

Old Wharf Road – Footpath link to Reserve

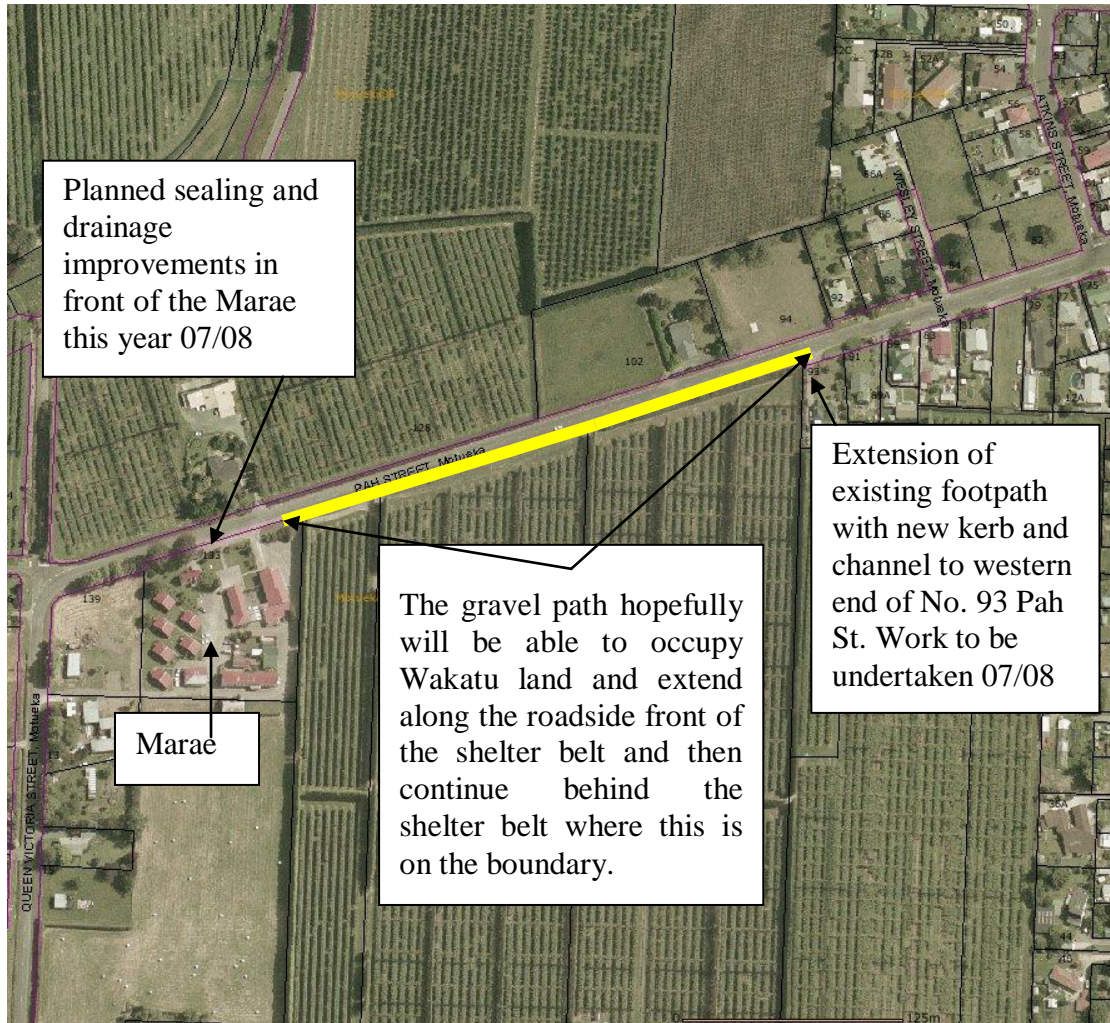


Thorp & Staple Street Circuit

- Thorp St – Proposed shared path would extend along the western side and then cross over to the eastern side before the corner, to provide good sightlines and clear of activity around the intersection. Thorp St is identified in Council’s

