

12 Conclusions

- (a) The land use density, both existing and planned, together with the demographics of those living in the study area are likely to lead to a continued reliance on private motorcar. Furthermore, any mode shift from private car to passenger transport or active modes is likely to impact local trips using arterials and not the state highway.
- (b) Present work underway to improve rail services to Paraparaumu and Waikanae is likely to maximise the number trips to and from work that are made by rail. Notwithstanding these enhancements, the increase in trips associated with population and employment growth will result in a continuing increase to the number of trips being made by private motor car in future years. While a large number of these trips will be local trips using arterials, there will also be an increase in the number of trips using the state highway.
- (c) The Council's long term plan to create more employment opportunities may reduce the number of people who travel outside the area in future years and hence reduce the number of trips at peak time. However, the percentage of people who work that travel outside the region is not high and therefore any reduction in these trips in future years is unlikely to result in a significant reduction in trips using the state highway
- (d) There are a number of significant crash problems within the study area. While the reassignment of a large number of local trips from the state highway to the western link road will help reduce the likelihood of these events, the concept of upgrading the state highway to expressway or motorway standard will reduce the crash rate even further.
- (e) While it would be ideal to locate the state highway around the edge of the existing urban areas, the existing land uses and topography would make the cost associated with such an alignment prohibitive.
- (f) The Council is committed to develop a "Middle Height Walkway on the Coastal Hills" linking Otaki, Waikanae, Paraparaumu and Paekakariki. The development of this track provides an opportunity to develop a route suitable for commuters, particularly if the route is constructed a standard adequate for cyclists and is located some distance from state highway which is perceived by many as dangerous.
- (g) The NIMT railway already creates severance, and there is an opportunity to locate the state highway within the same corridor so as to avoid creating further severance.
- (h) Ideally the interchanges connecting the strategic state highway with arterials should be located away from urban areas so as to minimise the impact on urban form and amenity for those that work and live there.
- (i) Given the traffic volumes and adjacent land uses, three interchanges appear to be warranted, one to the south, one in the middle and one to the north: giving a 5km spacing.
- (j) We have identified a number of potential social, community and environmental impacts within the study area that will need to be avoided, remedied or mitigated. A number of

these are located adjacent to the existing state highway, suggesting that widening the existing route is likely to have similar impacts to creating a greenfield route.

- (k) There is an opportunity to enhance the urban form by reducing severance within Paraparaumu, Waikanae and Otaki, particularly enhancing the access to the railway stations. There is also an opportunity to enhance the amenity for pedestrians and other users using the Waikanae town centre, increasing the distance between pedestrian areas the adjacent state highway.