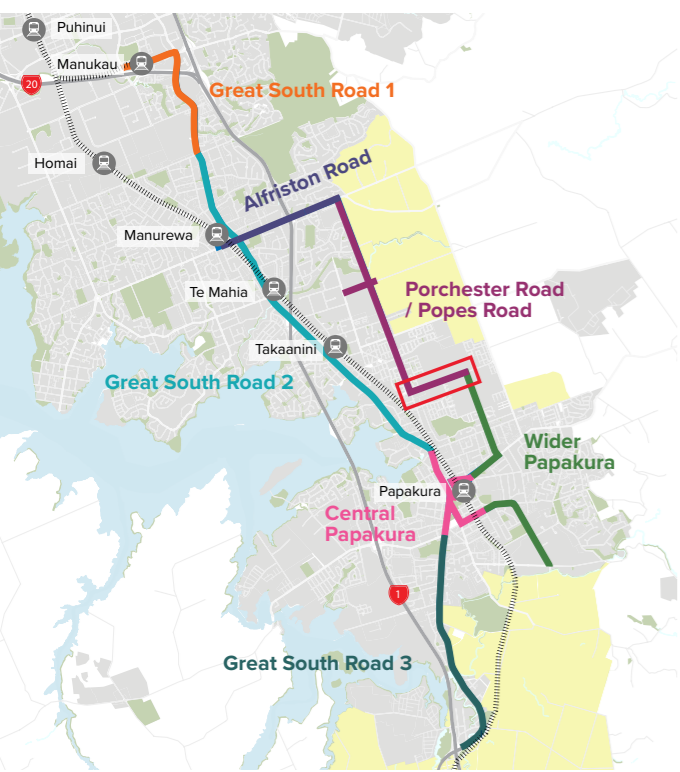


# PORCHESTER ROAD / POPES ROAD

SHEET 18



Scale 1 : 4000 @A3



## OUTCOMES

- 1 - **Active Mode Permeability**  
- Demonstrate a safe intersection upgrade from the existing roundabout and maintaining the current pedestrian school crossing in support of safe pedestrian environments.

## OPPORTUNITIES

- 1 Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety and provide for equitable local connectivity and access. Consider cross corridor connectivity aligned with existing amenities such as open space and existing pathways.
- 2 Opportunity to provide diverse planting options within contiguous space in berms, and along interface with open space such as Bruce Pulman Park, to support ecological outcomes and stormwater response.
- 3 Opportunity for corridor rearrangement to provide better separation between modes such as berms and space for planting between pathways and road.

## KEY

- - - Proposed Designation (NoR 4)
- - - Landscape Response/Interface
- Active Modes Crossing
- Existing Wetland

*Proposed Business Case Design:*

- Berm
- Cycle Path
- Footpath
- Retaining Wall
- Fill Batters

\* Refer to Figure 9.1 in the UDE for future land use



Scale 1 : 4000 @A3



**KEY**

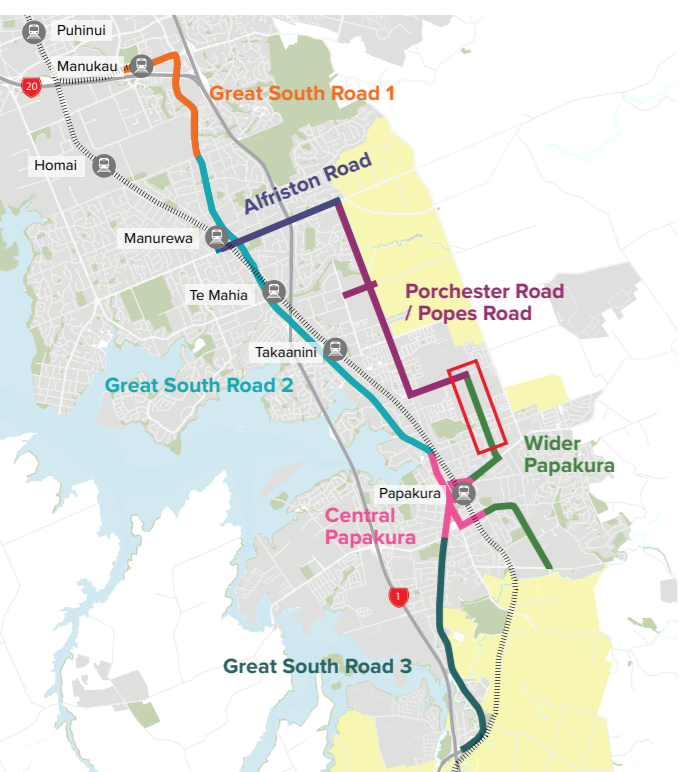
Active Modes Crossing

*Proposed Business Case Design:*

- Berm
- Cycle Path
- Footpath
- Retaining Wall
- Fill Batters

**OPPORTUNITIES**

- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity active mode network.



