local road traffic patterns when compared with the current M2PP and PP2O road layouts.

Upon completion of the PP2O section, vehicles heading to and from Peka Peka will continue to travel through the Waikanae Town Centre or via Rutherford Drive to Peka Peka. Vehicles with origins or destinations in Te Horo / Te Horo Beach will make use of the Otaki Gorge Road intersection and use the existing SH1 or Te Waka Road to get to Te Horo.

Additional connectivity at either Peka Peka or Te Horo is expected to have the impacts outlined in Figure 3 and Table 3-1. These impacts are based on interpreted transport model results. Once more updated model runs are complete these results will be updated (minimal change predicted).

Figure 3 : Transport effects on Waikanae town centre

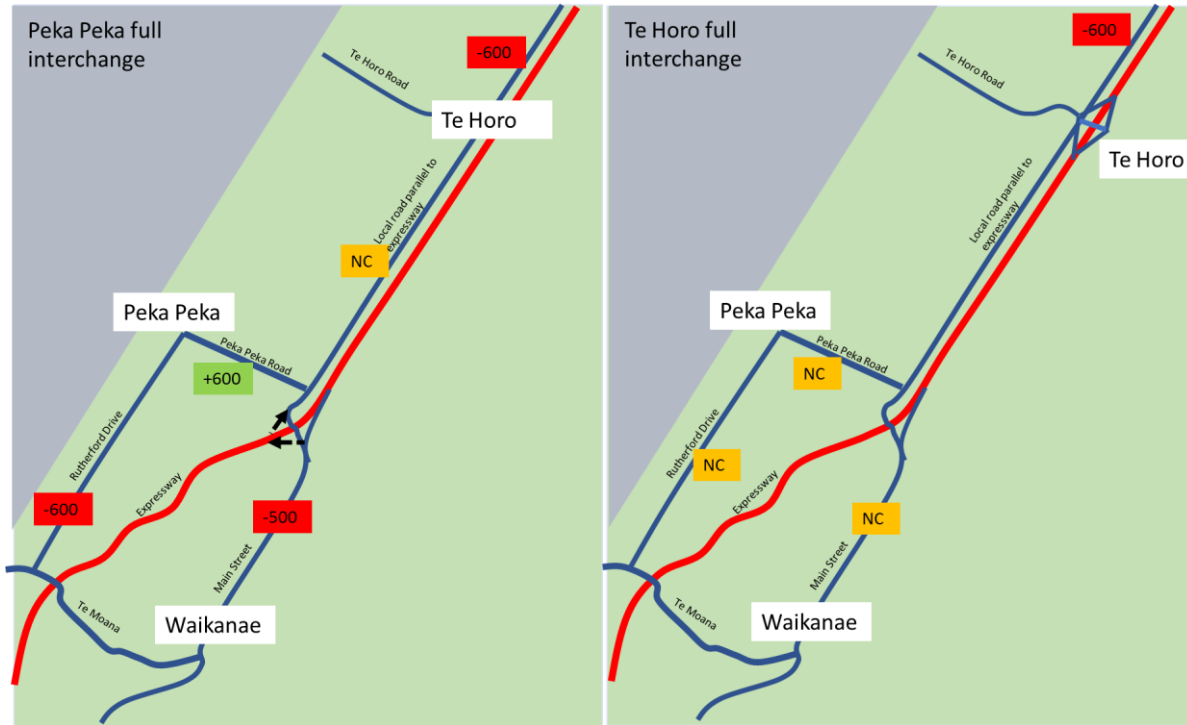


Table 3-1: Local road traffic impacts

Local Road (existing volume)	M2PP and PP2O implemented – Do Minimum	South facing ramps at Peka Peka	Interchange at Te Horo
<b>Peka Peka Road</b>	600 vpd  Reduction in traffic on Peka Peka Road	1200 vpd  100% increase	600 vpd  Limited change over currently consented
<b>Williams Street / Rutherford Drive</b>	2000vpd  Additional traffic added for trips to and from Peka Peka	1400vpd  30% reduction	2000vpd
<b>Main Road (through Waikanae Town Centre)</b>	12,300	11,800  4% reduction	12,300

### 3.2 PEKA PEKA INTERCHANGE

Options at the Peka Peka interchange aim to provide south facing ramps as to allow all movements to and from the expressway in this location. Options provide residents in the Peka Peka, Hadfield Road and to a lesser extent Te Horo improved connectivity to the Expressway. A large portion of trips from these areas, which would have travelled through Waikanae or via Rutherford Drive, will now divert to the expressway.

