

Agenda for a meeting of the Strategy & Finance Committee to be held in the Council Chambers, District Office, 15 Galileo Street, Ngaruawahia on **WEDNESDAY, 11 MAY 2022** commencing at **9.30am**.

1. APOLOGIES AND LEAVE OF ABSENCE

2. CONFIRMATION OF STATUS OF AGENDA

3. DISCLOSURES OF INTEREST

The register of interests is no longer included on agendas; however, members still have a duty to disclose any interests under this item.

4. CONFIRMATION OF MINUTES

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6. REPORTS

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7. EXCLUSION OF THE PUBLIC

GJ ION

CHIEF EXECUTIVE

TERMS OF REFERENCE AND DELEGATION

Reports to:	The Council
Chairperson:	Cr Janet Gibb
Deputy Chairperson:	Cr Aksel Bech
Membership:	The Mayor, all Councillors and Mrs Maxine Moana-Tuwangai (Maangai Maaori)
Meeting frequency:	Six-weekly
Quorum:	Majority of members (including vacancies)

Purpose:

The Strategy & Finance Committee is responsible for:

1. Monitoring of Council's strategy, and performance (both financial and non-financial) against the Long Term Plan and Annual Plan.
2. Setting the broad vision and direction of the District, determine specific outcomes that need to be met to deliver on that vision, and develop and monitor strategies to achieve those goals.
3. Determining financial matters within its delegations and Terms of Reference and making recommendations to Council on financial matters outside its authority.
4. Guiding and monitoring Council's interests in Council Controlled Organisations (CCOs), Council Organisations (COs) and subsidiaries.

In addition to the common delegations on page 10, the Strategy & Finance Committee is delegated the following Terms of Reference and powers:

Terms of Reference - Strategy:

1. Develop and agree strategy and plans for the purposes of consultation.
2. Recommend to Council strategy and plans for adoption, including community plans (e.g Blueprints).
3. Monitor and review adopted strategies and plans.
4. To monitor and provide advice on the development and implementation of growth and development strategies, land use, and spatial plans in line with national policy requirements.
5. To enhance the District's economic position by promoting it as a business-friendly and business-enabled location and providing direction on strategic initiatives, plans, projects and potential major developments relating to economic and business development.
6. To monitor and provide direction on engagement with the District's communities in relation to the Council's strategies and plans.
7. To monitor and make decisions on environmental management and sustainability within the District.

8. To receive and consider presentations and reports from stakeholders, government departments, organisations and interest groups on development and wellbeing issues and opportunities within the District.

Terms of Reference – Finance:

9. To monitor Council's financial strategy, and performance against that strategy.
10. To provide clear direction to Council's CCOs and COs on Council's expectations, including feedback on draft statements of intent.
11. To receive six-monthly reports of Council's CCOs and COs, including on board performance.
12. To undertake any reviews of CCOs and agree CCO-proposed changes to their governance arrangements, except where reserved for full Council's approval.
13. To monitor Council's investments and Local Government Funding requirements in accordance with Council policy and applicable legislation.

The Committee is delegated the following powers to act:

- Approval of:
 - a. appointments to, and removals from, CCO and CO boards; and
 - b. a mandate on Council's position in respect of remuneration proposals for CCO and CO board members to be presented at Annual General Meetings.
- Approval of letters of expectation for each CCO and CO.
- Approval of statements of intent for each CCO and CO.
- Approval of proposed major transactions of CCOs and COs.
- Approval or otherwise of any proposal to establish, wind-up or dispose of any holding in, a CCO or CO.
- Monitor work on Future Proof, Waikato Plan, Growth & Economic Development Strategy and cross-boundary issues.
- Approval of any process for making decisions where additional opex or capex funding, or deferred capex, is required.
- Review and make recommendations to Council in relation to Fees & Charges (after consultation with relevant community boards or committees).
- Review and recommend to Council the adoption of the Annual Report.
- Review and recommend to Council the approval of Development Agreements.
- Approval of transactions in relation to investments in accordance with Council policy.
- Approval of contractual and other arrangements for supply and services, and revenue generating contracts, which exceed the Chief Executive's delegations, but exclude contracts or arrangements that are reserved for the Council or another committee's approval.

- Approval of rating issues where these exceed the delegated authority of officers, or are an appeal against officer decisions. For clarity, this excludes decisions that are required, by law, to be made by the Council.
- Approval to write-off outstanding accounts that exceed officer delegations.
- Approval of funding applications for the Heritage Assistance Fund and Conservation Fund as recommended to the committee by officers or relevant assessment bodies.

To | **Strategy and Finance Committee**
Report title | **Confirmation of Minutes**

1. Purpose of the report
Te Take moo te puurongo

To confirm the minutes for a meeting of the Strategy and Finance Committee held on Wednesday, 30 March 2022.

2. Staff recommendations
Tuutohu-aa-kaimahi

THAT the minutes for a meeting of the Strategy and Finance Committee held on Wednesday, 30 March 2022 be confirmed as a true and correct record.

3. Attachments
Ngaa taapirihanga

Attachment 1 – S&F Minutes, Wednesday, 30 March 2022.

Date:	11 May 2022
Report Author:	Grace Shaw Democracy Advisor
Authorised by:	Gaylene Kanawa Democracy Team Leader

Minutes for a meeting of the Strategy & Finance Committee of the Waikato District Council held via Audio Visual Conference on **WEDNESDAY, 30 MARCH 2022** commencing at **9.30am.**

Present:

Cr JM Gibb (Chairperson)
His Worship the Mayor, Mr AM Sanson
Cr AD Bech
Cr JA Church
Cr CA Eyre
Cr SL Henderson
Cr SD Lynch
Cr FM McNally
Ms M Moana-Tuwhangai
Cr RC McGuire
Cr EM Patterson
Cr JD Sedgwick
Cr NMD Smith

Attending:

Ms N Greenwell (Hamilton & Waikato Tourism)
Mr S Kendall (Waikato Regional Airport Limited)
Mr G Ion (Chief Executive)
Mr T Whittaker (Chief Operating Officer)
Ms A Diaz (Chief Financial Officer)
Ms J Dolan (Economic and Community Led Development Manager)
Mr R MacCulloch (General Manager Service Delivery)
Mrs S O’Gorman (General Manager Customer Support)
Mr J Ebenhoh (Planning & Policy Manager)
Mr C Bailey (Finance Manager)
Ms G Shaw (Democracy Advisor)
Mrs G Kanawa (Democracy Team Leader)

APOLOGIES AND LEAVE OF ABSENCE

No apologies were received.

CONFIRMATION OF STATUS OF AGENDA ITEMS

Resolved: (Crs Sedgwick/Lynch)

THAT:

- a. the agenda for a meeting of the **Strategy & Finance Committee** held on **Wednesday, 16 February 2022** be confirmed;
- b. all items therein be considered in open meeting with the exception of those items detailed at agenda item 8 which shall be considered with the public excluded; and
- c. all reports be received.

CARRIED

S&F2203/01

DISCLOSURES OF INTEREST

His Worship the Mayor, Cr Church and Cr McGuire declared conflicts of interest pertaining to Agenda Items 6.6 and 6.7 and therefore abstained from voting in these items.

CONFIRMATION OF MINUTES

Resolved: (Crs Eyre/Lynch)

THAT the minutes for a meeting of the **Strategy & Finance Committee** held on **Wednesday, 16 February 2022** be confirmed as a true and correct record.

CARRIED

S&F2203/02

REPORTS

Action Register – February 2022
Agenda Item 5

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- Cr Sedgwick made enquiries relating to when Councillors could expect to receive full details of the governance questions survey results by ward. It was confirmed that staff were making progress on this piece of work.

- Cr Patterson confirmed he would meet with NZTA in the following weeks regarding cycleways and walkways, therefore would likely have an update at the next committee meeting.
- His Worship the Mayor confirmed a discussion had been held with Hamilton City Council and WEL Energy Trust previously and there was limited capacity to make further progress in this matter.

ACTION: Staff to follow up and provide Councillors with full details of governance survey results, by ward and under separate cover.

Draft Annual Plan 2022 -23 Consultation

Agenda Item 6.1

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- The Corporate Planning Team Leader introduced the report and its purpose to confirm outcomes that arose from discussions at a workshop held on 18 February 2022.
- The most significant changes proposed were to the roading budget which were a result of the changes to the Waka Kotahi subsidy.
- Amendments to budgets across the organisation have resulted in a \$1.4 million deficit which is proposed to be funded through the Gearing for Growth and Greatness Reserve, and the General Accounting Reserve Fund (GARF).
- As a result, no changes to either the general rate or targeted rate have been proposed and Council is still on track for a 3.5 percent rate increase.
- Staff are seeking to not consult on the Draft Annual Plan for the 2022/23 financial year but did acknowledge they would be doing work to keep communities informed, particularly around significant projects and any rate increases they may face.
- Cr Church noted a preference towards having greater transparency in the general accounting fund (e.g. greater clarity regarding the grants changes).
- Cr Church noted that while a 3.5 percent rates increase is noted in the draft plan, it appeared that actual increases would more likely sit at 6-7 percent once targeted rates are included. She suggested there could be greater clarity for ratepayers regarding what to expect when it is time to pay their rates.
- Have assumed a carry forward of \$50 million from this financial year to the next financial year. Will continue to monitor this going forward.
- A regular bi-weekly modelling exercise was in place to determine what the general rate and volume rate increases are.

- The Chief Financial Officer noted that the finance team would require additional details from the infrastructure teams over the following months to determine whether there were any supply chain issues that may affect projects.
- Councillors requested that the name of report authors be placed at the beginning of agenda reports. Staff would investigate.
- Cr Smith suggested that if Council was not going to spend the budget it had, then some reduction in general rates would be expected.
- Mrs Moana-Tuwhangai enquired why Section 7 (Confirmation of Statutory Compliance) of the report considered the impact on Māori non-applicable. A response was provided confirming that all impacts were considered and discussed in relevant workshops.
- Mrs Moana-Tuwhangai requested to be included/invited to all relevant discussions and meetings, particularly when discussing matters concerning Māori.
- His Worship the Mayor noted that general rates would only be increased by 3.5 percent. Any further increases are for general utilities (e.g. water, wastewater) and it was misleading to suggest rates were increasing by 6-7 percent.
- In response to questioning, the Finance Manager confirmed that zone and village summaries figures are consistent year-to-year and acknowledged it could be worthwhile to review these figures.
- The Finance Manager estimated that 17,000 people (approximately 50 percent) will be affected by targeted water rates increases and approximately 12,000 will be affected by targeted wastewater rates.

ACTION: Staff to review the Zone and Village Summary figures.

ACTION: Staff to ensure Mrs Moana-Tuwhangai is invited and included in all relevant discussions/meetings relating to Māori.

ACTION: Staff to investigate placing author details at the front of agenda reports.

Resolved: (Crs Sedgwick/Smith)

THAT the Strategy and Finance Committee confirms that Council will not be consulting on a draft Annual Plan for the 2022/23 financial year.

CARRIED

S&F2203/03

Value on Objections received to the 2020 District Valuation

Agenda Item 6.2

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- The Finance Manager confirmed that all objections from the 2020 District Valuation have now been processed and finalised.
- Incurred a loss of \$64,000 of general rates revenue, which is not a poor result considering increases in capital values.
- There had been concerns regarding the valuation service provider, which had been covered in the report, and actions were underway to manage these concerns.
- There was an update concerning licenses for gold kiwifruit growers. The Valuer General provided nationwide guidance to include the value of these licenses on the capital value of properties that grow gold kiwifruit. This guidance was challenged by a ratepayer in the Gisborne District and the High Court determined that the Valuer General's guidance was incorrect. However, the Valuer General has given notice that he would appeal this decision.
- Waikato District Council currently had 23 gold kiwifruit licensed properties within its district, valued at NZD \$79 million. If the gold kiwifruit license value is excluded from the capital value of these properties, the impact is estimated at up to \$75,000 (approximately) of general rate revenue per year.
- A point was raised suggesting that there may be an opportunity for Councils to introduce a differential rating on gold kiwifruit licensed properties/orchards (that have a high value per hectare).
- There is one objection proceeding through the Land Valuation Tribunal.

ACTION: Staff to consider the option of unique/differential rates for gold kiwifruit licensed properties/orchards in the future.

THAT the Strategy and Finance Committee receives the Update on Objections received to the 2020 District Valuation report.

CARRIED

S&F2203/04

Approved Counterparty Review

Agenda Item 6.3

The report was received [*S&F2203/02 refers*] and no discussion was held.

Local Government Funding Agency Draft Statement of Intent
Agenda Item 6.4

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- The Chief Financial Officer answered questions regarding risk management and stated there was minimal risk.
- A point was raised that being a guarantor without being a shareholder did not have many upsides and it was suggested that Council become a shareholder.

Resolved: (Crs Thomson/Eyre)

THAT the Strategy & Finance Committee:

- a. receives the Local Government Funding Agency draft Statement of Intent; and**
- b. notes that the attached Statement of Intent is in draft form and is subject to adjustment based on shareholder feedback.**

CARRIED

S&F2203/05

Local Government Funding Agency Half Yearly Report
Agenda Item 6.5

The report was received [*S&F2203/02 refers*] and no following discussion was held:

Draft Statements of Intent for 2022/23
Agenda Item 6.6

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- Scott Kendall from the Waikato Regional Airport Limited (WRAL) delivered a presentation [Attachment 6.6 to minutes]
- July to December 2021 initially saw strong levels of domestic tourism with the closure of international borders.
- The Terminal Resilience Project was a significant piece of work, bringing the building up to code and future proofing it for future building code changes. This project was on time for completion in September 2022 and within budget
- Northern Precinct is a major transaction proposal that will respond to future growth in Hamilton City.
- Omicron disruption initially saw a 40 percent drop in passenger traffic.

- The organisation had undertaken significant modelling to investigate what levels of workforce loss could be sustained.
- The Distinction Hotel in Te Rapa had been a community isolation facility and the Airport Hotel had been receiving border arrivals. Would continue to run a community facility (for those recovering from COVID-19 who are not border arrivals) until 30 June 2022.
- There had been personnel changes, for example new General Managers.
- Lost 25 percent of business in 2020 due to the initial phase/response to the COVID-19 pandemic.
- In 2023 (and beyond) would be several exciting aeronautical developments, sustainability investigation and future property development. Examples included the corporate jet precinct, runway designation renewal, Central Precinct final stage and Northern Precinct plan change.

Resolved: (Crs Lynch/Sedgwick)

THAT the Strategy & Finance Committee:

- a. receives the draft Statements of Intent for
 - i. **Waikato District Community Wellbeing Trust;**
 - ii. **Waikato Local Authority Shared Services Limited (trading as Co-Lab); and**
 - iii. **Waikato Regional Airport Limited;**
- b. requests that the Chief Financial Officer delivers the Committee's feedback to the Council Controlled Organisations; and
- c. notes that feedback on the draft Statements of Intent is required by 30 April 2022.

CARRIED

S&F2203/06

Council Controlled Organisations' Interim Accounts
Agenda Item 6.7

The report was received [*S&F2203/02 refers*] and no discussion was held.

Raglan Holiday Park Papahua Special Purpose Financial Report for the period 1 July 2021 to 31 January 2022
Agenda Item 6.8

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- The camp had not avoided the impacts of COVID-19, but was still doing well thanks to prudent financial management and the appointment of a new manager.
- The Board had been working very effectively.
- The camp operations have been brought in-line with Council business over the previous 18 months. This appeared to be working successfully.
- It was noted that the financial data demonstrated the commitment and work of the Board.
- It was noted that the rates had increased by 50 percent and queried if there was any way this could be mitigated. It was confirmed that the increased rates were related to a change in valuation, therefore no grounds to mitigate it (as it is deemed a commercial activity).
- It was noted that Board expenses increased, although no additional Board members had been recruited.
- It was queried whether the camp had any sustainability initiatives planned in the immediate future (e.g. around waste/recycling). It was confirmed that this had been explored, particularly regarding climate change mitigation, solar energy and coastal erosion.

Hamilton to Waikato Tourism – Six Monthly Report 1 July – 31 December 2021
Agenda Item 6.9

The report was received [*S&F2203/02 refers*] and the following discussion was held:

- Nicola Greenwell from Hamilton and Waikato Tourism delivered a presentation.
- From July to December 2021, Waikato was the fifth highest in New Zealand for domestic visitor spend.
- Work was still being done in the international travel space, but it would take time for these numbers to build up.
- Work was underway in collaboration with the Fieldays and the World Rally.
- Accommodation had been an ongoing challenge, exacerbated by the COVID-19 response.

Economic and Community Led Development Update

Agenda Item 6.10

The report was received [S&F2203/02 refers] and the following discussion was held:

- The Economic and Community Led Development Manager delivered a presentation (as attached to the agenda).
- The purpose of the Community Led Development Work Programme 2022/2023 is to support communities to lead and achieve their blueprint aspirations.
- In response to questioning, the Economic and Community Led Development Manager clarified that a needs assessment considers a community's requirement for additional funding or further engagement/ support to achieve their goals.
- Cr Church requested that Councillors be added to the Economic and Community Led Development email distribution list to be aware of workshops/initiatives taking place in their communities.
- There are 280 blueprint initiatives across the district.
- A Key Account Management Framework had been developed to focus on larger developers in the district.

ACTION: Staff to add Councillors to the Economic and Community Led Development email distribution list to ensure they are aware of workshops/initiatives in their communities.

EXCLUSION OF THE PUBLIC

Agenda Item 8

The report was received [S&F2203/02 refers] and no discussion was held.

Resolved: (Crs Church/Eyre)

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the
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		passing of this resolution
<p>Item number 1 – Confirmation of Public Excluded Minutes</p> <p>PEX 2.1 Draft Development Agreement – Deferral of Development Contributions (Tamahere Eventide Homes Trust)</p> <p>Item PEX 2.2 Draft Development Agreement - Deferral of Development Contributions (Sanderson Group)</p>	<p>Good reason to withhold exists under Section 7 Local Government Official Information and Meetings Act 1987</p>	<p>Section 48(1)(a)</p>

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

To | **Strategy and Finance Committee**
Report title | **Action Register – May 2022**

1. Purpose of the report
Te Take moo te puurongo

Update on actions arising from the previous meeting and works underway.

2. Staff recommendations
Tuutohu-aa-kaimahi

THAT the Action Register – May 2022 be received.

3. Attachments
Ngaa taapirihanga

1. Strategy and Finance Committee’s Action Register – May 2022

Date:	27 April 2022
Report Author:	Evonne Miller, Personal Assistant
Authorised by:	Jim Ebenhoh, Planning and Policy Manager

Strategy and Finance Committee's Action Register – May 2022

Meeting Date	Item and Action	Person / Team Responsible	Status Update
30 March 2022	<p>Agenda Item 6.1 Draft Annual Plan 2022-23 Consultation</p> <p>Actions</p> <ol style="list-style-type: none"> 1. Staff to review to Zone and Village Summary figures. 2. Staff to ensure Mrs Moana-Tuwhangai is invited and included in all relevant discussions/meetings related to Māori. 	<p>Colin Bailey – Finance Manager</p> <p>Melissa Russo – Corporate Planning Team Leader</p>	<ol style="list-style-type: none"> 1. The data has been updated to include villages etc. as requested by Cllr. Church, and examples of properties are representative of 'average' properties. 2. Action noted however no specific community meetings are foreseen. Any communication to iwi groups specifically will be via email and staff will ensure Mrs Moana-Tuwhangai will be included.
	<p>Agenda Item 6.2 Update on Objections received to the 2020 District Valuation</p> <p>Actions Staff to consider the option of unique/differential rate for gold kiwifruit licenced properties/orchards in the future.</p>	<p>Colin Bailey – Finance Manager</p>	<p>We are waiting for the decision on the appeal by the Office of the Valuer General. If unsuccessful, the affected properties will be revalued, and the rates adjusted accordingly.</p>
	<p>Agenda Item 6.10 Economic and Community Led Development Update</p> <p>Actions Staff to add Councillors to the Economic and Community Led Development email distribution list to ensure they are aware of the workshops/initiatives in their communities.</p>	<p>Julie Dolan – Economic and Community Led Development Manager</p>	<p>All Councillors are included in the emails. Notifications of workshops will be forwarded to Councillors.</p>

To	Strategy and Finance Committee
Report title	Financial Performance Summary for the Period Ending 31 March 2022

1. Purpose of the report

Te Take moo te puurongo

To inform the Strategy and Finance Committee on the year-to-date financial performance against the 2021/22 year in the LTP 2021-31 and those budgets carried forward from the 2020/21 financial year.

2. Executive summary

Whakaraapopotanga matua

The report provides a summary of revenue and expenses, capital expenditure and key reserves balances and covers the nine months to 31 March 2022.

The financial statements, as appended to this report, show actuals against the prior year's actuals rather than comparing actuals to budget.

Key items to note are:

- **Statement of Comprehensive Revenue and Expense:**
 - Revenue is higher than the prior year due to higher than anticipated growth.
 - Depreciation and amortisation expense is higher than the prior year due to higher asset values following the 2020/21 year end revaluations.
 - Personnel costs are higher than prior year due to the higher headcount and market movement increases.
 - Other expenses are higher than last year due to higher budgeted consultancy costs.
 - **Statement of Financial Position:**
 - Cash and Cash Equivalents are higher than prior year due to timing of funds on short term deposit.
 - Debtors are higher than prior year due to higher rates receivables (rates increases and growth in the district).
 - Prepayments are higher than prior year as the sub regional three waters study is not yet completed.
-

- Other current assets are lower due to the sale this year of assets (land) held for resale in the prior year.
 - Intangible assets are lower than prior year due to full amortisation of software assets in 2020/21.
 - Creditors and Other Payables are lower than prior year due to lower capital expenditure,
 - Other Liabilities are lower than prior year because of the gain realised in the prior year on the fair value of Council's derivative instruments (interest rate swaps).
- **Financial Performance Summary**
 - Financial performance and the major reserve balances are as expected, apart from the vestment of State Highway 1 to Council that was planned for the 2020/21 financial year which has been delayed. The budget for this vestment is shown as income and will continue to be a variance in the accounts until the revocation process is complete.

Year to date capital expenditure is well below the trend needed to meet budget, but running marginally higher than the previous year, excluding carried forwards and vested assets.

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Financial Performance Summary for the Period Ending 31 March 2022 be received.

4. Attachments Ngaa taapirihanga

Attachment 1 – Financial Performance Summary as at 31 March 2022

Attachments 2 and 3 – Statement of Comprehensive Revenue and Expense (Profit & Loss) and notes as at 31 March 2022

Attachment 4, 5 and 6 – Statement of Financial Position (Balance Sheet) and notes as at 31 March 2022

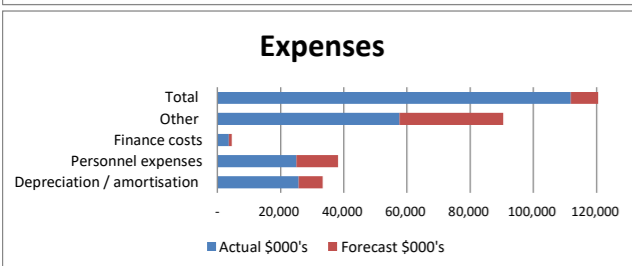
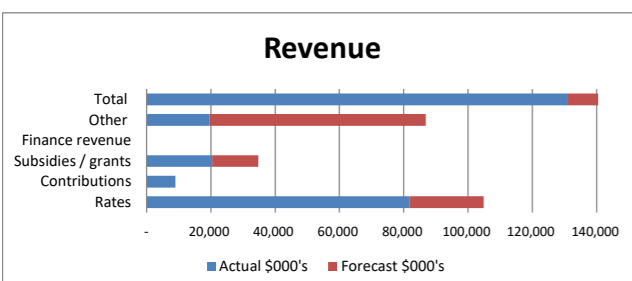
Date:	28 April 2022
Report Author:	Colin Bailey Finance Manager
Authorised by:	Alison Diaz Chief Financial Officer

AT A GLANCE

Performance to date is as planned apart from the vestment of State Highway 1 to Council that was planned for the 2020/21 financial year which has been delayed.

Rates income is above forecasted levels due to unexpected growth in the capital value of new properties valued by QV during June 2021. Capital expenditure YTD is \$41.7 million, which is tracking well below the required trend to meet budget. This is however marginally higher than the previous year, excluding carried forwards and vested assets.

	Mar-22	Open Bal
Reserve Balances Summary	\$000's	\$000's
Restricted reserves	197	207
Council reserves	14,245	24,657
Development contributions	(29,444)	(28,892)
Replacement funds	27,771	24,572
Targeted rate reserves	(14,432)	(11,302)
Total	(1,663)	9,242
Key reserves (included in balances above)	Mar-22	Open Bal
	\$000's	\$000's
Disaster recovery	1,750	1,530
Hamilton East Property proceeds	2,308	2,308
Structure plan non-growth reserve	2,013	1,733
Northgate development area	(5,061)	(4,734)
Pokeno Structure plan	(9,873)	(7,463)
Tamahere Structure plan	(1,942)	(1,887)
DW water targeted rate	(12,035)	(10,034)
DW wastewater targeted rate	(5,202)	(5,602)
Total	(28,042)	(24,149)



FINANCIAL PERFORMANCE SUMMARY

For the period ending 31 March 2022 21

	Actual \$000's	FY Forecast \$000's	% usage	YTD Variance \$000's	Ref.
Revenue					
Rates	81,738	104,854	78%	(3,098)	1
Development and financial contributions	8,968	8,271	108%	(2,765)	2
Subsidies and grants	20,436	34,706	59%	5,594	3
Finance revenue	152	50	304%	(114)	
Other revenue	19,575	86,840	23%	45,555	4
Total revenue	130,869	234,721	56%	45,172	
Expense					
Depreciation and amortisation expense	25,676	33,311	77%	(693)	
Personnel expenses	24,991	38,214	65%	3,669	5
Finance costs	3,608	4,507	80%	(228)	
Other expenses	57,597	90,462	64%	10,249	6
Total operating expenses	111,872	166,495	67%	12,998	
Surplus (deficit) before tax	18,997	68,227	28%	32,173	

Year-to-date net operating surplus of \$18.9 million is \$32.1 million behind year to date expectations in overall terms.

Items to note are as follows:

Income

- Favourable - Rates income favourable affected by higher than anticipated growth. \$1.3m of these funds will be transferred to GARF to fund the Annual Plan 2022/2023 General Rate deficit.
- Favourable - Development and financial contribution income is above year to date expectations largely due to the relative timing of contribution income from Lakeside development.
- Unfavourable - Subsidies are linked to progress of physical work programmes. The NZTA subsidy was confirmed subsequent to setting the LTP 21-31 which was lower than planned.
- Unfavourable - The budget allows for \$54 million of roading assets to be vested with Council. \$38 million of this relates to State Highway 1 revocation. The exact timing of transfer is not yet known.

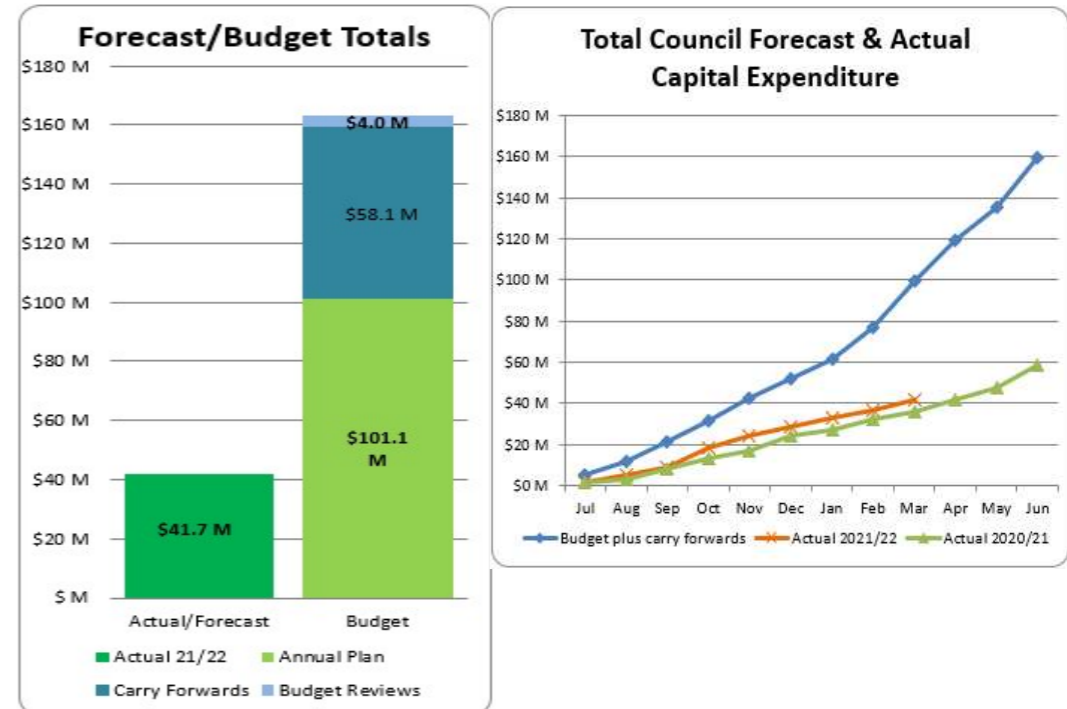
Expense

- Favourable - impact from vacancies.
- Favourable - Relative to timing of work programmes.

Net Operating Surplus (Deficit) Breakdown	Actual \$000's	FY Forecast \$000's	YTD Variance \$000's	Favourable (F) / Unfavourable (U)
Roading	1,748	66,654	48,242	U - Timing of vested asset revenue
Water	1,005	(1,916)	(2,442)	F - Watercare activity levels below expectations
Wastewater	5,322	7,106	7	U - Grant income and financial contributions lower than anticipated
Stormwater	(159)	(1,141)	(697)	F - Watercare activity levels below expectations
Sustainable Communities	2,889	2,204	(1,236)	F - Fees and charges and cost recoveries higher than budget
Sustainable Environment	(2,076)	(2,488)	209	U - Activity expenditure slightly higher than budget
Governance	(1)	(315)	(235)	F - Tracking ahead of forecast deficit due to unfilled vacancies in the CE area and lower activity expenditure.
Organisational Support	560	(1,877)	(1,967)	F - Low levels of activity expenditure
Total Group of Activities	9,289	68,228	41,882	
General rate usage	9,708	-	(9,708)	F - The general rate income recognised currently exceeds the amount of general rate used. This number adjusts throughout the year relative to activity expenditure
Surplus (deficit)	18,997	68,228	32,173	

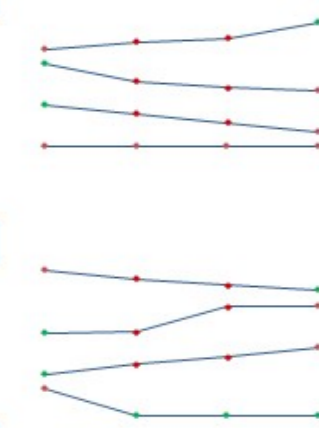
Capital expenditure	Actual \$000's	FY Budget \$000's	Variance
Organisational Support	1.9	9.9	-8.0
Roading	15.8	39.0	-23.2
Stormwater	1.2	7.0	-5.8
Sustainable Communities	7.2	42.8	-35.6
Sustainable Environment	0.1	1.3	-1.2
Wastewater	10.0	43.3	-33.4
Water Supply	5.5	19.9	-14.4
Total Group of Activities	41.7	163.2	-121.5

The "FY Budget" shown above relates to the first year of the LTP, including projects undertaken by developers on behalf of council plus any carry forward works from 2020/21. Vested Assets are also included.



Current Working Capital

Current Assets	\$90,673,809
Cash & cash equivalents	\$41,626,394
Debtors & other receivables	\$47,744,462
Prepayments	\$1,195,591
Other current assets	\$107,362
Current Liabilities	\$50,861,150
Accounts Payable	\$35,559,823
Deposits & Bonds	\$255,246
Accrued expenses	\$15,046,081
Rates in advance	\$0
Working capital	\$39,812,659
Current ratio	1.78



Limit on Total Debt	\$287,511,000
Current Borrowing	\$115,000,000

40% of limit; 85% of budget

Waikato District Council
Statement of comprehensive revenue and expense
As at 31 March 2022

Note	31 Mar 2022	31 Mar 2021
Revenue		
I Rates, including targeted water supply rates	81,738,266	72,907,187
Development and financial contributions	8,968,203	10,606,473
Subsidies and grants	20,435,691	18,441,507
Finance income	151,800	41,709
Other income	19,575,408	16,915,031
Total income	130,869,368	118,911,908
Expense		
Depreciation and amortisation expense	25,676,013	23,688,340
2 Personnel costs	24,991,111	24,429,314
3 Finance expenses	3,607,932	3,424,296
4 Other expenses	57,596,932	52,272,450
Total expenditure	111,871,987	103,814,400
Operating surplus (deficit) before tax	18,997,381	15,097,508

Waikato District Council
Notes - Statement of comprehensive revenue and expense
As at 31 March 2022

Note	31 Mar 2022	31 Mar 2021
1		
<u>Rates, including targeted water supply rates</u>		
General rate	47,028,788	41,561,960
Uniform annual general charge	8,732,818	7,809,338
<i>Total general rates income</i>	<u>55,761,606</u>	<u>49,371,298</u>
Community centres & facilities	636,221	607,020
Wastewater	10,082,083	9,018,970
Refuse & waste management	3,681,715	3,774,493
Metered water supply rates	4,995,243	4,861,709
Other water rates	3,517,189	2,904,966
Stormwater	1,695,830	1,487,920
Community boards	204,101	201,884
<i>Total targeted rates income</i>	<u>24,812,381</u>	<u>22,856,964</u>
plus: Penalties revenue	1,701,828	1,164,018
Total rates revenue	<u>82,275,815</u>	<u>73,392,279</u>
less: Rate remissions	(537,550)	(485,092)
Net rates revenue	<u>81,738,266</u>	<u>72,907,187</u>
2		
<u>Personnel costs</u>		
Salaries & wages	24,105,950	23,468,003
Kiwisaver contributions	625,164	605,242
ACC levies	85,598	98,909
Fringe benefit tax	67,893	74,376
Mileage reimbursements	22,247	33,872
Other personnel costs	84,259	148,912
Total personnel costs	<u>24,991,111</u>	<u>24,429,314</u>
3		
<u>Finance expenditure</u>		
External interest expense	3,607,306	3,423,701
Interest on reserves	625	595
Total finance expenditure	<u>3,607,932</u>	<u>3,424,296</u>
4		
<u>Other expenses</u>		
Audit fees	162,528	194,577
Activity expenditure	56,968,086	51,483,217
Debt write-off	-	376
Penalties written-off	394,056	380,242
Treasury administration	43,758	36,932
Asset adjustments	28,503	177,106
Total other expenses	<u>57,596,932</u>	<u>52,272,450</u>

Waikato District Council
Statement of financial position
As at 31 March 2022

Note	31 Mar 2022	31 Mar 2021
ASSETS		
Current assets		
	41,626,394	34,351,189
1	47,744,462	46,753,960
	1,195,591	327,617
2	107,362	1,358,723
	90,673,810	82,791,489
Non-current assets		
3	27,442,692	20,108,402
	600,000	560,000
	2,258,010	3,917,503
4	1,854,261,251	1,749,587,893
	1,884,561,953	1,774,173,799
	1,975,235,763	1,856,965,288
LIABILITIES		
5	50,861,149	53,450,576
6	17,698,683	29,576,733
7	115,000,000	95,000,000
	183,559,832	178,027,309
	1,791,675,930	1,678,937,979
EQUITY		
	1,146,279,730	1,090,189,396
	18,997,381	15,097,508
8	10,906,350	(355,140)
	14,245,058	11,414,701
	196,508	205,839
	27,770,728	31,628,923
	(14,432,313)	(13,307,704)
	(29,444,088)	(27,846,722)
	596,706,470	557,784,059
	20,450,106	14,127,120
	1,791,675,930	1,678,937,979

*The financial statement set out above should be read in conjunction with the notes
set out on the following pages*

Waikato District Council
Notes to the financial statements
As at 31 March 2022

	<u>31 March 2022</u>	<u>31 March 2021</u>				
I Debtors & other receivables						
Accruals	4,943,981	7,218,104				
Rates receivable	37,431,322	33,685,634				
Sundry debtors	6,502,600	7,510,627				
GST refund due (payable)	(22,762)	(266,812)				
	48,855,141	48,147,553				
Provision for doubtful debts	(1,110,679)	(1,393,593)				
Net debtors & other receivables	47,744,462	46,753,960				
2 Other current assets						
Cattle	107,362	102,917				
Non-current assets held for sale	-	1,255,806				
Total other current assets	107,362	1,358,723				
3 Investments in other entities						
Community loans	953,923	58,642				
Strada Corporation Ltd	700,000	700,000				
NZ Local Government Insurance	39,509	38,250				
Waikato Regional Airport Ltd	23,065,117	16,743,390				
BNZ - Term deposit	855,488	828,946				
Local Authority Shared Services Ltd						
LASS shares	-	-				
Waikato Regional Transport Mod	112,500	112,500				
Shared Valuation Database Serv	106,674	106,674				
LGFA borrower notes	1,609,481	1,520,000				
Total investments	27,442,692	20,108,402				
4 Property, plant & equipment (PP&E)						
	31 March 2022	31 March 2021				
	Cost / Val'n	Accum	Cost / Val'n	Accum	Book value	
		dep'n		dep'n		
Bridges	257,177,961	(4,239,050)	252,938,911	252,234,802	(4,131,183)	248,103,619
Buildings	56,784,126	(4,105,126)	52,678,999	54,461,626	(1,674,475)	52,787,151
Computers	2,634,967	(1,834,164)	800,803	5,570,131	(5,403,020)	167,111
Drainage	2,496,339	(23,346)	2,472,993	2,431,639	(22,556)	2,409,084
Furniture	1,877,931	(1,343,351)	534,579	1,732,953	(1,209,631)	523,322
Land	148,245,461	-	148,245,461	140,869,800	-	140,869,800
Land under roads	109,642,733	-	109,642,733	109,100,163	-	109,100,163
Library books	6,664,659	(5,451,145)	1,213,514	6,016,871	(5,121,714)	895,157
Office equipment	1,404,420	(1,282,132)	122,288	1,404,420	(1,251,629)	152,791
Parks and reserves	51,209,010	(1,949,727)	49,259,283	49,636,106	(1,812,198)	47,823,909
Plant	5,717,525	(3,628,544)	2,088,981	5,315,602	(3,471,816)	1,843,786
Roading	791,916,322	(9,963,823)	781,952,499	766,848,390	(9,492,465)	757,355,925
Stormwater	83,183,726	(824,585)	82,359,141	72,821,929	(712,726)	72,109,203
Transfer stations	1,771,192	(58,317)	1,712,876	1,838,220	(59,396)	1,778,823
Wastewater	139,576,367	(2,740,565)	136,835,801	123,073,981	(2,364,172)	120,709,809
Water	150,494,868	(2,760,188)	147,734,679	126,588,223	(2,251,724)	124,336,500
Work in progress	83,667,709	-	83,667,709	68,621,739	-	68,621,739
Total PP&E	1,894,465,315	(40,204,064)	1,854,261,251	1,788,566,597	(38,978,704)	1,749,587,893

Waikato District Council
Notes to the financial statements
As at 31 March 2022

Note	31 March 2022	31 March 2021	
5 Creditors & other payables			
Trade payables	35,559,823	39,026,608	
Deposits & bonds	255,246	241,640	
Accrued expenses	15,046,081	14,182,328	
Rates in advance	0	0	
Total creditors & other payables	50,861,149	53,450,576	
6 Other liabilities			
Employee entitlements	2,669,313	4,786,244	
Provisions	2,461,101	3,175,032	
Derivative financial instruments	12,568,269	21,615,456	
Total other liabilities	17,698,683	29,576,733	
7 Borrowings			
Non current portion of borrowing	90,000,000	95,000,000	
Current portion of borrowing	25,000,000	-	
Total borrowings	115,000,000	95,000,000	
8 Reserve movements	Balance as at 31 March 2022	Movements	Opening balance
Council reserves	14,245,058	10,411,839	24,656,898
Restricted reserves	196,508	11,458	207,966
Replacement funds	27,770,728	(3,199,047)	24,571,681
Targeted rate reserves	(14,432,313)	3,130,101	(11,302,211)
Development contributions	(29,444,088)	551,998	(28,892,090)
per Reserve balance report	(1,664,107)	10,906,350	9,242,243
Revaluation reserves	596,706,470	-	596,706,470
Fair value through other comprehensive revenue and expense	20,450,106	-	20,450,106
Total other reserves	615,492,470	10,906,350	626,398,820

To	Strategy and Finance Committee
Report title	Treasury Risk Management Policy – Compliance Report at 31 March 2022

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to inform the Strategy & Finance Committee of compliance with Treasury Risk Management Policy.

2. Executive summary

Whakaraapopotanga matua

All areas of treasury risk management are within policy limits except for:

- (# 6): Actual borrowing costs for March are higher than budget, due to interest payments made out of phase with the budget. This is as a result of the timing of interest payments on SWAPS. Full year borrowing costs are expected to be in line with budget.
- (# 17): The maturity profile of the total committed funding for the 0 to 3 year bucket is 64% which is outside of the policy range of 15% to 60%. This is as a result of the additional \$25m LGFA short term borrowings with maturity dates at April and May to allow time for our new credit rating to be published and will be rectified as outlined below.

\$20 million of replacement debt, based on our new AA+ rating, is to be raised this month to replace the \$20 million of commercial paper maturing in May. As advised by PricewaterhouseCoopers, the replacement debt will be taken out for the following periods to bring the debt maturity profile back into line with policy:

- A new \$5 million LGFA floating rate note, maturing 15 April 2027, at 49bps
- A new \$5 million LGFA floating rate note, maturing 15 April 2030, at 59.5bps
- A new \$10 million LGFA floating rate note, maturing 15 April 2026, at 44bps

The cost saving resulting from our new AA+ rating, is expected to be \$40,000.

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Treasury Risk Management Policy – Compliance Report at 31 March 2022 be received.