\* Refer to Figure 10.1 in the UDE for future land use

# WIDER PAPA KURA / CENTRAL PAPA KURA

SHEET 20



Scale 1 : 4000 @A3



## OPPORTUNITIES

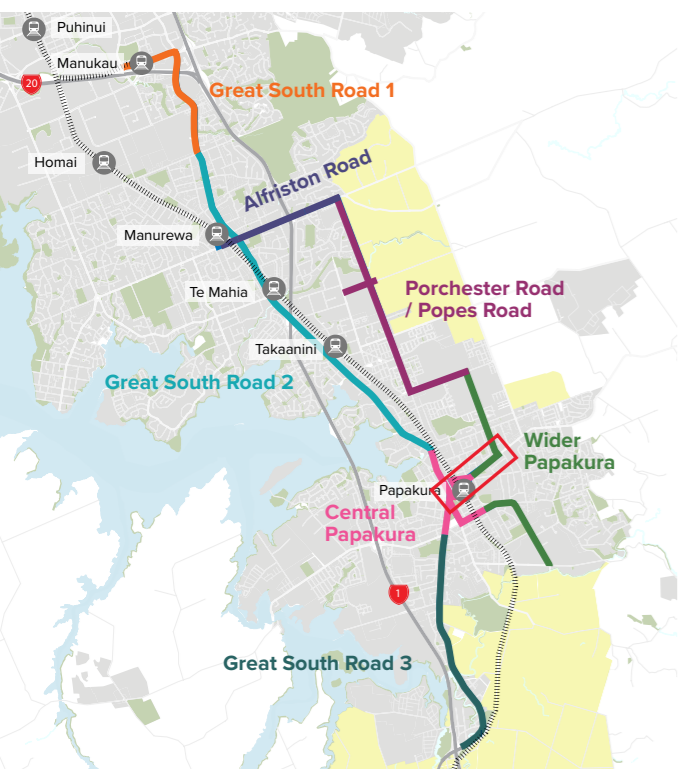
- 1 Opportunities for further enhancement and definition of open space edges at Central Park through landscape response.
- 2 Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of active mode network.
- 3 Opportunity to further address an appropriate interface, connectivity at a fine grain pedestrian level and ability to support a people orientated street within the Papakura Town Centre.
- 4 Active mode connectivity and access into Papakura Train Station and Bus Terminal to be further addressed.
- 5 Opportunity at future design stages to address safety, interfaces and low level of service issues with existing Clevedon Road bridge. Bridge widening would need to be considered to provide sufficient space to support these outcomes.

**KEY**

- Proposed Designation (NoR 1)
- ▬ Rail Line
- ↔ Active Modes Crossing
- ↔ Active Modes Connection
- Centre Interface
- Landscape Response/Interface

