

## 5 Kapiti Coast: Community, Transport and Travel Behaviour

### 5.1 Population

Of all territorial authorities in the region, Kapiti Coast has the highest population. It also has the fourth highest population of districts within the region. This is presented in Figure 5.1.

Between 1996 and 2006 Wellington City's population increased by 21,747, a 13.8% increase. Over the same period, the population of Kapiti Coast increased by 19.7%, the highest growth in the region.

Figure 5.1 – Wellington Region: Resident Population<sup>10</sup>

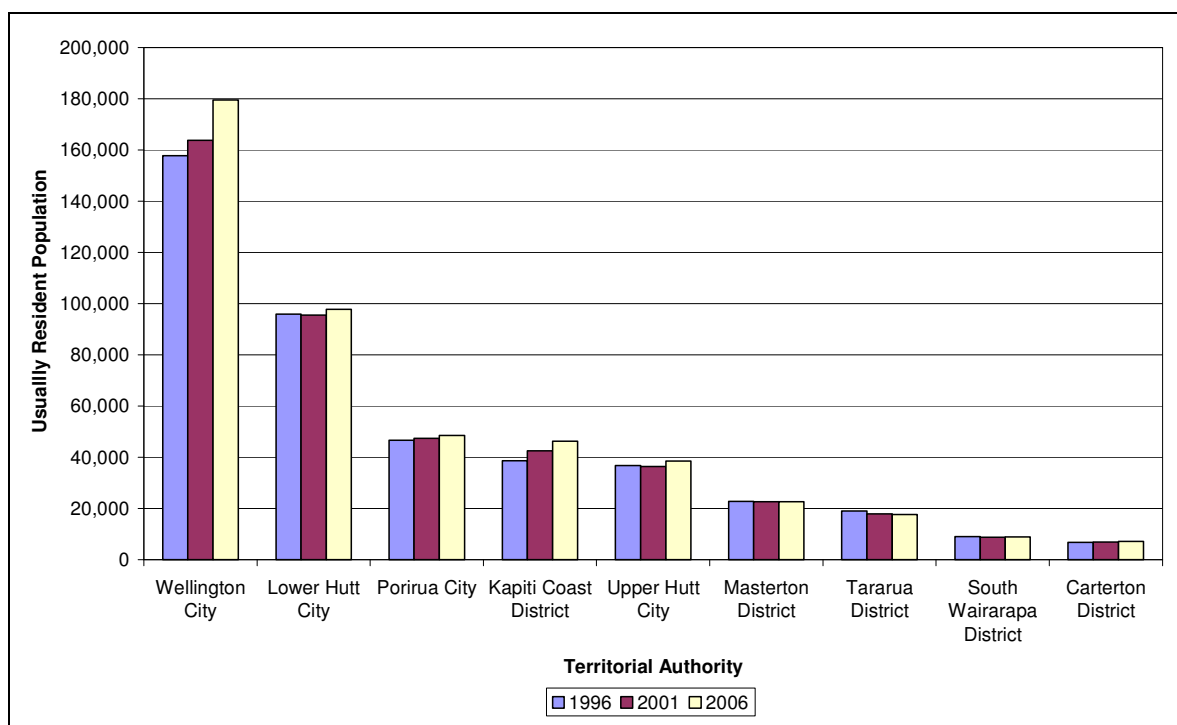
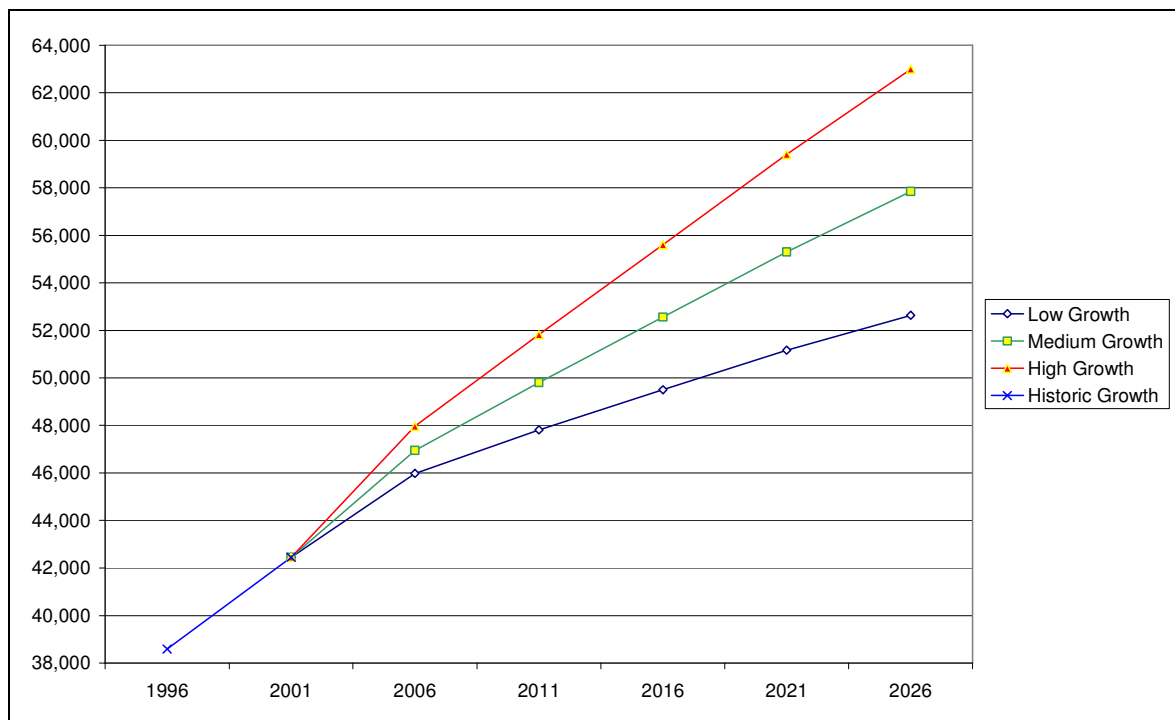


Figure 5.2 shows the projected growth for Kapiti Coast District. The forecast was prepared in 2001. Growth in the period from 2001 to 2006 is consistent with the high growth scenario. The chart shows a medium growth projection in population of more than 30% in the coming 20 years.

<sup>10</sup> Statistics New Zealand, 2006 Census Data

Figure 5.2 – Projected Population Growth for Kapiti Coast District<sup>11</sup>

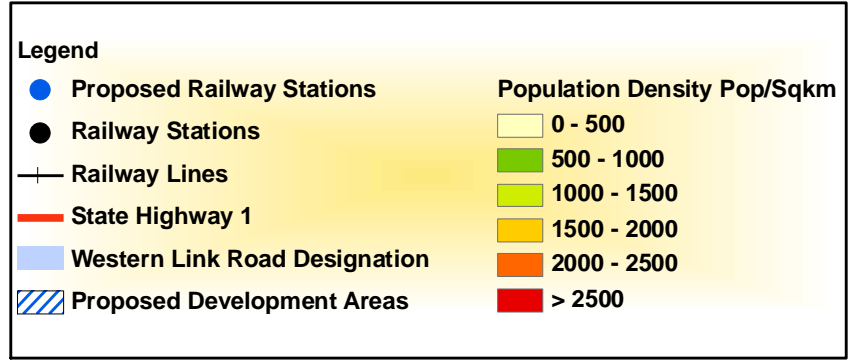
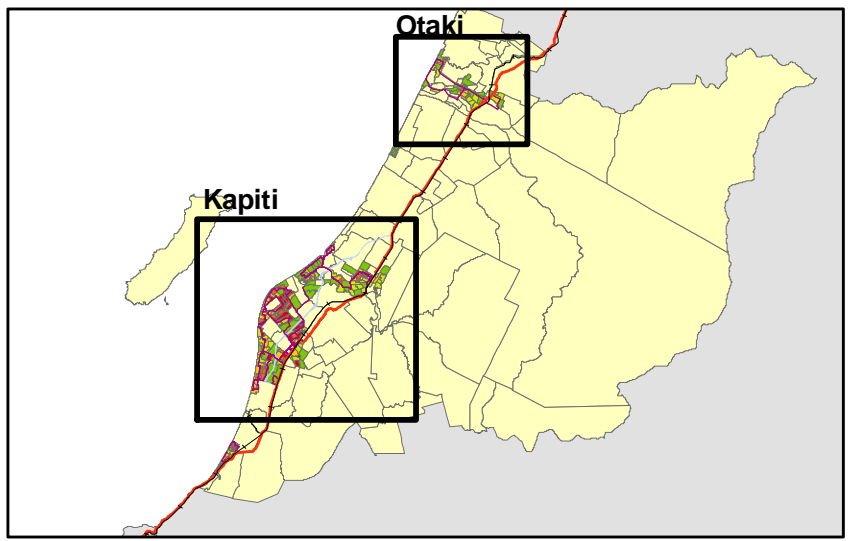
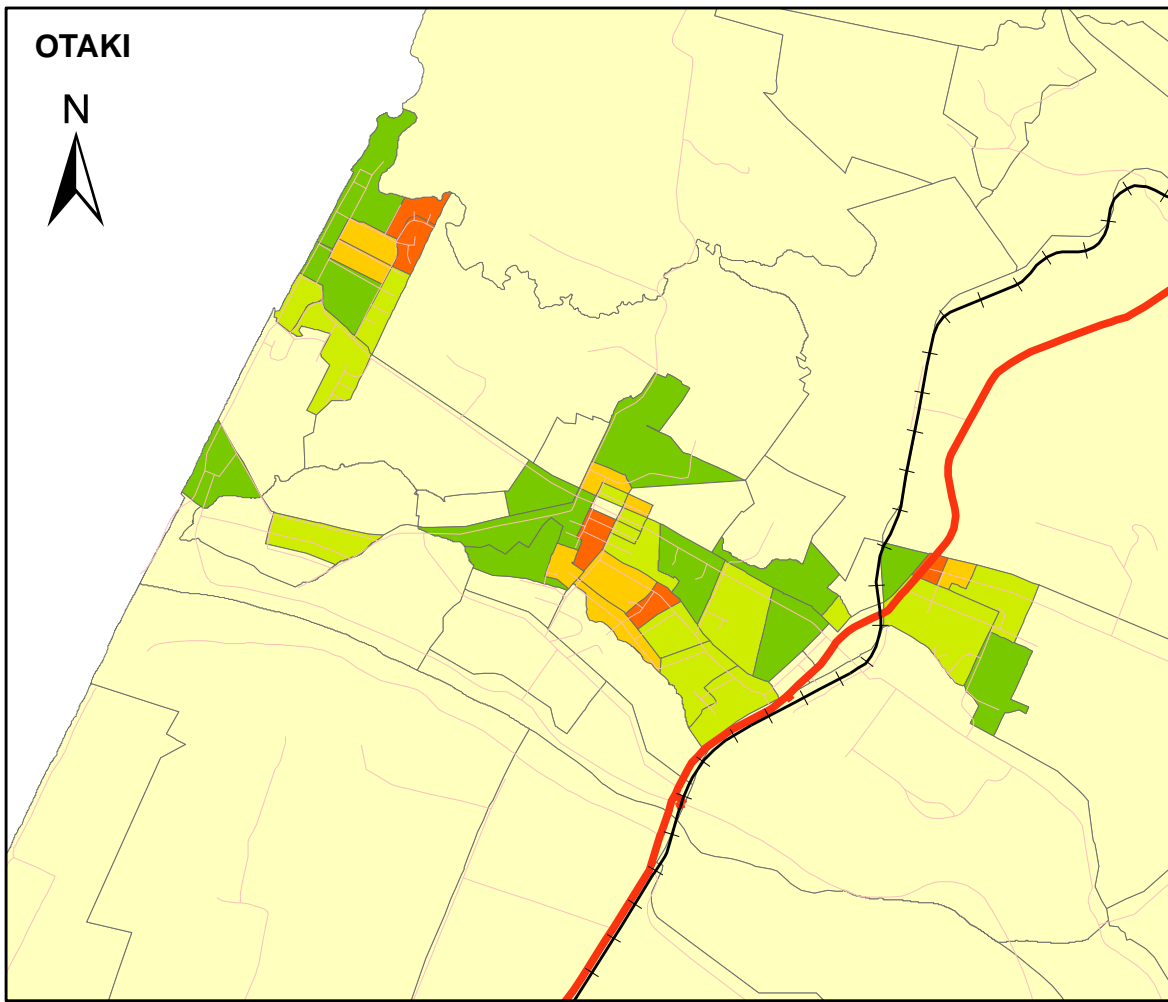
### 5.1.1 Population Density

Figure 5.3 shows how the population of Kapiti Coast is distributed throughout the district. It shows that population density is greatest in the urban areas and that the most densely populated areas are furthest from SH1. The plan also shows that the areas most densely populated do not coincide with the locations of new or proposed passenger transport hubs. The population density in areas adjacent to the sites proposed for new Railway stations at Raumati and Lindale is less than 1000 people per square km compared to more than 2500 per square km in the most populated areas.

