Awanui
Township Plan.
Northland Townships.

04 November
2019
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Isthmus.

WAKA KOTAHI NZ TRANSPORT AGENCY / PROVINCIAL GROWTH FUND TUAKIWENUA / Twin Coast Discovery

Acknowledgements.

The design team collaboration for this project includes Isthmus, Flow Transportation and DVQS, alongside our Northland collaborators Kaihuna, Ākau Studio (based in Kaikohe), and Matakohe (based in Whangarei).

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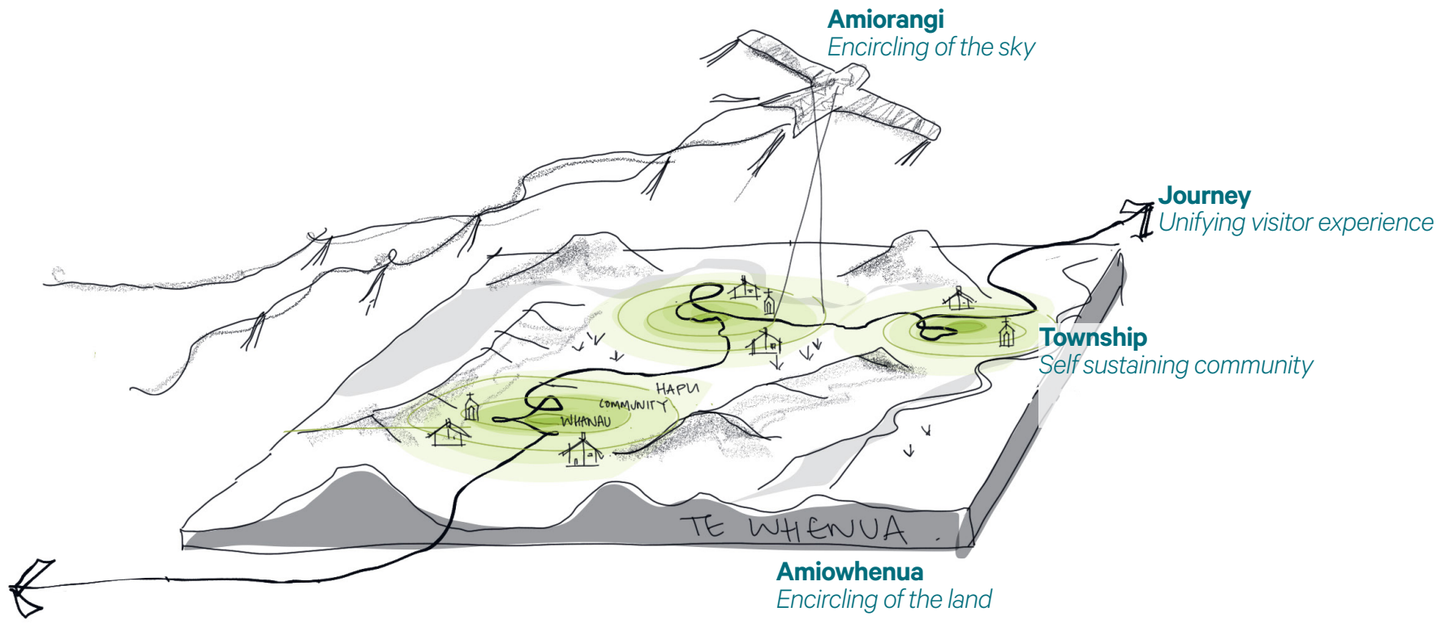
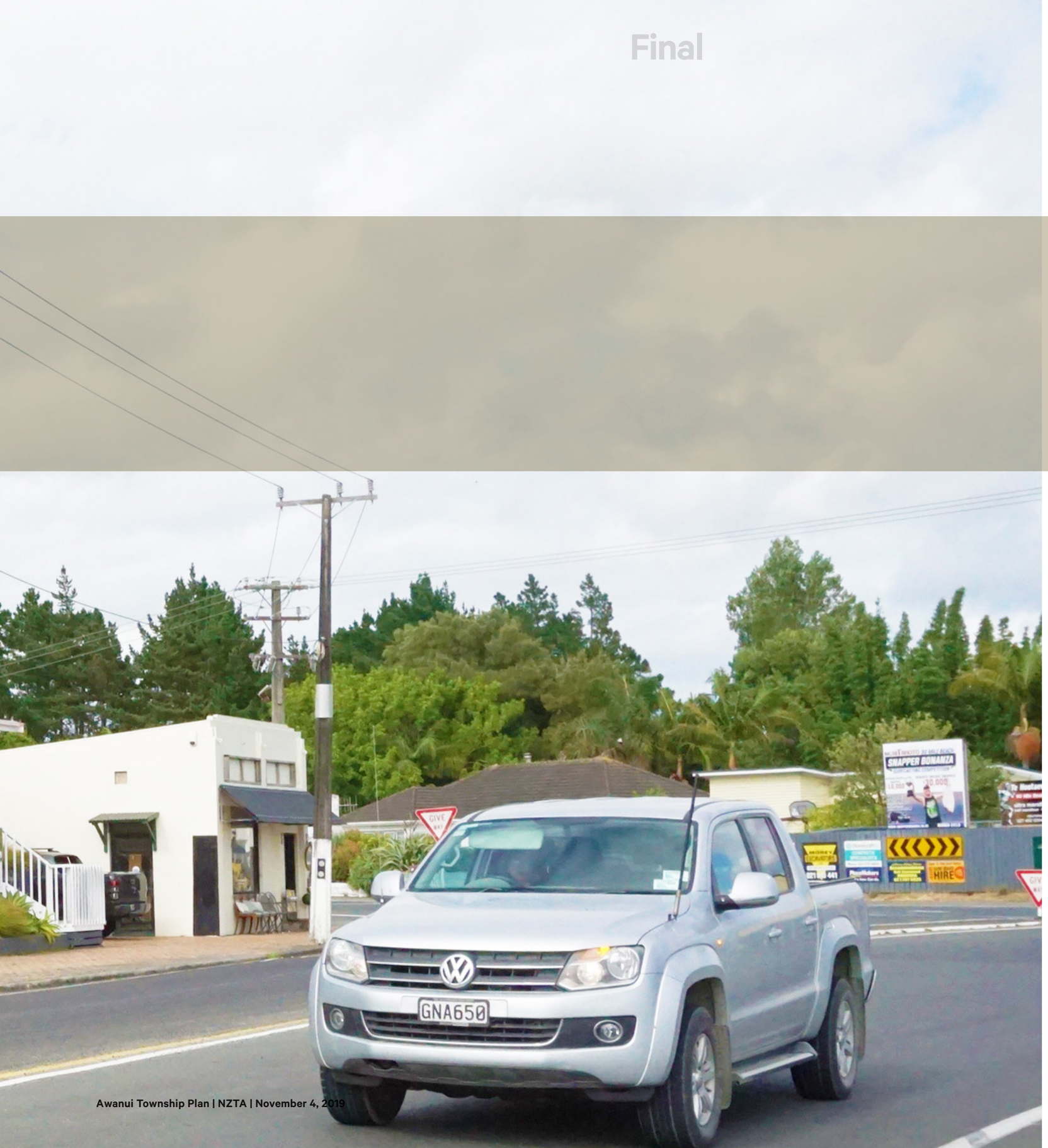


Introduction.

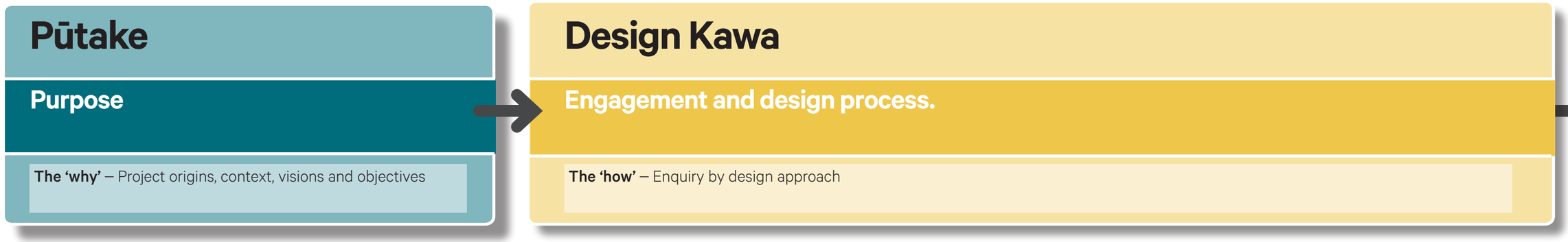
“Most residents have had a long association with Awanui. They have seen the heyday and have also seen the changes. They know that Awanui has had a special role in the development of the Far North and they believe it can do so again.”

Awanui Community Developement Plan, 2008.

1. Executive Summary.



Executive Summary.



Pūtake. Purpose.

The Township Plans identify projects that have potential to bring mutual benefit to the community and visitors to Awanui. This guides investment that will enhance amenity and function in order to elevate the visitor experience and promote 'stop, stay and spend'. It is anticipated that the Township Plans could be used to support future funding applications, as well as for Council planning, work programmes and District Plan Review. They can also be used by the communities themselves to visualise, support and even lead community projects.

Strategic investment in the transport system is a key enabler to broaden Northland's destination appeal and increase visitor spend, while creating safer, stronger and healthier connections for communities. The Twin Coast Discovery Route (TCDR) is an integral connector for the communities whose businesses and jobs are related to tourism, and who use the network for business, leisure and commuting on a daily basis.

The Northland Economic Action Plan (NEAP) recognises the Twin Coast Discovery Route as a key tool for unlocking regional economic growth. The aim is to tilt investment north and northwest, to make the most of tourism opportunities. Success will come from close collaboration between all project partners with a coordinated commitment to securing funding and implementation.

Design Kawa. Process.

The Awanui Township Plan has been developed through an 'Enquiry by Design' process with a Community Focus Group over the course of two full day workshops in May and June 2019, and tested through an open community drop in session in June 2019. The Township Plan captures what is important to the community about their town, and priorities for improvement projects within a 'key moves' vision framework. It provides a spatial representation of priority improvement projects to assist with a coordinated approach to investment.

A 'Design Kawa' approach has been developed through consideration of the big scale networks and connections between townships along the 800km Twin Coast Discovery Route in an Urban Landscape Design Framework (ULDF), and at the local scale by building on community-led placemaking and development initiatives (Awanui Community Plan Updated 2008). The Township Plan considers place, identity and function from a community perspective, and opportunities to 'stop, stay and spend' from a visitor perspective within a mutual benefit framework of 'Tūmatanui (What is shared/public forms) and Tūmataiti' (What is held/internal focus).

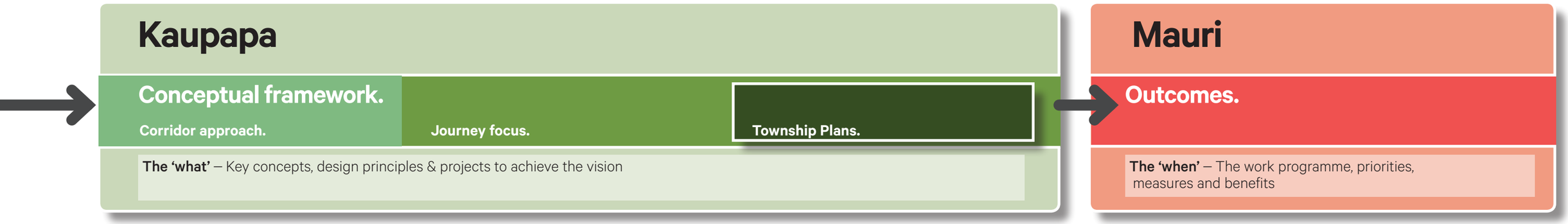
Awanui is linked to Northland journeys by the Twin Coast Discovery Route (TCDR), and will be boosted by strategic investment in Northland Townships along the TCDR through a partnering approach between the NZ Transport Agency (NZTA), Councils, Iwi Hapū, Northland Inc. and the community.

In attempting to understand the user experience of visitors (both domestic and international), there is a need to first understand the local experience and challenges faced with everyday travel, work and wellbeing. The key problems looked at in the Awanui Township Plan are:

- How to promote destination appeal and amplify the visitor experience, without compromising environmental or social wellbeing outcomes for the community
- How to reduce vehicle speeds and conflicts with heavy vehicles through the town, making it safe and easy for pedestrians and cyclists to move around.
- With under-investment being a broad issue across Northland, identifying what type of investment is the key focus for this township, in order to uplift the level of consistent service for visitors and the community and step beyond 'business as usual'.
- How to achieve resilient, enduring and transformative outcomes while acting on immediate and basic needs for safety, maintenance and tangible 'early implementations' that signal positive change.
- How to leverage opportunities at a journey and network scale- using big connectors and economies of scale- like walkways and cycleways, water travel and services, heritage and cultural trails.

Key: TCDR: Twin Coast Discovery Route, PBC: Programme Business Case, ULDF: Urban Landscape Design Framework.

Executive Summary.



Kaupapa. Framework.

Not all of the improvement projects identified in this Township Plan are related to roading specifically, but the TCDR creates the potential for investment in predominantly public spaces that unlock destination and communal appeal- such as streets and roads, parks and civic spaces, waterfronts and cycleways, and strategic attractions. Managing safe speeds through townships with low cost, low risk improvements to safety, movement and access for pedestrians, cyclists and communities are a priority.

Improvement projects are identified for Awanui that will accelerate positive change, while preserving and amplifying the unique natural, historical and built environment. These projects will:

- promote 'mutual benefit' for visitors and community, and
- catalyse change and spark innovation that connects with place and identity, and/or
- carry momentum to grow existing initiatives, and/or
- change or improve the function of public infrastructure.

Improvement projects are grouped into three categories or themes:

Journey — Predominantly infrastructure projects that improve state highway and local roads, with a focus on safe systems design, and speed management 'toolbox' interventions that help to reduce vehicle speed and conflict, promote safe walking and cycling, and assist with directions and wayfinding.

Landscape — Environmental and ecological restoration projects that promote healthy waterways and climate change resilience, and local walking and cycling or water based trails that provide new experiences and connections.

Destination — Communal public spaces and attractions that have appeal for both visitors and locals, such as civic and cultural hubs, recreation and play spaces, information and education, events and festivals, shopping and hospitality.

Mauri. Outcomes.

The improvement projects identified are both large and small — they are packaged in a way that achieves a mix of 'low cost, low risk' interventions for early implementations, and longer term transformative projects that will require further design and feasibility investigations. Improvement projects are staged across short term (1–3 year), medium term (3–5 year) and long term (5–10 year) timelines, with consideration for independencies. Priorities reflect community aspirations, balanced with technical and funding considerations that will archive multiple benefits and wellbeing outcomes for communities.

The Township Plans are a starting point for investment, based on the understanding that the Plans, and the improvements they promote, have been identified through an 'Enquiry by Design' process with community and council representatives. The NZ Transport Agency and Councils will take a lead role in making decisions around how to finance and implement the projects and partnership opportunities which they own, as appropriate. In particular, this requires a collaborative approach with Treaty Partners to build opportunity and commitment to mātauranga māori outcomes that uplift Iwi/ hapū values and support communities.

Initiatives identified within the Township Plans may be funded by the Transport Agency from the National Land Transport Fund (NLTF), by Council's or using contributions from the Provincial Growth Fund (PGF). It is possible that delivery of the plans will be funded from multiple sources. The Township Plans provide information from which the Transport Agency, MBIE and Councils can make funding and priority decisions for investment.

Executive Summary.

Themes, Clusters, and Ideas.

Awanui was one of eight townships selected by the Transport Agency through the TCDR Programme Business Case consultation workshops, where stakeholders identified priorities for towns based on common issues and attributes, and opportunities to leverage other strategic initiatives to tilt investment westward.

The 'Enquiry by Design' process identified broad overarching themes common to Northland townships and townships, sharing the same geographical area and transport networks. This process has given us further clues to problems and opportunities for Awanui that might be addressed at different scales. All of these themes need to be considered holistically in order to achieve regenerative and sustainable outcomes for Rawene that contribute to self-sufficiency and wellbeing.

Awanui Cluster:
In 2008, a Far North Community Charette looked collectively at Awanui, Kaitaia and Ahipara, identifying ways in which development in the region could be mutually beneficial to all three towns. These three towns together support the wider Te Hiku Region, its industry and its tourism. Awanui, Kaitaia and Ahipara all have unique strengths, communities and visitor offerings, and each town can play a different role within the region. The community and its leadership see value in finding ways to connect and support the three towns, rather than allowing them to compete with each other. Situated within the Awanui river catchment, Kaitaia is significantly larger than Awanui and Ahipara. Ahipara is a coastal surf and holiday town, defined by its location at the foot of 90-Mile Beach; Awanui was built on the river, where for many years it functioned as a river-based shipping and transport town; and Kaitaia has become the commercial and administrative centre of the Far North.

Awanui:
Awanui is a small town founded on the Awanui River, it is centered on the junction of SH1, connecting through Awanui to Cape Reinga in the North and to Whangarei in the South, and SH10, which commences in Awanui and connects to Taipa/Mangonui in the east. The township was once a busy shipping town with an operating wharf. Boats carried flax, timber and gum down the river out to Rangaunu harbour where goods were transported down the coast by sea. Awanui was a crucial transport link for the establishment of early flax and timber industries in the far north, and supported the growth of towns and agriculture in the wider area.

Since the wharf was disestablished Awanui has become, for most visitors, simply a town they pass through on their way to more well-known destinations. However Awanui has potential to grow and position itself as a stopping point within a bigger Northland journey. Awanui sits close to sea level in a low-lying river catchment which is susceptible to flooding, and sea level rise is predicted to cause issues for the township in the future. Resilience in the transport network is required because there are no bypass options if SH1 and SH10 are flooded at the Awanui junction.

Problems.
TCDR PBC.

Framework.
Kaupapa.

Themes.
ULDF.

Problem 1. The destination appeal of Northland's visitor industry is focused in a few locations and only at some times of the year, which is a lost economic opportunity for all of Northland.

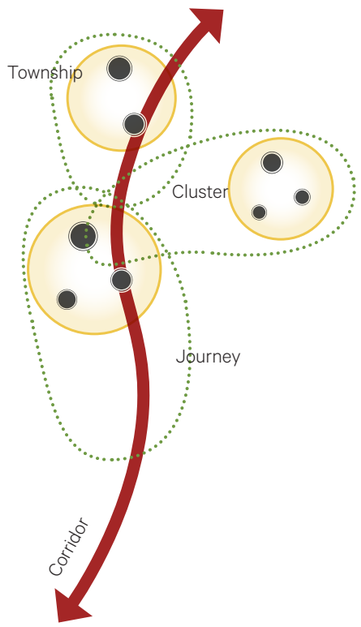
Problem 2. Variability in the customer level service of the TCDR and key Northland Journey fails to meet the resilience, safety and road amenity expectation of all users.

- Welcome/farewell
- Mana
- Manaakitanga
- Taurimatanga

Improvement themes	
Place	Public realm and open space, Community heart, Legible town
Movement	Connections, Safety and access, Wayfinding
Experience	Parking and convenience, Places to stop, stay, spend, Local attractions and explorations

Key: TCDR: Twin Coast Discovery Route, PBC: Programme Business Case, ULDF: Urban Landscape Design Framework.

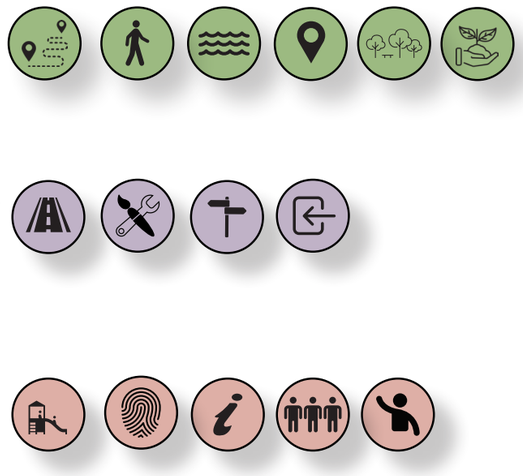
Executive Summary.



Investment Objectives.
Township Plans.
(Enquiry by design)

Landscape	*Identify with Landscape*
Journey	*Experience the Journey*
Destination	*Coming to Life*

Improvement Projects.
'Toolkit' Examples.



Landscape Projects: Cycling and trails; Ease of pedestrian movement; Access to the water; Markers, artwork and wayfinding; Gathering amenities; Environment and ecology.

Journey Projects: Roading, safety and speed management; Road maintenance and improvements; Directions and sign posting; Thresholds and gateways.