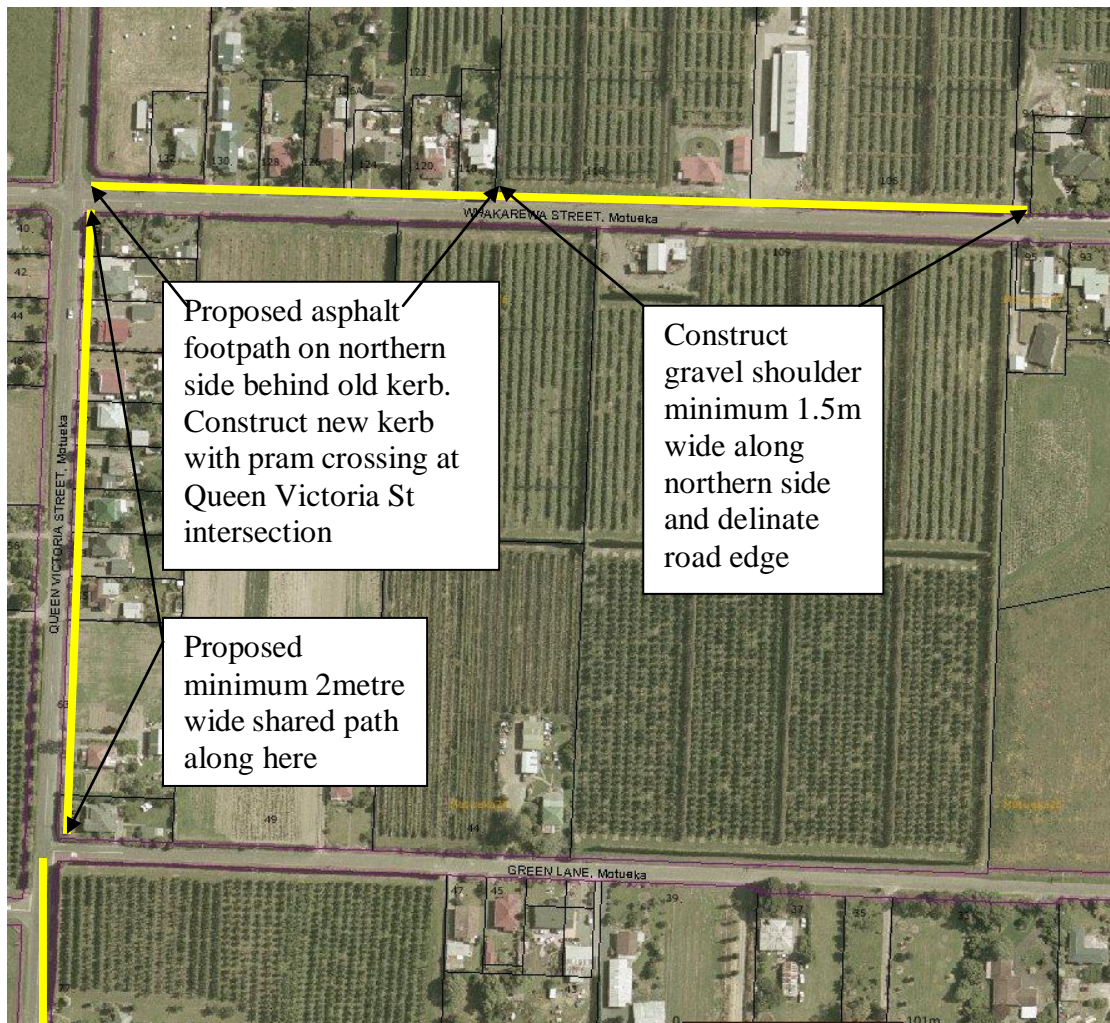
Regional Cycling and Walking Strategy as a cycle route and is used regularly by recreational walkers.

- Staple St – Proposed shared path would most likely extend along the northern side of the road unless the drain on the inside corner of Thorp and Staple Streets is piped. Staple St is also identified in Council's *Regional Cycling and Walking Strategy*.
- Thorp and Staple Streets are listed for possible seal widening in future.
- Staple St Path from Thorp St to the reserve would be incorporated in the northern side flank, and most likely in the gravel shoulder. Note, on the southern side there is a bund which is required to protect the road from flooding and provide the drain with increased carrying capacity.



Pah Street Footpath

- New concrete footpath proposed behind new kerb and channel on the southern side and extending from existing footpath to 93 Pah St. New path funded from footpath budget.
- May be able to coordinate MDC work, footpath and Marae frontage up grade work to be undertaken together.
- Proposed footpath through Wakatu land to be minimum 1.5m and constructed of gravel, timber edge to be confirmed.