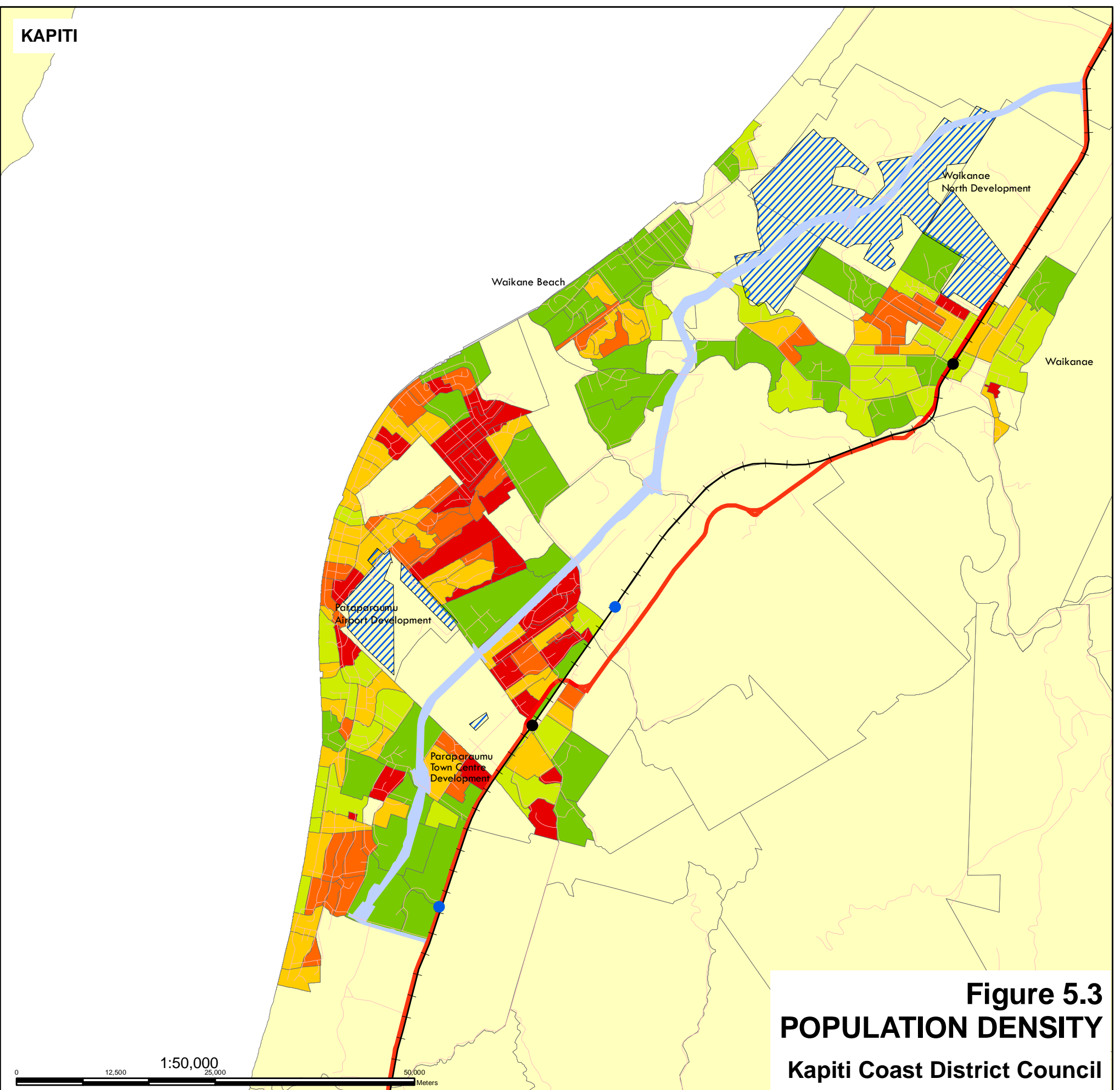
Proposed development at Paraparaumu airport, despite being some way from a railway station is surrounded by densely populated areas of land. The proposed development will be accessible using buses and active forms of transport and would be a well suited location for community facilities or for employment.

The Waikanae North development is an urban extension. The initial stages, to the west of SH1 on the north-eastern fringe of Waikanae are relatively close to the town centre and relatively dense population concentrations. Later phases of development directly north of the town centre are further from local services and may not be as easy to serve by buses.

<sup>11</sup> WTSM Documentation: TN12.1 MERA Base Run Projections Final, Table 2.05, MERA, May 2003



Reference: Census 2006, Statistics New Zealand



**Figure 5.3**  
**POPULATION DENSITY**  
**Kapiti Coast District Council**

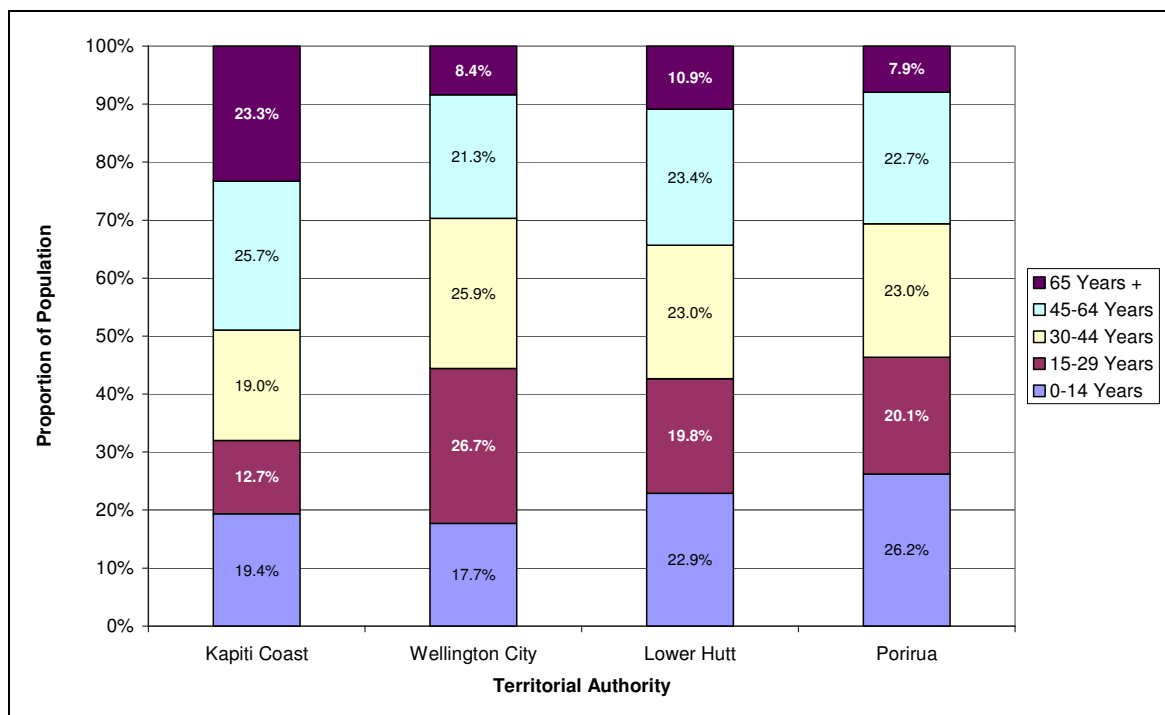


### 5.1.2 Population Age

Wellington Region has an ageing population. The median age increased from 32 in 1996 to 34 and 35 in 2001 and 2006 respectively. Whilst this trend is observed throughout the region it is particularly pronounced in Kapiti Coast where the proportion of the population aged 44 or less has decreased by 5.3 percentage points in the last ten years. The median age in Kapiti Coast has increased from 40 to 44 in the same period.

Figure 5.4 shows the proportion of the 2006 populations of a particular age. It shows that of the four districts presented, Kapiti Coast has the highest proportion of its population over the age of 44. In comparing Kapiti Coast's age composition to the other authorities shown, the largest difference is in the 14-29 and 65 years + age categories.

**Figure 5.4 – Age of Usually Resident Population (2006 Census)**



Analysis of the census data also reveals that there are trends linking the age and home address of the Kapiti Coast population. The distribution of the population by age is important when considering opportunities to increase the take up of passenger transport and active travel.

Figure 5.5 shows the proportion of the population in each mesh block aged 14 or less. Figure 5.6 presents the data for the population that is 65 or more. Comparison of the plans shows that the proportion of the population aged 14 or younger is relatively consistent in the coastal plane. Areas that show a high proportion (41 %+ ) of the population younger than 14 are reflective of small populations made up from rural family units. These areas are predominantly to the east of SH1 in the foothills of the Tararua Ranges.

The elderly population is however more focused in the densely populated areas of the district. Waikanae is particularly notable for the proportion of its population that is more than 64 years old. There is also a high concentration of elderly people to the north of Paraparaumu town centre.

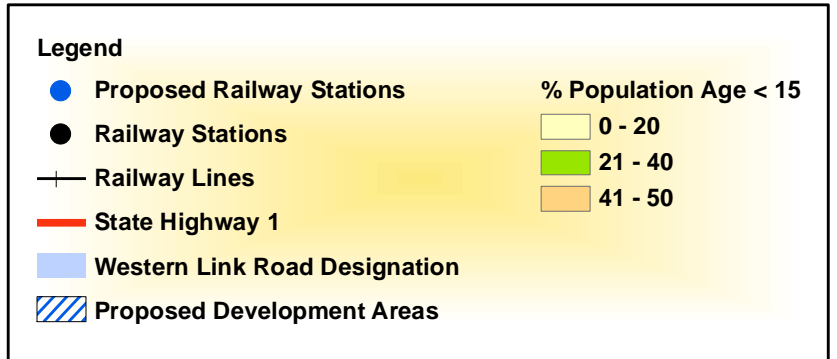
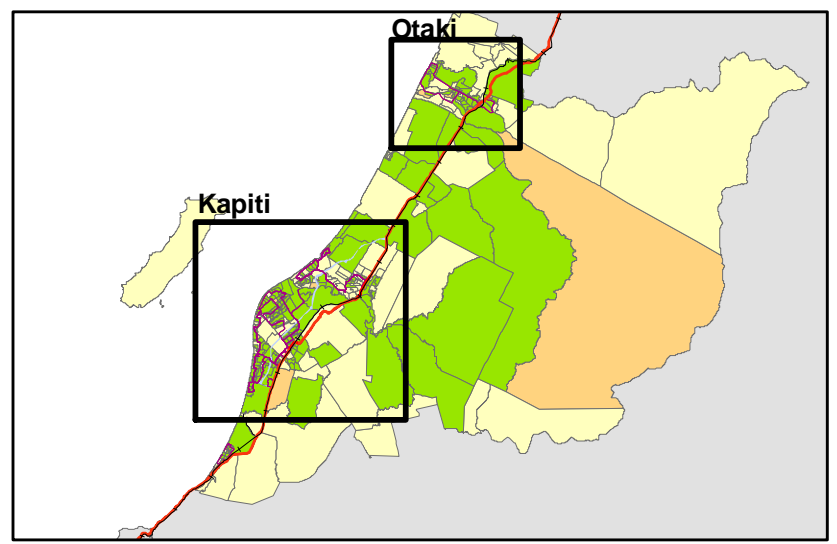
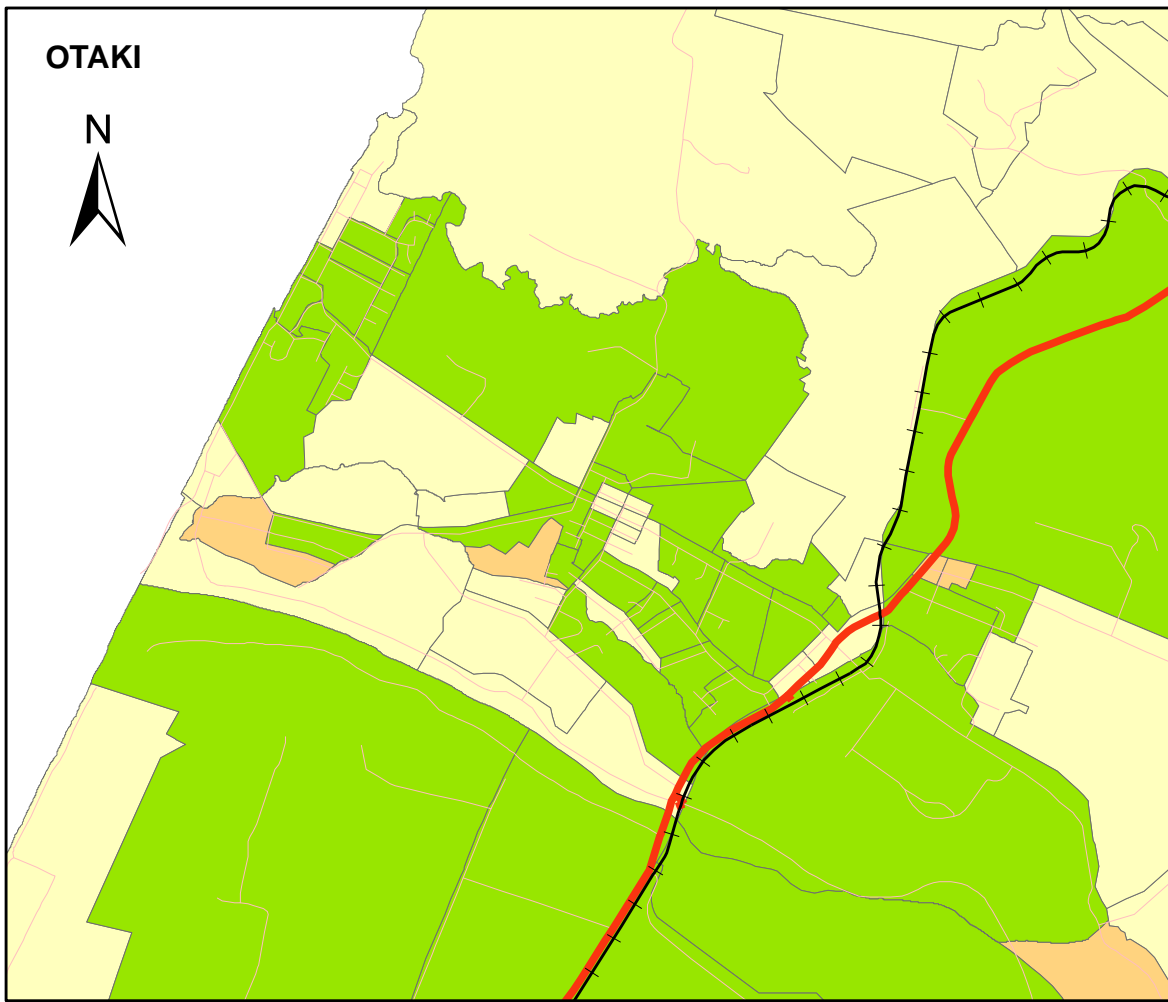
Younger and middle aged people are generally most likely to adopt active forms of travel. For most people however, active travel is only really viable for trips that are less than 4km long. In the Kapiti Coast this means trips within the urban areas.

If the Kapiti Coast population continues to age, it may be difficult to significantly increase the proportion of trips that are made using active travel. The age of the Kapiti Coast population also means that it will be difficult to address peak hour congestion by encouraging greater take-up of a move towards active travel. Workers over the age of 45 are often well paid and able to afford comfortable cars and parking charges. It is unlikely that large numbers of workers over the age of 45 will begin travelling using active modes, particularly after a lifetime of car-use.