4. Attachments Ngaa taapirihanga

Attachment – Treasury Risk Management Policy Compliance Report at 31 March 2022

Date:	28 April 2022
Report Author:	Jean de Abreu Financial Accountant
Authorised by:	Alison Diaz Chief Financial Officer

Waikato District Council

Treasury risk management policy - Compliance report

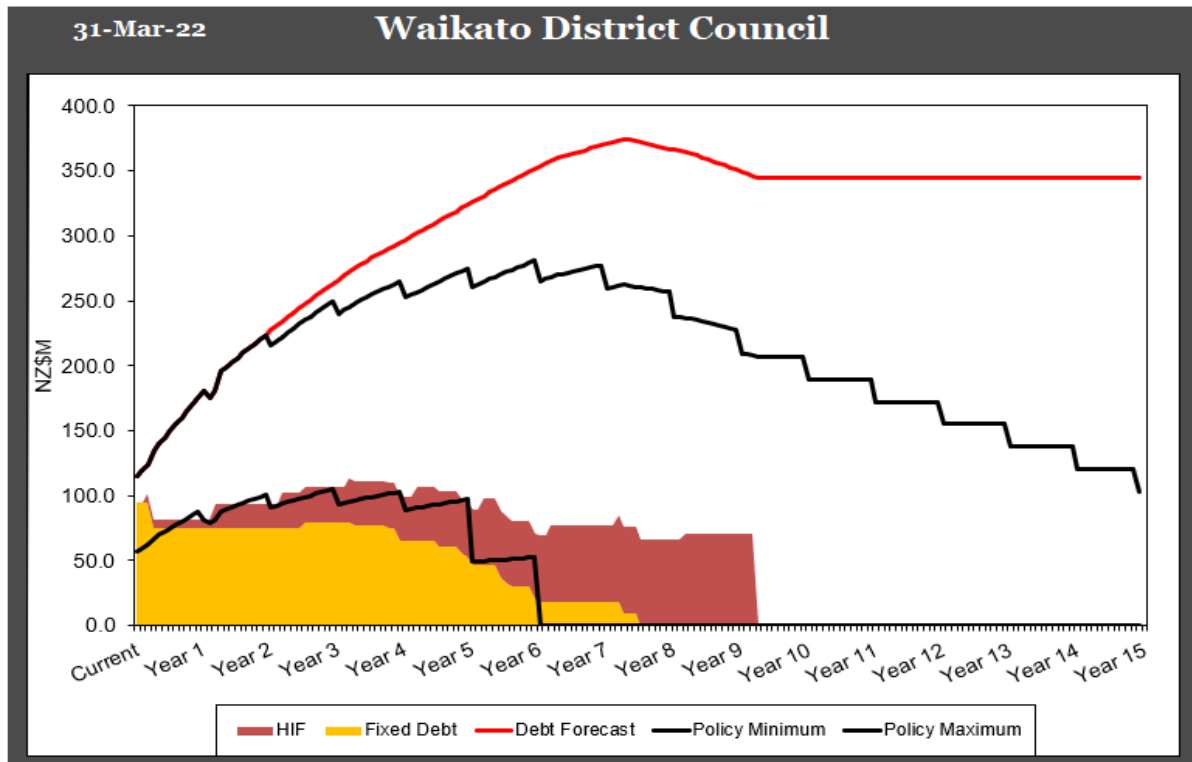
As at 31 March 2022

	Policy criteria	Policy limit	Actual	Within policy?																																								
1	The percentage of net external debt to annual revenue Net external debt = Total annual revenue =	<175%	45.5%	✓																																								
		total external debt (net of related borrower notes) less term deposits and available cash / cash equivalents																																										
		earnings from rates, government grants & subsidies, user charges, interest, dividends, financial and other revenue excluding non-government capital contributions (eg developer contributions and vested assets)																																										
2	Net interest expense on net external debt as a percentage of total annual revenue Net interest expense =	<20%	2.8%	✓																																								
		total interest and financing costs less interest income																																										
3	Net interest expense on net external debt as a percentage of planned annual rates	<25%	4.4%	✓																																								
4	Liquidity ratio Liquidity =	>110%	144%	✓																																								
	external term debt plus committed bank facilities plus available liquid investments as a percentage of external term debt																																											
5	<u>Interest rate benchmark chart</u> Comparison of actual monthly and year-to-date interest payable, including the cost of swaps in place vs borrowing the total debt amount at the combined average of the 90-day bill rate and the five-year investor swap rate over the last two years.																																											
	<table border="1"> <caption>Interest Rate Benchmark Chart Data (Estimated)</caption> <thead> <tr> <th>Month</th> <th>90 Day Bank Bill rate (%)</th> <th>Budget (%)</th> <th>Actual (%)</th> </tr> </thead> <tbody> <tr><td>Mar-20</td><td>3.50</td><td>4.25</td><td>4.55</td></tr> <tr><td>Jun-20</td><td>3.25</td><td>4.25</td><td>4.75</td></tr> <tr><td>Sep-20</td><td>2.95</td><td>4.30</td><td>4.70</td></tr> <tr><td>Dec-20</td><td>3.00</td><td>4.30</td><td>4.70</td></tr> <tr><td>Mar-21</td><td>3.05</td><td>4.30</td><td>4.70</td></tr> <tr><td>Jun-21</td><td>2.85</td><td>4.35</td><td>4.50</td></tr> <tr><td>Sep-21</td><td>2.90</td><td>4.35</td><td>4.45</td></tr> <tr><td>Dec-21</td><td>3.10</td><td>4.35</td><td>4.75</td></tr> <tr><td>Mar-22</td><td>3.40</td><td>4.35</td><td>4.85</td></tr> </tbody> </table>				Month	90 Day Bank Bill rate (%)	Budget (%)	Actual (%)	Mar-20	3.50	4.25	4.55	Jun-20	3.25	4.25	4.75	Sep-20	2.95	4.30	4.70	Dec-20	3.00	4.30	4.70	Mar-21	3.05	4.30	4.70	Jun-21	2.85	4.35	4.50	Sep-21	2.90	4.35	4.45	Dec-21	3.10	4.35	4.75	Mar-22	3.40	4.35	4.85
Month	90 Day Bank Bill rate (%)	Budget (%)	Actual (%)																																									
Mar-20	3.50	4.25	4.55																																									
Jun-20	3.25	4.25	4.75																																									
Sep-20	2.95	4.30	4.70																																									
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Mar-21	3.05	4.30	4.70																																									
Jun-21	2.85	4.35	4.50																																									
Sep-21	2.90	4.35	4.45																																									
Dec-21	3.10	4.35	4.75																																									
Mar-22	3.40	4.35	4.85																																									
6	Actual borrowing costs are <= budgeted borrowing costs Current month Year to date	<u>Budget</u> \$375,500 \$3,379,500	<u>Actual</u> \$681,161 \$3,607,306	✗ ✗																																								

7	Current interest rate swaps (including forward starts)	<u>Amount</u>	<u>Effective date</u>	<u>Termination date</u>	<u>Fixed rate</u> <i>(if effective)</i>
		\$			
		3,000,000	22-Jun-13	22-Mar-23	4.00%
		4,000,000	22-Jun-13	22-Jun-22	3.83%
		2,000,000	21-Mar-16	21-Jun-22	4.94%
		3,000,000	23-Mar-15	23-Jun-22	4.64%
		4,000,000	23-Mar-20	23-Jun-22	4.75%
		3,000,000	23-Mar-15	23-Jun-22	4.53%
		4,500,000	23-Dec-15	23-Jun-22	4.59%
		4,000,000	22-Jun-16	22-Jun-22	4.62%
		3,000,000	20-Oct-20	20-Apr-22	4.78%
		3,000,000	22-Sep-17	22-Jun-22	4.78%
		4,000,000	23-Mar-20	23-Jun-22	4.85%
		3,000,000	20-Oct-20	20-Apr-22	4.86%
		6,000,000	31-Oct-17	31-Jan-27	3.67%
		2,000,000	1-Mar-19	1-Dec-25	3.85%
		2,000,000	25-Sep-17	25-Feb-27	3.67%
		2,000,000	22-Jun-17	23-Jun-25	3.52%
		3,000,000	22-Mar-23	22-Jun-29	
		4,000,000	25-Mar-24	25-Sep-26	
		4,000,000	25-Mar-24	25-Mar-27	
		4,000,000	23-Sep-24	23-Sep-27	
		3,000,000	21-Oct-24	21-Oct-27	
		10,000,000	30-Sep-19	28-Sep-29	3.55%
		5,000,000	30-Jun-20	29-Jun-29	3.63%
		10,000,000	28-Feb-19	27-Feb-26	3.33%
		10,000,000	28-Aug-18	30-Aug-27	3.37%
		10,000,000	28-Feb-18	28-Feb-28	3.33%
		2,000,000	19-Jun-19	19-Mar-28	3.10%
		2,000,000	19-Jun-19	19-Mar-27	3.28%
		3,000,000	20-Apr-22	21-Oct-30	
		3,000,000	20-Apr-22	23-Oct-29	
		4,000,000	22-Jun-22	24-Sep-29	
		3,000,000	23-Jun-22	23-Sep-30	
		2,000,000	21-Jun-22	21-Aug-28	
		4,500,000	23-Jun-22	21-Dec-29	
		3,000,000	22-Jun-22	24-Sep-29	
		4,000,000	23-Jun-22	23-Mar-29	
		3,000,000	23-Jun-22	23-Mar-29	
		4,000,000	23-Jun-22	23-Mar-28	
		153,000,000	Total swaps		
		101,500,000	Total "live" swaps		
			Average interest rate of live swaps		3.90%
8	Forward start period to be no more than 24 months <u>unless</u> there is a match with the expiry date of an existing swap of the same notional amount			5 swaps with start periods > 24 months forward all are matched with existing swaps	
9	<u>Counterparty credit risk - swaps</u> NZ registered banks (each) - ANZ / National - ASB - BNZ - HSBC - Westpac	\$30m		\$0m \$0m \$20.81m \$0m \$0m	✓ ✓ ✓ ✓ ✓

10 Council's net external debt should be within the following fixed/floating interest rate risk control limits.:

Debt period ending	\$m	Policy criteria	Actual	Within policy
Current	115	50% - 100%	82%	✓
Year 1	180	45% - 100%	45.3%	✓
Year 2	227	40% - 95%	41.3%	✓
Year 3	266	35% - 90%	39.9%	✓
Year 4	297	30% - 85%	33.5%	✓
Year 5	326	15% - 80%	27.4%	✓
Year 6	353	0% - 75%	19.6%	✓
Year 7	371	0% - 70%	20.8%	✓
Year 8	366	0% - 65%	18.2%	✓
Year 9	349	0% - 60%	20.2%	✓
Year 10	345	0% - 55%	0.0%	✓

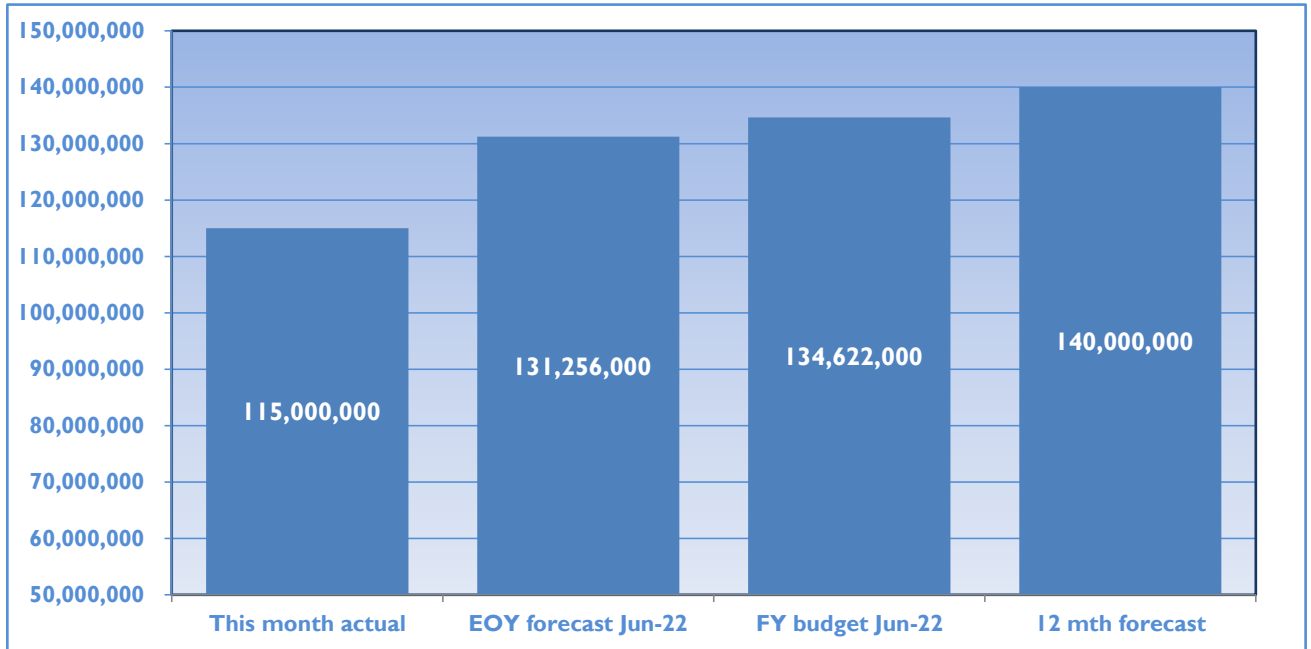


	Policy criteria	Policy limit	Actual	Within policy?
11	Debt affordability benchmark - limit on debt (actual debt <= limit on debt)	<= \$287.5m	\$115m	✓
12	Balanced budget benchmark (revenue / expenses)	>=100%	109%	✓
13	Essential services benchmark (CAPEX / dep'n - infrastructure)	>=100%	161%	✓
14	Debt servicing benchmark (borrowing costs / revenue) borrowing costs =	<15%	3.0%	✓

finance expenses per statement of comprehensive revenue and expense

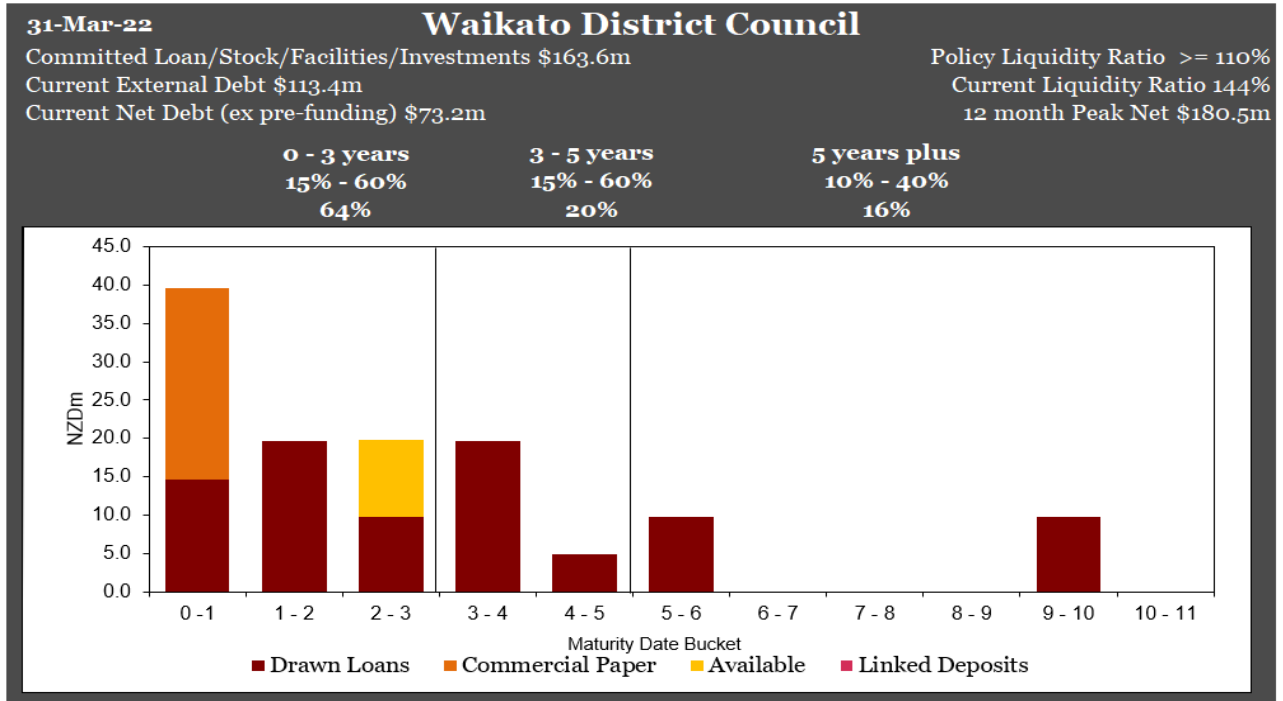
15 Borrowing at March 2022

This graph depicts actual borrowing - LGFA plus bank (BNZ).



16	Actual monthly (gross) borrowing is within end-of-year budget	\$134,622,000	\$115,000,000	✓
----	---	---------------	---------------	---

17	<u>The maturity profile of the total committed funding in respect of all loans and committed facilities</u>			
	0 to 3 years	15% - 60%	64%	*
	3 to 5 years	15% - 60%	20%	✓
	5 years plus	10% - 40%	16%	✓



18	Financial assets			\$'000
	<i>Share investments held for strategic purposes</i>			
	Local Authority Shared Services Limited			220
	Waikato Regional Airport Limited			23,065
	Strada Corporation Limited			700
	Civic Financial Services Limited			40
	<i>Investments held to reduce the current ratepayer burden</i>			
	Community loans as below			948
	<i>Short-term investments held for liquidity & working capital requirements</i>			
	Bank & cash balances			603
	Short-term bank deposits			40,200
	Total investments			\$25,576
	For treasury purposes, LGFA borrower notes are netted off against related borrowing			
19	Community loans			
	Borrower	Current balance \$\$	Maturity date	Interest rate
	Tamahere Hall Committee	13,601	Jun-22	All at 5.36%
	Te Kowhai Hall Committee	1,843	Jun-22	
	Tamahere Community Loan	411,765	Jul-33	
	Hukanui Golf Club Loan	27,472	Jan-32	
	Port Waikato Community Loan	493,464	Jul-45	
		<u>\$948,145</u>		
	Policy criteria	Policy limit	Actual	Within policy?
20	Counterparty credit risk - investments			
	NZ Government	unlimited	\$0m	✓
	NZD resistered supranationals	\$20m	\$0m	✓
	LGFA	\$20m	\$1.609m	✓
	NZ registered banks (each)	\$20m		
	- ANZ / National		\$10.05m	✓
	- ASB		\$10.05m	✓
	- BNZ		\$10.05m	✓
	- HSBC		\$0m	✓
	- Westpac		\$10.05m	✓
21	Counterparty credit risk - total			
	NZ registered banks (each)	\$50m		
	- ANZ / National		\$10.05m	✓
	- ASB		\$10.05m	✓
	- BNZ		\$30.86m	✓
	- HSBC		\$0m	✓
	- Westpac		\$10.05m	✓

To	Strategy and Finance Committee
Report title	2021/22 Third Quarter Non-Financial Performance Results

1. Purpose of the report

Te Take moo te puurongo

To inform the Strategy and Finance Committee on the 2021/22 third quarter non-financial performance results.

2. Executive summary

Whakaraapopotanga matua

The third quarter non-financial performance results are for the period 1 July 2021 to 31 March 2022.

Currently 63% of Key Performance Indicators (KPIs) have been achieved, 4% are within 5% of their target to be achieved and 33% have not been achieved.

3. Staff recommendations

Tuutohu-aa-kaimahi

THAT the 2021/22 Third Quarter Non-Financial Performance Results report be received.

4. Background

Koorero whaimaarama

The KPIs were adopted as the non-financial performance measures for the 2021-2031 Long Term Plan.

There are 62 KPIs that are reported in the Annual Report:

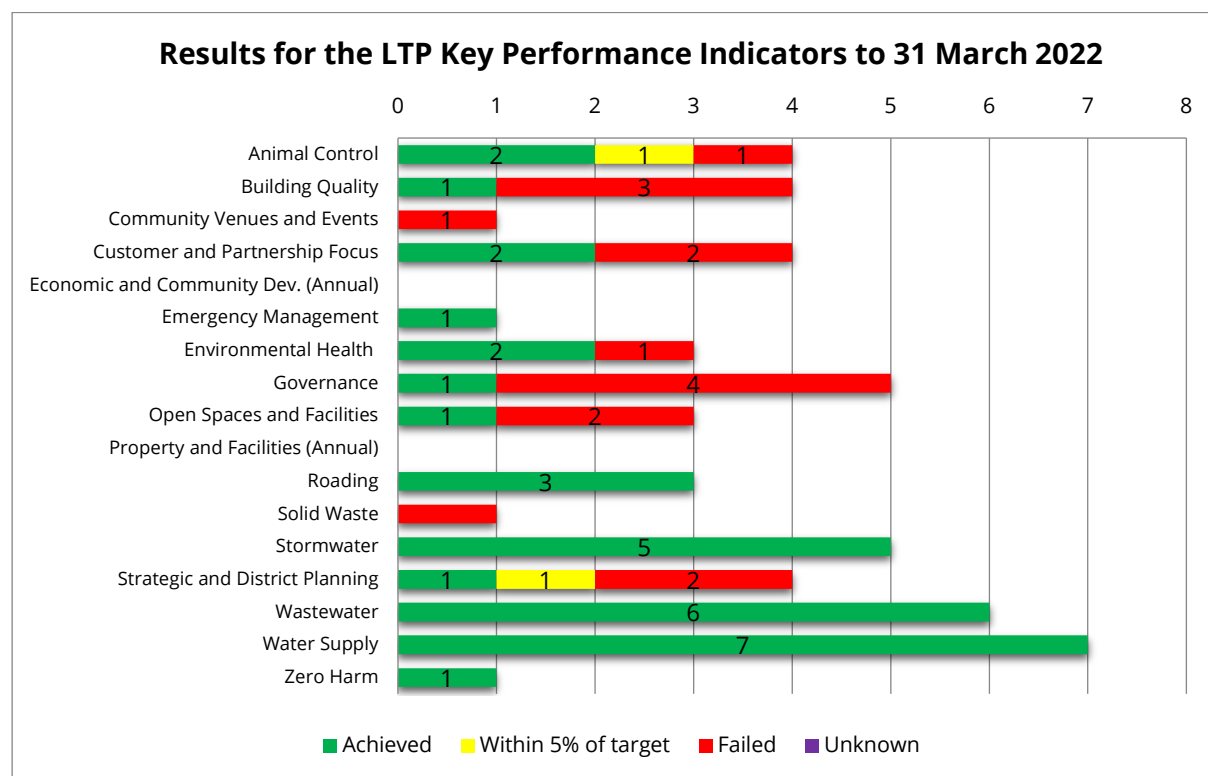
- 17 are measured monthly
- 31 are measured quarterly
- 4 are measured half-yearly, and
- 10 are measured annually.

The full results are attached to this report.

They are reported on every quarter to the Strategy and Finance Committee and are used to inform the Annual Report.

5. Discussion Matapaki

The graph below shows the number of KPIs that were achieved, within 5% of target or were not achieved, grouped by Activity.



Achieved	Within 5% of target	Not achieved	Unknown
63%	4%	33%	0%

Comparative year-to-date results

	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022 to 31 March 2022
Achieved	67 (68%)	65 (66%)	57 (58%)	62 (78%)	53 (67%)	54 (67%)	33 (63%)
On track	8 (8%)	4 (4%)	6 (6%)	5 (6%)	10 (13%)	11 (13%)	2 (4%)
Not achieved	23 (24%)	29 (30%)	35 (36%)	11 (14%)	16 (20%)	17 (20%)	17 (33%)
Unknown				1 (1%)			
TOTAL MEASURES	98	98	98	79	79	79	52

Where we have not met the target

Animal control: Following from lockdowns at the end of 2021, in the current Red Traffic Light level there have been very limited opportunities for school and pre-school visits.

Traffic light restrictions have also contributed to delays in the unregistered dog process, as have staff shortages.

Staff have signalled that these KPIs are unlikely to be achieved at the end of the financial year.

Building: Due to staff shortages and COVID impacts, there were no audits completed in this quarter. It is planned to use the resource from pool inspections now that there is staff and the pool KPI has been reached.

It has also been noted that currently only rest home staff can access rest homes so external access and audits are unable to occur. Staff are working with rest home management to conduct audits.

Community Venues and Events: No workshops were able to be held due to COVID restrictions.

Customer and Partnership: The KPI's that were not achieved were half-yearly KPIs, so the reporting is the same as reported to the February 2022 Committee meeting:

The onsite survey was not conducted to measure customer satisfaction in library resources and likelihood of recommending the libraries in the first six-month period due to COVID-19 impacts and lockdowns.

Environmental Health: COVID impacts, such as staff isolating, are still affecting the ability to verify food operation venues. Staff are working to reschedule postponed verifications and reduce the backload of cases.

Governance: As discussed at the last Committee meeting, meeting the Councillor availability KPI target can be dependent on what consultative processes are being carried out, and a review is underway to ensure the questions are more relative.

The percentage of customers satisfied that the Council are consulting on the right issues, and ease of access and clarity of information, has increased, although targets have still not been reached. The increase in satisfaction is likely due to the large number of topics consulted on recently.

Open Spaces and Facilities: A huge increase in vandalism has impacted the percentage of customers satisfied with public toilets despite contractors doing an exception job. Staff are increasing communication with complainants to ensure issues are resolved in a timely manner.

The percentage of customers satisfied with parks and reserves has decreased, with Tuakau showing the lowest figures. A recently completed playground and other projects in Tuakau will hopefully see a rise in the overall target for the next period.

Strategic and District Planning: COVID has still impacted the consent monitoring and parking patrol activities. But more work has been able to resume from March 2022.

6. Attachments

Ngaa taapirihanga

Attachment 1 – 2021/22 Third Quarter Non-Financial Performance Results

Date:	19 April 2022
Report Author:	Leisa Hood Corporate Planner
Authorised by:	Clive Morgan General Manager Community Growth



Waikato District Council

Scorecard Report

Period: Jul-21 - Mar-22

Scorecard Name

2021-24 LTP KPI reporting by Activity - All KPIs

Date From

01-Jul-2021

Date To

31-Mar-2022

LINKED ITEMS**UNIT****TARGET****ACTUAL****INDICATOR****2021-24 LTP KPI reporting by Activity - Animal Control**

LTP - The percentage of aggressive dog behaviour complaints, where immediate risk to public safety is present, that has council personnel on site within 1 hour

%

95.00

96.48



COMMENTS: Achieved.

LTP - The percentage of complaints regarding stray stock that have council personnel on site within 1 hour

%

95.00

97.86



COMMENTS: Achieved.

LTP - Complete Engagement and Education Visits throughout the district

#

90.00

21.00



COMMENTS: Very limited opportunity's for Education visits in Schools and Preschools. In Red we are unable to maintain the social distance required. This target will not be achieved by the end of the year.

LTP - The Percentage of Known Dogs currently Registered

%

90.00

88.60



COMMENTS: 15757 Known Dogs, 13963 registered and 1794 unregistered. Short Staffing and Covid restrictions have caused delays to completion of the unregistered dog process. The team are working hard to deliver on this KPI, however it is unlikely the target will be reached by the end of the year.

2021-24 LTP KPI reporting by Activity - Building Quality

LTP - The percentage of existing buildings with building WOFs that are monitored and audited for compliance annually - YTD

%

24.75

2.00



COMMENTS: Once again no Audits completed in this area partly due to covid restrictions but more importantly resource being a reduction in staff in that staff isolating, in training, or on annual leave etc which has created additional work loads. The other aspect is that with the growth in the district with commercial buildings the auditing of buildings needs to have dedicated resource and time not only for on site audits but administration also for the processing of the on-site audit results. (Letters & correspondence.) As we are getting on top of the pools we are going to have the Pool/Compliance Officer step into to help auditing BWOFs. With the slight downturn in the industry we will also be directing an inspector to help with the Auditing.

LTP - The percentage of buildings that provide sleeping care or paid accommodation which are audited for compliance annually - YTD

%

75.00

25.00



COMMENTS: No Audits completed due to Covid restrictions and more importantly access. Regarding Access it has come to my attention that any facility such as Rest Homes are totally inaccessible other than staff, so no inspections and or audits can be completed until further notice and access permitted. We are trying to work with the Rest Home management to get them to bring the required onsite information to the front doors and or email it to us so we can carry out the audit. The other issue is resource. (Please see comments for other buildings)

LTP - The percentage of swimming pools that are inspected for compliance annually - YTD	%	24.75	33.12	
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COMMENTS: YTD we have completed 33.12% of the pool inspections. We have only one Pool/Compliance Officers on board. We expect that once the easing of the covid restrictions it is envisaged we'll continue to meet this KPI in the near future.

LTP - The percentage of building consent applications which are processed within 20 working days - YTD	%	98.00	45.87	
--	---	-------	-------	--

COMMENTS: YTD - Currently we are processing 45.87% of building consents within the statutory timeframe.
For March, Dwellings were processed at 85.32% having 16 dwellings go over the 20-day timeframe. Consents in general (including dwellings) were processed at 79.83% with a total of 48 going over the 20-day timeframe. Amendments were processed at 55.56% with 12 going over the 20-day timeframe. This is due to staff shortages and Contractors going over timeframes also. We are still having to use our existing 3 contractors for a while yet to try and meet the current workload needs. Contractors across the country are all busy and do not have capacity to assist us. Despite several attempts to recruit new staff prior to Christmas we didn't have any success. We are advertising for more processing staff this month.

2021-24 LTP KPI reporting by Activity - Community Venues and Events

LTP - The number of events workshops held each year to support event organisers	#	1.00	0.00	
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COMMENTS: Still unable to complete due to COVID restrictions

2021-24 LTP KPI reporting by Activity - Customer and Partnership Focus

LTP - The % of customers satisfied with the overall service received when contacting the council.	%	70.00	70.00	
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COMMENTS: The Q3 result is still within our target range. The effects of the current Covid outbreak and staff illness are starting to be seen in our customer service results.

LTP - Average level of effort to conduct business with council. (On a scale of 1 - 5 (5 being high effort) how much effort did it take to conduct your business with council?)	#	2.60	2.30	
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COMMENTS: The Q3 result is still within our target range. The effects of the current Covid outbreak and staff illness are starting to be seen in our customer service results.

LTP - Net Promoter Score (level of likelihood that library users will recommend to friends and family their library as a place to go)	%	90.00	0.00	
---	---	-------	------	--

COMMENTS: Survey was not conducted onsite to measure the first half year. This was due to the implications of Covid management, lockdowns and resource disruptions.

LTP - Level of customer satisfaction that the quality of libraries resources meets their needs	%	90.00	0.00	
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COMMENTS: Survey was not conducted onsite to measure the first half year. This was due to the implications of Covid management, lockdowns and resource disruptions.

2021-24 LTP KPI reporting by Activity - Economic and Community Development

LTP - Business perception Survey average rating is above target	#			Annually
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2021-24 LTP KPI reporting by Activity - Emergency Management

LTP - The evaluation of annual exercise as a measure of effectiveness of training delivery	%			Annually
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LTP - Council maintains a minimum number of trained staff to Intermediate level, to fulfil core Emergency Operations Centre roles.	#	50.00	65.00	
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COMMENTS: We have just completed a CDEM foundation course with a number of staff interested in continuing to intermediate level. We expect to be able to maintain our number of trained staff.

2021-24 LTP KPI reporting by Activity - Environmental Health

LTP - The percentage of food operations that are required to be verified annually that are verified.	%	95.00	75.00	
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COMMENTS: Covid 19 has impacting food business operations and the ability of verifiers to verify food businesses including due to staff isolating. This has resulted in ongoing cancellation and delays in verifications. The team is working to reschedule and reduce the backlog of cases.

LTP - The percentage of medium or higher risk category licensed premises inspected annually.	%			Annually
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LTP - Percentage of excessive noise complaints responded to within agreed timeframes. (Due to geographical characteristics of the district response times will vary in different parts of the district)	%	85.00	87.00	
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COMMENTS: Target achieved.

LTP - The percentage of hazardous land use information (Hail) reports that will be completed within 10 working days.	%	90.00	100.00	
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COMMENTS: All reports were completed within the required timeframe and target achieved.

2021-24 LTP KPI reporting by Activity - Governance

LTP - Percentage of customers satisfied with the availability of their Councillor.	%	80.00	48.00	
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COMMENTS: As per the recent Council meeting this target is dependent on what consultative processes are being carried out - therefore a review is underway to ensure the questions are more relative.

LTP - Percentage of customers satisfied that council consults with the community regarding the right issues	%	50.00	35.00	
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COMMENTS: Although the results have not met the target, this is a significant improvement on the two previous reporting periods. A large number of topics have been consulted on recently which may contribute to the increase in satisfaction.

LTP - Percentage of customers satisfied with the ease of access and clarity of information regarding key community issues.	%	50.00	35.00	
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COMMENTS: Although this result is a significant improvement on both the last quarters, our result is still impacted by the affects of COVID vaccination mandates during this period . The positive uplift can likely, in part, be attributed to a busy consultation period and supporting communications activity.

LTP - Percentage of minutes of all open meetings that are made publicly available via the Council's website.	%	98.00	90.00	
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COMMENTS: There are still around 10% of our minutes that are not online due to workload pressures.

LTP - Number of formal hui held with iwi, mana whenua and hapu groups	#	6.00	8.00	
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2021-24 LTP KPI reporting by Activity - Open Spaces and Facilities

LTP - Percentage of customers who are satisfied with Public toilets in the residents satisfaction survey.	%	75.00	55.00	
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COMMENTS: Have not met target this month despite our public toilet contractors doing an exceptional job. In the past quarter, there has been a huge increase in vandalism in public toilets which may have contributed to this result. WDC staff are increasing communication with complainants in this area to ensure the issues are resolved in a timely manner.

LTP - Percentage of Customers who are satisfied with Parks And Reserves, including sports fields and playgrounds overall	%	85.00	78.00	
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COMMENTS: Down from 84%. Tuakau is showing the lowest figure (by Ward) impacting the overall result. A recently completed playground and other project renewals in Tuakau should see a rise in the overall result over the next period.

LTP - Percentage of customers who are satisfied with the presentation of WDC cemeteries.	%	85.00	95.00	
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COMMENTS: Cemeteries have been constant over this quarter. March proved to be a very busy month. Ashes interments increased considerably. Customers remain very happy with the presentation of WDC cemeteries. Lawns have been a challenge with limited staff numbers due to COVID. However contractors have done an amazing job despite these pressures.

2021-24 LTP KPI reporting by Activity - Property and Facilities

LTP - WDC Carbon road map shows an improving trend in energy efficiency / emission reduction	%		Annually
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2021-24 LTP KPI reporting by Activity - Roading

LTP - The percentage of footpaths that fall within the level of service or service standard that is set out in the LTP	%		Annually
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LTP - The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number. # -2.00 -13.00

COMMENTS: Results are significantly under reported and should not be used as comparisons to previous same periods due to the effects of Covid lock downs and restrictions on traffic movements nationally.

LTP - The percentage of customer service requests relating to roads to which we respond within the timeframes specified. % 95.00 97.29

COMMENTS: The Roothing team celebrate five months of exceeding this 95% KPI target. Of the 1,515 road related service requests received since 1 July 2021, 97.29% were responded to within the timeframe specified in the LTP.

LTP - The percentage of customer service requests relating to footpaths responded to within the timeframe specified in LTP. % 95.00 96.67

COMMENTS: The increase to last month's responses show the Roothing team continue to improve with exceeding the 95% target. Of the 90 footpath related customer service requests received since 1 July 2021, 96.67% were responded to within the timeframe specified in the LTP.

LTP - The average quality of ride on a sealed local road network, measured by smooth travel exposure. % Annually

LTP - The percentage of the sealed local road network that is resurfaced. % Annually

2021-24 LTP KPI reporting by Activity - Solid Waste

LTP - Customer Satisfaction with Waste Collection services. % 75.00 67.00

COMMENTS: Kerbside collection 85%
Transfer Stations 53%
Recycling 65%
Overall 67%

LTP - Meet actions set within Waste Minimisation Management Plan (WMMP) % Annually

2021-24 LTP KPI reporting by Activity - Stormwater

LTP - Stormwater - The number of flooding events that occurred throughout the district. # 5.00 0.00

COMMENTS: There were no flooding events recorded this quarter.

LTP - Stormwater - The number of habitable floors affected in a stormwater flooding event expressed per 1000 properties connected to the councils stormwater system per event. # 0.30 0.00

COMMENTS: There were no flooding events recorded this quarter.

LTP - Stormwater - The median response time to attend a flooding event, measured from the time that Council receives notification to the time that service personnel reach the site.

m

120.00

0.00



COMMENTS: There were no flooding events recorded this quarter.

LTP - Stormwater - The number of complaints received by Council about the performance of its stormwater system, expressed per 1000 properties connected to the stormwater system

#

4.00

0.00



LTP - Stormwater - Council's level of compliance with resource consents for discharge from its stormwater system, measured by the number of abatement notices, infringement notices, enforcement orders and convictions received in relation those resource consents.

#

0.00

0.00



2021-24 LTP KPI reporting by Activity - Strategic and District Planning

LTP - Percentage of resource consent applications which are processed within the statutory time frames

%

98.00

97.98



COMMENTS: A total of 119 consents were issued in March. There were 2 Consents out of time for the month. Currently, there are 18 consents remain out of time for the year to date. Given that a total of 893 consents have been issued for the year to date, this equates to 97.98% of consents being issued within timeframes this year. For this reason, as this is below the KPI of 98%, the traffic light will show as amber this month.

LTP - The percentage of current land use consents that are older than 2 years which have been monitored in the past 2 years

%

75.00

60.00



COMMENTS: As this data set measures monitoring conducted over the last two years, COVID-19, resourcing and reduced staff hours continue to impact results. It is hoped that our current recruitment and revisit of our work program will assist in getting the workload seen to in a timely manner once restrictions ease **Please note however that these last few months under Waikato L3 and L3.2 have further impacted our ability to carry out routine monitoring functions - it is unlikely that we will recover sufficiently to meet our end of year target. This month has been further impacted by a staff having to self isolate while they confirm test results and isolate with family members for periods of time - and not being able to carry out routine duties. This eased by mid March with work able to resume for the remainder of the month.

LTP - The number parking patrols that are carried out in communities that have parking controls under the bylaw.

#

126.00

71.00



COMMENTS: In early October, Alert level 3 arrived in the Waikato, and with businesses closed, parking patrols were suspended for safety and practicality reasons during October and November. As soon as alert levels allowed we were back on patrol and were able to resume our usual levels of patrol however it is unclear at this point whether we will be able to make up for lost ground (it will depend on when the alert levels may ease). Please also note that the team now only have one Compliance Officer and during the month of January a high volume of litter and abandoned vehicle service requests were actioned, affecting our ability to carry out the patrols we were hoping to carry out during this period. During February this activity was further impacted by the Officer taking leave (had worked through Christmas and NY) and then having to self isolate. After the isolation period ended in March we have worked on clearing a significant number of compliance jobs which has affected our ability to commit time to parking patrols.

LTP - The percentage of bylaws and policies, that are required by legislation, are reviewed within their statutory timeframes

%

95.00

96.00



COMMENTS: Council currently has 11 Bylaws.
Council has 14 policies required by legislation. 13 have remained current this financial year. The Gambling Venues Policy was overdue for review earlier in the reporting period and has since been reviewed and adopted.

LTP - Adequate land supply (right type in right location) exists to cater for the growth and development of the District. Sufficient development capacity (as required by the National Policy Statement - Urban Development) is provided to meet expected short and medium term demand	%			Annually
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2021-24 LTP KPI reporting by Activity - Wastewater

LTP - Wastewater - The number of dry weather sewerage overflows from Council's sewerage system, expressed per 1000 sewerage connections to that sewerage system	#	3.00	0.52	
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LTP - Wastewater - The total number of complaints received by Council about odour, system faults, blockages, response to issues with its sewerage system.(expressed per 1000 connections to the sewerage system):	#	10.00	2.09	
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LTP - Wastewater - The median resolution time where Council attends to sewage overflows resulting from a blockage or other fault in its sewerage system, from the time Council receives notification to the time personnel confirm resolution of the blockage or other fault.	m	240.00	103.00	
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LTP - Wastewater - The median attendance time where Council attends to sewage overflows resulting from a blockage or other fault in its sewerage system, from the time that Council receives notification to the time that service personnel reach the site.	m	60.00	48.00	
--	---	-------	-------	--

LTP - Wastewater - Council's level of Compliance with resource consents for discharge from its wastewater system, measured by the number of abatement notices, infringement notices and enforcement orders COMMENTS: There were zero notices issued for Jan-Mar period (Application to remove existing Meremere Abatement notice has been submitted).	#	2.00	0.00	
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LTP - Wastewater - Council's level of Compliance with resource consents, measured by the number of Convictions for discharge from its wastewater system,	#	0.00	0.00	
--	---	------	------	--

2021-24 LTP KPI reporting by Activity - Water Supply

LTP - Water Supply - The extent to which Councils drinking water supply (zones) complies with part 4 of the drinking water standards (bacteria compliance criteria)	#	18.00	18.00	
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LTP - Water Supply - The extent to which Councils drinking water supply complies with part 5 of the drinking-water standards (protozoal compliance criteria)	#	15.00	15.00	
--	---	-------	-------	--

LTP - Water Supply - The median on site attendance time for a non-urgent call out, where Council attends a call-out in response to a fault or unplanned interruption to its networked reticulation system	Days	5.00	1.00	
---	------	------	------	--

LTP - Water Supply - The median on site attendance time for an urgent call out where Council attends a call-out in response to a fault or unplanned interruption to its networked reticulation system	m	60.00	51.00	
LTP - Water Supply - The median resolution time for a non-urgent call out where Council attends a call-out in response to a fault or unplanned interruption to its networked reticulation system	Days	5.00	1.00	
LTP - Water Supply - The median resolution time for an urgent call out where Council attends a call-out in response to a fault or unplanned interruption to its networked reticulation system	m	240.00	96.00	
LTP - Water Supply - The total number of complaints received by Council about drinking water clarity, taste, odour, water pressure or flow, continuity of supply and response to any of these issues (expressed per 1000 connections to the water system)	#	25.00	5.65	
LTP - Water Supply - The average consumption of drinking water per day per resident within the Waikato district	L		Annually	
LTP - Water Supply - The percentage of real water loss from Council's networked reticulation system	%		Annually	
2021-24 LTP KPI reporting by Activity - Zero Harm				
LTP - The number of total recordable injuries (TRI) at WDC.	#	2.00	2.00	
<i>COMMENTS:</i>	One LTI in August and one MTI in November. No TRIs have been recorded during the month of March			
Overall Performance	%	0.00	0.00	

To	Strategy and Finance Committee
Report title	Consideration of two Conservation Fund Applications for 15 Morepork Lane and Pukemokemoke Reserve

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to present the current Conservation Fund applications for the Committee's consideration with a recommendation to the Council for approval, specifically:

- To present Conservation Fund application of \$4,999.00 from Greg Townsend (15 Morepork Lane, Ngaruawahia); to be approved in full.

AND

- To present Conservation Fund application of \$14,999.00 from Pukemokemoke Trust (15 Morepork Lane, Ngaruawahia), spread over three years; to be approved in full.

2. Executive summary

Whakaraapopototanga matua

Waikato District Council has a dedicated fund that was established through the Conservation Strategy (2004) to contribute to conservation efforts undertaken on private land within the district. The criteria used to determine if funding applications are appropriate can be found in the Conservation Strategy. The Council has a remaining budget of \$101,617.86 (after current commitments) in the Conservation Fund.

Financial contribution from the Conservation Fund would support a new pest and weed management project for a large piece of bush at Morepork Lane, Ngaruawahia and provide funds to purchase plants for an existing conservation project at the well-used publicly available reserve at Pukemokemoke. The total financial commitment is \$19,998.00. This consists of \$4,999.00 for 15 Morepork Lane, Ngaruawahia and \$14,999.00 for Pukemokemoke Reserve to be spread over three years.

Both sites have been visited by staff who agree that the funding of pest control and new plants would enhance both sites.

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Strategy and Finance Committee recommends to the Council that:

- a. Council Conservation Fund request for 15 Morepork Lane is received, and funding of \$4,999.00 be approved by the Strategy and Finance Committee, and**
- b. Council Conservation Fund request for Pukemokemoke Reserve is received, and funding of \$14,999.00 (spread over three years) be approved by the Strategy and Finance Committee.**

4. Background

At 15 Morepork Lane, Ngaruawahia the site is characterised by a large forested Significant Natural Area (SNA) on the Hakarimata Ranges. The site adjoins a Department of Conservation reserve and contains: regenerating bush, streams with a rich diversity of fish species, native birdlife and Pekapeka/native bats. The applicant seeks to protect and restore the bush and forest, including its native wildlife.

The first step is to expand the number of everyday native species by significantly reducing predator numbers through intensive trapping and baiting and habitat restoration. The applicant has already started this process and has captured approximately 70 pest species in the last six months. The long term aim of the applicant is to bring back currently locally extinct wildlife to the site and Maunga.

Pukemokemoke Reserve is a well-established forest/bush reserve area with a popular Bush Loop Track (approximately 90 minutes) boasting over 300 types of native plants (including mataī, tōtara, kauri, kanuka and kahikatea). The 40ha Pukemokemoke reserve, just 20 minutes north of Hamilton, includes nine sites of interest marked along the track; these include a log haulier site, a kauri grove, a lookout, and the stopover pa.

The Pukemokemoke Trust has received previous funding from both Waikato District Council and Waikato Regional Council and private donations. Waikato Regional Council's future funding is targeted at Enviroschools rather than progressing plantings. This supports the Waikato District's desire to promote education and conservation. The Pukemokemoke Trust has mapped out a 3-year planting plan to complete the last 1.5ha of the reserve. Once the area is fully restored it will be an exemplary representative forest remnant of the Waikato.

5. Discussion and analysis

Taataritanga me ngaa tohutohu

Pukemokemoke Reserve

Social

The Pukemokemoke Reserve provides access to a large lowland forestry area well utilised by the Waikato District community and the wider region. It provides education and recreational opportunities for Waikato schools and a range of local, national and international visitors.

Economic

The provision of funding secures a sizeable number of trees to be planted in a large area over a three-year period. The site supplies the seed material that is then propagated and given back as more robust plants. The Pukemokemoke Reserve is a vital seed bank area for birds to transport them to native places. Conservation projects can also access these opportunities throughout the Waikato Region. Pukemokemoke is a travel destination attracting local and wider conservation interests to the district and region.

Environmental

Given the large area of the site, and its pest eradication and predator control, the forestry and bush in reserve are flourishing. This has corresponding benefits to wildlife, including native bird species, bats and insects, which can then help populate smaller native bush areas in the district and increase overall indigenous biodiversity.

Culture

The funding of plants for the Pukemokemoke Reserve is consistent with how local iwi (Ngati Koura and Ngati Wairere) used, valued, and respected the land, plants and animals as a resource. The provision of more plants and enhancing the Pukemokemoke Reserve are consistent with the goals of Waikato-Tainui. They seek to ensure that the needs of present and future generations are provided in a manner that goes beyond sustainability towards an approach that enhances the environment (Waikato Tainui Environmental Plan).

15 Morepork Lane

Social and Economic

Supporting pest control and weeding on the site will improve the overall management and reduction of pests around the Haakarimata. This bush and the popular walkway provide essential social and economic benefits to the community.

Culture

Promoting pest and weed control is consistent with the goals of Waikato-Tainui, which seek to ensure that the needs of present and future generations are provided in a manner that goes beyond sustainability towards an approach that enhances the environment (Waikato Tainui Environmental Plan).

5.1 Options **Ngaa koowhiringa**

Staff have assessed three reasonable and viable options for the Strategy and Finance Committee and Council to consider. This assessment reflects the level of significance (see paragraph 6.1). The options are set out below:

Option 1: Council approve the recommendations of this report

The recommendations of this report, if approved, will assist the applicants (a private landowner and a community group) to enhance conservation within the Waikato District. At the same time, there are costs to the Council; this funding has been set aside for these activities. Furthermore, both applicants are expending considerable time and costs to enhance the conservation of the area.

Option 1 is the recommended option.

Option 2: To approve funding in part for the applications.

Both applications are for a reasonable amount of funds, and both individual applications could have reduced funds, which could be decided by the Strategy and Finance Committee. This option would however reduce the degree of conservation outcomes sought.

Option 2 is not the recommended option.

Option 3: To decline to fund one or both of the applications.

If neither of the applications is granted any funding, pest control will still be carried out at 15 Morepork Lane but a reduced level. Pukemokemoke Reserve will still function but will not have the required number of plants to plant up the final area and complete the forestry remnant.

Option 3 is not the recommended option.

Option 1 is the recommended option.

Total Funding 2021/2022 (as of July 2021 - June 2022)	\$144,880.00
Total Expenditure (as of 22 March 2022)	\$15,100.43
Already Committed (as of 22 March 2022)	\$28,161.71
Net Funding Remaining	\$101,617.86
Proposed funding for these applications	\$19,998.00
Net Funding Remaining if this grant is approved	\$81,619.86

5.2 Legal considerations

Whaiwhakaaro-aa-ture

There are no legal implications of awarding the funds.

AND

Staff confirm that the staff recommendation complies with the Council's legal and policy requirements.

5.3 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions. Both sites are sites of Significant Natural Areas with existing quality forest and bush areas that contribute to the conservation and biodiversity of the Waikato District. The proposed funding will achieve the national and regional biodiversity targets that have been set and the vision and goals of the Conservation Strategy (2004).

5.4 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

As there is no perceived impact on Maaori, no consultation with hapū or iwi has been completed concerning the conservation funding.

5.5 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The decisions sought by, and matters covered in, this report is consistent with the Council's [Climate Action Plan](#). Additional pest control at 15 Morepork Lane will mean better tree growth. The provision of additional plants for the Pukemokemoke Reserve will help capture CO2 discharge within the Waikato District, enhancing the environment in a small way.

5.6 Risks

Tuuraru

The Overall Risk Profile is Low, as determined by Council's Risk Profile Assessment Tool.

6. Significance and engagement assessment

Aromatawai paahekoheko

6.1 Significance

Te Hiranga

The decisions and matters of this report are assessed as of low significance, in accordance with the Council's [Significance and Engagement Policy](#).

The Policy requires Council to consider the degree of importance and determine the appropriate level of engagement, as assessed by the local authority of the issue, proposal, decision, or matter, in terms of the likely impact on and consequence for: -

- a) The district or region;
- b) Any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision or matter;
- c) The local authority's capacity to perform its role and the financial and other costs of doing so.

The portion of the land for pest control (15 Morepork Lane) is private land. The work and will be undertaken by people knowledgeable in applying the procedures required for pest control. The site is close to the Hakarimata's and will benefit public land adjacent to the site.

The area to be planted at Pukemokemoke Reserve has other areas that have been replanted. The works will be undertaken by knowledgeable administrators and volunteers. The site is accessible to the public, used for educational purposes and will complete an extensive conservation habitat.

6.2 Engagement Te Whakatuutakitaki

Engagement on the matter is not proposed to be undertaken.

7. Next steps Ahu whakamua

The purpose of this report is to detail the funding requests and seek approval for them. If the funding requests are approved, the Council will advise the applicants of the funding amount, and they will be able to submit paid invoices for reimbursements.

Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits the Council's role and the Committee's Terms of Reference and Delegations. Confirmed

The report contains sufficient information about all reasonably practicable options identified and assessed for their advantages and disadvantages (*Section 5.1*). Confirmed

Staff assessment of the significance of the issues in the report after considering the Council's Significance and Engagement Policy (*Section 6.1*). Low

The report adequately considers the views and preferences of affected and interested persons taking account of any proposed or previous community engagement and assessed level of significance (*Section 6.2*). Confirmed

The report considers the impact on Maaori (*Section 5.5*). Confirmed

The report and recommendations are consistent with Council's plans and policies (*Section 5.4*). Confirmed

The report and recommendations comply with Council's legal duties and responsibilities (*Section 5.3*). Confirmed

8. ATTACHMENTS

NGAA TAAPIRIHANGA

Attachment 1 – Aerial of 15 Morepork Lane, site coverage

Attachment 2 – Planting Plan at Pukemokemoke – Summary of the last ten years

Attachment 3 – Pukemokemoke Reserve – Aerial of the reserve to be planted up.