Destination Projects: Parks, sports and events; Experience, identity, community and business; Information and rest stops; Gathering places; Visitor facilities.

Awanui Key Moves Plan.

Legend: Key Moves.

- Twin Coast Discovery Route/Tourism Byway

Journey

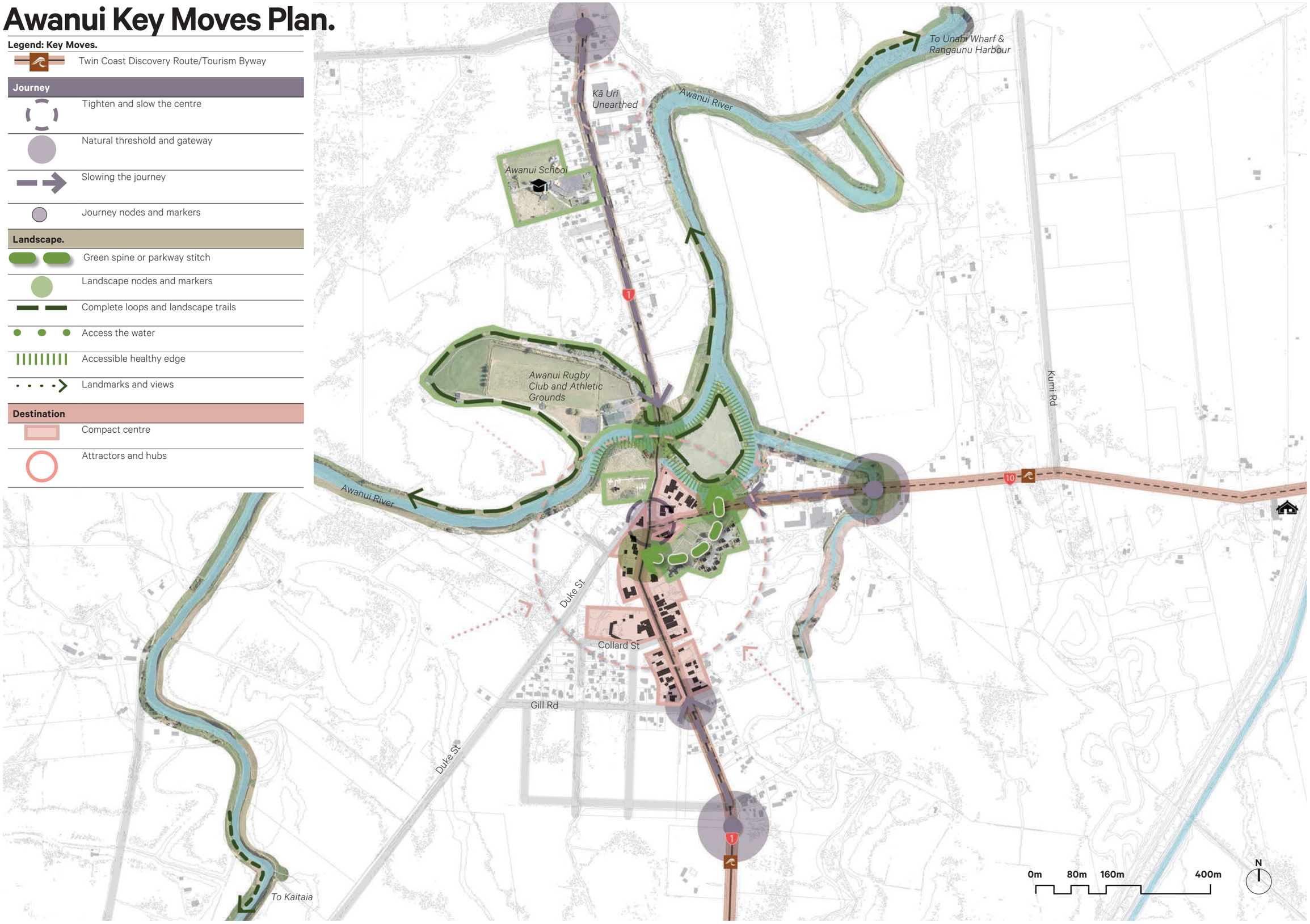
- Tighten and slow the centre
- Natural threshold and gateway
- Slowing the journey
- Journey nodes and markers

Landscape.

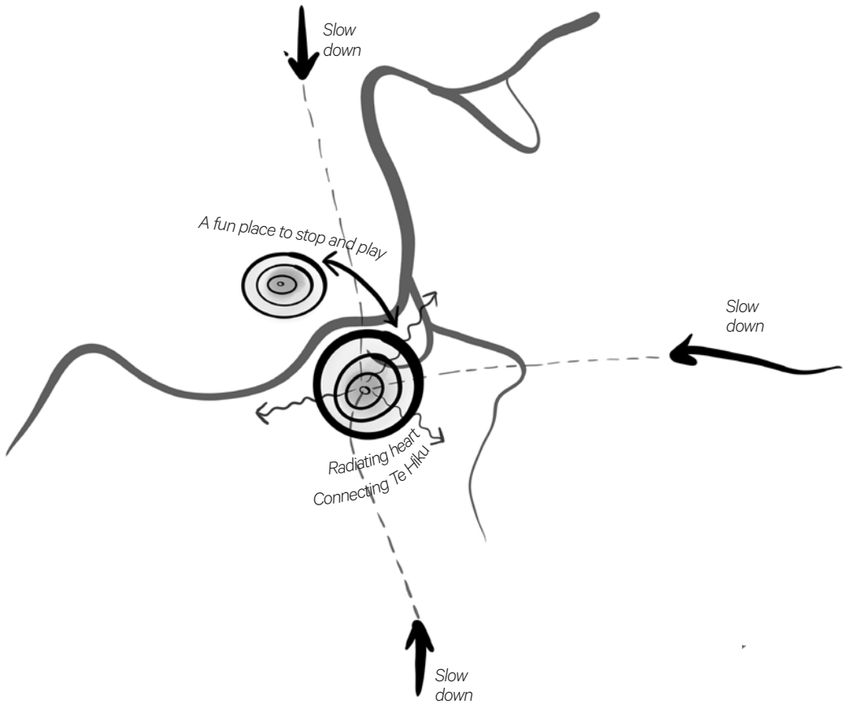
- Green spine or parkway stitch
- Landscape nodes and markers
- Complete loops and landscape trails
- Access the water
- Accessible healthy edge
- Landmarks and views

Destination

- Compact centre
- Attractors and hubs



Vision and Objectives.



Awanui Community/Visitor Key Moves Sketch Map.

Key Move 1

Identify with landscape

Awanui to Te Hiku.

Green link trails network along the awa, rugby club and ox bow loop

Connect the river to the township through the park

Link to the wider *Te Hiku* landscape

Awa restoration

Key Move 2

Experiencing the journey

Awanui - stop!

Slow traffic in approaches to township

Develop natural gateways

Tight and slow town centre

Key Move 3

Coming to life

Awanui junction.

Create a strong civic heart

Improve streetscape to create safe, welcoming places

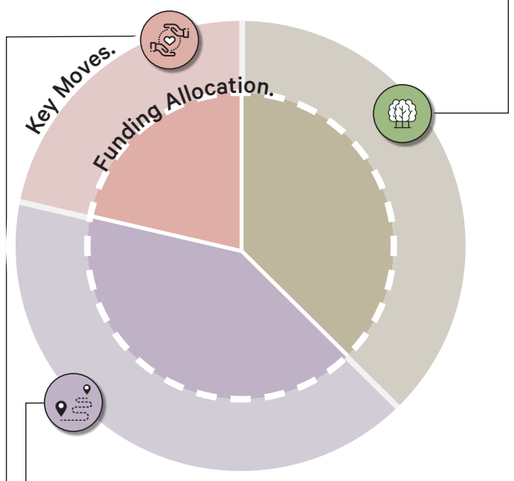
Support identity, branding and innovation

Visitor information and facilities

Improvement Project Timeline.

Short Term.
Early implementations.
0-3 Years.

Identify with landscape.
Awanui to Te Hiku.
- Awanui River weed clearance, planting and tidy up in partnership with community
- Research and story telling to inform signage boards
- Planning for trails

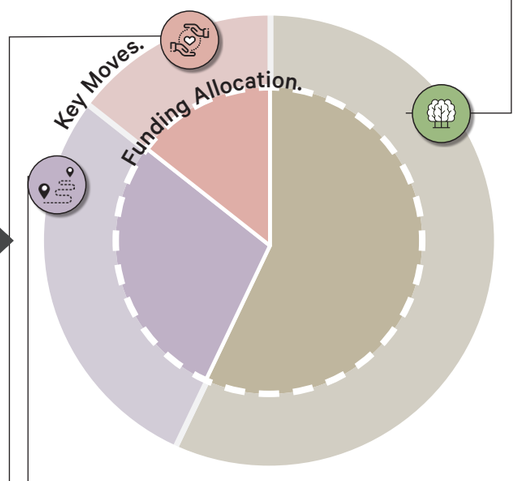


Experiencing the journey.
Awanui - stop!
- Streetscape improvements in town centre around the junction including pedestrian crossings, footpaths and landscaping
- Traffic calming and speed management interventions
- Road resealing at the junction
- SH1 and SH10 speed threshold treatment, signage and planting
- Safety improvements to school zone slow speed environment and pedestrian crossing
- SH1 foothpath widening and extension from town to school
- Sh10 footpath extension to park and pedestrian crossing to river

Coming to life.
Awanui Junction.
- Streetscape maintenance and tidy with businesses
- Church frontage tidy up
- Visitor information, rest stop and campervan parking on SH10

Mid Term.
Mid Term Gains.
3-5 Years.

Identify with landscape.
Awanui to Te Hiku.
- Start building Awanui River walking and cycling trails, including; Rudby club play and exercise trail; Oxbow trail information wayfinding; Trails to Kā Uri Uneather and storyboards.

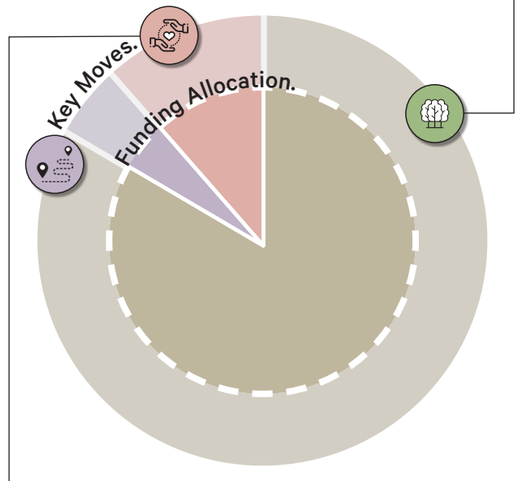


Experiencing the journey.
Awanui - stop!
- Intersection upgrade for SH junction, artwork amenity at junction
- Extend town centre streetscape improvements along SH1 and SH10 to edge of the town centre
- Pedestrian crossing to support trail, loops
- SH10 footpath extension and painted cycle lane

Coming to life.
Awanui Junction.
- Church frontage information signage and planting to flood remediation works
- EV station and landscaping at visitor rest area
- Streetscape upgrade stage one, including foothpaths, artwork and tree planting
- Park upgrade - walkways, seating and planting
- Carpark/campervan parking, visitor information area

Long Term.
Long Term Transformations.
5-10 Years.

Identify with landscape.
Awanui to Te Hiku.
- Awanui River continued planting, restoration and extension of walking and cycling trails
- Water access for kayaks and waka



Coming to life.
Awanui Junction.
- Streetscape upgrade stage 2, including footpath extension and carparking
- Destination playspace and gathering area

Plan reference

Number	Name
LANDSCAPE	
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.
1B	Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas
1C	Trail 3 - River trail to Unahi, Awanui River edge restoration and esplanade priority areas.
1D	Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas.
1E	Pedestrian access across SH1 North Bridge
JOURNEY	
2A	SH 1 and SH10, and Duke Street intersection upgrade
2B	SH1 and SH 10 street environment through town centre
2C	SH1 South 50km environment and slower speed improvements.
2D	SH1 North 50km environment and slower speed improvements.
2E	SH 10 East 50km environment and slower speed improvements.
2F	Footpath improvements SH1
2G	Footpath improvements SH 10 East
DESTINATION	
3A	Awanui Junction Streetscape
3B	Park Development and green link to the river.
3C	Church frontage and streetscape upgrade.
3D	Information, visitor rest stop, car parking

Awanui Improvement Plan.

Spains Rd
Kā Uri Unearthed
Awanui River
Kumi Rd
Awanui School
Note: Speed sign to be removed (as replaced with school speed zone)
SH 1
Awanui Rugby Club and Athletic Grounds
SH 10
Park
Awanui River
Duke St
Long St
Queen St
Gill Rd
SH 1

2D
1C
2F
1A
2D
1E
1B
2E
2B
3C
2E
1D
3A
2G
2A
3D
2B
3B
2C
2F
2C

Legend.

1. Landscape Improvements.

- Environmental restoration
- Weed removal and environmental restoration
- Walk and cycle trails

2. Journey Improvements.

- Town centre slow speed enviroment
- 50 km environment slower speed improvements
- Existing footpath improvements
- New footpath extension
- Footpath widening
- 100m interval threshold treatments
- New zebra crossing
- New raised zebra crossing
- Pedestrian central refuge island
- Roundabout investigation
- 'Left in /left out' intersection
- Existing speed signage
- Existing speed signage relocated
- Proposed speed signage
- Proposed repeated signage
- School speed signage
- Existing public toilets

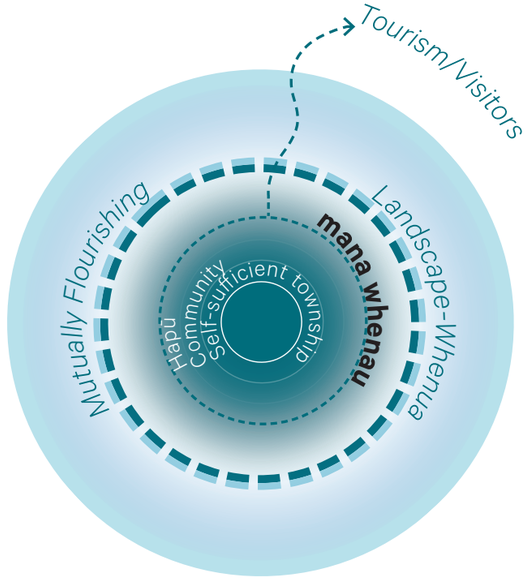
3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

2. Pūtake. Project Origins & Purpose.



WAKA KOTAHI NZ TRANSPORT AGENCY | PROVINCIAL GROWTH FUND TUAWHENUA | Twin Coast Discovery | Isthmus.

The Twin Coast Discovery Route.

The Twin Coast Discovery Highway is an 800km scenic touring route of both the east and west coasts of Northland. The circular route is designed to connect with key tourist attractions and infrastructure. The Twin Coast Discovery Route (TCDR) is a key element to the region's tourism strategy and economic development plan.

The Twin Coast Discovery Route Programme Business Case (PBC) recognises that Northland is not making the most of its tourism and visitor appeal. The visitor industry thrives in isolated pockets on the eastern side of Northland over summer, but destination appeal and visitor spend outside this area and season is diminished.

This diagram below shows the specific work areas for each of the four work streams that are included in this first iteration of the Action Plan.

Northland Twin Coast Discovery Route Township Plans, Contract Number 2018456. P 15. 1st November 2018.

Awanui Township Plan | NZTA | November 4, 2019

Programme/project context.

Purpose of the ULDF.

The purpose of the Urban Landscape Design Framework (ULDF) is to understand and acknowledge:

- The character areas, landmarks, features and attractions along the journey at a landscape scale;
- The clustering relationship between townships and stopping places, and spatially where the key networks, connections and communities are best integrated;
- The potential for servicing the tourism sector, what is unique about each place, and the types of initiatives that are appropriate for each type of town.

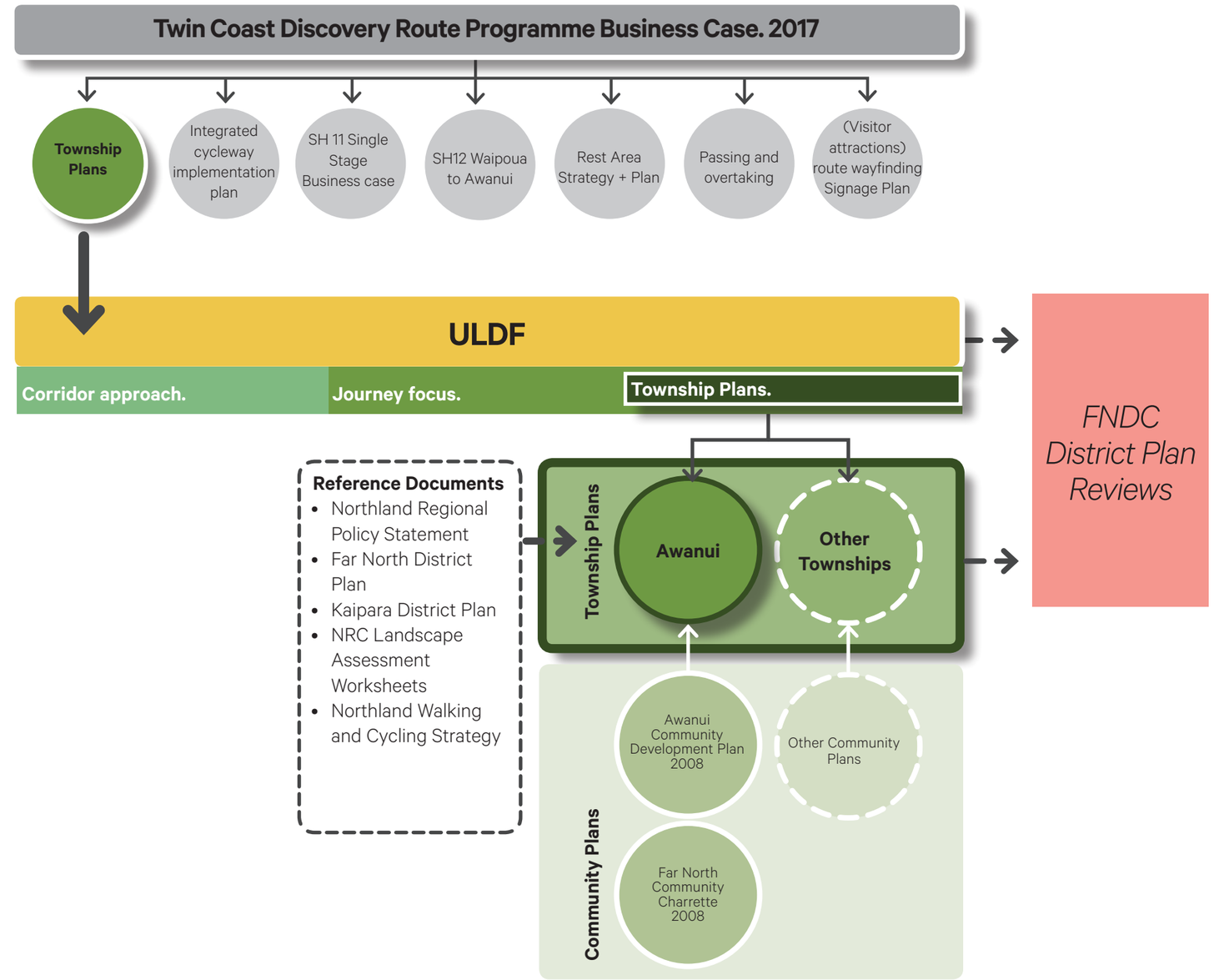
Purpose of the Township Plan.

Township Plans are needed to guide investment that will enhance township amenity and function, to attract visitors and encourage them to stop and spend money in the community.

For each township, spatial function, movement and place initiatives will strengthen public realm and open space. These placemaking moves position the specific development opportunities in each town and build on community led development plans and placemarking initiatives already underway. Improving safety, accessibility, attractiveness and convenience of stopping and gathering places will help unlock and enable new opportunities for growth.

Audience - Who is it for?

The Township Plan is primarily for funding application prioritisation purposes, to be used by local authorities to support future funding requests and strategic planning. Local authorities may seek funding from the Provincial Growth Fund (PGF), National Land Transport Fund (NLTF), Tourism Investment Fund (TIF), Council Long Term Planning (LTP) Sponsorships and other sources. The Township Plan also informs the Far North District Plan Review and will be referenced by the Far North District Council (FNDC). It is also a document for the community to continue to advocate for and effect change locally.