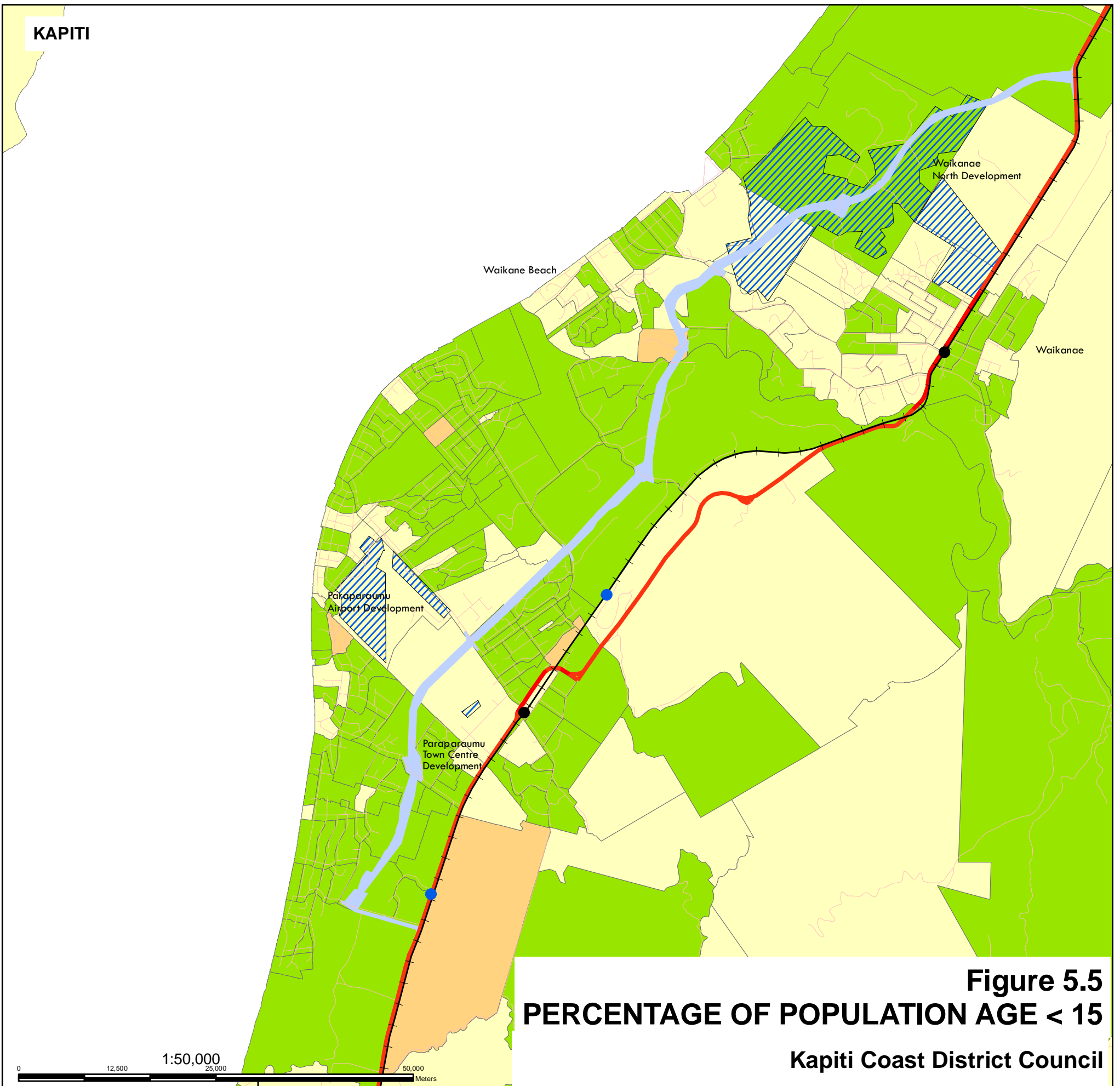
Those of retirement age are even less likely to begin using active forms of transport and often travel outside peak hours. The age profile and geographical distribution of the population means that the most effective way of reducing the proportion of trips made by car would be to increase the relative attractiveness of buses and trains. It will, however, be difficult to provide high quality and frequent services where there is insufficient population (density) to make them economically viable.

The Council's aspirations to increase the number of jobs in the District, to increase the population and to increase the proportion of residents of working age may go some way to support future passenger transport initiatives. The location and density of residential and employment development will also strongly influence the success or otherwise of the passenger transport network in Kapiti Coast and must be considered as development within the District is planned.





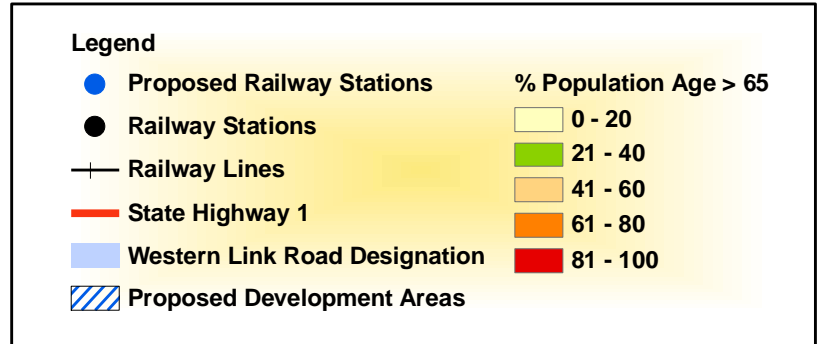
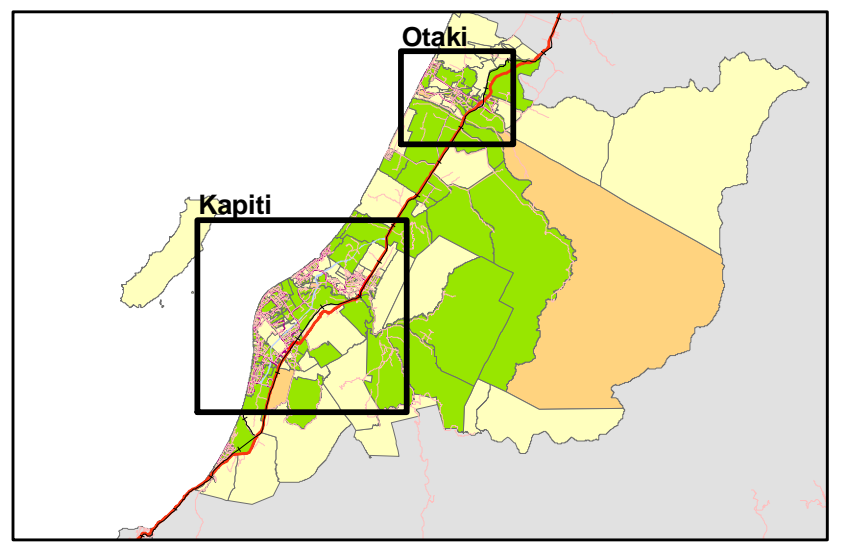
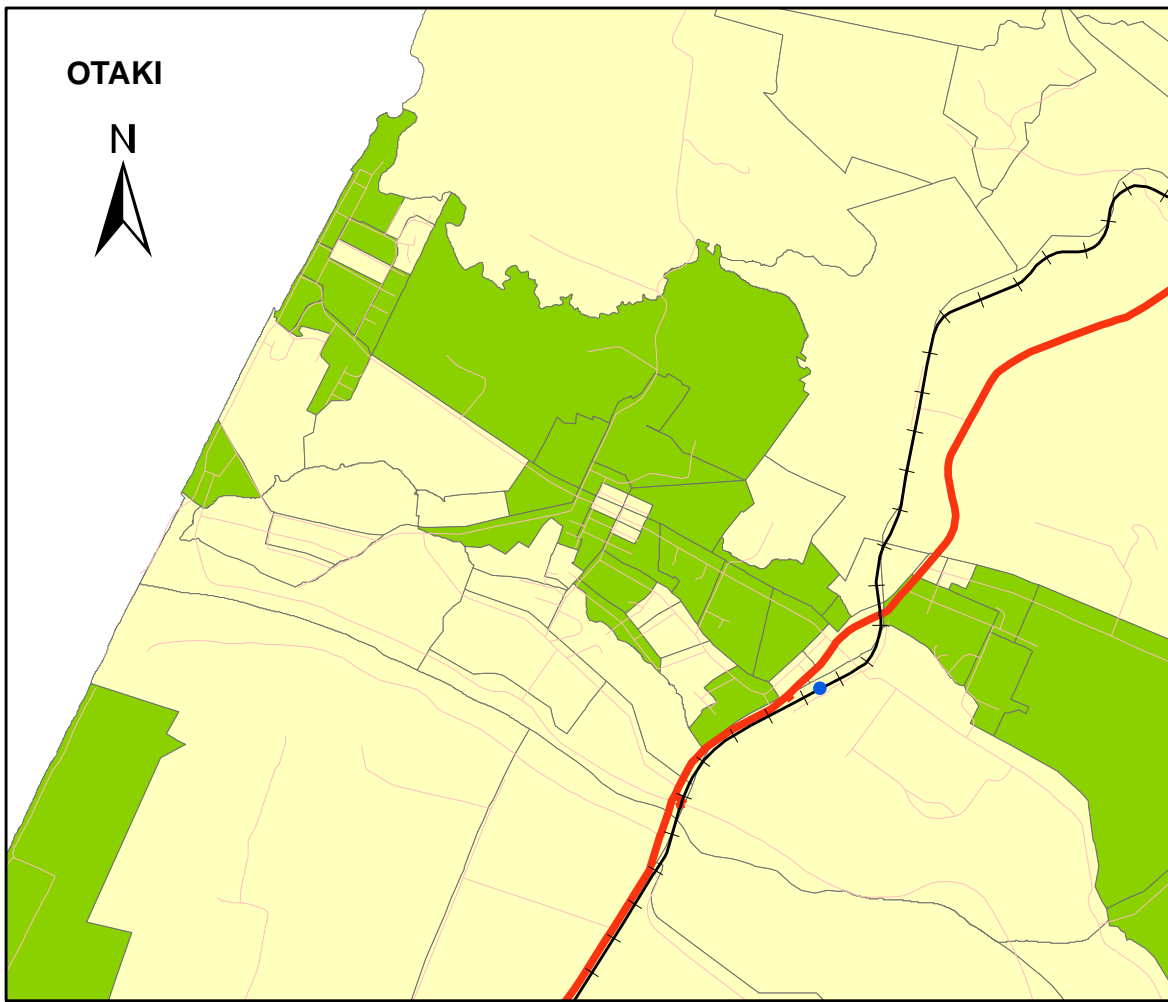
Reference: Census 2006, Statistics New Zealand



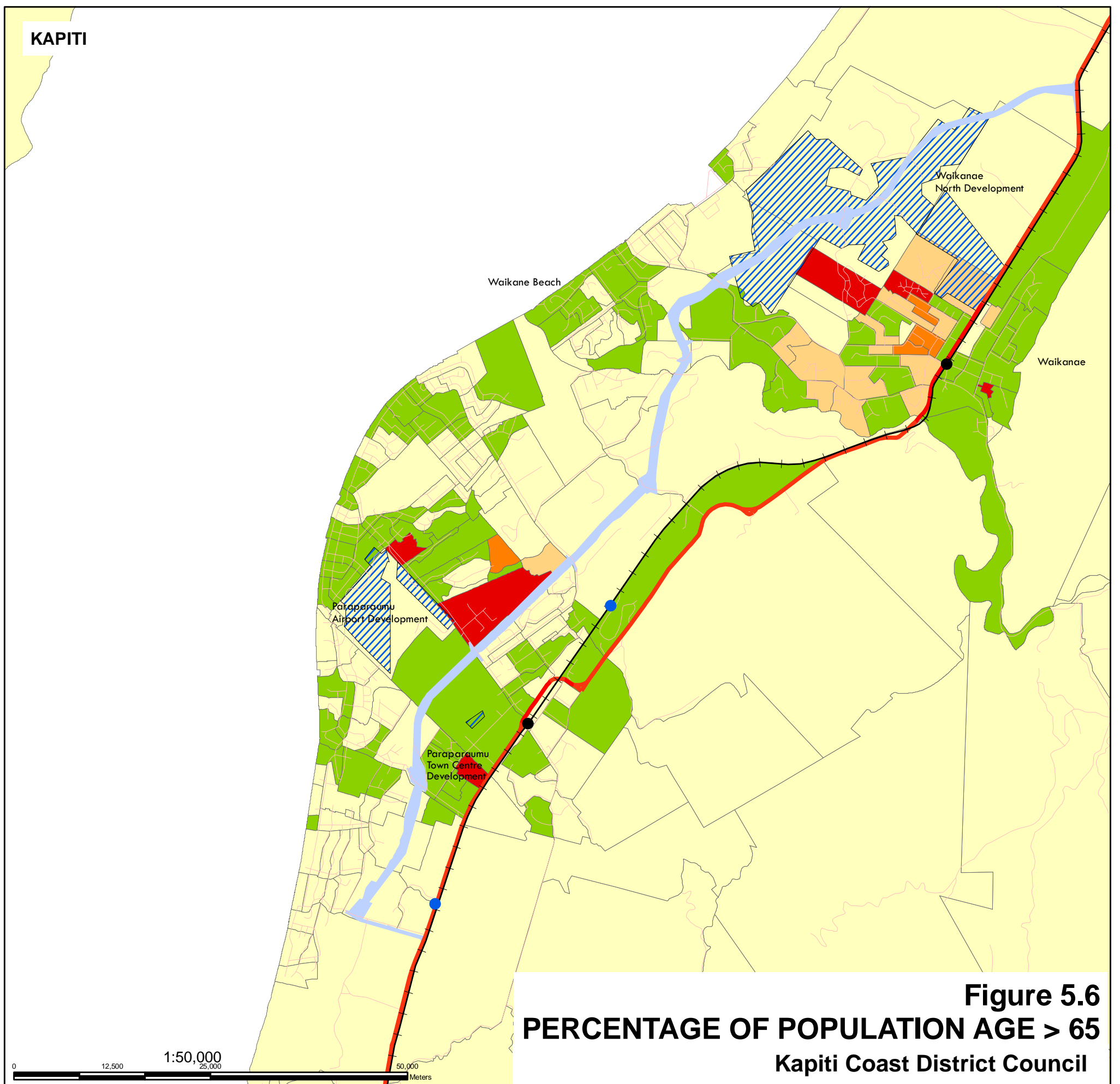
**Figure 5.5**  
**PERCENTAGE OF POPULATION AGE < 15**  
 Kapiti Coast District Council







Reference: Census 2006,  
Statistics New Zealand



**Figure 5.6**  
**PERCENTAGE OF POPULATION AGE > 65**  
Kapiti Coast District Council



## 5.2 Employment

Table 5.1 shows how the proportion of the population older than 15 engaged in active employment has changed in the last ten years. Despite increases in the population aged 15 and over, it shows that the proportion of those engaged in some form of employment decreased between the 2001 and 2006 census. Other sources of income included disability allowance, other benefits, pensions etc.