Date:	22 April 2022
Report Author:	James Fuller Senior Environmental Planner
Authorised by:	Jim Ebenhoh Planning and Policy Manager

Attachment 1 - Aerial of 15 Morepork Lane, site coverage



Attachment 2 – Planting Plan at Pukemokemoke – Summary of the last ten years*Planting plan for Pukemokemoke**A summary of the last 10 years of restoration planting and suggestions for the next two years*

- A. This area, planted in 2015 I believe, is well established now will require weeding from time to time and perhaps the odd tree established within it.*
 - B. This area also well established with some very good rimu and other trees coming through the manuka .*
 - C. Now there's a small area here where for some reason an area of something like 50-60 square meters there is continual failure of tree species to establish. We've got very little manuka here and even the tree species don't seem to like this area we need to persevere here.*
 - D. Now here we have an area under totara and kanuka cover with lots of privet that needs weeding out but from here northwards along the stream there's an excellent potential to put a whole row of kowhai right along the stream. It's the natural habitat of the kowhai and would make very good cover.*
 - E. Here probably the largest of our plantings there are two very good areas of manuka providing shelter for trees but in between an area that will require more reading and perhaps enrichment with species from time to time.*
 - F. Small area here which has a good cover of manuka but from time to time we've had to go in and replant some of the tree species our number of rimu and kahikatea are doing well but we'll need a bit more enrichment with trees over the next couple of years.*
 - G. This area recently planted 2020 and 2021 I believe, doing very very well particularly the earlier planting excellent manuka cover and a whole range of species coming up underneath and little required here.*
 - H. This is the site of the picnic table. The road into it has been planted up and it's coming away very well. I anticipate that in due course that whole*
-

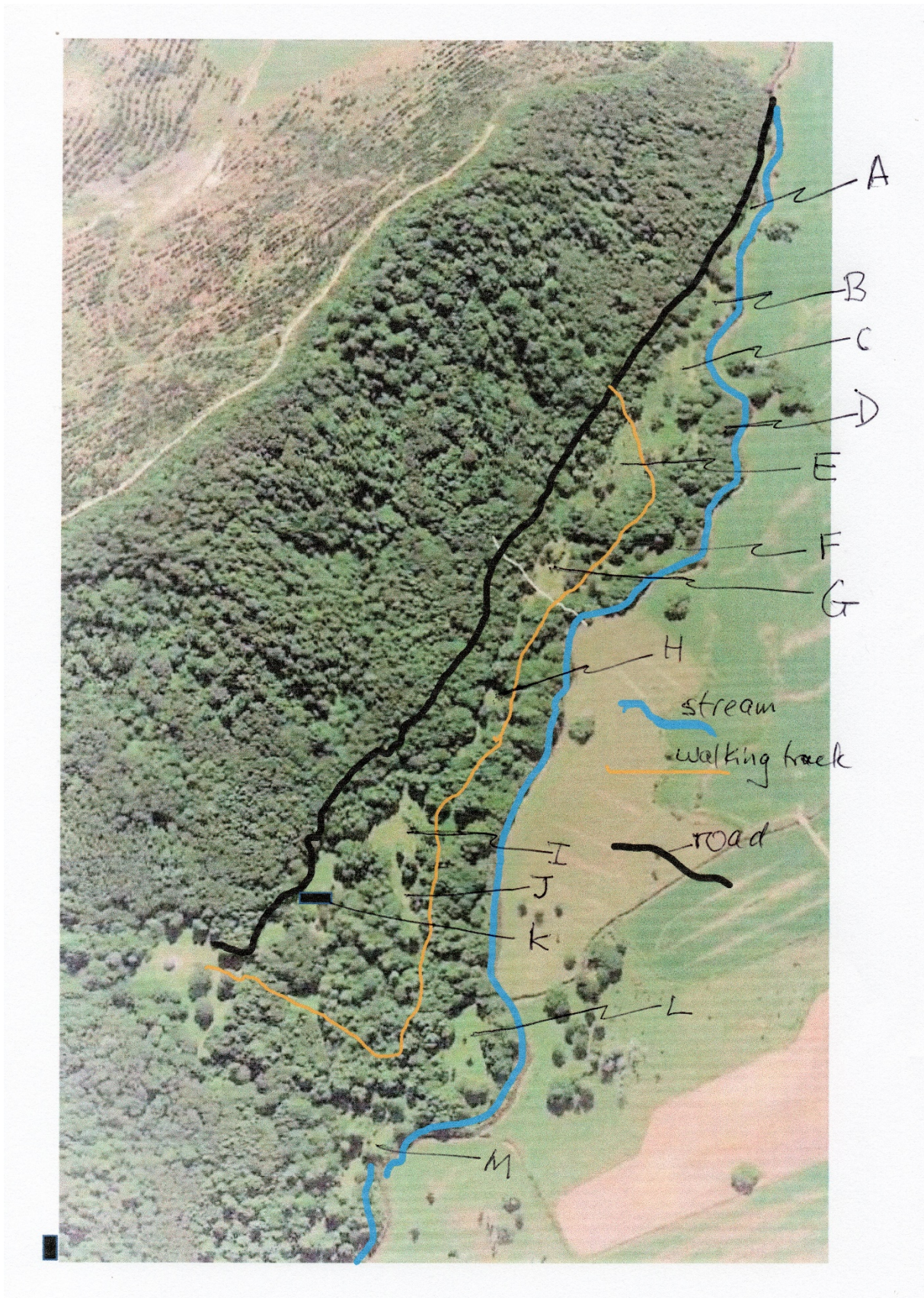
roadway should be allowed to revert back to native and perhaps no longer used as an access way. There is a wet area adjacent to the picnic table could well do with a number of wetland species establishing there particularly kahikatea and pukatea and prep some of the wetland shrubs, coprosma in particular.

- I. The most recently planted area which seems to be doing incredibly well although the recent drought has taken out a few species particularly perhaps akeake and maybe mahoe and they'll need to be replaced but otherwise this area is doing very well
- J. The next area adjacent to I. It's a very wet area and was planted in flax some three years ago and could well do with interplanting with particularly kind kahikatea and pukatea again the two well established wet land plants of the area.
- K. Here we have the container it's a small grassland area which provides perhaps an entry into the replanting and could do with some planting around the area some of which have failed in the past. Keep an eye on pampas in this area, keeps on intruding around the container
- L. So now we have the two remaining areas that are required to be planted in the future. This year I think area L is ready for planting, will need spot spraying. It's about perhaps 4 to 5000 square meters and two by two spacing for manuka will require something like 800 plants and suggest that it be planted as early as possible after the autumn rains suggesting that if we get a decent rain in April we go straight in and plant this area up. Waiting to the full winter planting I think is a mistake and allowing plants to get established in the autumn after a decent rain is the way to go.
- M. Here is the last area to be planted and it will require maybe four, at most 500 manuka to establish in here and surrounded by some good forest and will naturally enrich itself over a period of time

Warwick Silvester

18 Feb 2022

Attachment 3 - Pukemokemoke Reserve - Aerial of the reserve to be planted up.



To	Strategy & Finance Committee
Report title	Pōkeno Public Realm Concept Plan

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to inform the Committee on the Pōkeno Public Realm Concept Plan.

AND

To seek adoption of the Pōkeno Public Realm Concept Plan.

2. Executive summary

Whakaraapopototanga matua

The purpose of the Pōkeno Public Realm Concept Plan (Concept Plan) is to support the rapidly growing residential community of Pōkeno by helping transform its town centre into a vibrant, people-focused community destination.

During a data collection of the past, present and future works, plans and strategies developed for Pōkeno, it was understood that the upgrade of the Pōkeno Town Centre and the provision of new community facilities and amenities are priorities for the community. The data collection process identified that many of the soft and hard infrastructure required to support Pōkeno were provided for in the Waikato District Long Term Plan 2021-2031, with funding set aside for a number of key projects (e.g. Road Upgrades, Community Hub (library)). It was also acknowledged that there was a need to improve access to the town centre for walking and cycling, identifying the preferred location for the community hub (library), and setting the direction for streetscape upgrades on major central streets (e.g., Great South Road and Market Street) as well as the provision of heavy traffic bypass.

Following the data collection process, it was determined that a Concept Plan was required to prioritise infrastructure provision that would support the ongoing growth and health of the township. The Concept Plan provides an aspirational and strategic approach to the future public realm of Pōkeno. The Concept Plan also balances the needs of the community with best practice urban design principles, and understands implementation requires a refined and nuanced approach.

It is important to note that while the Concept Plan outlines a series of key moves and priorities for the growth of Pōkeno and its town centre, it is not a detailed design document and remains a high-level framework.

It is acknowledged that to execute the projects outlined in the Concept Plan, appropriate discussions and engagement with mana whenua, community, and land and business owners must occur.

3. Staff recommendations Tuutohu-aa-kaimahi

THAT the Strategy & Finance Committee adopts the Pōkeno Public Realm Concept Plan.

4. Background Koorero whaimaarama

Pōkeno has seen significant growth over a short period of time, and this has subsequently resulted in the need to understand and provide for the community's aspirations. A number of community and infrastructure projects are currently underway in Pōkeno to support the needs of the ever-increasing residential population. However, it is acknowledged that the provision of commercial and community developments and infrastructure (soft and hard) have not matched the pace of the rapid residential growth.

In October 2021 it was acknowledged that there was a need to better understand and coordinate the provision of hard and soft infrastructure within Pōkeno. A data collection process with different departments within Waikato District Council and local ward councillors was completed. It had been noted that the main projects and areas of concern relate to or are located within the town centre of Pōkeno, however it was identified that the town centre be well connected to residential areas, public spaces and buildings throughout the township. Another important focus was the need to address the streetscape within Pōkeno's town centre, particularly along Great South Road and Market Street.

As a result of the data collection process, the Project Group then identified the need for a Public Realm Concept Plan that will identify key public spaces, buildings and streetscape outcomes within Pōkeno with particular emphasis placed on the town centre.

This would help to inform Waikato District Council's capital works programme into the future. Therefore, the Concept Plan was needed to be completed before the end of January 2022.

We released a Request for Proposal to five suitable consultancies (all located north of the Auckland/Waikato Border that was established during the COVID-19 lockdown) in late November.

Offers of proposals were received from three consultancies by 1st December 2022. A panel of staff reviewed the Offers of Proposal against the following evaluation criteria:

- Technical merit;
- Capability and capacity; and
- Pricing.

Isthmus Ltd and their sub-consultants, FLOW, were selected as the preferred consultant based on the evaluation criteria.

We began the project with an introductory workshop (via teams) between the various consultancies and the project team (staff), which were followed by:

- Pōkeno site visit: Thursday 16 December 2021 (the day the Waikato/Auckland borders were open)
- Pōkeno Public Realm Concept Plan Workshop: Thursday 16 December 2021
- Pōkeno Public Realm Concept Plan: Vision & Key Moves Workshop: Wednesday 22 December 2021
- Hui with mana whenua representatives: Monday 10 January 2022 & Friday 14 January 2022
- Pōkeno Public Realm Concept Plan: Cross Sections: Tuesday 18 January 2022
- Pōkeno Public Realm Concept Plan: Deliverables: Wednesday 26 January 2022

Community committee representative and mana whenua representatives were also part of the workshops noted above. All workshops and meetings were held via MS Teams (due to covid restrictions).

The Pōkeno Public Realm Concept Plan was initially delivered on Friday 28 January 2022, as sought in the Request for Proposal.

Following discussions with the local ward councillors, the Pōkeno Public Realm Concept Plan was updated on 21 March 2022 and was positively received by the Pōkeno Community Committee on Monday 28 March 2022.

The Concept Plan was publicly released on Friday 22 April 2022.

As noted previously, the purpose of the Concept Plan is to support the rapidly growing residential community of Pōkeno by helping transform its town centre into a vibrant, people-focused community destination. The vision for Pōkeno will be delivered through the implementation of three strategic moves:

- 1. Town Centre Enhancement** – Improving the quality of the town centre is the main driver for the concept plan. The proposal aims to concentrate the energy on Great South Road by ‘filling in gaps’.
 - 2. The Stream Loop** – Provision of an ecological and recreational infrastructure project, the stream loop aims to reconnect the community with Pōkeno’s untapped natural environment.
-

- 3. Active Modes Connectivity** – Key locations for crossing over or under physical barriers were identified. Reconnecting established communities currently severed from the Town Centre and improving connectivity between new and future residential developments.

The document provides an aspirational and strategic approach to the future public realm of Pōkeno. The Concept Plan balances the needs of the community with best practice urban design principles, and understands implementation requires a refined and nuanced approach. It is recognised that to execute the decisions outlined in the document appropriate discussions and engagement with mana whenua, community, and land and business owners must occur.

The Concept Plan supports existing and intended projects and plans such as the Long Term Plan, Pōkeno Local Area Blueprint and the Waikato District Growth and Economic Development Strategy 2070. Taking into consideration several pieces of work already being undertaken, the Concept Plan enables better coordination of the natural and built environments within the public realm areas of Pōkeno, with emphasis on Great South Road and the town centre. The Concept plan also focuses on improving accessibility to the town centre for walking, cycling, and the provision of a heavy traffic bypass, and guiding the development of streetscape upgrades to support and increase pedestrian activity.

It is important to note that Waikato District Council will continue to consult on projects referenced in the Concept Plan, and delivery of existing and intended projects requires ongoing partnership with various stakeholders.

5. Discussion and analysis

Taataritanga me ngaa tohutohu

The Pōkeno Public Realm Concept Plan was developed in conjunction with community and mana whenua representatives to assist in identifying and prioritising the provision of soft and hard infrastructure within Pōkeno's town centre in the short, medium and long term. The Pōkeno Public Realm Concept Plan seeks to achieve community aspirations whilst achieving the outcomes sought within the Waikato District Long Term Plan, Pōkeno Local Area Blueprint and the Waikato Growth and Economic Development Strategy 2070. Ultimately, the document is key to delivering a liveable, thriving and connected community for a growing Pōkeno.

5.1 Options

Ngaa koowhiringa

Staff have assessed that there are two reasonable and viable options for the Committee to consider. This assessment reflects the level of significance (see paragraph 6.1). The options are set out below.

Option 1: Approve the Pōkeno Public Realm Concept Plan to enable the prioritisation of soft and hard infrastructure within Pōkeno's town centre in the short, medium and long term.

Option 2: Do not approve the Pōkeno Public Realm Concept Plan. This will result in uncertainty and delay in project delivery regarding the provision of soft and hard infrastructure within Pōkeno's public realm.

Staff recommend Option 1 because the approval of the Pōkeno Public Realm Concept Plan will enable a much more coordinated delivery of hard and soft infrastructure within the town's public realm and will ultimately support the wellbeing of the growing community.

5.2 Financial considerations

Whaiwhakaaro puutea

There are no material financial considerations associated with the recommendations of this report.

5.3 Legal considerations

Whaiwhakaaro-aa-ture

Staff confirm that the preferred option complies with the Council's legal and policy requirements.

5.4 Strategy and policy considerations

Whaiwhakaaro whakamaaherehere kaupapa here

The report and recommendations are consistent with the Council's policies, plans and prior decisions, including the 2021 Long Term Plan, Pōkeno Local Area Blueprint and Waikato District Growth & Economic Development Strategy 2070.

There are some inconsistencies with the Proposed District Plan, however the Concept Plan is a strategic and aspirational document that will feed into the District Plan updates.

5.5 Maaori and cultural considerations

Whaiwhakaaro Maaori me oona tikanga

Mana whenua representatives shared their knowledge, ideas and concerns within the various workshops and hui held throughout the development of the Concept Plan.

5.6 Climate response and resilience considerations

Whaiwhakaaro-aa-taiao

The matters in this report have no known impact on climate change or resilience for the Council.

The Concept Plan will encourage walkability throughout the town centre and enable active modal movements throughout the township. There will be less need to drive to services within and throughout Pōkeno, therefore supporting a more climate friendly environment.

5.7 Risks

Tuuraru

Without this Concept Plan Waikato District Council currently faces a risk of providing soft and hard infrastructure in an uncoordinated manner. There is a need to prioritise and coordinate the provision of all infrastructure to ensure the delivery of a public realm that can be positively utilised by community members.

Furthermore, If the Concept Plan is not approved, and we do not begin to prioritise and provide soft and hard infrastructure in a more collaborative and coordinated manner, this will pose further risk to the reputation of Council.

There are no identified risks with adopting the Concept Plan.

6. Significance and engagement assessment

Aromatawai paahekoheko

6.1 Significance

Te Hiranga

The decisions and matters of this specific report are assessed as of low significance in accordance with the Council's [Significance and Engagement Policy](#). However, this report is part of a broader project or process that is, or may be in future, assessed as of moderate significance.

6.2 Engagement

Te Whakatuutakitaki

Representatives from the Pōkeno Community Committee and mana whenua participated in the various project workshops. Separate hui were also held with mana whenua representatives. It is important to note that appropriate consultation will be undertaken with each project identified in the Pōkeno Public Realm Concept Plan.

Highest level of engagement	Inform	Consult	Involve	Collaborate	Empower
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Tick the appropriate box/boxes and specify what it involves by providing a brief explanation of the tools which will be used to engage (refer to the project engagement plan if applicable).</i>	The Pōkeno Public Realm Concept Plan was developed with knowledge and collaboration with a community committee representative and mana whenua representative. The Concept Plan has been publicly released and the community has been informed. It is important to note that appropriate consultation will be undertaken with each project identified in the Pōkeno Public Realm Concept Plan.				

State below which external stakeholders have been or will be engaged with:

Planned	In Progress	Complete	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Internal
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Community Boards/Community Committees
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Waikato-Tainui/Local iwi and hapuu
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Communities
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Affected Businesses
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify)

7. Next steps Ahu whakamua

The approval of the Pōkeno Public Realm Concept Plan will help Council to deliver soft and hard infrastructure in a more coordinated matter, to support the growing community of Pōkeno.

8. Confirmation of statutory compliance Te Whakatuuturutanga aa-ture

As required by the Local Government Act 2002, staff confirm the following:

The report fits with Council's role and Committee's Terms of Reference and Delegations. Recommendation to Committee required

The report contains sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages (*Section 5.1*). Confirmed

Staff assessment of the level of significance of the issues in the report after consideration of the Council's Significance and Engagement Policy (*Section 6.1*). Low

The report contains adequate consideration of the views and preferences of affected and interested persons taking Confirmed

account of any proposed or previous community engagement and assessed level of significance (*Section 6.2*).

The report considers impact on Maaori (*Section 5.5*) Confirmed

The report and recommendations are consistent with Council's plans and policies (*Section 5.4*). Confirmed

The report and recommendations comply with Council's legal duties and responsibilities (*Section 5.3*). Confirmed

9. Attachments Ngaa taapirihanga

Attachment 1 – Pōkeno Public Realm Concept Plan

Attachment 2 – Pōkeno Public Realm Concept Plan Transport Assessment

Date:	11 May 2022
Report Author:	Taljit Heera
Authorised by:	Jim Ebenhoh Planning and Policy Manager

Pōkeno Public Realm. Concept Plan. Waikato District Council.

21 April
2022

Isthmus.



Land.
People.
Culture.

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Document record.

Issue	Revision	Author	QA	Date
Draft 25%	A	MBF/CN	OM	23.12.21
Draft 90%	B	MBF/OM	DI	26.01.22
Final	C	MBF/OM	DI	28.01.22
Revised Version	D	MBF/OM	DI	18.03.22
Amended	E	MBF	OM	21.04.22

Executive Summary.

The purpose of the Pōkeno Public Realm Concept Plan (PRCP) is to support the rapidly growing residential community of Pōkeno by helping transform its town centre into a vibrant, people-focused community destination.

The PRCP builds a sequential plan that will take the Waikato District Council, Mana Whenua and Pōkeno community on a journey to develop a distinct and compact centre, reconnecting the existing residential community with its built and natural environments. While the population growth of Pōkeno has been exponential and calls for a radical transformation of the town centre, working with Mana Whenua, the existing community and business owners is fundamental to retain and enhance its identity. Council acknowledges the real opportunity to work in partnership with local stakeholders to achieve the outcomes sought in Pōkeno.

The document provides an aspirational and strategic approach to the future public realm of Pōkeno. The Plan balances the needs of the community with best practice urban design principles, and understands implementation requires a refined and nuanced approach. It is recognised that to execute the decisions outlined in the document appropriate discussions and engagement with Mana Whenua, the community, and land and business owners must occur.

The upgrade of Pōkeno Town Centre and the provision of new community facilities and amenities are priorities identified in the Waikato District Long Term Plan, with funding set aside for a number of key projects within Pōkeno.

The PRCP places particular focus on improving access to the town centre for walking and cycling, identifying the preferred location for the community hub (library), and

setting the direction for streetscape upgrades on major central streets as well as the provision of a heavy traffic bypass.

A clear strategy has been developed using incremental change to organise the continued growth of the township; decisions that would benefit the community in the short term might be quite different from decisions taken with a longer term focus in mind. However, both are important, and the PRCP seeks to reconcile short term outcomes while maintaining a long term vision - starting small, and growing from the existing strengths Pōkeno has (the attraction created by ice cream and bacon, the potential of Market Square, the willing and engaging community) before setting the framework to expand further and transform the town centre more significantly. This ensures Waikato District Council funds are spent wisely, appropriate discussions and engagement with landowners can occur, private investments can be leveraged, and their effect can be maximised. Most importantly, the community can experience a gradual and smooth process. In doing so, energy will be focused on creating a vibrant centre, making it attractive to the local community and visitors.

The PRCP presents an opportunity to align the aspirations of Mana Whenua with the vision for Pōkeno. It is imperative that Mana Whenua are engaged throughout the various design stages to reflect and make visible the strong history of Mana Whenua in Pōkeno. This may include but is not limited to, some of the recently discussed opportunities such as the potential for an urban marae complex and Kaupapa Māori spaces within the Town Centre, bilingual and interpretive signage, story telling, whakairo and pou.

The new medium density residential zoning brings about new opportunities for Pōkeno, allowing radically different built form around the town centre, supporting a more compact and walkable environment. The medium to long term prospect of a potential future train station at the end of Market Street will reinforce further opportunities

to shift away from car dependency and emphasises the need for a high quality pedestrian environment.

While the PRCP outlines a series of key moves and priorities for the growth of Pōkeno and its town centre, the Plan is not a detailed design document and remains a high level framework.

The vision for Pōkeno will be delivered through the implementation of three strategic moves:

Town Centre Enhancement—improving the quality of the town centre is the main driver for the PRCP. The proposal aims to concentrate the energy on Great South Road by ‘filling the gaps’. Increasing pedestrian activity and time spent on Great South Road through streetscape upgrades will attract future investment in the centre. Flexibility is embedded into the streetscape design, planning regulations and Community Hub (library) to enable a future proofed approach that allows the Centre to grow as required. Underpinning the approach to the Town Centre is the removal of heavy vehicles from Great South Road which is fundamental to the success of the Town Centre in the short term. This is balanced with the retention of car parking on Great South Road and development of safe new pedestrian and cycling links.

The Stream Loop—an ecological and recreational infrastructure project, the Stream Loop aims to reconnect the community with Pōkeno’s untapped natural environment. The opportunity to provide a high amenity off-road trail following the stream, connecting with key natural and recreational destinations (mostly the Pōkeno Waterfall and Munro Sports Park) is unlocked through the creation of a heavy vehicle bypass on Albert and Selby St. Upgrades along the stream will enhance the natural environment, providing healthier habitats for native flora, fauna and humans.

Active Modes Connectivity—key locations for crossing over or under physical barriers (in particular State Highway 1 and the rail line) have been identified to

reclaim the missing links in the pedestrian and cycle network around Pōkeno. This includes reconnecting established communities currently severed from the Town Centre and improving connectivity between new and future residential developments. This strategic move reinforces Market Street and Great South Road / Pokeno Road as the two main pedestrian and cycling routes around Pōkeno.



1. Site Context and Analysis.

Taangata Whenua.

Mookau ki runga; Taamaki ki raro

Mookau (near Awakino) to the top, Taamaki Makaurau (Auckland) to the bottom

Pare Hauraki, Pare Waikato

The boundaries of Hauraki¹, the boundaries of Waikato²

Ko Mangatoatoa ki waenganui

To Mangatoatoa³ that resides in between

Te Kaokaoroa o Paatetere

To the place called ‘the long armpit of Paatetere’

Pōkeno is located in the rohe of Waikato-Tainui. Waikato-Tainui is a collective of 33 Hapuu, 68 Raupatu Marae, and is nearing 80,000 registered tribal members.

Te Whakakitenga o Waikato Incorporated is the post-settlement governance entity for the Waikato iwi, and is recognised as the iwi authority (for purposes under the Resource Management Act 1991) and kaitiaki of its environment and views the holistic integrated management of all elements of the environment, as well as the integrity of the Waikato Raupatu Claims Settlement Act 1995 and Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010.

There are three Waikato-Tainui hapuu who have interest in Pōkeno and the wider area are:

- Ngaati Tamaoho
- Ngaati Naho, and
- Ngaati Te Ata

Ngaati Tamaoho is represented by the Ngāti Tamaoho Settlement Trust and the Ngāti Tamaoho Trust. The latter is recognised as the iwi authority for purposes under the Resource Management Act 1991. In 2018, Ngaati Tamaoho settled its historical claims with the Crown with the Ngāti Tamaoho Claims Settlement Act 2018.

Ngaati Naho hold a unique and special responsibility under customary tikanga (rules and protocols) to preserve, protect and manage sustainably the natural, physical and historical environment, which includes Pōkeno. Ngaati Naho is represented by the Ngati Naho Trust and Nga Muka Development Trust.

Ngaati Te Ata is an iwi with customary interests that extend from Tamaki Makaurau (Auckland) to Northern Waikato/Waikato River. Ngaati Te Ata are represented by Te Ara Rangatu O Te Iwi Ngati Te Ata Waiohio Incorporated, with its central purpose to enhance the spiritual, cultural, and social wellbeing of the iwi and to provide for the kaitiaki responsibility of ensuring the restoration and maintenance of the cultural and natural environment.

In the Pōkeno township is Te Haukainga me Ngaa Mana Whenua o Pōkeno Charitable Trust.

The Trust represents Ngaati Naho and Ngaati Tamaoho whanau that were born and raised in Pōkeno, who are committed to have a community that is vibrant and inclusive of Mana Whenua.

Te Haukainga me ngaa Mana Whenua o Pōkeno Charitable Trust received support from Ngaati Naho, Ngaati Tamaoho, Waikato - Tainui and The Kiingitanga to pursue an Urban Marae Complex to reflect and provide for the values and aspirations of Mana Whenua to

support whanau, and to manaaki both existing and new members in Pōkeno.

In addition to the Urban Marae, the Trust are actively engaging in Planning and Design processes to promote its Maaori perspective to enhance the visibility of Mana Whenua in Pōkeno town center and local environs. Through this “Public Realm Concept Plan” the Trust are active participants and key partners with the Waikato District Council.

1. Pare Hauraki is the Hauraki region including the Piako, Ohinemuri and Coromandel districts.

2. Pare Waikato is the regional north of Kaawhia to the Manukau Harbour and across to the Huuna and Hapuuakohe Range. Hence the Waikato region today includes cities and towns such as Te Awamutu, Cambridge, Hamilton and Huntly.

3. Mangatoatoa is a small village south of Te Awamutu.

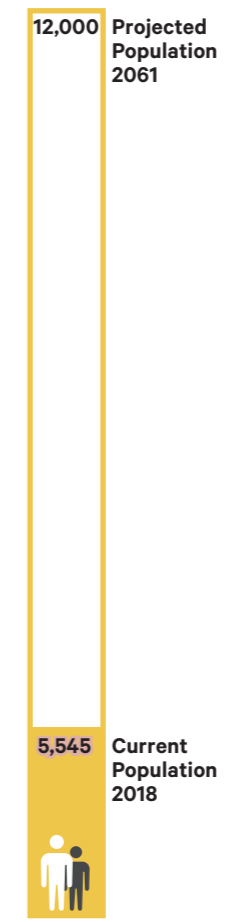
Regional Context.



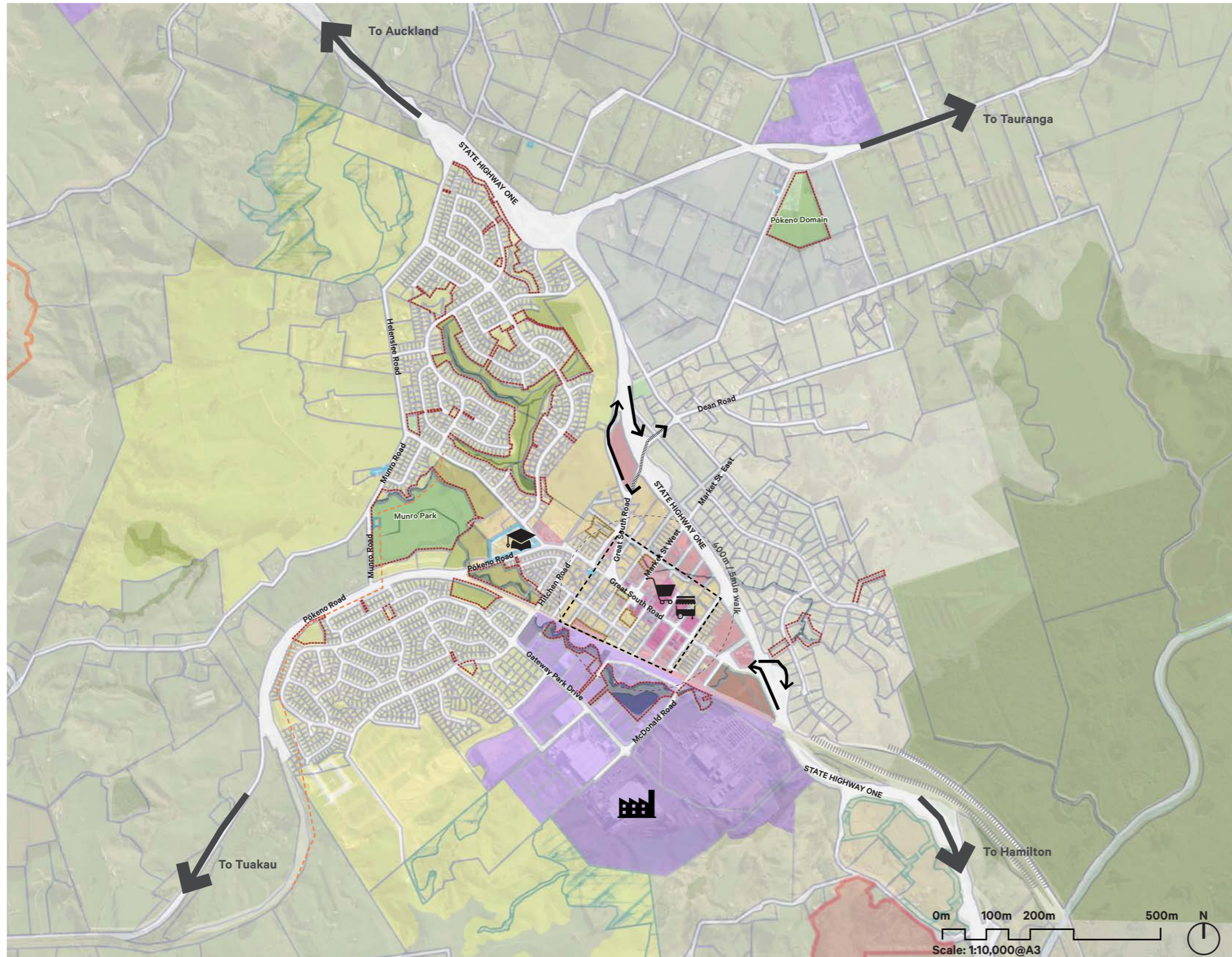
Legend.	
●	Site Location
—	State Highways
●	Town/City
—	Rail line (Auckland - Hamilton)
○	Rail Stations (Auckland - Hamilton)

From Pōkeno to...

- Auckland : 53km / 39min drive
- Manukau: 33km / 24min drive
- Hamilton : 72km / 50min drive



Pōkeno Township.



Legend.

- Pōkeno School
- Supermarket
- Industrial Area
- Franklin Markets
- SH1 On/Off-Ramps
- Underpass
- Proposed trail network (shared path)
- Rail
- Council owned properties (Reserves)
- Council owned properties
- Approximate town centre boundary

Zoning Legend.

- Town Centre Zone
- Commercial Zone
- Medium Density Residential Zone
- General Residential Zone
- Village Zone
- Heavy Industrial Zone
- Open Space Zone
- Rural Zone

Pōkeno Town Centre.



Legend.	
	Community Hall
	Public Toilets
	EV Charging Station
	Petrol Station/Truck Stop
	Ice Cream Shops
	Pokeno Bacon
	Bus Stop
	Fire Station
	War Memorial Cenotaph
	Supermarket
	Markets
	Plunket
	Notable Tree
	Oak Trees
	Historic Heritage Item
	Land currently used for retail
	Council owned properties
	Existing public space/seating
	Formed roads
	Paper roads
	Rail
	Stream
Zoning Legend.	
	Town Centre Zone
	Commercial Zone
	Medium Density Residential Zone
	Heavy Industrial Zone
	Open Space Zone

Site Photos.



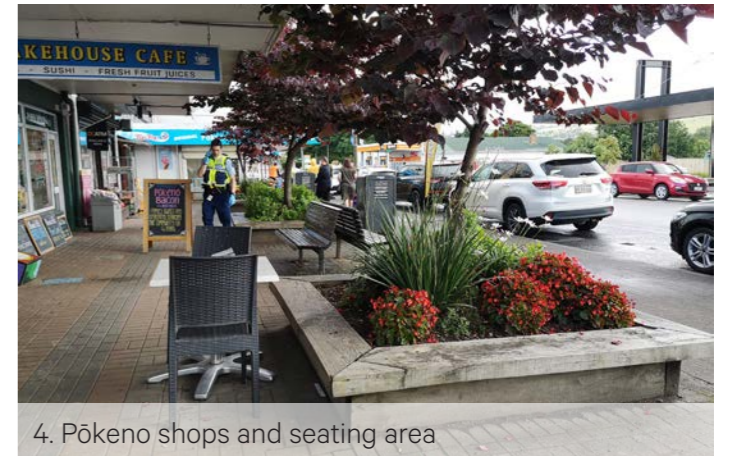
1. Truck stop to existing shops



2. Truck stop looking east down Great South Road



3. In front of fire station looking east



4. Pokeno shops and seating area



5. Pokeno shops and seating area looking east



6. EV Charging station Market Street West



9. 39 Great South Road looking north



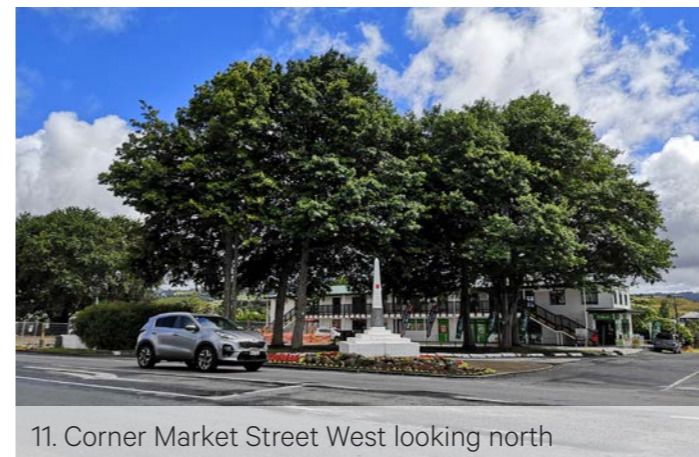
10. Corner Marlborough Street looking north



7. Looking north from 10 Market Street



8. Great South Road toward Countdown



11. Corner Market Street West looking north



12. Corner Market Street West looking south

SWOT Summary.

A number of documents have been reviewed and analysed to form a high level SWOT Summary including documentation from previous community engagement sessions, Waikato 2070 and the Waikato Blueprints. Multiple hui have recently been undertaken with Council, Mana Whenua and a community representative to gain a deeper understanding of Pōkeno, the socio-cultural needs of the existing and future community as well as a better understanding of Council project pipelines in

Pōkeno. This information has also formed the key ideas in the SWOT Summary.

The SWOT is categorised into five themes which reflect the themes used for community engagement in the Waikato District Blueprint document. To summarise:

- Pōkeno needs to reflect and make visible its past, present and future history with Mana Whenua.

- Pōkeno lacks a clear, community focused central area providing a sense of place and room for social interaction.
- There isn't a shared vision amongst different groups in with community.
- There is poor walking and cycling infrastructure and amenity within Pōkeno.

- The existing roading network is in need of upgrades and currently encourages car dependence in Pōkeno and regionally.
- There is a lack of suitably zoned land that encourages new diverse employment opportunities. In particular, in the service sectors and retail.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> — Strong cultural and historical associations to Pōkeno for Mana Whenua. — Well known identity relating to bacon and ice cream. — Existing Community Committee vision: <i>"Pokeno our Place"</i>. 	<ul style="list-style-type: none"> — Existing identity doesn't reflect the new residents. — Pōkeno is not about bacon and ice cream to Mana Whenua. 	<ul style="list-style-type: none"> — Can leverage its physical geography as part of its identity, particularly as a welcoming place to the Waikato. — Celebrate strong ties to Mana Whenua and their history through design opportunities, including pou at the north and south entrance. — Opportunity for urban marae. — Build on key features to make Pōkeno a place everyone feels connected to and proud of — Construction of monuments (scrolls) that reflect the past, present and future (pre and post-colonial) identity and history of Pōkeno. — Develop a distinct town centre character. — Bilingual signage, including parks and street names. — Formal welcoming ceremony/pōwhiri for new residents moving to Pōkeno. 	<ul style="list-style-type: none"> — Business as usual approach to housing and town centre development. — Removal of natural features, streams etc.. due to development, that contributes toward a sense of place and identity. — Different 'interpretations' of place. — Waikato Blueprint does not incorporate Mana Whenua Values or aspirations. — Loss of heritage buildings, items and notable trees.
<ul style="list-style-type: none"> — Publicly owned land is available and set aside for development. — Culturally diverse community. 	<ul style="list-style-type: none"> — Lack of central area or community hub (library). — Lack of space for social gatherings (informal and formal). — Lack of amenities/facilities to provide for current and future community. — Underpass is unsafe and needs upgrading. — Stormwater infrastructure needs improving as identified in the Pōkeno Stormwater Catchment Management Plan. — The placement of the existing Community Hall does provide for the best utilisation of the existing (large) site. — Lack of public parks and open space for community use. 	<ul style="list-style-type: none"> — Urban marae and Kaupapa Māori spaces in Pōkeno. — Community hub (library) and other services have been allocated budgets within the Long Term Plan. Potential to integrate whakairo and bilingual signage here. — Potential for shared working spaces on Council land/buildings to allow more local working environments. — Informal recreation spaces. — Create a community hub (library) on Market Street. — Connections between open spaces and the town centre, including improved connectivity to proposed sports facilities (Munro Park). — Stormwater is always improved when the opportunity presents itself. 	<ul style="list-style-type: none"> — Distance between Munro Park and Pōkeno Town Centre is substantial. — Some landowners are not yet ready to develop and may be land-banking. — The disconnect between East Pōkeno to amenities and facilities. — Flooding concerns and current pipe locations (existing works).



IDENTITY



COMMUNITY

SWOT Summary.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
 <p>GROWTH</p> <ul style="list-style-type: none"> — New village zone east of SH1 can support growth of town centre and diversity. — Sufficient residential land available for development. — New residentially zoned land north west of TC. 	<ul style="list-style-type: none"> — Increased population and expansion in residential areas without alternative transport modes will lead to increased car reliance. — Existing infrastructure is unsuitable for the needs of existing and future residents. — Town centre struggles to meet needs of residents. — Residential growth has occurred but hasn't been matched with commercial or retail growth. — There is a risk of reinforcing Pōkeno as a dormitory suburb. 	<ul style="list-style-type: none"> — Growth can be supported by future transport upgrades (train, bus etc..) — Potential for new, more dense residential zoning recommended in s42a planners recommendation report, as part of the Proposed Waikato District Plan hearings process. — Potential to encourage growth upwards in centre to provide varied business opportunities. — Potential for new business zones recommended in s42a planners recommendation report, as part of the Proposed Waikato District Plan hearings process. — High demand for affordable housing. — Potential for retail on both sides of Market Street. — Potential for medium density residential within/ adjacent to TC. 	<ul style="list-style-type: none"> — Existing proposed plan does not adequately provide for new growth. — Infrastructure must keep up with development. — Mana Whenua history becoming increasingly less visible. — Council unable to provide infrastructure at the rate of growth experienced in Pōkeno. — Developers don't speak to each other (infrastructure provision) and opportunities are missed. — Additional commercial park may be proposed behind Countdown? — Commercial development should not occur outside of CBD, diluting the town centre. — Existing interchanges on SH1 flowing north and south both have limitations.
 <p>TRANSPORT</p> <ul style="list-style-type: none"> — Employment areas. — Land set aside for future transport hub. — Strong connections to SH1. — Centrally located school. 	<ul style="list-style-type: none"> — Major truck stop within town centre. — Heavy traffic route through centre reduces amenity and discourages pedestrian activity. — Each new development doesn't connect — Developers don't speak to each other — Lack of options to support modal choice — Existing situation heavily reliant on private vehicles. — Lack of connections across/under SH1 connecting the existing communities. 	<ul style="list-style-type: none"> — Future trail connections supporting modal shift. — Upgrades of existing culverts/bridges are planned. — Intersection and street upgrades with signals will make a safer pedestrian environment. — Potential for Selby Street heavy vehicle bypass - Council in discussion with owners now. — Future proof southbound SH connection — Investment in walking and cycling to accommodate local movements. — Potential for land swaps to occur. 	<ul style="list-style-type: none"> — Competing with other small towns for future rail stop on Te Huia route. — Pedestrian safety along main street. — Continued heavy vehicle movements within the town centre. — Upgrade of the truck stop will potentially drive more heavy vehicle movement through the town centre. — Rail as currently planned is not possible in the short term, and not certain in long term. — Private bus services continue to be favoured over public services, may result in less funding in future.

SWOT Summary.

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> — Pōkeno's relative remoteness can provide the opportunity to strengthen the retail and business economy. — The recently opened supermarket attracts community from a wider local catchment beyond Pōkeno. — People stop for ice cream and bacon on their journey north/south. 	<ul style="list-style-type: none"> — Lack of variety in businesses and therefore a lack of diverse employment opportunities within Pōkeno. — Lack of suitable zoning for commercial and business activities. — No office space or tertiary sector providers. 	<ul style="list-style-type: none"> — Potential for new business zones recommended in s42a planners recommendation report developed as part of the Proposed Waikato District Plan hearings process. — Potential for shared working space in Council owned hub or building. — Growing population can support increased employment opportunities. — Opportunities to support and further expand Tourism within Pōkeno. — For retail to grow down both sides of Market Street. — Urban marae would like to have economic value, reo and tikanga classes for businesses, hold and run hui and corporate hui. — Proposed Waikato District Plan Town Centre Zone and Commercial Zone rules provide for a more diverse range of business options/ co-location of business. — Desire to have artisan business like Matakana, Mt Eden, located in Pōkeno. 	<ul style="list-style-type: none"> — Distance to Auckland and Hamilton is considerable. — The community lacks a shared vision for the future of Pōkeno. — Some community members in Pōkeno don't want taller, mixed-use buildings. — Some community members in Pōkeno will push back on new policy outlook. — There is limited capacity at present to accommodate higher level services within the capacity of Pōkeno, which is a rural service town.



ECONOMY

2. Strategic Moves.



Vision and Objectives.

Vision.

Pōkeno is a proud Waikato community grounded by its sense of togetherness and identity. At its heart is a vibrant, pedestrian focused town centre supporting a diverse range of services and housing.

Objectives.



Identity.

Celebrate Mana Whenua and the diverse identities within the local community and wider rural catchment, strengthening a sense of place and sharing local stories and histories.



Community.

Deliver on the community's aspirations for Pōkeno by providing high quality facilities and spaces that encourage diverse and inclusive activities in the town centre.



Growth.

Future proof the proposed plan to cater for ongoing population growth of Pōkeno by building on the existing infrastructure and amenity of Pōkeno and understanding the needs of current residents.



Transport.

Encourage and support mode shift, transitioning to a more sustainable mobility by increasing public transit use for long trips and walking and cycling for short trips.



Economy.

Create opportunities for local employment and ensure the town centre provides for the everyday needs of the community by attracting investment through infrastructure and street upgrades.

Strategic Moves.

To deliver on the vision for Pōkeno Town Centre, the Public Realm Concept Plan is structured around three strategic moves as follow:



1. Town Centre Enhancement.

This strategic move is the core of the PRCP, and will be described further in the third chapter of this report. It focuses on improving the quality of the Town Centre's public realm, building a sense of place and identity within the community and allowing a place for them to come together and be proud of.



3. Stream Loop.

Pōkeno presents a rich hydrology with streams, wetlands and the well loved waterfall. Establishing a Stream Loop (yet to be named) will allow the community to walk and cycle along the water, learning about the ecosystems and linking different recreational attractions, doubling as an ecological corridor with significant ecological benefits .



2. Active modes connectivity.

This strategic moves anchors Pōkeno Town Centre in the context of a growing township suffering from motorway and rail barriers. It identifies key locations to cross over (or under) these barriers and create routes for pedestrians and cyclists to safely access the town centre and link the new residential areas around Pōkeno.

1. Town Centre Enhancement.

To achieve the vision for Pōkeno, it is imperative that a strong and concentrated town centre is developed to nurture a sense of place within the community, strengthening the collective identity for Pōkeno and providing a place for residents to come together.

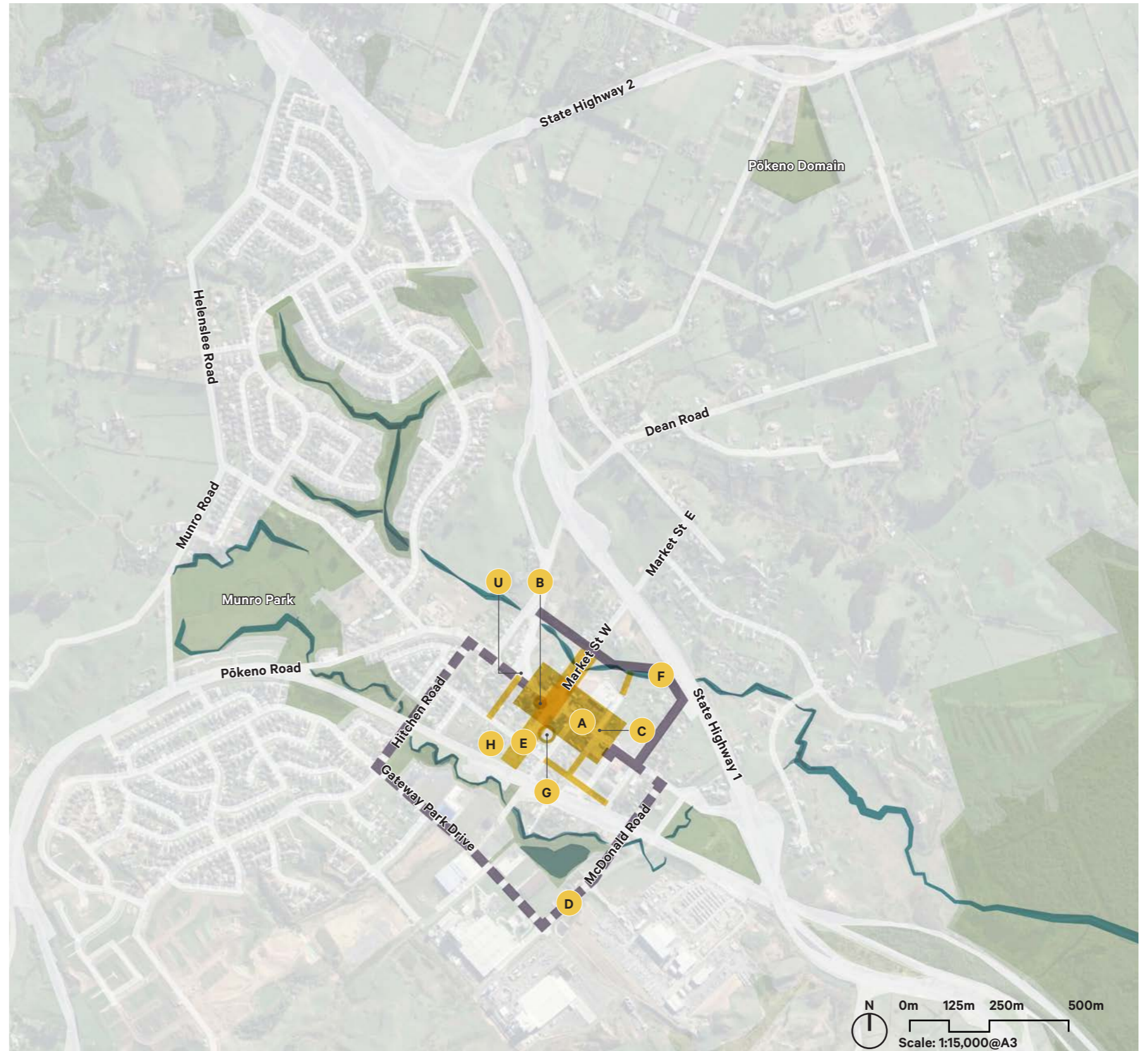
Essential to the Town Centre's success is the removal of heavy vehicles from Great South Road, within the Town Centre. This will allow streetscape upgrades to provide a safer, more pleasant pedestrian experience. This move will help concentrate the energy within the existing street, filling the gaps that currently

exist. Over time, a compact town centre will emerge with a range of community services, retail and commercial activities.