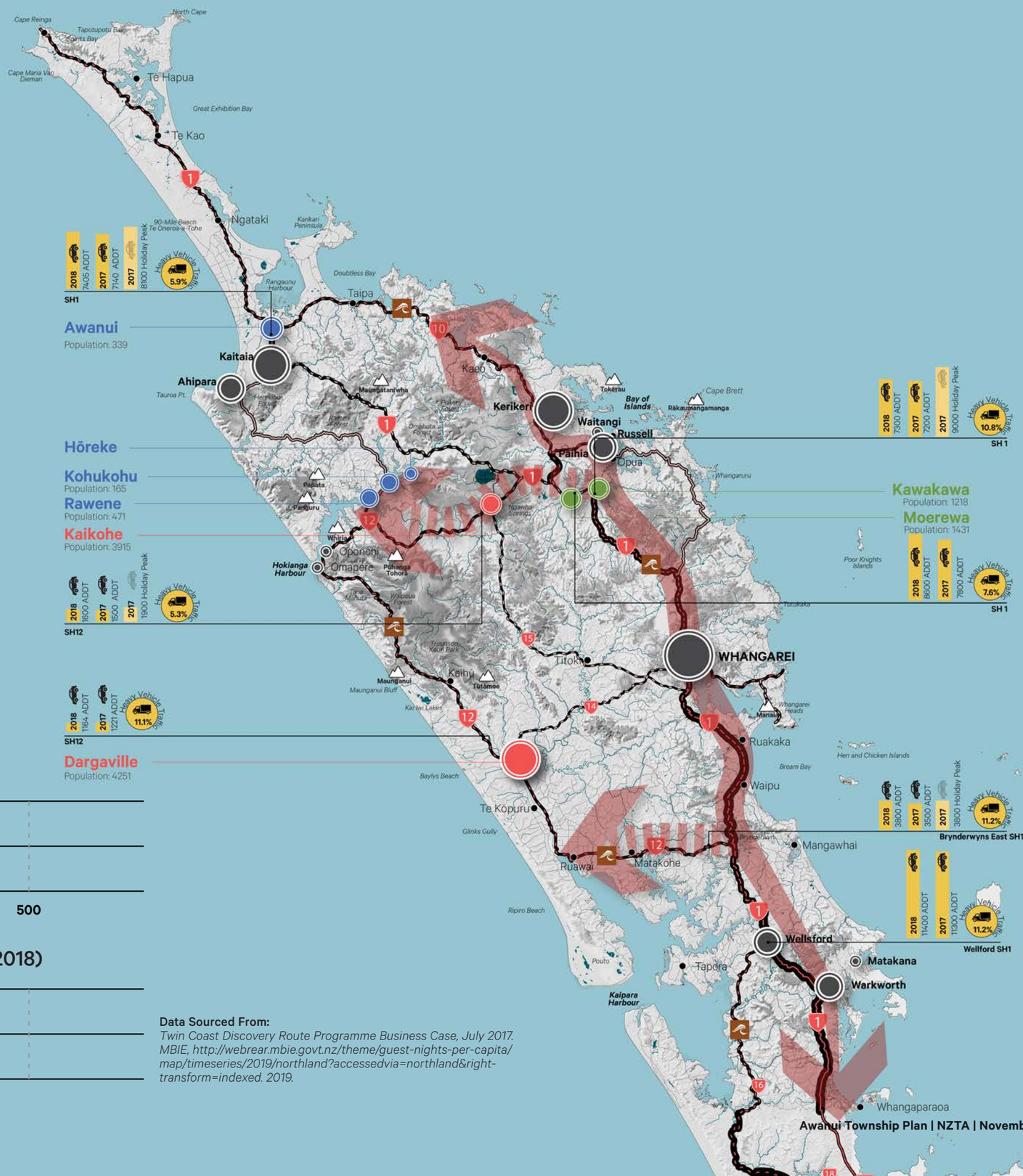
Problem Definition.
The TCDR Programme Business Case (PBC).

Legend.

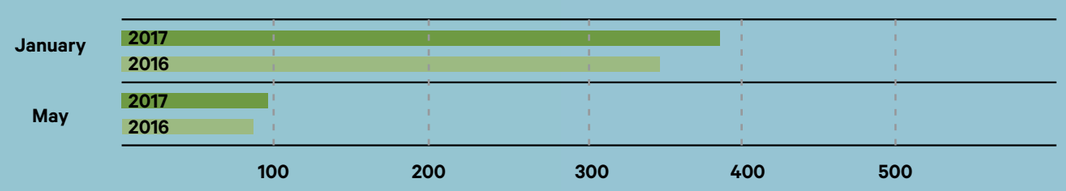
- 10,000-50,000 Average Vehicle Count Per Day
- 5,000-10,000 Average Vehicle Count Per Day
- <5,000 Average Vehicle Count Per Day
- High Volume Road - Road Classification
- National - Road Classification
- Regional - Road Classification
- Primary Collector - Road Classification
- Secondary Collector - Road Classification
- Arterial - Road Classification
- Highway - Road Classification

Data Sourced From:
Twin Coast Discovery Route Programme Business Case, July 2017.

NZTA, State highway volumes by region, https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/ October 2019.



Guest Nights - Quarterly in Northlands



MBIE Domestic vs International Expenditure in Northland (2018)

Data Sourced From:
Twin Coast Discovery Route Programme Business Case, July 2017.
MBIE, http://webrear.mbie.govt.nz/theme/guest-nights-per-capita/map/timeseries/2019/northland?accessedvia=northland&right-transform=indexed. 2019.

Problem Definition.
The TCDR Programme Business Case (PBC).

NEAP- Economic Growth Activity.

Currently Northland includes disparities between east and west, and in particular the low population and geographical remoteness of the western and northern part of Northland show high deprivation and unemployment, low income, population decline, and poorer educational outcomes. Communities are becoming fragmented as many young people are moving away to find long term opportunities in urban areas. Identifying transport as an enabler for visitor industry opportunities along the TCDR will help address Northland's current socio-economic outlook in response to the Tai Tokerau Northland Economic Action Plan (NEAP) by attracting visitors to the west and far north of Northland. Most importantly, the solutions for townships must embrace sustainable Māori cultural frameworks and cultural expressions that empower hapū and support whānau, and lead to mutual benefit in order for communities to thrive.

The TCDR Programme Business Case (PBC).

Two key problems are addressed in the TCDR Programme Business Case (PBC) and provide the context and overarching objectives for the Township Plans. The TCDR programme aims to tilt investment north and north-west, and provides an investment map for the types of options that holistically will provide the greatest benefit to the region, including walking and cycling networks, wayfinding and visitor information, and road network considerations such as stopping places, safety and resilience. The project improvements identified in the Township Plans contribute to this picture of investment, but do not singularly provide all the puzzle pieces.

Problem 1: Destination appeal

The destination appeal of Northland's visitor industry is focused in a few locations and only at some times of the year, which is a lost economic opportunity for all of Northland.

The evidence confirms;
- Northland has a strong visitor economy with significant opportunity for additional economic growth
- Northland has regional dispersal issues and diminished destination appeal outside of key tourist areas of Whangarei, Kerikeri and Bay of Islands.
- Clear seasonality issues (*), which is a lost economic opportunity for the region.

**Visitor numbers are much lower than other regions outside of peak periods. Domestic tourists account for approximately 70% of the visitor spend, with the peak season coinciding with extended holidays throughout the Christmas and long weekends in January/February. Job opportunities in the off-peak season are low and it can be difficult for businesses to stay afloat in the winter.*

Key considerations for the PBC;
- Focus on options that develop economic opportunities on the west coast and the far north outside of the key tourist areas and support the key Northland Journeys
- Focus on options that develop the visitor industry outside of peak seasons
- Add the visitor bar graph diagram here/ associated with this text if layout works

Problem 2: Transport level of service

Variability in the customer level of service of the TCDR and key Northland Journeys fails to meet the resilience, safety and road amenity expectations of all users. The evidence base suggests:
- Resilience, safety and amenity issues are the key level of service parameters for TCDR customers
- The majority of the network has appropriate levels of service, but there are areas with localized issues that need to be addressed.

Key considerations for the PBC
- Develop a programme of transport initiatives that will directly support the parallel development of the visitor industry and improve the reliability, safety and road amenity of the route in a coordinated manner
- NZTA already has developed resilience and safety programmes for Northland; the PBC should focus on the gaps

One Network Road Classification (ONRC), traffic counts and heavy vehicles.

The TCDR routes through townships are defined under the One Network Road Classification (ONRC) as Primary Collector and Secondary Collectors. As defined in the PBC:

'SH12 connects Ohaeawai and Brynderwyn with the majority of the road located near Northland's West Coast. SH12 provides the main connection for towns such as Dargaville, Omapere, Opononi, Kaikohe, and the rest of New Zealand and also passes through the Waipoua Forest. The entire length of the route is identified as a primary collector road. In general, traffic volumes along this route are less than 5000 vehicles per day (vpd) with short sections near Kaikohe and Dargaville carrying between 5000 – 10,000 vpd. SH10 connects to SH1 at the northern and southern ends and extends between Pakaraka and Awanui. From the northern end (near Awanui), it is classified as a primary collector and carries less than 5,000 vpd. SH10 is prone to flooding, in particular near Kaeo.'

In many centres, the presence of a major highway can create severance, road and pedestrian safety, visual, emissions and noise effects, degrading the sense of place to these areas. However, passing traffic is important to the local economies, not only generating income for local service businesses but also presenting opportunities for further growth and the development of visitor attractions

Problem Definition.
The TCDR Programme Business Case (PBC).

Township Plans- Overview of Problems and Objectives in Response to the PBC.

The Township Plans are focused on improvements that are mutually beneficial and sustainable for both communities and visitors. Generally, the towns have experienced historical lack of investment and are looking tired, which is resulting in reduced community pride, reduced confidence in business ventures, and reduced destination appeal for the important visitor sector. Severance and safety issues resulting from heavy vehicles and traffic speeds along state highways, byways and connector routes through towns, detract from sense of place and community. Lifting the 'baseline' standard of these townships, and linking cultural and natural advantages of townships to create authentic visitor experiences will create a more compelling and sustainable value proposition.

Key considerations for the Township Plans in response to problem 1: destination appeal relate to the visitor requirements outlined in the PBC as follows:

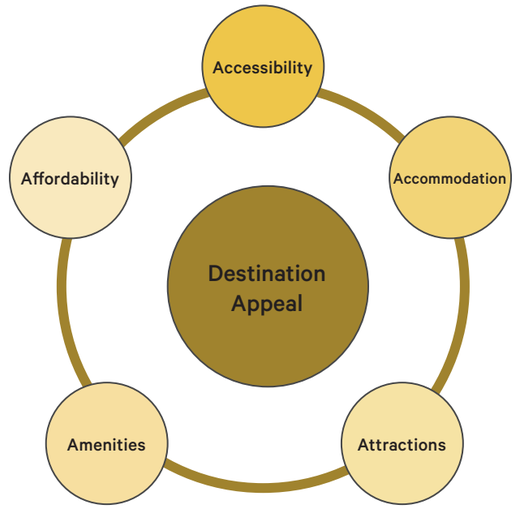
Accessibility: Movement between attractions, and opportunities to stop easily and safely within the townships are limited- particularly with towns on State Highways. Multi-modal connections and crossings, particularly for pedestrians and cyclists are often severed and unsafe. Most of these towns have become disconnected from the landscape and waterways, which have been degraded. The activities therefore have the dual role of reconnecting the community to their towns and the towns to the landscape, and encouraging visitors to "stop, stay and spend" in the townships.

Accommodation: Options are currently limited in the townships, and difficult to sustain. With clusters of townships, there is usually one larger town which provides the majority of accommodation options for all. Options should be expanded to cater to increasing free independent travellers (FIT), for the domestic market, and to expand the international market. Low impact Freedom Camping opportunities should be promoted, while also focussing public space and transport improvements where they will benefit local businesses and increase investment confidence, including the potential for marae hosting.

Attractions: Attractions within towns are often scattered and dispersed which weakens their collective potential. Considerations include 'destination hubs' with co-location of existing and potential visitor attractions, and 'movement patterns' that join up a series of attractions as a street corridor, recreation trail or water based experience. This might include themed attractions linking townships. Improvements to the activation, amenity and function of public spaces will support attractions and movement between them. Cultural/ civic/ community destination hubs are likely to provide dual benefit for visitors that will help address seasonal fluctuations.

Amenities: Resting and stopping places for visitors are typically on the outskirts or inbetween townships which detracts from the stopping function of the townships themselves. They also cannot be found easily within the town, are typically unattractive, and lack supporting amenities. By improving civic and recreational assets for communities, and focussing on the natural assets of the township (e.g. waterways and waterfronts), the destination appeal for visitors will increased. Provision for shade and shelter, seating and play, public toilets and bike/ changing facilities, water access etc will provide necessary mutual and communal benefits.

Affordability: There is generally a lack of fun, free experiences for visitors within the Townships and they are disconnected from the opportunities presented by the landscape setting. Free and/or affordable experiences are core to destination appeal for independent travellers, and can promote economic spin-offs within the townships. Landscape opportunities and environmental restoration projects are promoted in the Township Plans to enable walking and cycling, environmental education, identity and character, and water access.



Problem 1.
Destination Appeal.

Problem Definition.
The TCDR Programme Business Case (PBC).

Key considerations for the Township Plans in response to problem 2: transport level of service, relate to the customer level of service requirements outlined in the PBC as follows:

Resilience: The townships are facing environmental challenges such as connected flooding issues, degradation of waterways with pollution and siltation, weed infestation and deforestation, reduced wetlands and indigenous ecology, and unstable seawalls from coastal inundation and historic reclamations. Flooding risks and occurrences have an impact on the resilience of the road network between townships. The township activities all have a focus on improving active modes through provision of new off-road infrastructure, improved connections and consistent infrastructure where there are currently gaps and missing linkages. This investment will encourage mode shift from private vehicle for short trips within towns and will catalyse environmental restoration projects that support a resilient network.

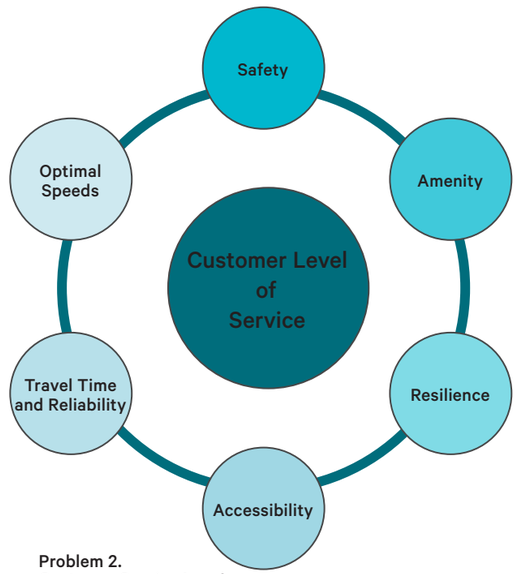
Accessibility: A high volume of heavy vehicles is experienced through all the townships. The traffic speeds and significant truck volumes create real and perceived safety and access issues through the townships. Creating a more accessible and thriving town needs to have the supporting infrastructure that will keep people safe. The township improvements support development of, and connection to, several premium tourism cycle trails including the Twin Coast Cycle Trail Great Ride, and the Kaihū Valley Rail Trail between Dargaville and Donnelly's Crossing. A cluster approach has been used to group towns geographically, and maximise activity based attracttions. The activities therefore address access issues both within the township as well as between townships, which reduces isolation of small townships and improves access to social facilities such as medical facilities.

Travel time reliability: Generally township improvements will create a negative impact on travel time in order to achieve safety, amenity and place function within the townships themselves.

Optimal speeds For cycling and pedestrian safety, the initiatives that provide better urban speed management will reduce speeds to help achieve safe and appropriate speeds for situations where vulnerable users are sharing the state highway and other roads with motorists.

Safety: For all the townships, the limited crossing facilities for pedestrians in conjunction with high speeds results in a serious safety concern and a severance effect for the communities and presents a high societal consequence risk for people going about their daily business. This impact on access to opportunities affects the ability of the towns to thrive. Given the traffic speeds, large numbers of trucks, and lack of pedestrian crossing facilities, the proposed improvements will reduce speeds and provide safer crossings which will help address the high perceived safety risk associated with walking and cycling within the townships.

Amenity: A lack of investment in roading, public infrastructure and maintenance over time contributes to perceptions that the townships are unsafe, uncared for, and unfriendly. For the communities there is consequently diminished pride and mana. If they are not self-sustaining, then they cannot adequately manaaki visitors. Temporary and low quality interventions often fail. A high quality visual experience is important to self-drive tourists. For the townships, a focus on the amenity of the transport network- trails, destination hubs, mainstreet and streetscape upgrades and gateways will contribute to ecosystem services, identity and character, and visual cues to slow speed environments.



Problem 2.
Customer Service Level.
Sourced from: Twin Coast Discovery Route Programme Business Case, July 2017

Awanui - Specific Considerations in Relation to Land Transport Priorities.

A Township IAF Assessment has been completed for the Northland Township Plans as a combined programme for all eight townships. This assesses the Townships for funding priority under the Local road improvements category. However given that the programme does have a significant walking and cycling investment, aspects of the assessment have also considered the safety criteria for that activity.

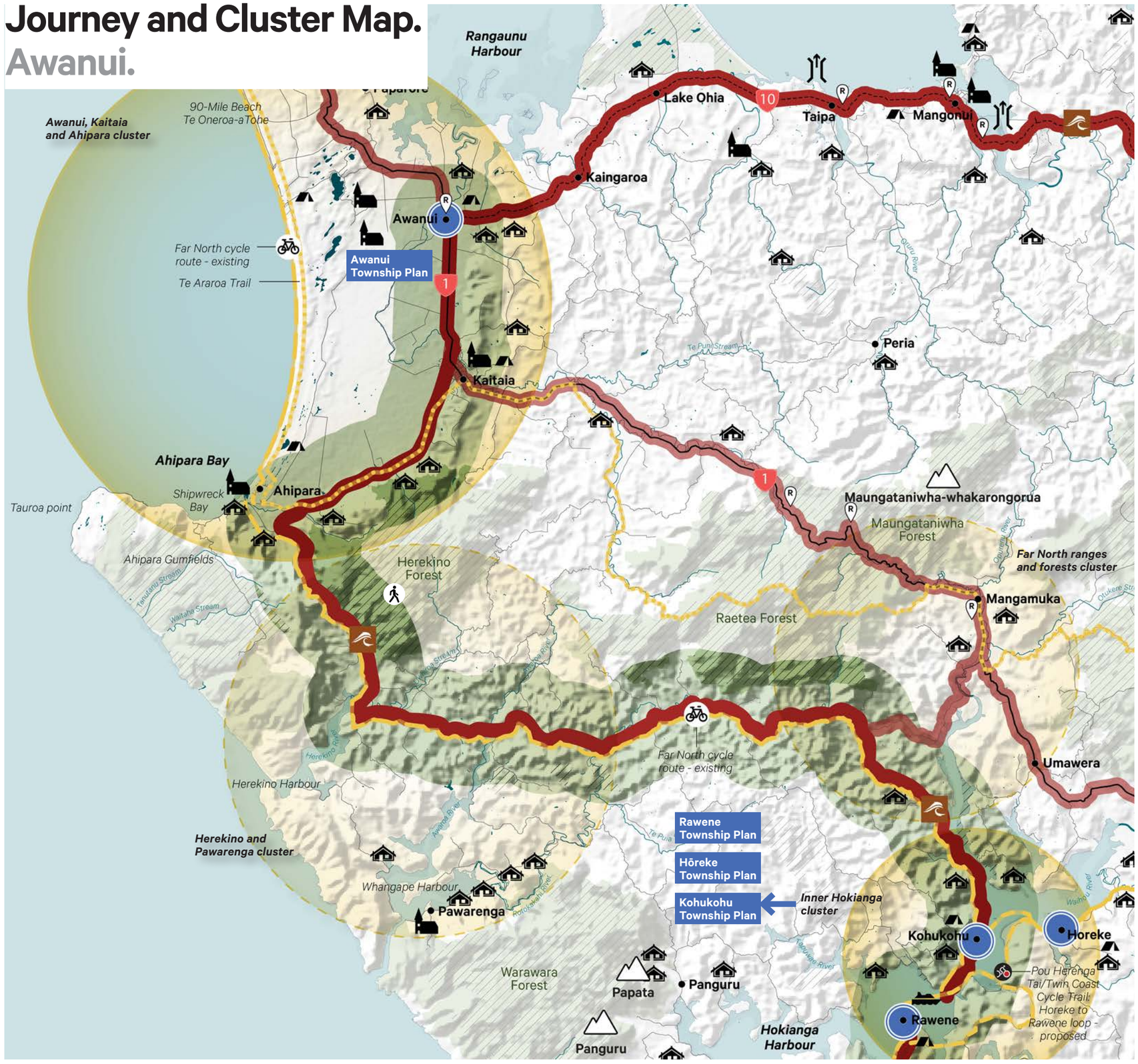
The following summarises some of the specific considerations for Awanui in relation to the Government Policy Statement (GPS) land transport priorities.