Historically much of the employment in the Kapiti Coast has been service based with professional and industry jobs located outside of the district (Wellington, Porirua). This remains the case today; however the Council intends to double the number of jobs that are available locally by 2026.

**Table 5.1 – Employment in Kapiti Coast District**

Year	Population Older than 15	Proportion of Population of Working Age with Income From		
		Wages, Salary, Commissions, Bonuses, etc	Self-employment or Business	Total Employed
1996	30318	44%	17%	61%
2001	33552	45%	16%	61%
2006	35493	37%	14%	51%

## 5.3 Access to Motor vehicles

In 2006, the number of households in Kapiti Coast with access to motor vehicles was slightly higher than the average for the region (see Table 5.2). The only area with fewer motor vehicles per household was Wellington City, which has a higher population and is more densely populated. Porirua City and Upper Hutt City which both have a similar population size had more motor vehicles per household. This is perhaps a reflection on the number of elderly people living within easy reach of local services that live in the Kapiti Coast.

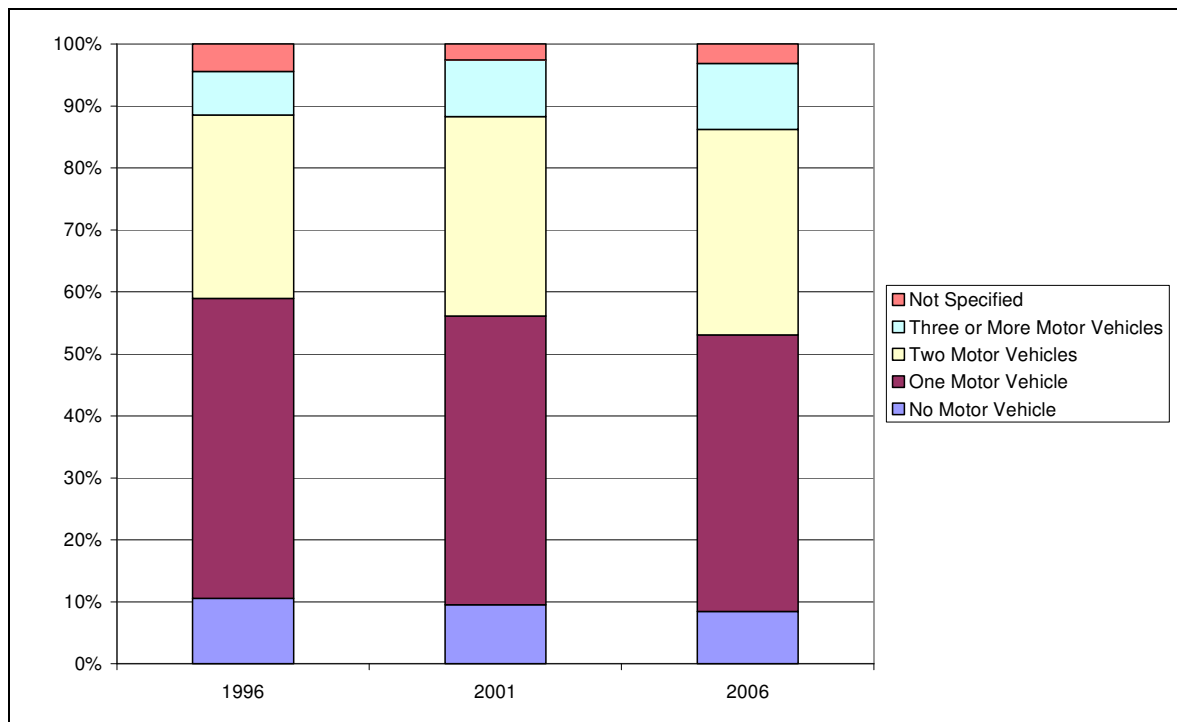
**Table 5.2 - No. of Motor Vehicles Accessible per Household by District**

Territorial Authority	2006 Usually Resident Population	2006 No. Motor Vehicles Accessible per Household
Wellington Region	448,956	1.40
Wellington City	157,719	1.29
Lower Hutt City	95,871	1.43
Porirua City	48,546	1.47
<b>Kapiti Coast District</b>	<b>46,200</b>	<b>1.43</b>
Upper Hutt City	38,415	1.50

Over the last ten years household access to cars has been increasing steadily in every district. Household access to motor vehicles in Kapiti Coast has increased from 1.29 per household in 1996 to 1.38 and 1.43 in 2001 and 2006 respectively.

Figure 5.7 shows how household access to cars has changed within the district. It shows that the number of households with access to only one car or no cars have both decreased by 3 percentage points in the last ten years whilst the number of household with more than one car increases correspondingly. In 2006, KCDC estimated that the number of motor vehicles in the District is growing by around 700 each year.

**Figure 5.7 - No. of Motor Vehicles Accessible per (Occupied) Private Household**



## 5.4 Travel to Work

### 5.4.1 Travel to Work Destinations

20,448 Kapiti Coast residents indicated that they worked on the day of the 2006 census. Figure 5.8 shows the territorial authority in which these residents worked on that day. The chart shows that most (51.3%) of the employed residents of Kapiti Coast work within the District. A significant proportion (18.4%) worked in Wellington City. A similar proportion (19.3%) of the District's residents also indicated that they were working further afield (other) on census day 2006.

### 5.4.2 Travel to Work Origins

Figure 5.9 shows the usual residence of the Kapiti Coast workforce on census day 2006. It shows that of the 11,901 people that worked in the district on that day, 88.1% (10,488) travelled from within the Kapiti Coast. The proportion of the workforce which travelled from other territorial authorities is small by comparison. Together Figure 5.8 and Figure 5.9 show that there is a net movement of workers from Kapiti Coast to neighbouring Districts each day for work purposes.

Figure 5.8 – Workplace Destination of Kapiti Coast Residents on Census Day 2006

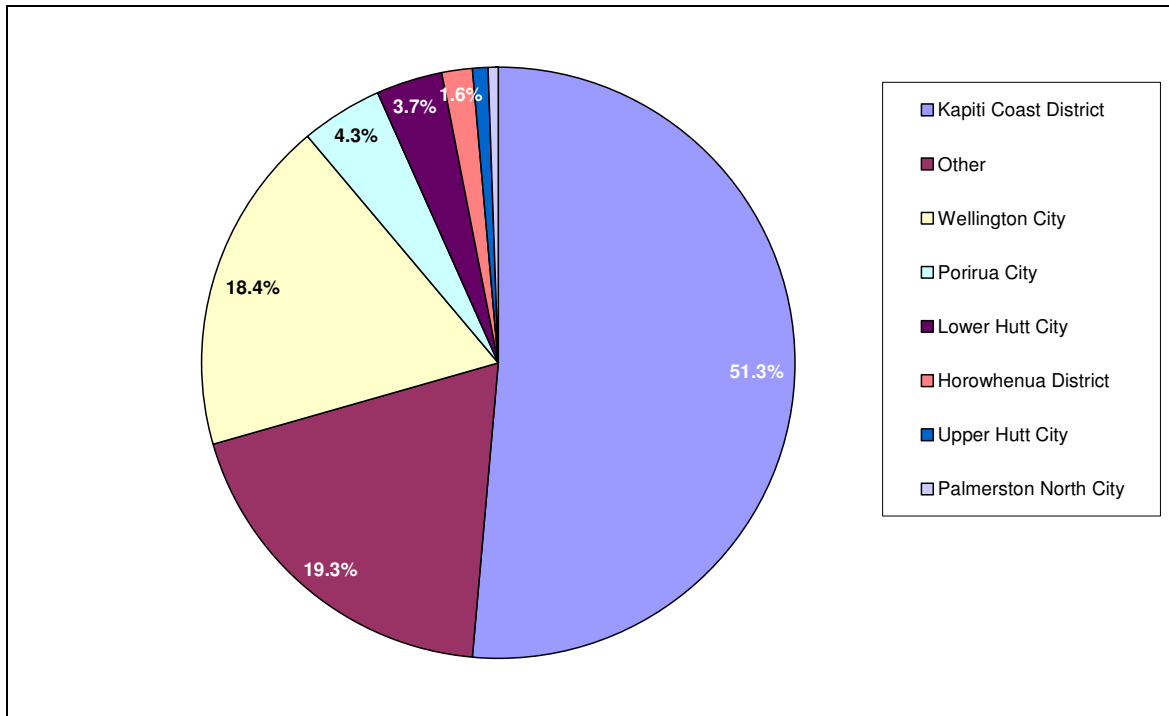
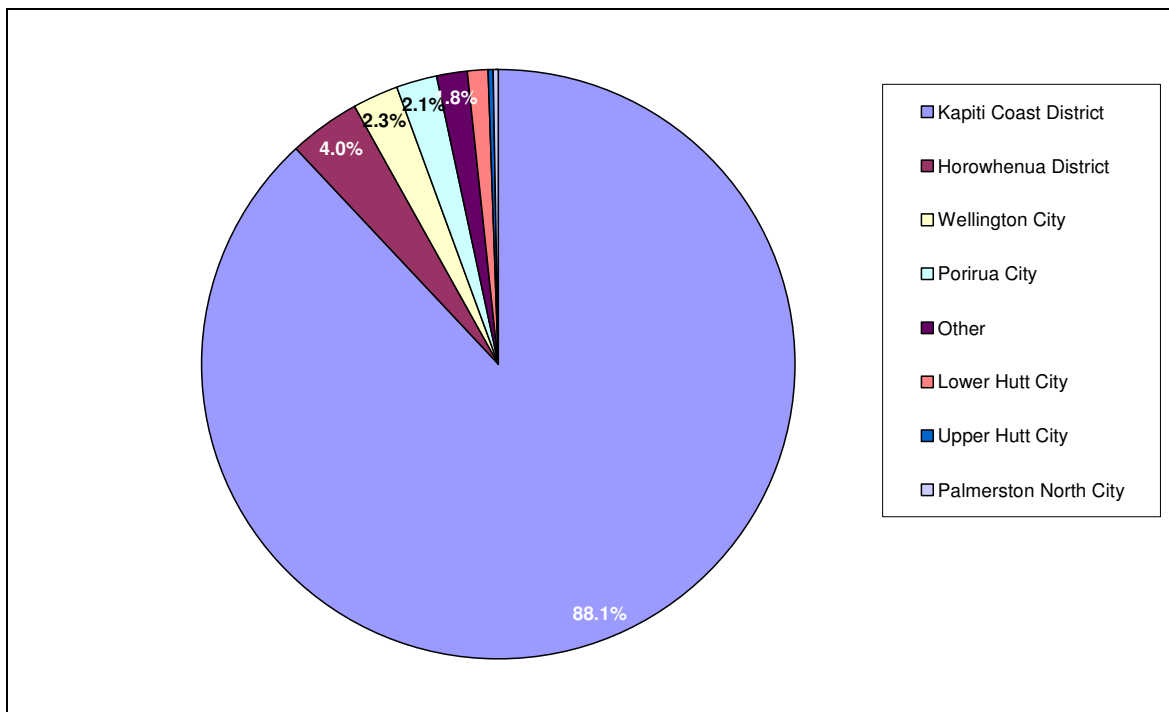


Figure 5.9 – Place of Residence for Kapiti Coast Workforce on Census Day 2006





### 5.4.3 Travel to Work Trip Length

The preceding sections indicate that the majority of journeys to work within the district should be short in distance. The 2006 census data does not explicitly give information relating to the distances travelled to work. It does, however, provide the numbers of people that travel from one area unit to another for journeys to work. By measuring the shortest distance between the centroids of each area unit it is possible to gain an understanding of the distances travelled.

