The project team is now working on how the former state highway could be redeveloped in the future. Key considerations include:

- the volume of traffic that is desirable for the former state highway
- recognising that the road will continue to serve some people gaining access to east-west roads, and also to businesses located along it
- what the speed should be for the road. Traffic speeds could be different depending on the environments through which the road passes
- how the road relates to the future land uses at its edge. For example, the town centres at Waikanae and Paraparaumu could change to take advantage of less traffic and lower speeds on the former state highway, if this was considered appropriate
- how people can use the former state highway corridor for walking and cycling along, and across it at more points, to improve access between destinations like shops, rail stations, schools and other amenities
- the cost of making any changes to the former state highway and the long term maintenance required for this road
- the way in which the former state highway interacts with local roads in terms of intersection design to enable cycling and safe vehicle movements
- changes are required here to encourage positive change here?
- what sort of intersection is needed here - roundabout?
- Can better connections be made across to the rail station and bus stopping area for pedestrians?
- Can a traditional main street be created here?
- Waikanae River crossing - what treatment of the bridge is required if any? Can visual and physical access to the river be improved?
- Can visual and physical access to the river be improved?
- Waikanae town centre - what is the future for the land uses at the edge of the former state highway?
- Can a traditional main street be created here?
- Can better connections be made across to the rail station and bus stopping area for pedestrians?
- Change to the speed limit here?
- Waikanae north development area - what is the future for the land uses at the edge of the former state highway?
- Currently proposed new westward access road - what type of intersection is needed here?
- Waikanae north development area - what is the future for the land uses at the edge of the former state highway?
- Currently proposed new westward access road - what type of intersection is needed here?
- Change to the speed limit here?
- Lindale area and underpass - what will be the future land uses here - tourism? What future edge and access to the former state highway will be appropriate to encourage positive change here? What speed limit is appropriate between Lindale and Waikanae?
- Open rural area - what speed limit is appropriate here - 100kmh or less?
- Open rural area - what speed limit is appropriate here - 100kmh or less?
- Paraparaumu town centre - what is the future for the land uses at the edge of the former state highway? Can better connections be made across to the rail station and bus stopping area for pedestrians? Change to the speed limit here?
- Cluthaheze area - maintaining rural space is important to recognise the break between Flatbushes area and Waikanae - how to retain rural character? Opportunity to improve safety at Cluthaheze Road - what sort of intersection is needed here - roundabout?
- What speed limit is appropriate between Lindale and Waikanae?
- Change to speed limit here - should it reduce to less than 100kmh past Poplar Avenue? Can the visual amenity of the former state highway be improved to recognise progression towards the town centre - trees, paths?
- Residential urban uses on the west side only - what amenity is required here - better walking and cycling space, trees?
- Shops, corner and rail overbridge - what changes are required here - improved pedestrian and cycle space?
- Sharp corner and rail overbridge - what changes are required here - improved pedestrian and cycle space?