Safe transport system: Awanui is a smaller town on a key state highway corridor which lacks defined built or natural thresholds that help denote speed transition zones, and a high volume of heavy vehicles is experienced through the township. Awanui is at the intersection of two state highways, where there are also pedestrian destinations and movements across the corridors. Higher traffic volumes, particularly during peak holiday periods are accounted for by its location on the journey between the Bay of Islands and Cape Reinga.

Access, resilience and transport choice: Road closures have been historically concentrated on SH12 between Kaitaia and Cape Reinga, and are likely due to flooding issues around the Awanui River. Improved connections to the local landscape with safe recreation and travel by active modes, will improvd connections with adjacent towns -such as Awanui to Kaitaia via 'river trails', provide a free attraction and catalyse river restoration and flood management measures.

Reduced adverse effects on the environment: Focusing on the Awanui River will encourage an active mode shift, return historical and recreational values associated with the waterways, and address significant environmental issues.

Journey and Cluster Map.
Awanui.



Legend.

State Highways, roads and infrastructure

- Twin Coast Discovery Route
- Tourism Byway
- Road (non-highway)
- SH 1
- SH 14
- SH 10
- SH 15
- SH 11
- SH 16
- SH 12
- SH 18
- Railway line

Landscape Features.

- Outstanding Natural Landscape
- Protected Areas
- River
- Lake

Cycle routes and trails (refer Northland Walking and Cycling Strategy, Kaipara Walking and Cycling strategy).

- Pou Herenga Tai/Twin Coast Cycle Trail
- Regional cycling routes/trails: existing
- Regional cycling routes/trails: to be enhanced
- Regional cycling routes/trails: proposed
- Te Araroa Trail

Townships

- ULDF township clusters
- Other potential ULDF clusters
- Cluster 1 townships
- Cluster 2 townships
- Cluster 3 townships
- Other Northland townships

Culture, Community and Visitor features.

- Marae
- Ngā Maunga o Ngāpuhi
- Church
- EV charging station
- Campground
- Single lane bridge
- Rest stop: existing/ improvements/ proposed
- Ferry connection
- Short walks

Location Plan

Township Context.

Historic Context.

The landscape from Ahipara north is known to Māori as Muriwhenua - ‘ the end of the land’. This area, north of the Maungataniwha, Herekino, and Omahuta/Puketi ranges, is connected to Te Rarawa, Ngāti Kahu, Ngāti Kurī, Ngāi Takoto, Te Pātū, and Te Aupōrui. Te Rerenga Wairua/Cape Reinga has particular significance in this region.

A settlement of kauri-gum diggers was established in the late 19th century, but the area remained isolated until the early 20th century. Early settlers depended on the port at Ahipara for connection to the rest of New Zealand. Large vessels could navigate the river which prompted the building of a wharf, and the beginnings of a trade centre.

Historic Context Sourced from: Auckland Council Libraries, Digital Collection, *1947, 1935, 1974.*

Landscape Catchments.

The Tauroa peninsula extends out into the Tasman Sea, forming the southern end of Ninety Mile Beach, and creating the distinctive curve of coastline at Shipwreck Bay. The point is a dramatic dune landscape. Tauroa peninsula extends the elevated landform of Herekino Hills to the west, contributing to the sense of landform bounding the flat area around Awanui.

Rangaunu Harbour is a shallow harbour in the far north situated at the eastern base of the Aupouri Peninsula. At the south-western end of the harbour, is the mouth of the Awanui River. The harbour has extensive areas of mangroves, tidal sand flats and areas of eelgrass. This habitat has international significance for migratory birds particularly through the autumn months.

Landscape Catchment/Wider Context

Land Use and Township.

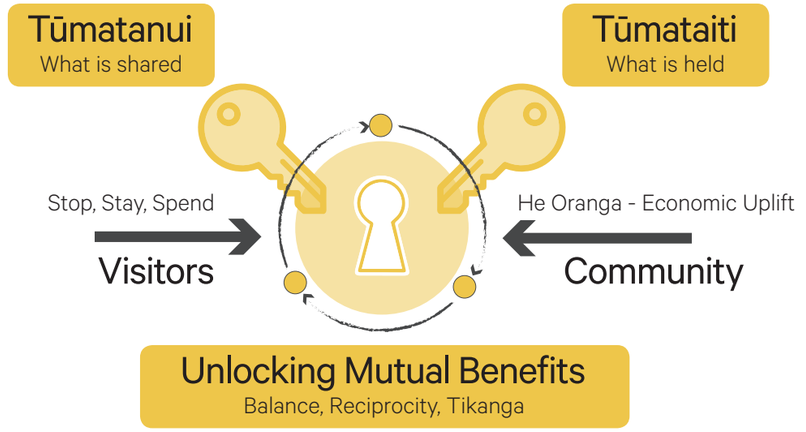
Historically Awanui was a milk, gum and flax trading settlement, with the building of the Dairy Company in 1901 in Awanui as an important asset to the town’s development. These industries plus a Toheroa Factory at Lake Ngatu, and the flax industry at nearby Kaingaroa, ensured Awanui was a bustling community and an important transport hub for the Far North. This brought growth to Awanui, swamps were drained to make way for new roading and development in the town.

Unfortunately, after the closure of the Dairy Company in 1971, Awanui experienced a decline in population as people moved away and business’s and services relocated. The establishment of the fertiliser store and wharf at Unahi meant even less goods plied the river.

Township Context

Hokianga to Awa
Isthmus.

3. Design kawa. Process.



Township Plan Process.

The Urban Landscape Design Framework (ULDF) establishes the principles and processes for the townships - the Kaupapa and design kawa that has shaped the Enquiry by Design process with Iwi Hapū, and the communities in each town.

The Enquiry by Design process is a 'ground up' approach, that builds on the community development and placemaking work already underway in each town. For Awanui, this is the Awanui Community Development Plan dated 2008, which identifies the community aspirations as focus areas and objectives (refer pages to the appendices of this document for a summary)

The infographic on this page sets outs the process that has determined what improvement projects are recommended for Awanui over the next 10 years, specifically to support uplift of the visitor industry with transport infrastructure as an enabler. The Enquiry by Design process is inherently a process of optioneering and prioritising with the community- it involves scenario testing and consensus building around the problems we are trying to fix, the opportunities we are trying to grab, the outcomes we are trying to achieve and the improvements that will lead to mutual benefit in each town. Each improvement is scoped as a project to take forward, which carries a degree of risk until full investigation is completed.

The Township Plan captures problems and potential solutions through the following steps;

Gathering Background Information.

Building the baseline and framing the challenge: Preparation of an Urban Landscape Design Framework (ULDF) to identify the broader opportunities that can be leveraged for towns by intersecting with the Twin Coast Discovery Route. Gathering background information, to build a baseline for problems and opportunities that are currently known, and framing the problems that are trying to be solved within the parameters of the project. Framing, testing and establishing the pūtake and design kawa with Iwi and Hapū is fundamental to this approach. Taking time to build an understanding of the project purpose, and seeking support for working in this way for mutual benefit through hikoī.

Township Plan Process.

Imagine Workshop 1.

Exploring issues and options: ‘Imagine’ workshop session one, working with the Community Focus Group to: identify the places that are important to them as a community (to either change or protect); identify the issues and opportunities within the town’s public spaces using SWOT analysis (strengths, weaknesses, opportunities and threats); hīkoi to understand the experiential context; and work through options and scenarios from both community and visitor perspectives with interactive mapping.

Outcomes of Workshop 1.

Identifying focus areas and objectives: Spatial representation of potential improvement projects and priorities, collated into themes that are aligned with potential investment and delivery pathways. Identifying the vision and investment objectives as ‘key moves’ and focus areas.

Create Workshop 2.

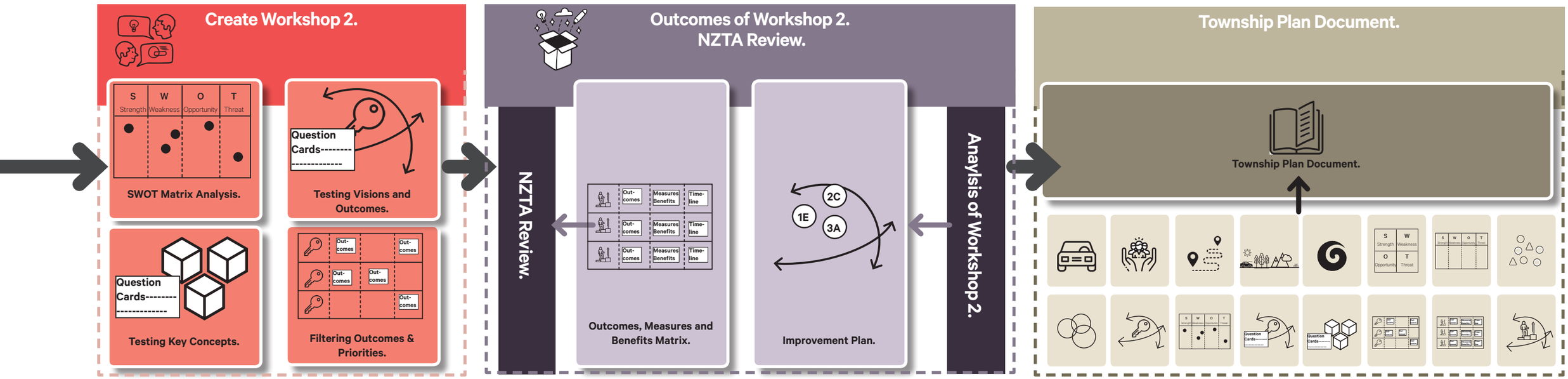
Testing and refining the objectives and measures: ‘Create’ workshop session two with Community Focus Group followed by an open community drop in session, confirming the measures for community wellbeing and economic uplift that are specific to the township, and using these to guide priorities, time frames and refinement of improvement project and interventions.

Outcomes of Workshop 2.

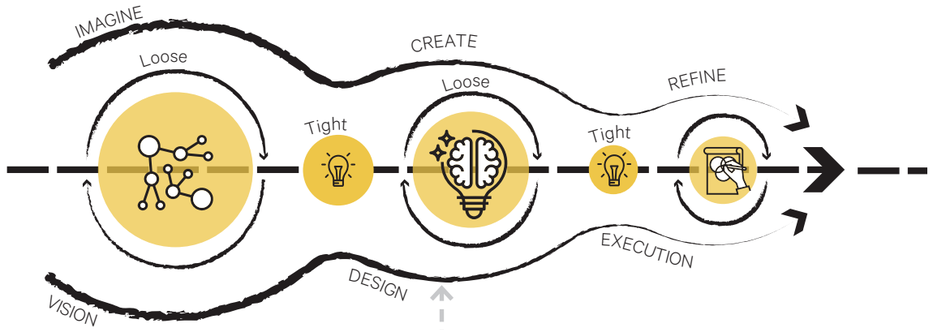
Refining Township Plan improvement projects: Refined, scoped, reviewed and measured for long term benefits. Technical and design interpretation helps to shape the parameters for what is possible, and how improvement projects can be packaged and delivered in a way that will contribute to the function, identity and attractiveness of the town over time.

Township Plan Document.

Compiling Township Document: Technical interpretation is part of the design shaping process with community. There is inevitably energy and attention around certain issues and locations in the community that capture a point in time. Opportunities and ideas are reinforced or thrown out through the process, and better alternatives are added in to provide a clear direction that delivers on the vision and objectives. Ultimately the improvement projects represent what would make a positive difference in the town.



Engagement Format and Structure.



Phase One Workshops

1. **Framing**
2. **Laying Foundations**
3. **Hīkoi Wānanga.**
4. **Scenario Testing**

ULDF background and preparation

Iwi Hāpu Hīkoi

19-21 March 2019
9:00AM to 5:00PM

Community Focus Group

'Imagine' Workshop 1

3 May 2019
9:00AM to 4:30PM,
Informal session till 6.30PM.

Vision and objectives

1. Key Moves Map
2. Issues/Opportunities SWOT Map
3. Focus Areas Map

Community Focus Group

'Create' Workshop 2

21 June 2019
Workshop: 9AM to 1.30PM
Open community drop in session: 3.30PM to 7.30PM

Key concepts & principles.

1. Improvement Plans
2. Priorities
3. Evaluate benefits & measures

NZTA Review

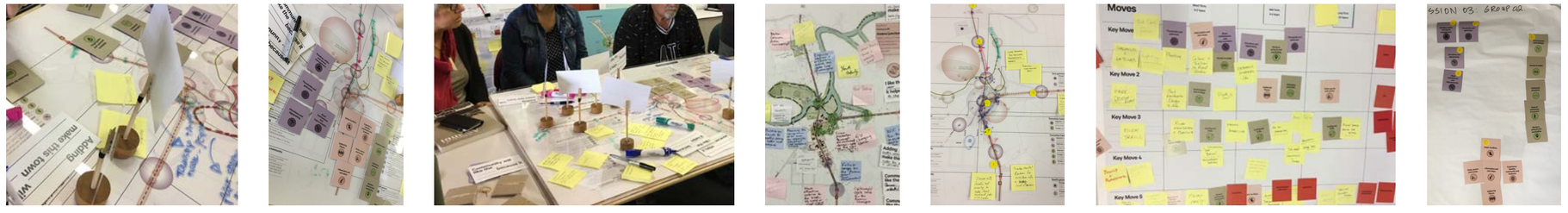
Refinement and integration with the ULDF

Final Township Plans

Final ULDF

Phase Two Workshops

1. **Understanding needs**
2. **Testing visions & objectives**
3. **Testing key concepts**
4. **Filtering outcomes & priorities**



Approach.

Enquiry by Design Approach.

Enquiry by Design invites communities and stakeholders into the design process. The format over a full day or multiple days enables deeper exploration of complex issues, and is used where development can have positive, regenerative effects on the community. This approach drives momentum and promotes community ownership through the development of shared vision and objectives, and reaching consensus for key outcomes. Interactive workshops bring together a technical team and community knowledge to develop a beneficial and feasible implementation strategy that fits with the broader goals of the community.

Workshop 1 - Imagine workshops: Vision and objectives, key concepts (spatial functioning)

Workshop Attendance - 13 people attended workshop one. Refer to appendices for detailed workshop attendance information.

This phase creates the vision and framework for development initiatives in each town. Key concepts for public spaces and connectors are mapped to identify the overlaps between 'lived experience' and 'visitor experience'. Each township has unique identifiers and distinctive qualities drawn out through this process.

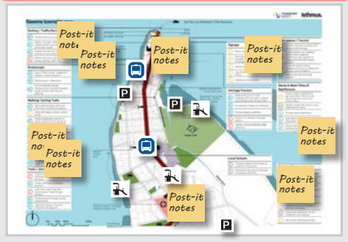
Workshop 2 - Create workshops: Township Plan, Improvement project priorities

Workshop Attendance - 6 people attended workshop two and an additional 8 people registered for the drop in session, with more unregistered in attendance. Refer to appendices for detailed workshop attendance information.

This phase reflects back on how the input of each community has impacted on key concepts and priorities, and how this fits with both community values and TCDR programme objectives. Using 'mutual benefit' criteria to analyse and prioritise, a list of potential infrastructure improvement projects for each town is refined with the community.

Workshop 1. Imagine.

1. Framing Community Vision and Values.

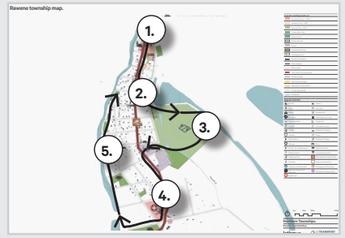


- **Session 1 Framing:**
  A.Understanding the purpose and mutual benefit framework
  B. Establishing community vision and values

2. Laying Foundations - Interactive Mapping of Valued Places.

- **Session 2 Laying the Foundation:**
  A.Interactive mapping identifying important/treasured natural, cultural or historic places at a 'Journey' and 'Township' scale.
  B. Establish what requires the most attention using SWOT cards

3. SWOT Mapping & Hikoi Wānanga.



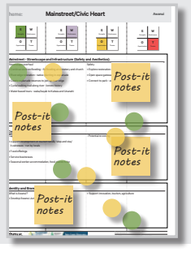
- **Session 3 Hikoi Wānanga:**
  Hikoi around the town led by the community, identifying key sites for improvements

4. Scenario Testing - Community & Visitor Experience Mapping.

- **Session 4 Scenario Testing:**
  Mapping outcomes and scenarios through interactive community and visitor scenario dice

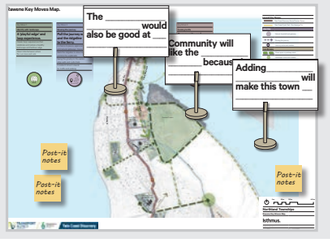
Workshop 2. Create.

1. Gathering and understanding needs.



- **Session 1 Gathering and Understanding needs:**
  Review SWOT analysis from workshop 1. Establish what requires more understanding and focus

2. Testing Visions and Objectives.



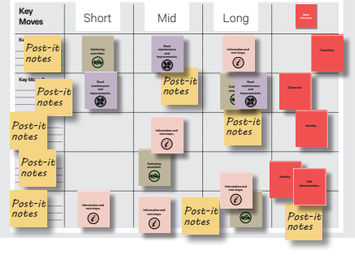
- **Session 2 Testing the Visions and Objectives:**
  Test and build on key moves, objectives and vision statements. Testing the key moves spatially on the map and prompting potential outcomes.

3. Testing Key Concepts.

- **Session 3 Testing Key Concepts:**
  Reviewing focus areas improvement projects, with 'prompt question' cards and testing community and visitor scenarios.

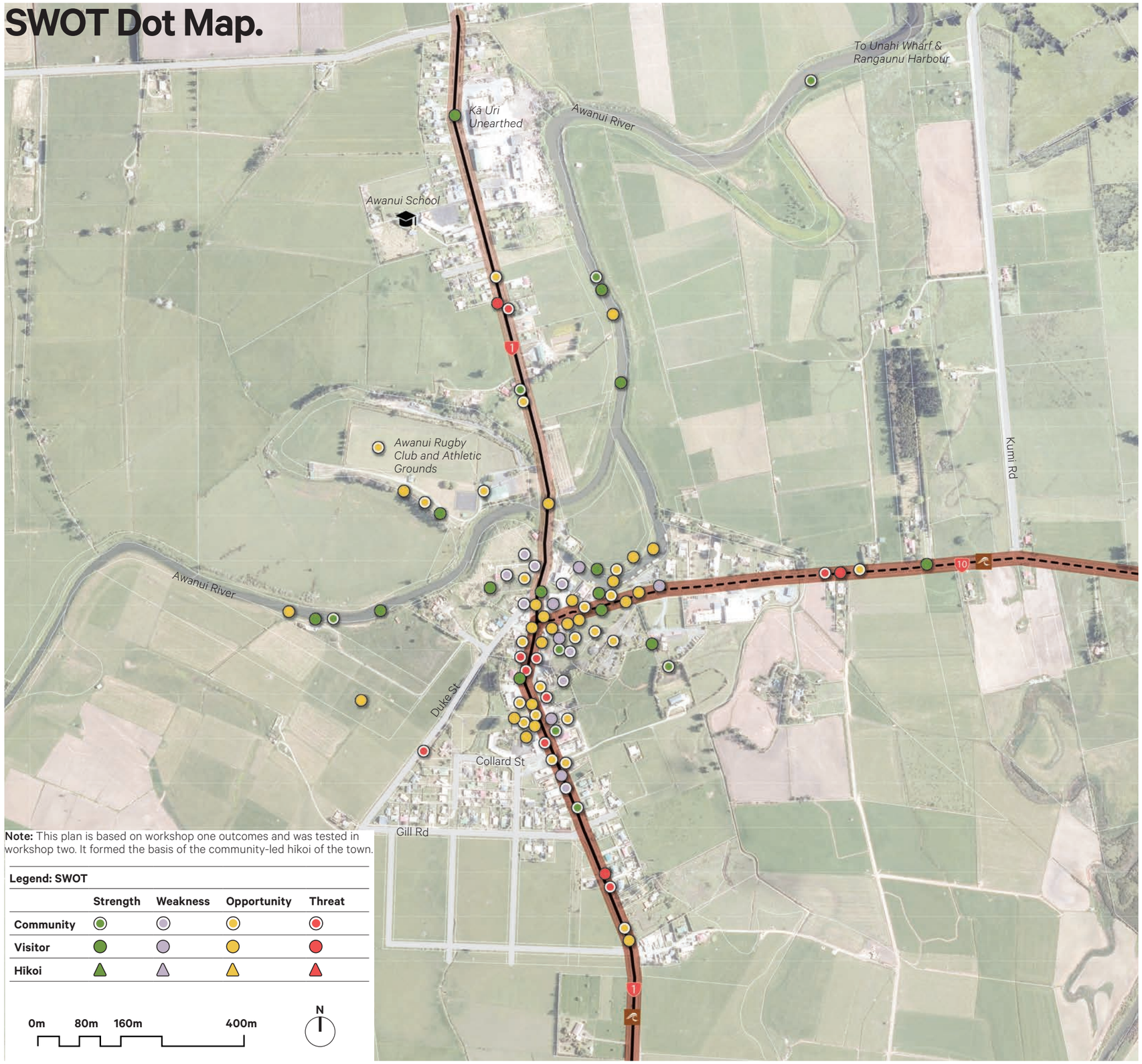
  Establish priority focus areas outcomes using 'toolkit' theme cards

4. Filtering Outcomes and Priorities.



- **Session 4 Filtering Outcomes and Priorities.**
  Look at the sequence of improvement along a time line to enable key outcomes.