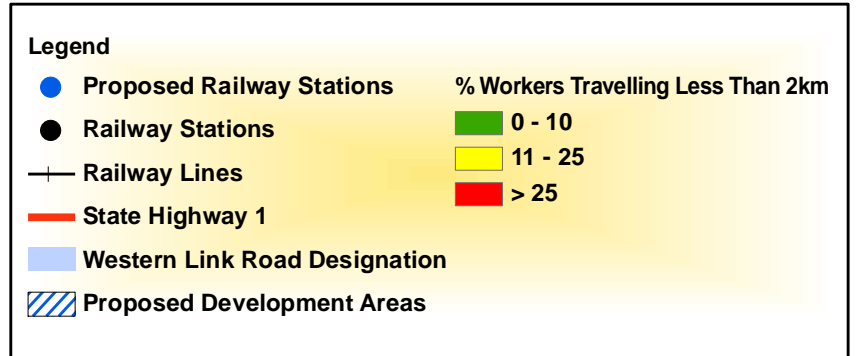
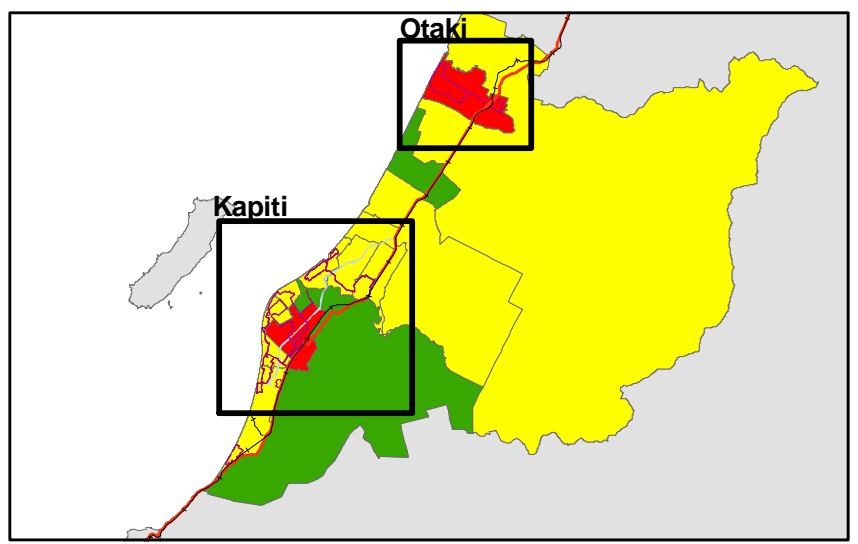
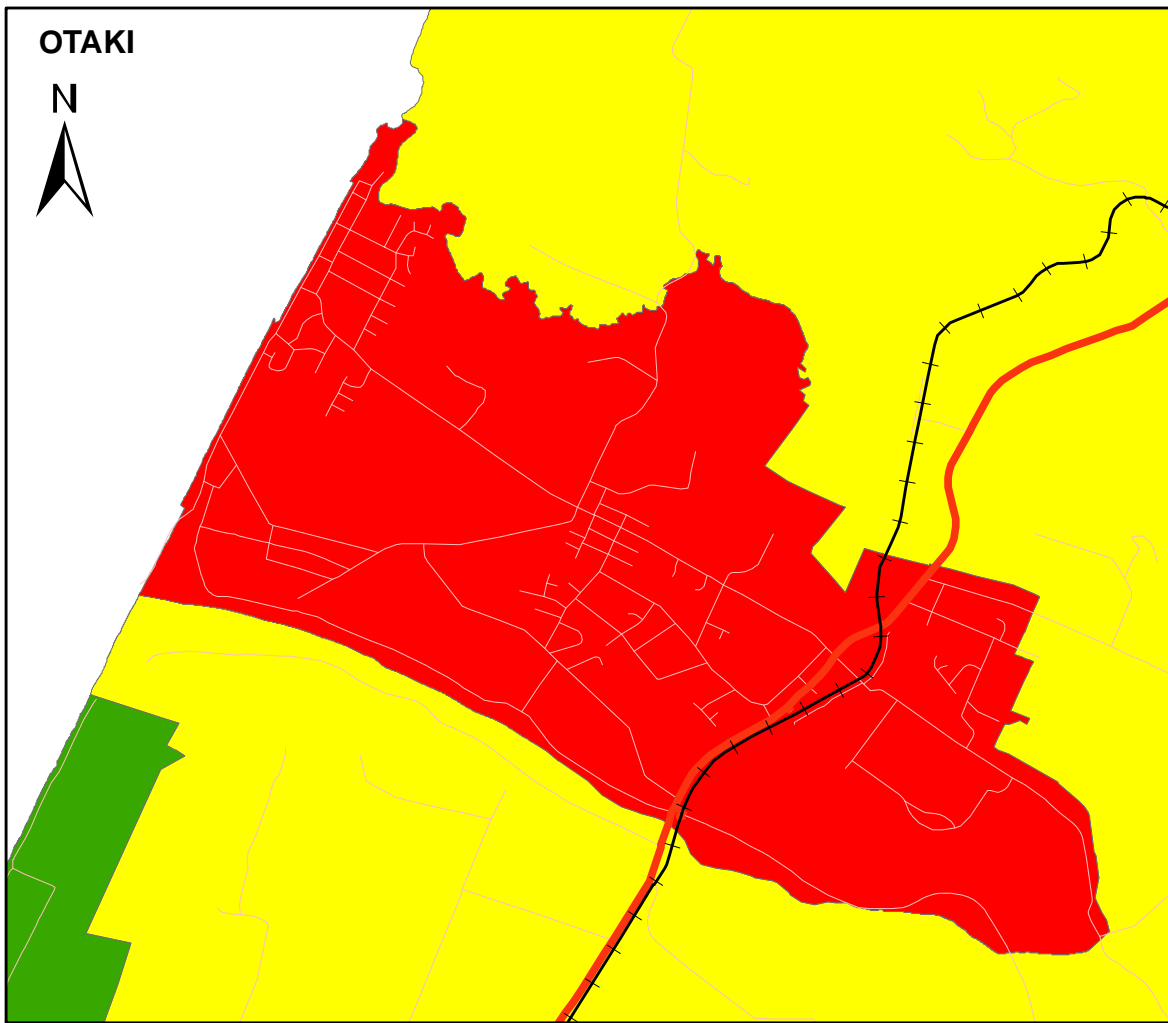
Since this assessment does not take into account the topography or routing on transport infrastructure (i.e. on roads etc) it has only been used to estimate the number of journeys that might be made by walking or cycling within the Kapiti Coast. Figure 5.10 is a plan showing the proportion of Kapiti Coast workers whose place of work on census day 2006 was less than 2km from their usual residence. Figure 5.11 shows the proportion that travelled between 2 and 4km. The purpose of these plans is to provide an indication of the scope for shift to walking and cycling respectively.

The plans illustrate that more than 25% of workers living in Paraparaumu (central) travel less than 2km to their place of work. The proportion of workers living in Otaki that travel less than 2km is also relatively high. Although there are many reasons why people choose to drive their car to work, these statistics indicate that there is potential for more than 25% of workers living in these towns to walk instead. Age, physical fitness, care of dependents and weather are some of the deterrents to active travel. The proportion of people travelling less than 2km from Waikanae to their place of work is comparatively low, perhaps reflecting the size, demography and existing function of the settlement.

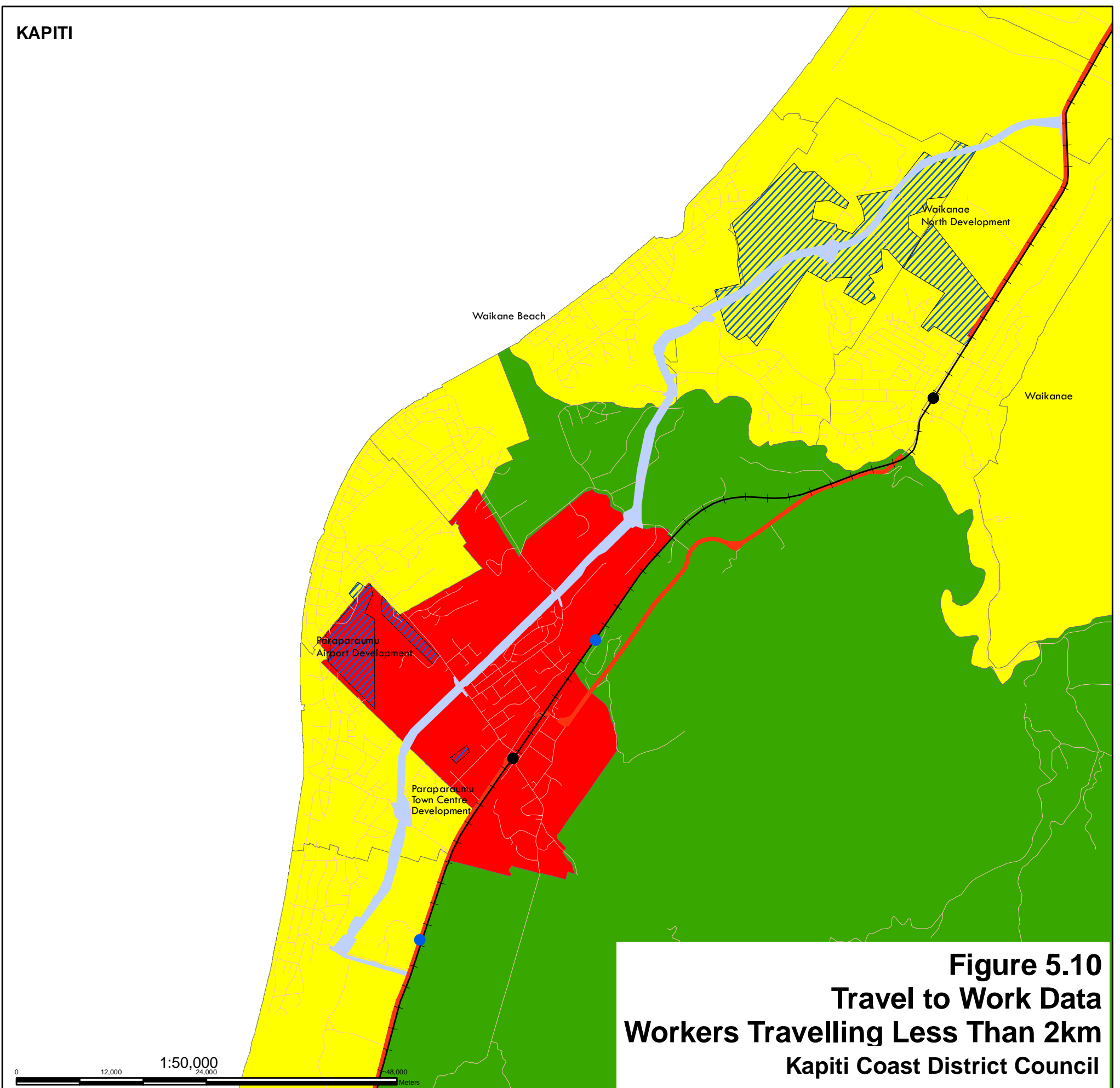
People are most likely to cycle distances of less than 4km for utility trips. Figure 5.11 shows the number of people that live between 2 and 4km of their workplace. The proportion of workers living in Paraparaumu and working nearby is again high, particularly from land on the edges of the town. Only a small proportion Otaki and Waikanae residents travel between 2 and 4km from home to work.

These figures clearly demonstrate the degree to which each of the three primary settlements within Kapiti Coast District are, or could be, self-contained and more self-sufficient. They show that large proportions of Paraparaumu residents work in the town and could travel to work using active forms of travel. At present workers living in Waikanae, travel further to work perhaps in Paraparaumu or outside the District.



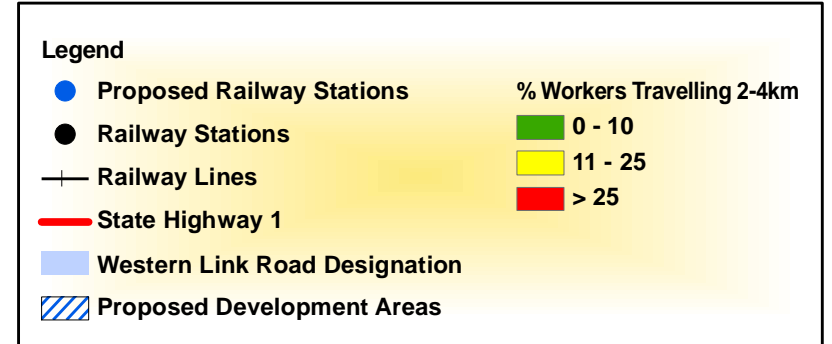
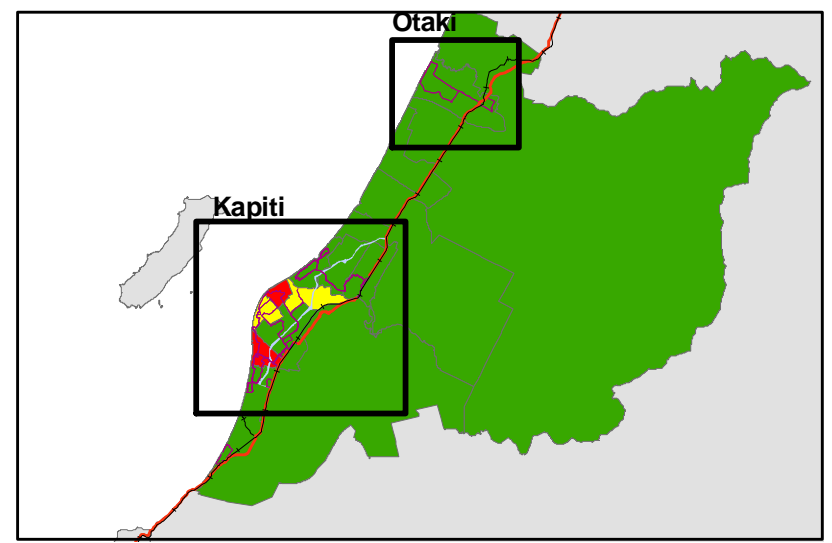
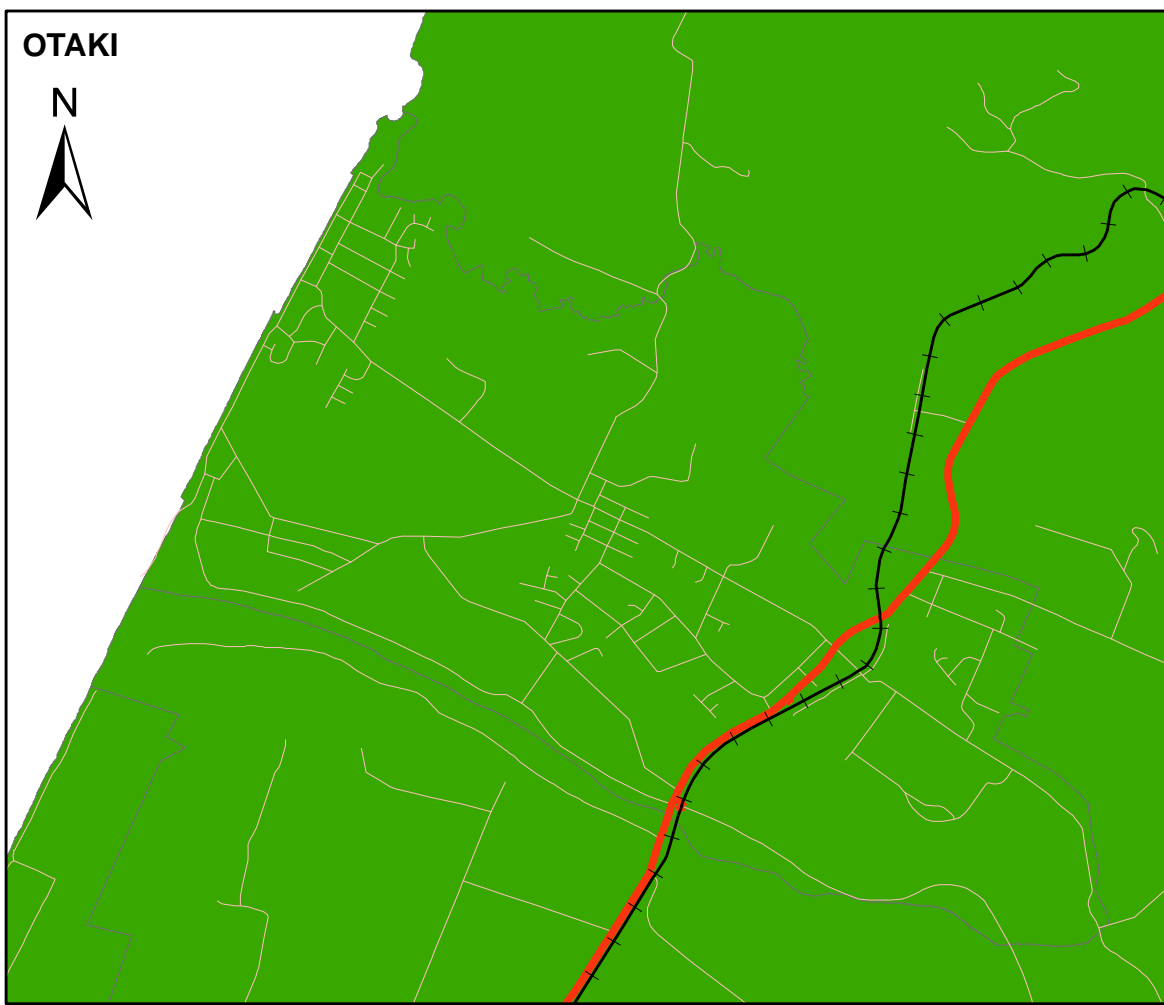