Queen Victoria & Whakarewa Footpath Circuit

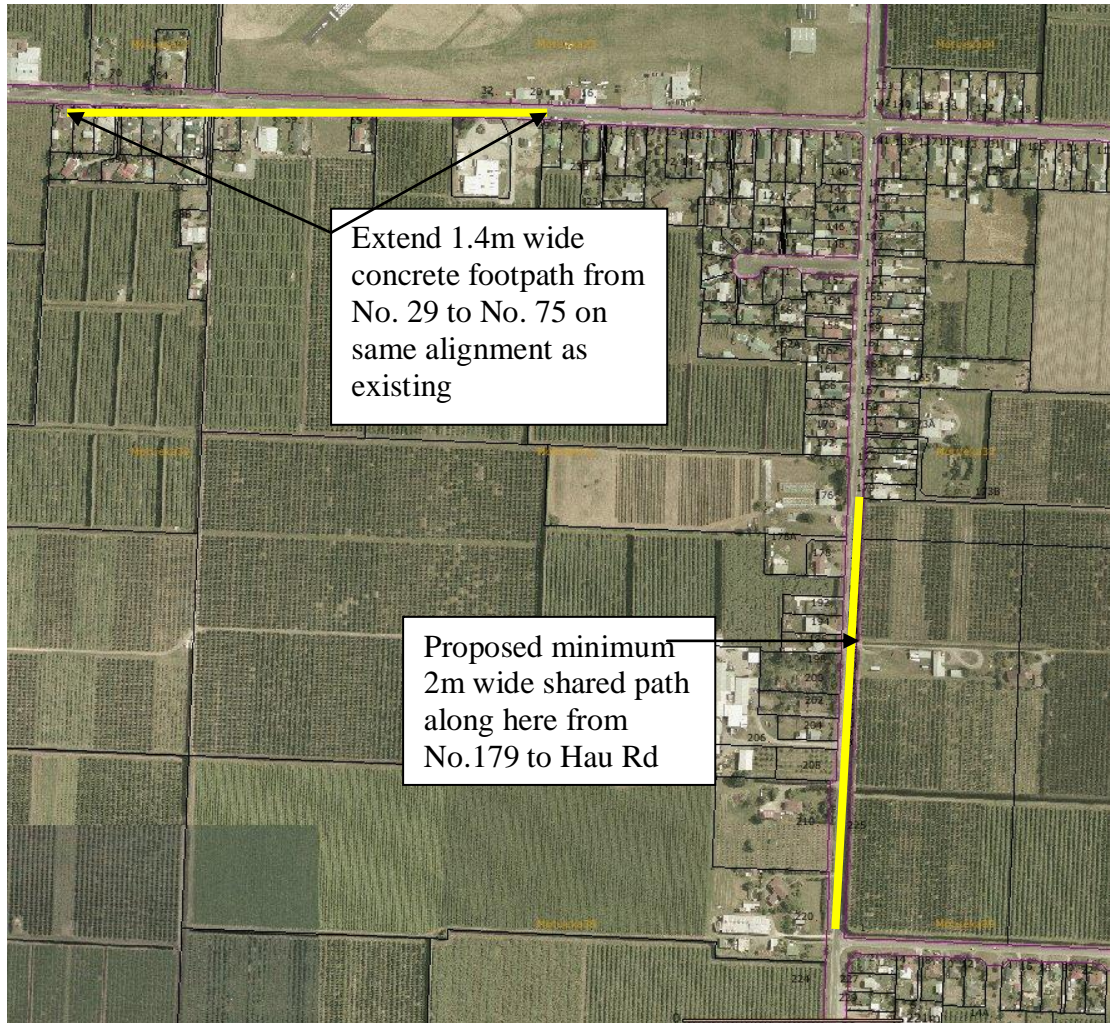
- Whakarewa St footpath – construct chip sealed footpath between poles and boundary between Queen Victoria St and No. 120 then swing footpath to behind footpath along frontage of No. 118. Seal access crossings to boundary.
- Whakarewa St northern side shoulder between kerb sections – Construct gravel shoulder with timber edge. Delineate road edge with marker posts and install No Stopping signs or No Stopping lines.
- Construct kerb and channel with pram crossings around both corners of Whakarewa St and Queen Victoria Street.
- Queen Victoria Street (Whakarewa St and Green Lane) – Construct approximately 2metre wide footpath behind kerb and retain service strip against boundary. Footpath to be chip sealed as well as accessways to boundary. Note: Check for upgrade of Waste Water along this section.



