

# Mangawhai\_Wood Street Activation Innovating Streets for People Pilot Fund Application

By Resilio Studio\_For and on behalf of Kaipara District Council

May 2020 | Rev A



**Kaipara District Council**

Unit 6, The Hub  
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# Introduction



## 1.1 Introduction

We appreciate the opportunity to put forward this application to the Innovating Streets Fund for the Wood Street Revitalisation Project in Mangawhai.

We feel that the Wood Street Revitalisation Project strategically aligns with the Innovating Streets Fund as the project focuses on improving pedestrian safety, reducing vehicle volume and speed, improving the desire to walk/cycle to Wood Street and making room for pedestrian activity on Wood Street.

The project phases completed to date have adopted a tactical approach with success in testing ideas and involving the community in the design process. There is significant political and community drive to see this design methodology continue and to establish a successful revitalisation for wood street.

We trust this proposal meets with your agreement.

Kaipara District Council

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## What You Need To Know Before You Apply



## 2.1

### Eligible entity and project – quick check list

Eligible entity and project – quick check list		
Organisation lodging this application is an Approved Organisation	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
Applicant is committed to the project and has allocated 10% of the total cost within their annual budget	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
The applicant is seeking \$1 million or less in funding from Waka Kotahi for the project	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
The project will be delivered by 30 July 2021 (although it may stay in place for longer)	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
The project is proposed as a tactical urbanism project	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
The project site is or will be a low-risk location	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
If successful, the council is happy to collaborate to create and share images, videos, website content and media content	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
The project governance will include Waka Kotahi staff	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No
If successful, the council is happy to join capability building workshops	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No



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## Now That You Are Ready To Apply





## 3.1

Please refer to the following sections for responses to questions outlined in the "Innovating Streets For People Pilot Fund Application".

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## Application Details



## 4.1 Organisation

Organisation Name_	Kaipara District Council
Physical Address_	Unit 6, The Hub, 6 Molesworth Drive, Mangawhai 0505
Postal Address_	Private Bag 1001, Dargaville 0340

## 4.2 Project Title

Title_	Mangawhai _ Wood Street Activation
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## 4.3 Key Project Contact

Name_	Tim Manning
Job title_	Mangawhai Programme Delivery Manager
Phone_	027 221 5538
Email Address_	tmanning@kaipara.govt.nz





## 5.1 A Strong Project Foundation

### Constraints and Opportunities

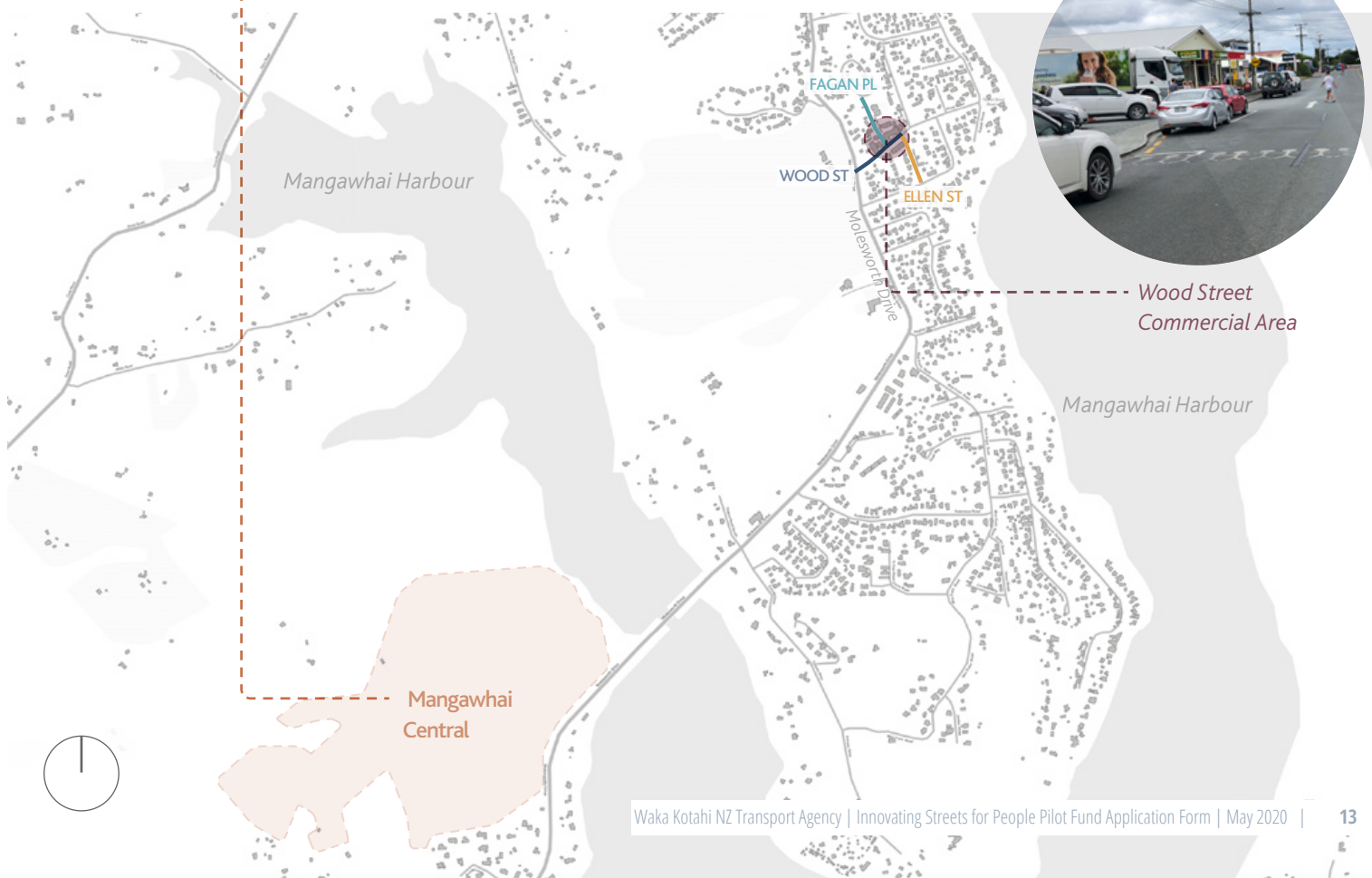
#### Problem Statement

Mangawhai Heads Town Centre has seen unprecedented growth over the past 20 years. Known for its eateries, markets, coastal walkways and swimming spots, the township sees a heavy annual influx of holidaymakers at all times of the year, not just the peak summer season. The number of permanent residents has also grown exponentially, impacting the Wood Street shops of Mangawhai Heads. Contributing to this is its close location to Auckland. The Mangawhai residential population now includes Aucklanders who can work remotely, or commute as necessary.