Reference: Census 2006,  
Statistics New Zealand

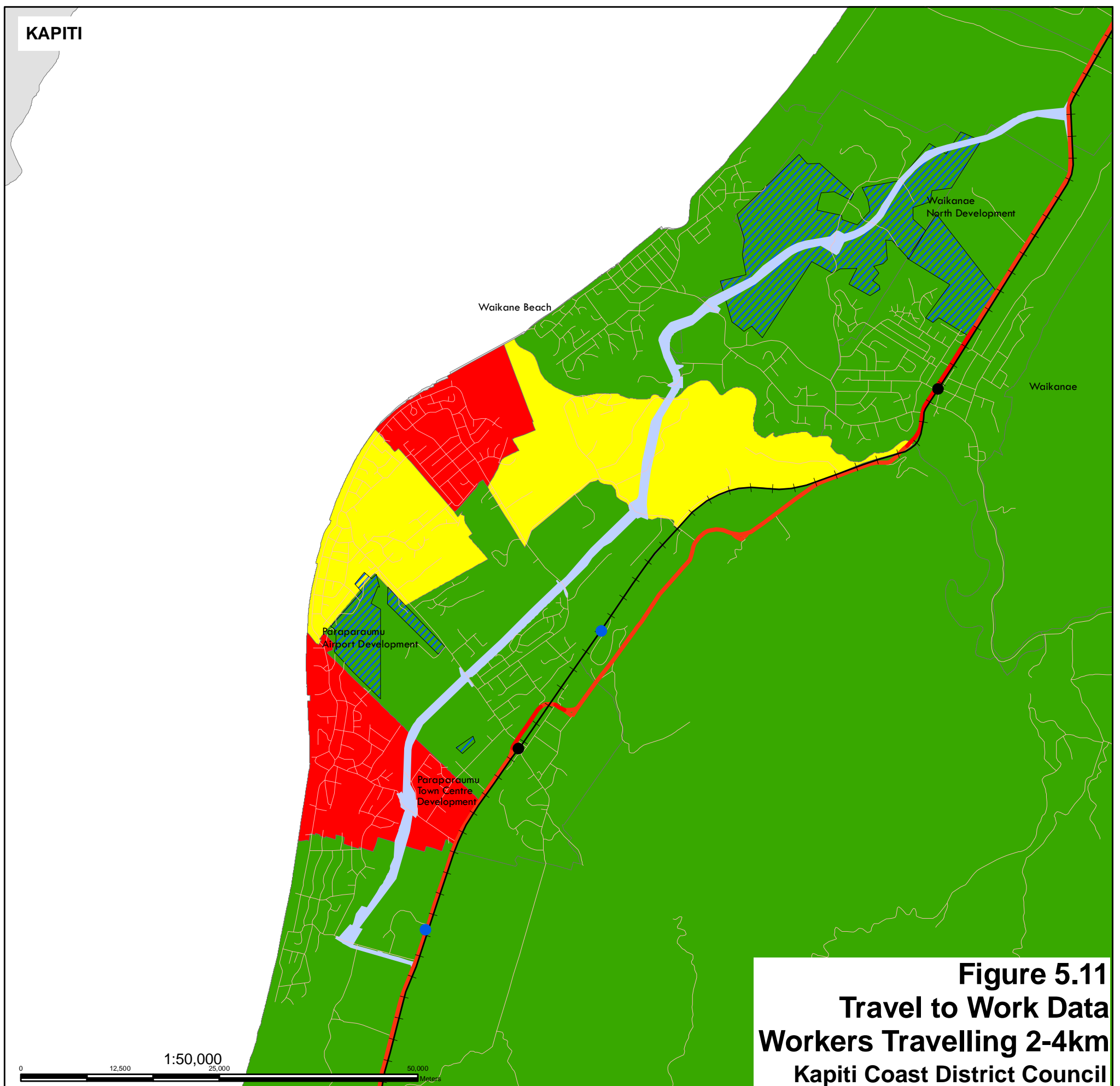


**Figure 5.10**  
**Travel to Work Data**  
**Workers Travelling Less Than 2km**  
**Kapiti Coast District Council**





Reference: Census 2006,  
Statistics New Zealand



**Figure 5.11**  
**Travel to Work Data**  
**Workers Travelling 2-4km**  
**Kapiti Coast District Council**



### 5.4.4 Travel to Work: Mode Choice

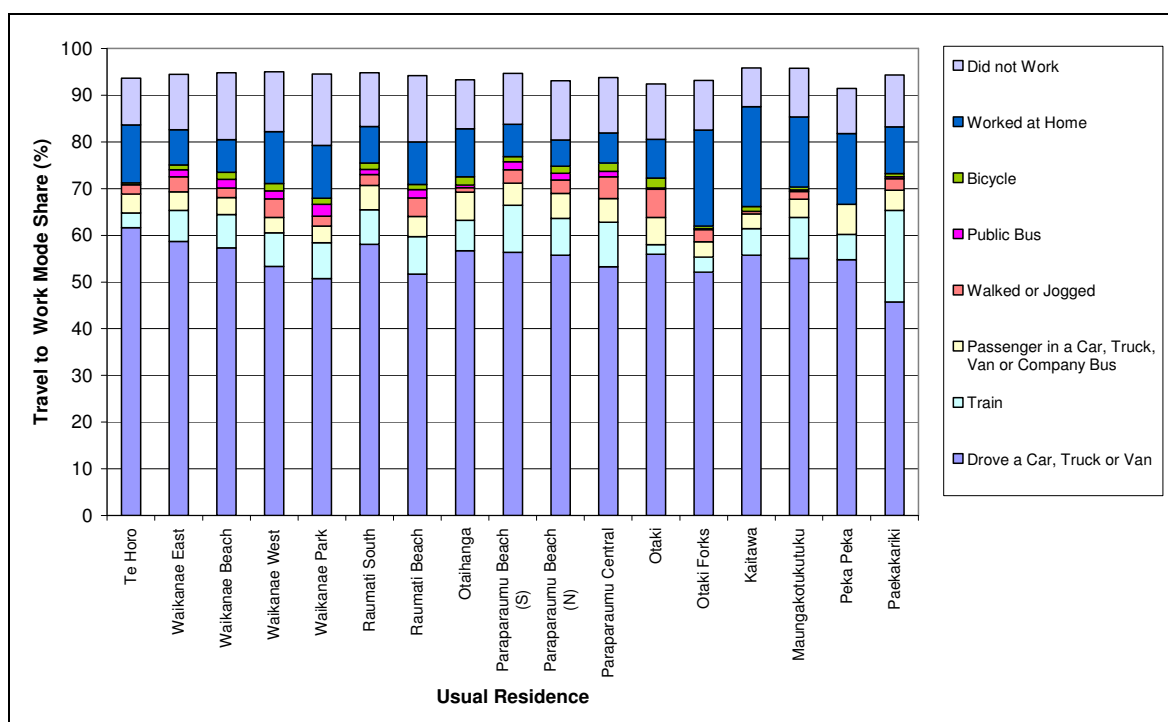
Figure 5.12 shows the proportion of Kapiti Coast residents that travelled to work using different forms of transport on the day of the 2006 census. It also shows the proportion of residents that did not work on that day or worked from home.

Across the district 55% of those who worked that day travelled as a car driver. The chart shows that the areas with the three highest proportions of travel to work by car are Te Horo, Waikanae East and Raumati South.

Levels of cycling and travel by bus are negligible, however a significant proportion of the population indicated that they had travelled to work on foot on census day. The proportions were higher than the District average (3%) in Waikanae West (4%), Raumati Beach (4%), Paraparaumu Central (5%) and Otaki (6%).

Eight percent of the District's working population travel to work by train. The proportions are noticeably higher in Paekakariki (20%) and Paraparaumu (8 – 10%). Elsewhere in the District the proportion travelling to work by train are 8% or less.

**Figure 5.12 – Travel to Work Mode Share**



## 5.5 Passenger Transport Services

### 5.5.1 Rail Services

On weekdays trains travel between Paraparaumu and Wellington approximately every half an hour throughout the day. During the day the service operates to a clock-face timetable. Prior to 08:30 and during the evening peak hour however, trains are more frequent departing at about 20 minute intervals. During the weekday peak hours, when passengers are likely to be frequent travellers, the timetables are more complicated and express services (with limited stops to Wellington) are provided. Paraparaumu Railway station is also served by the Tranz-Scenic service which runs once a day in each direction between Auckland and Wellington as well as the Capital Connection between Palmerston North and Wellington.

Stations north of Paraparaumu (Waikanae and Otaki) are currently only served by the Capital Connection service which operates once each weekday. The service, which is provided predominantly for the use of commuters arrives in Wellington at 08:21 and departs for Palmerston North in the evening at 17:17. Rail infrastructure improvements are currently being designed to enable regular services to be extended to Waikanae at a peak hour frequency of fifteen minutes.