Meanwhile, Market Street will develop as a green spine, providing a major pedestrian and cyclist connection that is framed by new medium density residential and commercial development. The redevelopment of Market Street will enable the town centre to continue to grow from its centre on Great South Road in an incremental and organic fashion in keeping with the needs of Pōkeno's fast-growing population.

Refer to Chapter 3 for more detail.

Project ID	Description	Mana Whenua participation	Implementation		
			Short term	Medium term	Long term
A	Upgrade GSR to increase pedestrian amenity, reduce heavy traffic, and provide safe pedestrian & cycle connections within town centre and to destinations (Munro Park & Primary School) - refer to page 23.	Yes			
B	Activate community hall site with temporary/interim Community Hub (library) upgrade (e.g. pop-up library, cafe etc.).	Yes			
C	Establish town centre gateways including pou and bilingual signage at the northern and southern entrances of Pōkeno.	Yes			
D	Interim heavy vehicle by-pass until the completion of Albert Street bypass. This requires safety upgrades to the existing cycle lanes on Hitchen Rd bridge, Hitchen Rd roundabout and GSR/McDonalds Rd intersection for pedestrian & cyclist crossing.				
E	Streetscape upgrade including swale and continuous shared path on eastern side of the street - refer to page 24.				
F	Heavy vehicle bypass re-routing heavy vehicles outside of the town centre. Interaction with stream and Stream Loop shared path to be carefully designed - refer to page 24.				
G	Permanent site identified for new Community Hub (library). Uses and functions of the buildings TBC, with high quality public realm and play opportunities. Potential opportunity to co-locate with the Urban Marae dependant on kōrero with Mana Whenua. Requires prior upgrade of Market St West.	Yes			
H	Transport hub construction and integration with existing bridge. Hub to include new bus and rail connections with parking provided on site. This will require extension of Regina St up to Cambridge St (or Selby St) to facilitate bus circulation in and out of the Transport Hub.	Yes			



2. Stream Loop.

The proposed network seeks to provide the community and visitors with new, dedicated pedestrian and cycle connections that enable circulation around Pōkeno, including to its main facilities, the Town Centre and recreational areas such as Munro Park and the Pōkeno Waterfall.

The Stream Loop (yet to be named) will leverage Pōkeno's existing trail network. This will continue to unlock Pōkeno's strong yet untapped natural environment, reintegrating the awa (stream) with the everyday lives of the existing and future community. It also provides an opportunity

for an ecological corridor, linking larger ecological areas that act as habitat stepping stones within the District.

Land acquisition is required for the completion of the Stream Loop which is expected to be developed incrementally. It is essential that the stream loop is developed with adjacent land owners to encourage positive outcomes in terms of CPTED*, preventing high fences and enabling passive surveillance over the shared path, so it remains safe for users. Lighting will be key in achieving this.

*CPTED - Crime Prevention Through Environmental Design.

Project Description ID	Mana Whenua participation	Implementation		
		Short term	Medium term	Long term
I Wetland revitalisation to enhance natural habitat, helping develop an ecological corridor as well as helping with increased runoff from development while strengthening the connection with the community and Mana Whenua.	Yes			
J Upgrade Munro Park to accommodate facilities for the 'start' of the Stream Loop including wayfinding and story telling, parking, toilets etc.. Wetland and soft landscaped destination park and playground at Munro Park. Opportunities for nature play that celebrates native species and contributes toward an ecological corridor for flora and fauna.	Yes			
K Construction of off-road shared path running along stream, including appropriate planting and landscaping to enhance the quality of the stream and surrounding environment.	Yes			
L Construction of shared path along Albert Street, including appropriate planting and landscaping along the stream - refer to heavy vehicle bypass project page 25.	Yes			
M Upgrade facilities, landscaping/restoration at Pōkeno Waterfall to support natural environment, and contributes toward an ecological corridor for flora and fauna. Opportunity to introduce interpretive, bilingual signage.	Yes			
N New pedestrian and cycle connection under the motorway along the rail corridor connecting to the tributary (alternative route proposed as a connection at the current stream crossing under SH1 at 14 GSR is assumed unfeasible).	Yes			
O Potential under or overpass (TBC) pedestrian & cycle connection to Albert Street completing the Stream Loop (meantime route along Market St).	Yes			



3. Active modes connectivity.

Each connection identified in the connectivity plan has a role to play in 'unlocking' Pōkeno, making it easier to access and navigate existing and future growth areas on foot or by cycle. This strategic move aims to reconnect the broken and missing links to bring the residential community back together. The new connections are essential for success and underpins the previous strategic moves. Simultaneously, unformed legal roads can be developed to operate as walkways/cycleways until such time the proposed road is formed.

It is essential that the proposed connections are appropriately designed and Mana Whenua are included in the development of the projects. This is most

likely to include bilingual signage, native planting and cultural works such as whakairo or other mahi toi - all elements that will also be integrated with the Stream Loop. The connections may require land acquisition and partnership with government organisations such as Waka Kotahi and KiwiRail.

Specific attention is required in terms of CPTED. Many connections are in the wider, semi-rural and rural environments where surveillance and lighting could be lacking. Designs should therefore work with the adjacent properties to ensure a relationship is developed between private land and the proposed connections to enable 'eyes on the street'.

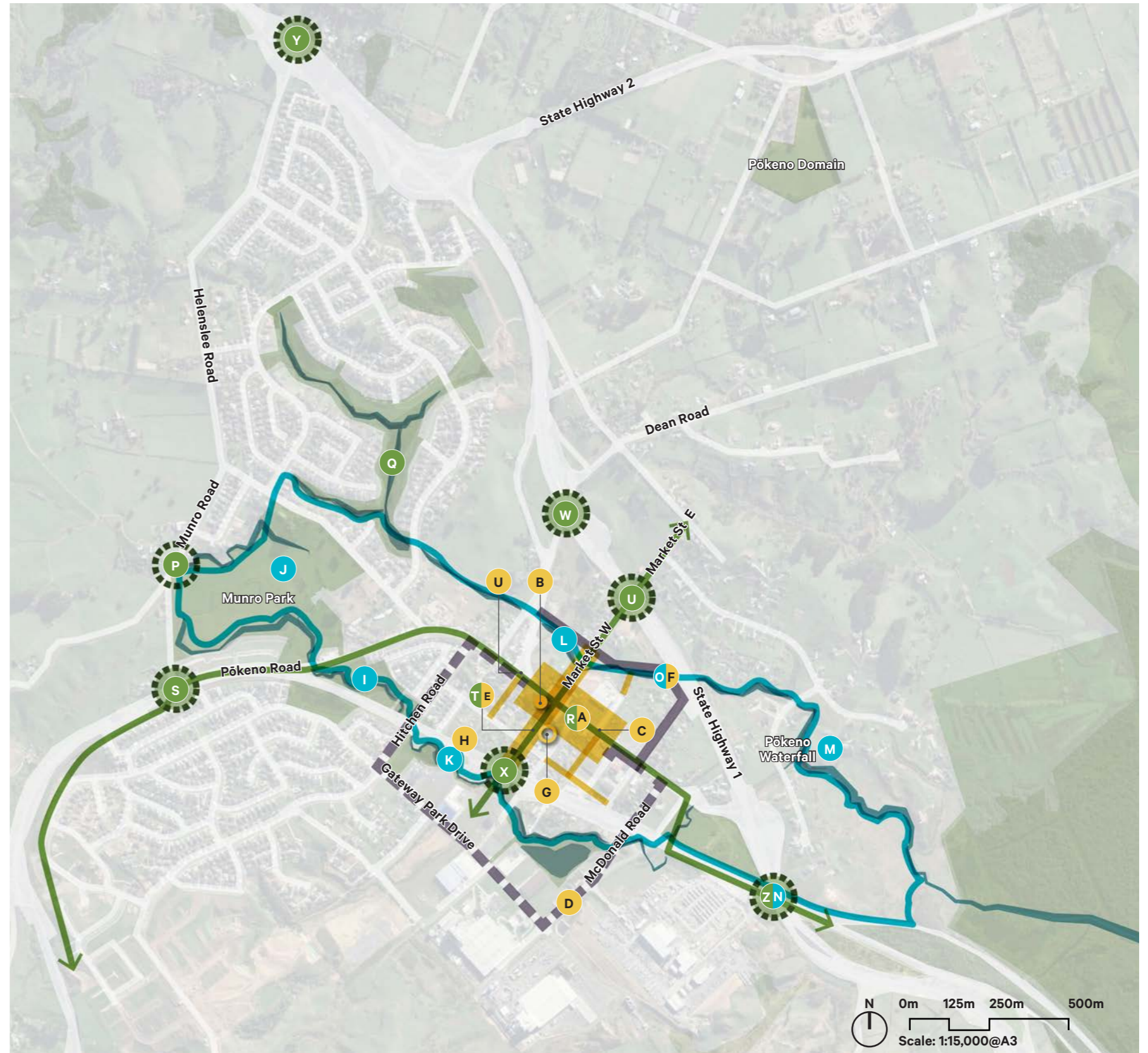
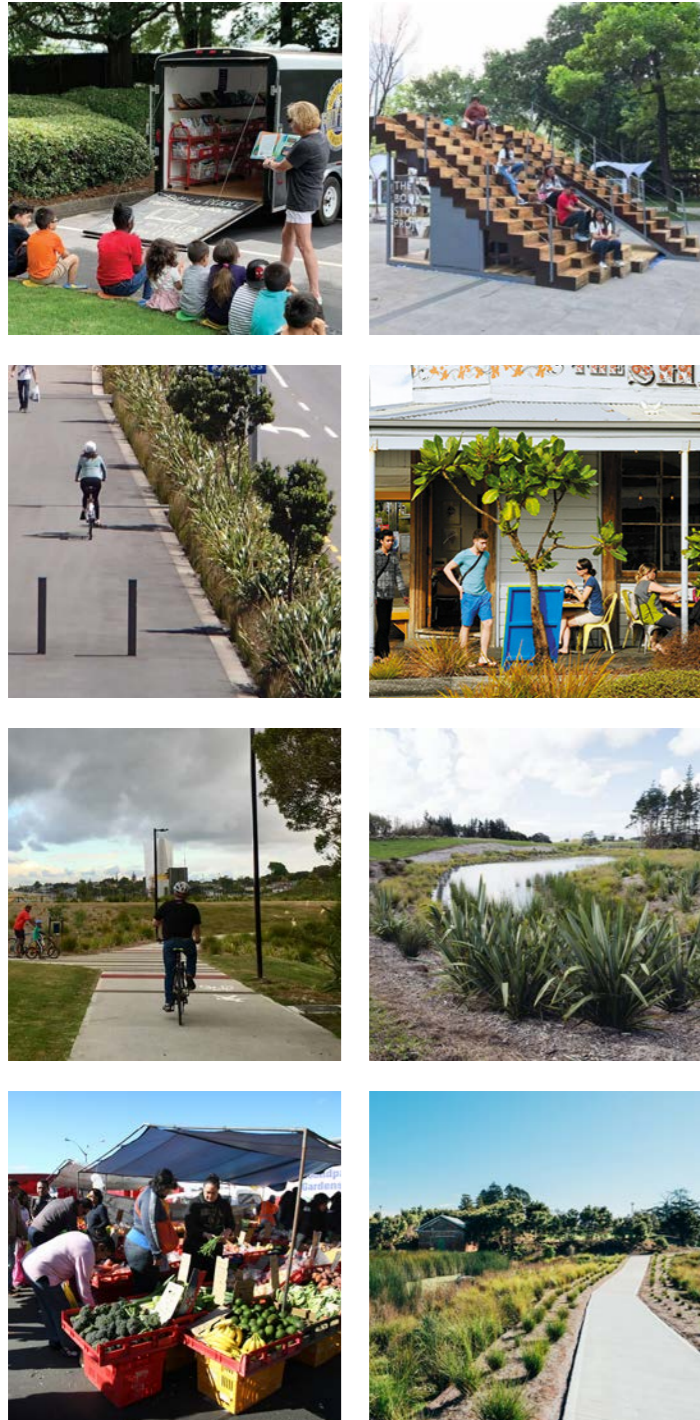
Project Description ID	Mana Whenua participation	Implementation		
		Short term	Medium term	Long term
P Upgrade existing Munro Bridge including pedestrian underpass.				
Q Establish wayfinding and bilingual signage to support use and legibility of existing trails and integration with proposed network.	Yes			
R Extend shared path through town centre - refer to project A.				
S Pedestrian & cycle overpass across rail and Pōkeno Road connecting proposed recreation trail and Tuakau trail, establishing a direct connection between Munro Park and residential area south of the rail.	Yes			
T Provide a continuous shared path as part of Market St West upgrade - refer to project E.				
U Market Street overpass connecting East Pōkeno.	Yes			
V Pedestrian, cycle & bridle trail - Tuakau connection.				
W Potential upgrade of Dean Rd/GSR following the completion of Market Street. Alternatives should be explored if unfeasible.				
X Overpass constructed across tracks and integrated into future station design.	Yes			
Y Upgrade existing bridge to include pedestrian & cycle connections to connect future growth in north east Pōkeno.	Yes			
Z New pedestrian and cycle connection under the motorway along the rail corridor as part of the Stream Loop - refer to project N				



Project Map.

The proposed project map combines the strategic moves described above. It is to be read in conjunction with the project list on the following pages.

Precedent Images



Project List.

Project ID	Project Type	Location	Description	Mana Whenua participation	Implementation		
					Short term (0 - 5 Years)	Medium term (5 - 10 Years)	Long term (10+ Years)
1. Town Centre Enhancement.							
A	Roading	Great South Road	Upgrade GSR to increase pedestrian amenity, reduce heavy traffic, and provide safe pedestrian & cycle connections within town centre and to destinations (Munro Park & Primary School) - refer to page 23.	Yes			
B	Community	Market Square	Activate community hall site with temporary/interim Community Hub (library) upgrade (e.g. pop-up library, cafe etc.).	Yes			
C	Roading	Great South Road	Establish town centre gateways that could include whakairo or pou at the northern and southern entrances of Pōkeno.	Yes			
D	Roading/ Intersection	Hitchen/Gateway Park Drive/McDonalds Road	Interim heavy vehicle by-pass until the completion of Albert Street bypass. This requires safety upgrades to the existing cycle lanes on Hitchen Rd bridge, Hitchen Rd roundabout and GSR/McDonalds Rd intersection for pedestrian & cyclist crossing.				
E	Roading	Market St West	Streetscape upgrade including swale and continuous shared path on eastern side of the street. - Refer to page 24.				
F	Roading	Selby Rd / Albert Street	Heavy vehicle bypass re-routing heavy vehicles outside of the town centre. Interaction with stream and Stream Loop shared path to be carefully designed. - Refer to page 24.				
G	Community	10 Market Street West	Permanent site identified for new Community Hub (library). Uses and functions of the buildings TBC, with high quality public realm and play opportunities. Including a potential opportunity to co-locate with Urban Marae dependent on kōrero with Mana Whenua. Requires prior upgrade of Market St West.	Yes			
H	Transport	1 Market Street West	Transport hub construction and integration with existing bridge. Hub to include new bus and rail connections with parking provided on site. This will require extension of Regina St up to Cambridge St (or Selby St) to facilitate bus circulation in and out of the Transport Hub.	Yes			
2. Stream Loop.							
I	Ecological	Between Pokeno & Hitchen Road	Wetland revitalisation to enhance the natural habitat, help with increased runoff from development and strengthen connection with the community and Mana Whenua.	Yes			
J	Recreation / Ecology	Munro Park	Upgrade Munro Park to accommodate facilities for the 'start' of the Stream Loop including wayfinding and story telling, parking, toilets etc.. Wetland and soft landscaped destination park and playground at Munro Park. Opportunities for nature play that celebrates native species.	Yes			
K	Off-road trails	Adjacent rail line and stream within industrial area	Construction of off-road shared path running along stream, including appropriate planting and landscaping to enhance the quality of the stream and surrounding environment.	Yes			

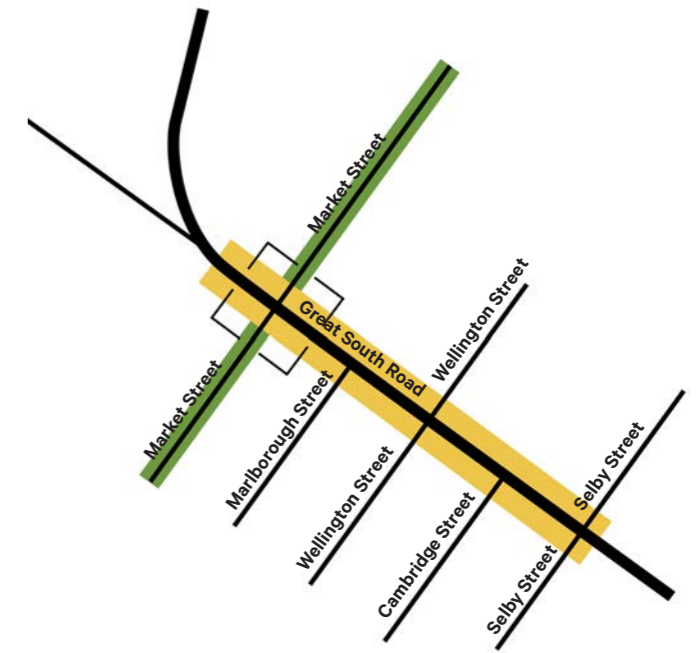
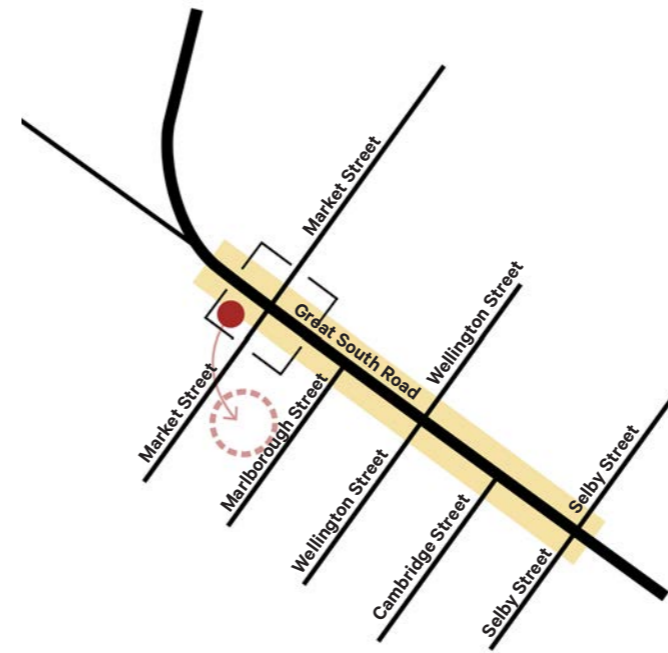
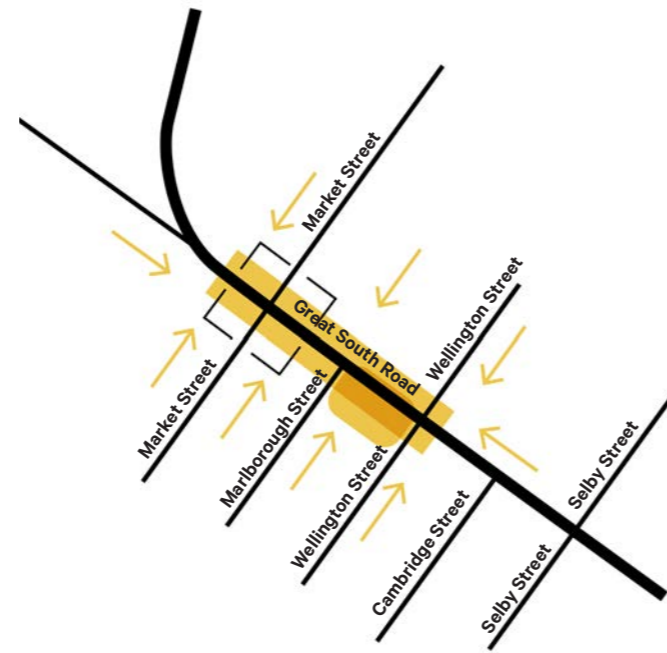
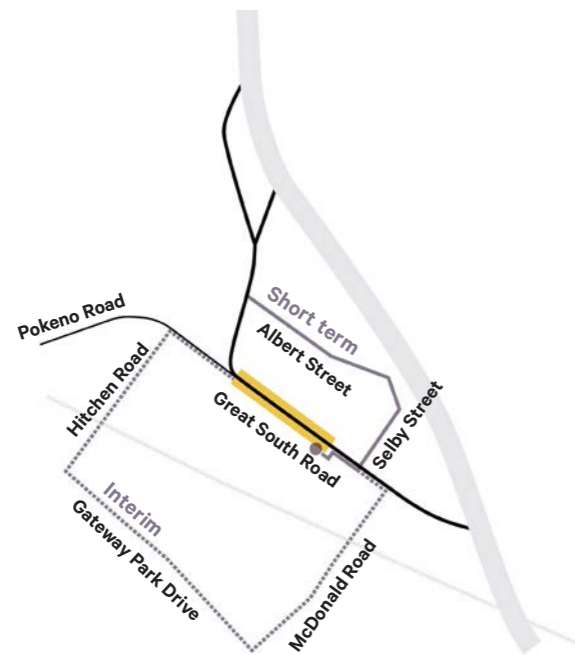
Project List (continued).

Project ID	Project Type	Location	Description	Mana Whenua participation	Implementation		
					Short term (0 - 5 Years)	Medium term (5 - 10 Years)	Long term (10+ Years)
L	Off-road trails	Adjacent Albert Street	Construction of shared path along Albert Street, including appropriate planting and landscaping along the stream - refer to heavy vehicle bypass project page 25.	Yes			
M	Recreation	Pōkeno Waterfall	Upgrade facilities, landscaping/restoration at Pōkeno Waterfall to support natural environment, opportunity for interpretive signage.	Yes			
N	Off-road trails	Adjacent SH1/Rail Corridor	New pedestrian and cycle connection under the motorway along the rail corridor connecting to the tributary (alternative route proposed as a connection at the current stream crossing under SH1 at 14 GSR is assumed unfeasible).	Yes			
O	Off-road trails	Albert Street	Potential under or overpass (TBC) pedestrian & cycle connection to Albert Street completing the Stream Loop (meantime route along Market St).	Yes			
3. Wider Connectivity.							
P	Roading	Munro Road	Upgrade existing Munro Bridge including pedestrian underpass.				
Q	Signage	Existing and proposed trail network, open spaces and destination places	Establish wayfinding and bilingual signage to support use and legibility of existing trails and integration with proposed network.	Yes			
R	Roading	Great South Road	Extend shared path through town centre - refer to project A.				
S	Roading	Pokeno Road	Pedestrian & cycle overpass across rail and Pōkeno Road connecting proposed recreation trail and Tuakau trail, establishing a direct connection between Munroe Park and residential area south of the rail.	Yes			
T	Roading	Market Street West	Provide a continuous shared path as part of Market St West upgrade - refer to project E.				
U	Roading	Market Street	Market Street overpass connecting East Pōkeno.	Yes			
V	Off-road trails	Adjacent Pokeno Road	Pedestrian, cycle & bridle trail - Tuakau connection.				
W	Roading	Dean Road/Great South Road	Potential upgrade of Dean Rd/GSR following the completion of Market Street. Alternatives should be explored if unfeasible.				
X	Off-road trails	End Market Street West	Overpass constructed across tracks and integrated into future station design.	Yes			
Y	Roading	Helenslee Road	Upgrade existing bridge to include pedestrian & cycle connections to connect future growth in north east Pōkeno.	Yes			
Z	Off-road trails	Rail under SH1	New pedestrian and cycle connection under the motorway along the rail corridor as part of the Stream Loop - refer to project N.				



3. Town Centre Enhancement.

Town Centre Key Moves.



1. Remove heavy vehicles from the Town Centre.

Currently, heavy vehicle traffic on Great South Road is creating a noisy and unpleasant environment within the Town Centre. This constrains the potential to turn the Town Centre into a more pedestrian friendly destination for the community and visitors.

The first step toward building an improved Town Centre is to re-route the heavy vehicles away from the town centre portion of Great South Road. To allow this to occur as quickly as possible, an interim solution is proposed. Heavy vehicles will be re-routed through the industrial area to the south of the town centre via the existing Hitchen, Gateway Park and MacDonald Roads. This will require safety upgrades for the existing round-about at Gateway Park / Hitchen Road and cycle lanes on Hitchen Road bridge to protect vulnerable users along the route.

The second step (Selby Street / Albert Road permanent bypass) can be completed once Council has secured land ownership and all affected parties have been consulted.

The long term success of Pōkeno Town Centre will rely on the removal of the truck stop or relocation to another location that would not negatively impact on the town centre amenity.

Pōkeno Public Realm.
Waikato District Council.
21 April 2022.

2. Concentrate.

Pōkeno Town Centre stretches along Great South Road between Pokeno Road intersection to Selby Road for approximately 400 metres. This has resulted in an over-extended centre, with many vacant sites (or carparks) and a diluted sense of place. The intention of the PRCP is to concentrate: concentrate activity, concentrate people, concentrate future developments. This will help build the vibrancy that the community aspires to. The aim is to 'fill in the gaps' from Pokeno Road to Wellington Street before expanding further east or further south. This concentrated area will be the focus of the first round of public realm upgrades and activation, including the construction of a continuous footpath along both sides of the street for pedestrians and cyclists, landscaping, seating, and car parking, with overflow parking provided on side roads adjacent to Great South Road.

This area is primarily focused around the existing ice cream and bacon shops, and Market Square.

3. Incremental approach to the Community Hub.

An incremental approach is proposed to the development of the Community Hub (library). This will help community involvement and 'concentrate' activity on Great South Road, avoiding diluting energy in the short to medium term.

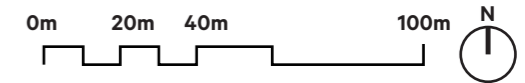
It is proposed that a temporary community hub (library) is built on the existing community hall site on Great South Road. In the long term when the town centre infrastructure has been developed, a purpose built community hub (library) can be founded on 10 Market Street, reflecting the new character of the town and community needs at the time. If it is desired, an urban marae complex and/or Kaupapa Māori spaces can be incorporated on the site or within the community buildings.

4. Developing different characters for Great South Road and Market Street.

Great South Road will remain as the heart of Pōkeno, and the incoming public realm upgrades will help reinforce its unique character, growing from its current retail and food and beverage activities. In the future, retail may occur on side streets and it is imperative the character of Great South Road is established and remains unique over time.

Market Street will play a special role in the development of the Town Centre by providing an essential connection across the motorway in the north and across the rail (and potential train station) in the south. This will create a strong north-south spine and key path for pedestrians and cyclists around Pōkeno. It has an opportunity to become a green spine, with a wide shared path and extensive planting. In the short to medium term, Market Street can celebrate the more rural and residential character of Pōkeno supporting medium density and later enabling retail and commercial activity to develop there once Great South Road reaches capacity.

Town Centre Concept Plan.



The Public Realm Concept Plan sets a new vision for Pōkeno Town Centre. It relies on key public realm upgrades to invite the community and visitors to gather and stay longer in the town centre, as well as on the exciting opportunity the Community Hub (library) (both in its temporary and permanent forms) presents. These projects are indicated on the plan adjacent.

Creating a cohesive centre that expresses the unique character of Pōkeno will also require future projects and private developments to align with the intent of the PRCP. To ensure this is possible in the long term, it is essential that the vision for Pōkeno exists within the regulatory environment and be explored further and developed with Mana Whenua and community participation.

The future success of Pōkeno's town centre relies on its flexibility and its capacity to adapt to the rapid changes the population growth is bringing. While this flexibility has been embedded in the public realm design, it must also be provided for in the Proposed Waikato District Plan. This could take the form of a set of new development rules covering minimum ceiling heights suitable for retail conversion or appropriate setbacks such that front yards can become dining areas. Narrower subdivision requirements and waivers to development contributions may also be explored as possible options and incentives for development. Design guidance and review in the form of an Urban Design Review Panel could also be explored.



1. Safety improvement to existing cycle lanes on Hitchen Road to protect users from interim heavy vehicle bypass route.
2. Redesign intersection between Pokeno Road and Great South Road. Include gateway treatment welcoming visitors to the town centre.
3. Future Transport Hub with long-term prospect of a train station.
4. High Street extended to Regina Street and beyond to the Transport Hub.
5. Pedestrian and cycle bridge connecting Market Street shared path to the Stream Loop.
6. Enhanced landscape along the stream and new shared path as part of the Stream Loop.
7. Close slip lane behind the cenotaph and integrate the memorial into the open space.
8. Raised intersection with priority crossing for pedestrians and cyclists.
9. Temporary Community Hub (library) and public space activation adjacent to the existing Community Hall.
10. Address activities that negatively impact on the pedestrian environment. Allow for continuous footpath and redevelop land with adjacent Market Square corner.
11. Enhanced public space in front of existing shops with new pedestrian crossing.
12. Continuous and generous shared path on the southern side of Great South Road creating a high amenity environment for the community.
13. Marlborough Street upgrade as a low traffic one-way street (southbound).
14. Future permanent Community Hub at 10 Market Street. Potential opportunity to co-locate with the urban marae (dependent on kōrero with Mana Whenua), and provide high quality public space.
15. Market Street upgrade with a continuous shared path inviting pedestrians and cyclists to the town centre.
16. Extension of Wellington Street up extended Regina Street to unlock development opportunities of adjacent blocks and increase connectivity.
17. Extension of Regina Street up to Cambridge Street or Selby Street to support efficient bus access to the transport hub and reduce traffic on Great South Road.
18. Access to truck stop off Cambridge Street.
19. Redesign intersection between Selby Street and Great South Road. Include gateway treatment welcoming visitors to the town centre.
20. Extending Wellington Street to Albert Street would create an alternative access to the supermarket away from Great South Road.
21. New town centre bypass for heavy vehicles connecting Albert and Selby Streets. Final road alignment TBC. The Stream Loop will run along Albert Street with enhanced ecological and recreational character.
22. Pedestrian and cycle bridge across the motorway connecting Market Street east and west.

Great South Road.

Streetscape upgrades along Great South Road are essential to reclaim the street for pedestrians and cyclists. A shared path is proposed to bring cyclists and other active modes through the centre, connecting with the wider network. Rain gardens are proposed punctually along the street to help with surface runoff while providing ecological corridors that increase amenity and create an additional barrier between pedestrians and vehicle traffic. Ample room is provided in the carriageway to support the proposed bus network as well as on-street car parking between rain gardens to continue encouraging visitors to Pōkeno.

The increase of width on the southern side of the street aims to maximise sunlight and will be supported by new seating and green spaces to create a more relaxed and pleasant pedestrian experience prompting social interaction; particularly in front of the key destinations for Pōkeno - bacon and ice cream.



Market and Marlborough Streets.

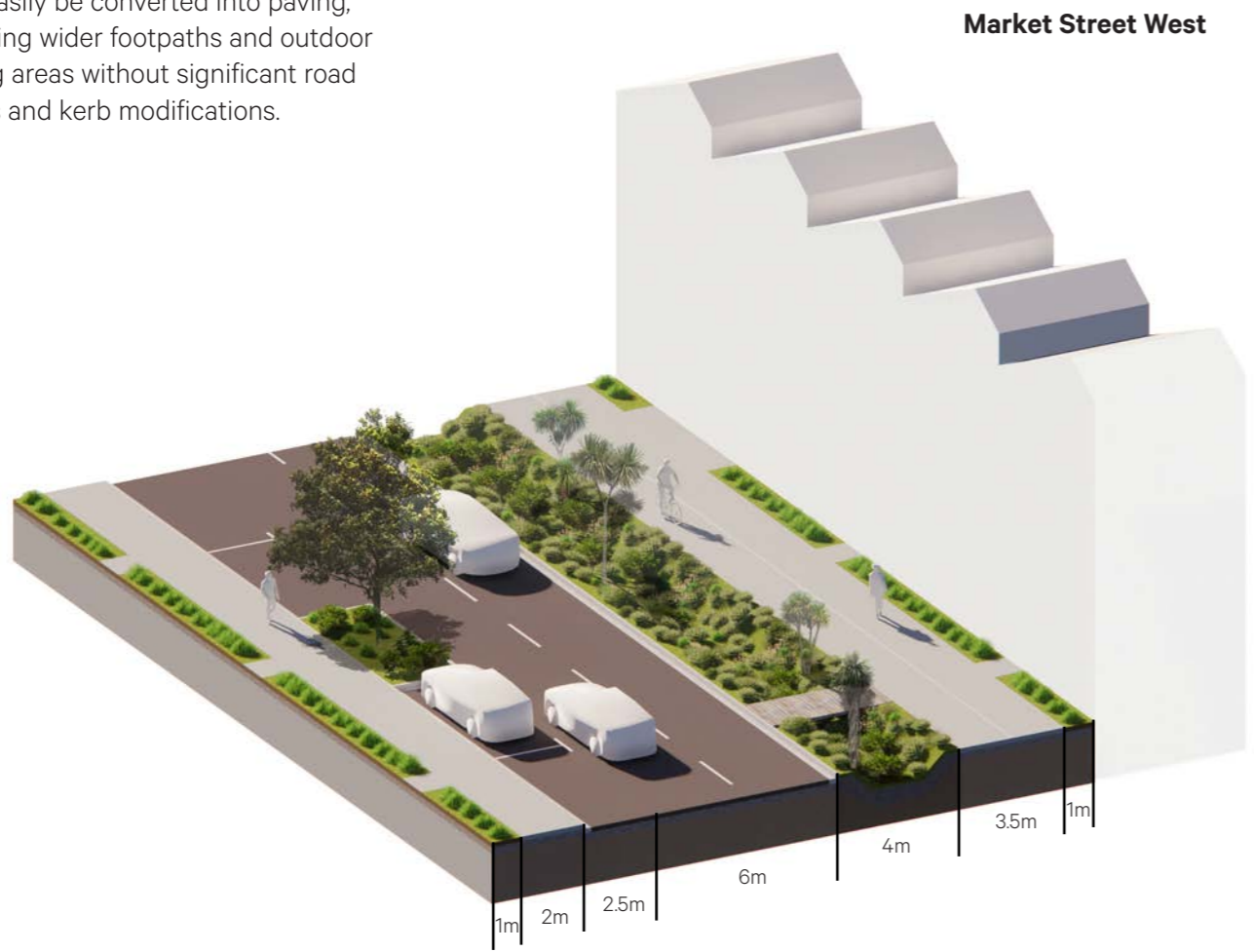
While Great South Road is the immediate focus and remains the core of the town centre, Market Road carries a fundamental role in unlocking Pōkeno's Town Centre and is key to its future success.

The Market Street character will be defined by its strong north - south pedestrian and cycling connection underpinned by the new Medium Density Residential zoning.

Integrating flexibility into the design of the streetscape is essential to allow incremental change to its land use. One metre planting buffers are proposed along site boundaries that can easily be converted into paving, enabling wider footpaths and outdoor dining areas without significant road works and kerb modifications.

Marlborough Street will be developed after the completion of Market Street and reduced to one direction flowing south, enabling slower traffic and providing parking across the street to bring people into the future Community Hub (library) at 10 Market Street.

While the streets are becoming increasingly urban, swales are proposed to provide a continuation between the existing streets and the future and helping relieve the stormwater issue within the immediate area.



Selby/Albert Street bypass.

The Selby and Albert Street bypass is key to the future success of the Town Centre. Once completed, heavy vehicles can be permanently re-routed around the town centre.

To ensure heavy vehicle users can continue utilising the Centre's amenities and to control heavy vehicle movements and parking, dedicated heavy vehicle parking is recommended on Selby Street.

The bypass is expected to encourage private vehicle trips to use the bypass rather than the centre. Wide footpaths and a shared path is proposed along the streets to link the Stream Loop and reclaim the existing stream for public use. It is

essential this results in a high quality landscape design to encourage use while meeting functional stormwater requirements and supporting the health of the ecological corridor.

Riparian planting, planting strips and rain gardens are proposed along the streetscape to enhance the quality of the stream and help manage runoff from the new impervious surfaces.



Selby Street



Albert Street



Community Hub.

The development of a community hub (library) in Pōkeno will occur in a staged way. This will deliver a response that is commensurate with the level of activity and services required and simultaneously ensure the town centre remains concentrated and impactful.

The first stage of the Community Hub (library) will utilise the existing Community Hall site on the corner of Market Square. This will develop a site that is in the centre of the community, building on the existing mental connection between the site and its known use.

While this is an interim solution, the use of the site, including its design requires a community led response. A common temporary approach to such buildings is often done through light weight or modular buildings. The intention of this first step is to make sure the facilities benefit from the activity on Great South Road, ensuring the community are familiar with its services and utilise them, while simultaneously attracting people, enhancing the use and concentrating the energy within the town centre.

Activities on site should attract people of various ages and aim to increase the amount of time spent within the centre, and may include active play, dedicated community services, a library, community garden, hot desks and mothers rooms to ensure the community becomes increasingly familiar with the service offering, nurturing a sense of

connection with its civic facilities and community members.

As Great South Road continues to 'fill the gaps', and the community requires more space for their services, the 10 Market Street site can be developed based off a good understanding of the communities needs and requirements. The site is large, and the facility can be designed as a mixed-use community facility ranging from a library and work spaces to a cultural/information centre and cultural services.

Further, the site can be developed in partnership with Mana Whenua to co-locate an urban marae complex within the site, incorporating Kaupapa Māori spaces if this is seen to be desirable by Mana Whenua. In moving to the 10 Market Street site, the Community Hall site can be developed for commercial purposes, continuing to grow the town centre while the new community hub draws energy and movement down Market Street, enabling the centre to expand with intention. The approach enables the town centre and Market Street site to develop in a way that responds appropriately to the expected levels of growth and activity within Pōkeno while avoiding dead spaces within the centre,



4. Appendices.



Testing Scenarios for the Town Centre.

The two following scenarios have been developed to test different approaches to enhance Pōkeno Town Centre. They are both based on the assumption that heavy vehicle movements can be removed from the centre via an interim route from the south through the existing industrial route, and once completed in the short-medium-term - a route through the Selby-Albert St bypass. Both scenarios acknowledge the existing businesses on Great South Rd and attempt to provide the best outcomes for the community.

The first scenario sees GSR as the existing heart of Pōkeno town centre, and intends to strengthen it by detuning the prevalence of cars and traffic and enhancing the amenity for people. It envisions an attractive and vibrant retail strip, with public amenity and facilities directly facing on the street and attracting more activities to the centre. By providing a heavy traffic bypass around the centre (Selby/Albert St bypass being specifically designed to accommodate heavy vehicles), GSR can be redeveloped as a slow speed environment and even offers potential opportunities to close the street completely to traffic for events, giving the central space back to the community.

The second scenario creates a new destination for the community at 10 Market St, locating a new hub with community hall, library and other public amenity such as potential playspace, seating and canopies away from the busy GSR. It makes the most out of the land owned by

council and offer opportunities to focus on Marlborough and Market St for enhanced pedestrian environment and privileged retail frontage channeling future growth south of the existing town centre. This scenario also explores the opportunity to reroute the buses through the Transport Hub site at the southern end of Market St, providing extra carparking spaces that could be used for park'n'ride or to service the Community Hub (library).

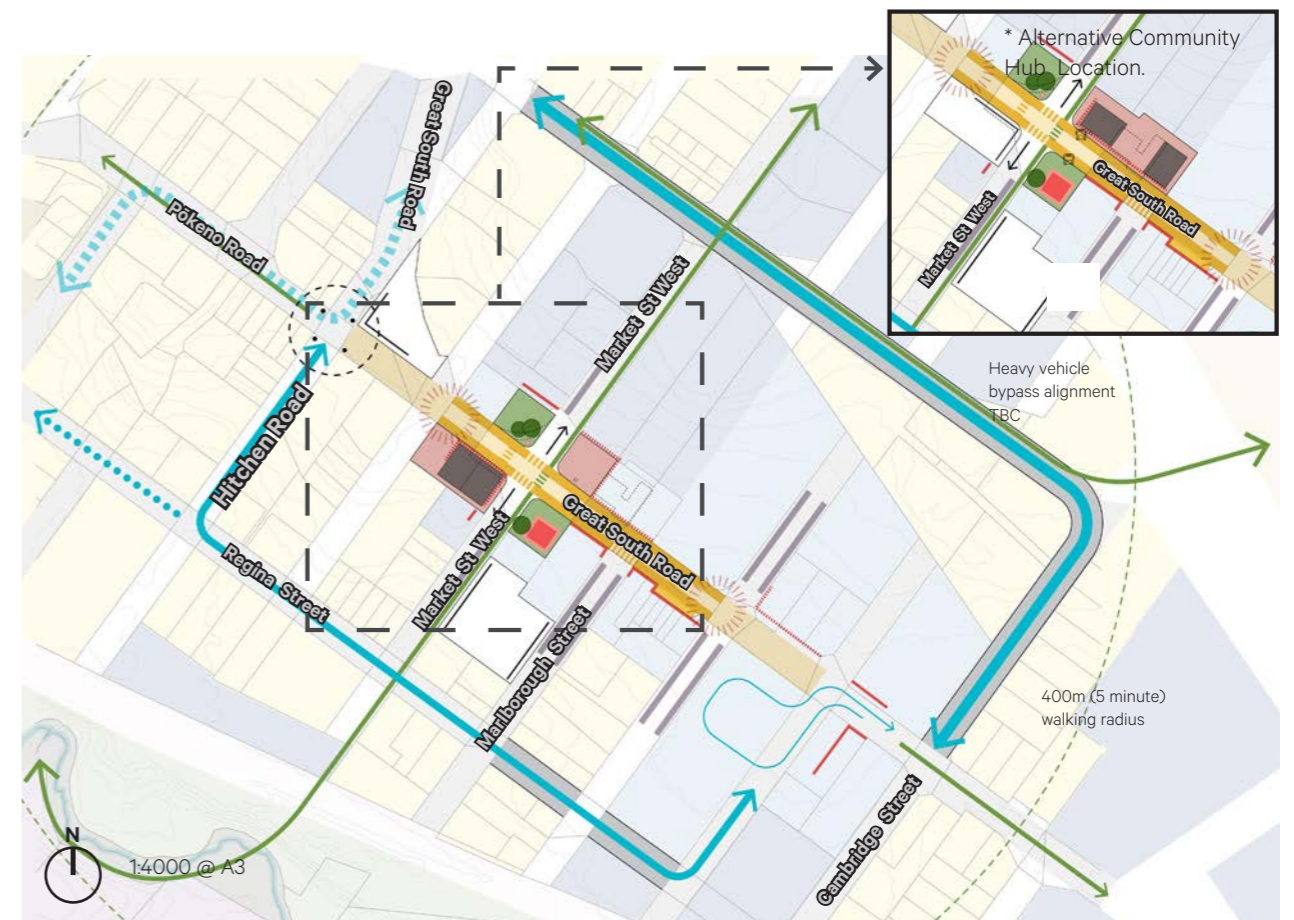
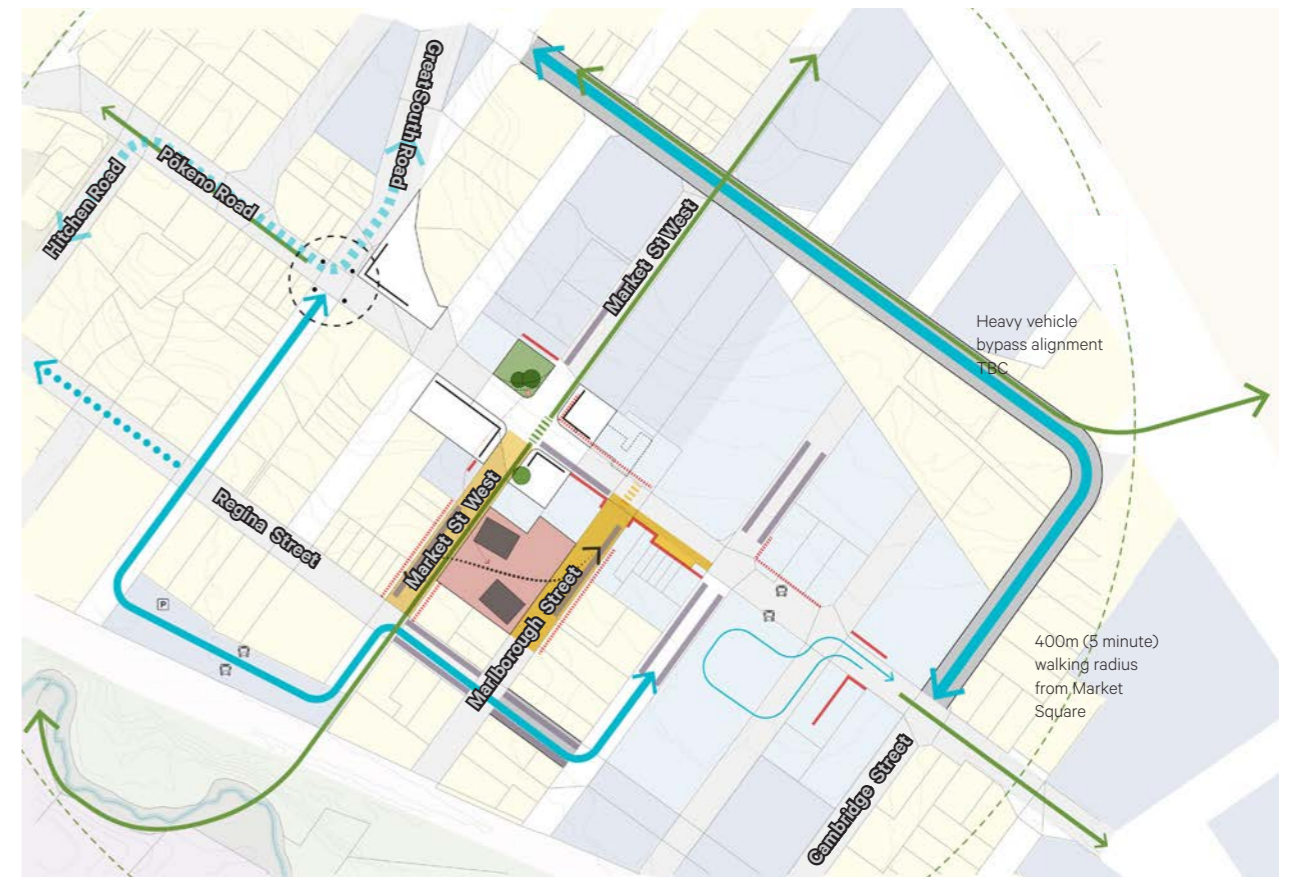
Elements present in both scenarios and expected to be part of the final Town Centre Plan.

