

# TRANSPORT CHANGES TO IMPROVE LIVEABILITY

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Project Developed by Jacobs NZ

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## Introduction

Key Town Centre context:

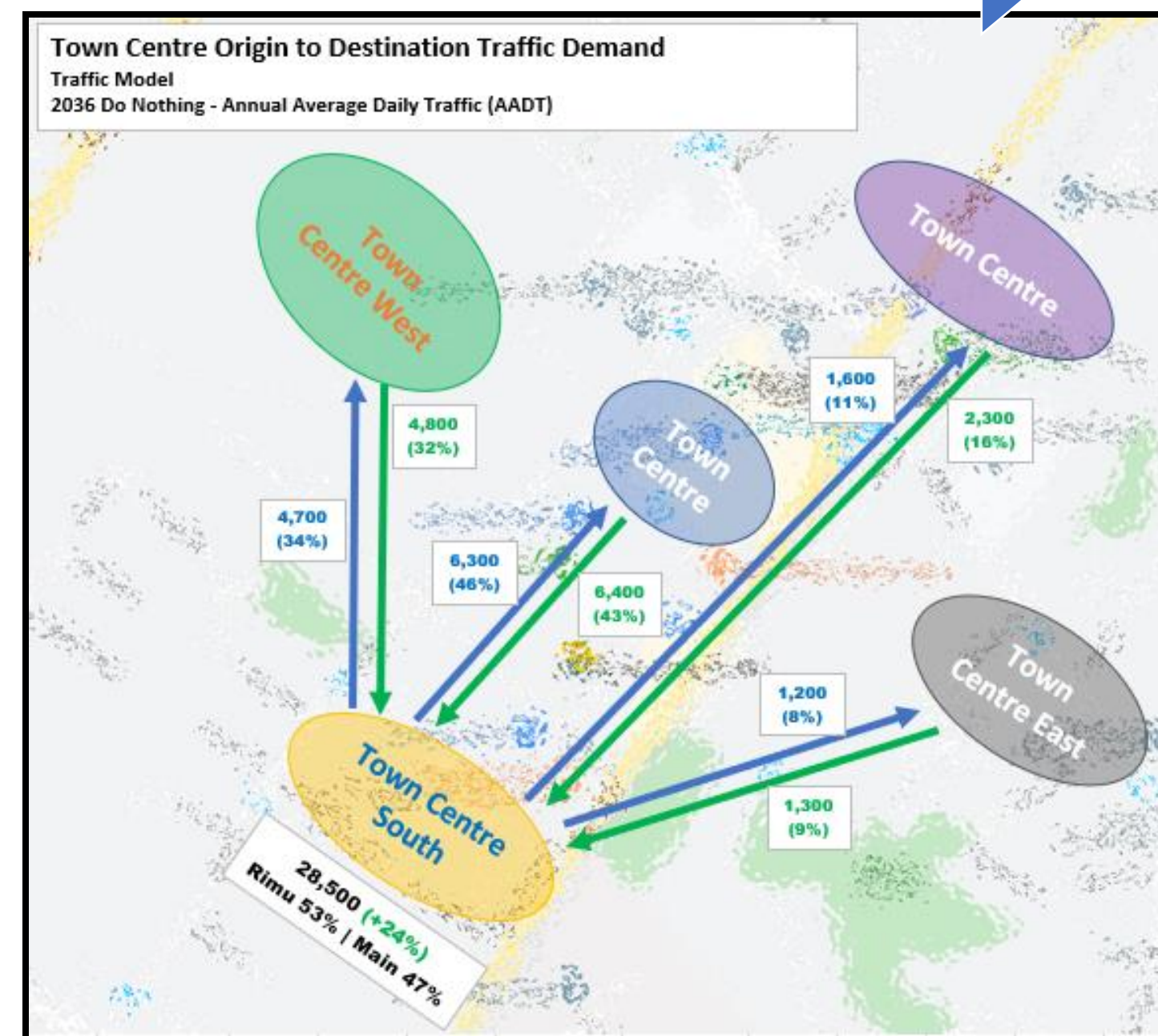
- Key employment area
- Access to health and public services
- Primary retail area dominated by the Shopping Mall development
- Civic Centre with the Council offices and library
- Two primary schools
- Recreational opportunities with the main public pool, and heavily used recreation trails
- Adjoining residential suburbs, potential for infill/NPS-UD
- Key Transport Hub – intra-district bus and inter-district train PT

### Problems

- Problem one: Inadequate east-west connections are limiting economic development (80%)
- Problem two: Congestion on the arterial road network leads to an increase in through traffic on residential streets (20%).