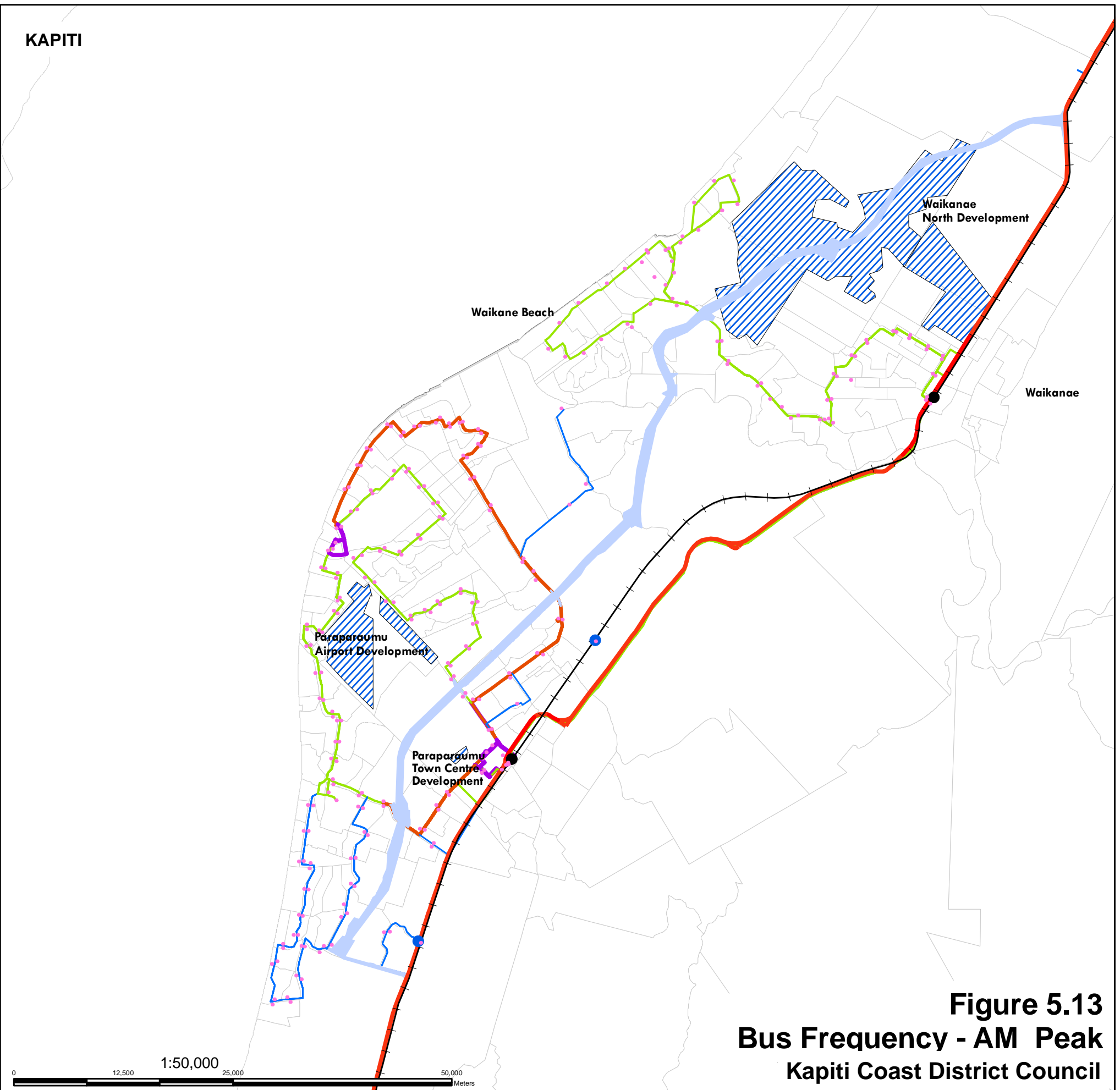
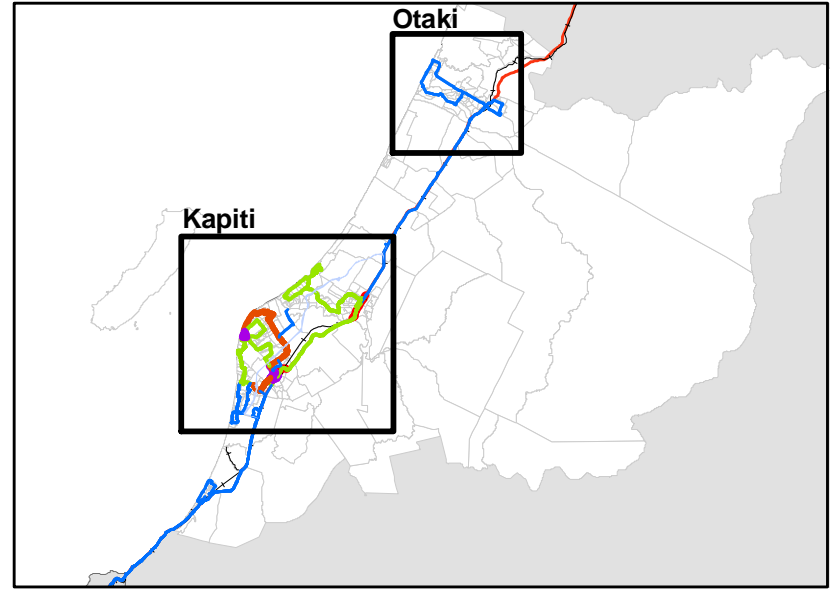
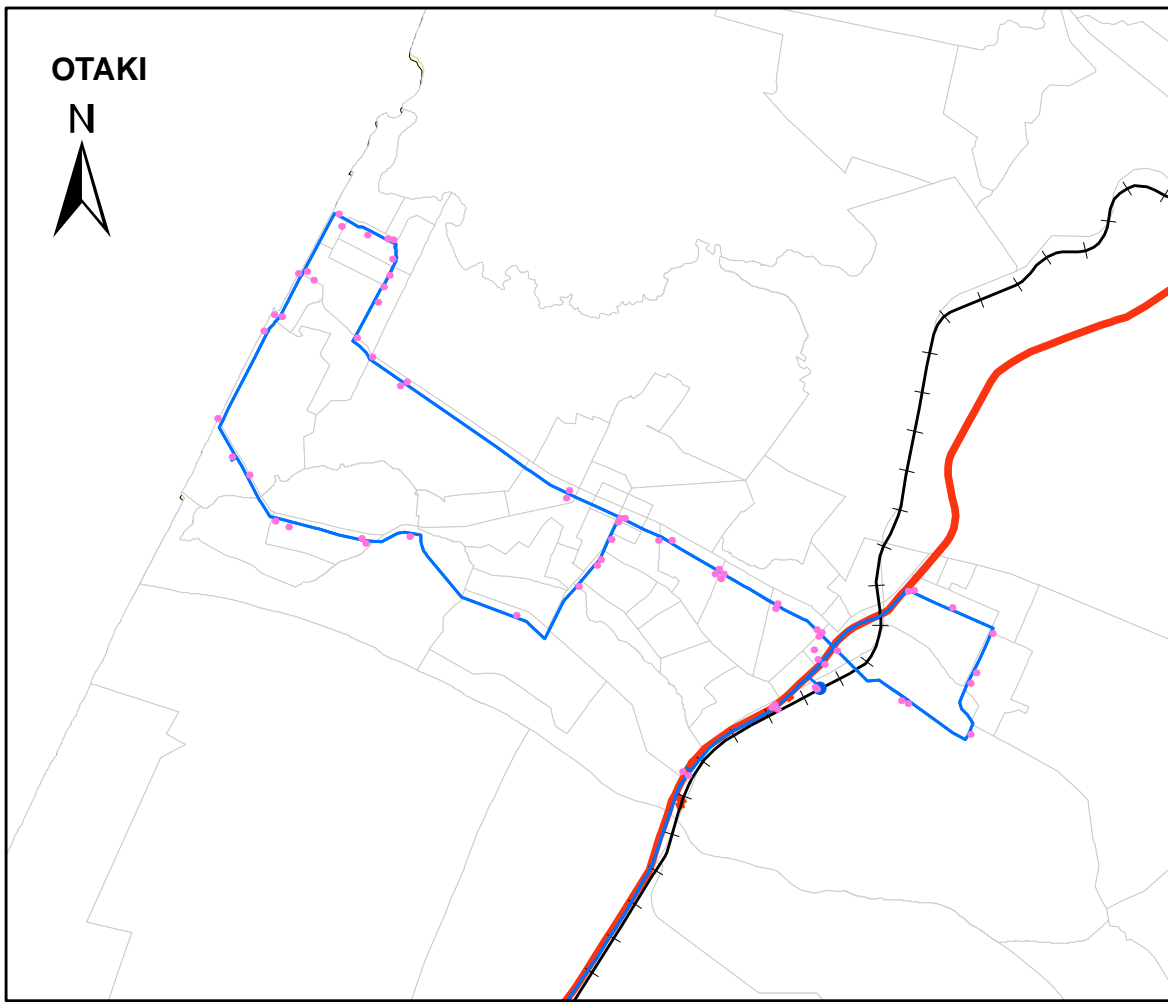
### 5.5.2 Bus Services

Many of the bus services within Kapiti Coast District are timetabled to connect with rail services throughout the day. Routes 71, 72, 73, 74, 75 & 77 terminate at Paraparaumu station and meet trains travelling to and from Wellington. Services to and from Paraparaumu and Waikanae beach do not operate in the late evening after the PM peaks. During peak hours bus drivers must wait for late running trains so that rail passengers are not stranded at the station

Routes 78 and 79 are community services which fulfil a social need. These services transport passengers from Otaihanga and Paekakariki to Paraparaumu respectively. Each service has one morning trip to Paraparaumu and a return in the evening on each day they operate. Route 78 operates on Mondays to Fridays and Route 79 only operates on Tuesdays and Thursdays.

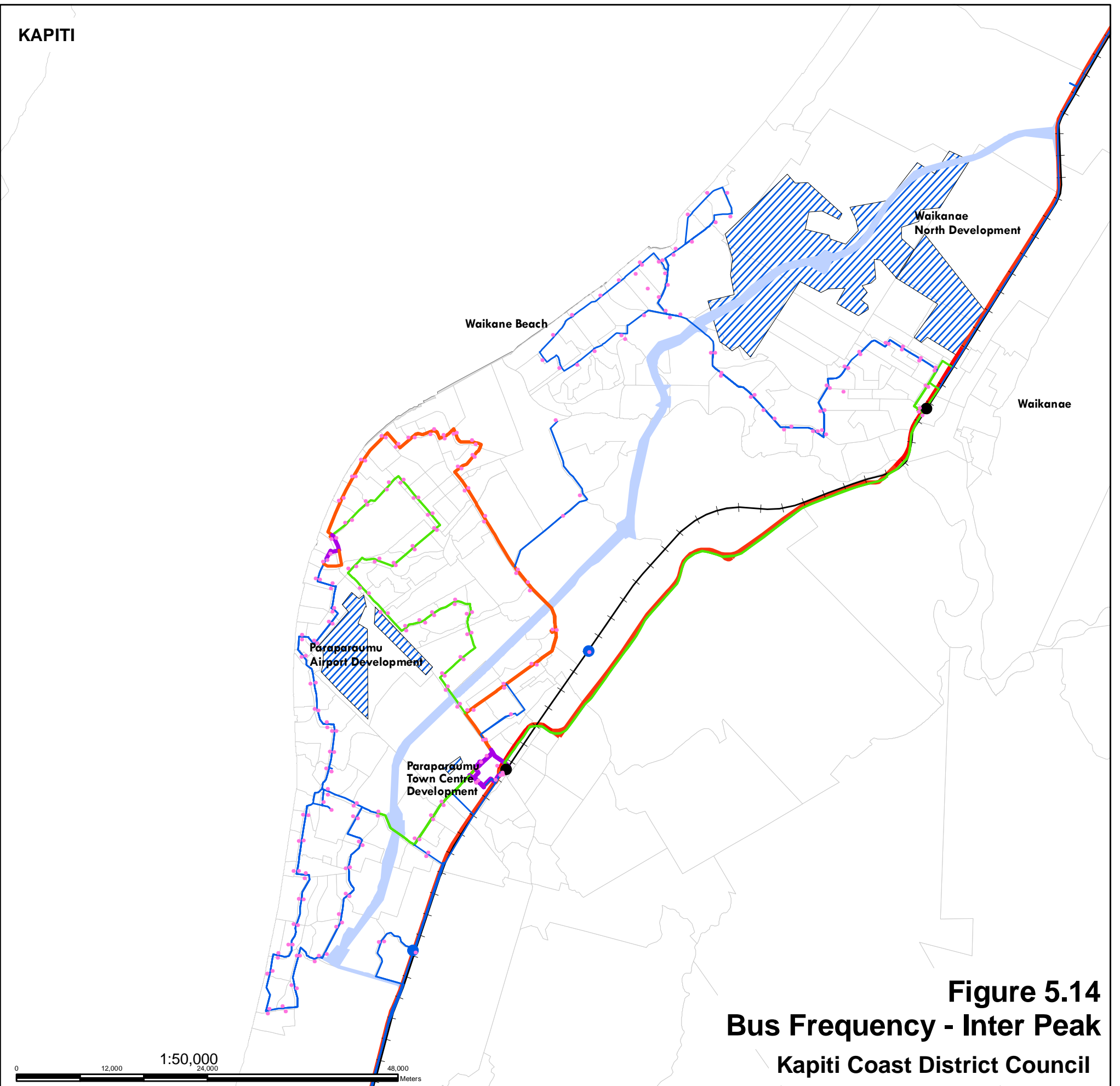
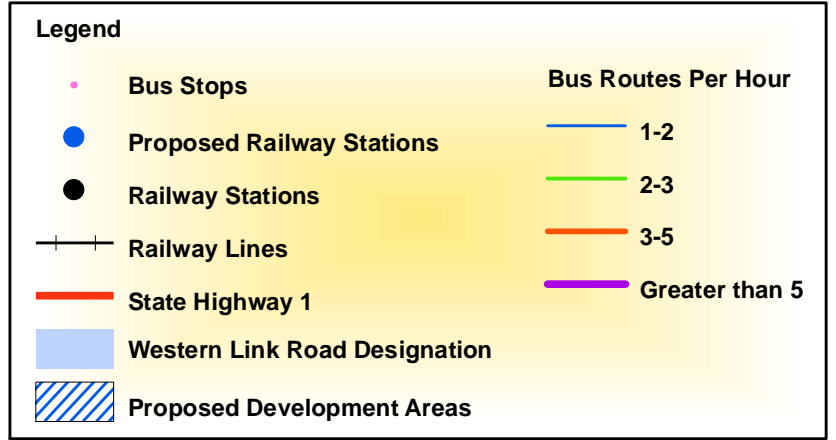
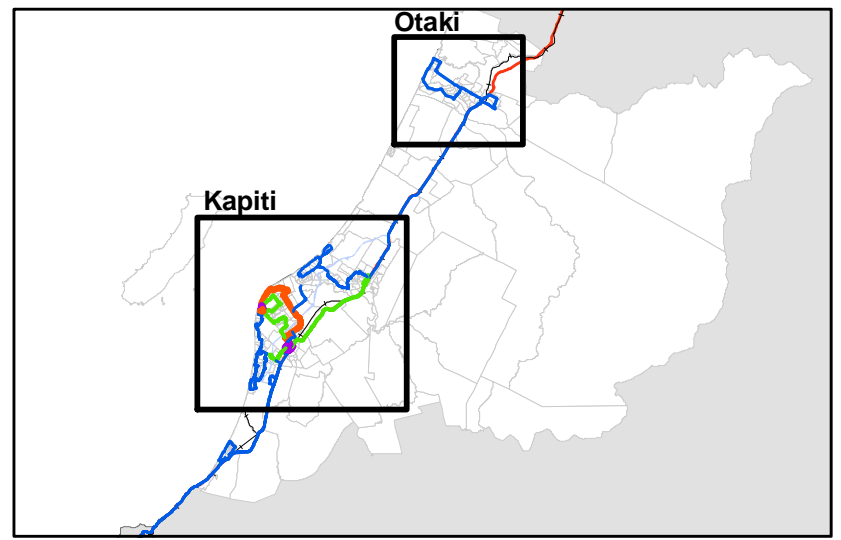
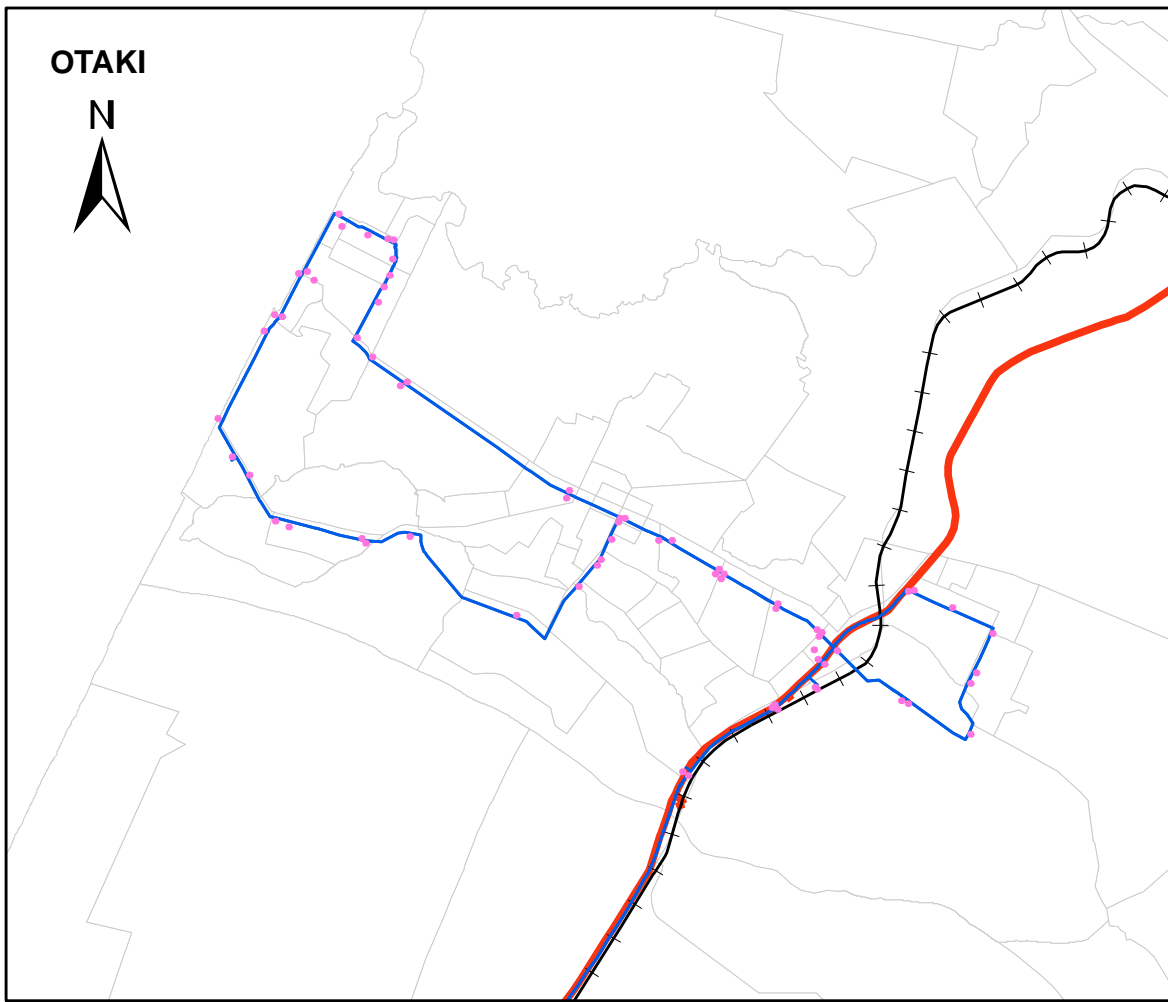
Routes 77, 77K and 78 are the only services that operate along extended sections of State Highway 1. Route 77K is a commuter service for Kapiti Coast residents that work in Wellington. SH1 close to the Paraparaumu station; is used by six bus services resulting in more than five scheduled bus services every hour throughout the day. Each of these services also make turns to and from Kapiti Road and Coastlands Parade increasing the turning traffic at these intersections. Figure 5.13, Figure 5.14 and Figure 5.15 show the combined frequency of bus routes serving different areas of Kapiti Coast District in the AM peak, inter-peak and PM peak respectively.