*Proposed Business Case Design:*

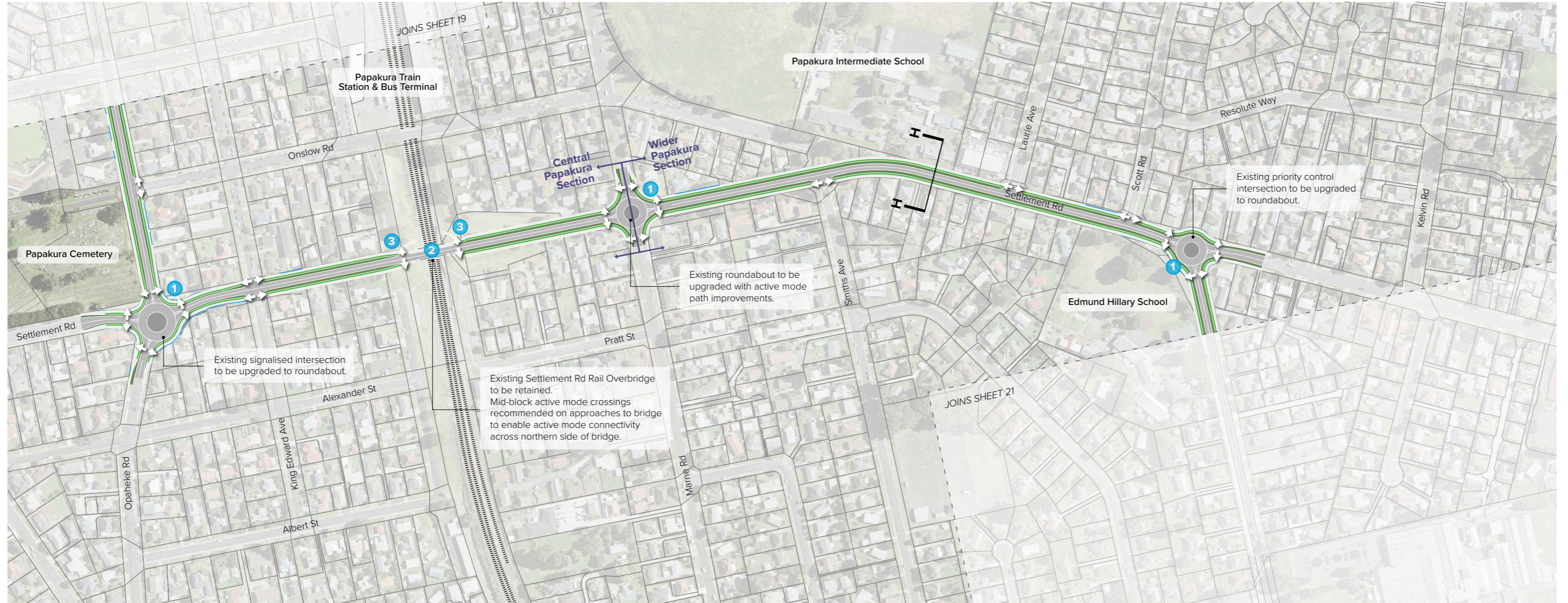
- Berm
- Cycle Path
- Footpath
- Retaining Wall
- Fill Batters