Queen Victoria Street Shared Path & King Edward Footpath

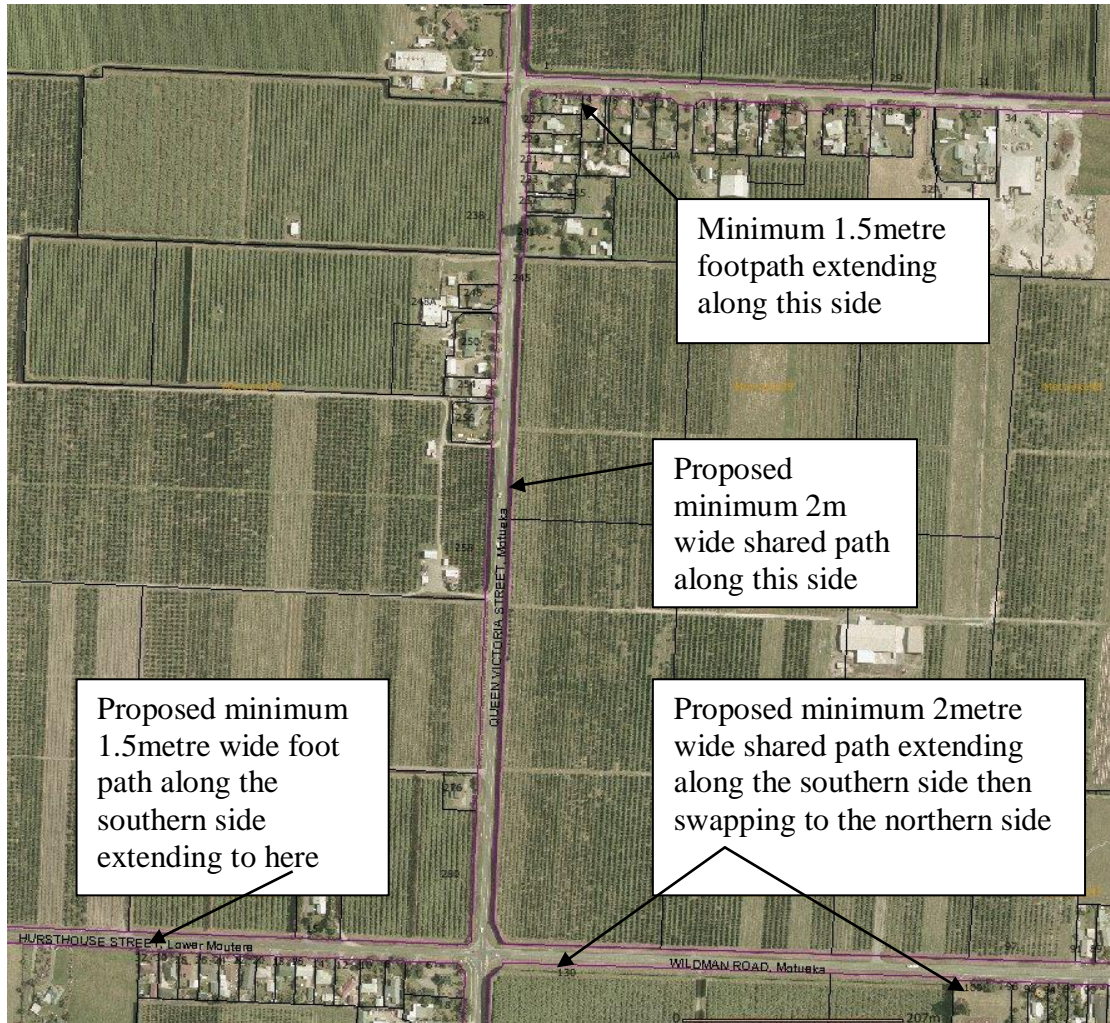
- Queen Victoria St – Construct minimum 2m wide shared sealed footpath with timber edge. Path to be positioned well back from road edge with care taken to ensure surface drainage is not affected.
- Position of path outside No 77 Queen Victoria St to Green Lane intersection will need to be against road edge, therefore delineation required. Review kerbing around Queen Victoria and Green Lane intersections.
- King Edward St – Construct minimum 1.4m wide either concrete or asphalt footpath behind kerb on northern side, extending to house No. 130. Include accessways to boundary in new construction.

Note: Intersection layout of Queen Victoria and King Edward Streets may change slightly and may be able to be incorporated with this work.



College Street Footpath and Queen Victoria Street Shared Path

- College St – Construct concrete footpath from end of existing path to No. 75 on same alignment as existing.
- Queen Victoria St – Construct shared minimum 2metre wide sealed path on the eastern side and extending from end of existing path near 179 Queen Victoria Street. (Identified this route in Council’s *Regional Cycling and Walking Strategy*)



Queen Victoria, Hursthouse Streets, Hau Road & Wildman Road

- Hau Road – Minimum 1.4metre wide sealed footpath constructed along the southern side;
- Queen Victoria St – Construct shared minimum 2metre wide sealed path on the eastern side and extending from Hau Road to near Wildman Road. (Identified this route in Council's *Regional Cycling and Walking Strategy*)
- Wildman Road - Construct shared minimum 2metre wide sealed path on the southern side and extending from end of existing path near the reserve towards the Moutere Highway. The path may need to swap to the northern side near the intersection with Queen Victoria Street and Moutere Highway thereby linking in with the eastern side path along Queen Victoria Street. The change over point would need to be clear of turning vehicles close to the intersection but at a point where the speed limit was identified as being much less than the current legal speed limit of 70kph.
- Hursthouse Street – Construct 1.4metre wide sealed footpath along the southern side.