

Wood Street Revitalisation

Permanent Design
2024

Background

In September 2019 the Mangawhai Business Association approached Kaipara District Council, to address issues relating to high levels of congestion, traffic issues, and pedestrian safety around Wood Street.

Since then, the Council has been collaborating with the Mangawhai Business Association and community and testing layout and design, to create a vibrant, unique, warm and people-friendly place.

The current interim design has been in place since December 2020. Using temporary materials has allowed features to be tweaked and changed throughout the testing period, informed by community and business feedback, vehicle data, and regular monitoring.

This year (2023/2024) Kaipara District Council project team have continued to meet with individual landowners, business operators, impacted residents and the Mangawhai Business Association to clarify the final technical layout, identify public and private boundary lines and make sure that due consideration is given to concerns or opportunities presented such as upgrading of premises/loading zones/deliveries.

Work to construct the permanent layout is planned to start in the latter half of 2024 (subject to funding from Waka Kotahi NZ Transport Agency).

Widened footpaths

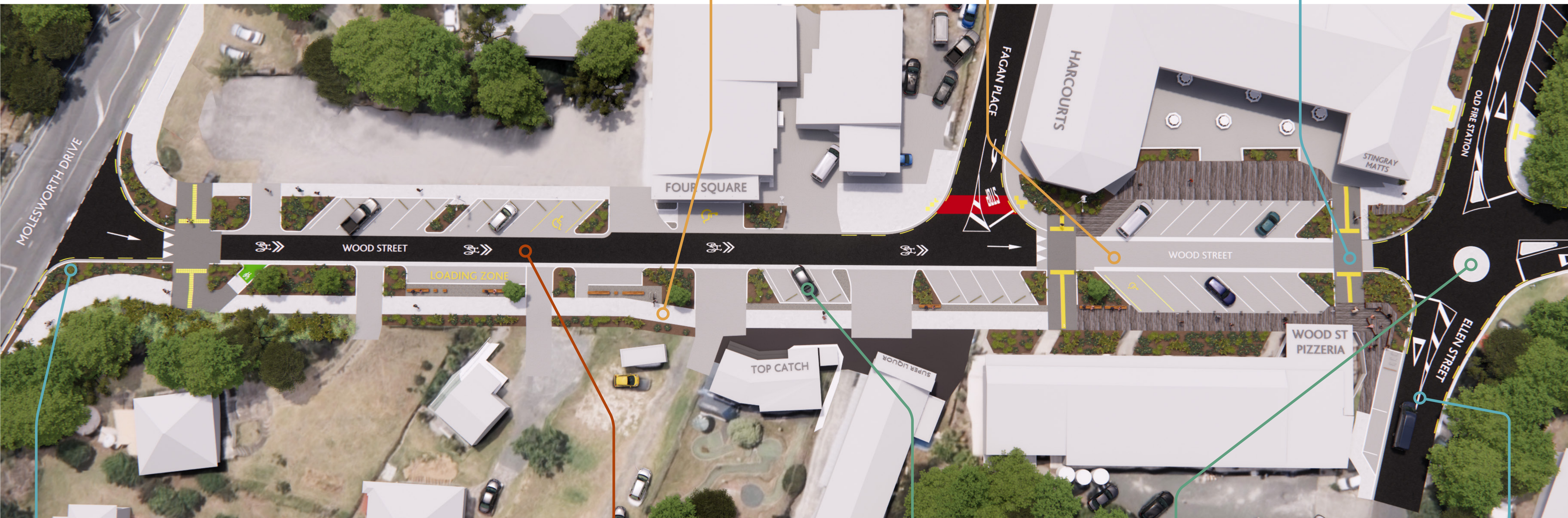
Footpaths on both sides of Wood Street will be widened and connected to the shared path network currently under construction from the village to Wood Street. Footpath upgrades will improve safety, accessibility, and connectivity throughout the commercial area.

Central area

Shop, stroll, linger. The people-friendly central area supports active transport, improves accessibility and provides a safer town centre for pedestrians, with slower vehicular movements. The main centre of Wood Street (between Fagan Place and Ellen St) is raised and will sit flush with the bordering footpaths. Timber boardwalks and green landscaping on either side support the casual, coastal aesthetic.

Improved crossing safety

During the trial the raised pedestrian crossings had positive community feedback. Data collected during the trials also showed reduced overall speeds of vehicles on Wood Street. The permanent design will incorporate a number of raised crossing points through Wood Street to help pedestrians navigate the area safely.



Entrance & Stormwater Management

A built out kerb allows space for landscaping to create a vibrant, safe, entry point to Wood Street with opportunities for sculpture or artwork to welcome visitors entering Wood Street. Major stormwater network upgrades will be integrated into the revitalisation of Wood Street, with rain gardens and swales to manage surface runoff.

One-way Wood Street

Feedback from the trials for the one-way system was positive and demonstrated improvements to traffic flow during peak periods. Wood Street will remain permanently one way. Adjustments to the road alignment, and safer entrances and exits for businesses clearly demonstrate the definitions between public and private spaces.

Reconfigured parking

On-street parking along Wood Street will be a mix of angled (heavily favoured in most areas during the trial) and parallel pull-in bays to accommodate larger vehicles. We have added an additional parallel mobility space in front of the supermarket entrance to accommodate rear-access vehicles.

Formalised roundabout

A mountable roundabout will be installed at the intersection of Wood Street and Ellen Street. The intersection will be widened to accommodate turning circles of larger vehicles and trailers.

Ellen Street

A formalised concrete footpath the length of Ellen Street will help pedestrians navigate the area safely. New swales support drainage and manage surface runoff without compromising additional informal parking areas. On the west side of Ellen Street, a number of angled parks have had to change to parallel bays to allow for adequate road space and clearly marked safer pedestrian access.