Traffic modelling information suggests that if south facing ramps were provided at Peka Peka, a reduction of around 500 vehicles per day would travel through the Waikanae town centre (Main Road). This represents a small decrease in traffic (4% reduction), especially when considering the change which has occurred as a result of M2PP which was around a 50% reduction.

### 3.3 TE HORO INTERCHANGE

Options involving an interchange at Te Horo allows all movements to and from the expressway in this location. According to traffic modelling, trips to and from Peka Peka and the Hadfield Road area will continue to use existing routes to gain access as opposed to travelling north to the Te Horo interchange. As such, an interchange at Te Horo has little to no effect on the Waikanae town centre in terms of traffic movements.

### 3.4 OTHER CONSIDERATIONS

There is also the potential for pressure to come on for increased development pressure near any new connectivity. Initial analysis indicates that at Peka Peka this is likely to take the form of accelerated residential development.

This accelerated residential effect is also predicted at Te Horo if improved connectivity was provided at this location. Within the Te Horo area, the District Plan does not allow for commercial development. Despite the zoning in the District Plan, a handful of commercial operations (Café, car garage, motor mechanic) are currently situated along SH1. If an option of a full interchange was to go ahead, land use for more commercial type land in the vicinity could occur. The level of access of this location compared with the relative separation of the Waikanae Town centre could have an economic effect on the Waikanae town centre. The extent to which this effect occurs depends on the level of commercial activity permitted by KCDC, however it is considered that there is a greater risk of this occurring at Te Horo.

## 4 OPTIONS ASSESSMENTS

There is a specific criterion related to the impact on Waikanae town centre in the options MCA. Based on the above assessment Figure 2 outlines the scores applied to this criterion in the MCA for the long list options.

**Table 2: Town centre impacts assessment in MCA**

Peka Peka Connectivity Business Case	Options																			
	Peka Peka Sthbd On Ramp							Peka Peka Nthbd Off Ramp				Local Road			Te Horo Sthbd	Te Horo Sthbd On Ramp	Te Horo Nthbd Off Ramp	Te Horo Nthbd		
	Do Nothing	Option P1	Option P2a	Option 2B	Option P6	Option P7	Option P3	Option P4	Option P5	Rutherford Drive	Main Road	Ngarua farm arterial	Future Coastal route	Option T1	Option T2	Option T3	Option T4	Option T5	Option T6	
	DM	01	02	03	04	05	06	07	08	09	010	011	012	013	014	015	016	017	018	
Impact on the Waikanae Town Centre	0	-	-	-	-	-	-	-	-	0	+	0	0	0	0	0	0	0	0	0

This shows that when the options are compared against each other the Peka Peka options have been assessed as having a minor adverse impact and Te Horo options no noticeable impact. The local road network options have also been generally assessed as having no impact with the exception of the Upgrading Waikanae main street option which scores positively against this criterion.

## 5 CONCLUSION

Based on this initial assessment the following conclusions have been drawn:

1. The most significant impact on Waikanae town centre has been a result of the Kapiti Expressway being implemented and ‘bypassing’ the town centre. As a result, the Waikanae town centre is transforming and becoming less reliance on through traffic as identified in the recent Town Centre strategic case.
2. The Peka Peka connectivity business case has identified options for improvement in connectivity to the Kapiti Expressway for the communities of Peka Peka and Te Horo. These options would result in potential reductions in traffic through the Waikanae town centre. A 4% reduction in traffic is forecast for Peka Peka options and less than 1% for Te Horo options. This is considered to facilitate a very minor impact on the economic performance of the Waikanae town centre (taking traffic as a proxy for economic performance).
3. Therefore, all of the options proposed are not considered to have a more than minor impact on the economic performance of the Waikanae town centre.

This initial assessment (based on a review of previous studies and current transport analysis) has concluded there is little difference between the options considered.

It is recommended that once a preferred option is identified that transport modelling analysis be updated and a more detailed economic assessment be completed as part of the AEE for the pre-implementation stage of this project.