

Strategy:

2

Enhance the footpath and walkway system

Initiatives aimed at improving the walking opportunities within the Havelock Village for residents, school children, visitors, shoppers, and workers

This strategy includes the following findings and proposed initiatives:

- Footpath upgrade strategy
- Street tree planting strategy
- Additions to the off-street walkway system



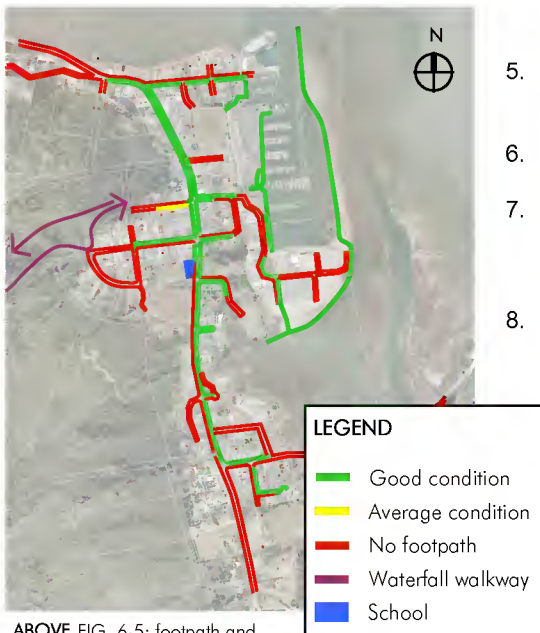
ENHANCE THE FOOTPATH AND WALKWAY SYSTEM

Havelock's walkway system

Footpaths and walkways within Havelock were mapped and their condition was evaluated (Fig. 6-5).

From this it can be seen that footpaths within the commercial core of Havelock are generally in reasonably good condition. Main Road has footpaths on both sides north of the school. The residential areas generally rely on the roads for walking, as traffic volumes are very low and only serve a local purpose.

A comprehensive network of off-road walking tracks exists in Havelock, including the Waterfall walkway (and, if you can find it, beyond to the top of the Takorika Hill), along the spit east of the marina, and on the edge of the estuary.



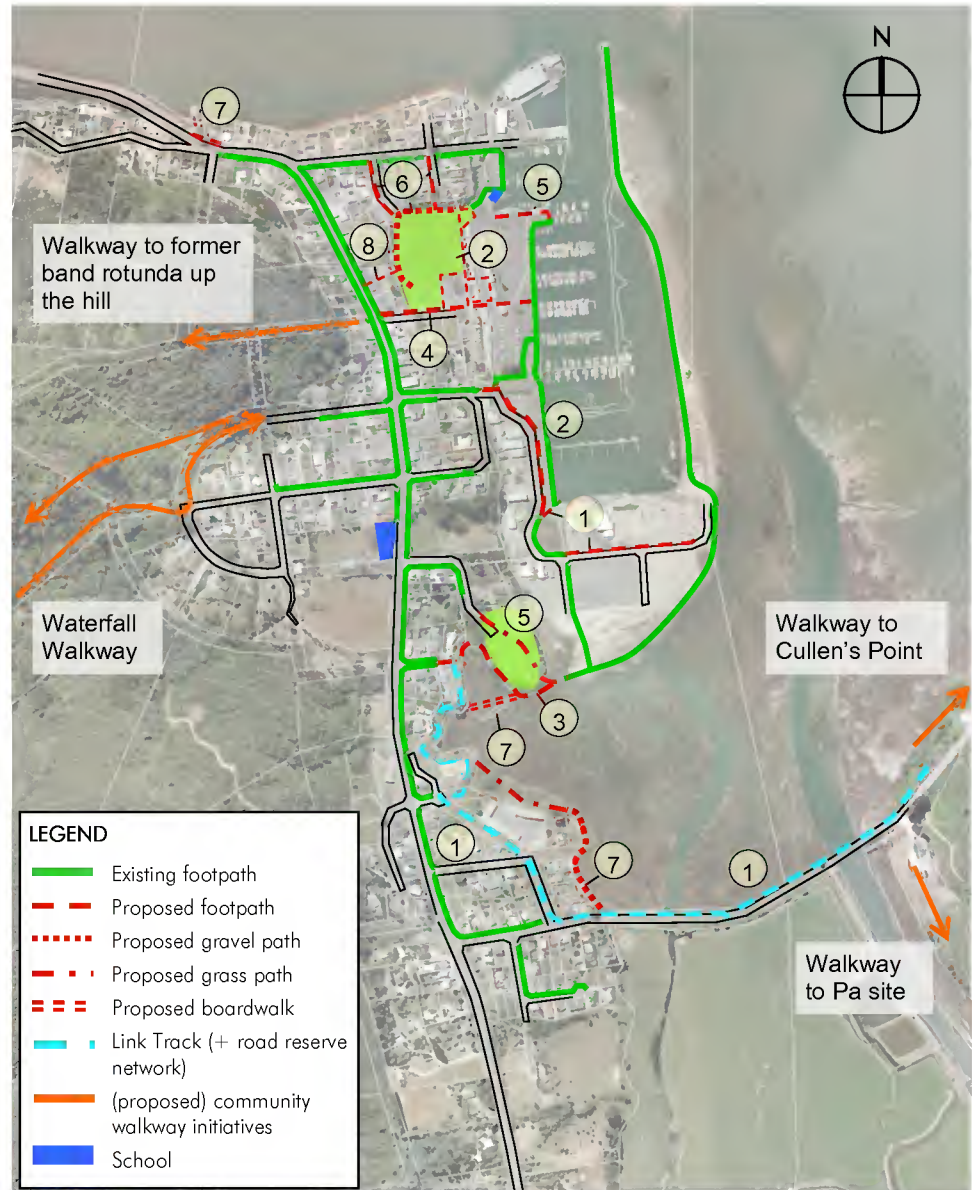
ABOVE FIG. 6-5: footpath and walkway assessment