### Benefits

- Benefit one: Optimised economic growth in Paraparaumu Town/Beach (50%)
- Benefit two: Increased access to key destinations (20%)
- Benefit three: Improved amenity in residential streets (30%)



## Investment Objectives

Inter-related Investment objectives for livability, with a specific focus on accessibility as a livability metric:

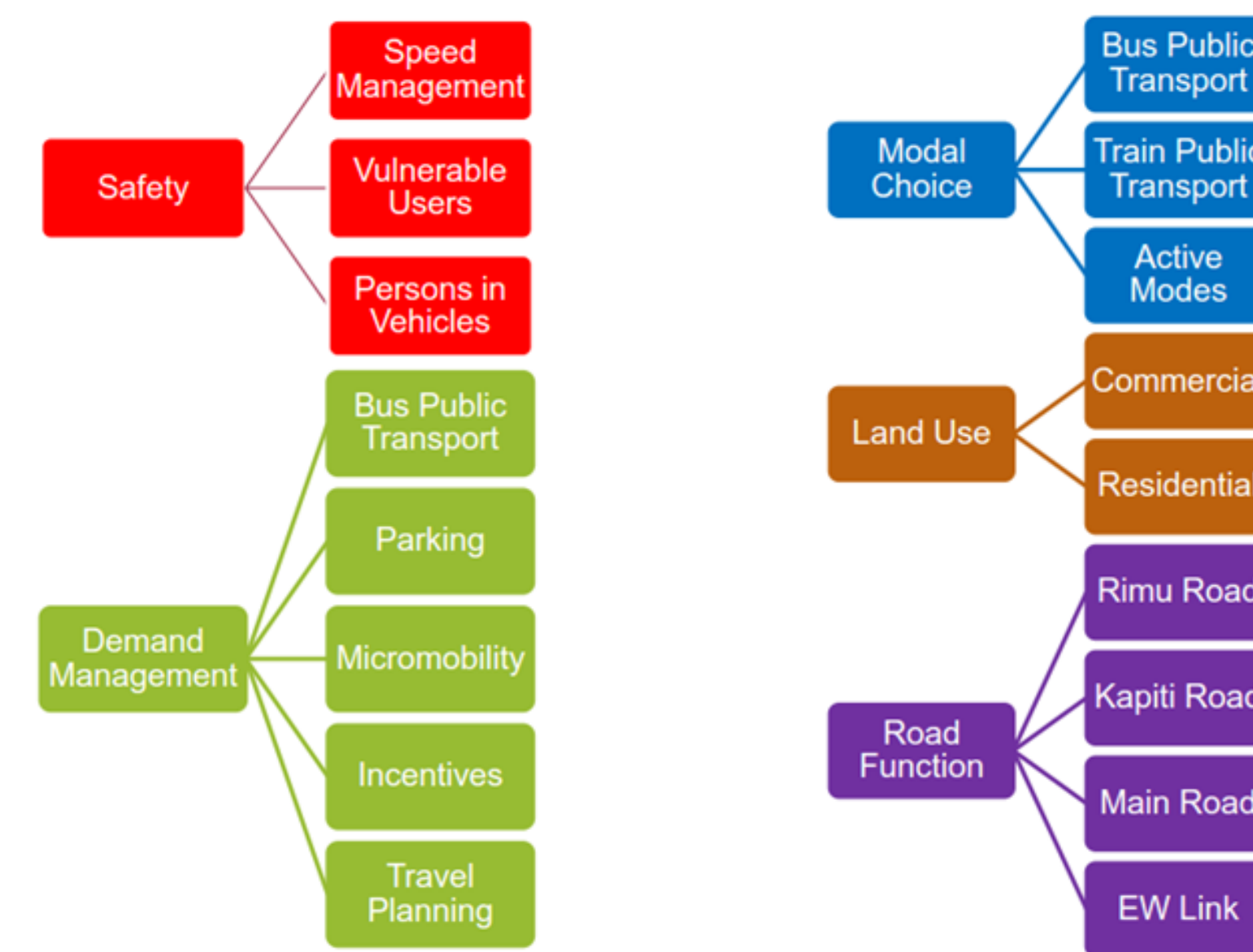
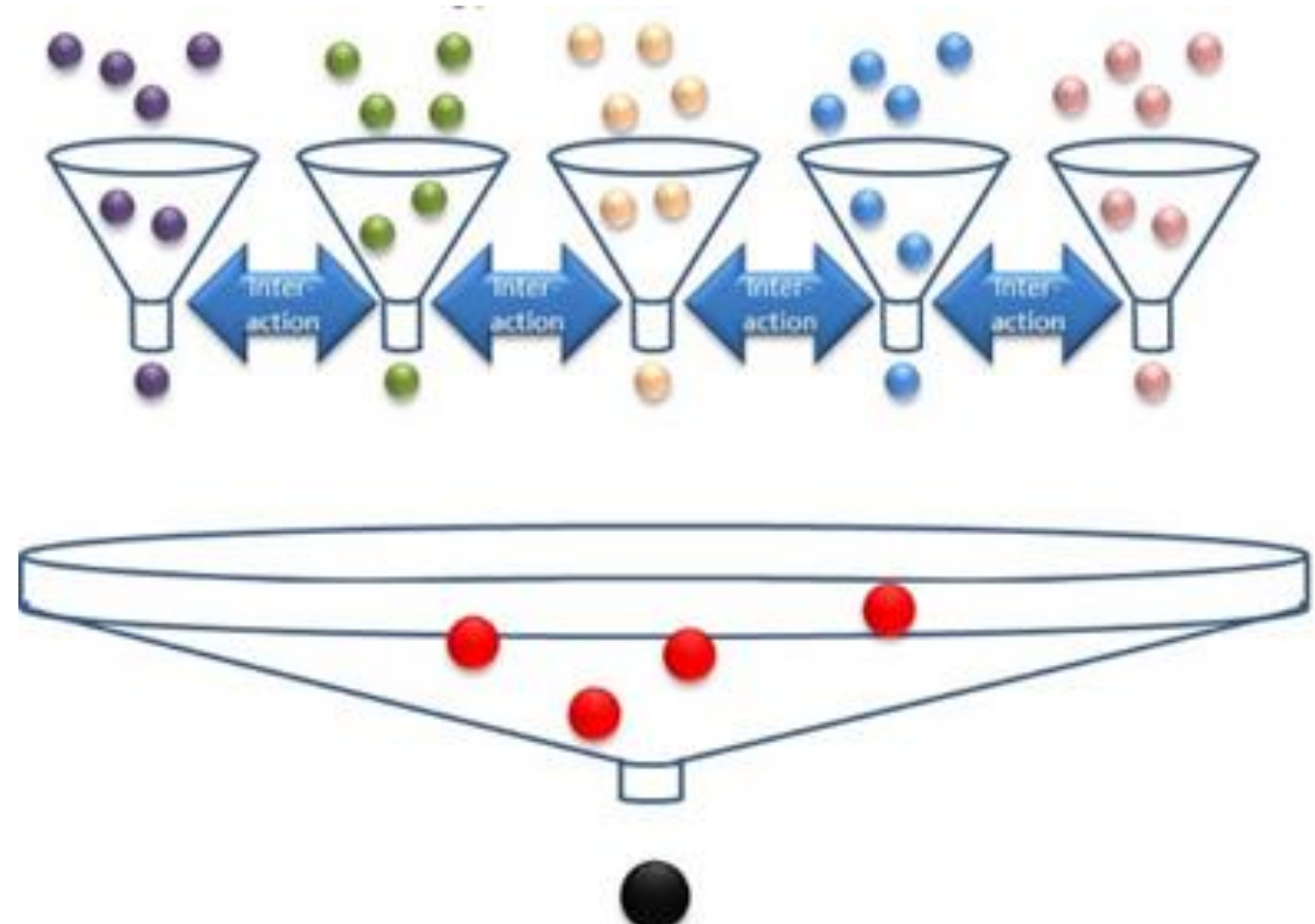
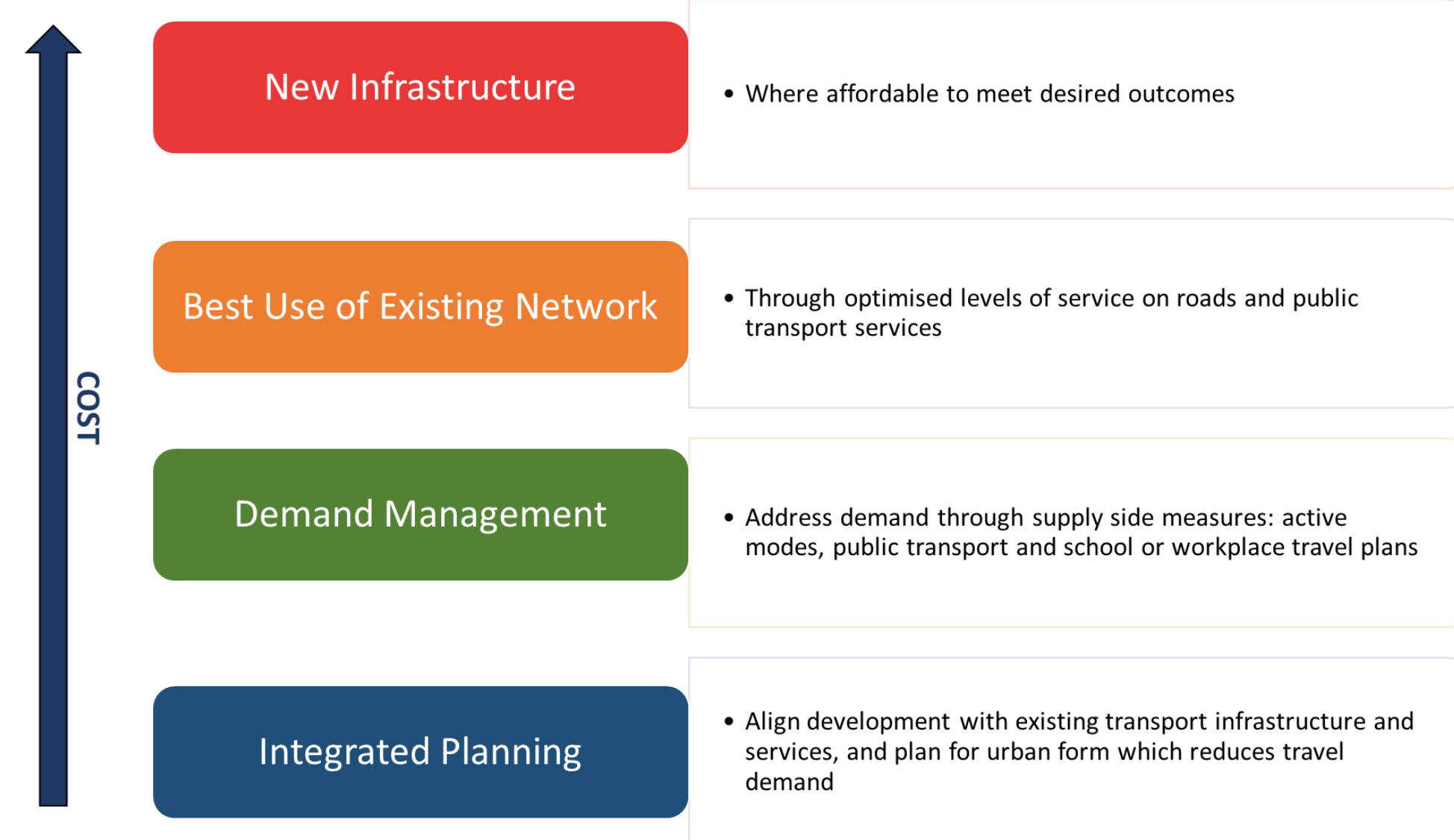
**Investment Objective 1: Economic Growth**  
We will enable economic growth by increasing access to the town economic centres increasing jobs from ~8000 to x and area commercial activity development in the town centre from 23ha to y