SWOT Dot Map.



Note: This plan is based on workshop one outcomes and was tested in workshop two. It formed the basis of the community-led hīkoi of the town.

Legend: SWOT	Strength	Weakness	Opportunity	Threat
Community	●	●	●	●
Visitor	●	●	●	●
Hīkoi	▲	▲	▲	▲

0m 80m 160m 400m

N

Imagine.

The SWOT analysis (strengths, weaknesses, opportunities and threats), provides a snapshot of what is 'front of mind'.

It highlights what is relevant to the community when considering how public spaces function within the town, and how the town connects to a broader network of opportunities. The SWOT analysis is compiled from the 'hands-on' and interactive mapping activities employed for the Enquiry by Design process. Issues and opportunities are captured spatially on the map as 'SWOT dots' and in the SWOT summary.

S
Strength

- River and Natural Landscape – Improved river health and landscape
- Walkability and Cycling – Walkable and flat town centre
- Wharf Facilities
- Cultural Significance – Historical swamp pā site
- Gateway to the north
- History and Heritage – St Josephs Māori Anglican Church and Awanui School
- Community Centre/Recreational Facilities – Awanui sports centre
- Trading Post – Main street anchor shops

W
Weakness

- Road Safety – Intersection safety issues, poor lighting and pedestrian crossing poor
- Traffic Speeds – Speeding issues into and out of town right up to the bridge
- Road Maintenance – Dust and gravel issues

O
Opportunity

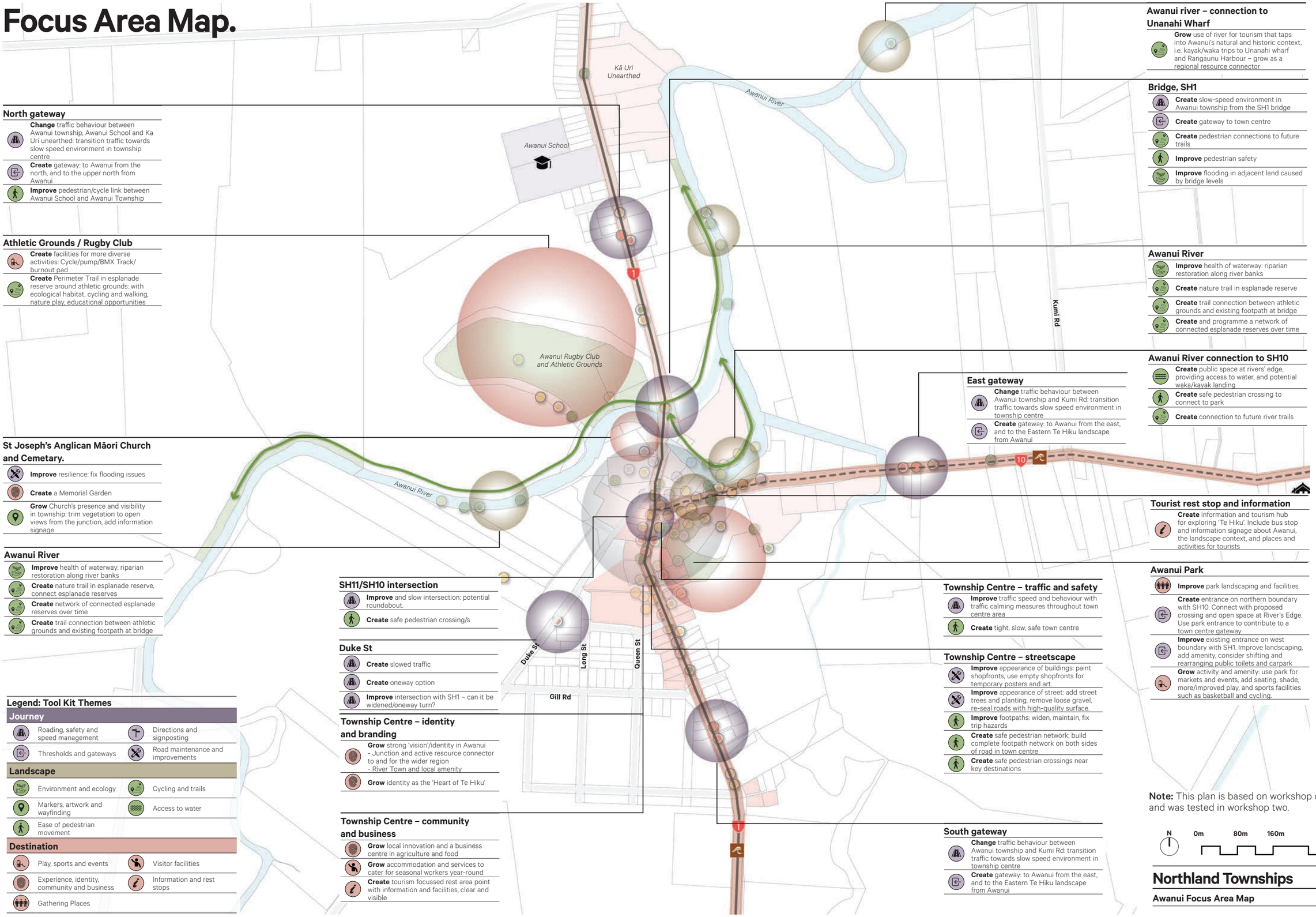
- Trails – Cycle, walking, kayak, canoe trails, river trails, walkways and riverloops
- Base To Explore – Travel to surrounding areas from Awanui and ease of connectivity
- Food Tourism – Fishing charters, food basket of the north, food festival opportunities
- Traffic Calming – Speed signage, speed cameras, traffic calming interventions to reduce traffic speeds
- Utilisation of existing parks and recreational facilities – Better connections to the facilities and improvement of the facilities

T
Threat

- Flooding Resilience – Risk of flooding
- Speeding – Significant threat from speeding heavy vehicles and cars creating safety issues
- Lack of investment in Awanui

WAKA KOTAHI NZ TRANSPORT AGENCY / PROVINCIAL GROWTH FUND TUAWHENUA | Twin Coast Discovery | Isthmus.

Focus Area Map.



North gateway

- **Change** traffic behaviour between Awanui township, Awanui School and Ka Uri unearthed: transition traffic towards slow speed environment in township centre
- **Create** gateway: to Awanui from the north, and to the upper north from Awanui
- **Improve** pedestrian/cycle link between Awanui School and Awanui Township

Athletic Grounds / Rugby Club

- **Create** facilities for more diverse activities: Cycle/pump/BMX Track/ burnout pad
- **Create** Perimeter Trail in esplanade reserve around athletic grounds: with ecological habitat, cycling and walking, nature play, educational opportunities

St Joseph's Anglican Māori Church and Cemetary.

- **Improve** resilience: fix flooding issues
- **Create** a Memorial Garden
- **Grow** Church's presence and visibility in township: trim vegetation to open views from the junction, add information signage

Awanui River

- **Improve** health of waterway: riparian restoration along river banks
- **Create** nature trail in esplanade reserve, connect esplanade reserves
- **Create** network of connected esplanade reserves over time
- **Create** trail connection between athletic grounds and existing footpath at bridge

SH11/SH10 intersection

- **Improve** and slow intersection: potential roundabout.
- **Create** safe pedestrian crossing/s

Duke St

- **Create** slowed traffic
- **Create** oneway option
- **Improve** intersection with SH1 – can it be widened/oneway turn?

Township Centre – identity and branding

- **Grow** strong 'vision'/identity in Awanui
  - Junction and active resource connector to and for the wider region
  - River Town and local amenity
- **Grow** identity as the 'Heart of Te Hiku'

Township Centre – community and business

- **Grow** local innovation and a business centre in agriculture and food
- **Grow** accommodation and services to cater for seasonal workers year-round
- **Create** tourism focussed rest area point with information and facilities, clear and visible

Awanui river – connection to Unanahi Wharf

- **Grow** use of river for tourism that taps into Awanui's natural and historic context, i.e. kayak/waka trips to Unanahi wharf and Rangaunu Harbour – grow as a regional resource connector

Bridge, SH1

- **Create** slow-speed environment in Awanui township from the SH1 bridge
- **Create** gateway to town centre
- **Create** pedestrian connections to future trails
- **Improve** pedestrian safety
- **Improve** flooding in adjacent land caused by bridge levels

Awanui River

- **Improve** health of waterway: riparian restoration along river banks
- **Create** nature trail in esplanade reserve
- **Create** trail connection between athletic grounds and existing footpath at bridge
- **Create** and programme a network of connected esplanade reserves over time

Awanui River connection to SH10

- **Create** public space at rivers' edge, providing access to water, and potential waka/kayak landing
- **Create** safe pedestrian crossing to connect to park
- **Create** connection to future river trails

East gateway

- **Change** traffic behaviour between Awanui township and Kumi Rd: transition traffic towards slow speed environment in township centre
- **Create** gateway: to Awanui from the east, and to the Eastern Te Hiku landscape from Awanui

Tourist rest stop and information

- **Create** information and tourism hub for exploring 'Te Hiku'. Include bus stop and information signage about Awanui, the landscape context, and places and activities for tourists

Awanui Park

- **Improve** park landscaping and facilities.
- **Create** entrance on northern boundary with SH10. Connect with proposed crossing and open space at River's Edge. Use park entrance to contribute to a town centre gateway
- **Improve** existing entrance on west boundary with SH1. Improve landscaping, add amenity, consider shifting and rearranging public toilets and carpark
- **Grow** activity and amenity: use park for markets and events, add seating, shade, more/improved play, and sports facilities such as basketball and cycling.

Township Centre – traffic and safety

- **Improve** traffic speed and behaviour with traffic calming measures throughout town centre area
- **Create** tight, slow, safe town centre

Township Centre – streetscape

- **Improve** appearance of buildings: paint shopfronts, use empty shopfronts for temporary posters and art.
- **Improve** appearance of street: add street trees and planting, remove loose gravel, re-seal roads with high-quality surface.
- **Improve** footpaths: widen, maintain, fix trip hazards
- **Create** safe pedestrian network: build complete footpath network on both sides of road in town centre
- **Create** safe pedestrian crossings near key destinations

South gateway

- **Change** traffic behaviour between Awanui township and Kumi Rd: transition traffic towards slow speed environment in township centre
- **Create** gateway: to Awanui from the east, and to the Eastern Te Hiku landscape from Awanui

Legend: Tool Kit Themes

Journey

- Roading, safety and speed management
- Directions and signposting
- Thresholds and gateways
- Road maintenance and improvements

Landscape

- Environment and ecology
- Cycling and trails
- Markers, artwork and wayfinding
- Access to water
- Ease of pedestrian movement

Destination

- Play, sports and events
- Visitor facilities
- Experience, identity, community and business
- Information and rest stops
- Gathering Places

Note: This plan is based on workshop one outcomes and was tested in workshop two.

N 0m 80m 160m 400m

Northland Townships

Awanui Focus Area Map

Create.

The SWOT summary overlays (strengths, weaknesses, opportunities and threats) shown here capture the potential projects and interventions by theme, and identify how the SWOT analysis could be addressed through specific and tangible solutions.

For workshop 2, the SWOT cards were grouped by theme, with a trace overlay to start to identify potential improvements and projects. These projects and interventions are captured and spatially located on the Focus Area Map, and annotated by 'toolkit themes'. The Focus Area Map is produced as an 'interim plan' to test against the vision and key concepts (key moves plan), and ensure alignment between core projects and objectives. This interim step builds consensus on project priorities and informs the final Township Improvement Plans.

Landscape.

Theme: **Landscape** — Awanui

Local Landscape - Awa-nui

Streetscape overhaul
- Continue footpath upgrades
- Connect and fill gaps - wide, safe footpaths
- Street surfacing - re seal, manage gravel
- Street trees planting and planted barriers and edges
- Building painting
- Town theming

Safety
- Pedestrian crossing - more pedestrian and cycle friendly
- Improve lighting
- Fix trip hazards

Te Hiku - Awanui as Pivot in the Far North

Links to identity - Awanui Junction connects to wider landscape

Awanui - Information, directional wayfinding locations/access point for landscape

NRC/FNDC/Iwi hapu partener projects
- Dune Lakes
- River network
- Estuarary - Rangaunu Harbour
- Ecological experience
- 90 mile beach

Isthmus. Job: 4098 Date: 04.11.2019

Journey.

Theme: **Journey/Destination** — Awanui

Journey

Gateways and Signage
- Slow traffic
- Safe pedestrian movement and crossing
- Duke St corner
- Explore truck bypass
- Public transport - safe stops
- Parking to encourage getting out and walking around

Destination

Church
- Fix flooding
- open views
- Memorial garden

Rugby Club
- Increase variety and type of use
- Perimeter trails - cycling link to river

School
- Safe walking and cycling connection to township and park

Park
- Open 2nd entrance
- Improve entrances and connection to street
- Opportunity for activity market
- Green link to river

Isthmus. Job: 4098 Date: 04.11.2019

Destination.

Theme: **Mainstreet/Civic Heart** — Awanui

Mainstreet - Streetscape and Infrastructure (Safety and Aesthetics).

Streetscape overhaul
- Continue work on flooding - fix flooding at cemetery and church
- River edge rstoration - native planting in esplanade
- Create esplanade reserves to join up river edge
- Cycle/walking trail along river - korero history
- Water-based tours - waka/kayak to Kaitaia and Unanahi

Safety
- Explore restoration of river bow - innovative solutions
- Open space gateway to river from town bridge
- Connect to park - ecological stitch

Community and Business

Tap into Awanui's potential
- support development of tourist-friendly 'stop and stay' businesses - run by locals
- Food offerings
- Service businesses
- Seasonal worker accommodation, food, places to be

- Potential re-zoning

Identity and Branding

What is Awanui?
- Develop 'Awanui Junction' concept

- Support innovation, tourism, agriculture

Isthmus. Job: 4098 Date: 04.11.2019

Prioritisation Principles.

Improvement project priorities will vary from town to town, and 'principles' for prioritisation have been explored through the Enquiry by Design process specifically for Awanui.

A comprehensive and integrated approach is desirable because this will bring long term, sustainable benefit. However, long term initiatives are often more complex, require investigation, design and specific consultation, and perhaps a detailed business case as well. For this reason, priorities are considered not in terms of 'importance' but moreso in terms of sequence- i.e. what needs to happen first to enable lasting positive change. All improvement projects have already been identified and filtered through the Enquiry by Design process for importance and relevance, and therefore the rationale for prioritisation is primarily intended to influence the proposed timeframes for delivery. The general prioritisation principles for all towns are to :

- promote 'mutual benefit' for visitors and community by applying the kaupapa of welcome/farewell, mana, manaakitanga and taurimatanga, and
- act as a **catalyst** for change and spark innovation that connects with place and identity, and/or
- carry **momentum** to grow existing initiatives, and/or
- change or improve the **function** of public infrastructure.

The priorities for Awanui have emerged through a 'card sort' activity, linking core values and desirable outcomes to timeline and sequence. The community would like to prioritise projects that will encourage visitors to stop, stay and spend. They see visitor numbers increasing through projects that enhance the township's identity through its connection to the river, slowing traffic to create a safe and pedestrian-friendly environment, and capitalising on Awanui's position as a 'junction' within Te Hiku.

The Awanui community understand their town as part of a wider landscape context, an important junction at the centre of Te Hiku, a link between journeys north to Cape Reinga, south to Kaitaia and Ahipara, west to 90-Mile Beach, and East to Taipa/Mangonui and beyond to the Bay of Islands. The community is motivated to use its unique location to transform Awanui into a key stopping point in every visitor's journey through Te Hiku.

They would also like to see development in the town focusing on ecological and landscape improvements to the river, creating a better physical connection to the river, and improvements to the park, the streetscape, and maintenance of heritage buildings. Awanui's unique landscape and stories, such as the awa's shipping and transport history, which, when made visible, will both enrich the visitor experience and grow a sense of place, pride and identity for the local community.

Another important priority for the community is to increase employment and promote Awanui as a centre for the growing agricultural industry in the surrounding landscape (currently honey and avocados). They see the value of focusing first on projects that will support the community and therefore enable manaakitanga to welcome and support visitors. In principle, early or short term improvement projects would enable longer term gains, and would contribute to:

- **Landscape:** Environment and ecological health of the awa- through short-term projects that also reconnect the town to the river, celebrating local history and stories, and long-term creation of trails from Awanui township out into the wider Te Hiku Landscape, integrated with awa restoration and planting.
- **Journey:** Roading, safety and speed management- are essential to the success of a thriving Awanui. Traffic must be slowed as it enters the township, and the SH1/SH10 intersection needs to be upgraded.
- **Destination:** Visitor facilities such as information points, parking, rest stops, and clear signage and wayfinding, will encourage tourists to stop, providing them with useful amenity and making it easy for them to explore Awanui and the wider landscape context.

These priorities suggest that the themes of journey, landscape and destination and the types of improvement projects associated with them would run in parallel, with an emphasis on projects that make Awanui a safe, inviting and useful place to stop, and projects that focus on environmental restoration of the river. The top three overall priorities in order are:

1. Slowing the traffic at gateways and thresholds leading into town, and upgrade the intersection.
2. Focus on the awa: plant and restore, and connect Awanui with its broader landscape
3. Support visitor stopping in the centre of town, with information and connections to both local attractions and the wider Te Hiku landscape.

Priority locations include:

1. Gateways and thresholds on the fringes of the town along the three arms of the junction of SH1 and SH10, and the intersection itself.
2. River's edge planting and restoration along the Awanui River, starting at the township centre and working out along the awa into the wider landscape.
3. Visitor stop, parking/pull over space, and information point close to the township centre, on SH10 to the east of the junction.

Prioritisation rationale (as identified with each community)	
Awanui	
Group 1	Group 2
Landscape Priorities: 1. Environment and ecology 2. Access to the water 3. Gathering amenities 4. Markers, artwork and wayfinding 5. Cycling and trails	Landscape Priorities: 1. Environment and ecology 2. Access to the water 3. Gathering amenities 4. Ease of pedestrian movement 5. Markers, artwork and wayfinding
Journey Priorities: 1. Thresholds and gateways 2. Roading, safety and speed management 3. Directions and signposting 4. Road maintenance and improvements	Journey Priorities: 1. Roading, safety and speed management 2. Thresholds and gateways 3. Directions and signposting 4. Road maintenance and improvements
Destination Priorities: 1. Information and rest stops 2. Gathering places 3. Play, sports and events 4. Visitor facilities 5. Experience, identity, community and business	Destination Priorities: 1. Visitor facilities 2. Play, sports and events 3. Information and rest stops 4. Experience, identity, community and business 5. Gathering places
Top Three Priorities: 1. Information and rest stops 2. Thresholds and gateways 3. Environment and ecology	Top Priorities: 1. Roading, safety and speed management 2. Thresholds and gateways 3. Directions and signposting 4. Environment and ecology 5. Visitor facilities

WAKA KOTAHI NZ TRANSPORT AGENCY / PROVINCIAL GROWTH FUND TURAHENGA | Twin Coast Discovery | Isthmus.

Awanui Key Moves Plan.

Key Move 1

Identify with landscape

Awanui to Te Hiku.