- Heavy vehicle bypass from Selby St to GSR to free the centre from heavy vehicle movement
- Undertake discussions with the owners of the truck stop to enable the shift of the site's vehicle access to Cambridge Street, allowing the operation of the truck stop while removing heavy vehicle manoeuvres on GSR
- Realign GSR and Pōkeno Rd intersection + signalise. Develop the extra land on the corner site
- Close slip lane behind the Cenotaph to integrate it into the public space.
- Address activities that impact negatively on the pedestrian environment.
- Continuous footpaths running down the length of both streets.
- Pedestrian and cycle path on Market St. linking future connections across Express way and rail.

Legend.	
	Heavy vehicle bypass (medium term)
	Heavy vehicle bypass (interim)
	Traffic bypass
	Traffic bypass - option to direct traffic on existing Regina St.
	Pedestrian & cycle connections
	On street parking

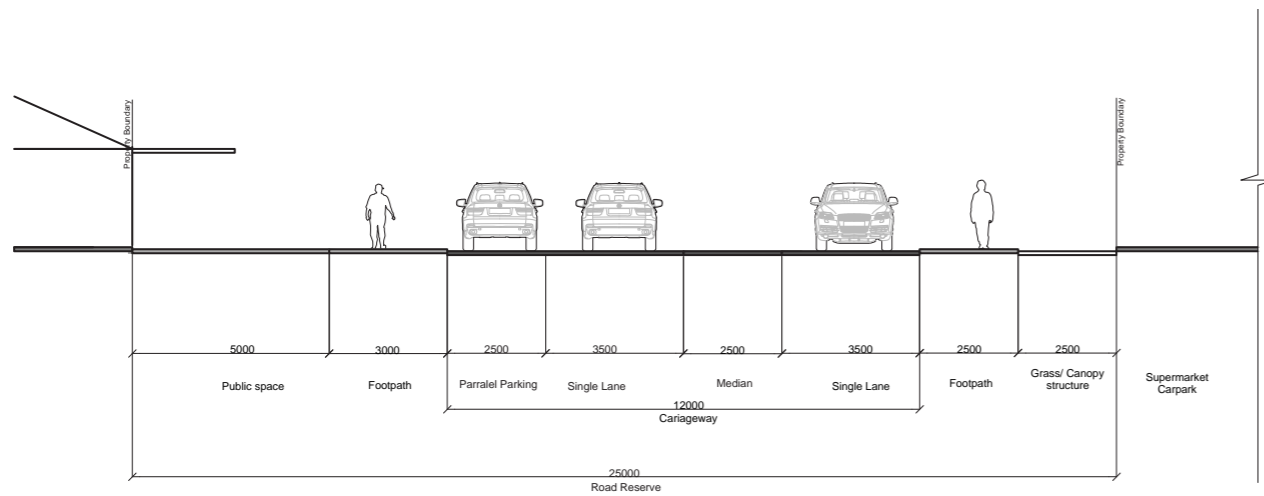
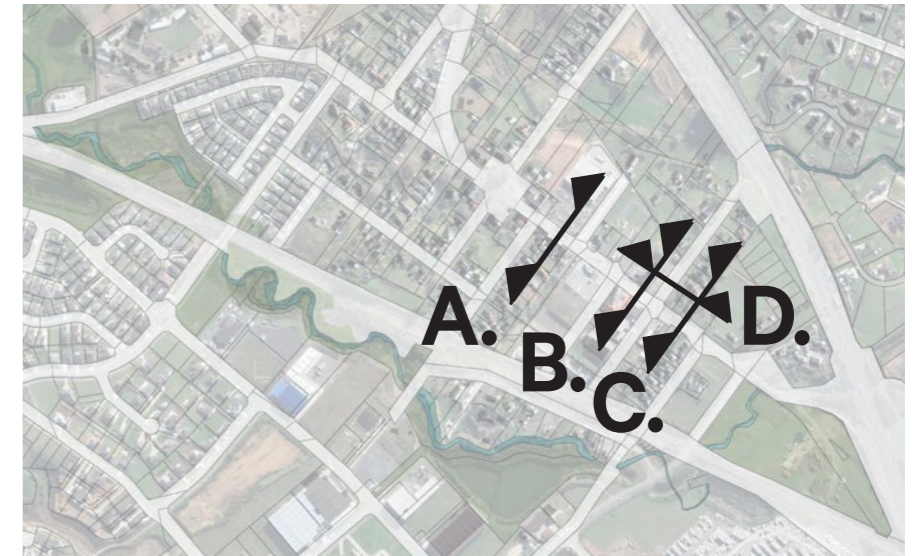
Legend.	
	Active edges (existing)
	Active edges (future)
	Key built edges
	Community Hub
	High amenity street environment
	Town Centre Gateways

Legend.	
	Bus Stop
	Signalised intersection
	Existing Trees to be retained



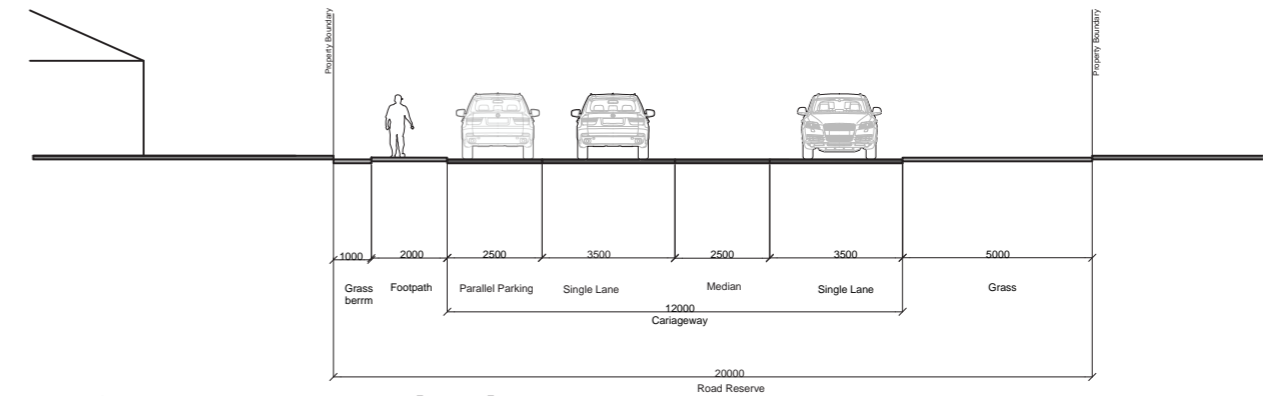
Indicative Existing Cross Sections.

Disclaimer: indicative cross-sections only based on measurements from aerial photograph



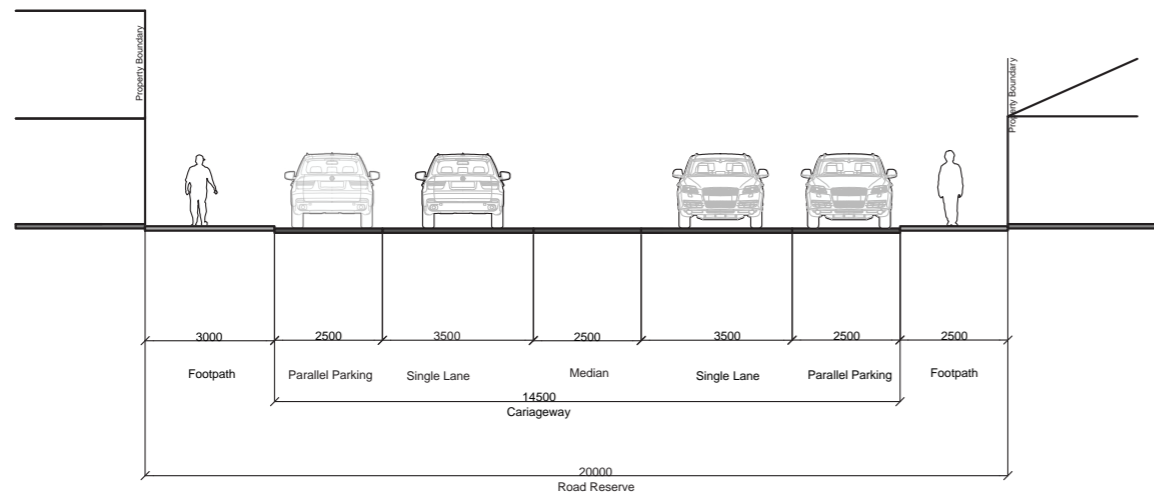
Section A - Great South Rd.

1:100 @ A1 / 1:200 @ A3



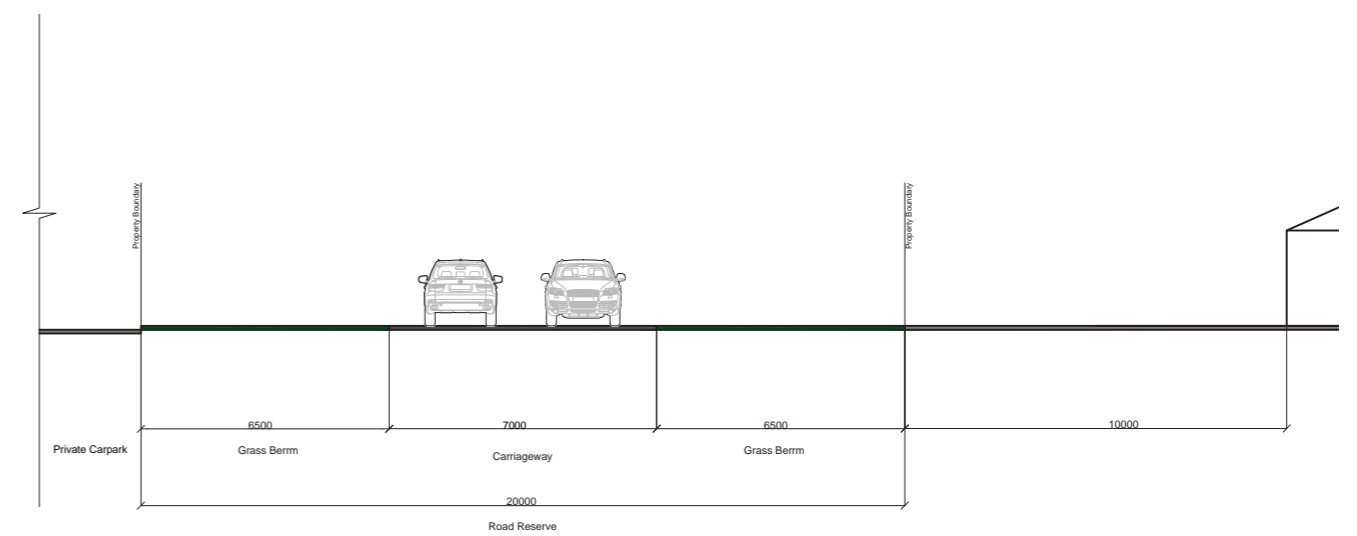
Section C - Great South Rd.

1:100 @ A1 / 1:200 @ A3



Section B - Great South Rd.

1:100 @ A1 / 1:200 @ A3

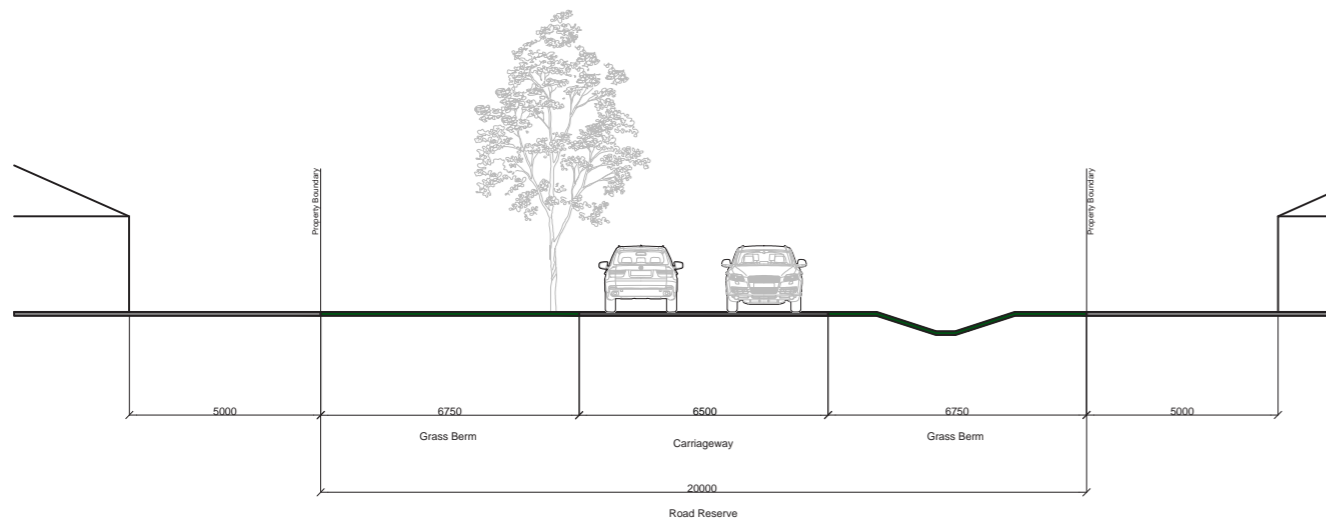
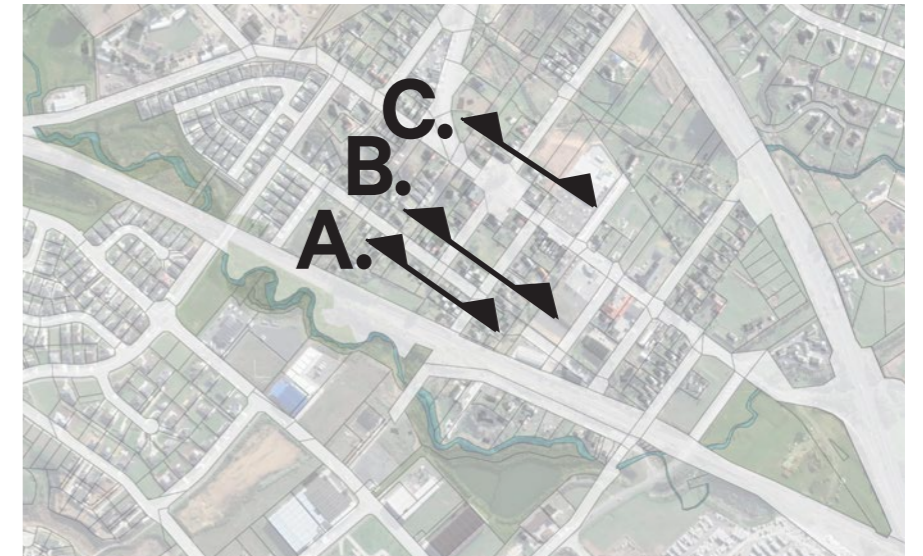


Section D - Selby Street.

1:100 @ A1 / 1:200 @ A3

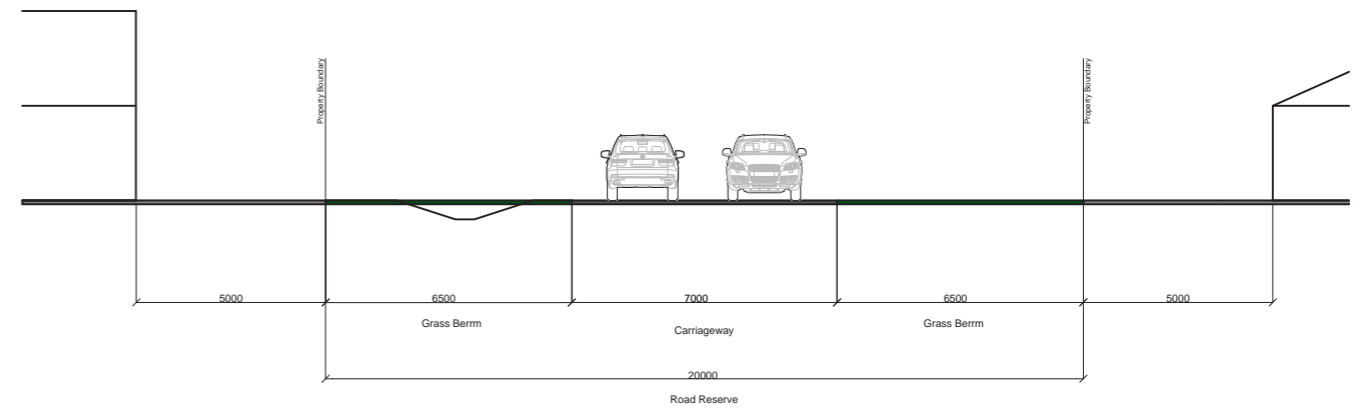
Indicative Existing Cross Sections.

Disclaimer: indicative cross-sections only based on measurements from aerial photograph



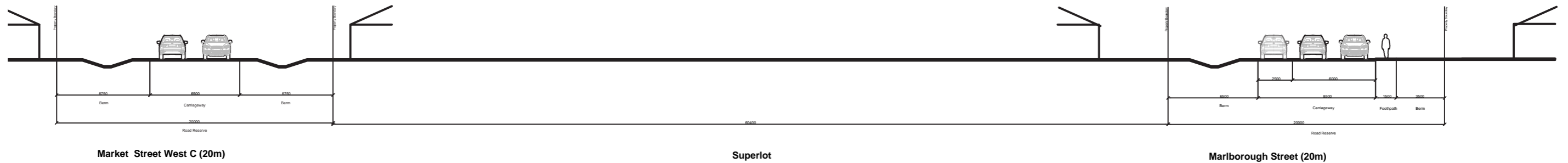
Section A - Market Street.

1:100 @ A1 / 1:200 @ A3



Section C - Market Street.

1:100 @ A1 / 1:200 @ A3



Section B - Market and Marlborough Street.

1:150 @ A1 / 1:300 @ A3



**Pōkeno Public Realm
Concept Plan**

Transport Assessment

March 2022

flow

TRANSPORTATION SPECIALISTS

Project: Pōkeno Public Realm Concept Plan
Title: Transport Assessment
Document Reference: P:\ISTH\014 Pokeno\Reporting\R1D220420 Pokeno Transport Assessment.docx
Prepared by: Harry Ormiston, Sagar Malakappa
Reviewed by: Phil Harrison

Revisions:

Date	Status	Reference	Approved by	Initials
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28 January 2022	Final	R1B220128	Phil Harrison	PH
18 March 2022	Final	R1C220318	Phil Harrison	PH
20 April 2022	Final	R1D220420	Phil Harrison	PH

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EXECUTIVE SUMMARY

The development of a Pōkeno Public Realm Concept Plan will assist in the prioritisation of community and infrastructure projects which will best support the continued growth of the township. The transport network in Pōkeno will be progressively improved over time to support the town centre Public Realm Concept Plan and future development in the area. This Transport Assessment provides the following three key areas with regard to transport that will set the scene in developing the Public Realm Concept Plan. This report should be read in conjunction with the Pōkeno Public Realm Concept Plan document by Isthmus (January 2022).

Current state of transport in Pōkeno

- ◆ Summary of the current state of Pōkeno's town centre in relation to key transport aspects which include walking, cycling and public transport facilities, inbound and outbound travel patterns, truck stop and parking provisions.

Transport strategy

- ◆ Presents the proposed transport strategy with key transport considerations, key movement plans, travel mode hierarchy and prioritisation of infrastructure projects.

Parking management

- ◆ Provides a summary of the existing parking provisions, a parking management plan and proposed parking provisions.

Current state of transport in Pōkeno

We consider the following the key transport issues to consider:

Heavy vehicles within Pōkeno

- ◆ Pōkeno has a large number of heavy vehicles travelling through the main street daily. This is primarily due to the truck stop and refuelling station on the edge of the town centre
- ◆ the truck stop is the last/first stop outside of the Auckland area and therefore avoids the Auckland regional fuel tax
- ◆ Up to 310 heavy vehicles per day are accommodated at the eastern end of the town centre (near the truck stop and McDonald Road, which accesses the industrial subdivision)
- ◆ There is a Resource Consent that has been approved for additional fuel pumps, which will increase the refuelling capacity and the number of trucks in Pōkeno

Existing traffic volumes

- ◆ Existing daily traffic volumes are relatively low on Great South Road, however they are predicted to double in the next 10 to 15 years. With no changes to the roading network, traffic volumes would still be manageable on Great South Road, but the town centre would be a very busy vehicle focused road. Providing an alternative route or bypass for cars and particularly for heavy vehicles is advisable both for safety and capacity reasons in the future.

Existing crash analysis

- ◆ Examination of the crash history reveals an over-representation of crashes involving trucks, albeit there were a low number of crashes and all were non-injury crashes

Walking / Cycling

- ◆ SH1 represents a major barrier for walking and cycling
- ◆ There are no controlled pedestrian crossings of Great South Road within Pōkeno, which means pedestrians cross in between traffic which includes a large number of heavy vehicles
- ◆ There are limited cycling facilities in and around Pōkeno. These are isolated to Pōkeno Road, Hitchen Road and the reserve west of Hillpark Drive

Existing parking provisions

- ◆ There are frequently many trucks parked on the main street and side roads
- ◆ There is general parking availability and low parking demand on the main street and side roads during a typical weekday
- ◆ There can be a high demand for parking in the peak summer periods when holiday travellers pass through town
- ◆ The majority of the side roads have no kerb or channel, and have no parking controls

Future land use

- ◆ Pōkeno has seen significant growth over a short period of time with new dwelling building consents in Pōkeno having averaged 225 per year.
- ◆ An existing population of 5,545 residents (2021) and possible future population of 12,000 residents (2061).

Strategic documents

Some of the key considerations from the relevant strategic documents and community plans (as recorded in the strategic documents) include

- ◆ a desire for a new network of walking and cycling links surrounding the town centre and crossing SH1 and the rail line
- ◆ a completed grid network of streets surrounding the town centre, enabling multiple connections
- ◆ the high number of heavy vehicle movements through the town centre and the location of truck stop are currently undesirable as the truck traffic causes environmental (noise and air quality) as well as amenity disbenefits
- ◆ potential for development of a Park and Ride for public transport and potential new rail station for commuter rail.

- ◆ the recently released Proposed Waikato District Plan (Decisions Version) provides opportunity for residential expansion of the township towards the west and south. Longer term, there are options to expand to the east, as well as the south-west. The town centre can develop medium density residential with potential for multiple levels and some intensification

Transport strategy

The transport network in Pōkeno will be progressively improved over time to support the town centre Public Realm Concept Plan and future development in the area. The transport strategy provides proposed transport projects and prioritisation. It is informed by the desire for connections between key origins and destinations, and the proposed modal priority on existing and future streets. The Public Realm Concept Plan aims to help transform Pōkeno town centre into a vibrant, people-focused community destination, and the transport strategy aims to support this plan.

Current projections indicated that traffic volumes in Pōkeno are forecast to double in 10 to 15 years as significant residential development in the area is predicted to continue. Providing safe walking and cycling facilities in and around the town centre will help reduce car dependency and lead to a less vehicle-orientated town centre and more people-focused areas. It is likely that a proportion of visitors and community members from the wider community will drive into town, particularly if they are from outside of Pōkeno, and therefore an appropriate level of parking should be available, however the strategy is designed to promote alternatives to car use, aligned with local and national policies to reduce the carbon emissions from the transport sector and make active travel a safe and attractive option.

In addition to internal trips to Pōkeno, the town currently has a high proportion of residents leaving town for work or education. A key priority in this strategy is providing a reliable, high frequency public transport service for commuters travelling to employment areas thereby providing an alternative to driving.

The transport strategy presents the proposed transport strategy with key movement plans and travel mode hierarchy for the

- ◆ short term transport changes (0 – 5 years)
- ◆ medium term transport changes (5 – 10 years)
- ◆ long term transport changes (10+ years)

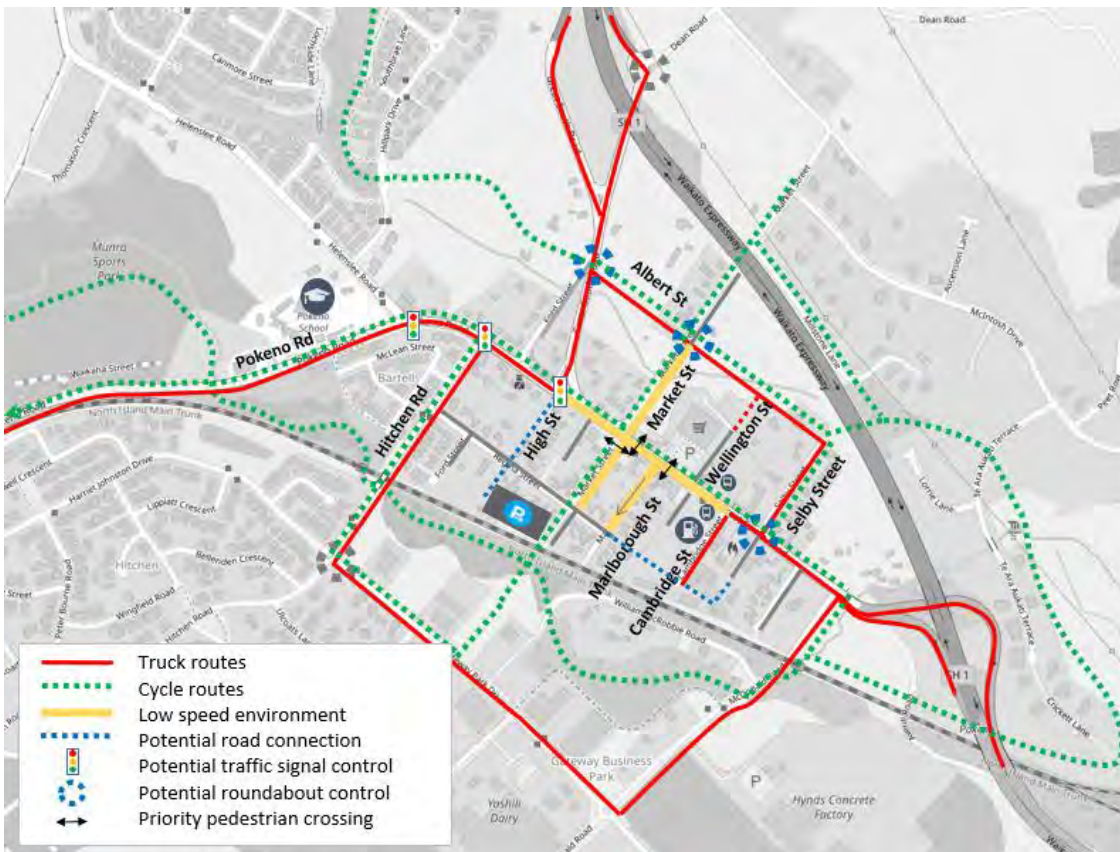
The following figures are presented here:

- ◆ Figure E1 presents the existing transport links
- ◆ Figure E2 presents the proposed long term transport links

Figure E1: Existing transport links and existing intersection controls (roundabouts or traffic signals)



Figure E2: Proposed transport links (long term)



Short term transport changes (0 – 5 years)

The key changes in the short term are providing a low-speed environment (30 km/h) and restricting heavy vehicles through the town centre, while utilising the existing heavy vehicle traffic bypass route on the western side of the railway line in the interim (before an alternative heavy vehicle bypass is provided in the medium term). This enables, and is enabled by, streetscape improvements in the low-speed environment which include a defined entryway, narrower traffic lanes, side friction (planting, street furniture), vertical deflection, wider footpaths, shared paths, and additional public space.

Medium term transport changes (5 – 10 years)

The key move in the medium term is to provide a dedicated heavy vehicle bypass to remove heavy vehicles and some general ‘through’ traffic from the town centre. It is not intended to restrict cars or non-heavy vehicles from the main street or town centre, simply to provide an alternative to Great South Road. This will help reduce traffic volumes, improve amenity in the town centre and reduce the risk of crashes in the future as both traffic volumes and walking and cycling trips increase.

In the medium term, key pedestrian and cycling trails are also proposed with links east-west and north-south creating a walking and cycling trail network around the town and including access to the Pōkeno waterfall.

Long term transport changes (10+ years)

The key move in the long term is a transport hub in Pōkeno, either with the possibility of a train station or high frequency bus services, with associated Park and Ride facilities. The long term strategy would also provide more direct connections for buses to and from the transport hub whilst also completing a grid network to provide alternatives to Great South Road

Summary of short term transport changes (0 – 5 years)

The following is a summary of the key transport related changes in the **short term**:

- ◆ providing a low-speed environment (30 km/h) on the section of Great South Road, Market Street and Marlborough Street. This can be extended to the full length of Great South Road between Pōkeno Road and Cambridge Street, when budget allows.
- ◆ providing a heavy vehicle bypass route of the town centre to remove heavy vehicles and some ‘through’ traffic from the town centre. It is not intended to restrict cars or non-heavy vehicles from the main street or town centre, simply to provide an alternative to Great South Road. The existing heavy vehicle bypass is shown along McDonald Road-Gateway Park Drive-Hitchen Road as an interim route.
- ◆ a heavy vehicle restriction is recommended on Great South Road between Pōkeno Road and Wellington Street at this initial stage. The use of the heavy vehicle bypass could then be legally enforced. Access to Wellington Street will still be required for semi-trailers servicing the supermarket until an alternative link to the proposed Albert Street heavy vehicle bypass can be provided

- ◆ discussions with truck stop owner are required to enable the access to the track stop to be moved from Great South Road to Cambridge Street
- ◆ the low-speed environment within the town centre should include
 - a defined entryway/town centre gateway at the northern and southern extents with kerb build outs, raised platforms and visual cues
 - narrower lanes on Great South Road, albeit still accommodating buses, and providing some side friction through planting, street furniture and parallel parking/kerb build outs
 - raised safety platforms on Great South Road, raised pedestrian crossings on side roads or raised intersections to provide vertical deflection on Great South Road to reduce speeds and help to deter 'through' traffic from using the town centre route (with trucks being prohibited)
 - crossing points of Great South Road within the town centre, either signalised crossings or raised zebra crossings. At least one crossing mid-block on Great South Road between Marlborough Street and Wellington Street (between the ice cream shop and Countdown) and a crossing of Great South Road near Market Street to align with north-south cycle route on Market Street.
 - it is recognised that there will still be some 'through' traffic on Great South Road, however the alternative routes of McDonald Road-Gateway Park Drive-Hitchen Road route, Regina Street and the future Selby Street-Albert Street heavy vehicle bypass could be signposted as the through route for all traffic.
- ◆ Regina Street is an alternative general traffic route to Great South Road and can take some traffic load away from the town centre. In the short term this alternative is not essential as the traffic volumes on Great South Road are low. We do not propose trucks use Regina Street (only buses if needed) and they should use Hitchen Road 'interim heavy vehicle bypass'.

Heavy vehicle bypass options

WDC has begun investigating a heavy vehicle bypass (which would also accommodate general 'through' traffic) of Great South Road which would join Selby Street and Market Street. It is recommended that this is extended to Great South Road to provide a full bypass of the town centre.

The key considerations and recommendations for the bypass are:

- ◆ provide a link between Wellington Street to Selby Street heavy vehicle bypass. This will help remove some supermarket car trips from Great South Road and allow large trucks to deliver to the supermarket.
- ◆ in the medium to long-term we recommend discussions with the existing truck stop owner to identify suitable alternative locations away from the town centre. Alternatives could include the land parcel adjacent to the SH1 northbound onramp or on the Albert Street bypass route.

Transport hub

A Pōkeno train station is a key transport priority and would enable commuters to travel north to Pukekohe and Auckland, or south to Hamilton. It would be key to reducing the reliance on cars for commuting out of Pōkeno.

However, before a train station is constructed, the Council is investigating high frequency buses as a substitute. We understand from Council that in the short to medium term this is more likely than a train station and commuter train service.

A transport hub with Park and Ride facility could accommodate rail and/or high frequency buses, similar to the new Huntly rail station and Park and Ride facility. We have provided an indicative design of a transport hub located adjacent to the main rail line, between Market Street and High Street (currently a 'paper road'), which could include approximately 60 to 70 spaces and 4 bus stops/layover spaces.

Parking management plan

Key issues to consider as part of the parking management based on Waka Kotahi's National Parking Management Strategy and Pōkeno's individual characteristics include:

- ◆ Maintain existing level of parking supply in the short to medium term
- ◆ Potential time restrictions in the vicinity of local businesses
- ◆ Prioritise those with the greatest need for parking (mobility parking spaces)
- ◆ Prevent heavy vehicles parking on the main street or side roads directly off the main street
- ◆ Allow heavy vehicles to park in specific locations on the proposed heavy vehicle bypass

As minimum parking requirements are removed from district plans following the National Policy Statement on urban development (August 2020), private parking stock may not increase as fast as it has historically.

If parking issues arise, such as high demand or safety issues, then the likely parking management response is

1. time limiting parking restrictions,
2. priced parking, or
3. residential parking permit areas.

Based on our high-level estimate of the long term proposed parking provision the total number of on-street parking spaces is likely to reduce by some 10 % within the town centre area, however this excludes any additional parking on Albert Street bypass route (given the distance to the town centre) and the Park and Ride parking area (60 -70 parking spaces).

The overall parking supply within Pōkeno is proposed to remain relatively constant with no major loss of parking. We do not recommend restricting parking supply further in Pōkeno as it is unlikely to lead to mode change in the short term and may discourage development that would otherwise occur. However, as the town grows and develops this approach can be amended based on monitoring of parking demand and supply.

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APPENDICES

- APPENDIX A CURRENT STATE OF TRANSPORT IN PŌKENO – TECHNICAL NOTE
- APPENDIX B ROADS AND STREETS FRAMEWORK AND MODE AND SERVICE PRIORITY

1 INTRODUCTION

The development of a Pōkeno Public Realm Concept Plan will assist in the prioritisation of community and infrastructure projects which will best support the continued growth of the township. We have covered the following three key areas with regard to transport. This will set the scene in developing the Public Realm Concept Plan.

Current state of transport in Pōkeno

- ◆ Summary of the current state of Pōkeno's town centre in relation to key transport aspects which include walking, cycling and public transport facilities, inbound and outbound travel patterns, e heavy vehicle and parking provisions

Transport strategy

- ◆ presents the proposed transport strategy with key transport considerations, key movement plans, travel mode hierarchy and prioritisation of infrastructure projects.

Parking management

- ◆ provides a summary of the existing parking provisions, a parking management plan and proposed parking provisions

2 LOCATION

Pōkeno is located on the northern edge of Waikato district, close to the boundary with the Auckland region. The town centre is located near the intersection of State Highway 1 (SH1) and State Highway 2 (SH2) and is the northern gateway to the Waikato.

3 SURROUNDING LAND USE

Pōkeno is currently approximately 5,545 people¹ and has seen significant growth over a short period of time with new dwelling building consents in Pōkeno having averaged 225 per year².

Waikato District Council (WDC) projections suggest continued fast growth from 5,545 residents to approximately 12,000 residents by 2061.

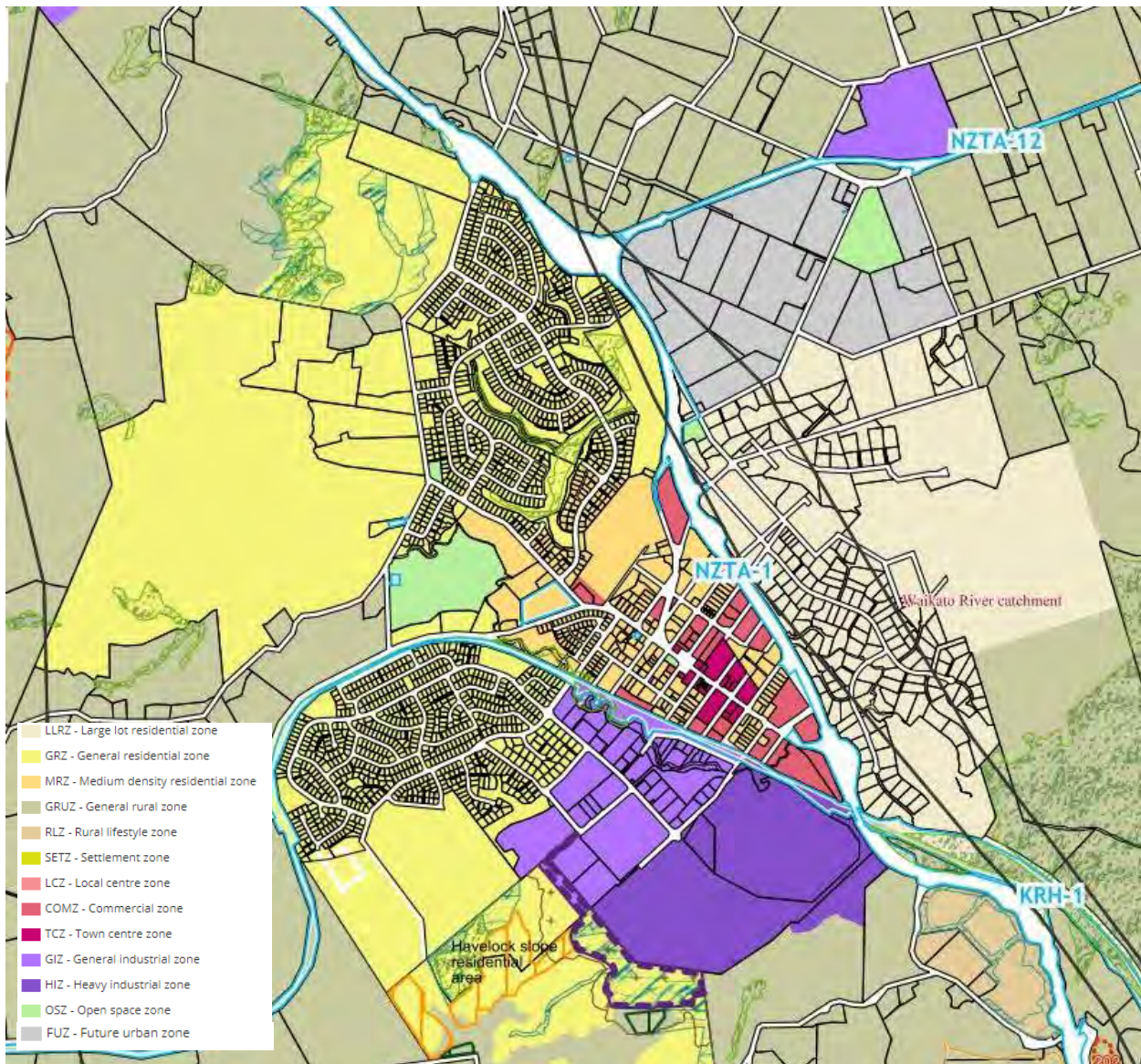
Figure 1 presents the surrounding land use as presented in the presents Proposed Waikato District Plan Zoning - Decisions Version.

Figure 2 indicates the key destinations within Pōkeno.

¹ Current resident population and forecast population estimate is supplied by Waikato District Council (March 2022)

² Section 42A Report Hearing 25: Zone Extents Pōkeno (14 April 2021)

Figure 1: Proposed Waikato District Plan Zoning - Decisions Version³



³ Accessed 19 January 2022

Figure 2: Existing land use and key origins and destinations



4 SUMMARY OF CURRENT STATE OF TRANSPORT IN PŌKENO

We have reviewed and discussed the following key transport areas and consider the following the key issues to consider:

Heavy Vehicles

- ◆ Pōkeno has a large number of heavy vehicles travelling through the main street daily. This is primarily due to the truck stop and refuelling station on the edge of the town centre
- ◆ the truck stop is the last/first stop outside of the Auckland area and therefore avoids the Auckland regional fuel tax
- ◆ Up to 310 heavy vehicles per day are accommodated at the eastern end of the town centre (near the truck stop and McDonald Road, which accesses the industrial subdivision)
- ◆ there is a Resource Consent that has been approved for additional fuel pumps, which will increase the refuelling capacity and the number of heavy vehicles in Pōkeno

Existing traffic volumes

- ◆ Existing daily traffic volumes are relatively low on Great South Road, however they are predicted to double in the next 10 to 15 years. With no changes to the roading network, traffic volumes would still be manageable on Great South Road, but the town centre would be a very busy vehicle focused road. Providing an alternative route or bypass for cars and heavy vehicles is advisable both for safety and capacity reasons in the future.

Existing crash analysis

- ◆ Examination of the crash history reveals a high proportion of crashes involving trucks (three out of four over a five-year period) however all were non-injury crashes

Buses

- ◆ Within the town centre, there is one bus stop pair which is located centrally on Great South Road, opposite the existing truck stop. This bus stop pair provides access to both service routes 21 and 44 (ie to Hamilton and Tuakau/Pukekohe).

Walking / Cycling

- ◆ SH1 represents a major severance for walking and cycling.
- ◆ There are no controlled pedestrian crossings of Great South Road within Pōkeno, which means pedestrians cross in between traffic which includes a large number of heavy vehicles
- ◆ There are limited cycling facilities in and around Pōkeno. These are isolated to Pōkeno Road, Hitchen Road and the reserve west of Hillpark Drive
- ◆ WDC trail strategy (2016) outlines the existing and proposed cycling and walking trails in the Waikato District. The Tuakau and Pōkeno surrounding trails appear to be a “medium” priority within the Trail Strategy, with a long list of “high” priority trails elsewhere

Existing parking provisions

- ◆ there are frequently a large number of heavy vehicles parked on the main street and side roads
- ◆ there is general parking availability and low parking demand on the main street and side roads during a typical weekday
- ◆ there can be a high demand for parking in the peak summer periods when holiday travellers pass through town
- ◆ the majority of the side roads have no kerb or channel, and have no parking controls

Future land use

- ◆ Pōkeno currently has approximately 5,545 people) and has seen significant growth over a short period of time with new dwelling building consents in Pōkeno having averaged 225 per year.
- ◆ Recent Waikato District Council (WDC) projections suggest continued fast growth from 5,545 residents to approximately 12,000 residents by 2061.
- ◆ An existing population of 5,545 residents (2021) and possible future population of 12,000 residents (2061).

Strategic documents

We have reviewed the following relevant strategic documents and community plans concerning Pōkeno and summarised the transport related considerations

- ◆ Waikato Blueprint (June 2019)
- ◆ Waikato 2070 (Waikato District Council Growth & Economic Development Strategy)
- ◆ Section 42A Report Hearing 25: Zone Extents Pōkeno (14 April 2021)

- ◆ Pōkeno Community Committee Strategic Plan (2020-2040)

The key considerations (as recorded in the strategic documents) include

- ◆ the recently released Proposed Waikato District Plan (Decisions Version) provides opportunity for residential expansion of the township towards the west and south. Longer term, there are options to expand to the east, as well as the south-west. The town centre can develop medium density residential with potential for multiple levels and some intensification
- ◆ a desire for a new network of walking and cycling links surrounding the town centre and crossing SH1 and the rail line
- ◆ a completed grid network of streets surrounding the town centre, enabling multiple connections
- ◆ the high heavy vehicle movements through the town centre and the location of truck stop are currently undesirable as the heavy vehicle traffic causes environmental (noise and air quality) as well as amenity disbenefits
- ◆ potential for development of a Park and Ride for public transport and potential new rail station for commuter rail.

5 TRANSPORT STRATEGY

The transport network in Pōkeno will be progressively improved over time to support the town centre Public Realm Concept Plan and future development in the area. The transport strategy provides proposed transport projects and prioritisation. It is informed by the desire for connections between key origins and destinations, and the proposed modal priority on existing and future streets. The Public Realm Concept Plan aims to help transform Pōkeno town centre into a vibrant, people-focused community destination, and the transport strategy aims to support this plan.

Current projections indicated that traffic volumes in Pōkeno are predicted to double in 10 to 15 years as significant residential development in the area is predicted to continue. Providing safe walking and cycling facilities in and around the town centre will help reduce car dependency and lead to a less vehicle-orientated town centre and more people-focused areas. It is likely that a proportion of visitors will drive into town, particularly if they are from outside of Pōkeno, however the strategy is designed to promote alternatives to car use, aligned with local and national policies to reduce the carbon emissions from the transport sector and make active travel a safe and attractive option.

In addition to internal trips to Pōkeno, the town currently has a high proportion of residents leaving town for work or education. A key priority in this strategy is providing a reliable, high frequency public transport service for commuters travelling to employment areas thereby providing an alternative to driving.

The following section presents the proposed transport strategy with key movement plans and travel mode hierarchy. It is accompanied by a summary of the key transport considerations. These plans have been presented and discussed at the Pōkeno Public Realm workshops.