In the future, the Wood Street shops will have to compete against "Mangawhai Central," which will be Mangawhai's first large scale commercial subdivision. Mangawhai Heads Town Centre will need to adapt to the change ahead to remain relevant, and to thrive.

Mangawhai Heads has become a traffic congested, pedestrian unfriendly town centre that needs to change if it is to survive. Its key problems are:

- a) Traffic safety
- b) Pedestrian safety
- c) Massive congestion and summer time delays
- d) Safety issues with traffic with boats
- e) Disruption of quiet residential streets
- f) Lack of character



## What does this change mean for Wood Street Shops?

The Wood Street shops have traditionally been one of two of the main commercial areas within Mangawhai, primarily servicing Mangawhai Heads. The Wood Street commercial area provides a diverse range of services, consumables and offerings including:

- Grocery shopping
- Petrol station
- Bait and fishing supplies
- Bakeries, cafes and eateries
- Offices and companies
- Post office
- Chemist
- Medical Practice

The Wood Street commercial area faces **two** significant challenges in light of recent and projected growth for Mangawhai; **vehicle control and pedestrian safety and retaining a position within Mangawhai as a vibrant and core component of the commercial offerings in light of larger developments such as Mangawhai Central.** Vehicle control and establishing a pedestrian friendly Wood Street is seen as foundational to growing Wood Street into a vibrant pedestrian focused, commercial centre.

In order to address the aforementioned challenges, the local council, the Kaipara District Council (KDC), has proactively begun a process to address the key issues of pedestrian safety and erratic vehicle movements in order to facilitate a thriving Wood Street commercial and community environment. This is supported in their key strategy document, the Mangawhai Community Plan. This approach has resulted in two key project strengths to future revitalisation work in Mangawhai Heads. The first is that KDC has already undertaken a 'summer trial' scheme over the 2019/2020 Christmas and New Year period, which prompted significant community buy-in. The second key strength to this project is the degree of commitment KDC have communicated to the community through "The Pomegranate Approach," which is a community-led design methodology, that ensures KDC work collaboratively with the affected community.

Options for the Wood Street shops to offer a walkable boutique shopping and eatery experience, in a way that maintains the scale and charm of the coastal town character unique to Mangawhai, are being assessed. Increasing the pedestrian amenity in the Wood Street area will be critical to achieving this vision.

## Vision Statement

The Mangawhai Town Centre / Wood Street shops furthers its position as a uniquely identifiable and desirable destination within the Mangawhai area. The Wood Street shops are redefined to provide a boutique experience that is supported by a safe, walkable pedestrian environment, that invites loyal locals and excited tourists to shop, stroll and linger.





## Constraints and Opportunities

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>❶ Congestion at Wood Street / Molesworth intersection.</li> <li>❷ No posted speed signs at town centre entry.</li> <li>❸ Congestion + erratic parking on Wood Street leads to dangerous reverse parking manoeuvres.</li> <li>❹ Erratic parking outside of Wood Street Four Square.</li> <li>❺ Erratic parking outside of liquor store and fishing shop. Compounded risk through poorly defined footpath.</li> <li>❻ Unclear parking &amp; no formal footpath reduces pedestrian amenity &amp; safety.</li> </ul> | <ul style="list-style-type: none"> <li>❼ Shopping centre is car dominated.</li> <li>❽ Fagan Place gets congested in busy period.</li> <li>❾ Grass parking gets wet &amp; muddy in wetter seasons.</li> <li>❿ Poor wayfinding to amenities at the rear of site.</li> <li>⓫ Playground not well utilised.</li> <li>⓬ 'Old' fire station site presents opportunity within shopping precinct.</li> <li>⓭ Erratic parking on Margaret Street</li> </ul> | <ul style="list-style-type: none"> <li>⓬ Informal parking (grass).</li> <li>⓭ No posted speed signs</li> <li>⓮ No footpath and erratic parking on Wood Street flood prone berm.</li> <li>⓯ Erratic parking + no footpath on Ellen Street.</li> </ul> <p><b>ADT (Average Daily Traffic)</b><br/> Molesworth Drive to Fagan Place - 4367<br/> Fagan Place to Ellen Street - 3905<br/> Ellen Street to Margaret Street - 3739</p> |
|---|--|--|

## Project History

### Wood Street Summer Trial:

As previously mentioned, KDC has already undertaken a 'summer trial.' The trial was created and informed by a design team consisting of landscape architects and relevant council staff (i.e traffic engineers) who worked alongside affected residents and business owners. In order to get the community on board and ensure fair consultation, the Pomegranate Approach, a community-led design methodology, was used. The project went through a number of iterations, with each revision being circulated and discussed through on-going public consultation sessions held in Mangawhai Town before finally being installed and trialed over the 2019/2020 Christmas/New Year period.

The summer trial was set up to test some of the proposed changes to the Wood Street road space, deemed fundamental to the success of achieving the vision for Wood Street as stated above. Some of the interventions tested during the summer trial involved;

- Testing a one-way system for Wood Street;
- Defining and marking footpath routes that were previously ambiguous or missing;
- Testing time restrictions on car parking on Wood Street to promote short term stay parking;
- Distributing parking away from the township in a temporary parking area on council land, to test freeing up Wood Street from heavy vehicle congestion;
- Providing a logical wayfinding system for both residents and visitors to navigate to the township safely from the new parking area.

Feedback was sought from the public during and after the summer trial. The results of that feedback have highlighted what did/didn't work for the community. Monitoring of the summer trial also collected data across the duration of the event, which provided information on the successes and shortcomings of the trial. Targeted consultation with shop owners provided feedback on how the trial affected commercial operations.



*One way Entry into Wood Street (West End)*



*Temporary Footpath on Wood Street*



## Key Outcomes:

### Successes

- Wood Street one-way worked well
- Use of one-way and controlled car parking improved pedestrian safety on Wood Street
- Temporary carpark was sufficient to deal with vehicle numbers, including those parked on residential side streets

### Challenges identified

- Vehicle wayfinding to temporary carpark was a challenge, as most vehicles still opted to try to find a carpark on Wood Street, and once at the end of Wood Street, they had passed the entry to the temporary carpark (down Fagan Place)
- Vehicles that missed the temporary carpark, created congestion on residential side streets (Ellen Street, Findlay Street and Margaret Street)
- Drivers ignored parking guides on Ellen Street, and continued to park on the berm, blocking pedestrians
- Pedestrians were forced to use the road, as the temporary footpaths were blocked by cars

### Opportunities identified

- Future trials should investigate the option for a shared space between main shops at Wood Street
- Access through the decommissioned fire station site could resolve wayfinding issues to the rear carpark from the end of Wood Street
- Resolve pedestrian access and traffic flow on side residential streets
- Resolve loading issues for retail businesses - turning points/off road loading zones

Taking on board this feedback, KDC have begun to define a brief for an interim design, that will bring together The Pomegranate co-design methodology with tactical urbanism approaches to test a semi permanent design over a number of months. The interim design will look at four zones within the Wood Street shops precinct. The map on page 19 outlines the four zones that will form the project site for the interim design.