\* Refer to Figure 10.1 in the UDE for future land use

# CENTRAL PAPA KURA / WIDER PAPA KURA

SHEET 21



Scale 1: 4000 @A3



## KEY

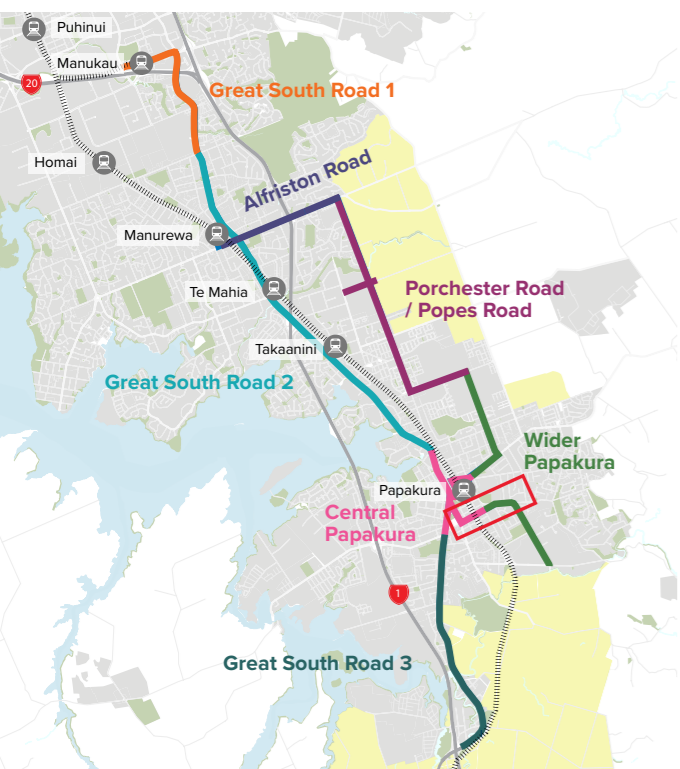
- Rail Line
- Active Modes Crossing

*Proposed Business Case Design:*

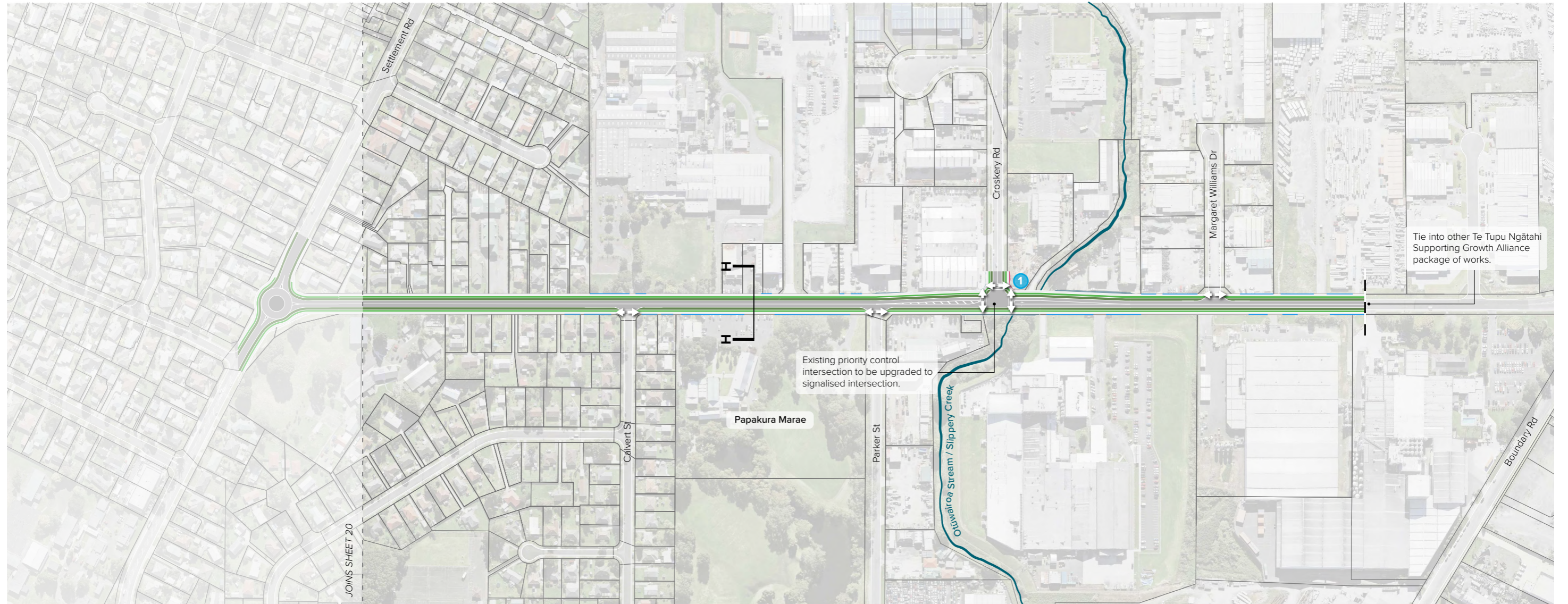
- Berm
- Cycle Path
- Footpath
- Retaining Wall
- Fill Batters
- Bridge Barrier

## OPPORTUNITIES

- 1** Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of active mode network.
- 2** Opportunity at future design stages to address safety, interfaces and low level of service issues with existing Settlement Road bridge. Bridge widening would need to be considered to provide sufficient space to support these outcomes.
- 3** Opportunity to consider crossing points before the Settlement Road bridge to provide equitable accessibility to existing footpath on northern side of bridge. Consider locating these to tie into existing pathways that lead into the railway reserve.



\* Refer to Figure 10.1 in the UDE for future land use



Scale 1: 4000 @A3



**OPPORTUNITIES**

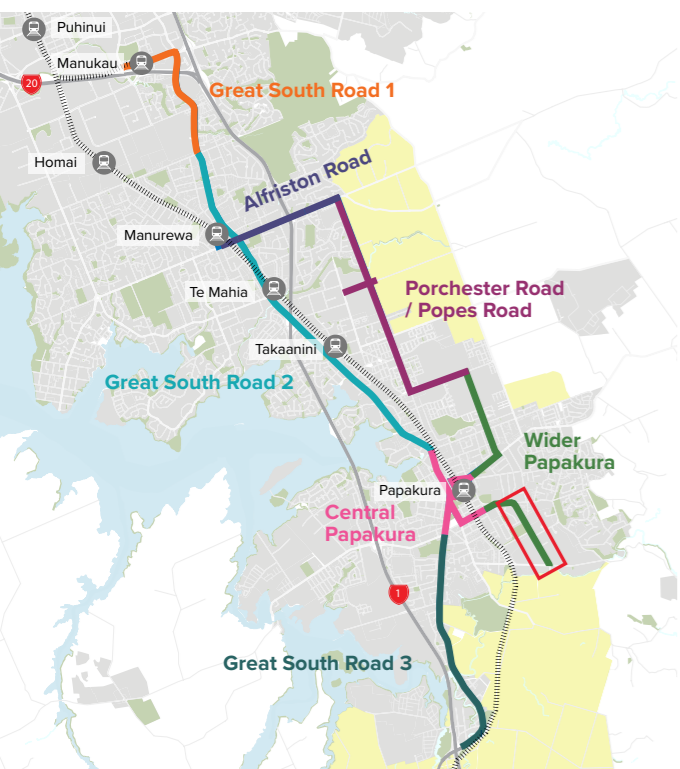
- 1 Opportunity for appropriately placed and prioritised crossing points to reinforce a sense of personal safety, provide equitable local connectivity and continuity of active mode network.