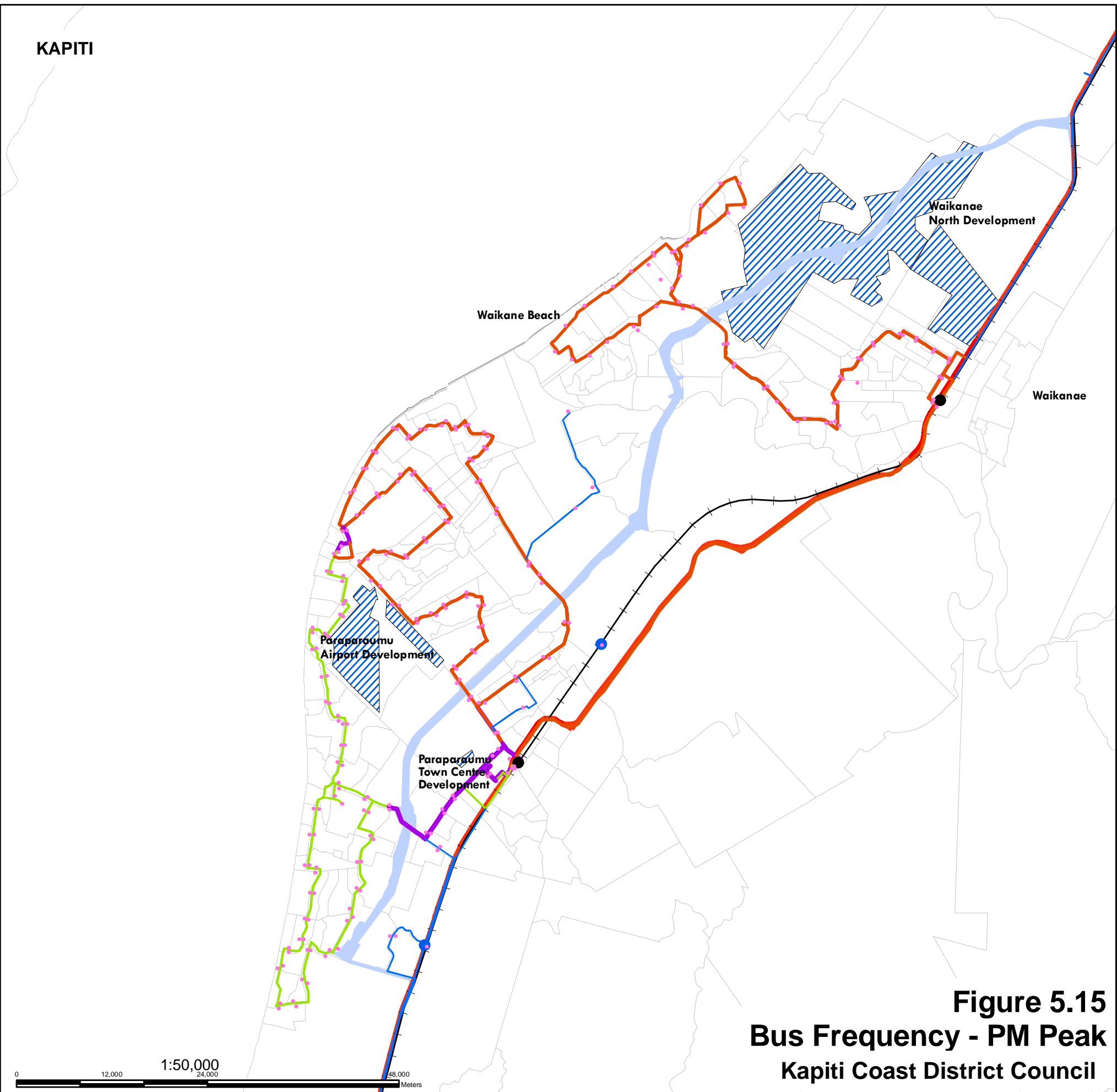
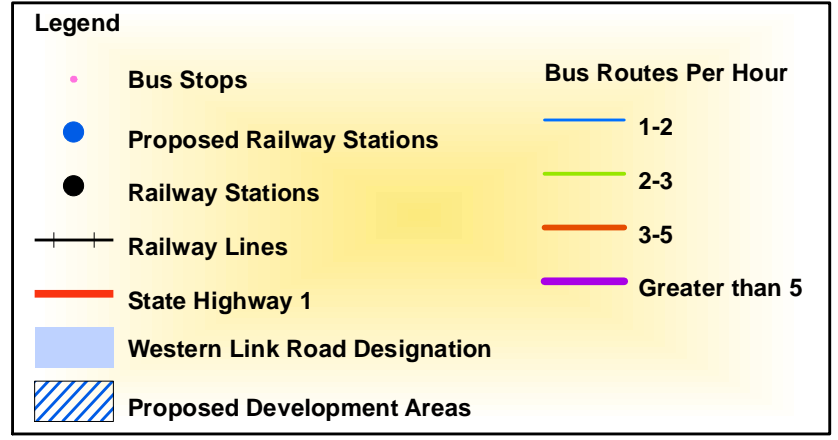
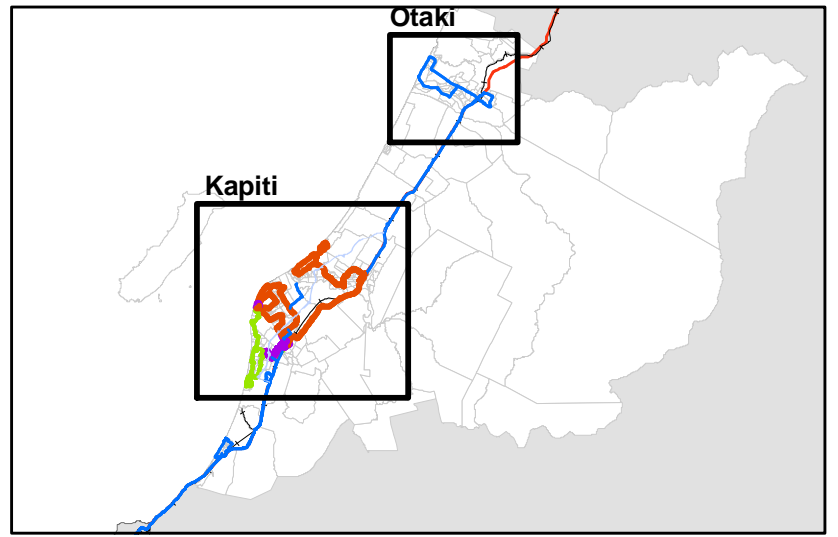
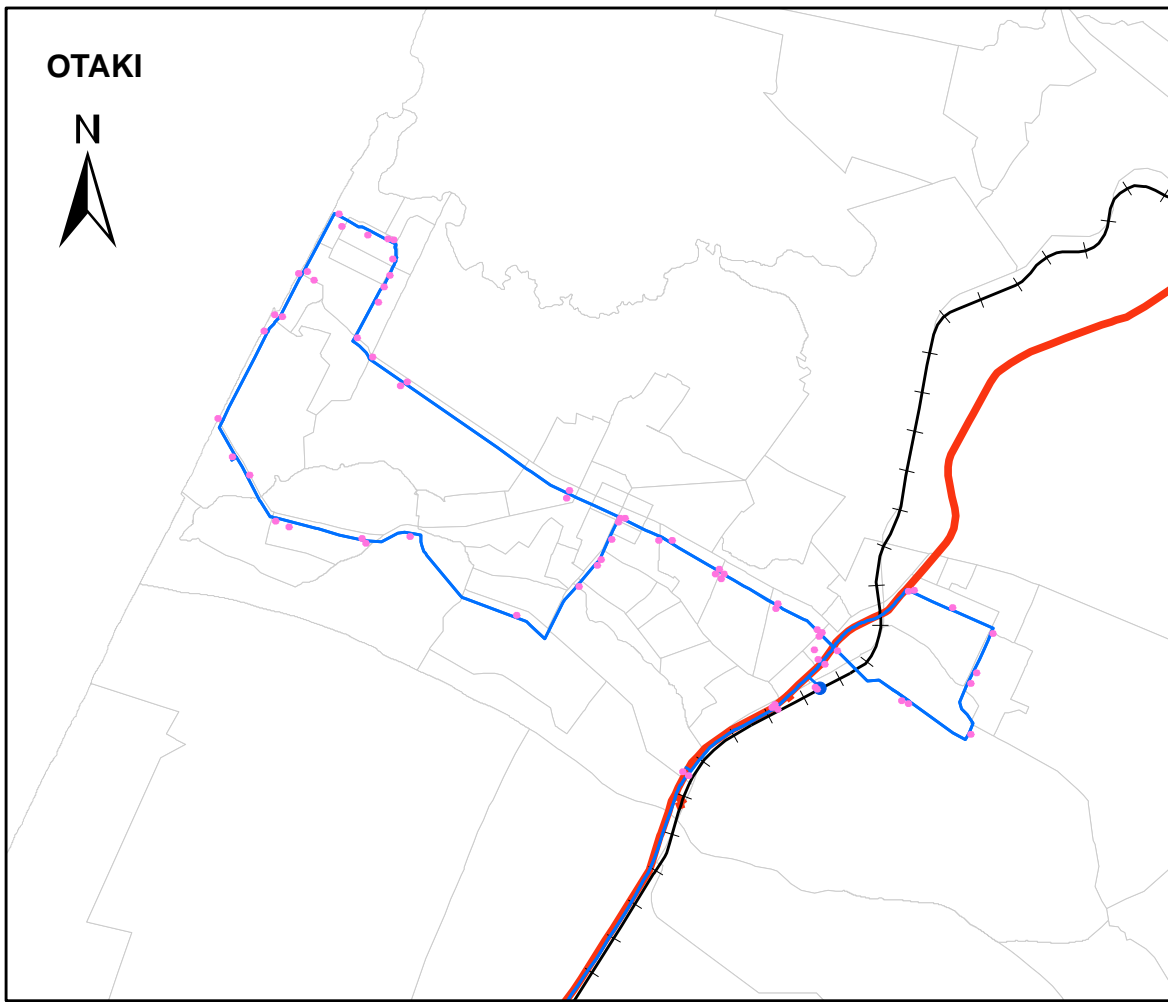
**Figure 5.13**  
**Bus Frequency - AM Peak**  
 Kapiti Coast District Council





**Figure 5.14**  
**Bus Frequency - Inter Peak**  
 Kapiti Coast District Council





**Figure 5.15**  
**Bus Frequency - PM Peak**  
 Kapiti Coast District Council





### 5.5.3 Summary

Passenger transport provision is relatively well established within the District particularly during weekdays. Close integration, particularly between bus and rail timetables serves to strengthen the provision. Although fewer bus services operate at night and on Sunday's, current service levels are likely to be more than sufficient for the existing demand.

## 5.6 Facilities for Pedestrians, Cyclists and Equestrians

The Kapiti Coast environment and topography is very well suited to the provision and use of sustainable modes of travel, such as walking and cycling. The KCDC District Plan, the Long Term Council Community Plan 2006 and the Draft Sustainable Transport Strategy already incorporate policies to reduce dependence for travel on private motor vehicles. In developing these policies the Council recognises that the existing road network will not be able to accommodate the additional trips generated by population and employment growth unless a greater proportion are made using active forms of travel or using passenger transport services.

The Council acknowledges that if its Policy objectives are to be met a shift in mindset and decision making at a local level is needed to ensure more people use sustainable transport methods for short and linked trips. As well as working to implement projects that improve the infrastructure and services for journeys made in this way, the Council is working with schools and the community in order to promote the uptake of sustainable travel modes. It is hoped that this will result in a change in the local community's transport culture.