**Investment Objective 2: Mode Choice**  
We will improve the % of people travelling to and within the town centre by active mode and public transport from the base count in 2019 by %X - %Y by 2026

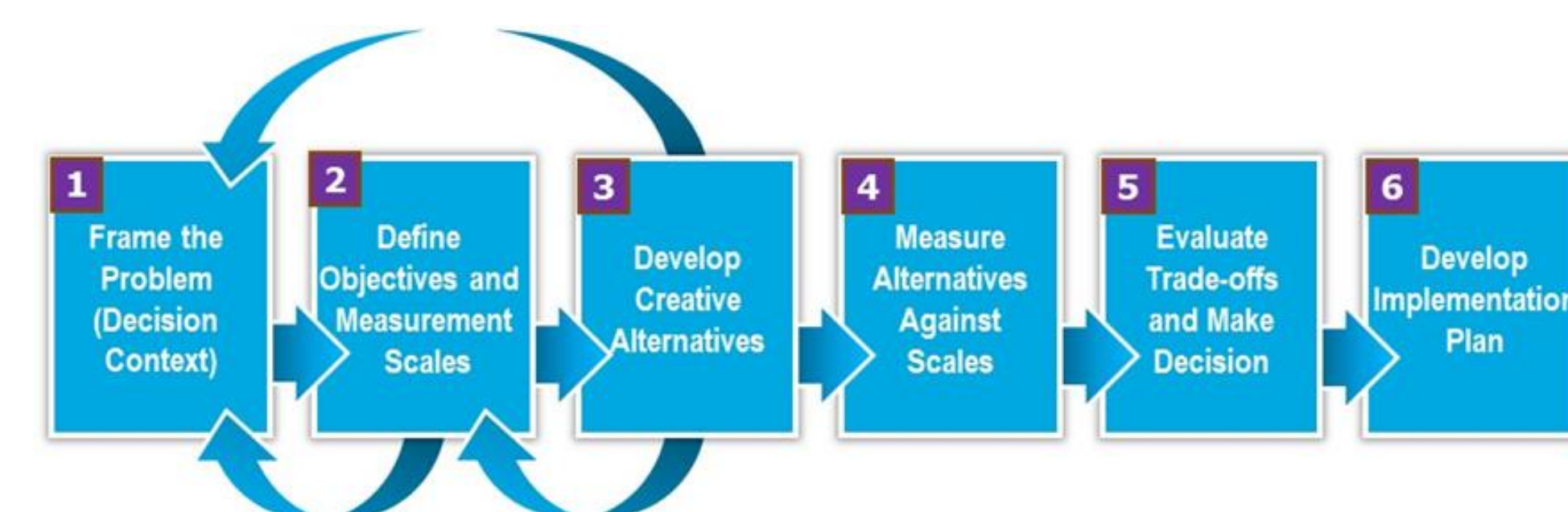
**Investment Objective 3: Liveability**  
We will improve the liveability of the town centre by improving the accessibility for key retail and civic areas from LOS D-F for PT & road users, & LOS C-D for active modes to LOS X-Y by 2026 for all modes, and increasing connectivity for all modes by 2026

**Investment Objective 4: Safety**  
We will improve the safety risk for the town centre area and the key arterial to a Low-Low Medium collective and personal risk rating (as defined by the Kiwi RAP 2013-2017 assessment) by 2026