**KEY**

- Active Modes Crossing
- Stream

*Proposed Business Case Design:*

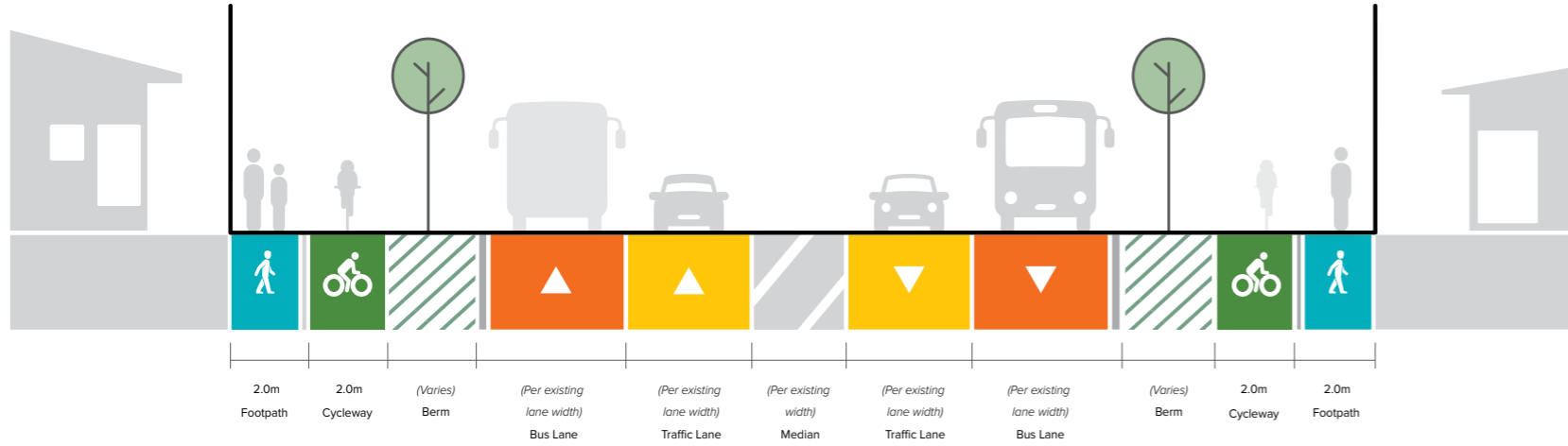
- Berm
- Cycle Path
- Footpath
- Retaining Wall
- Fill Batters
- Cut Batters



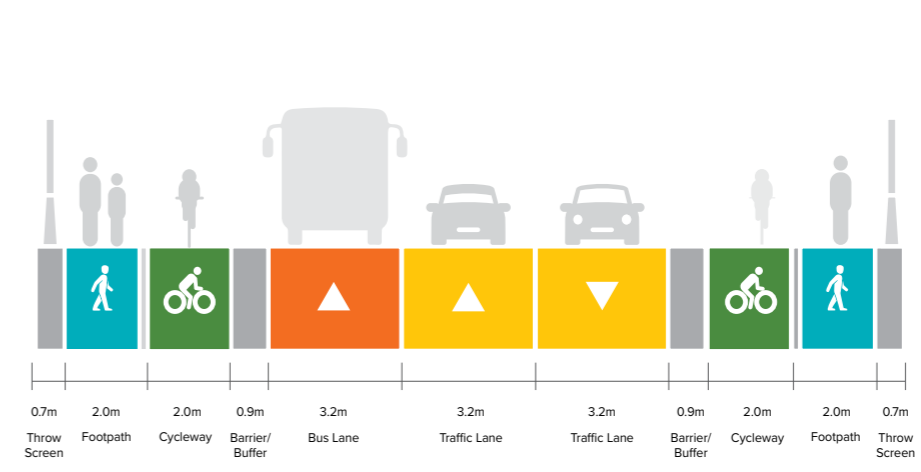
\* Refer to Figure 10.1 in the UDE for future land use