- Green link trails network along the awa, rugby club and ox bow loop
- Connect the river to the township through the park
- Link to the wider *Te Hiku* landscape
- Awa restoration

Key Move 2

Experiencing the journey

Awanui - stop!

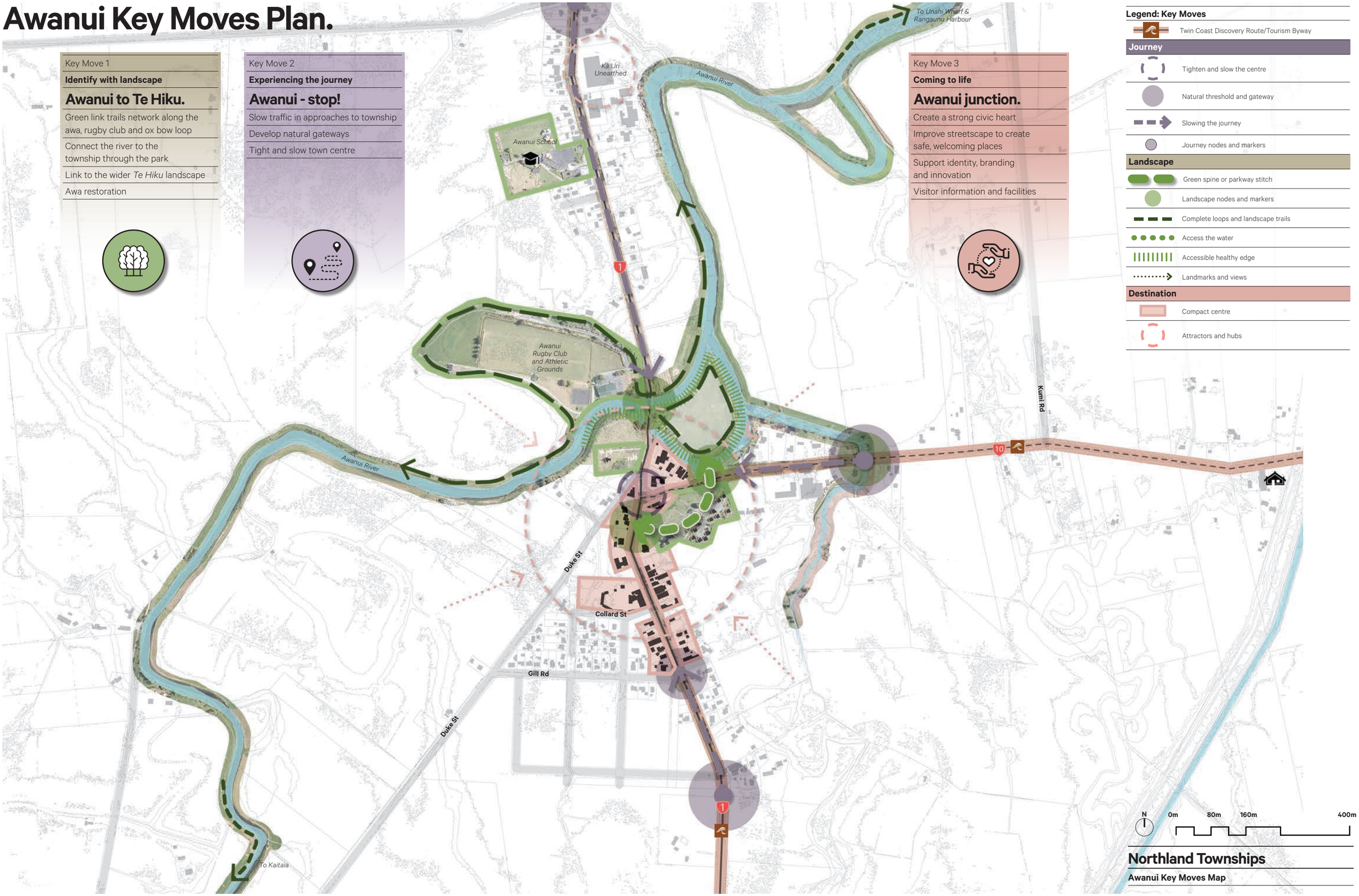
- Slow traffic in approaches to township
- Develop natural gateways
- Tight and slow town centre

Key Move 3

Coming to life

Awanui junction.

- Create a strong civic heart
- Improve streetscape to create safe, welcoming places
- Support identity, branding and innovation
- Visitor information and facilities



Legend: Key Moves

- Twin Coast Discovery Route/Tourism Byway

Journey

- Tighten and slow the centre
- Natural threshold and gateway
- Slowing the journey
- Journey nodes and markers

Landscape

- Green spine or parkway stitch
- Landscape nodes and markers
- Complete loops and landscape trails
- Access the water
- Accessible healthy edge
- Landmarks and views

Destination

- Compact centre
- Attractors and hubs

Northland Townships

Awanui Key Moves Map

4. Kaupapa. Improvement Plans.

Overarching Themes.
Journey Scale.

Broad Overarching Themes.

There are some broad overarching themes that are common to Northland townships, and some that are common to townships sharing the same geographical area and transport networks. These themes have been highlighted and reinforced through the 'Enquiry by Design' process, and give us further clues to the problems and opportunities for Awanui that might be addressed at different scales. All of these themes need to be considered holistically in order to achieve regenerative and sustainable outcomes for Awanui that contribute to self-sufficiency and wellbeing.

Overarching Themes.
Journey Scale.

Economic

Problems and risks	Opportunities
For Northland, **destination appeal** is concentrated in a few locations and diminished for areas outside of those key tourist locations. **Seasonal flux** in the visitor industry is a real challenge, and is more pronounced in Northland outside peak periods than other regions- resulting in lost economic opportunity. **Job opportunities** in the off-peak season are low, and it can be difficult for businesses to stay afloat in the winter. **Re-investment** in privately owned buildings and infrastructure is limited and results in a tired appearance that suggests lack of pride and care. **Absentee landlords** contribute to the empty shops and lack of maintenance investment, and this is amplified by a low ratepayer base and lack of funding for repairing and improving public amenity and infrastructure. It is **difficult to start a new business,** in part due to regulatory barriers, complexity and cost. **Digital connectivity** is sporadic and limits the amount of 'spontāneous' trip planning that might lead to more enriched experiences in each town.	Because of its mild climate, Northland is often referred to as the 'Winterless North', suggesting that this should not be the main reason why tourism cannot survive with year round activities and attractions. Locals perceive the 'west' of Northland as a wild, authentic and immersive place, where, spiritually and culturally immersive opportunities abound. Health and wellness retreats could entice visitors into an experience of the 'true north' **The branded 'Northland Journey' visitor maps** produced by Northland Inc start to look at the landscape and place-based opportunities of geographic catchments. These rely on an integrated approach to environmental restoration, landscape and cultural values being supported and promoted. **Small businesses need regulatory support and promotion,** simplification of rules and the assistance of a 'navigator' or 'broker' to gain confidence and unlock innovative business ideas. This can also assist with built heritage advice for re-purposing heritage buildings to ensure their long term survival, and attracting micro-businesses and 'tribes' of interest around things like galleries and bike shops. **Acquisition and divestment, and depreciation of council assets** could fund better communal investments in the interest of community growth.

Environmental

Problems and risks	Opportunities
Deforestation, agriculture, historic sawmills and non-sustainable industry practice has led to **widespread environmental degradation** in Northland. Siltation and pollution of the harbours and waterways is a significant issue, and aging or absent **wastewater infrastructure** compounds this issue in the townships. At the same time, climate change, flooding and sea-level rise contribute to **resilience issues** with frequent road closures and infrastructural damage. Kauri dieback is an example of a significant environmental threat that could impact irreversibly on the ecological and cultural values of Northland. It could be worsened by tourism, despite the attraction of Waipoua Forest and Tāne Mahuta and its potential for sustaining economic benefits in the surrounding towns.	Working with Regional Council and Iwi hapū partners by taking an i**ntegrated 'whole of catchment' approach** to restoring mauri and tourism initiatives founded on sustainable environmental principles is the key to unlocking economic potential in the Townships themselves. Mauri flows between townships, it does not stop at the edges. The process of returning to the land and the water is restorative for connected communities and an opportunity for education and employment, as well as being an interactive learning opportunity for visitors. Controlled tourism can educate people about our national taonga, such as the Te Roroa ambassadors in the Waipoua Forest who work with DOC to control kauri dieback. **A proactive approach to climate change** that engages communities might mean more access to the water or 'letting the water in' as a way to adapt, rather than retreating and stalling growth. The opportunity of awa, wetlands and coastal edge projects to uplift environment and connect community will also lever bigger opportunities for enriched visitor experiences.

Social

Problems and risks	Opportunities
The demographic has been shifting in Northland for some time, with **aging populations and the 'urbanisation' of young people** moving to the city for education and employment. This has a devastating impact on isolated communities which thrive on volunteerism and whānau support. **Affordable housing,** reliable rentals, and seasonal workers accommodation are hard to come by, and usually below acceptable standards. **Northland residents travel long distances** almost exclusively by private vehicle, and there are relatively few alternative routes that avoid sharing the road with heavy freight – particularly logging trucks. Reliable public transport is needed for Northlanders who travel a lot for services, shopping, work, health and education, but it is hard to make this work commercially without subsidies and community shuttles are too infrequent. Streets and public spaces are often severed by busy roads and fast moving traffic, making it difficult to socialise on the street and walk or cycle easily. **Elderly and youth are the most vulnerable** and disadvantaged.	**Social enterprises** for youth employment and education pathways have been successful in places like Kaikohe and Kawakawa, and this model could expand and grow. **Positive 'good news' stories** in each town would go a long way toward self-fulfilling uplift – particularly about home-grown innovations and social enterprise. A **wānanga learning environment** associated with papakāinga would also help retain youth taught immersively with both modern and traditional māori cultural values. Locals and 'wider community' could support small businesses and eateries if there were more transportation options and in some cases '**mobility services**' could travel between communities. **Play and learning environments** with digital connectivity and wi-fi hotspots increase social interactions and information exchange between visitors, locals and communities of interest, and provide something for people of all ages. Traffic calming and speed management is chicken and egg- street activation and the built environment help people pay attention to speed warnings and create a reason to slow down, whereas people will feel safer occupying the street when there are less traffic challenges. In reality both are needed.

Cultural

Problems and risks	Opportunities
Many visitors are seeking an immersive and authentic experience, but the full richness of these places is not readily available and remains **untapped potential in Northland**. However the presence of many marae and churches side-by-side in the landscape evokes genuine curiosity. The sites of first encounter between māori and pakeha hold complex and multi-layered stories. Today, many māori communities do not have the time and resource to engage with their communities beyond their papakāinga and marae, but still practice manaakitanga as part of their tikanga. **Heritage is both a risk and an opportunity**- signage clutter and cumulative impacts can impact on the authenticity of a heritage structure or area.	There is significant potential for **hapū to host manuhiri** (visitors) on marae in their rohe. For example Te Rito Marae in Moerewa is providing a hospitality pilot for the Pou Herenga Tai Twin Coast Cycle Trail. **Iwi hapū and whanau owned businesses** have potential to provide an authentic and immersive cultural experience, in a way that creates a new precedent for sustainable business models in Northland. There is opportunity for **visible expression of mana whenua stories, heritage and art with signage** in te reo, and colours and markers that connect journeys, landmarks and approaches to townships. Incorporate apps like 'Arataki' as a storytelling platform to access cultural information in the outdoors. **Uncovering 'story gems'** about early settlements could be through involvement of a local historian for story boarding, interpretation panels and digital mapping. **Colour and texture** has significant potential to transform towns and tell stories through colour palettes that connect to the landscape and history of a place- starting with painting landmark structures, and repurposing heritage buildings.

Summary

Problems and risks	Opportunities
• A historic lack of investment makes Northland look tired. • Visitors often bypass towns that don't look inviting or cared for. • Travel is largely by private vehicle on roads dominated by trucks. • Jobs are predominantly seasonal. • Environmental degradation is widespread. • Cycle trails and water based transport are not well connected to the towns. • Speeding through towns is a widespread issue.	**BIG IDEAS FOR NORTHLAND:** Some of the most impactful ideas that are the 'best fit' for the transformation of Northland towns are both small easy wins and significant collective efforts. Big and small interventions can enable towns to become more attractive to visitors and healthier for locals. **IDENTIFY WITH LANDSCAPE:** • The inhabitable map- mark the landscape, signal landmarks and town approaches with pou, tell local stories. • Connect cycle and water based trails to the towns to pull people in, and conversely also send people out to the landscape for healthy recreation. Repeatable and recognisable parkway 'stitch'- follow the coloured line. • Re-naturalise some of the protected edges as a response to resilience and climate change issues. • Restore whenua (land) and wai (water) to support healthy communities and sustainable tourism. • Place-based colour palettes. Spruce up Northland! **EXPERIENCING THE JOURNEY** • Diversify transport modes and separate the users (freight on rail and water, cyclists on trails, and public transport mobility for all) • Facilitate more resilient business models and 'pop up' mobility services (where the service travels not the person) • Roundabouts, raised zebras and road markings can go a long way toward slowing down towns on State Highways. **COMING TO LIFE AS A DESTINATION** • More 'places become bases' for core free family experiences in the outdoors –loop trails and great walks, exploring and adventures, water access. • Leverage the collective potential of townships to 'change the rulebook' and become more self-sufficient. • Build innovation hubs for new ways of doing things-e.g, housing models, learning experiences, co-located micro-businesses • Lots of small things add up to big things- trails between towns can be invisible, i.e. festivals, events, and packaged tours.

Overarching Themes.
Cluster Scale.

Awanui ‘Cluster’ Scale.

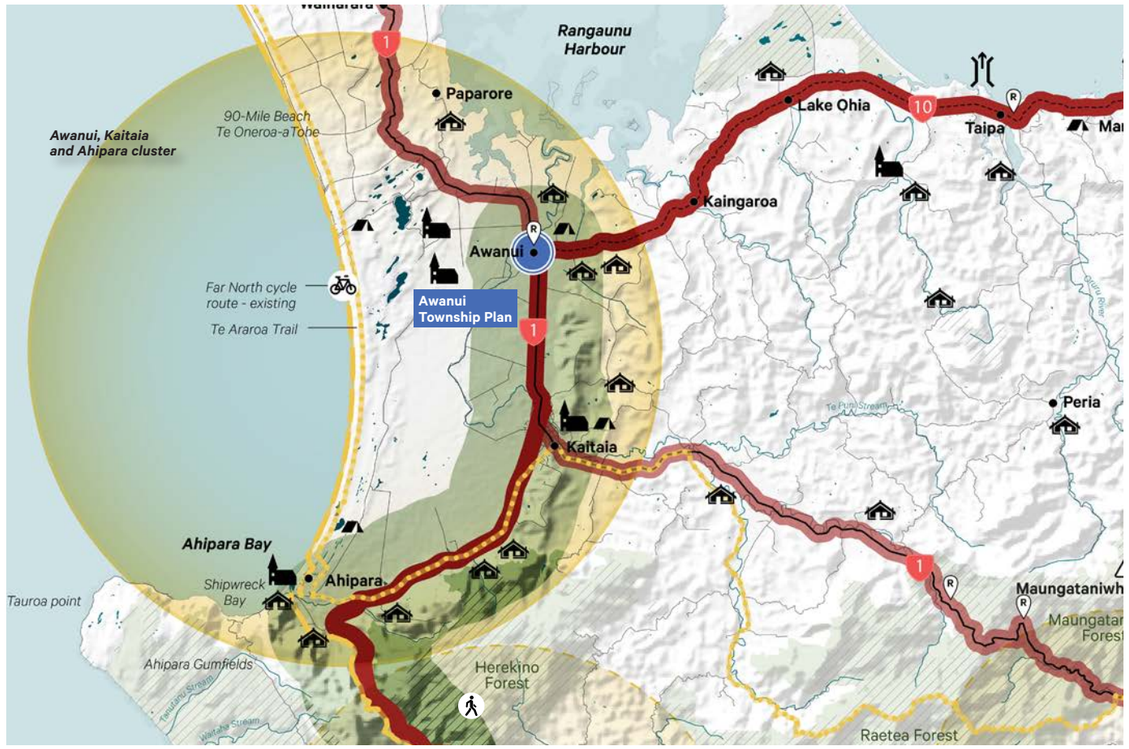
In 2008, a Far North Community Charette looked collectively at Awanui, Kaitaia and Ahipara, identifying ways in which development in the region could be mutually beneficial to all three towns. These three towns together support the wider Te Hiku Region, its industry and its tourism. Awanui, Kaitaia and Ahipara all have unique strengths, communities and visitor offerings, and each town can play a different role within the region. The community and its leadership see value in finding ways to connect and support the three towns, rather than allowing them to compete with each other.

Situated within the Awanui river catchment, Kaitaia is significantly larger than Awanui and Ahipara. Kaitaia has a population of approximately 5,860, while Ahipara, 15 minutes to the west, and Awanui, 10 minutes to the north, are much smaller. Each town has its own distinct histories, landscapes and environments; Ahipara is a coastal surf and holiday town, defined by its location at the foot of 90-Mile Beach; Awanui was built on the river, where for many years it functioned as a river-based shipping and transport town; and Kaitaia has become the commercial and administrative centre of the Far North.

Bounded in the south by a band of forested mountain ranges, the region is distinctly separate from the central Ngāpuhi heart of Northland – the Hokianga, and central volcanic area around Kaikohe, and the Bay of Islands/Taumārere. The landscape of Awanui, Kaitaia and Ahipara is oriented north to Cape Reinga, Te Rerenga Wairua, and west to 90-Mile beach, Te-Oneroa-a-Tohe. It is the stories of these landscapes that give it its identity. This landscape is known as Te Hiku o te Ika (Te Hiku), the tail of the fish, and it is often said, ‘...as the head may be in the capital city of Wellington, it can only go where the tail will allow.’ Iwi and hapū of the north have long associated the area with rich resources. The term Muriwhenua – ‘end of the land’ – refers to the northern Iwi: Ngāti Kurī, Ngāi Takoto, Te Pātū, Ngāti Kahu, Te Aupōuri and Te Rarawa.

The main transport routes are SH1, which travels through the centre of the region, connecting Cape Reinga through Awanui and south to Whangarei, and SH10, which commences in Awanui and links east to Taipa-Mangonui and the Bay of Islands. These two key transport routes meet in Awanui, which is a key decision point on visitors’ journeys through Te Hiku.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)	
Problems and risks	Opportunities
Climate change is a threat to the future of the region. Much of the area, and Awanui in particular, is low-lying land criss-crossed by rivers and streams, and Northland Regional Council modelling shows that it will be subject to flooding and sea level rise over time. Connectivity across the region is likely to be affected by flooding. Many small settlements in the far north could be cut off if SH1 or SH10 aren’t functioning.	Significant long-term funding is allocated in the Northland Regional Council Awanui Flood Scheme Mitigation Plan. Environmental restoration along the rivers, strengthening the river banks in the township and flooding mitigation at transport ‘pinch points’ can be a catalyst for bringing together Iwi/Hapū and other project partners to undertake holistic development and restoration of rivers and streams. The issue is regional and cannot be solved within individual towns. It requires project partnership to achieve success
Loss of historical landscape (both natural and cultural), which is not visible or present in the towns, and little information for visitors.	Restoration along rivers and waterways, connect to and make present natural landscape features in the towns. Promote the catchment’s unique location between two coasts, its defining landscape features, and its natural resources. Celebrate local initiatives such as Ka Uri, and work with Iwi/Hapū to make local stories and identity visible in the townships. Link local places to the wider landscape and cultural narratives of Te Hiku – a catchment-wide approach.