*Temporary On-Street Parking on Wood Street*



*Temporary Parking on Fagan Place*

## Mangawhai Heads Township Zoning

This page shows the project area divided into four zones, or key areas of intervention. The next few pages will describe the temporary works planned for each of these zones for this project, as well as the key objectives for each zone

### Key

- 1 Zone 1: Wood Street
- 2 Zone 2: Fagan Place
- 3 Zone 3: Wood Street Shops
- 4 Zone 4: Ellen Street





## Zone 1: Wood Street One Way

### Temporary Works

1. 3.5m shared path along Wood Street
2. Control vehicle movement and parking locations to improve pedestrian safety and amenity
3. Wood Street one-way
4. Planter boxes and tree planters
5. Establish gateway
- 30 Establish a 30km zone

Zone 1 - Redefine Wood Street as a one-way street between Molesworth Drive and Fagan Place.

### Key Objectives

- Turn Wood Street into a one-way street.
- Look at the opportunity for a 3.5m shared path to encourage safe cycling, walking and other forms of non vehicular travel.
- Create a “gateway” to Wood Street shops at the intersection of Molesworth Drive and Wood Street.
- Reduce vehicle numbers on Wood Street.
- Reduce vehicle speeds on Wood Street.
- Control parking and traffic management on Wood Street.
- Create safe and legible pedestrian access along Wood Street.

Note - all of the objectives are to be confirmed and worked through with the community.



## Zone 2: Fagan Place parking + access

### Temporary Works

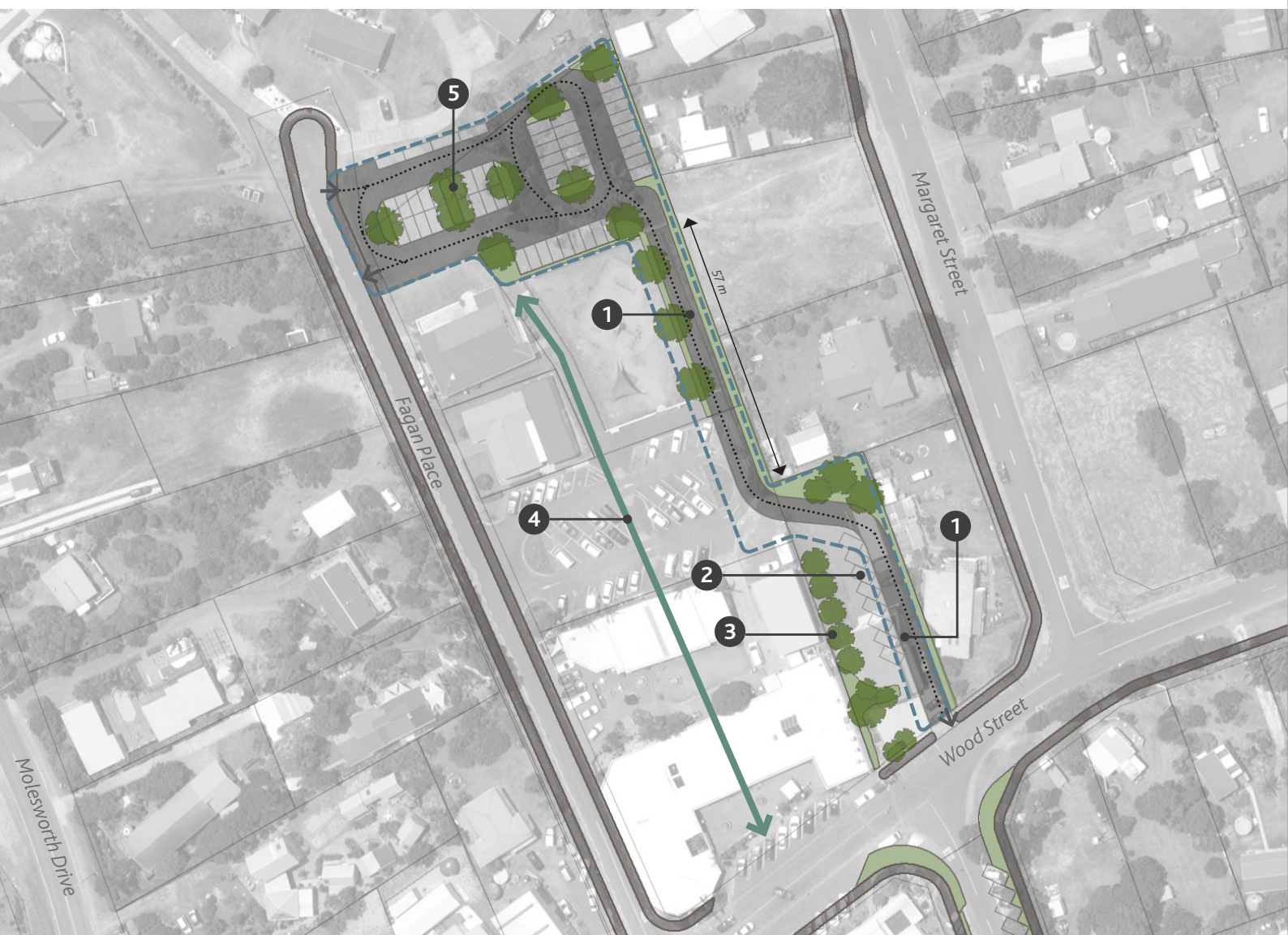
1. Vehicle and pedestrian temporary access to rear carpark
2. Control vehicle movement and parking locations to improve pedestrian safety and amenity
3. Planter boxes and tree planters
4. Pedestrian wayfinding to Wood Street shops
5. Planters and tree planters placed in existing temporary carpark

Zone 2 - Provide clear wayfinding between temporary carpark and the Wood Street shops (for vehicles and pedestrians)

### Key Objectives

- Create public awareness of parking areas.
- Implement safe and legible pedestrian wayfinding to Wood Street shops from the parking area.
- Establish the old Fire Station site as a link to the existing carpark area for those who do not manage to find a carpark in Zones 1 or 3. This will lessen the traffic impacts on Wood Street, Ellen Street, and Margaret Street by giving vehicles that miss the Fagan Street turn-off for parking, another opportunity to enter the car park. This will create a safer pedestrian and cycling environment.

Note - all of the objectives are to be confirmed and worked through with the community.