The following figures are presented:

- ◆ Figure 3 - Existing transport links
- ◆ Figure 4 - Proposed long term transport links
- ◆ Figure 5 - Proposed transport links – short term (0 – 5 years)
- ◆ Figure 6 - Proposed transport links – medium term (5 – 10 years)
- ◆ Figure 7 - Proposed transport links – long term (10+ years)

Figure 3: Existing transport links and existing intersection controls (roundabouts or traffic signals)

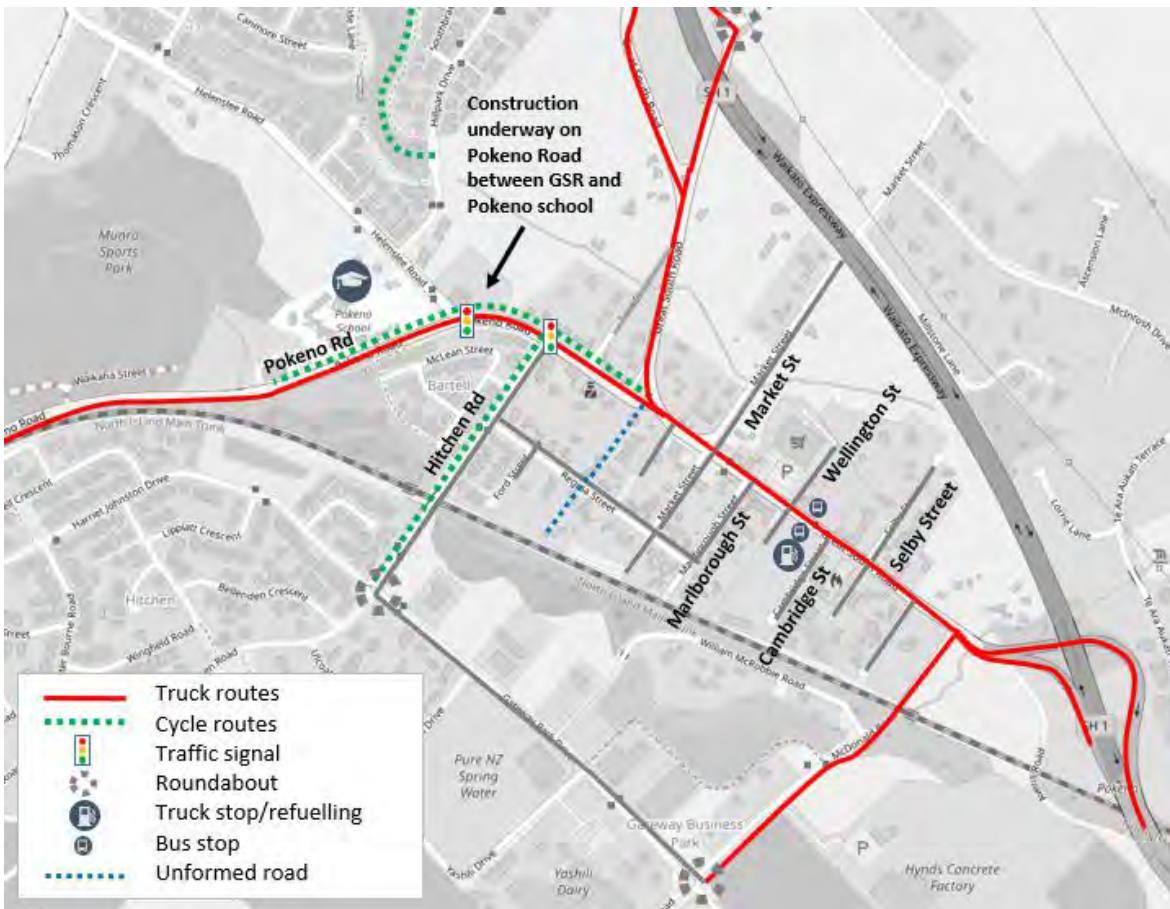
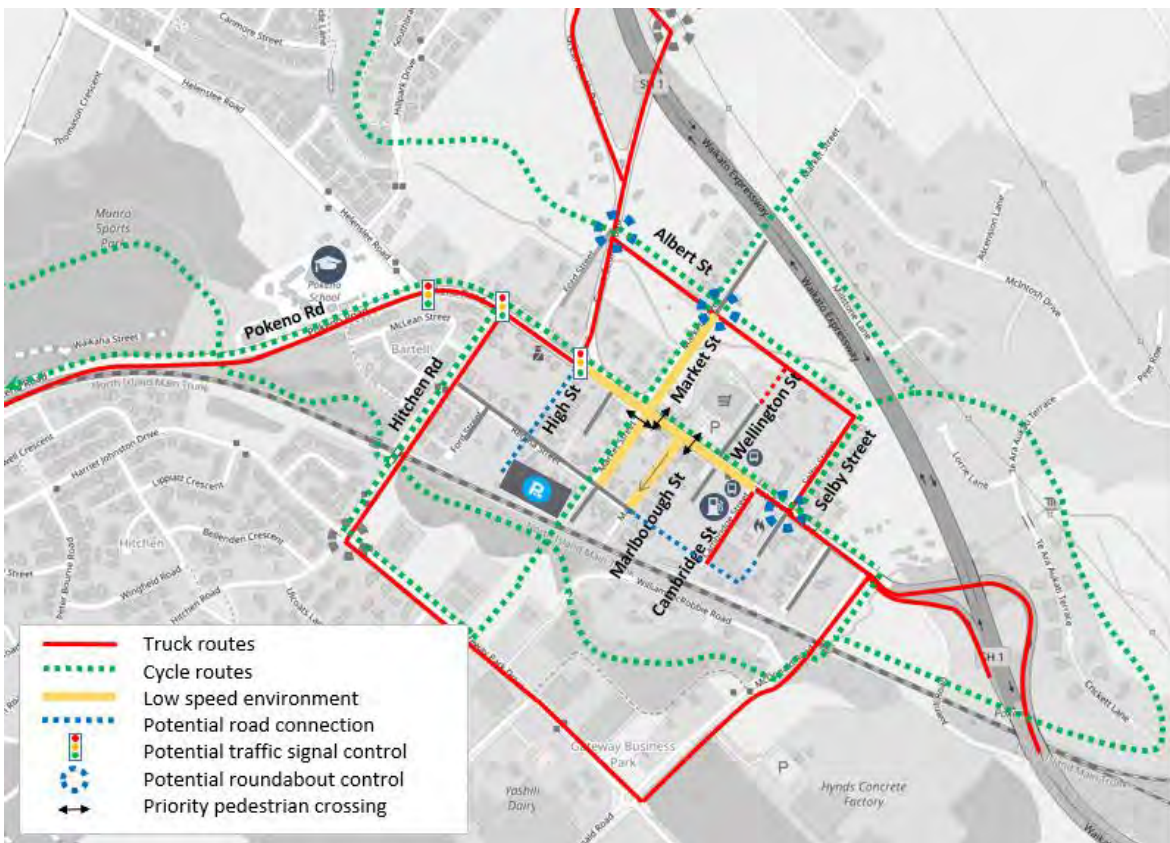


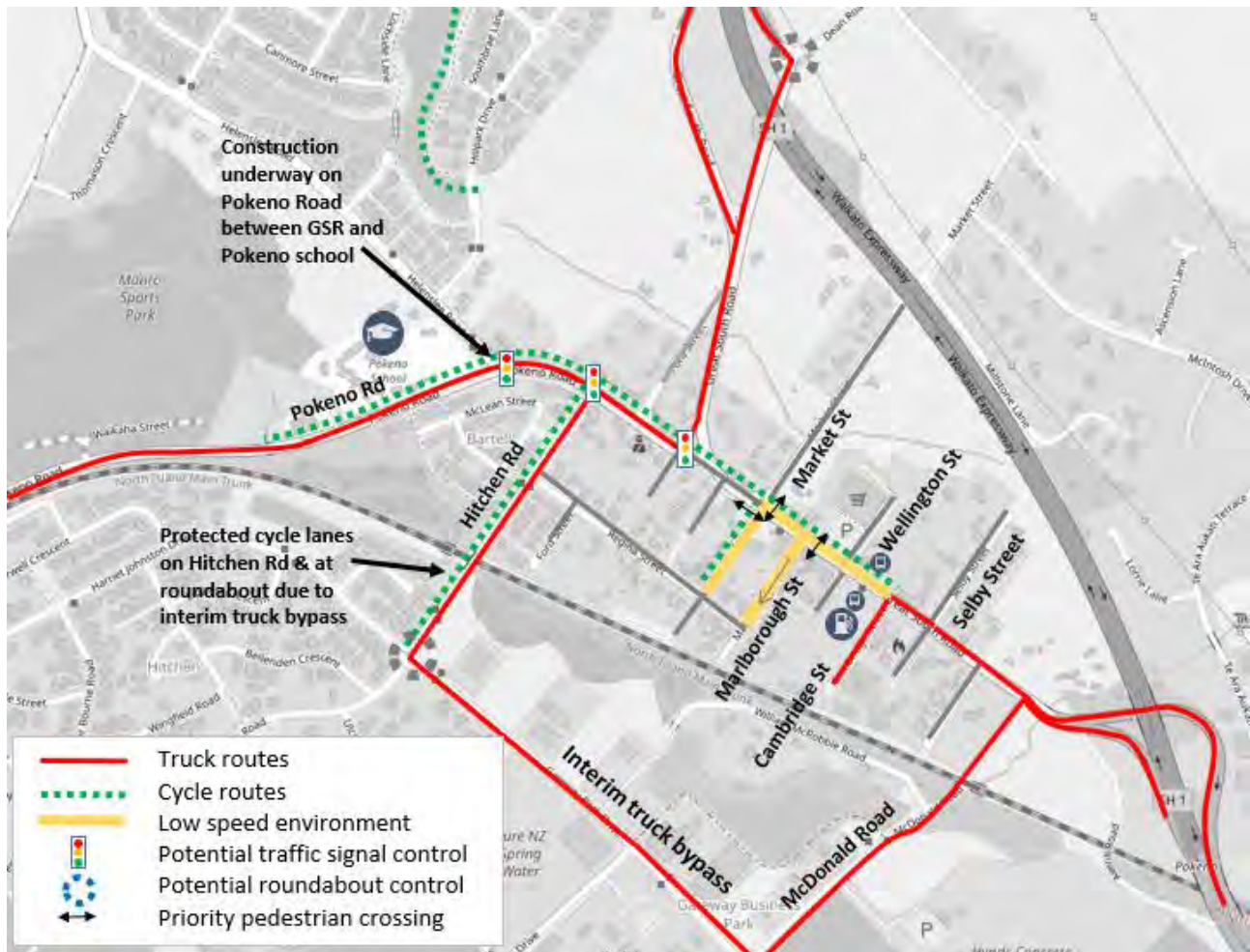
Figure 4: Proposed transport links (long term)



5.1 Short term transport changes (0 – 5 years)

Figure 5 below indicates the proposed transport links in the short term (0 – 5 years). The key changes in the short term are providing a low-speed environment (30 km/h) and restricting heavy vehicles through the town centre, while providing an interim heavy vehicle bypass route. This enables, and is enabled by, streetscape improvements in the low-speed environment which include a defined entryway, narrower traffic lanes, side friction (planting, street furniture), vertical deflection, wider footpaths, shared paths, and additional public space.

Figure 5: Transport strategy - Short term (0 – 5 years)



The following is a summary of the key transport related changes in the **short term**:

- ◆ providing a streetscaped, low-speed environment (30 km/h) on the section of Great South Road, Market Street and Marlborough Street. This can be extended to the full length of Great South Road between Pōkeno Road and Cambridge Street, when budget allows.
- ◆ Marlborough Street to be one-way southbound and provide angle parking on one side of the street. All other streets remain two-way traffic flow.
- ◆ a heavy vehicle bypass route of the town centre is provided to remove heavy vehicles and some ‘through’ traffic from the town centre. It is not intended to restrict cars or non-heavy vehicles from the main street or town centre, simply to provide an alternative to Great South Road. The

existing heavy vehicle bypass is shown along McDonald Road-Gateway Park Drive-Hitchen Road as an interim route.

- ◆ a heavy vehicle restriction is recommended on Great South Road between Pōkeno Road and Wellington Street at this initial stage. The use of the heavy vehicle bypass could then be legally enforced. Access to Wellington Street will still be required for semi-trailers servicing the supermarket until an alternative link to the proposed Albert Street heavy vehicle bypass can be provided
- ◆ discussions with truck stop owner are required to enable the access to the truck stop to be moved from Great South Road to Cambridge Street
- ◆ the low-speed environment with the town centre should include
 - a defined entryway/town centre gateway at the northern and southern extents with kerb build-outs, raised platforms and visual cues
 - speed limit of 30 km/h (the extent of this may include streets in addition to Great South Road, Market Street and Marlborough Street, but would need to be supported by physical measures as well)
 - narrower lanes on Great South Road, albeit still accommodating buses, and providing some side friction through planting, street furniture and parallel parking/kerb build outs
 - raised safety platforms on Great South Road, raised pedestrian crossings on side roads or raised intersections to provide vertical deflection on Great South Road to reduce speeds and help to deter 'through' traffic from using the town centre route (with heavy vehicles being prohibited)
 - crossing points of Great South Road within the town centre, either signalised crossings or raised zebra crossings. At least one crossing mid-block on Great South Road between Marlborough Street and Wellington Street (between the ice cream shop and Countdown) and a crossing of Great South Road near Market Street to align with north-south cycle route on Market Street.
 - it is recognised that there will still be some 'through' traffic on Great South Road, however the alternative routes of McDonald Road-Gateway Park Drive-Hitchen Road route, Regina Street and the future Selby Street-Albert Street heavy vehicles bypass could be signposted as the through route for all traffic.
- ◆ the existing cycle lanes on Hitchen Road should become protected cycle lanes and crossing facilities provided at the Hitchen Road/Gateway Park Drive roundabout for cyclist and pedestrian safety on the interim heavy vehicles bypass. The remainder of the area is within the industrial zoned land and already accommodates trucks to some extent.
- ◆ Regina Street is an alternative general traffic route to Great South Road and can take some traffic load away from the town centre. In the short term this alternative is not essential as the traffic volumes on Great South Road are low. We do not propose trucks use Regina Street (only buses if needed) and they should use the Hitchen Road 'interim heavy vehicle bypass'.

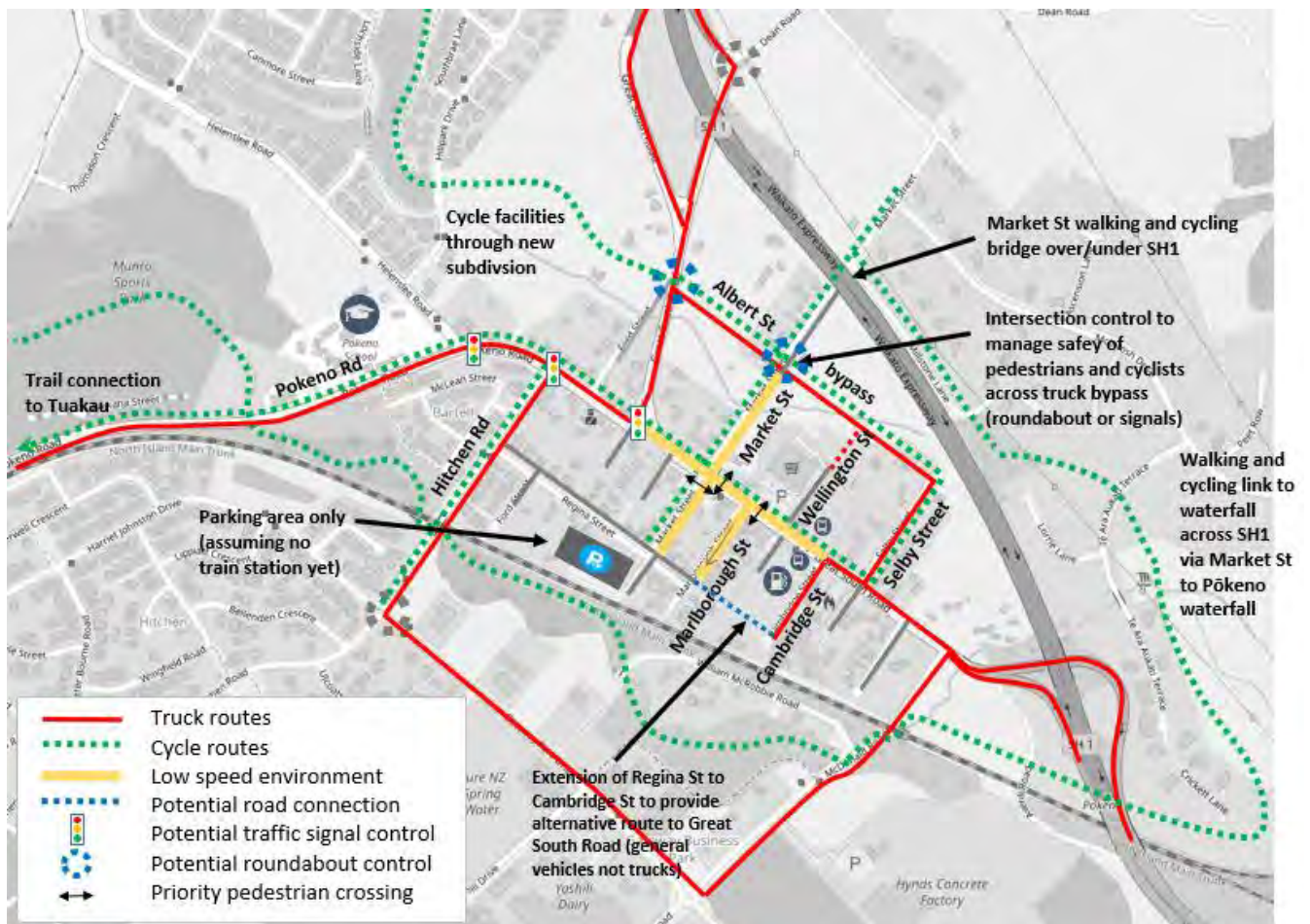
5.2 Medium term transport changes (5 – 10 years)

Figure 6 below indicates the proposed transport links in the medium term (5 – 10 years).

The key move in the medium term is to provide a dedicated bypass to remove heavy vehicles and some general ‘through’ traffic from the town centre. It is not intended to restrict cars or non-heavy vehicles from the main street or town centre, simply to provide an alternative to Great South Road. This will help reduce traffic volumes, improve amenity in the town centre and reduce the risk of crashes in the future as both traffic volumes and walking and cycling trips increase.

In the medium term, key pedestrian and cycling trails are also proposed with links east-west and north-south creating a walking and cycling trail network around the town and including access to the Pōkeno waterfall.

Figure 6: Transport strategy - Medium term (5 – 10 years)



The following is a summary of the key transport related changes in the medium term:

- ♦ existing daily traffic volumes are relatively low on Great South Road, but they are predicted to double in the next 10 to 15 years
- ♦ a heavy vehicle bypass (Albert Street, an existing ‘paper’ road) extending from Selby Street to Great South Road. Note that McDonald Road-Gateway Park Drive-Hitchen Road route can still be

used by heavy vehicles to/from the industrial area (particularly for those travelling to/from Tuakau)

- ◆ providing a walking and cycling connection across SH1 to Pōkeno East at Market Street
- ◆ a roundabout or traffic signals at the Market Street/Albert Street bypass intersection to manage cyclist and pedestrian safety and reduced speeds if the link over SH1 is constructed. This could include raised safety platforms
- ◆ extension of Wellington Street to Albert Street bypass to help remove some supermarket car trips from Great South Road and allow large trucks to deliver to the supermarket
- ◆ further streetscape work on Market Street, north of Great South Road, and on Great South Road
- ◆ construct the parking area at the future train station for Park and Ride facility for high frequency buses (assuming no train station in medium term is constructed) or event parking (at other times). As more certainty around high frequency bus services is understood, the buses can potentially use this area rather than Great South Road
- ◆ note that if the link between Cambridge Street and Marlborough Street is not completed, then buses access the Park and Ride facility will need to use a less desirable route (eg Market Street, Marlborough Street or a more convoluted route). This reinforces the need for a future link between Cambridge Street and Marlborough Street (or alternatively Wellington Street).

5.2.1 Heavy vehicle bypass options

WDC has begun investigating a heavy vehicle bypass (for the use of general through traffic also) of Great South Road which would join Selby Street and Market Street. It is recommended that this is extended to Great South Road to provide a full bypass of the town centre.

The key considerations and recommendations for the bypass are (as indicated in Figure 7):

- ◆ provide a link between Wellington Street to Selby Street heavy vehicle bypass. This will help remove some supermarket car trips from Great South Road and allow large trucks to deliver to the supermarket.
- ◆ in the medium to long-term we recommend discussions with the existing truck stop owner to identify suitable alternative locations away from the town centre. Alternatives could include the land parcel adjacent to the SH1 northbound onramp or on the Albert Street bypass route.

Figure 7: Heavy vehicle bypass options



residential subdivisions to the south-west and will potentially be very busy in the future as development continues.

- ◆ Market Street walking and cycling bridge link over rail line can be completed with train station upgrade
- ◆ extension of Regina Street and alignment with Selby Street (ie aligning bypasses). This is potentially costly and may not be essential. However, in the long term there would be benefits in having one intersection rather than having two staggered intersections that access the two bypass routes. Traffic signals or roundabout control are recommended at the new 4-arm intersection.

5.4 Public transport

A Pōkeno train station is a key transport priority and would enable commuters to travel north to Pukekohe and Auckland, or south to Hamilton. It would be key to reducing the reliance on cars for commuting out of Pōkeno.

However, before a train station is constructed, the Council is investigating high frequency buses as a substitute. We understand from Council that in the short to medium term this is more likely than a train station and commuter train service.

A key priority in this strategy is providing a reliable public transport service for commuters thereby providing an alternative to driving.

The following figures present the existing local bus services and the potential bus routes in the future.

- ◆ Figure 9 presents the potential bus routes (short and medium term)
- ◆ Figure 10 presents the potential bus routes in the long term with a transport hub at the south-western end of Market Street

Figure 9: Potential bus routes (short term)

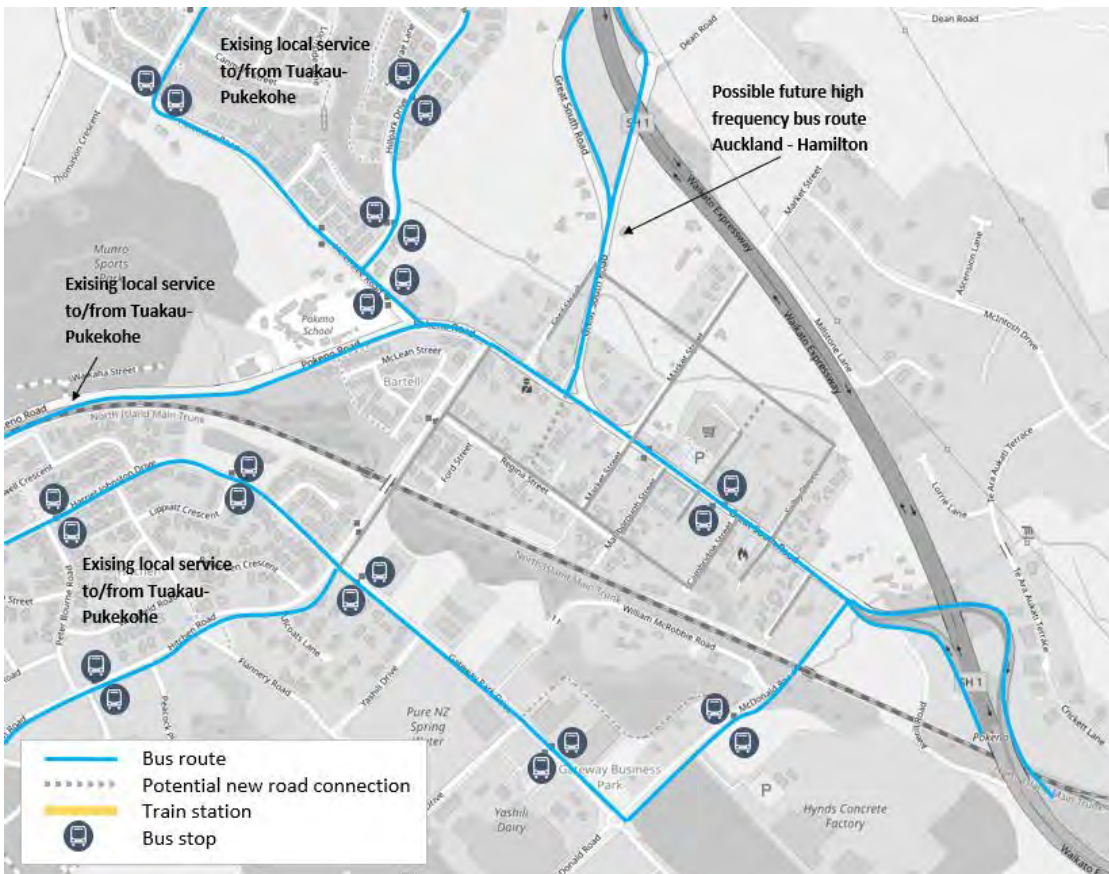
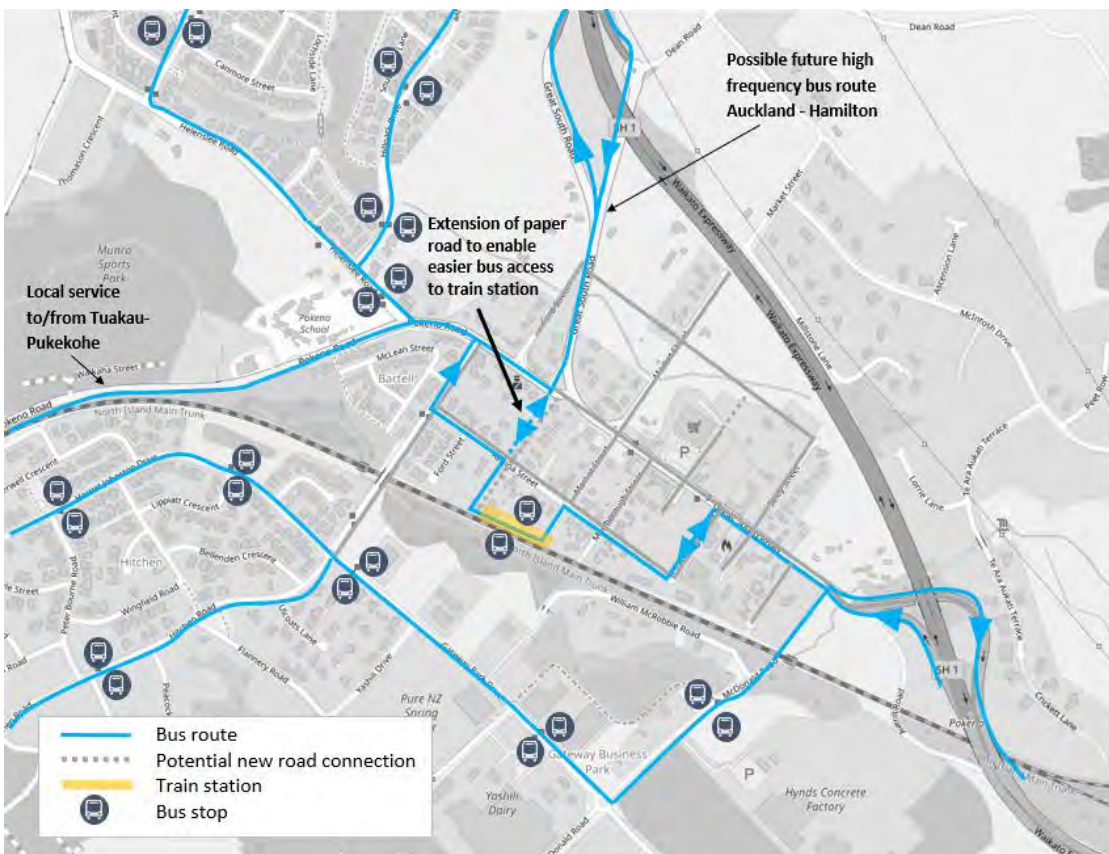


Figure 10: Potential bus routes (medium to long term)



In the short term (0 – 5 years) the following are recommended with regard to bus services

- ◆ with the town centre streetscape work, bus routes can remain on Great South Road
- ◆ bus stops should be indented where possible with driver facilities located nearby (particularly if this is the start or end of the route and to accommodate inter-city coaches)

In the medium to long term (5 - 10+ years) the following are recommended with regard to bus services:

- ◆ providing a transport hub at the western end of Market Street combining parking, bus and rail connections
- ◆ construct the parking area at the future train station in the medium term for a Park and Ride facility for high frequency buses (assuming no train station in medium term is constructed) or event parking (at other times). As more certainty around high frequency bus services is understood, the buses can potentially use this area rather than Great South Road
- ◆ note that if the link between Cambridge Street and Marlborough Street is not completed, then buses access the Park and Ride facility will need to use a less desirable route (eg Market Street, Marlborough Street or a more convoluted route). This reinforces the need for a future link between Cambridge Street and Marlborough Street (or alternatively Wellington Street).
- ◆ paper road extension (from Great South Road/Pōkeno Road intersection) to help buses access the train station/Park and Ride. It is unlikely to be needed before the rail station is active if buses remain on Great South Road

5.4.1 Transport hub

In the future, rail or high frequency buses could serve Pōkeno. A Park and Ride facility could accommodate both, similar to the new Huntly⁴ rail station and Park and Ride facility.

We have provided an indicative design of a transport hub located between Market Street and High Street (currently a 'paper road') which includes

- ◆ rail station, bus stops and bus layover space
- ◆ Park and Ride indicative design shows approximately 60 to 70 spaces and 4 bus stops/layover spaces
- ◆ we have shown two-way flow through the parking area with bus stops either side. A one-way station could be investigated to provide additional parking spaces, but this would require an additional loop for buses to circulate around Regina Street, albeit that it would enable additional parking spaces.
- ◆ Market Street walking and cycling bridge link over the rail line can be completed with train station upgrade thereby improving active mode connections to the station
- ◆ secure cycle parking should be provided to encourage local residents to cycle to the station

⁴ Provides currently 40 parking spaces adjacent to the train station for a catchment of approximately 10,000 to 12,000 people

Figure 11: Potential Park and Ride and rail station – Indicate design only for assessing parking numbers



5.4.2 Park and Ride parking capacity

The Park and Ride indicative design shows approximately 60 to 70 spaces. We note the following regarding the parking capacity:

- ◆ In the long-term Pōkeno is predicted to reach a population of approximately 12,000 people in 2051. Of the working population, some 64% currently commute outside of Pōkeno for work or education.
- ◆ Of these, only two thirds may travel to areas potentially accessible by train
- ◆ A potential target mode split for rail patronage in Pōkeno could be in the order of 8%⁵ of the population that commutes north. Assuming the commuter train service improves in frequency and travel time from today's Te Huia train service⁶ from Hamilton to Auckland.
- ◆ Mode split target for walking and cycling (2%) and bus feeder service to the rail (1%) would also reduce the number of required parking spaces, as well as an element of ride sharing to the Park and Ride facility
- ◆ Based on these high-level assumptions, 70 to 80 parking spaces would be needed for a population of 12,000 people. If higher adoption does eventuate then additional parking would also be available on adjacent streets and further adoption of walking and cycling should be promoted.

⁵ Pukekohe has a mode share of 4% currently with other suburbs in Auckland located near train stations, between 5% and 10%

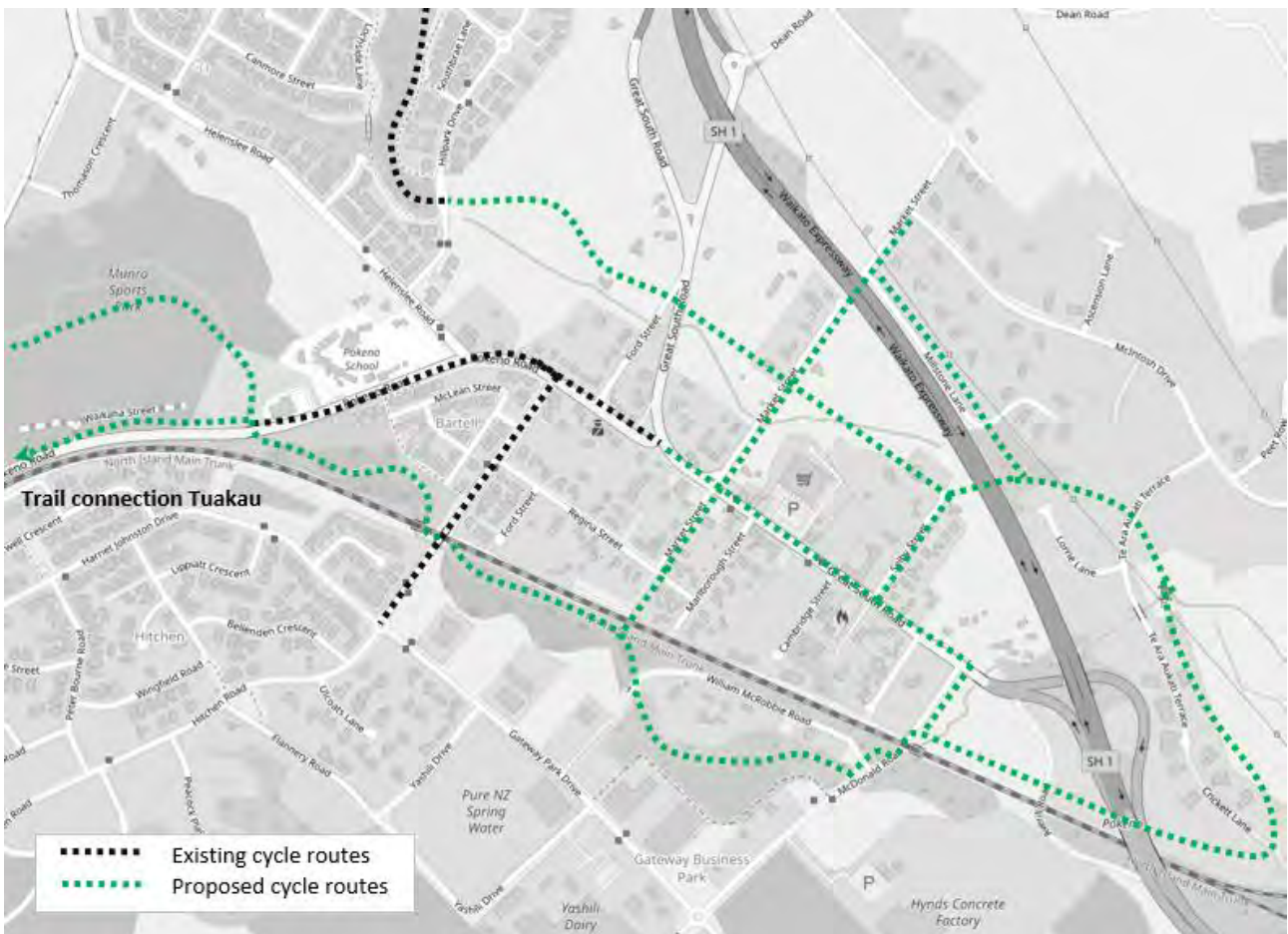
⁶ Current capacity of the service is 150 passengers. A typical Auckland Transport electric train seats approximately 230 passengers

This is a very high-level assessment and should be followed up with additional analysis if required. There are many unknowns, in particular whether there will be a Pōkeno train station at all.

5.5 Cycling

There are already cycle lanes on Hitchen Road and a shared path being constructed on Pōkeno Road, as shown in Figure 12. Figure 12 also indicates the potential future cycle network which is covered in more detail in the accompanying Isthmus Public Realm Concept Plan report.

Figure 12: Cycle routes



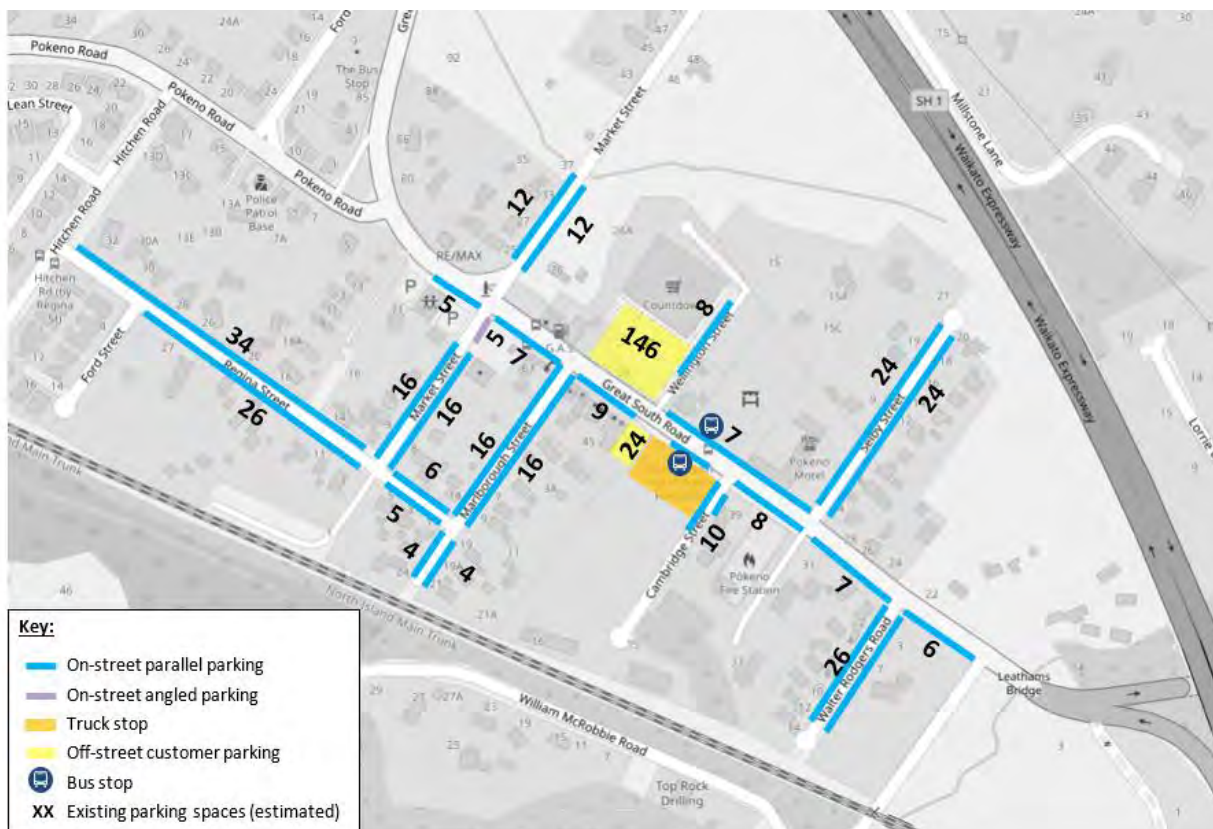
6 PARKING MANAGEMENT

6.1 Existing parking provision

Parking along Great South Road and all the side roads are illustrated in Figure 13. Our observations onsite in Pōkeno indicate:

- ◆ a large number of trucks parked on the main street and side roads
- ◆ general availability and low parking demand on the main street and side roads during a typical weekday
- ◆ high demand for parking in the peak summer periods when holiday travellers pass through town
- ◆ Countdown supermarket, in the centre of town, is used for multi-purpose trips to different destinations in town. There is a large supply of parking for Countdown, but this is private parking.
- ◆ there are several private off-street parking areas associate with smaller retail developments
- ◆ the Franklin market occurs every Sunday and leads to moderate parking demand both off-street and on-street
- ◆ on-street parking is free of charge with no specific time restrictions
- ◆ the majority of the side roads have no kerb or channel, and have no parking controls

Figure 13: Existing parking provision (high level estimate⁷)



⁷ The high level estimate is based on aerial photos and the estimated of the number of driveways and length of parking spaces

6.2 Parking Management Plan

Parking management includes parking for cars, heavy vehicles, buses as well as loading bays, electric vehicle charging stations and mobility parking.

Key issues to consider as part of the parking management based on Waka Kotahi's National Parking Management Strategy and Pōkeno's individual characteristics include:

- ◆ Maintain existing level of parking supply in the short to medium term
- ◆ Potential time restrictions in the vicinity of local businesses
- ◆ Prioritise those with the greatest need for parking (mobility parking spaces)
- ◆ Prevent heavy vehicles parking on the main street or side roads directly off the main street
- ◆ Allow heavy vehicles to park in specific locations on the proposed heavy vehicles bypass

As minimum parking requirements are removed from district plans following the National Policy Statement on urban development (August 2020), private parking stock may not increase as fast as it has historically.

If parking issues arise, such as high demand or safety issues, then the likely parking management response is

1. time limiting parking restrictions,
2. priced parking, or
3. residential parking permit areas.

The following are recommended in the short and medium term regarding parking in the Pōkeno township area.

Short term (0 to 5 years)

Through this public realm project there will potentially be a reduction in parking within the town centre with parking spaces turned over to public space. The project also involves restricting heavy vehicles from parking in and around the town centre. This is mostly likely done through physically reducing the available kerb length preventing heavy vehicles from parking in most central streets.

Further to this on-street parking in the town centre should be prioritised to support customers and other short-term visitors through time limit parking restrictions.

Additional off-street parking areas can also supplement the kerb side parking, for instance formalising the Wellington Street off-street parking area.

Whilst good management of public parking is important, restricting parking supply further in Pōkeno is unlikely to lead to mode change in the short term. The transition needs to be carefully managed, to avoid discouraging development that would otherwise occur. At this early stage of the township development, it is more advantageous to provide better connectivity and safer facilities for walking and cycling, and higher frequency services and better connectivity for public transport, in order to increase

the number of users. Rather than restricting the parking supply. However, as the town grows this approach can be amended based on monitoring of parking demand and supply.

Medium term (5 to 10 years)

As the town centre develops, potentially with medium density residential dwellings, problems may arise with employee and commuter parking issues within the town centre and then the other tools can be implemented.

On-going monitoring of parking demand and supply (including private supply).

6.2.1 Specific parking requirements on-street

Mobility parking

It is important to provide mobility parking in close proximity to local destinations with an accessible route. Some mobility spaces will therefore be provided on Great South Road or Market Street or on side roads (potentially preferred as it is away from heavy vehicle traffic).

There is no prescribed ratio for providing on-street mobility parking.

Electric vehicle charging stations

There is currently one electric vehicle charging station on Market Street, near the intersection of Great South Road. Perpendicular or angled parking is preferred for EV charging stations.

Loading bays

Shared loading bays will be considered on Great South Road or Market Street. Currently there are none provided with delivery vehicles using general parking bays.

These should be at least 12 m long with a short time restriction. As development of retail/commercial occurs and requires more on-street loading, existing parking spaces can be turned over to loading bays if required.

Bus parking/layover

As part of a potential park and ride facility, bus parking needs to be considered. At this stage too little is known of the potential bus services and whether the bus routes would start or finish in Pōkeno. This project focusses on Great South Road and Market Street, and it is not proposed that additional bus parking or layover is provided on these streets.

Table 1: Parking provision (number of parking spaces)

	On-street parking	Off-street parking (private parking areas*)	Park and Ride parking area
Existing parking provision	258	170	-
Proposed parking provision	232	170	70

*smaller private parking areas are not included in this total

Based on this high-level estimate:

- ◆ the total number of on-street parking spaces is likely to reduce by some 10 % within the town centre area (from 258 to 232 parking spaces), however this excludes any parking on Albert Street bypass route (given the distance to Great South Road) and the Park and Ride parking area
- ◆ new road cross sections will contribute to the overall parking supply
- ◆ the off-street parking area opposite Wellington Street should be formalised

With the more central area including Great South Road, Market Street and Marlborough Street

- ◆ parking will only be provided on the southern side of Great South Road (similar to the current situation). However, some spaces will be lost to planting and kerb build outs in isolated places.
- ◆ parking will only be provided on one side of Market Street with a swale provided on the other
- ◆ angled parking will be provided on one side of Marlborough Street, allowing a concentration of parking in a central location and offsetting some losses elsewhere. We have assumed that only a portion of the length of Marlborough Street is angled parking. This can be increased or decreased depending on supply elsewhere as the streetscape design plans are developed.

The overall parking supply within Pōkeno is proposed to remain relatively constant with no major loss of parking. We do not recommend restricting parking supply further in Pōkeno as it is unlikely to lead to mode change in the short term and may discourage development that would otherwise occur. However, as the town grows and develops this approach can be amended based on monitoring of parking demand and supply.

APPENDIX A

Current state of transport in Pōkeno – Technical note

PROJECT	POKENO PUBLIC REALM CONCEPT PLAN
SUBJECT	CURRENT STATE OF TRANSPORT IN PŌKENO
TO	PROJECT TEAM
FROM	HARRY ORMISTON, SAGAR MALAKAPPA
REVIEWED BY	PHIL HARRISON
DATE	18 MARCH 2021, UPDATED 20 APRIL 2022

This technical note provides a summary of the current state of Pōkeno's town centre in relation to key transport aspects which include walking, cycling and public transport facilities, inbound and outbound travel patterns, truck stop and parking provisions.

This will set the scene in developing the Public Realm Concept Plan. The development of a Pōkeno Public Realm Concept Plan will assist in the prioritisation of community and infrastructure projects which will best support the continued growth of the township.

1 SUMMARY OF CURRENT STATE OF TRANSPORT IN PŌKENO

We have reviewed and discussed the following key transport areas and consider the following the key issues to consider:

Heavy vehicles

- ◆ Pōkeno has a large number of heavy vehicles travelling through the main street daily. This is primarily due to the truck stop and refuelling station on the edge of the the town centre
- ◆ The truck stop is the last/first stop outside of the Auckland area and therefore avoids the Auckland regional fuel tax
- ◆ Up to 310 heavy vehicles per day are accommodated at the eastern end of the town centre (near the truck stop and McDonald Road, which accesses the industrial subdivision)
- ◆ There is a Resource Consent that has been approved for additional fuel pumps, which will increase the refuelling capacity and the number of heavy vehicles in Pōkeno

Existing traffic volumes

- ◆ Existing daily traffic volumes are relatively low on Great South Road, however they are predicted to double in the next 10 to 15 years. With no changes to the roading network, traffic volumes would still be manageable on Great South Road, but the town centre would be a very busy vehicle focused road. Providing at an alternative route or bypass for cars and heavy vehicles is advisable both for safety and capacity reasons in the future.

Existing crash analysis

- ◆ Examination of the crash history reveals an over-representation of crashes involving trucks, albeit there were a low number of crashes and all were non-injury crashes

Buses

- ◆ Within the town centre, there is one bus stop pair which is located centrally on Great South Road, opposite the existing truck stop. This bus stop pair provides access to both service routes 21 and 44 (ie to Hamilton and Tuakau/Pukekohe).

Walking / Cycling

- ◆ SH1 represents a major barrier for walking and cycling.
- ◆ There are no controlled pedestrian crossings of Great South Road within Pōkeno, which means pedestrians cross in between traffic which includes a large number of heavy vehicles
- ◆ There are limited cycling facilities in and around Pōkeno. These are isolated to Pōkeno Road, Hitchen Road and the reserve west of Hillpark Drive
- ◆ WDC trail strategy (2016) outlines the existing and proposed cycling and walking trails in the Waikato District. The Tuakau and Pōkeno surrounding trails appear to be a “medium” priority within the Trail Strategy, with a long list of “high” priority trails elsewhere

Existing parking provisions

- ◆ There are frequently a large number of heavy vehicles parked on the main street and side roads
- ◆ There is general parking availability and low parking demand on the main street and side roads during a typical weekday
- ◆ There can be a high demand for parking in the peak summer periods when holiday travellers pass through town
- ◆ The majority of the side roads have no kerb or channel, and have no parking controls

Future land use

- ◆ Pōkeno currently has approximately 5,545 people) and has seen significant growth over a short period of time with new dwelling building consents in Pōkeno having averaged 225 per year.
- ◆ Recent Waikato District Council (WDC) projections suggest continued fast growth from 5,545 residents to approximately 12,000 residents by 2061.

Strategic documents

We have reviewed the following relevant strategic documents and community plans concerning Pōkeno and summarised the transport related considerations

- ◆ Waikato Blueprint (June 2019)
- ◆ Waikato 2070 (Waikato District Council Growth & Economic Development Strategy)
- ◆ Section 42A Report Hearing 25: Zone Extents Pōkeno (14 April 2021)
- ◆ Pōkeno Community Committee Strategic Plan (2020-2040)

The key considerations (as recorded in the strategic documents) include

- ◆)
- ◆ the recently released Proposed Waikato District Plan (Decisions Version) provides opportunity for residential expansion of the township towards the west and south. Longer term, there are options to expand to the east, as well as the south-west. The town centre can develop medium density residential with potential for multiple levels and some intensification
- ◆ a desire for a new network of walking and cycling links surrounding the town centre and crossing SH1 and the rail line
- ◆ a completed grid network of streets surrounding the town centre, enabling multiple connections
- ◆ the high heavy vehicle movements through the town centre and the location of truck stop are currently undesirable as the truck traffic causes environmental (noise and air quality) as well as amenity disbenefits
- ◆ potential for development of a Park and Ride for public transport and potential new rail station for commuter rail.

2 LOCATION

Pōkeno is located on the northern edge of Waikato district, close to the boundary with the Auckland region. The town centre is located near the intersection of State Highway 1 (SH1) and State Highway 2 (SH2) and is the northern gateway to the Waikato.

3 SURROUNDING LAND USE

Pōkeno is currently approximately 5,545 people¹ and has seen significant growth over a short period of time with new dwelling building consents in Pōkeno having averaged 225 per year².

