



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 guiding Mangawhai Community Plan document 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) will start construction onsite from Monday 31 May 2021, and is estimated to be completed by May 2022. 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. Phase 2 (under LTP 1) by 2024, Phase 3 (LTP 2) by 2027, and Phase 4 (LTP 3) by 2030.

Who is undertaking the works?

The construction contract for Phase One of the shared path and the Village intersection improvements has been awarded to United Civil Construction. Traffic management will be in place, and Phase One is expected to be complete by May 2022.

Detailed design is underway for the next section of the shared path (Phase Two) and construction is planned to start under the next Long-Term Plan (2021-2024), pending funding approval. Phase Two continues from the end of Phase One (80m past Estuary Drive) through to Mangawhai Central and includes a boardwalk running alongside the causeway.

What's happening with the Norfolk pines which run along the road corridor where the shared path is also planned to go?

The ideal width for the shared path is 3.5m, which means in some places the team will need to remove some of the Norfolk pines. Wherever possible, we are aiming to retain them and only remove those which are necessary.

A number of measures will be put in place for the Norfolk pines being retained including tree bridges that protect the roots – tree root bridging involves raising the pathway up above the roots and constructing concrete beams every 2.5m to enable the path to be bridged over the roots.

At this stage the project team have confirmed that 10 Norfolk pines are having to be removed for Phase One. Four of the pines scoped for removal have been damaged by private development at various times over the years. During Phase One works, four of the Norfolk Pines within the Phase Two scope will also be removed.

The pines being retained will be reviewed and monitored carefully by the arborist as works happen.

The project includes planting a diverse range of native trees and shrubs along the shared path route.

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 (this work is part of Phase Two). 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 down 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. The boardwalk running alongside the causeway is part of Phase Two.

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 to cross the roads, but do not give them right of way. These were recommended based on traffic engineer reports. At this stage there are no plans to install any zebra crossings along Molesworth Drive.