# INDICATIVE CROSS SECTIONS

**SECTION A - A**

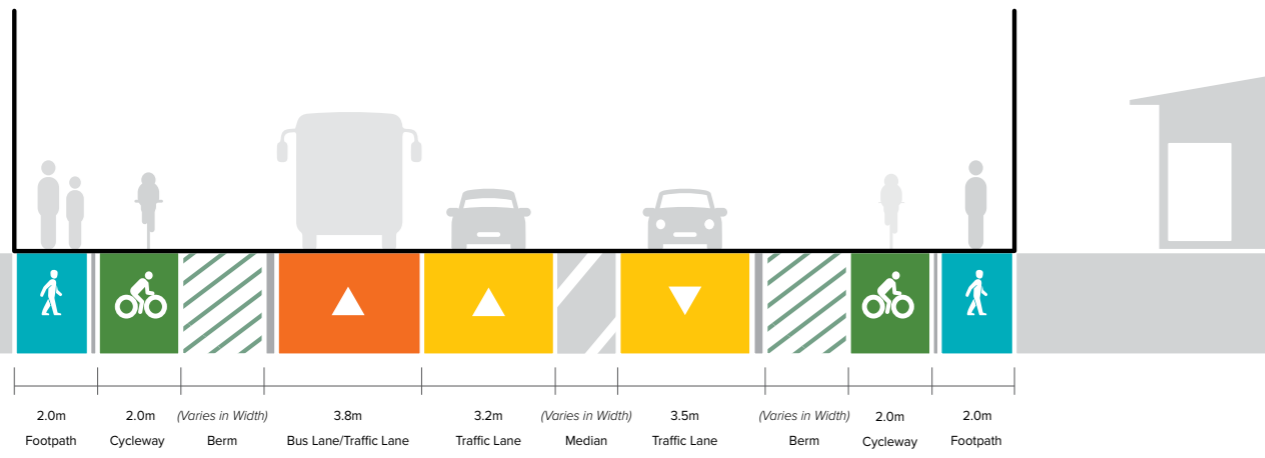


**SECTION C - C**



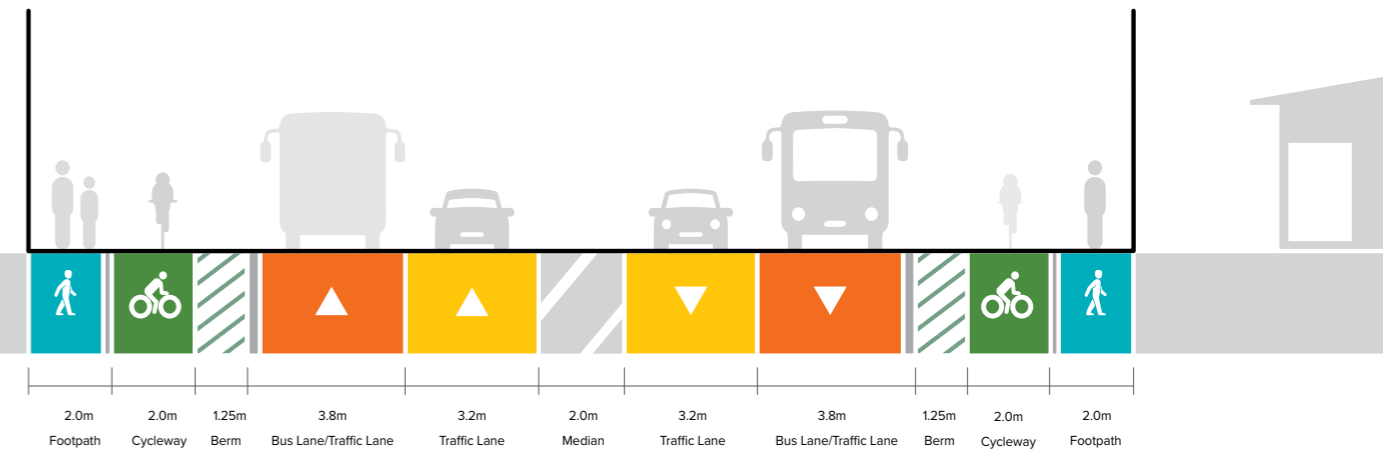
**Four Lane Arterial - 30m**

**SECTION B - B**



**Three Lane Arterial Bridge - 21m**  
*Northbound Bus Lane Only*

