



Mangawhai Village intersection improvements – some common questions

Why are we improving the Village intersections in Mangawhai?

In mid-2016, Council set up a panel of community representatives to make recommendations for a Mangawhai Community Plan. The Mangawhai Community Plan was then consulted upon and accepted by Council in February 2018 from the Mangawhai Community Plan Advisory Panel and was adopted by Council as part of the Long-Term Plan at the meeting in June 2018. The first projects for our transport work stream were then scoped and identified – a shared path to create an enhanced and safer walking connectivity, and an intersection upgrade to cater for the traffic demand with the increase in growth for Mangawhai.

Phase One includes constructing the section of the shared path on Molesworth Drive from ITM down to about 80m past Estuary Drive, as well as two roundabouts at the Insley Street/Moir Street intersection and Molesworth Drive/Moir Street intersection. The work is part of a wider shared path network planned for Mangawhai, improving safety and connectivity between its two centres, and making it easier to travel by foot, bike, or scooter along a part of busy Molesworth Drive.

In the Village, the two roundabouts and adjacent path upgrades improve the safety (both vehicular, cycle and pedestrian) and traffic flow of the current intersections at Insley Street/Moir Street and Molesworth Drive/Moir Street.

Phase One works begin Monday 31 May 2021 and are expected to be complete by May 2022. The Mangawhai Community Plan document is available on our [website](#).

Who is undertaking the works?

The construction contract for Phase One – the Village intersection improvements and the shared path has been awarded to United Civil Construction. Traffic management will be in place, and Phase One is expected to be complete by May 2022. Construction Project Manager Jacob Dunn is heading up the team onsite.

Why roundabouts? Can you put Give Way signs on Moir Street instead, so Insley Street is given priority and therefore not need these major changes?

Give Way signs could help fix the issues on Insley Street but then would create issues on Moir Street. Note traffic flows are similar on all three legs (on average there are 5,000 to 7,000 vehicles per day from each of the three directions – this fluctuates and significantly increases during the summer and holiday times).

Why haven't traffic lights been considered instead of roundabouts?

Traffic lights were considered early on in the investigation phase, but it was determined that traffic would flow better with a roundabout. The traffic modelling undertaken indicates that a signal-controlled intersection would be at capacity in the morning peak period and the holiday peak periods, with queue lengths blocking the Moir/Molesworth intersection. In comparison a roundabout provides a good level of service and doesn't cause any queues that back into the Moir/Molesworth intersection. Also, having two roundabouts allows for a possible future scenario where right turns into properties are prevented, which will further improve safety, increase capacity, and reduce delays.

What will happen with the parking during construction?

There will be disruption, but we are working closely with the shop landlords to maximise their parking in other areas around the shops. Customer parking is available behind the supermarket/surf shop/bakery/butcher, and we encourage people to use this space.

Why are pedestrian crossings being installed rather than zebra crossings?

The traffic safety designers have advised us against installing zebra crossings. They create a false sense of security where pedestrians think that traffic will stop for them. This is very good in high pedestrian traffic areas, but if pedestrian volume is variable, then motorists get used to not having pedestrians there and then accidents happen. Waka Kotahi NZTA's guidelines for selection of pedestrian crossings suggests that average peak pedestrian volume should be greater than 50peds/hour for a zebra crossing, amongst other criteria. Raised courtesy pedestrian crossings work well and allow pedestrians to cross the road during off-peak times, when there are gaps in traffic to cross the road in two stages (using the traffic islands). During peak times vehicles are in queues of traffic and are more likely to give way to pedestrians.

Why can't we install an additional left turn only lane on Insley Street?

There is no room. To do this we would need to take more of the parking from the side of Four Square. Modelling shows the delays are minor and you won't be held up much by the right turning traffic.

Will art be incorporated into the Mangawhai roundabouts?

We are not able to incorporate art at this stage. We are severely restricted due to the minimum size of the roundabout – technical and hazard requirements means that we need to allow for overdimension loads such as house removals to mount the roundabouts where necessary, and so any infrastructure in the circle needs to be frangible and removable.

If you're interested in public art and design within Mangawhai we have a wayfinding group. Please get in touch via mangawhaicommunityplan@kaipara.govt.nz

Will large vehicles be able to get around the roundabout?

The roundabout has been designed for trucks and large vehicles.

Why don't you try and divert heavy traffic and have a by-pass route?

This was considered early on but lack of funding and availability of land does not make this option at this stage.