## Zone 3: Wood Street shops shared space

### Temporary Works

1. Activate shared space
2. One way traffic through shared space
3. Intersection threshold
4. Delineate pedestrian and cycle zones leading to shared space
5. 3.5m shared path along Wood Street

Zone 3 - Test a shared space between the main shops on Wood Street

### Key Objectives

- Significantly decrease vehicle numbers through a Wood Street shared zone.
- Significantly decrease vehicle speeds through a Wood Street shared zone.
- Significantly increase pedestrian amenity within a Wood Street shared zone.
- Differentiate the Wood Street shared zone from other parts of Wood Street.
- Use the street space within a Wood Street shared space zone to support surrounding businesses and local service offerings.

Note - all of the objectives are to be confirmed and worked through with the community.



## Zone 4: Ellen Street

Zone 4 - Create separation between vehicles and pedestrians on Ellen Street

### *Temporary Works*

1. Temporary footpath
2. Define carriageway
3. Tree planters placed alongside footpath

### Key Objectives

- Safe pedestrian access along Ellen Street

Note - all of the objectives are to be confirmed and worked through with the community.



## Responding to the Opportunity with Tactical Urbanism

The Wood Street Revitalisation plan seeks to further respond to the problems outlined above, and build upon the feedback received and lessons learned from the summer trial to install a more fine-tuned and adapted design that still will stay in place for a longer period of time. A longer stage-two trial will allow the design team to gauge its success after users have had time to adjust to the new system.

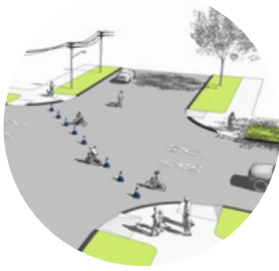
Using a tactical urbanism approach we will trial interventions which increase pedestrian safety and amenity at Wood Street shops, that might otherwise be a political 'hard sell', such as removing car parks. A tactical urbanism approach will also allow us to trial a number of pedestrian safety and traffic calming measures at low-cost, before committing to the financial and disruption factors a permanent design typically requires. An interim installation, which will run for a number of months, will give the public confidence that lessons learnt during the trial will inform a successful permanent installation.

Fundamental to the Wood Street Revitalisation project is the Pomegranate methodology for co-design with the community. Part of this co-design process is to bring the wider community on the journey. For a project the size and scale of the Wood Street revitalisation project, a tactical urbanism approach allows for a real world/real time iterative design process, that ensures a more robust co-design and engagement process with the community

A tactical urbanism approach is important to use as it will foster trust and build relationships with the community; allow concerns to be addressed; and will allow interventions to be tested and measured before a permanent approach is taken. This tactical urbanism response will give the project team reliable evidence to inform the eventual permanent design of Wood Street.



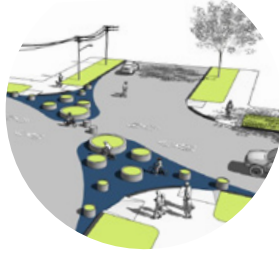
## Currently Here



### Demonstration Event

A small event is staged over one - two days to socialise and test a proposed use or a series of alternate uses and explore the potential of the project. Successful features and lessons learnt are incorporated into the next phase of the project. The areas of the design that don't work are refined and re-tested through an interim design.

Completed as a summer trial in 2019/2020.



### Interim Installation

An updated design is installed for 3 - 6 months with more durable materials to observe and test changes in behavior, potential safety issues and effects on the road network and further refine the design.



### Permanent Installation

Lessons learnt during the interim installation are fed into the design of the permanent installation.

## Design Principles

The following project principles outline the core principles and values underpinning the project. These principles were developed by both the design team as well as residents and business owners.



**Prioritise Pedestrians**



**Design for Everyone**



**Human Scale**



**Build Robust Interventions**



**Upcycling / Reuse**



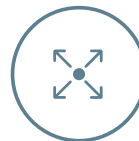
**Quick Wins**



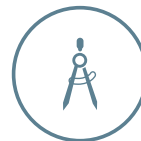
**Placemaking**



**Fit for Purpose**



**Multiple Outcomes**



**Awareness of National Standards**

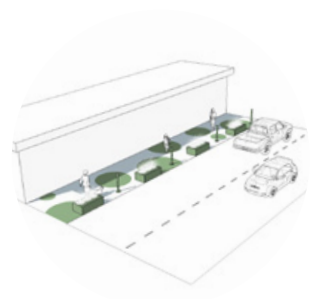
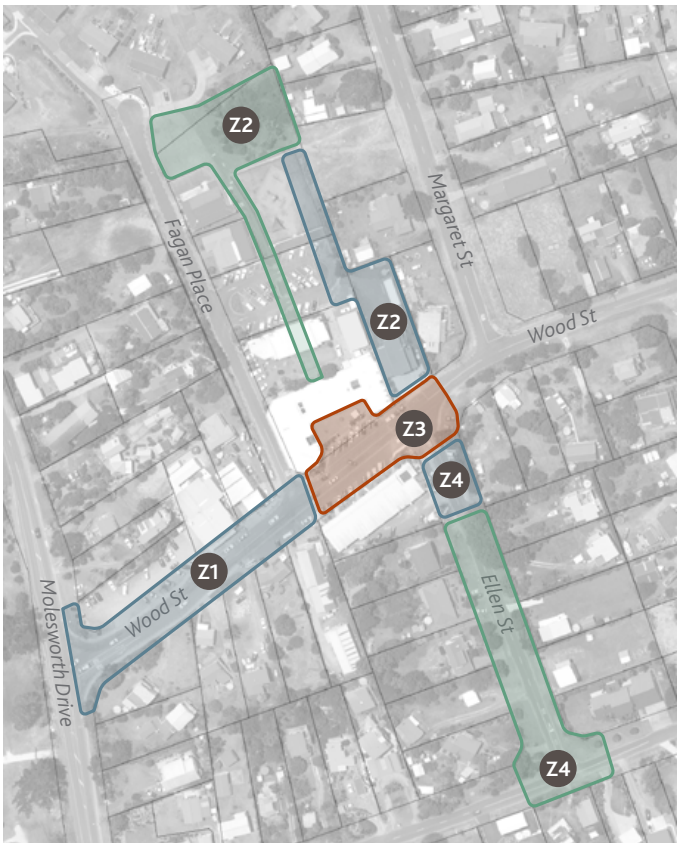
# Tactical Interventions at Wood Street

Resilio Studio have previously designed and implemented a number of tactical urbanism interventions, and in doing so have developed a strong understanding of the time, material and resources required to meet the desired outcomes. Resilio Studio have refined their design approach into three levels of intervention, which are determined by the density of equipment used within a space.

Tactical interventions for the Wood Street Revitalisation Project will be designed to bring effect to the objectives set out for each project zone.