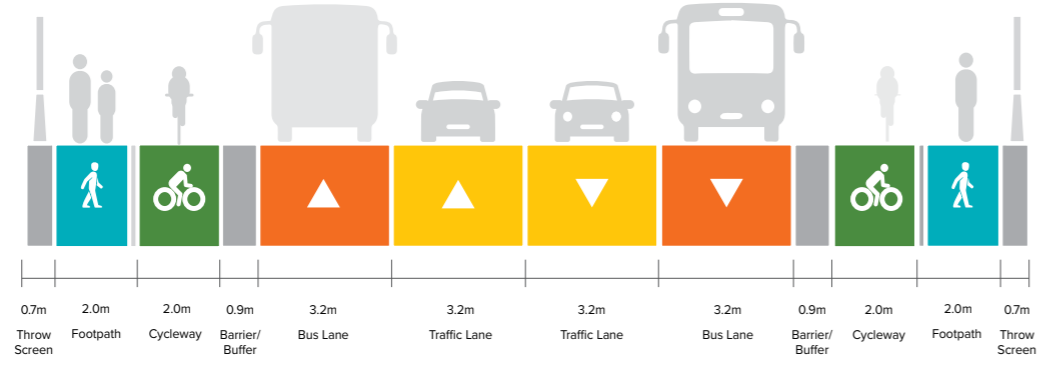
**SECTION D - D**



**Three Lane Arterial - 21m**  
*Northbound Bus Lane Only*

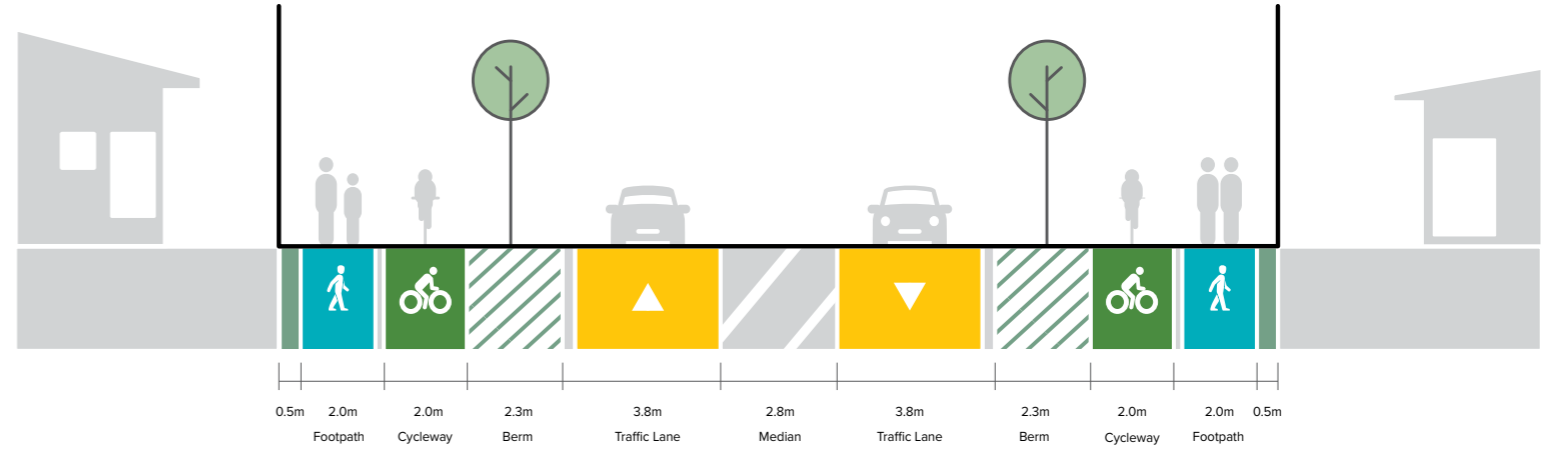
**Four Lane Arterial - 26.5m**

**SECTION E - E**



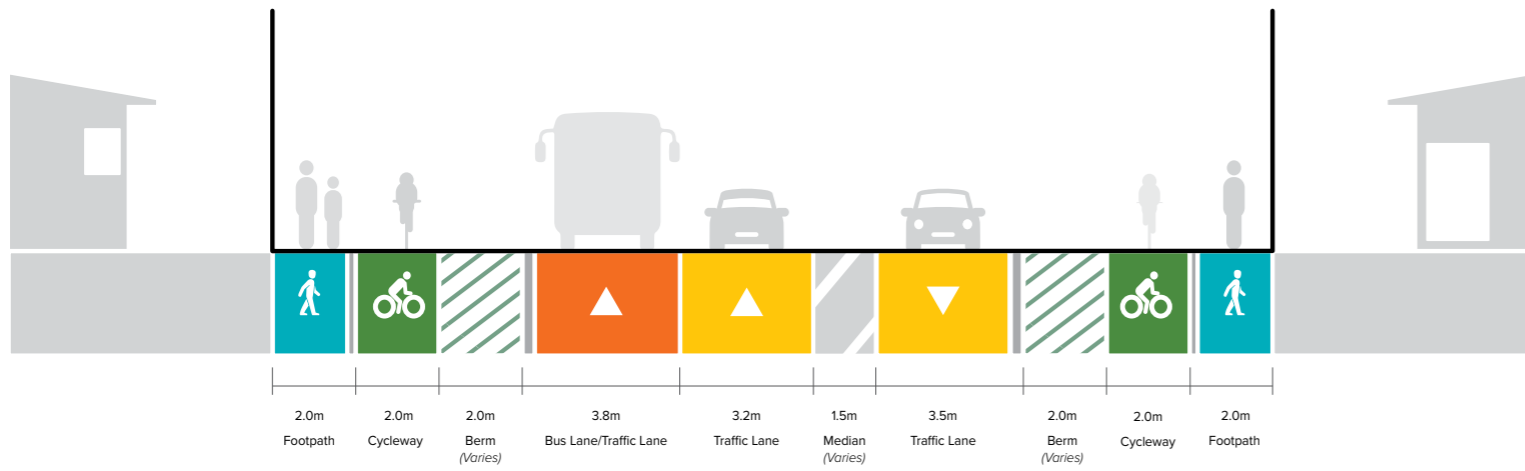