Proposed walkway and footpath interventions

It is proposed to focus on providing a connected walkway system, consisting of both sidewalks and off-street tracks (refer to Figure 6-6). As not of all these can be constructed at once, the following prioritisation is suggested:

1. Connecting the Link Track (along Queen Charlotte Drive to Picton) with the town; Footpath along Rangitane Drive to connect the walkway on the western edge of the marina basin with the area to the east, where a beach is proposed (refer to Strategy 5).
2. Walkway on the eastern edge of Memorial Park (refer to Strategy 1); Footpath along Ngati Kuia Drive.
3. Walkway around the southern edge of the cemetery.
4. Footpath on Neil Street, connecting between Main Road and marina (refer to Strategy 1).
5. Walkway through the cemetery connecting Slogan Street with the network around the estuary.
6. Footpaths Rose and Peel Streets to connect with War Memorial Park.
7. Walkway on the western edge of the estuary; footpath to serve residential properties on the northern edge of the town.
8. Walkway on the western edge of Memorial Park, connecting through to Main Road.

Additional walkways that could be or are part of a community initiative, and that the Council could facilitate are presented overleaf.



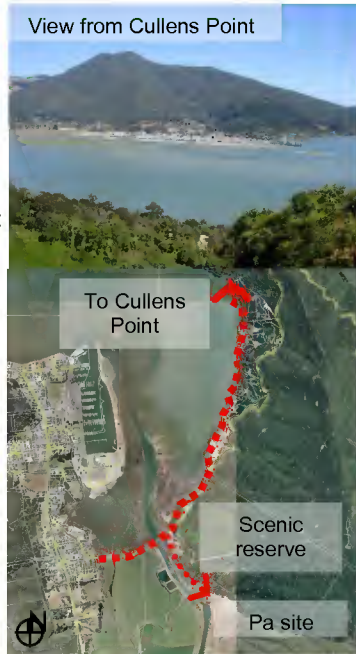
ABOVE FIG. 6-6: Proposed footpath upgrades and new linkages

ENHANCE THE FOOTPATH AND WALKWAY SYSTEM

Walkway to Cullens Point

A community initiative to connect the proposed Link Track (across Mahakipawa Road and beyond to Picton) with a walkway to Cullens point is currently being implemented.

Plans for a walkway to the scenic reserve/ pa site could form part of this. Maintenance of and access to the rubbish disposal site should be considered



RIGHT FIG. 6-7: Proposed walkways to Cullens Point and the scenic reserve / pa site east of the Kaituna River

Walkway to former band rotunda

The derelict walkway from Neil Street-west to the historic band rotunda up the hill on the western side of Havelock could be re-opened as part of a community initiative. Seating and interpretation panels could form part of the attraction in addition to the views over the town and the estuary. In the long term, possible restoration of the old band-rotunda in the historic style could be added. It could function as a place for a sheltered picnic or for bands to play casually (as in the old days).



RIGHT FIG. 6-8: location of the access for the proposed track to the former band-rotunda

Proposed tree planting strategy

A tree planting strategy (Fig 6-9) was designed, based on the analysis of existing open space and notable trees (Fig. 6-10) and aligned with other proposals for Havelock.

As most of the trees are located within private properties, the opportunity exists to better define and enhance streets and routes with consistent tree planting.

Sequencing plan (refer to the numbers in Figure 6-9)

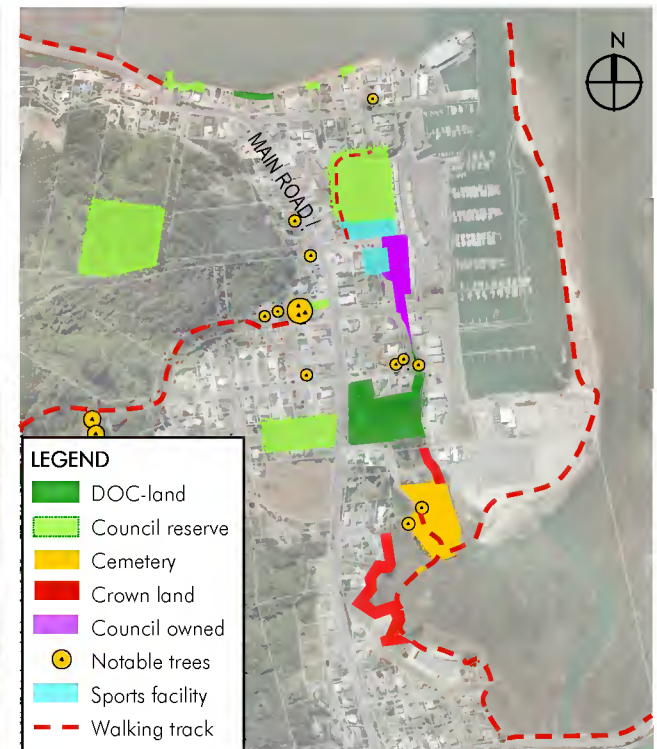
1. Along the Main Road to provide shelter for pedestrians and contribute to traffic calming by optically narrowing the road.
2. Around War Memorial Park as part of Strategy 1, Main



ABOVE FIG. 6-9: proposed tree planting strategy

Road to Marina.

3. Along Rangitane Drive to enhance the proposed footpath to the proposed beach (refer to Strategy 5)
4. Along the proposed footpath on Ngati Kuia Drive.
5. Along Inglis Street East to enhance the walking experience from the village centre to the marina/ Port area.



ABOVE FIG. 6-10: analysis of the existing open space and notable trees