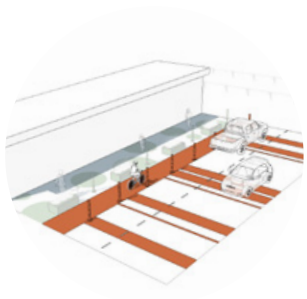
The diagram opposite outlines the proposed application of the three levels of the intervention at the Wood Street shops to meet the objectives outlined for each project zone.

The diagram at the bottom of this page offers further description of the proposed levels of intervention.



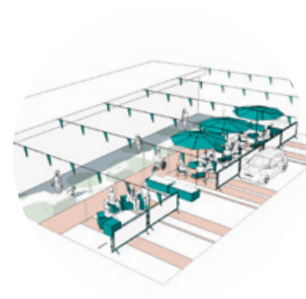
## Low Density Approach Area

This is typically a light touch tactical urbanism approach. It may include elements of wayfinding, traffic delineation and speed calming devices.



## Mid Density Threshold Area

These are areas which require intervention for both vehicles and pedestrians. It may include a number of elements from the low density areas in addition to planter boxes, threshold treatments, artwork, reconfigured road markings, footpath and cycle lane delineators and raised pedestrian crossings.



## High Density Nodal Area

Typically an area which has been designated as a placemaking opportunity (town square, empty lot, underutilised green space etc.). May include elements of both low and mid density areas in addition to play equipment, sports facilities, stages, activation furniture and more focused wayfinding and artistic opportunities.

## 5.2

### Describe how you will know if you've been successful?

*Include potential qualitative and quantitative measures of success and how you might collect that information*

### Research Tools

With support from the Kaipara District Council we are shaping a monitoring and evaluation framework that will centre on:

- Pre-trial and post-trial pedestrian, cycling and traffic counts
- Behavioural observations of pedestrian, cycling and traffic counts (photographs)
- EFTPOS data, and/or other indicator of business performance
- Business surveys, pedestrian, cycling and traffic
- Pedestrian intercept surveys
- Drone footage and analysis

(Depending on Government protocol around physical distancing, some of these methods may be adapted.)

In order to assess the effectiveness of the tactical placemaking design through all three stages, the project will be measured **against** the following 'check list' of good urban design principles.\*

- Comfort
- Accessibility
- Choice
- Safe Environment
- Vibrancy
- Desirability
- Feasibility
- Viability
- Engagement
- Resilience + Adaptation
- Happy/satisfied public, business and residents

Success looks like higher numbers of people walking and cycling, improvements to liveability and safety in Mangawhai Heads, a thriving Wood Street for business, and less traffic congestion on Wood Street and surrounding streets.



## 5.3 Project Team and Governance

*Describe your project team and governance structure.*

*Include how a Waka Kotahi representative will be included in project planning:*

### Core Team Structure Chart

In order to achieve optimal outcomes, an Innovating Streets project requires a multidisciplinary and collaborative team of dedicated individuals and organisations working together with a shared purpose.

Core team roles include:

The Mangawhai community plan steering committee will provide Council executive and political support for the team. Jim Sephton is the Council Internal Champion

#### MCP Steering Committee:

Jim Sephton – General Manager Infrastructure - KDC  
Greg Monteith – Capital Works & Procurement Manager – Northland Transport Alliance (NTA)  
Sue Davidson – General Manager Sustainable Growth and Investment – KDC  
Hamish Watson – Parks and Recreation Manager – KDC

#### Project team:

Project Lead - Tim Manning - Mangawhai Programme Delivery - KDC

Community participation and Council Communications – Gail Fotheringham – Community and Recreation Team Manager - KDC

Communications and Engagement Team – Ruby Mitchell – KDC

Tactical Urbanism and Landscape design - Gary Marshall - Resilio

Tactical Urbanism and Urban Design – Jack Haldane-Willis – Resilio

Traffic and road safety – Victor Devyatov – Road Safety & Traffic Engineer - NTA

Transport planning – Tony Innes – Commute Transportation

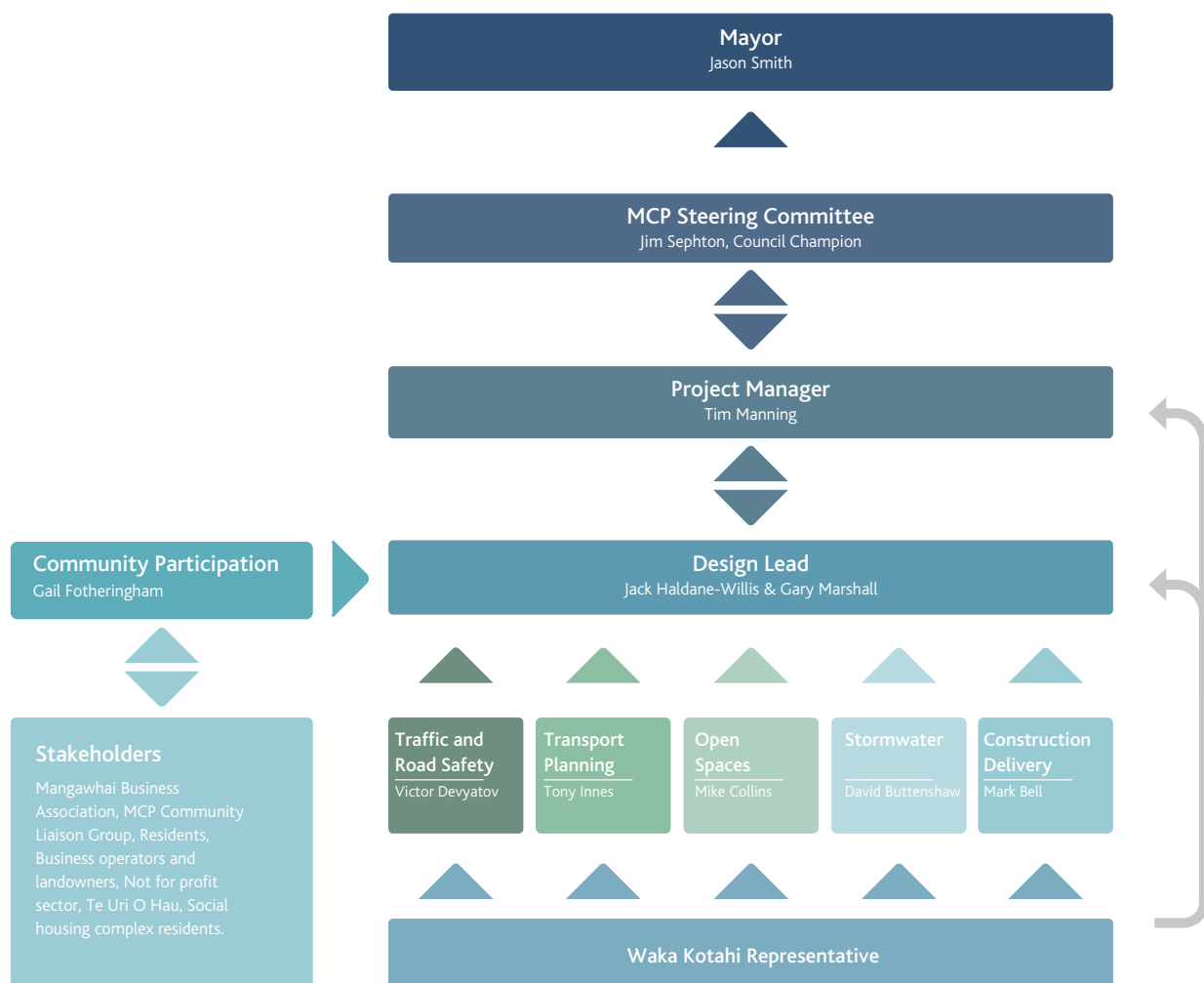
Open spaces – Mike Collins – Parks and Reserves Officer - KDC