## Methods

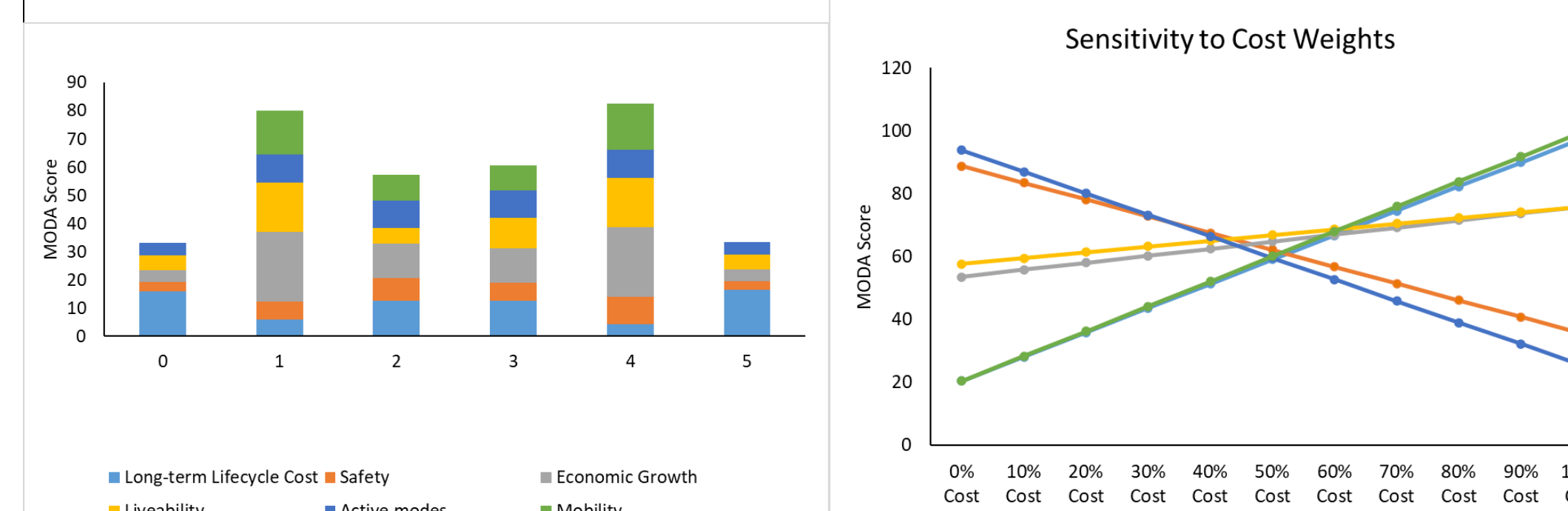


### JACOBS MODA TOOL FOR ALTERNATIVES ASSESSMENT



## Results

Consequence Table		Proposed 2021-24 NLTP Priority Order					
East West Connection PBC Review		To develop a business case for investment in improving access to Paraparaumu town centre					
ID#	Evaluation Criteria	Measurement Scale	Score	Score	Score	Score	
1	Long-term Lifecycle Cost	PV Cost	0.7	13	5	15	0.3
2	Safety	7 point Scale, 3 is best	-1	1	2	1	3
2.1	Collective Risk	7 point Scale, 3 is best	-1	1	2	1	3
2.2	Personal Risk	7 point Scale, 3 is best	-1	1	2	1	3
2.3	Reduction in injury crashes	7 point Scale, 3 is best	-1	1	2	1	3
3	Economic Growth	7 point Scale, 3 is best	-2	3	0	0	3
3.1	Job creation	7 point Scale, 3 is best	-2	3	0	0	3
3.2	Mean income	7 point Scale, 3 is best	-2	3	0	0	3
3.3	Kapiti Coast GDP	7 point Scale, 3 is best	-2	3	0	0	3
4	Livability	7 point Scale, 3 is best	-1	2	-2	1	2
4.1	Town centre amenity access	7 point Scale, 3 is best	-1	2	-2	1	2
4.2	Access for impaired users	7 point Scale, 3 is best	-1	2	1	1	2
4.3	Rimu Road as the main street	7 point Scale, 3 is best	-2	3	-2	-1	3
5	Active modes	7 point Scale, 3 is best	-1	1	2	2	1
5.1	Increased active mode use	7 point Scale, 3 is best	-1	1	2	2	1
5.2	Trips by car	7 point Scale, 3 is best	-1	2	1	1	2
6	Mobility	7 point Scale, 3 is best	-3	3	0	0	3
6.1	Travel time (minimise delay)	7 point Scale, 3 is best	-3	3	0	0	3
6.2	Quality of service (reliability)	7 point Scale, 3 is best	-3	3	0	0	3
6.3	Connectivity	7 point Scale, 3 is best	-3	2	1	1	3



## Conclusions

GPS alignment	Scheduling	Proposed 2021-24 NLTP Priority Order				
		VL* (BCR<1.0)	L (BCR 1.0-2.9)	M (BCR 3.0-5.9)	H (BCR 6.0-9.9)	VH (BCR>=10.0)
VH	H	7	3	2	1	1
VH	M	8	3	2	1	1
VH	L	9	4	3	2	2
H	H	9	5	4	4	3
H	M	10	6	5	5	3
M	H	10	7	6	6	4
M	M	11	9	8	6	5
H	L	11	8	8	7	7
M	L	11	10	10	9	9
L	HML	12	12	12	12	12

### Recommended Program

- New East West Link road
- Town Centre Accessibility
- Train Station Accessibility

**Investment Outcome 1: Economic Growth** • Enables economic growth by increasing access to the town economic centres increasing jobs from 8,000 to 8,800 and area commercial activity development from 23ha to 68ha

**Investment Outcome 2: Mode Choice** • Improves the 20% of people travelling to and within the town centre by active mode and public transport from the base count in 2019 by %200 by 2026

**Investment Outcome 3: Liveability** • Improves the liveability of the town centre by improving the accessibility for key retail and civic areas from LOS D-F for PT & road users, & LOS C-D for active modes to LOS A-B by 2026 for all modes, and increasing connectivity for all modes by 2026

**Investment Outcome 4: Safety** • Improve the safety risk for the town centre area and the key arterial to a Low-Low Medium collective and personal risk rating (as defined by the Kiwi RAP 2013-2017 assessment) by 2026