Overarching Themes.
Cluster Scale.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)	
Problems and risks	Opportunities
Network is not resilient to road closures due to flooding, incidents and damage. Connection north from Awanui is a risk because bypass options are limited.	Feasibility and bypass options to be undertaken for Awanui. Current speeds in review between Taipa and Awanui. Continue to support and grow capacity of the airport.
There are limited safe walking and cycling connections between towns in these communities, especially for vulnerable road users, including school children, so residents and visitors are dependent on vehicles for exploring the area. Roads are dominated by fast-moving private vehicles and an increasing volume of heavy freight.	Leverage off Te Araroa Trail (the national walkway), and develop a network of connected walking and cycle trails connecting between Awanui and other towns along the rivers, to both coasts, and to natural landscape features such as Rangaunu Harbour and Lake Ngatu.
Townships do not provide safe pedestrian and cycling environments, and vehicle movements are prioritised. Speeding traffic contributes to safety issues.	Create pedestrian friendly and defined, clear slow speed zones by building interventions that encourage behavioural change, and create clear thresholds that signal to drivers that they're entering an urban environment. Encourage street activation which further slows drivers down.
Tourists tend not to travel down to Kaitaia from SH10 – it is perceived as lacking tourist value.	Promotion of west coast beaches (90-Mile Beach and Ahipara) could have collective benefit for the whole region. Promote local events and improve options to stay overnight in or near Awanui as a hub between the east and west coast. Create visitor information and stop in Awanui off SH10 next to park and town centre which promotes other towns, including Kaitaia, and local and regional attractions.
The region is disconnected from other major towns. Driving distances are long, and roads are often slow and windy. The hub towns of Kaitaia and Awanui serve a large catchment to Cape Reinga. There is no rail.	Kaitaia airport is centrally located and accessible. Support connections to the region for growing agriculture industry and seasonal worker travel. Develop solutions that serve Kaitaia, Ahipara and Awanui collectively, so they aren't competing for similar resources.
Kaitaia Airport is centrally located between Awanui and Ahipara, and Barrier Air operates daily flights to Auckland.	There is no regional rail connection through the area.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)	
Problems and risks	Opportunities
Awanui and Kaitaia are perceived as not having much to offer visitors, and are often only noticed as towns to be passed through on the way to Cape Reinga.	Awanui and Kaitaia are ideally located between both coasts. They service a wide region and function as a gateways to Te Hiku. Awanui and Kaitaia are connected to many local attractions, environmental resources, and a number of regional events that draw and attract visitors. The airport represents an opportunity to increase the area's accessibility. The growing agricultural industry and associated innovations have the potential to draw visitors and a population of workers to the region, stimulating jobs and economy.
Tourism promotion of the region is lacking, and while Ahipara is a popular holiday and surfing destination, visitors typically pass through Kaitaia and Awanui on the way to Cape Reinga without stopping.	It is hard for businesses to operate in isolation. The local tourism industry can operate collectively across the catchment rather than in competition with each other. Provide memorable stopping point in Awanui with information connecting to the region. Promote the TCDR route and the journey south-west to Hokianga.
There is not much on offer for young people in the region. The area is car-focused and it is difficult to get around on foot or by bike. Recreational facilities are limited. Accommodation, education and employment are lacking.	Support recreational initiatives where available (current FNDC funding for park facility upgrade and playspace in the town centre). Slow vehicle speeds and improve connections to town, parks and landscape (the river in Awanui) and schools with shared path access. Build on the region's agriculture innovation. Support young people with accommodation and jobs that are thought about holistically as live-work options. Social procurement is an opportunity to increase employment and create jobs, and use local skills to improve services for visitors. Build social innovation hubs to service the region and growing industry.

Overarching Themes.
Township Scale.

Awanui Big Ideas and Themes

Awanui is a small town founded on the Awanui River. It is centered on the junction of SH1, connecting through Awanui to Cape Reinga in the North and to Whangarei in the South, and SH10, which commences in Awanui and connects to Taipa/Mangonui in the east.

Since the wharf was disestablished Awanui has become, for most visitors, simply a town they pass through on their way to more well-known destinations. However Awanui has potential to grow and position itself as a stopping point within a bigger Northland journey.

Business is growing, agriculture and food production are taking off in the region, and Awanui is ideally located to capture a market in boutique and specialized industry – for example, the region is known internationally for its manuka honey production. Retaining a workforce and keeping youth in Awanui and the region is currently an issue, as is providing enough suitable housing for permanent residents, and accommodation for seasonal workers. Growth and infrastructure needs to be planned for. Local businesses should be supported to create an attractive reason to stop at the junction, and to make the journey memorable for both locals and visitors alike.

As Awanui is the last township before the long drive to Cape Reinga, it serves a much larger area further north. Provision of visitor and local amenities and facilities is needed – it's an easy place to stop, but currently, there's not much to stop for. Making more of the river, and creating more useful and attractive visitor facilities will encourage people to stop and stay a little longer.

Awanui sits close to sea level in a low-lying river catchment which is susceptible to flooding, and sea level rise is predicted to cause issues for the township in the future. Resilience in the transport network is required because there are no bypass options if SH1 and SH10 are flooded at the Awanui junction. An holistic project that integrates flood mitigation, awa restoration, and creation of a river trails network could be a catalyst for aligning project partners, Iwi and Hapū, to both address environmental concerns and celebrate Awanui's identity. Such a project could highlight historical stories, cultural narrative and significant landscapes.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
Sea level rise is a significant threat to Awanui and the area. Connectivity across the region is likely to be affected.	Significant long-term funding is allocated in the Northland Regional Council Flood Mitigation Plan. Restore and plant along the river's edge. Investigate feasibility for transport resilience, alternative routes, or a bypass.
Connection to the river is not visibly present. It is difficult to access and is somewhat hidden behind buildings. The township has turned its back to the river.	Re-direct future development on the north eastern corner of the junction to focus on the river. Re-visit masterplans previously developed for Awanui, and stimulate a structural change to the form and function of the town centre towards the river. Link pedestrian walk trails to the ox-bow and along the river to provide recreational amenity, and connections to Ka Uri as a visitor attraction. Support activity on the water. Complete the pontoon and create opportunities for kayak and waka ama facilities.
Awanui is the last township before heading up to Cape Reinga. Have you fueled up, and got everything you need?	Improve parking provision and pedestrian connections within the township. Link through the park and create a pedestrian friendly environment with planting and amenity to highlight visitor facilities. Build on current funding to upgrade the play space, and make it unique. Celebrate Awanui's relationship to the wider Te Hiku landscape with information, art, and marking of the junction.
There is a sensitivity to materials and building methods that might undermine the character of Awanui.	Respond to historic vernacular. Reference Iwi/Hapū stories with artwork and design interventions. Develop design guidelines and/or an Awanui Palette that celebrates history, characteristic colours, timber, old wharves and piles. Edges and features to be low-key and sympathetic.
Access to the river is limited, and the river is not used recreationally.	In creating recreation trails and connections along the Awanui river, support the development of the pontoon and access on to the river for various water activities such as kayaking and waka ama. Open up future development of the north eastern corner of the junction and make the river present, accessible and visible from within the town.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)

Problems and risks	Opportunities
People speed approaching and leaving the township – both visitors and locals.	Slow speeds down through a series of transitions and thresholds on roads entering and exiting the township using surface and vertical friction to inform drivers that they are entering an urban area. Upgrade the SH1 and SH10 intersection. Use raised zebra crossings to prioritise pedestrian movement at the junction and slow drivers down.
Pedestrian access to the town and connecting to key community amenities is inconsistent, unsafe or non-existent.	Building out from the township centre, upgrade pedestrian connections to the parks, local features, and future walking trails along the awa. Prioritise creating a safe pedestrian environment to encourage slow vehicle speeds in the township centre. Form raised zebra pedestrian connections on key desire lines. Provide safe shared path access (pedestrian and cycle) from town to Awanui School and Ka Uri.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)

Problems and risks	Opportunities
Kaitaia provides more services, and Ahipara is a holiday destination. What is Awanui's point of difference?	Awanui services an innovative and growing agricultural industry. Use Awanui as a central location to 'pool' regional resources; attract visitors through boutique business and market for fresh fish, avocados and honey. Create life in the town at the park with a market and event space, and provision for people to pull over and stop. Celebrate Awanui's specialist produce, sourced from the region.
Lack of visitor information in Awanui to help tourists find activities and plan their journey in Te Hiku.	Create visitor hub in Awanui, with a stopping area and visitor information off SH10 near the park and township centre. Create visitor/pedestrian amenity with shade, rest stops, Wi-Fi and connection to the park and river. Ensure information point is clearly signposted.
Awanui is more than just an intersection and offers a lot, but it what it has to offer is not present and is difficult for visitors to connect with.	Open up the central park in town and create visual cues on SH10 so drivers can plan to stop. Look for opportunities to create family activities: improve the play space and ensure it has a point of difference, create shade and seating areas. Provide visitor information, Wi-Fi, and make local history and stories visible. Connect walking trails to the river and mark the 'junction' as a last stop for north-bound travelers. Awanui is a regional meeting point and connector. Mark the transition to Te Hiku and create a memorable experience for drivers travelling through the town, and celebrate local identity.
The town lacks a cohesive 'feel'. The junction is 'spread out'. The history of the town is not visibly present.	Create a development guideline for the junction - a 'theme' with consistent approach to highlight the town centre, and coordinate future development to connect the river into town and open up the north eastern commercial area. Coordinate with locals and Iwi/Hapū to develop the 'look and feel'. Scale is important.

Overarching Themes.
Township Scale.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)

Problems and risks	Opportunities
Awanui's population is aging, young people move out of town.	Provide better pedestrian connections into town from the retirement village, and to the primary school to reduce local dependency on cars. Attract young people to return and stay in Awanui with job opportunities, particularly in the agricultural sector. Support local businesses and their connection to the world, with services like a potential digital and innovation hub and meeting spaces. Promote accommodation for the growing population of seasonal workers coming to work in agriculture all over Te Hiku. Consider developing underutilized sites such as the Awanui Hotel.
Parking in the centre is not organized and clear, and there are conflicts with traffic movement. There is no obvious place for parking campervans.	Create a pull over and parking space off SH10, connected to the park and the town. Highlight the town centre. Develop long-term plan to repurpose the land north-east of the junction to remove vehicles and make it more urban and pedestrian friendly'.
The 'living heritage' in Awanui town centre would benefit from some investment- tidy up, paint and uplift. This would usually rely on 'outside private financing'. Heritage precinct and buildings are hard to re-purpose and costly, which is a deterrent to most businesses.	Build on local success stories and learnings, support collective approach to develop town centre. Provide formed and organised carparking solution off SH 10, close to town but away from the immediate junction to improve the pedestrian scale 'look and feel' of the town centre. Support and create a regional role for an ambassador or navigator who can help other businesses survive, co-locate or pool resources- such as micro-businesses occupying a larger space- social / digital innovation hub and drop in space in Awanui to meet and service the wide catchment area.
New or overly polished development could ruin the character inherent in the imperfections of these heritage towns, with layers of history revealed and added to over time.	Plan carefully for a consistent design approach that is 'fit for purpose' in these towns. Coordinate local 'theme' with Awanui businesses, community and Iwi hapū- build on heritage character and point of difference along the TCDR journey- make it memorable.

Demographics

339	Population

Ethnic Groups*

64.1 %	Māori
48.4 %	European
8.5 %	Pacific Peoples
2.6 %	Asian
1.3 %	Middle Eastern, Latin American, African
0.7 %	Other Ethnicity

*Reported as counted. Percentages do not add to 100

Sourced from Stats NZ - 2013 Census Data

Flooding data sourced from NRC - Natural Hazards Map

Crash data sourced from NZTA - 2019 Crash Analysis System

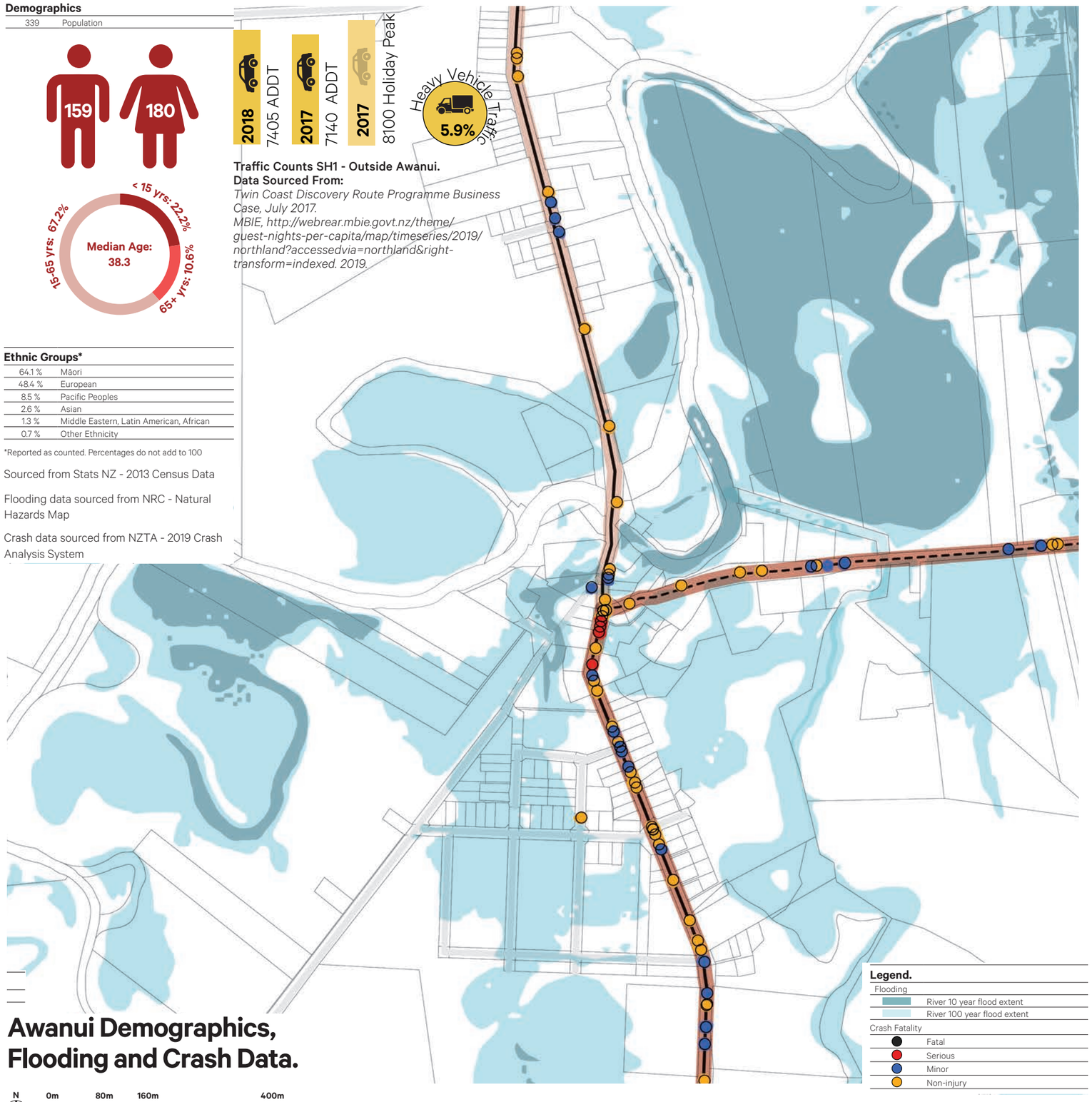
2018 7405 ADDT

2017 7140 ADDT

2017 8100 Holiday Peak

Heavy Vehicle Traffic 5.9%

Traffic Counts SH1 - Outside Awanui.
Data Sourced From:
Twin Coast Discovery Route Programme Business Case, July 2017.
MBIE, http://webrear.mbie.govt.nz/theme/guest-nights-per-capita/map/timeseries/2019/northland?accessedvia=northland&right-transform=indexed. 2019.



Awanui Demographics, Flooding and Crash Data.

Awanui Improvement Plan.

Spains Rd
Kā Uri Unearthed
Awanui River
Kumi Rd
Awanui School
Note: Speed sign to be removed (as replaced with school speed zone)
SH 1
Awanui Rugby Club and Athletic Grounds
SH 10
Awanui River
Park
Duke St
Long St
Queen St
Gill Rd
SH 1

Legend.

1. Landscape Improvements.

- Environmental restoration
- Weed removal and environmental restoration
- Walk and cycle trails

2. Journey Improvements.

- Intersection upgrade
- Town centre slow speed environment
- 50 km environment slower speed improvements
- Existing footpath improvements
- New footpath extension
- Footpath widening
- 100m interval threshold treatments
- New zebra crossing
- New raised zebra crossing
- Pedestrian central refuge island
- Roundabout investigation
- 'Left in /left out' intersection
- Existing speed signage
- Existing speed signage relocated
- Proposed speed signage - subject to necessary approvals
- Proposed repeated signage - subject to necessary approvals
- School speed signage - subject to necessary approvals
- Existing public toilets

3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

Delivery Plan Summary.

Plan reference		Project Type.	Project Phase/Timeline Summary	Overall Score of Measures, Outcomes and Benefits
Number	Name			

Landscape
- Environment and ecology
- Markers, artwork and wayfinding
- Ease of pedestrian movement
- Cycling and trails
- Access to water

Journey
- Roading, safety and speed management
- Thresholds and gateways
- Directions and signposting
- Road maintenance and improvements

Destination
- Play, sports and events
- Experience, identity, community and business
- Gathering Places
- Visitor facilities
- Information and rest stops

Investigate / Design / Build

Low / Medium / High

			Short Term (1-3 Years)	Mid Term (3-5 Years)	Long Term (5-10 Years)	
LANDSCAPE						
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.					
1B	Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas					
1C	Trail 3 - River trail to Unahi, Awanui River edge restoration and esplanade priority areas.					
1D	Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas.					
1E	Pedestrian access across SH1 North Bridge					
JOURNEY						
2A	SH 1 and SH10, and Duke Street intersection upgrade					
2B	SH1 and SH 10 street environment through town centre					
2C	SH1 South 50km environment and slower speed improvements.					
2D	SH1 North 50km environment and slower speed improvements.					
2E	SH 10 East 50km environment and slower speed improvements.					
2F	Footpath improvements SH1					
2G	Footpath improvements SH 10 East					
DESTINATION						
3A	Awanui Junction Streetscape					
3B	Park Development and green link to the river.					
3C	Church frontage and streetscape upgrade.					
3D	Information, visitor rest stop, car parking					

Improvement Projects.
Reference Images.

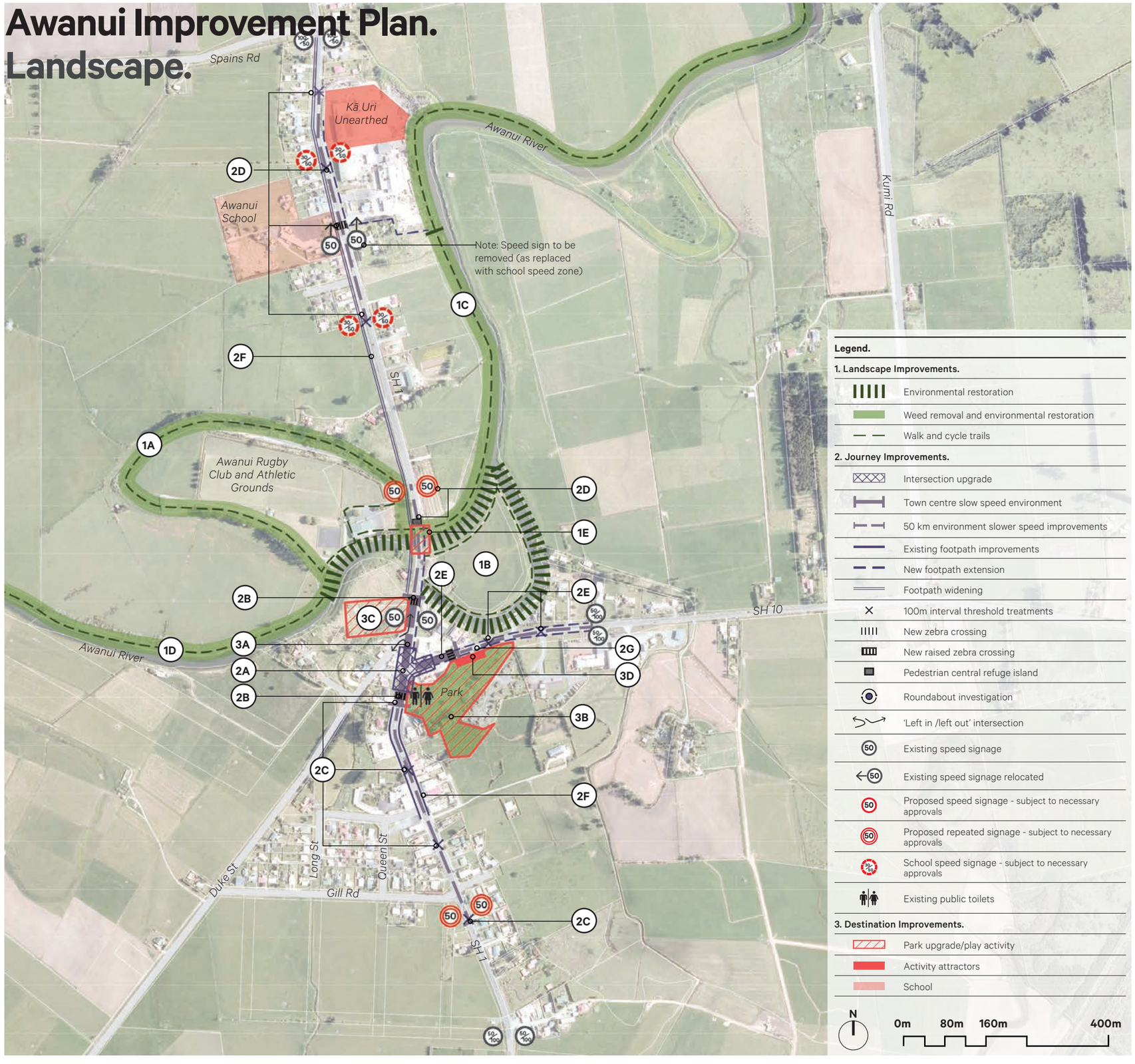
Landscape Improvements.	
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.
1B	Trail 2 - The River Loop Oxbow Trail and Awanui River edge restoration.
1C	Trail 3 - River trail to Unahi and Awanui River edge restoration.
1D	Trails 4 - River Trail to Kaitaia and Awanui River edge restoration.
1F	Pedestrian access across SH1 North Bridge

2. Journey Improvements.	
2A	SH 1 and SH10 Junction and Duke Street intersection
2B	SH1 and SH 10 street environment through town centre
2E	SH 10 East 50km environment and slower speed improvements.
2F	Footpath improvements SH1 North

Improvement Projects.
Reference Images.