Stormwater – David Buttenshaw – Stormwater Engineer – KDC

Construction Delivery – Mark Bell – Senior Infrastructure Projects Engineer

Project Monitoring - Mike Collins, Tim Manning, Gail Fotheringham

Walking and Cycling Expertise - Emma Mcinnes - Resilio



### Key Stakeholders:

Te Uri o Hau  
 Mangawhai Business Association  
 Mangawhai Community Plan Liaison Group  
 Businesses  
 Not-for-profit sector (i.e. Golf Club, Mangawhai Club )  
 Social housing residents (on Fagan Place)  
 Landowners  
 CCS Disability Action

The NZTA Waka Kotahi representative will be encouraged to sit on the governance team, and have an open invitation to all project team meetings to provide advice and direction as required during the course of the project.

## 5.3.2

### Team Biographies



#### **Tim Manning, Mangawhai Programme Delivery Manager**

Tim is an accomplished leader with extensive knowledge and experience within the construction and infrastructure sector. His experience encompasses business strategy planning, development and implementation. Tim was the project manager implementing stage 1 trial of the Wood St revitalization.



#### **Mike Collins, Parks Officer for Kaipara District Council**

Mike has been working in Kaipara District Councils Parks Department for 5 years delivering Capital projects and overseeing operations and maintenance. Supporting Community initiatives is a key part of his role and managing community expectations is the biggest part of that. Mark was the Open Spaces Subject Expert for stage 1 trial of the Wood St revitalization



#### **Gail Fotheringham, Community & Recreation Advisor**

Gail is an experienced community development practitioner with over 30 years of practice across local government, not for profit, health and education sectors. She is committed to community-led approaches and authentic engagement that enable people to play an active role in decision-making that affect their communities.



#### **Mark Bell, Senior Infrastructure Projects Engineer**

Mark is a highly experienced project engineer with extensive infrastructure experience. He is currently working as Senior Infrastructure Projects Engineer for Kaipara District Council leading a team to deliver the capital works for the various civil construction projects in the region. Mark has extensive experience in project managing civil construction projects and has worked in delivery from both the construction and deliver sides.



#### **Victor Devyatov, Road Safety and Traffic Engineer**

Victor has over ten years of experience in the field of road safety and transportation. He has 9 years of experience in the road marking industry in Russia and about 2 years of working for Local Governments in New Zealand. Victor is passionate about being involved in traffic engineering, road safety and transport planning.



#### **David Buttenshaw, Stormwater Engineer**

David works for the Kaipara District Council and has experience working on numerous small civil stormwater projects and maintenance contract management. He has recently lead the initial scope, concept and modelling preparation for stormwater flow design and wetland rehabilitation in the central Mangawhai heads area. David has enthusiasm for delivering sound environmental outcomes for the health of the community.



#### **Gary Marshall, Landscape Architect**

Gary is an award-winning landscape architect at the forefront of tactical urbanism in New Zealand. He has worked on a range of public and private sector projects, which includes extensive experience in design management, public realm design, master planning, community engagement and consultation.



#### **Jack Haldane-Willis, Landscape Architect**

Jack has worked on a range of urban regeneration projects for town centres. He is skilled in Urban Design, Planning and Architectural design, and has been a key contributor to guidelines that support the development of Auckland's pedestrian and cycling networks.



## 5.4

### Communication and Engagement

*Describe the community that would be impacted by your project and how you plan to design your project with them.*

The Mangawhai Business Association approached council in September 2019 to address issues relating to congestion and pedestrian safety in the Mangawhai Heads Town Centre commercial area. Issues on and around Wood Street become intensified during peak times, with an influx of part-time residents and visitors over summer and long weekends. Users of the Wood Street shops are affected in different ways as result of the congestion and traffic safety issues at the Wood Street shops.

#### **Primary user groups affected are:**

Residents and local landowners:

- Increased traffic and speeds on local streets
- Increased volume of traffic on small roads
- Lack of walkability and cycling options due to lack of footpath and overuse of berms as car parking
- Increased demand on community infrastructure

Visitors and wider community:

- Are after a unique, local and welcoming experience from the town centre
- Limited ability to travel to Wood Street by walking or cycling due to lack of safe walking and cycling facilities

Businesses

- Businesses struggle to manage erratic parking and vehicle behaviour, and to find parking space for delivery vehicles
- The infrastructure is a barrier to businesses providing a relaxed and welcoming and experience to customers
- Because of the above, businesses will struggle to compete with Big Box retail planned for the area, without a point of difference

#### **Community Engagement History for the Wood Street Revitalisation Project**

Members of the Mangawhai Community Plan project team worked with the Business Association to initiate a process to engage businesses, residents and land-owners to identify possible solutions to address the identified issues at the wood street shops - with considerations made for both short term and long term solutions.

Kaipara District Council and Resilio Studio worked collaboratively with the businesses, residents and land-owners affected by the

issues at the Wood Street shops through a series of participative design workshops aimed at identifying issues, constraints and opportunities and planning for and delivering a pop up demonstration / summer trial.

Over 60 active participants have been engaged through workshops and the summer trial pop up event. Over 400 pieces of feedback have been collected throughout the summer. The feedback received has formed the basis for the proposed next steps, and the high level brief for an interim design for the Wood Street Revitalisation project.



*Mangawhai community workshop 2019 - Planning the summer trial*

### **How will the community be engaged for the next phases of the Wood Street Revitalisation project?**

We continue to update the community through an online newsletter with 394 subscribers, and have a strong base to build on for the Wood Street Revitalisation project. The next phase of the Wood Street Revitalisation project will seek to develop a plan for an interim trial for the Wood Street shops and will continue to utilise The Pomegranate Approach to engage and involve community and stakeholders in the design process through a series of facilitated workshops and design sessions.