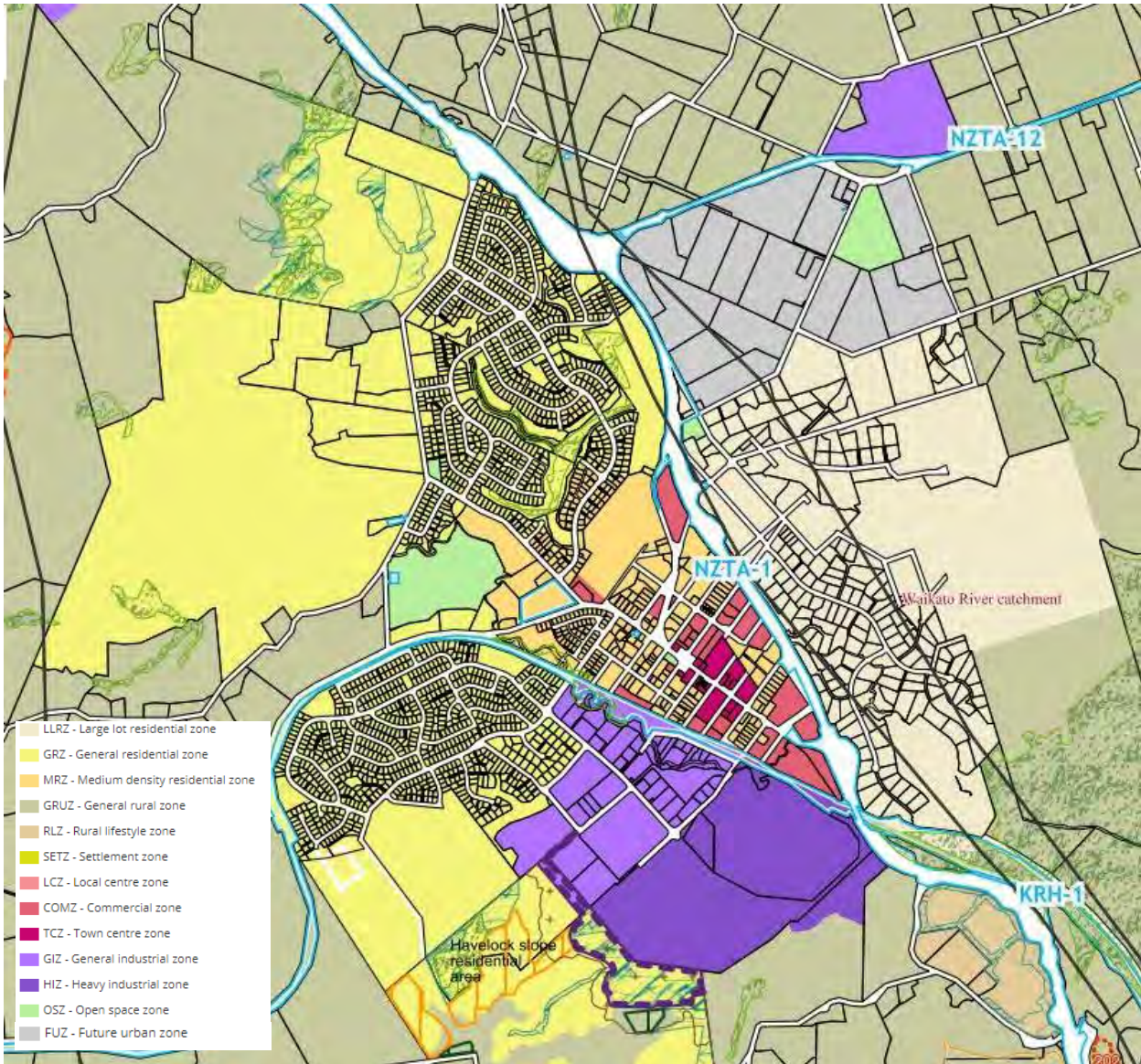
Waikato District Council (WDC) projections suggest continued fast growth from 5,545 residents to approximately 12,000 residents by 2061. Figure 1 presents the surrounding land use as presented in the presents Proposed Waikato District Plan Zoning - Decisions Version.

Figure 2 indicates the key destinations within Pōkeno.

¹ Current resident population and forecast population estimate is supplied by Waikato District Council (March 2022)

² Section 42A Report Hearing 25: Zone Extents Pōkeno (14 April 2021)

Figure 1: Proposed Waikato District Plan Zoning - Decisions Version³



³ Accessed 19 January 2022

Figure 2: Existing land use and key origins and destinations

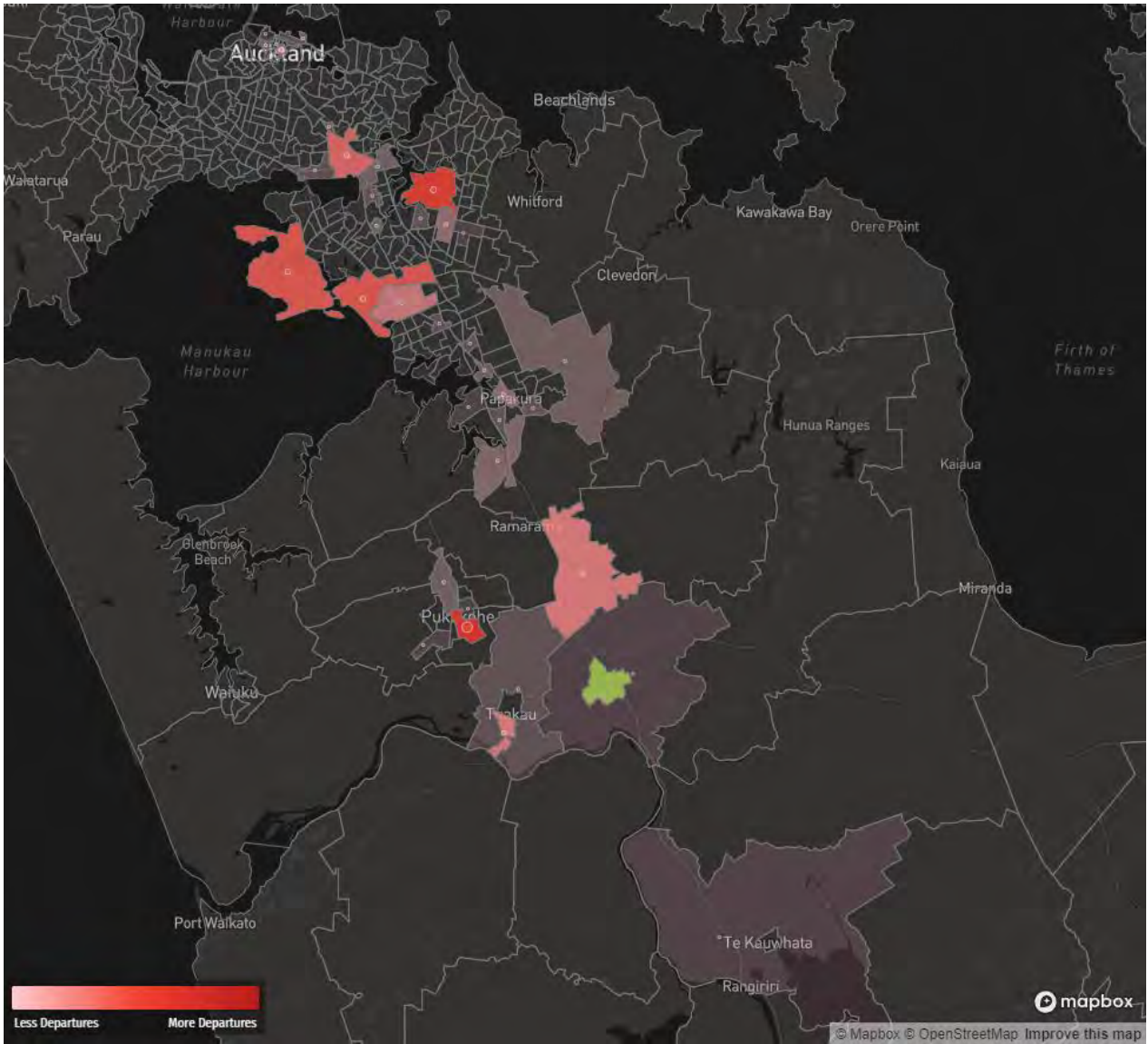


4 CENSUS DATA

Stats NZ provides 2018 Census data for main means of travel to work and study and this is presented in the Commuter Waka webpage. This webpage shows arrival and destination to localised areas, including Pōkeno. These plots can be found in Attachment B. In summary, the data indicates:

- ◆ Of 1,040 respondents living in Pōkeno area:
 - Approximately 64% of people leave Pōkeno to travel to 36 different areas for work or school with Pukekohe Central being a top destination (accounting for 11% of departures).
 - The other key destinations include East Tamaki (5.2%), Auckland Airport (4%), Manukau Central (4%) and Penrose (3.5%).
 - The remaining 36% of people remain in Pōkeno for work or study.
- ◆ Of 465 respondents coming to work/study in Pōkeno:
 - 80% of these also lived in Pōkeno
 - People arrived from 7 different areas near Pōkeno, the largest share being Pōkeno Rural (7% of arrivals) followed by Tuakau (6%) and Pukekawa (3%).
- ◆ The current population (2018 Census) is 2,500 people
- ◆ The average age of people in Pōkeno is 33.8 years, which is lower than the national average of 37.6 years

Figure 3: Destination of work and education trips travelling from Pōkeno



5 TRANSPORT CONSIDERATIONS FOR PŌKENO TOWNSHIP

We have reviewed the following:

- ◆ Existing traffic volumes
- ◆ Existing crash analysis
- ◆ Public transport
 - Existing bus stops
 - School bus
 - Rail
- ◆ Walking
- ◆ Cycling
- ◆ Heavy vehicles
- ◆ Existing parking provisions

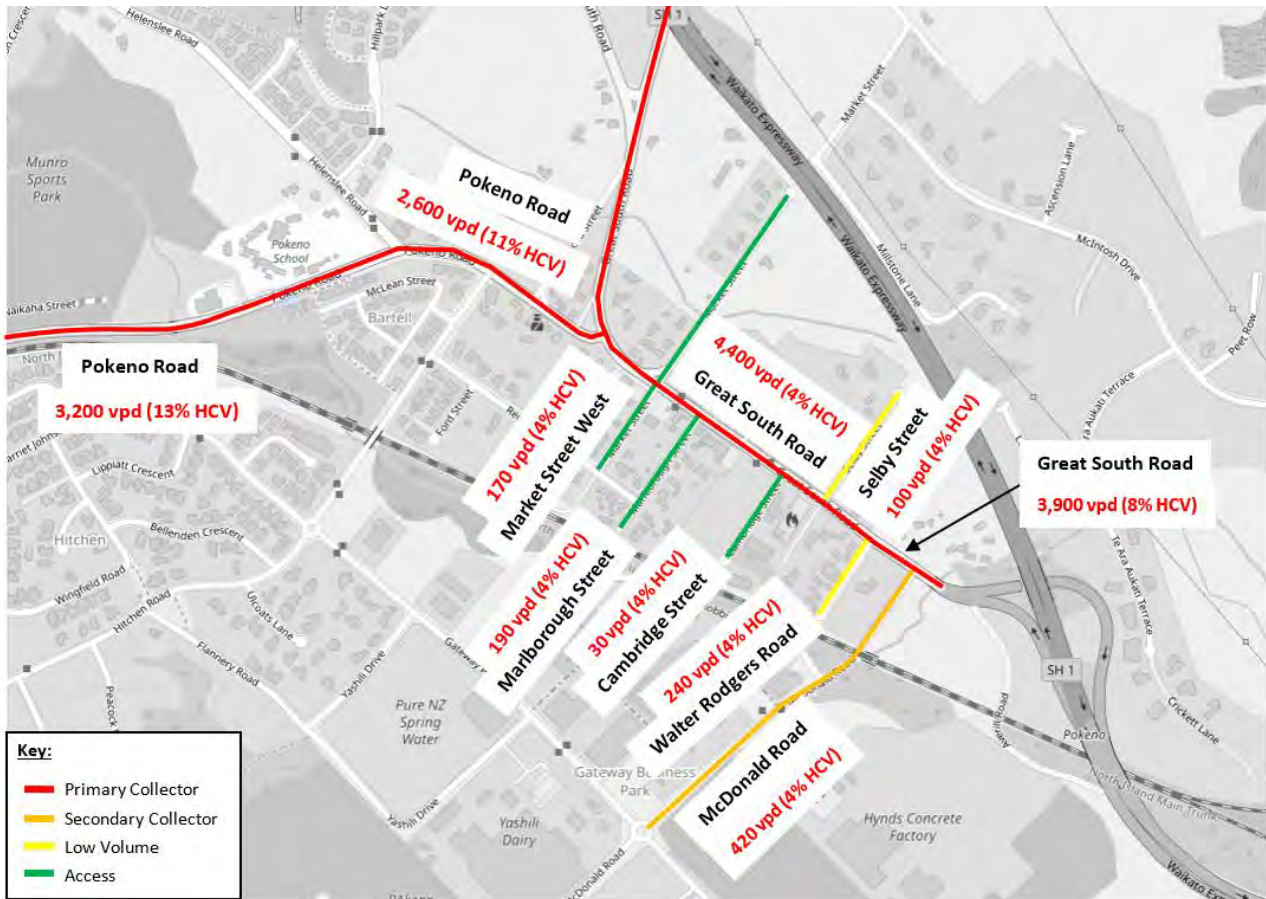
5.1 Existing traffic volumes

Figure 4 provides a summary of the available traffic data.

The following are the key points:

- ◆ Great South Road through the town centre accommodates approximately 4,400 vehicles per day
- ◆ The heavy vehicle percentage varies between 4% and 13% along the east-west route of Great South Road and Pōkeno Road
- ◆ Truck stop within town centre and a significant number of truck movements on Great South Road
- ◆ Great South Road accommodates the following within the town centre
 - 180 heavy vehicles per day through the western end of Great South Road, and
 - 310 heavy vehicles per day at the eastern end of Great South Road (nearer the truck stop and access via McDonald Road to the industrial subdivision)

Figure 4: Existing traffic counts and road classification⁴



5.2 Future traffic volumes

We have sourced forecast traffic volumes from the Waikato Regional Transportation Model for Pōkeno Road and the SH1 ramps. Forecast traffic volumes were not directly available for Great South Road but we have estimated these based on the forecast annual growth for the area (approximately 7% per year) and applied to the surveyed traffic volume from 2020. Table 1 presents the estimated forecast traffic volumes for Great South Road.

Table 1: Estimated traffic volumes

Year	Daily traffic volumes	
	Great South Road (main street)	
2020	4,400	
2030	7,480	
2040	10,560	

Existing daily traffic volumes are relatively low on Great South Road, however they are predicted to double in the next 10 to 15 years. With no changes to the roading network, traffic volumes would still be manageable on Great South Road, but the town centre would be a very busy vehicle focused road.

⁴ Sourced from WDC and Mobile Road website

Further increases to over 10,000 vehicles per day in 2040 would lead to capacity and safety issues if alternative traffic routes or bypass and walking/cycling alternatives are not investigated.

5.3 Safety assessment

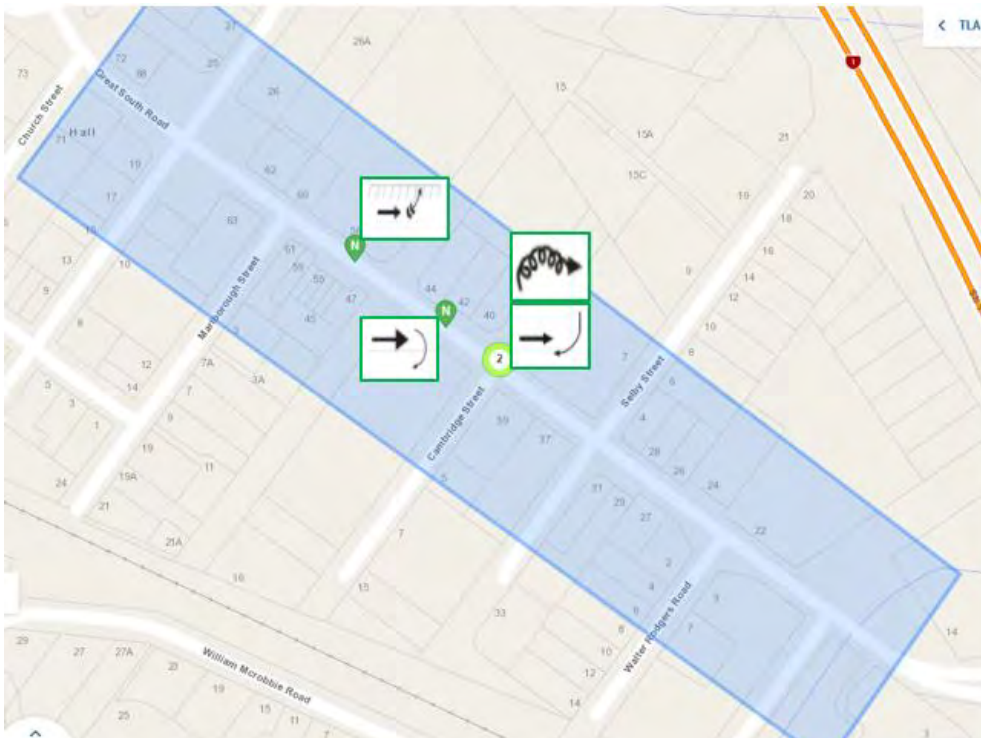
We have reviewed the crash records from 2016 to 2020 for the surrounding roads obtained from Waka Kotahi NZTA's Crash Analysis System (CAS). The search area includes Great South Road between McDonald Road and Market Street West (inclusive) and covers 50 m of the side roads which intersect Great South Road.

The crashes within the search area are shown in Figure 4 and are summarised below:

- ◆ All four crashes recorded on Great South Road were non-injury crashes
- ◆ Three of the crashes involved a truck
 - a truck reversing out of an angled parking space was struck by a car
 - a truck side scraping a car whilst performing a U-turn
 - a car turning right out of Cambridge Street collided into a truck travelling along Great South Road.
- ◆ the other crash involved a vehicle with a trailer turning left out of the Franklin Market driveway where the trailer clipped a parked vehicle.

Overall, the crash history reveals an over-representation of crashes involving trucks, albeit there were a low number of crashes and all were non-injury crashes.

Figure 5: Reported crashes for recent 5 year period (2016 to 2020)



5.4 Public transport

Currently, Pōkeno is served by two commuter bus services – route 21 and route 44.

- ◆ Route 21 is a Northern Connector service which provides connection between Pukekohe and Hamilton via Tuakau, Pōkeno, Mercer, Meremere, Te Kauwhata, Ohinewai, Huntly, Taupiri, Ngāruawāhia and Horotiu.
- ◆ Route 44 provides a connection between Pōkeno and Pukekohe via Tuakau and Buckland. This is the main service which provides people with access to school, work and leisure activities.

The frequency and duration of these services are listed in Table 2.

Table 2: Bus services

Service	Description	Frequency	Service Duration
Route 44	Pōkeno to Pukekohe	5 services during peak periods (6-9 am, 3-6 pm) with a total of 13 services per day 6 services per day on Sat & Sun	6:10 am to 7:10 pm (Mon-Fri) 8:00 am to 6:20 pm (Sat-Sun)
	Pukekohe to Pōkeno	3 services during peak periods (7-9 am, 4-6 pm) with a total of 13 services per day 6 services per day on Sat & Sun	7:15 am to 8:20 pm (Mon-Fri) 9:00 am to 7:10pm (Sat-Sun)
Route 21	Northern Connector – Hamilton to Pukekohe	1 service per day	11:00 am (Mon-Fri only)
	Northern Connector – Pukekohe to Hamilton	1 service per day	2:40 pm (Mon-Fri only)

5.4.1 Inter-city coach services

There are regular (3-4 services per day) inter-city coach services that stop at the bus stops on Great South Road, adjacent to the truck stop.

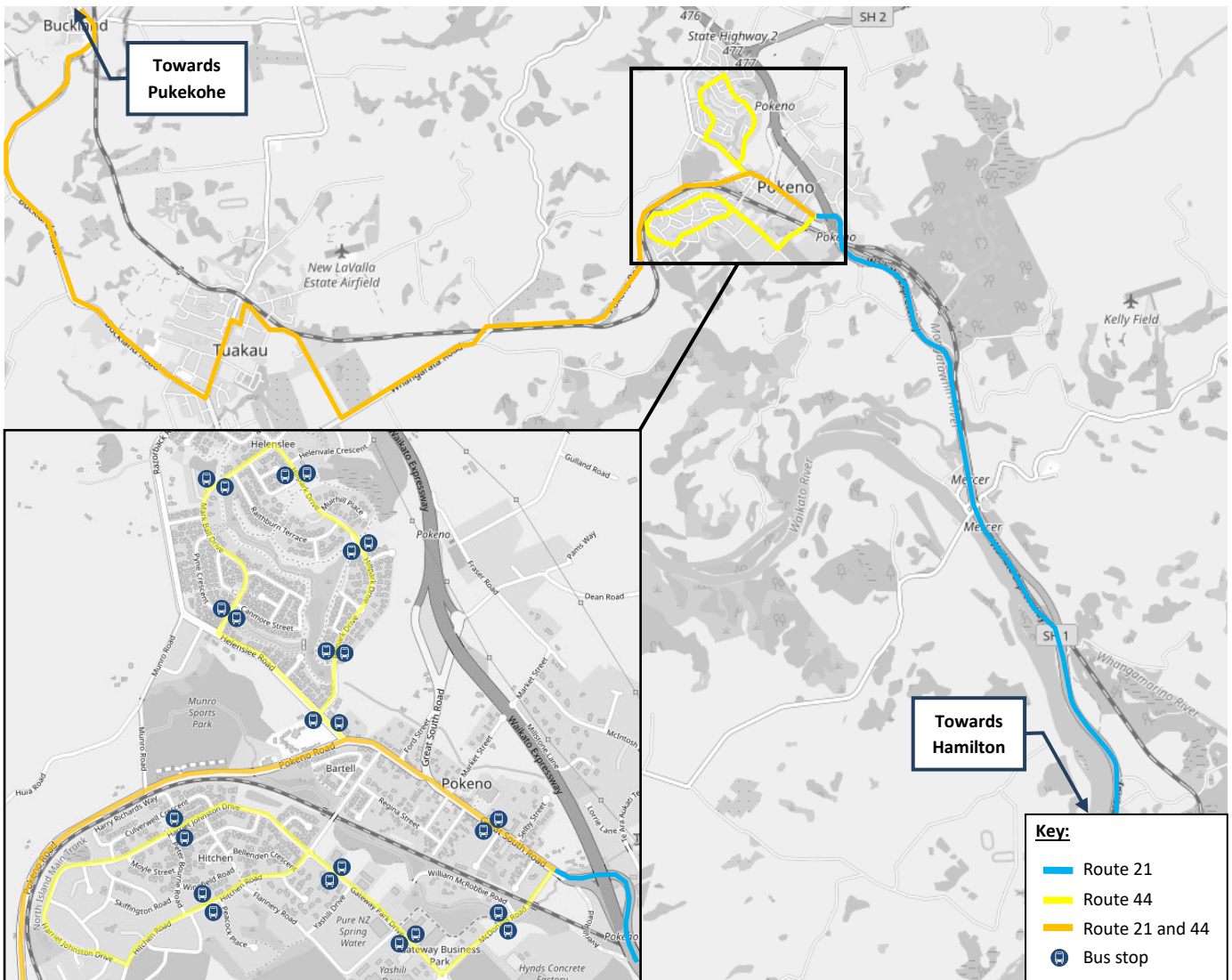
5.4.2 Existing bus stops

There are several existing bus stop pairs within the existing residential subdivisions and 2 centrally located stops within the town centre. The bus service routes, and the location of existing bus stops are shown in Figure 6.

As shown on Figure 6, the existing residential subdivisions to the north and west of Pōkeno town centre are served by public transport (route 44) with several bus stop pairs located at even and regular intervals.

Within the town centre, there is one bus stop pair which is located centrally on Great South Road, opposite the existing truck stop. This bus stop pair provides access to both service routes 21 and 44 (ie to Hamilton and Tuakau/Pukekohe).

Figure 6: Existing bus service routes and bus stops



5.4.3 School bus

Pōkeno School is located near the intersection of Pōkeno Road and Helenslee Road. The school caters for Year 1 to 8 students and currently has a school roll of approximately 444 students. Figure 7 illustrates the catchment area which covers majority of the Pōkeno township and a portion of Tuakau to the west.

The nearest secondary school is Tuakau College.

The local school is served by a school bus, and Tuakau College students can use the public bus to get to school.

Figure 7: Pōkeno school catchment



5.4.4 Rail

The main trunk line passes through Pōkeno but there is no train station in Pōkeno. The Te Huia commuter train service between Hamilton and Auckland passes through town but does not stop in Pōkeno. This is currently only one service per day northbound in the morning and returning in the evening.

In the future there is a long-term possibility of a more frequent and rapid commuter train service stopping in Pōkeno however this is not guaranteed as there are other small towns that will be vying for a commuter stop on the route.

5.5 Connections across SH1

There are four existing vehicle connections across SH1:

1. **Helenslee Road-Razorback Road overpass** – vehicles only with no footpath or cyclelanes
2. **Great South Road-Dean Road underpass** – vehicles with very narrow footpath
3. **Great South Road** (southern SH1 onramp) - vehicles with narrow footpath (no connecting footpaths either side).
4. **Stock underpass** (located north of Great South Road) – stock only

With further development occurring on the eastern side of SH1 there is a need for walking and cycling connections across SH1.

5.6 Walking

The existing roads that link off Great South Road in the town centre mostly do not provide footpaths or kerb and channel.

New subdivisions typically have provided footpaths on both sides of newly formed roads. There are instances where footpaths are only on one side of the road, which was the requirement of the Franklin District Plan, for instance at the western end of Regina Street.

Importantly, there are limited walking connections across SH1. The Great South Road underpass provides a very narrow footpath and Razorback Road does not provide a footpath at all.

There are no controlled pedestrian crossings of Great South Road within Pōkeno, which means pedestrians cross in between traffic which includes a large number of heavy vehicles.

5.7 Cycling

There are limited cycling facilities in and around Pōkeno. These include only the following:

- ◆ **Hitchen Road** - cycle lanes and shared path
- ◆ **Pōkeno Road** – shared path between Pōkeno school and Great South Road (currently under construction)
- ◆ **Reserve west of Hillpark Drive** - shared paths within the reserve

There is currently no urban strategy for cycling. The only cycling strategy is the WDC trail strategy which is discussed below.

5.7.1 WDC trail strategy (cycling and walking)

WDC trail strategy (2016) outlines the existing and proposed cycling and walking trails in the Waikato District. Figure 8 presents the existing and proposed trails near Pōkeno and Attachment A presents the trails in the wider area, ie connecting to Tuakau.

The following are key points from the Strategy

- ◆ The existing trails are very limited and mainly consists of trails around the reserve west of Hillpark Drive
- ◆ The Strategy focuses on recreational usage of trails but includes commuter usage where applicable. This strategy has been prepared to identify trail expenditure priorities over the next 10 years.
- ◆ Part Two of the Strategy includes aspirational trail linkages, developments and extensions which may be implemented over a much longer time period (as shown in the figures)

- ◆ The Tuakau and Pōkeno surrounding trails appear to be a “medium” priority within the Trail Strategy, with a long list of “high” priority trails elsewhere.

Figure 8: Trail strategy (existing trails shown in blue and proposed in red)



5.8 Heavy vehicles

Pōkeno has a large number of heavy vehicles travelling through the town main street daily. This is primarily due to the truck stop and refuelling station in the middle of Pōkeno town as shown in Figure 9. The key issues to note are:

- ◆ the truck stop has two wide driveways on Great South Road, with trucks regularly turning in and out, as well as occasionally reversing into the driveways.
- ◆ we observed many trucks parked on Great South Road and the side streets (as shown in Figure 10)
- ◆ the truck stop is the last/first stop outside of the Auckland area and therefore avoids the Auckland regional fuel tax (includes petrol and diesel).
- ◆ we understand Council have had some discussions with the owner around alternative locations. However, these have only been high level discussions at this stage
- ◆ there is a Resource Consent that has been approved for additional fuel pumps, thereby significantly increasing the refuelling capacity and potentially the number of trucks
- ◆ there has also been approval for an additional general vehicle petrol station at the western end of town, as shown in Figure 9.

The only heavy vehicle/bus restriction we are aware of in Pōkeno is on Regina Drive between Great South Road and Hitchen Road.

A heavy vehicle bypass of the main street is being investigated and discussed further in subsequent sections.

Figure 9: Existing truck stop and new petrol station (general vehicles) location



Figure 10: Trucks parking on Great South Road outside truck stop

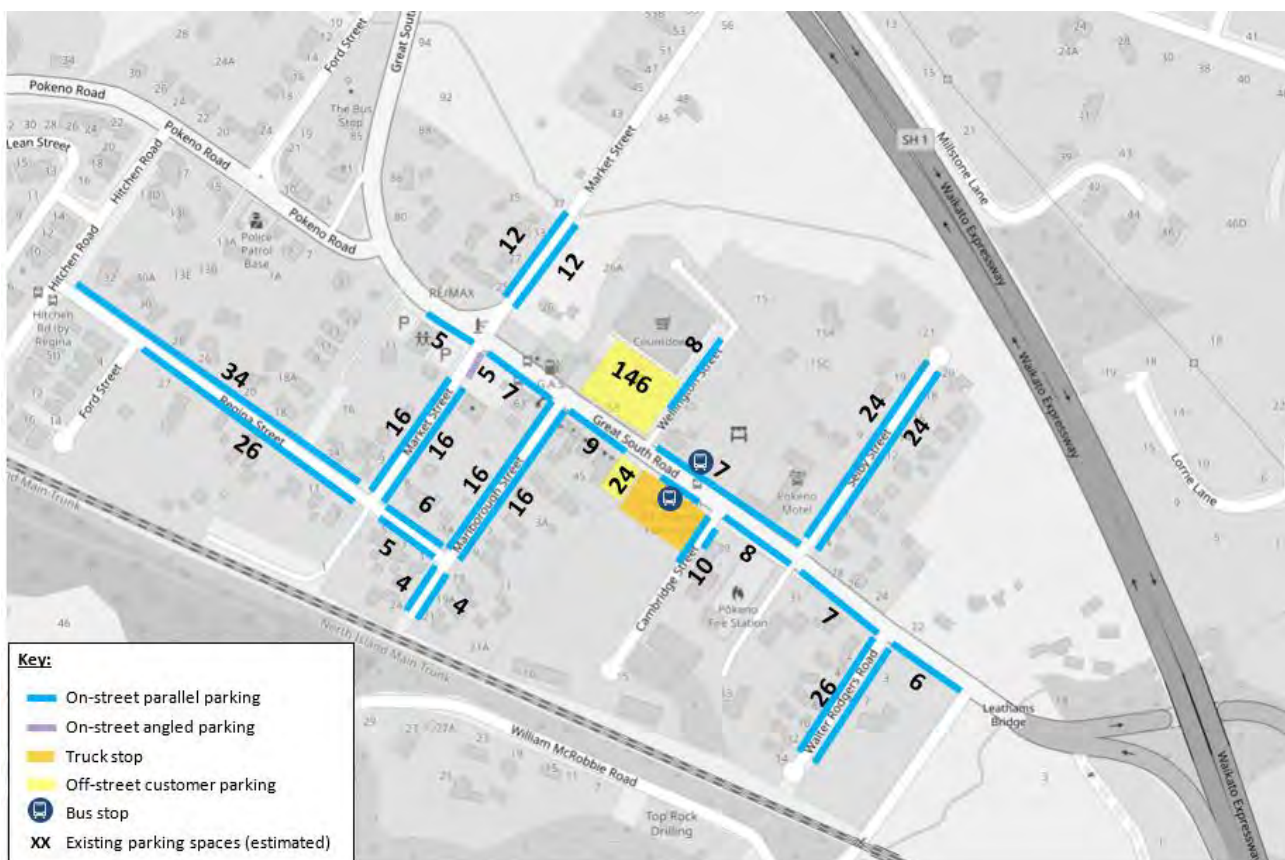


6 EXISTING PARKING PROVISIONS

Parking along Great South Road and all the side roads are illustrated in Figure 11. Our observations onsite in Pōkeno indicate:

- ◆ a large number of trucks parked on the main street and side roads
- ◆ there is general parking availability and low parking demand on the main street and side roads during a typical weekday
- ◆ a high demand for parking in the peak summer periods when holiday travellers pass through town
- ◆ Countdown supermarket, in the centre of town, is used for multi-purpose trips to different destinations in town. There is a large supply of parking for Countdown, but this is private parking.
- ◆ there are several private off-street parking areas associate with smaller retail developments
- ◆ the Franklin market occurs every Sunday and leads to moderate parking demand both off-street and on-street
- ◆ on-street parking is free of charge with no specific time restrictions
- ◆ the majority of the side roads have no kerb or channel, and have no parking controls

Figure 11: Existing parking provision



7 STRATEGIC DOCUMENTS

We have reviewed the following relevant strategic documents concerning Pōkeno:

- ◆ Waikato Blueprint (June 2019)
- ◆ Waikato 2070 (Waikato District Council Growth & Economic Development Strategy)
- ◆ Section 42A Report Hearing 25: Zone Extents Pōkeno (14 April 2021)
- ◆ Pōkeno Community Committee Strategic Plan (2020-2040)

The relevant transport related issues are summarised in the following sections. The final section summarises the transport projects currently planned, under construction or to be consider within Pōkeno, as supplied by WDC.

7.1 Waikato Blueprint – District and Local Area Blueprints

The Waikato Blueprint (June 2019) aims to provide a high-level ‘spatial picture’ of how the district could progress over the next 30 years. The Blueprint provides a tool to move from vision to strategy, and from strategy to action by setting out specific, prioritised initiatives.

The Blueprint document outlines consultation on the key issues for 15 local areas and small towns in the Waikato district. The feedback is grouped into five key areas including Identity, Community, Growth, Economy and Transport.

The Blueprint proposed the following transport initiatives for Pōkeno

- ◆ investigate establishing wider transport links with employment areas, Tuakau and SH1. Consider a new underpass and / or bypass
- ◆ work with the truck stop owner to address community concerns
- ◆ create a Park and Ride for public transport

The above transport initiatives were identified as ‘High’ priority with a several ‘Very High’ and ‘Top’ priority initiatives, such as initiatives relating to identify, community and growth.

There are a several key transport related issues identified in the consultation as follows:

- ◆ Lack of public transport to and from Auckland and Hamilton
- ◆ Truck movements through the town centre and location of truck stop undesirable. Relocate truck stop to industrial area
- ◆ Rail station with park & ride
- ◆ Increase vehicle access to motorway, and remove main route away from town centre
- ◆ Request for double lanes connecting to Tuakau
- ◆ Potential for major freight distribution and logistics hub
- ◆ Reseal Great South Road from South to North
- ◆ Prefer roundabouts (no traffic lights)

- ◆ No bus parking on the main road
- ◆ Proposed bypass route south of Pōkeno town centre and industrial area
- ◆ Build a northbound on ramp at south end of the town

7.2 Waikato 2070 - Waikato District Council Growth & Economic Development Strategy

Waikato 2070 provides a long-term plan to achieve the Council's vision of creating liveable, thriving and connected communities.

Waikato 2070 draws on the initiatives and ambitions that are identified in the Waikato District Blueprint. The Blueprint helped to identify what is important to the community through consultation. Waikato 2070 is a broader, longer-term view of growth.

Figure 12 and Figure 13 present the development plans for Pōkeno in the next 50 years.

Key aspects of the development plans include:

- ◆ Potential multi-level development in the town centre (up to 4 levels)
- ◆ New residential blocks on the both the east and west sides of SH1
- ◆ New commercial and industrial area on the northern side of SH2
- ◆ New walking and cycling links across SH1 and rail line (at Market Street)
- ◆ A new network of walking and cycling links surrounding the town centre and crossing SH1 at multiple locations
- ◆ New northbound off ramp from SH1 (this would allow some traffic to bypass the town centre to access areas to the north)
- ◆ A completed grid network of streets surrounding the town centre, enabling multiple connections
- ◆ Existing population of 2,500 residents (2020) and possible future population of 16,000 residents (2070).

Figure 12: Pōkeno Development Plan (50 Year) from Waikato 2070

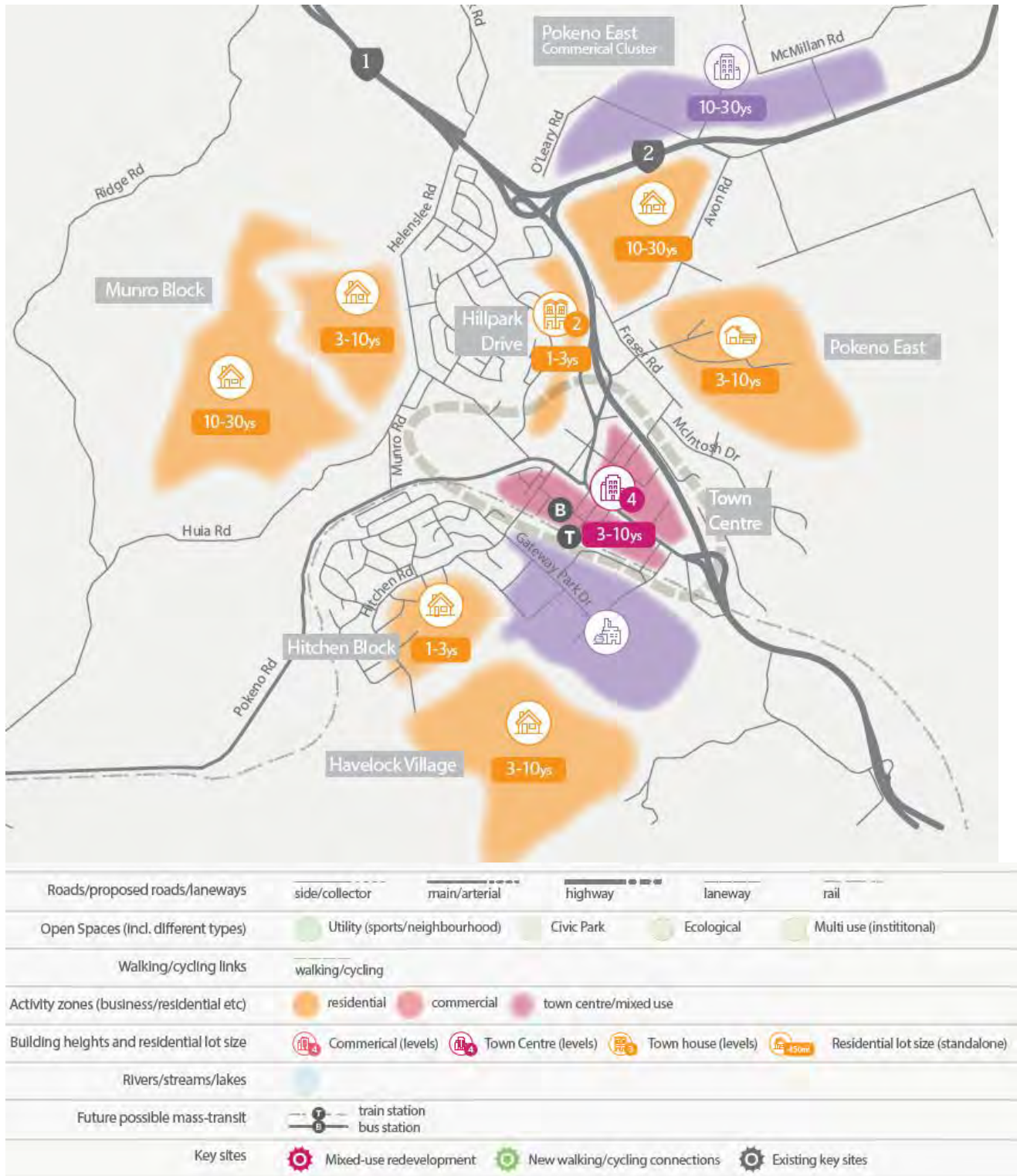
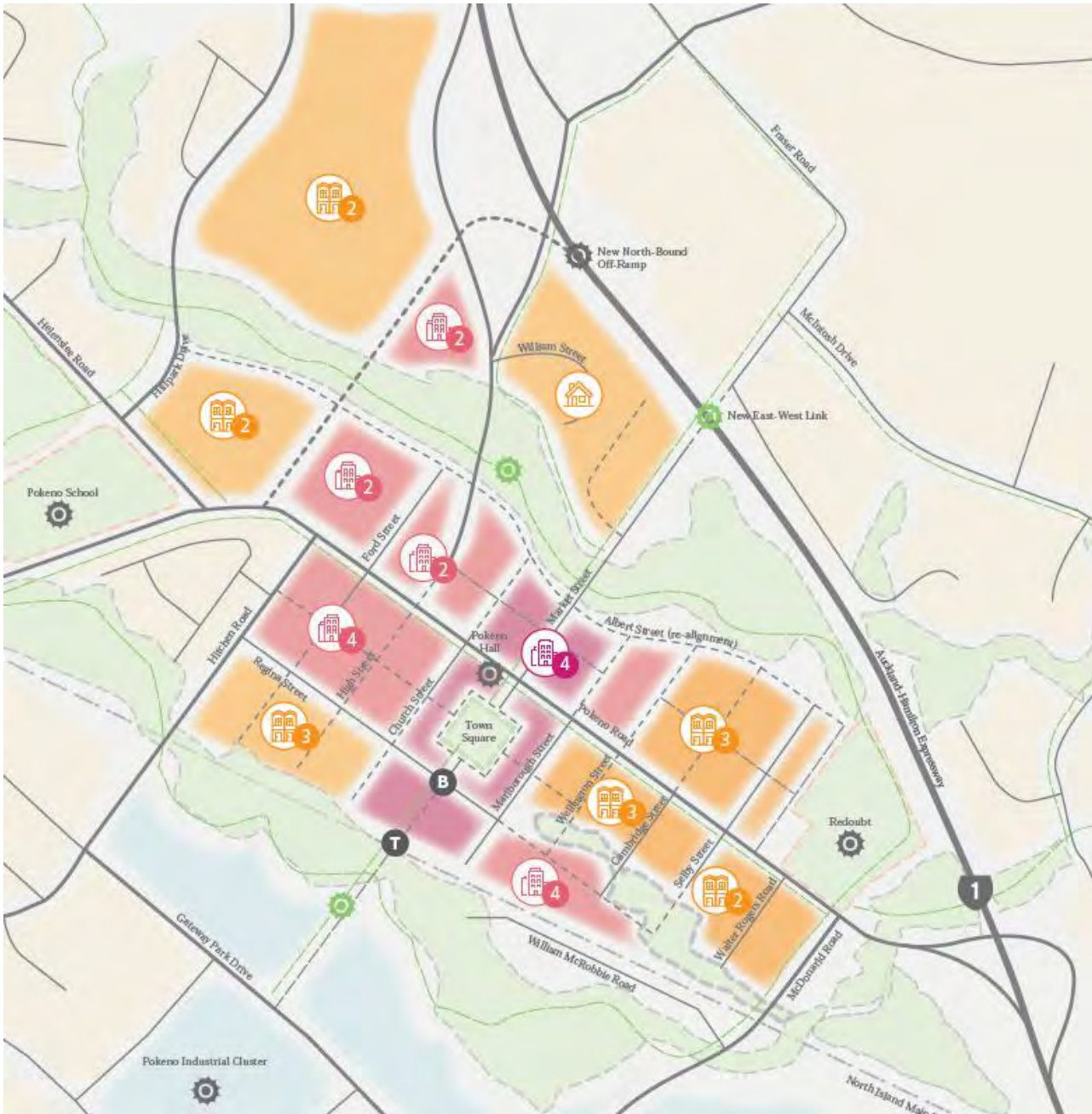


Figure 13: Pōkero Development Plan (50 Year) from Waikato 2070



7.3 Proposed Waikato District Plan zoning and growth areas

The Section 42A report⁵ for the settlement of Pōkeno outlines recommendation for Pōkeno's growth. Subsequent to this, the Proposed Waikato District Plan Decisions Version was released very recently on 18th January 2022 and will determine the future growth and development within Pōkeno.

The s42A report relies on the growth areas identified within the Waikato 2070 document more so than the Waikato Future Proof Strategy (FPS) 2017, as it is more up to date and has finer grained analysis.

The report concludes the following, the majority of which has been incorporated into the Decisions version of the District Plan:

At a strategic level, the report identifies the need for additional live zoned residential land to meet the requirements of the NPS-UD to cater for future growth. The report supports expansion of the township towards the west and south, in preference to expansion to the east. A more substantial extension of the settlement to the south-west (along Pōkeno Road towards Tuakau) may be needed in the longer term.

The three main opportunities to add further 'live' zonings that can provide the necessary additional medium-term housing capacity and choice, while not triggering large infrastructure issues have been identified. These are:

- *Pōkeno West – CSL Trust/Top End (in combination with the Munro block) – say 360 dwellings*
- *Central Pōkeno Medium Density Zone – say 200 dwellings*
- *Pōkeno South – Havelock Village – say 550 (reduced from 600 to account for enhanced interface management).*

Combined, these three areas could accommodate up to a further 900 to 1,200 dwellings, taking live zoned capacity to above the expected demand over the next 10 years.

Longer term, there are options to expand to the east, as well as the south-west. But these options need investigation and appropriate structure planning (as both options are likely to involve larger scale transport investments in new and upgraded roading links, wastewater extensions, as well as covering multiple properties).

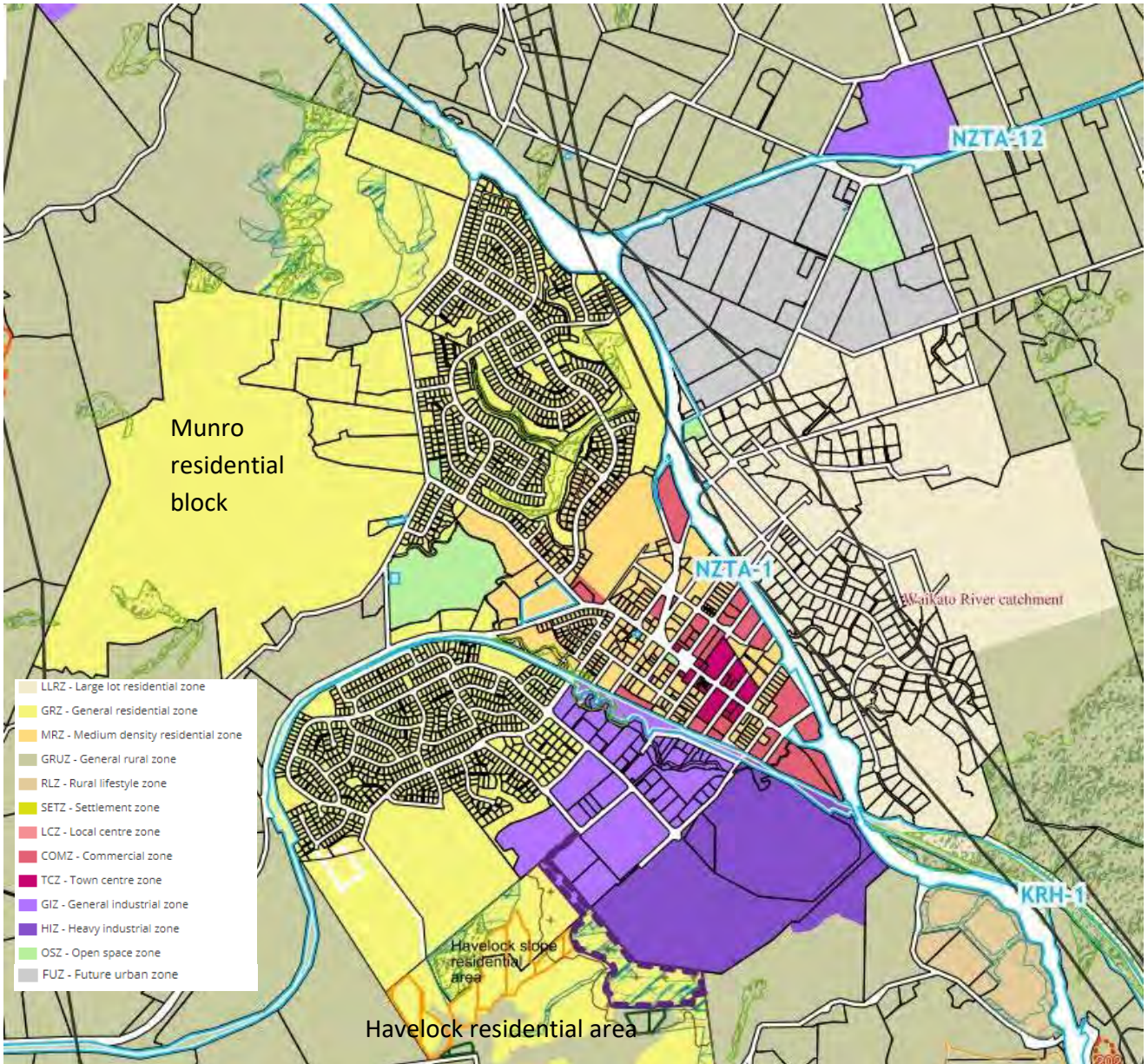
Key identified issues within the s42 report are

- ◆ focuses on an 800m walkable catchment from town centre.
- ◆ it is unlikely that areas already developed with residential will covert to MDRZ when there are other areas readily available.

