

# Current State Highway 1 modification

## Key points and opportunities

**The purpose, function, character and operation of current State Highway 1 will change when the road changes from the national main highway between Wellington and Auckland to a local arterial road and to the 'local main street' of the town centres of Waikanae and Paraparaumu.**

Once the MacKays to Peka Peka Expressway is completed, the current State Highway 1 will revert to a 'district arterial' status. Ownership of the road designation over this length (approx 14.4km) will be transferred to the Council. The expressway will take significant volumes and size of traffic off the current State Highway 1. Some of the key points and opportunities are raised here.

### Walking and cycling

Council's Transport Strategy supports reducing reliance on private transport and providing options for improved cycling, walking and bridle paths for sport, commuting and recreation.

Accommodating these activities on the current State Highway 1 would involve changing the speed environment in some areas, improving pedestrian cross connections in the town centres and improving non vehicle transport choice.

### Road reconfiguration

Key features being considered for the future of the current State Highway 1 are:

- A safer road environment
- Safer intersection crossing points for pedestrians
- On-road marked cycle lanes and off-road walking/cycling paths
- Narrowing of the road width generally to 11 metres in rural zones
- Roundabouts at intersections at Raumati, Ihakara and Otaihanga Roads
- Stormwater run-off treatment channels in some rural areas
- Improved pedestrian/cycling facility across the Rimutaka Street rail bridge and the Waikanae River bridge
- Landscaping and tree planting

### Speed environment

The speed environment for any given road is set by the 'Speed Limit New Zealand' standard.

Narrowing the road and increasing roadside development would require a reduction in the speed limit at these locations.

### Traffic volumes

Traffic modelling shows that the road will function as an arterial with single lanes in each direction, except at intersections. With the new expressway, traffic volumes in 2026 will be approximately 13,500 vehicles per day, half the current level.

### Community planning

The potential to make State Highway 1 a district arterial road and not the national highway provides an opportunity for the community to advance its town centre planning with a higher level of certainty about central government intentions.

Once clarity has been gained on what the current State Highway 1 as a local road might look like and how any changes will be funded, the Council with the community will recommence planning the future of both the Waikanae and Paraparaumu Town Centres.

### Town centre modification

Modification of the current State Highway 1 will create the potential to promote economic development and change the character of the Waikanae and Paraparaumu town centres. Ideas include:

- Create a more pleasant walking and shopping environment
- Narrow the road carriageway
- Reduce speed limits on the adjacent roadway
- Open up pedestrian routes with pleasant generous paths across roads
- Improve the linkage between bus stops and train stations
- Enhance pedestrian connections from train stations to shops
- Improve footpath and street furniture
- Make safer traffic islands for pedestrians
- Plant trees in traffic islands and between carparks to slow traffic
- Support economic vitality

### Carriageway reallocation

The narrowing of the road presents opportunities for including dedicated cycle lanes and re-use of pavement which is no longer needed, as off road shared cycleway/walkway.

Some of this redundant road width could be transformed into stormwater treatment channels.

There may be an opportunity to recycle redundant road metal for cycle paths and walkways in rural areas.