**Four Lane Arterial Bridge - 24m**

**SECTION G - G**



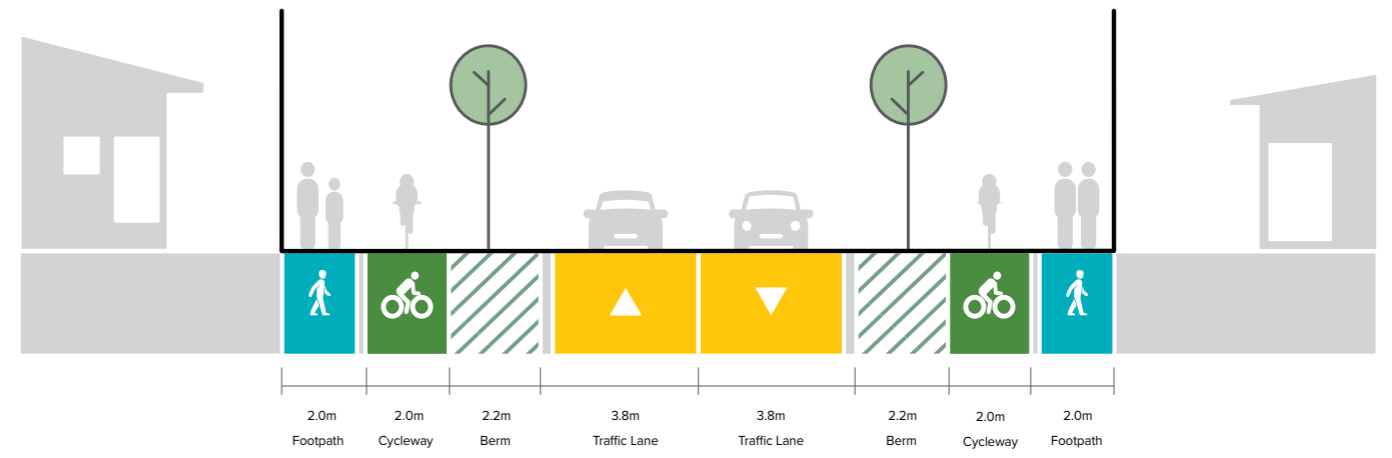
**Two Lane Arterial - 24m**

**SECTION F - F**



**Three Lane Arterial - 24m**  
*Eastbound Bus Lane Only*

**SECTION H - H**



**Two Lane Arterial - 21m**