Figure 14 presents Proposed Waikato District Plan Zoning - Decisions Version.

⁵ Section 42A Report, Hearing 25: Zone Extents Pōkeno, 14 April 2021

Figure 14: Proposed Waikato District Plan Zoning - Decisions Version⁶



⁶ Accessed 19 January 2022

7.4 PŌKENO COMMUNITY COMMITTEE STRATEGIC PLAN 2020-2040

We have reviewed the Pōkeno Community Committee Strategic Plan (2020-2040). This has been supplied by WDC and represents the ideas of the Pōkeno community and is based on Waikato Blueprint (June 2019) and Waikato 2070.

Strategies

1. The following strategies relate to transport within Pōkeno:

c. Strategy 3: Improve Transport and Connectivity.

- i. Reduce heavy traffic movement through the main retail area.
- ii. Develop a transport hub. Road, rail and park and ride.
- iii. Improved roading, walkways and cycleways to improve safety and connectivity.

Long Term Plan

2. To achieve the goals and outcomes in this strategic plan, the following should be included in the next and subsequent Waikato District Council Long Term Plans:

a. Roading and Paving.

- i. Great South Road (Main Street).
 1. Reseal the road.
 2. Install safety measures including traffic calming and a pedestrian crossing.
 3. Limit heavy vehicle access (other than delivery vehicles) especially to the section between the intersection of Pōkeno and Great South Roads to Selby Street.
 4. Improve the Great South /Pōkeno Road intersection.
 5. Improve sealed parking areas for short-term parking.
 6. Improve the roading on Market Street W and Marlborough Street in accordance with the Market Square development.
- ii. Pedestrian Crossings at Pōkeno Road and Helenslee Roads to improve safety for school children.
- iii. Close one end of Ford Street.
- iv. Re-construct the Helenslee/Munro Road intersection to improve traffic flow and safety.
- v. Improve Munro Road and install a two-lane bridge (or other solution to facilitate two way traffic flow).
- vi. Improve access from Pōkeno town along Avon Road to the recreation facility to include improved roading and a footpath/cycleway.
- vii. Improve accessibility across the current SH1/Waikato Expressway with a vehicle bridge/tunnel to improve connectivity.
- viii. Ensure good pedestrian/cycle connectivity to and from the new Munro Sports complex which should be able to be accessed from multiple points.

b. Market Square.

- i. Progress the development of the Market Square concept to allow for a welcoming mixed-use area for housing and retail.
- ii. As part of the Market Square development, improve access (especially pedestrian and cycle) to, along and through the Market Street W/Great South Road/Marlborough Street area.

- iii. A barrier to the Market Square development – indeed the improvement of the entire Pōkeno retail area – is the current Truck Stop and, to a lesser extent, the GAS service station. These facilities are not compatible with a pleasant and pedestrian-friendly retail centre and should be re-located.
- c. Transport.
- i. Build a transport hub including a train station and platform, Park and Ride parking area and bus interchange.
 - ii. Drive the need for a regular train service – especially between Pōkeno and Auckland.
 - iii. Construct concrete pads and shelters at bus stops in Pōkeno.

ATTACHMENT A

WDC trail strategy (2016)

Figure 15: Trail strategy (existing trails shown in blue and proposed in red)



ATTACHMENT B

Census data (2018)

Figure 16: Origin of work and education trips travelling into Pōkeno

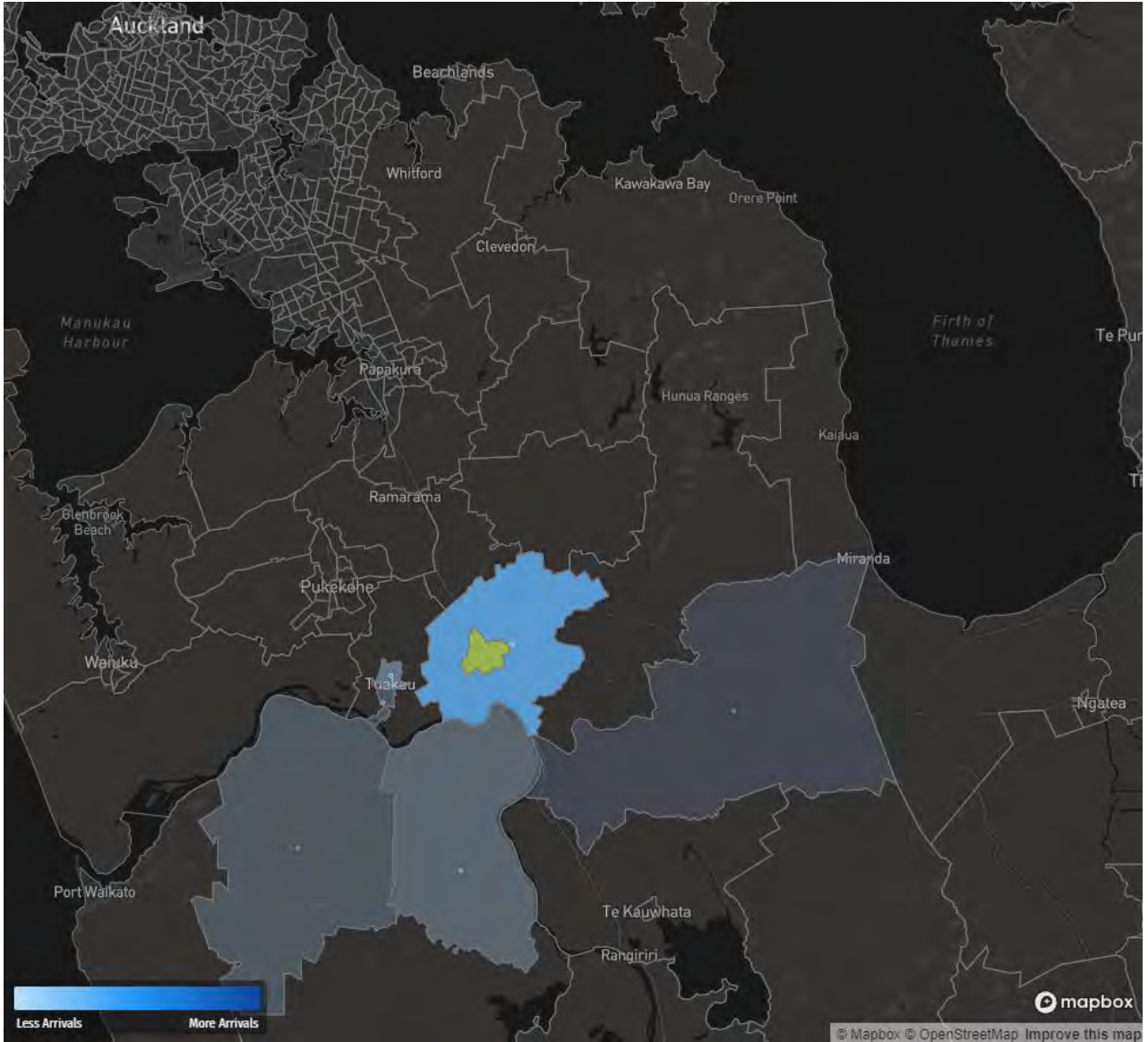


Figure 17: Destination of work and education trips travelling from Pökeno

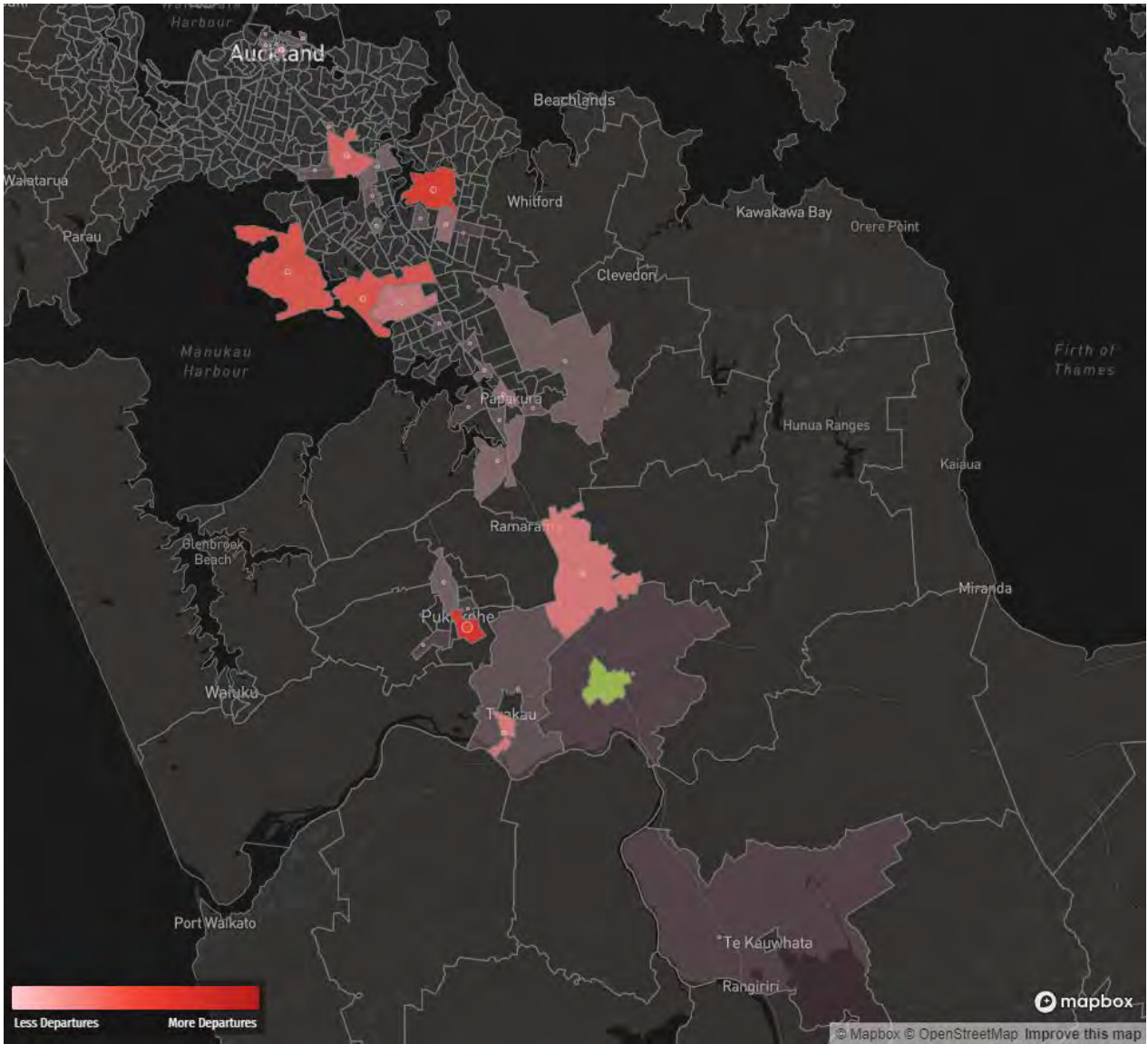
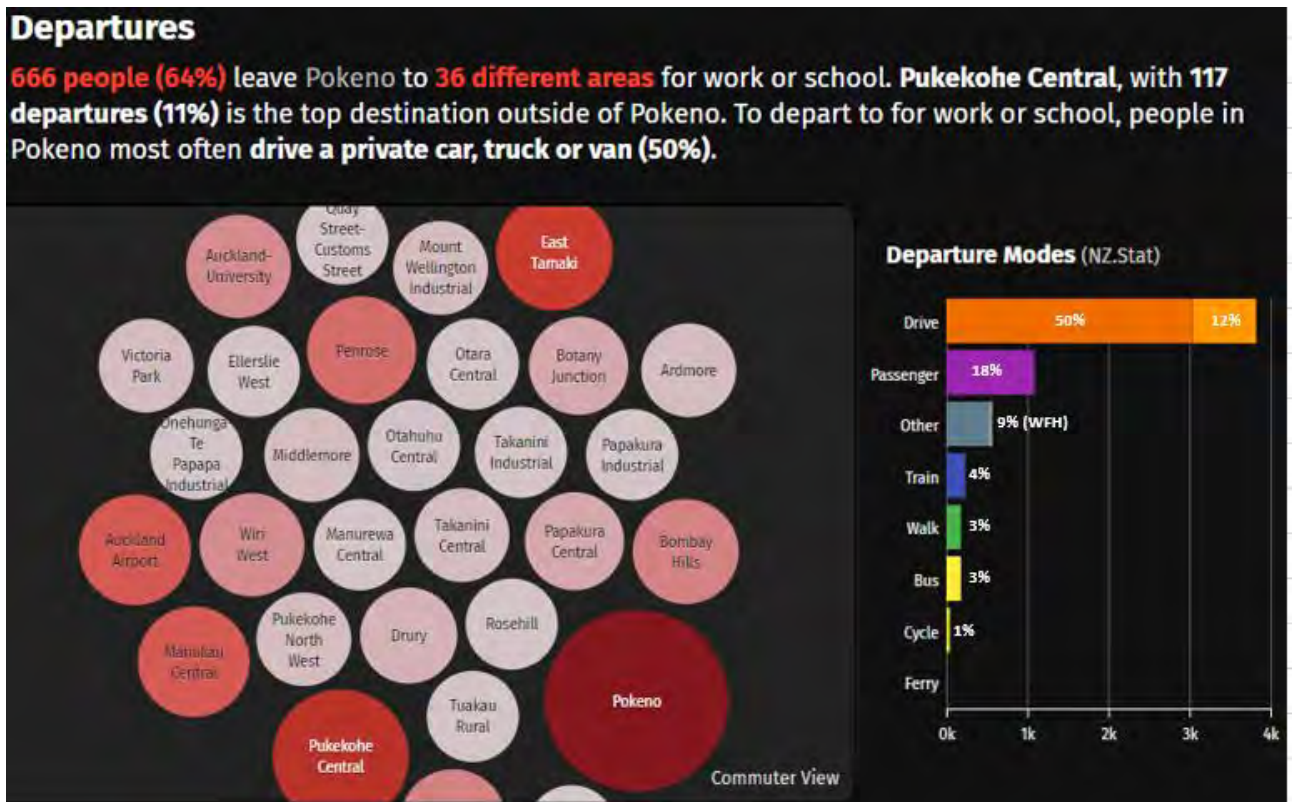
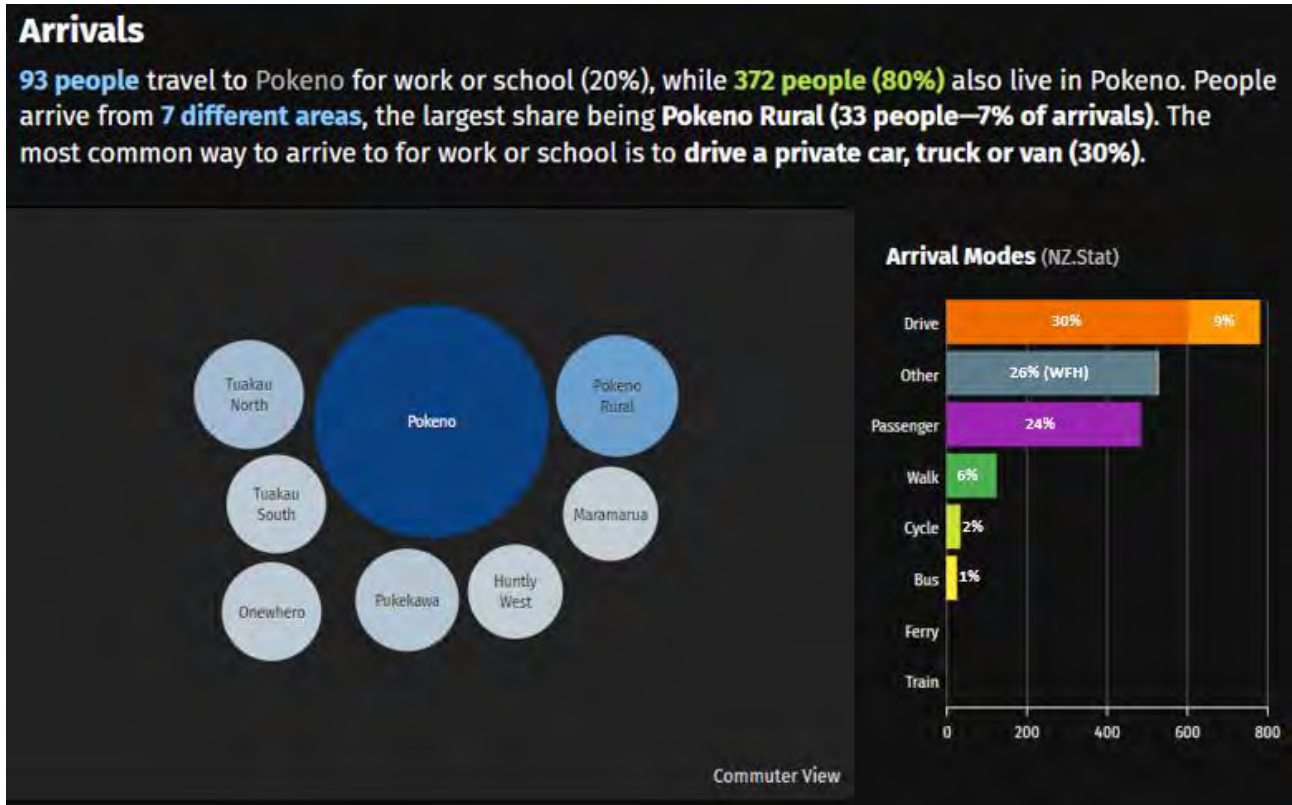


Figure 18: Inbound and Outbound trips to/from Pōkeno



Reference: P:\ISTH\014 Pokeno\Reporting\T1A220318 Current state_update.docx - Sagar Malakappa

APPENDIX B Roads and Streets Framework and mode and service priority

ROADS AND STREETS FRAMEWORK

Roads and Streets Framework⁹ (RASF) provides a systematic and consistent methodology for identifying the different functions of roads and streets using the concept of 'Place and 'Movement'. This is an Auckland Transport document but provides a useful approach for assessing modal priorities to help inform and guide the design process.

The broad steps of the RASF process includes:

1. Information gathering
2. Typology assessment (existing and future)
3. Modal priority assessment (observed, optimal and future)
4. Prepare RASF mandate
5. Application of RASF

We have undertaken step 1 as part of assessing the existing surrounding environment. Steps 4 and 5 are not considered to be relevant for the purposes of this assessment and therefore, we have only considered Steps 2 and 3.

Determine the street typology

Using Chapter 3 of the RASF, we have classified the streets included within Pōkeno town centre area.

The **Place function** represents

- ◆ the catchment of a road or street and its adjacent land use as a destination in its own right, i.e. how far people are prepared to travel to go there.
- ◆ A road or street's catchment is influenced by the density, type and variety of adjacent land uses and its economic significance
- ◆ Place is not necessarily a measure of amenity or aesthetics. It is possible for streets with high amenity to have a low Place significance and it is also possible for streets with a high Place significance to have low amenity
- ◆ For the purposes of the Roads and Streets Framework, Place is assessed as one of three levels according to its strategic significance, as shown in Figure 15.

The **Movement function** of a road or street is

- ◆ its level of strategic importance within the transport network, measured in terms of moving people, goods and services safely and efficiently between locations and accessing key destinations, as shown in Figure 12.

⁹ <https://at.govt.nz/media/1983549/roads-and-streets-framework-may-2020-web.pdf> (sourced January 2022)

Figure 15: Place significance

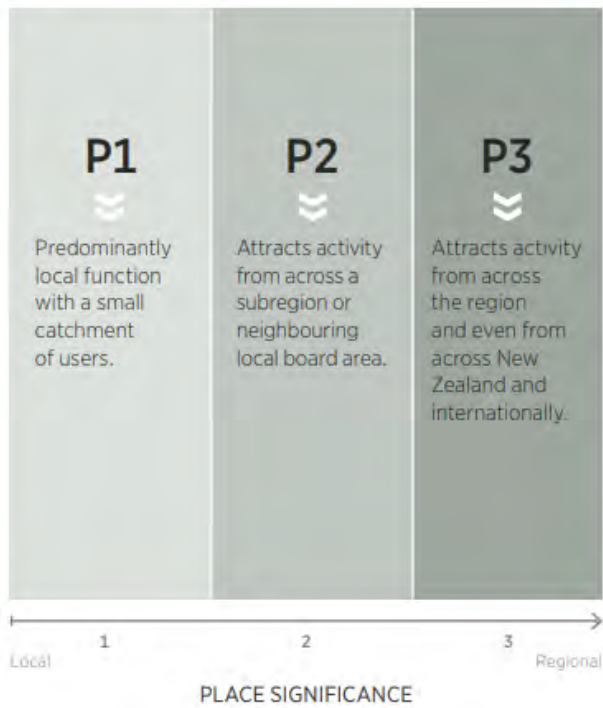


Figure 16: Movement significance

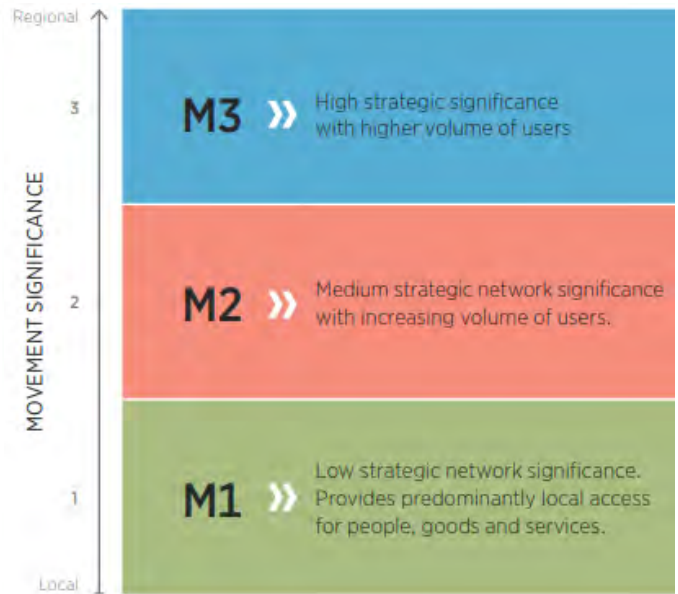


Figure 17: Existing street typology

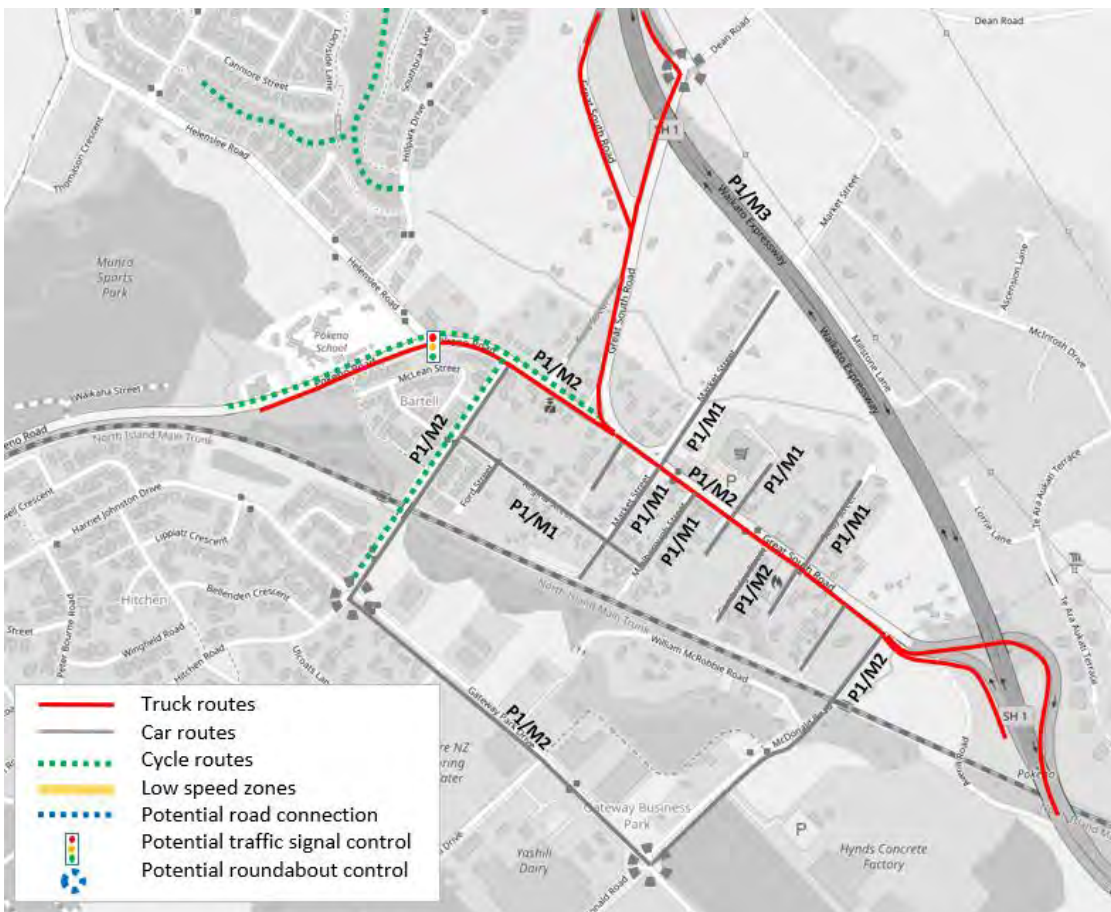
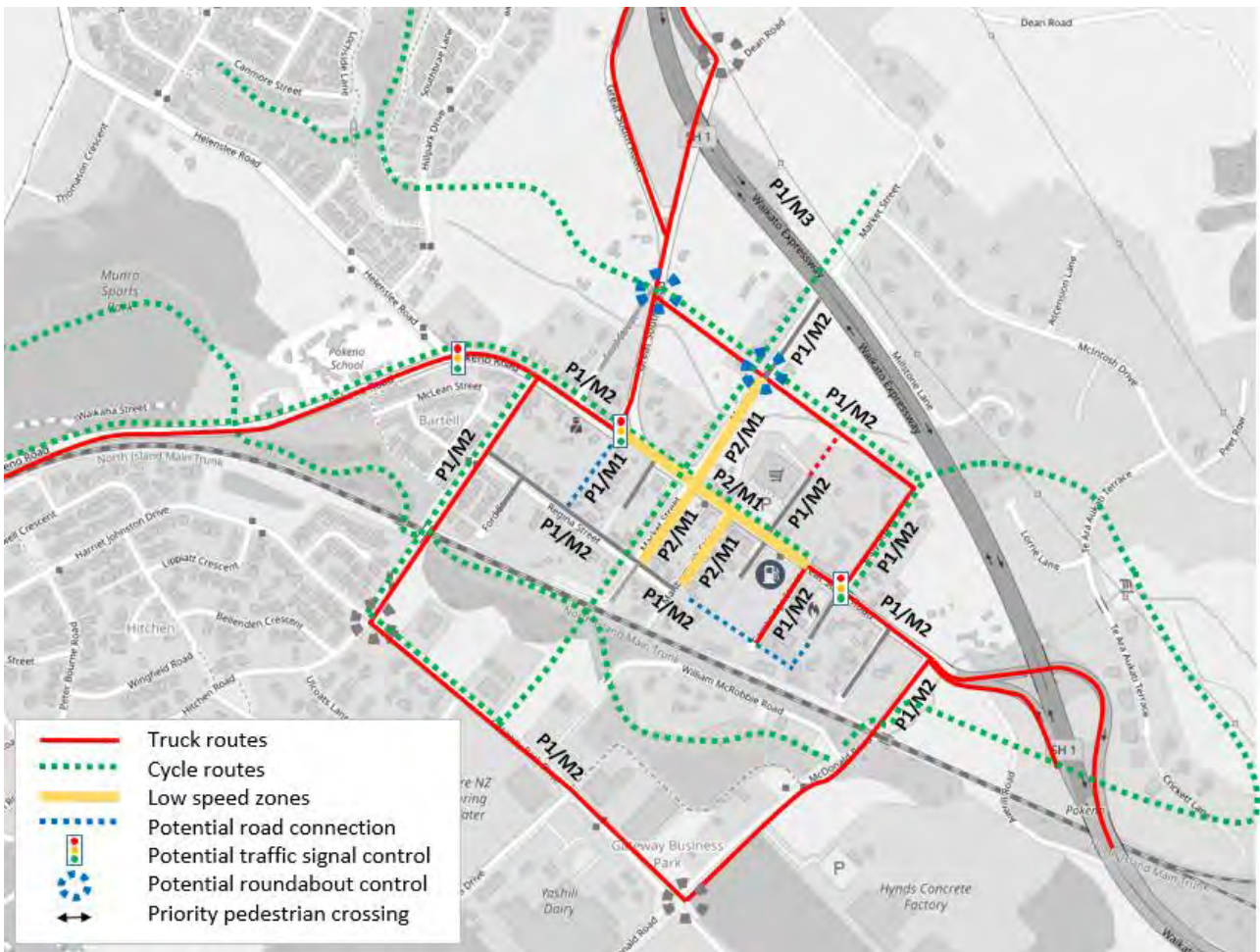


Figure 18: Proposed street typology



Mode and service priority

Modal priority is represented on a modal priority chart.

A mode scoring the highest possible level of priority would be one that is considered the most important within the road or street. Whereas a mode showing low priority indicates that it has less importance in relation to other modes and activities

These modal priorities will help inform and guide the design process.

The following are presents on the following pages:

- ◆ Figure 19 presents the mode symbols and an example of a residential street versus an industrial street
- ◆ Figure 20 presents the existing modal priority
- ◆ Figure 21 presents the proposed modal priority

Figure 19: Modal priority example



Figure 20: Existing modal priority

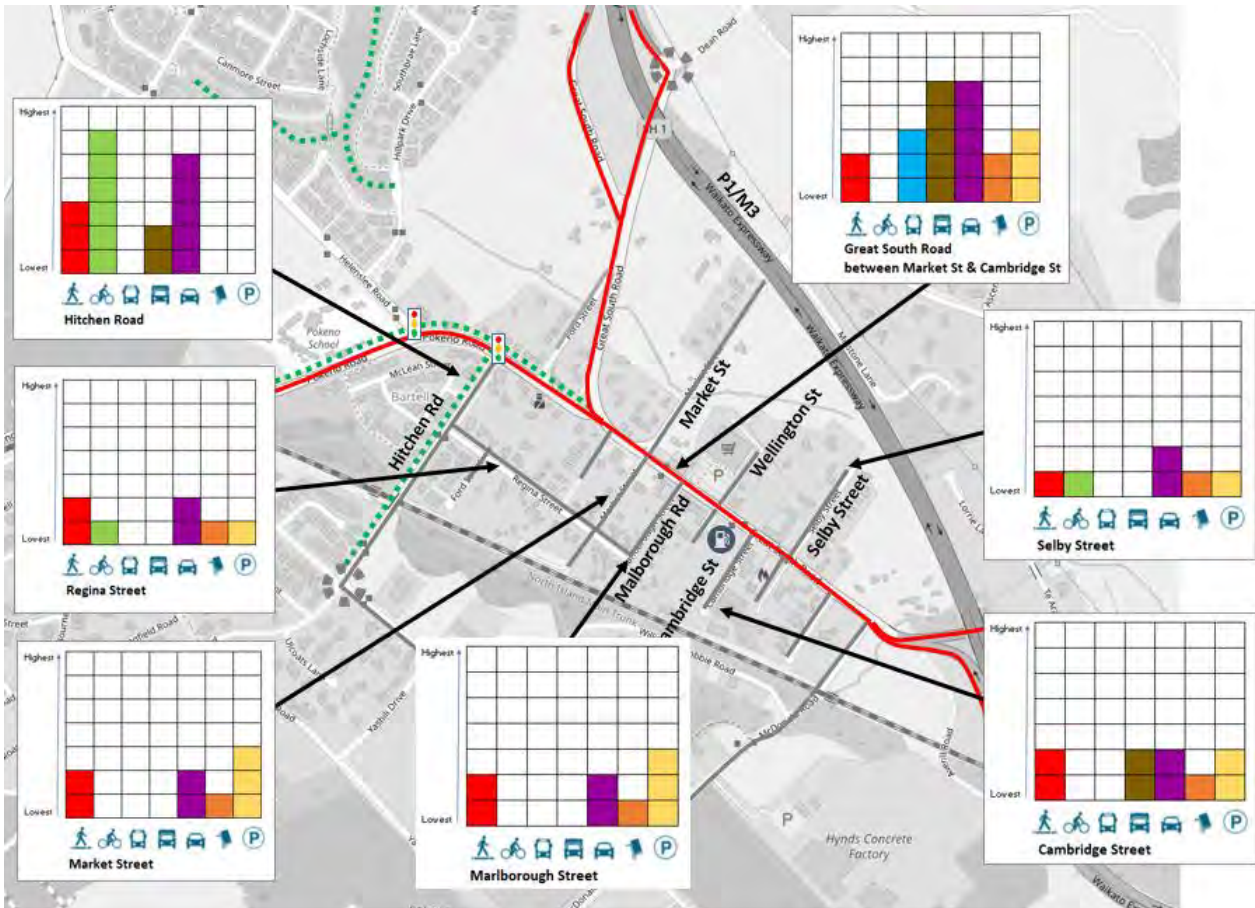
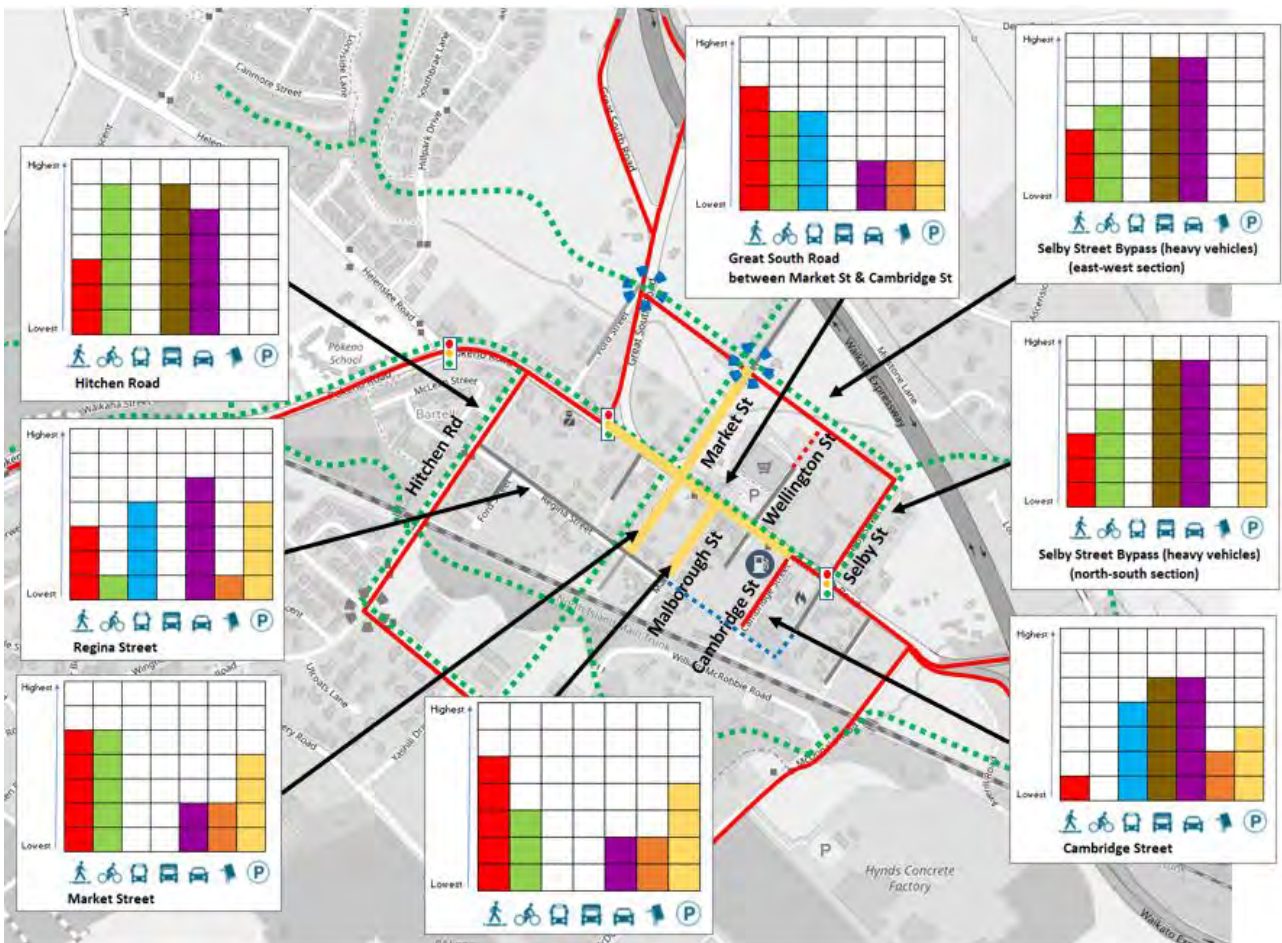


Figure 21: Proposed modal priority



To	Strategy and Finance
Report title	Resident Perception Survey – Third Quarter Results

1. Purpose of the report

Te Take moo te puurongo

The purpose of this report is to provide the Strategy and Finance Committee with a high level update on the insights gained from the data collected from the Resident Perception Survey for January – March 2022. The data was presented as part of the LTP KPI report also on this agenda for the Strategy and Finance Committee.

2. Executive summary

Whakaraapopotanga matua

This report outlines the insights from the survey on:

- a. what we are doing well – areas of significant improvement and celebrating where our results are above all of the councils benchmarking average; and
- b. what we need to work on – areas of significant decrease in resident satisfaction, and our plans for that.

3. Staff recommendations

Tuutohu-aa-kaimahi

THAT the Resident Perception Survey – Third Quarter Results Report be received.

4. Background

Koorero whaimaarama

The Resident Perception Survey is undertaken quarterly by Key Research.

The survey is reviewed by the Resident’s Survey Action Team – which are a cross organisational group of business owners that receive data from this survey. This group analyses the data and looks to see if there are any drivers that are influencing the data and also if there are actions that can be put in place to improve what we do to reduce negative feedback.

Upon receipt of the survey data, **24 Service Requests** were raised, and **18 staff/business units** were recognised for providing a **good experience** to our communities.

5. Discussion Matapaki

5.1 Areas of significant improvement

- How well footpaths are maintained
- Availability of cycleways
- How well roads are being maintained
- Litter, illegal dumping and graffiti control
- Animal management (dog and stock control)
- Fees and charges are fair and reasonable

5.2 Areas of significant decrease in resident satisfaction

- Community halls
- Customer Satisfaction scores

5.3 Survey Result Analysis

Footpaths - Significant improvement in public perception was seen in Eureka and Huntly wards as they were targeted areas from the quarter 2 Resident Survey result. It is believed the added attention on some problematic footpaths and the installation of new handrail on the Huntly railway bridge have contributed to this improvement.

The verbatim feedback indicated that the width of some footpaths was a concern. It is believed that a lack of maintenance of overgrown grass alongside the footpaths is the most likely cause of this issue.

Cycleways - An improvement in cycleway satisfaction has been seen district wide, apart from Tuakau. This was believed to be due to the promotion of the new section of cycleway that was opened in Tamahere recently.

Roads - The improvements in resident perception are aligned with this summer period where less potholes have formed due to the drier weather and extensive resurfacing work that has been completed district wide.

Litter, illegal dumping and graffiti control - Greater satisfaction has been seen in Tamahere, Newcastle, and Tuakau. During this survey period, council weren't as impacted by covid border restrictions as the previous period. In regard to the changes, staff are assessing illegal dumping and collecting dumped goods where practical. This this has resulted in fewer jobs being assigned to contractors which has speed up resolution times in some cases.

Animal management (dog and stock control) - Hukanui-Waarenga, Ngaruawahia and Tamahere. During the last quarter the Animal Control team have been very visible on social media, radio and media releases openly discussing the Dog Control Bylaw and Policy and proposed changes which we believe has made an impact in terms of visibility and satisfaction.

Fees and charges - District wide we have seen improved or stable scores. The one outlier to these results is Huntly which has the greatest dissatisfaction. It is unclear why this is.

Community halls -The greatest dissatisfaction related to Awaroa Ki Tuakau and Raglan. Raglan dissatisfaction has grown in back-to-back survey results. Raglan and Tuakau were both vaccine mandated halls to align with our facilities policy. The mandate put a higher responsibility on the users to clean after themselves and wear masks where appropriate, which we believe to have impacted this result.

Customer Satisfaction scores - A significant decrease in customer satisfaction has been seen across all customer service measures which include effort, ease, time to resolve, accuracy of information and staff understanding. The most dissatisfied wards were Tamahere and Awaroa Ki Tuakau. The results were expected due to increased volumes of resource and building consent applications and the volume of staff who have been affected in some way by covid. Covid has impacted the ability for some areas of the business to meet service level agreements.

Three Waters – There was an emerging theme of concern among some residents about the lack of awareness of what is occurring with this reform. It was acknowledged by the Residents Survey Action Team but is currently out of council control.

Vaccine Mandates – Since the receipt of the survey results, council has removed its vaccine mandate requirements and has promoted this change publicly.

Online Library Services – Analysis of the verbatim feedback identified some lack of awareness of our library's online offerings. The library team will be tasked with addressing this issue.

Pokeno Main Street – Concerns were also highlighted about the condition of Pokeno's main street, however assessments of the street have confirmed it is in good condition.

5.4 Celebration (performance above All of Council Benchmarking Average)

Topic	Satisfaction percentage %	All of council satisfaction benchmark average
Enquiry handling	70%	58%
Waste management & minimisation	67%	66%
Water supply reliability	89%	82%
Value for money	51%	42%
Water management	64%	59%
Sewage systems	83%	76%
Kerbside collection	83%	78%
Sealed roads	51%	45%

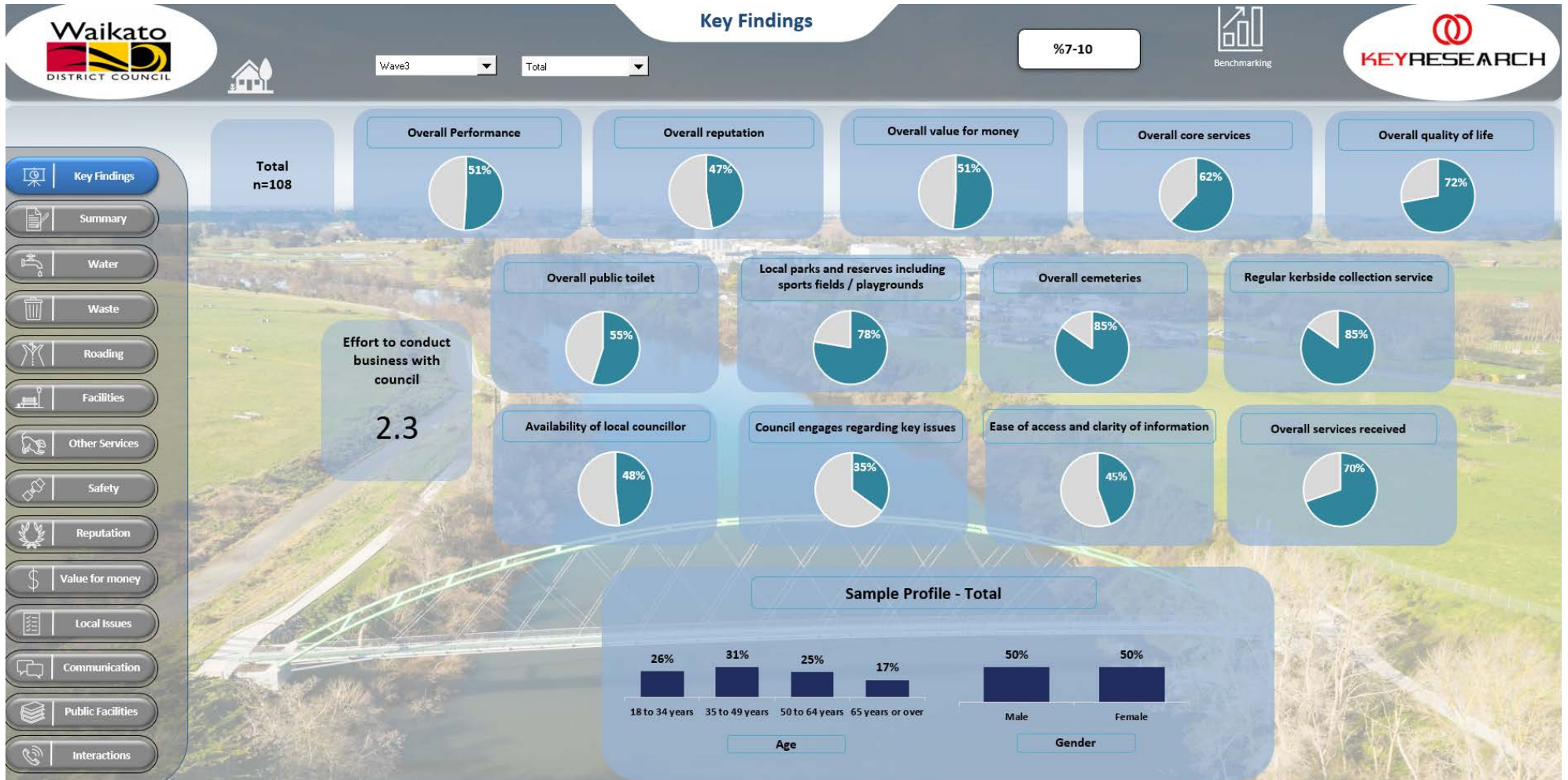
6. Next steps Ahu whakamua

- 6.1 Footpaths** – Explore additional funding options through the next LTP to improve the maintenance of grass alongside footpaths, and the possibility of widening where necessary.
- 6.2 Community Halls** - A new role has been appointed with a Community Hall specific focus, which will make contact with these halls and see what assistance they need moving forward to improve their users' experiences.
- 6.3 Online Library Services** – Council's Library Leadership Group have been tasked with exploring additional ways in which council can promote our digital library services.

7. Attachments Ngaa taapirihanga

Attachment 1. Q3 Resident Survey Snapshot

Date:	28 April 2022
Report Author:	Reece Turner, Customer Experience Manager
Authorised by:	Sarah Bourke, Acting General Manager Customer Support



To | **Strategy and Finance Committee**
Report title | **Exclusion of the Public**

1. Staff recommendations
Tuutohu-aa-kaimahi

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
Item number PEX 1 Confirmation of Minutes	Good reason to withhold exists under Section 6 or Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

Item No.	Section	Interest
Item PEX I Confirmation of Minutes		Refer to the previous Public Excluded reason in the agenda for this meeting.

2. Attachments Ngaa taapirihanga

There are no attachments for this report.

Date:	11 March 2022
Report Author:	Grace Shaw, Democracy Advisor
Authorised by:	Gavin Ion Chief Executive
