Kāpiti Coast District Council and the NZ Transport Agency, are looking at how the current State Highway 1 between MacKays Crossing and Peka Peka can be modified when it becomes a local road managed by the Council. We would like your comments and ideas.

We have an opportunity to change the character of the current state highway to improve safety for all road users and create a more attractive environment, including more cohesive town centres at Waikanae and Paraparaumu.

We are seeking your input at this early stage so that we are able to develop a plan for the future of the current state highway before we lodge our application for consents for the MacKays to Peka Peka Expressway with the Environmental Protection Authority.

Your feedback and ideas will help us to complete our plan for the road in a way that allows the Council and the community to advance planning for the future of the town centres at Paraparaumu and Waikanae.

The drawings and diagrams presented here show a snapshot of various concept options to modify the current highway, mainly in the two town centres. It is important to note that the cost, timing and funding of improvements have yet to be determined.
Character change
The possible modifications aim to change the character and form of the current State Highway 1 to make it a better fit to its town centre or rural context. Ideas being explored include making parts of the road more pedestrian, cycling and public transport friendly, achieving a safer and more pleasant driver experience through lower speed limits in urban areas, and changes that could support investment in urban and economic development.

Community planning
The potential to make the current State Highway 1 a district arterial road 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 arterial 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. It is expected that this wider process will begin in late October/November 2011.

Walking and cycling
Council’s Transport Strategy supports reducing reliance on private transport and provides options for cycling, walking and bridle paths for sport, commuting and recreation.

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

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 vehicle lanes also presents opportunities for including dedicated cycle lanes and re-use of pavement for other purposes (e.g. as an off road shared cycleway/walkway).

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

Other ideas include recycling redundant road metal for cycle paths and walkways in rural areas.

Road reconfiguration
Key concepts being considered for reconfiguring the current State Highway 1 are:

- A safer road environment
- Safer intersection crossing points for pedestrians
- On road marked cycle lanes
- Pedestrian and off-road cycling
- 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

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.

Speed environment
Single lanes in each direction and increasing roadside development would allow the speed limit to be reduced in town centres improving safety and user comfort. Higher speeds will still be possible on the rural sections.

Concept cross section through Paraparaumu Train Station

Concept cross section through Waikanae Train Station

CONCEPT ONLY
It is important to note that these are concepts only. The cost, timing and funding of any improvements will be determined once feedback has been received and the scope of any improvements has been agreed.