



Shared Path network – some common questions

Why are we creating a Shared Path network in Mangawhai?

In mid-2016, Council set up a panel of community representatives to make recommendations for a Mangawhai Community Plan. As part of that plan, a Shared Path network was identified as a key focus, to improve connectivity around Mangawhai, particularly between the Village and the Heads. The aim is to make it attractive, safer and quicker to walk, cycle or scoot to where you want to go along main routes, and connect no-exit streets.

The Mangawhai Community Plan is available on our [website](#).

How long will it be before the Shared Path network is complete?

The Shared Path network is a multi-year project. Phase 1 (this entails work being completed under Long Term Plan 0, as shown on the map) is estimated to be completed by end of 2022, Phase 2 (under LTP 1) by 2024, Phase 3 (LTP 2) by 2027, and Phase 4 (LTP 3) by 2030.

What's happening with the Norfolk Pines which run along the road corridor where the Shared Path is intended to go?

The ideal width for the Shared Path is 3.5m, which means in some places we are looking to remove some of the Norfolk Pines. Wherever possible, we are aiming to keep the Norfolk Pines and only remove those which are necessary. They will be replaced with native plants, chosen to ensure clear sight lines and safety for Shared Path and road users.

What will the Shared Path be made of?

There are different materials for sections of the Shared Path, depending on the environment it is travelling through. The majority of the Shared Path will be made of black oxide exposed aggregate concrete with shell inclusion.

Other sections of the Shared Path will be made up of different materials. For example, there is a planned timber boardwalk for the Tara Creek crossing. There are also some sections which may be made of gravel.

How will users be separated on the Shared Path?

Markings on the pavement surface and pole signs will provide clear directional information, separating users moving in each direction.

Will the Shared Path be separated from the road?

Where there is room a flush concrete edge beam and planted swale provides horizontal separation for the Shared Path from the carriageway, softens the shared path environment and provides a green/soft drainage solution.

However, there is limited room in the section from the ITM to the Causeway – in this area there will be a new kerb and channel to provide vertical separation from the road carriageway.

On the concept plans it looks like the proposed planting for the side road intersections could restrict the vision of turning cars. Is this safe?

All planting will be selected to ensure that there are always clear lines of sight as you approach side road intersections.

Are you able to incorporate fishing or diving platforms along the Tara Creek crossing?

If the budget allows then we hope to try and introduce these features.

I can't see any pedestrian crossings on Molesworth Drive – are there plans to incorporate any?

We are installing pedestrian refuge crossings, which create a safe path for pedestrians and cyclists on the roads, but do not give them right of way. These were recommended based on traffic engineer reports. There are no plans to install any zebra crossings along Molesworth Drive.

How can I submit feedback on the planned route or concept designs for the Shared Path network?

You can send us your thoughts and suggestions via mangawhaicommunityplan@kaipara.govt.nz