Engagement in the future may be determined by the Government's Covid-19 protocols around physical distancing.

## Pomegranate Approach Guiding Values

The Pomegranate Approach in Placemaking provides a disciplined framework for community engagement in placemaking projects and this will continue to be the method that will be followed. This approach includes the following values, methodology and ground rules for participation to support innovative practice that fosters collaboration, quality community outcomes and documents democracy in action:

**Long-term vision.** Address immediate needs with solutions that will sustain future generations.

**Integrative approach.** Solve community problems by combining the insights of many disciplines.

**Reverence for place.** Respect local identity and natural setting and respond to site-specific conditions.

**Constructive communication.** Encourage positive dialogue.

**Inclusion.** Bring forward diverse voices. See differences as gifts, and recognize that leadership, ideas, and expertise can emerge from anywhere.

**Practice-based learning.** Learn and educate by doing hands-on involvement.

**Community driven.** Ensure participation, productive ownership, and stewardship by the community.

**Aesthetic integrity.** Create with imagination, improvisation and artistry.

**Innovation.** Stretch beyond the limits of conventional thinking.

**Initiative.** Turn complex ideas into manageable projects that happen quickly.

**Celebration.** Allow for humour and spontaneity

## Cycle of Participation

1. Convening Group
2. Community Workshops
3. Design Development & Budget Prep
4. Open House
5. Finalise Design
6. Create a Work Plan
7. Early Success
8. Fabrication & Construction
9. Gatherings & Owning the Space
10. Grand Celebration
11. Improved Practice
12. Initiating Group



## Ground rules for public participation

- Assume that together we know more than we know individually
- Commit to finding a common solution
- Share air-time. Everyone participates.
- Keep in mind the highest good of the community, both present and future.
- Maintain balance between the mind and heart, knowledge and intuition, expertise and passion.
- Reject the culture and tactics of blame.
- Confront internal contradictions. Practice compassion towards those who, like yourself, unwittingly contribute to the problem they wish to solve.
- Listen and try to understand others' assumptions and views.
- Respect those with whom you disagree. Learn to see differences as assets
- Look for solutions with multiple uses. The best ideas solve more than one problem at a time.
- Turn opposition to proposition. Instead of fighting a poor idea, propose something better.
- Listen willingly to new information and allow it to change your mind.
- Explore unconventional approaches. New conditions require new solutions.
- Do your homework. Know the problem, its origins, its elements and the history of previous attempts to deal with it.



## 5.5 Risks

*Describe any risks you have identified and how you plan to mitigate them.*

**Engagement (low risk):** There is a risk that engagement levels will drop at stage two leading to a low buy in from the community and complaints. The risk is low because the detailed participative design has occurred for stage one of this project, so the community is positive and ready to be involved with stage two.

**Mitigation measures:** Continue with a participative design process and involve all stakeholders. Ensure good communications.

**Public/Media (low risk):** As with any retail street environment there is a risk of backlash from the local community around changes to road layout and parking.

**Mitigation measures:** Kaipara District Council's Communications Team will produce a communication plan to explain to the general public the project's objectives and key time frames, and will give appropriate media releases and advertisements in local newspapers in support of the project as will also monitor Council's Facebook page and website for public sentiment. Gail Fotheringham will be the Council's community champion and will respond to community feedback, and positively communicate the project's vision and objectives.

**Post Covid impact (low risk):** There may be an impact on small businesses. If multiple shops close down, then the town centre dies.

**Mitigation measures:** If we create a great area for the public, then other businesses can thrive.

**Stormwater capacity (low risk):** Lack of existing stormwater capacity.

**Mitigation measures:** KDC has a budget to design a solution for the local area in question. This will be worked in with the project to ensure a coordinated approach.

**Cost and scope changes (low risk):** Cost and scope may increase during the development stage.

**Mitigation measures:** Expectations will need to be managed by the project team to ensure the proposed design fits within the budget allowance, including contingency. As this is the second stage in the process, the existing knowledge and relationships assist in the defining and management of the budget.

**Health and Safety (low risk):** Ensuring that the design and trial does not create safety risks/incidents.

**Mitigation measures:** This will be managed through engaging Victor Devyatov (Road Safety and Traffic Engineer) as part of the project team and ensuring a very clear communication strategy regarding changes.

**Business impacts (low risk):** There is a risk that the trial negatively impacts businesses.

**Mitigation measures:** Plan for a large amount of communications to communicate the proposed trial with the public, so it doesn't

negatively impact the businesses. Businesses will be integral stakeholders.

**Delivery (low risk):** There is a risk that the works aren't in place by Christmas to test/trial the project over the busy period. The risk is low due to an established delivery team and stakeholders with a proven track record.

*Mitigation measures:* The project team will have regularly scheduled meetings to identify early any issues relating to cost, schedule, quality, scope, risk and resources required. The NZTA Waka Kotahi representative for the project will have an open invitation to attend the regular progress meetings to provide advice and recommendations for any potential delivery issues that may arise.

**Legal/Compliance (low risk):** There is a risk that the project does not address all legal and compliance issues.

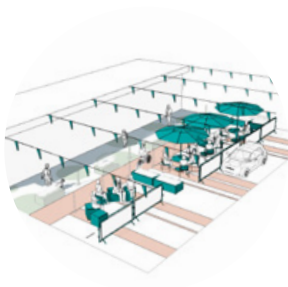
*Mitigation measures:* Kaipara District Council and the project traffic engineer will undertake regular review of the project to ensure all compliance issues are addressed e.g. Traffic Management Plans (TMP). Advice will also be sought from the NZTA Waka Kotahi representative on any potential legal and compliance issues that may arise.

## 5.6 Project Costs, other resources and milestones

*Tactical urbanism projects can seem quick and easy, but the reality is they need careful planning and resourcing to ensure they are successful, particularly as they can challenge business as usual processes. In order for Waka Kotahi to assess your project, we need to understand how it will be resourced and delivered. Use the 'insert row' function if you wish to add more project costs.*

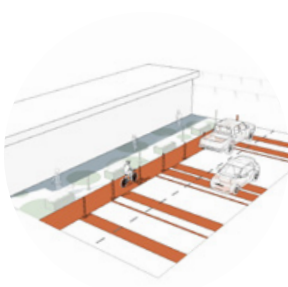
Resilio Studio have previously designed and implemented a number of tactical urbanism interventions, and in doing so have developed a strong understanding of the time, material and resources required to meet the desired outcomes. Resilio Studio have refined their design approach into **three levels of intervention**, which are determined by the density of equipment used within a space.

For each of these levels of intervention we have developed a per square metre rate based on experience on previous projects which allows us to produce a high level projected cost estimate for physical works on tactical urbanism projects. We have applied this costing strategy to the Wood St project to establish the physical works and installation costs.



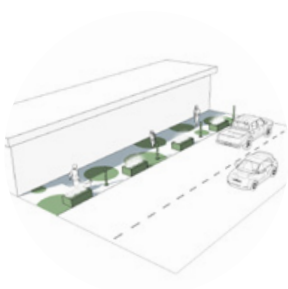
### A HIGH-DENSITY INTERVENTION Nodal Area

- Z3 Activation furniture, ground surface treatment, play equipment, planters, stages, removable bollards.



### B MID-DENSITY INTERVENTION Threshold Area

- Z1 Road markings, ground surface & threshold treatment, planter boxes, planters and tree boxes.
- Z2 Line markings, way-finding, temporary road access.
- Z4 Line markings, parking reconfiguration, footpath delineation & threshold treatment.



### C LOW-DENSITY INTERVENTION Approach Area

- Z2 Planters, tree boxes, wayfinding artworks.
- Z4 Planters, tree boxes, wayfinding artworks, line markings,



### Other resources – such as internal and in-kind

Please list other resources that will be used to deliver the project such as the internal staff (estimate FTE), in-kind (volunteer time from community groups etc). Use the 'insert row' function if you wish to add more resources.

	Other resources	Position description	Brief description of how it will contribute to the project	Hours or proportion of FTE over time
1	Gail Fotheringham	Communications and Engagement	Facilitating comms and engagement	40% FTE
2	David Buttenshaw	Stormwater	Stormwater advice	15% FTE
3	Mike Collins	Parks		20% FTE
4	Mark Bell	Project Infrastructure engineer	Construction and delivery advice and coordination	30% FTE
	Victor Devyatov	Road Safety	Traffic Safety advice	10% FTE
5	Ruby Mitchell	Communication	Communication support	10% FTE
	Nick Marshall		Traffic Safety advice	5% FTE
	Wendy Mosley	Health and Safety	Health and Safety compliance and overview	10% FTE
6	Total estimated hours of internal resources and in-kind contributions			600-800 Hours

### Major milestones of project

Please indicate a rough timeline of major milestones of the project. The milestones you provide here may be used to help inform the milestones in any Funding Agreement with us. Use the 'insert row' function if you wish to add more milestones.

	Major milestone	Completion date
	Provide a high-level description of key project components or deliverables.	
1	Initiate and engage community _ Pre design engagement <ul style="list-style-type: none"><li>• Confirm project objectives and strategies</li><li>• Discuss high level strategies</li><li>• Ideate</li></ul>	Early July 2020
2	Produce a draft interim design for the Mangawhai _ Wood Street activation project including: <ul style="list-style-type: none"><li>• Wood Street One Way</li><li>• Wood Street Shared Space</li><li>• Wayfinding to and from temporary car park (Vehicles and Pedestrians)</li><li>• Definition of pedestrian, parking and road spaces on Ellen street</li></ul> Designs will be for an interim solution that builds upon the learnings developed as part of the summer trial pop up event summer 19/20	August 2020
3	Review workshop with project team and community <ul style="list-style-type: none"><li>• Review and input into draft interim design</li></ul>	August 2020
4	Finalise interim design for the Mangawhai _ Wood Street activation project	Early October 2020
5	Implement interim design for the Mangawhai _ Wood Street activation project	November - Mid December 2020
6	Monitor and Evaluate	December - March 2021

### Major milestones of project

Please indicate a rough timeline of major milestones of the project. The milestones you provide here may be used to help inform the milestones in any Funding Agreement with us. Use the 'insert row' function if you wish to add more milestones.

7	Review workshop with project team and community <ul style="list-style-type: none"><li>• Review results from monitoring</li></ul>	April 2021
8	Tweak and Refine Design	May 2021
9	Implement tweaks and refinements	June 2021
10	Long Term Monitoring TBC with consultation, however estimated to be	July 2021 - July 2022





6

## Declaration

## 6.1 Declaration

*I declare on behalf of the Applicant:*

- ☒ That the statements in this project are true and the information provided is complete and correct. There have been no misleading statements or omission of any relevant facts
- ☒ That all named key personnel have agreed to be included in this project
- ☒ That a letter or email from the project sponsor (who has the financial delegation to approve) is attached

That if successful, I consent to the public release, including publishing on the internet, of the name of the Applicant, the amount of funding sought, the amount of funding offered, contact details of the Applicant and a description of the activity/project, and undertake to cooperate with Waka Kotahi on communications relating to this project, which may be in the form of a media release, case study, web content, conference presentation or whitepaper, sharing via social media, or other form as agreed with Waka Kotahi

- ☒ That I understand Waka Kotahi's obligations under the Official Information Act 1982 and that, notwithstanding any relationship of confidence created as a result of this project, the provisions of this Act apply to all of the information provided in this project
- ☒ That all necessary internal approvals (CEO, Board etc.) and relevant budgets for the project to proceed, subject to successful application, will be in place by 1 July 2020
- ☒ That I have flagged changes to the Template Funding Agreement that I would like to discuss with Waka Kotahi
- ☒ That I am authorised to make this project on behalf of the Applicant identified in Section 4 of this form.

\_\_\_\_\_  
Jim Sephton GM Infrastructure, Kaipara District Council

(Name, title and organisation)



\_\_\_\_\_  
Signature

\_\_\_\_\_  
08/05/20

\_\_\_\_\_  
Date





## Letter From Project Sponsor





Kaipara te Orangahui  
**KAIPARA**  
**DISTRICT**  
Two Oceans Two Harbours

1 May 2020

Waka Kotahi NZ Transport Agency

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To whom it may concern

**Letter in support for Kaipara District Council's application to the  
"Innovating Streets for People" Pilot Fund.**

Both our Elected Members [Mayor and Councillors] and Executive Team support and acknowledge the importance of this project to the Mangawhai community and wider District.

We can verify Kaipara District Council has allocated budget in the Long Term Plan to fund Council's share of the project costs. This project is an integral part of a longer term vision for Wood Street shops which is currently being explored and refined through an iterative and innovative design process.

As community and internal champions, Kaipara District Council are part of the project team for this application and future design and implementation providing placemaking support, monitoring and evaluation, and communications and community engagement support, while giving political and executive support to empower the team to be innovative.

We are committed to taking an innovative approach to the Wood Street shops activation project and anticipate success and learnings as part of the process informing future direction for the long term vision.

Kaipara District Council will be available to be a face and voice for the project when needed.

Yours faithfully

Dr Jason Smith

**Mayor**

Jim Sephton

**General Manager Infrastructure**