3. Destination Improvements.	
3A	Awanui Junction Streetscape
3B	Park Development and green link to the river.
3C	Church frontage and streetscape upgrade.
3D	Information, visitor rest stop, car parking

Awanui Improvement Plan.
Landscape.



Legend.

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3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

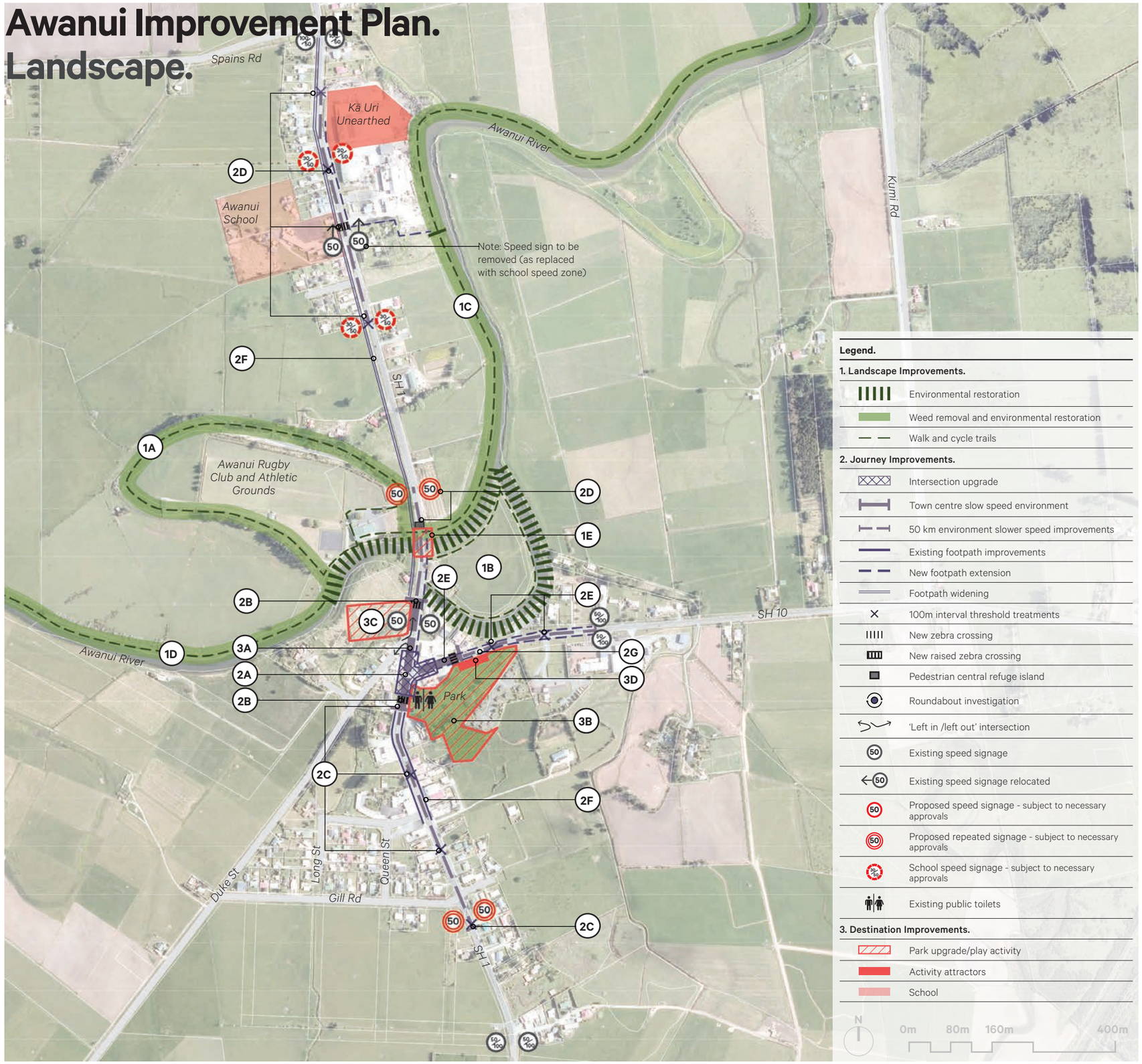
Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
LANDSCAPE			
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.	Identify with Landscape: Awanui to Te Hiku	Green link trails network along the awa, rugby club and ox bow loop, connect the river township through the park, link to the wider Te Hiku landscape, and awa restoration.
1B	Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas	Identify with Landscape: Awanui to Te Hiku	Green link trails network along the awa, rugby club and ox bow loop, connect the river township through the park, link to the wider Te Hiku landscape, and awa restoration.
1C	Trail 3 - River trail to Unahi, Awanui River edge restoration and esplanade priority areas.	Identify with Landscape: Awanui to Te Hiku	Green link trails network along the awa, rugby club and ox bow loop, connect the river township through the park, link to the wider Te Hiku landscape, and awa restoration.

Improvement Plan.
Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape: Environment and ecology, cycling and trails, markers, artwork and wayfinding, access to water, ease of pedestrian movement.	Create and improve	Park and Recreation Reserve	Complete loop cycling and walking trail around the Awanui Rugby Club and reserve recreation area connecting facilities, activities and amenity with the Awanui River and linking back to Awanui township (approx 1200m). Support activation of the reserve area with other recreation activities such as exercise equipment, dog walking provision, seating/ rest areas, information signage and wayfinding. Coordinate and support with current FNDC funding programme for facilities improvements, and link as part of an overall connected trails plan and programme for Awanui. Trail designs to consider Crime Prevention through Environmental Design (CPTED) design principles.	1E, 2D, 2F	Design, planning and restoration: Update reserve concept/ masterplan for Awanui Park, and begin design and planning of trail network in coordination with current FNDC funding for the reserve. Connect and involve youth into the design and implementation of a reserve development programme, and activity types such as exercise equipment, dog walking areas, seating/ rest areas, information signage and wayfinding. Establish and support local involvement in planting and restoration of the Awanui River edge; undertake initial weed control, rubbish removal and clean up of area for community restoration planting. Review usage and facilities management as a freedom camping site, and consider relocation. (Current location not functioning, and disconnected to township).	Project delivery: Begin construction of trail (first stages) around the park, focussing on connections from township to facilities. In tandem, undertake construction of new play and activity identified in the completed masterplan for the park, including potential bike course challenge and bmx/pump track. Establish safe pedestrian access and crossings to the park along across SH1, and pedestrian and cycle connection to Awanui School. Install information boards and wayfinding, and continue weed management and planting programme in conjunction with community of Awanui.	Project delivery to completion: Re-establish Awanui Park as a sports and active destination by completing the masterplan outcomes identified for the park. Ensure connections are completed where linking to the town centre and wider trails connections for Awanui.	Geotechnical and archaeological investigations required. Broader network flooding assessment and climate impacts to be assessed.
Landscape: Environment and ecology, cycling and trails, markers, artwork and wayfinding, access to water, ease of pedestrian movement.	Create	Esplanade Reserve and Gateway Bridge	Develop the waters edge trail around the existing ox-box section of the Awanui River, and improve pedestrian connections to the adjacent town center (approx. 640m). Undertake riparian planting and restoration of the rivers edge, and include recreation spaces for people to connect, walk and linger. Incorporate as part of the Awanui experience, storytelling and theming such as historical and cultural information and wayfinding. Connect entrance to esplanade reserve with gateway marker at the Awanui River bridge with markers, lighting and artwork. Ensure wider trail connections to Awanui Reserve and Ka Uri are programmed and implemented over time. Trail designs to consider Crime Prevention through Environmental Design (CPTED) design principles.	1E, 2D, 2F	Design, planning and restoration: Undertake a concept/ masterplan for the ox-bow and loop trail area, in conjunction with wider trails and connections for Awanui. Initiate discussions and development programme with adjoining landowners. Establish and construct access to the site from SH1 bridge by removing weed species, removal of fence and cleaning up the area to formalise access. Develop property boundary edge in association with adjoining landowners, and review feasibility of pedestrian access to loop back with SH1, along the southern edge of the ox bow reserve. Establish local involvement in planting and restoration of the Awanui River edge, and undertake initial weed control, and restoration planting. Commence discussions with community on cultural and historical storytelling in tandem with the town centre, and look for opportunities for markers and artwork that can be viewed from the township.	Project delivery: Begin construction of trail (first stages) around the ox-bow esplanade area, focussing on connections from township and access to the site. Establish safe pedestrian access and crossings to the esplanade from the township and Awanui Park, and connection to the school. Install information boards and wayfinding, and continue weed management and planting programme in conjunction with community of Awanui.	Project delivery to completion: Complete construction and stages of the concept/masterplan outcomes identified for the ox-bow area. Ensure connections are completed where linking to the town centre and wider trails connections for Awanui. Continue and complete planting and management programmes for the site.	Access from SH 1 to esplanade to be investigated (feasibility and site survey required)- potential negotiation with adjoining landowner required. Geotechnical and archaeological investigations required. Broader network flooding assessment and climate impacts to be assessed.
Landscape: Environment and ecology, cycling and trails, markers, artwork and wayfinding, access to water, ease of pedestrian movement.	Create	Esplanade Reserve to Ka Uri and Unahi	Develop trail along the Awanui River to Ka Uri (phase 1), and Unahi Wharf (phase 2). Connect to the ox-bow trail loop with safe pedestrian access along the eastern side of the SH1 Awanui River bridge. Implement an on-going riparian restoration programme, path, information, story-telling kōrero boards about natural landscape, and Iwi/hapū stories connecting to Te HIku. Develop in tandem with aspirations to support kayak and waka tours, and open up recreation along the Awanui River to Kaitaia and Unahi. (Distances: Phase 1 approx. 800m, Phase 2 approx. 9000m). Trail designs to consider Crime Prevention through Environmental Design (CPTED) design principles.	1E 2D, 2F	Design, planning and restoration: Undertake a concept/ masterplan for the trail and esplanade connection to Ka Uri and Unahi. Negotiate esplanade access from end of existing esplanade reserve to Ka Uri. Identify staging and programme to be developed over time, and in conjunction with wider trails and connections for Awanui. Initiate discussions and work with adjoining landowners. Establish and construct access to the site from SH1 bridge by removing weed species and formalising access. Develop property boundary edge in association with adjoining landowners. Establish local involvement in planting and restoration of the Awanui River edge, and undertake initial weed control, and restoration planting. Commence discussions with community on cultural and historical storytelling in tandem with the town centre.	Project delivery / first stage: Establish local involvement in planting and restoration of the Awanui River edge, and undertake initial weed control, and restoration planting. Commence discussions with community on cultural and historical storytelling in tandem with the town centre, and awareness to the wildlife, bird watching and environmental opportunities extending out along the river. Commence first stages of the trail and planting toward Ka Uri.	Project delivery / future stages: Complete construction and stages of the concept/masterplan outcomes connecting to Ka Uri, and beyond to Unahi over time. Ensure connections are completed where linking to SH1, Awanui Park, the ox-bow esplanade area, and wider trails connections for Awanui. Continue and complete planting and management programmes for the site with local community involvement.	Future sections will require acquisition investment and working with adjoining land. Geotechnical and archaeological investigations required. Broader network flooding assessment and climate impacts to be assessed.

* Items excluded from costings

Awanui Improvement Plan.
Landscape.



Legend.

1. Landscape Improvements.

- Environmental restoration
- Weed removal and environmental restoration
- Walk and cycle trails

2. Journey Improvements.

- Intersection upgrade
- Town centre slow speed environment
- 50 km environment slower speed improvements
- Existing footpath improvements
- New footpath extension
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- Existing public toilets

3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
LANDSCAPE			
1D	Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas.	Identify with Landscape: Awanui to Te Hiku	Green link trails network along the awa, rugby club and ox bow loop, connect the river township through the park, link to the wider Te Hiku landscape, and awa restoration.
1E	Pedestrian access across SH1 North Bridge	Identify with Landscape: Awanui to Te Hiku	Green link trails network along the awa, rugby club and ox bow loop, connect the river township through the park, link to the wider Te Hiku landscape, and awa restoration.

Improvement Plan.

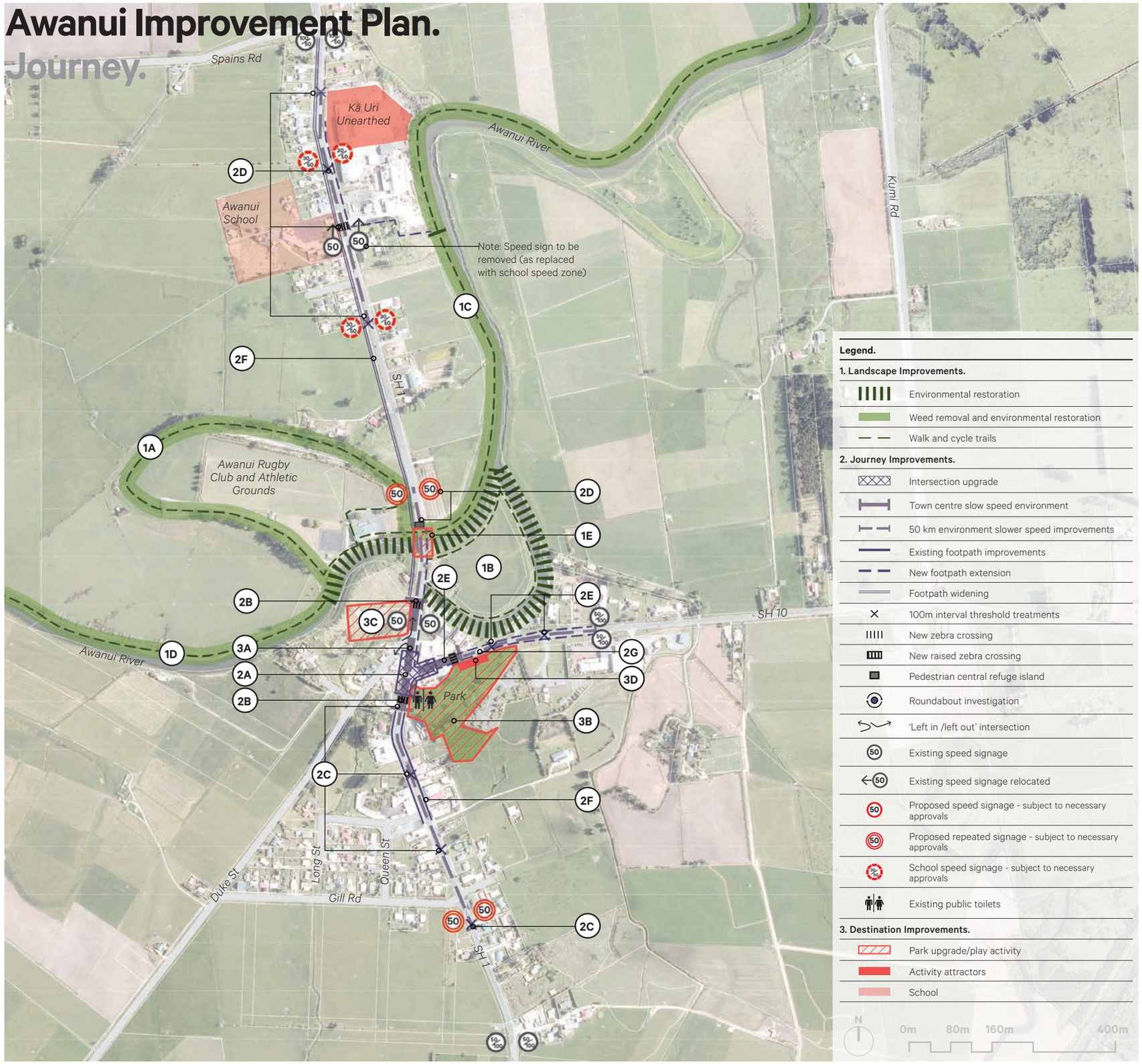
Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape: Environment and ecology, cycling and trails, markers, artwork and wayfinding, access to water, ease of pedestrian movement.	Create	Awanui River edge to Kaitaia	Develop long term trail connection to Kaitaia, forming an esplanade acquisition programme, and riparian restoration. Develop in tandem with aspirations to support kayak and waka tours, and open up recreation along the Awanui River to Kaitaia and Unahi (Awanui to Kaitaia 8.4km) . Trail designs to consider Crime Prevention through Environmental Design (CPTED) design principles.	2D, 2F, 3B	Design, planning and restoration: Undertake a broader trails and connections review, and develop a programme (including esplanade reserve acquisition with the specific trail connections sites identified above), and long-term opportunity to establish a connection to Kaitaia. Initiate discussions and work with adjoining landowners, and remediation of rivers edge with planting to establish over time.	Funding allocation and restoration: Review long-term connections, and potential acquisition programme. Initiate design brief, planning and feasibility for stages of the connection as available. Establish local involvement in planting and restoration of the Awanui River edge, and undertake initial weed control, and restoration planting where available. Commence discussions with community on cultural and historical storytelling in tandem with the town centre. Undertake feasibility of opportunity for kayak and waka links to Kaitaia.	Project delivery / future stages: Continue construction and stages of the concept/masterplan to Kaitaia over time. Ensure connections are completed where linking to wider trails connections for Awanui. Continue and complete planting and management programmes for the site with local community involvement. Review and implement opportunity for kayak and waka links to Kaitaia.	Future sections will require acquisition investment and working with adjoining land. Geotechnical and archaeological investigations required. Broader network flooding assessment and climate impacts to be assessed.
Landscape: Cycling and trails, markers, artwork and wayfinding, ease of pedestrian movement.	Improve and Create	Pedestrian bridge	Improve pedestrian access on both sides across northern SH1 bridge, to support ease of pedestrian movement and connections to trails networks. Highlight the bridge as a natural gateway with lighting. Extend footpath connections to town on eastern side of SH1. Develop safe pedestrian connections east and west between Awanui Park and esplanade trails to Ka Uri, including feasibility for access underneath the bridge.	1B, 2A, 2B, 2D, 2F	Design feasibility and planning: Undertake feasibility and optioneering for pedestrian access and connections across eastern side of SH1 bridge (40m) including: Option 1- widen bridge/ or attach pedestrian access to bridge. Option 2- build standalone pedestrian bridge for access between Trail 2- ox-bow trail and Trail 3 trail to Ka Uri and Unahi. Option 3- install safe pedestrian crossing and infrastructure across SH1 utilising existing pedestrian access on western side of bridge only. Undertake feasibility of east west pedestrian connection underneath SH1 bridge to connect Awanui Park and trails to Ka Uri.	Implementation: Implement agreed solution to improving pedestrian access and ensure connections to township are integrated. Utilise bridge as a natural gateway, and and opportunity to tell cultural, historical stories connecting to the river and Te Hiku.		Feasibility and optioneering to be completed. Structural assessment of bridge required and width could be limiting factor for safe access on both sides.

* Items excluded from costings

Awanui Improvement Plan.

Journey.



Legend.

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- Walk and cycle trails

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- Existing public toilets

3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY			
2A	SH 1 and SH10, and Duke Street intersection upgrade	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township
2B	SH1 and SH 10 street environment through town centre	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township
2C	SH1 South 50km environment and slower speed improvements.	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township
2D	SH1 North 50km environment and slower speed improvements.	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township

Improvement Plan.

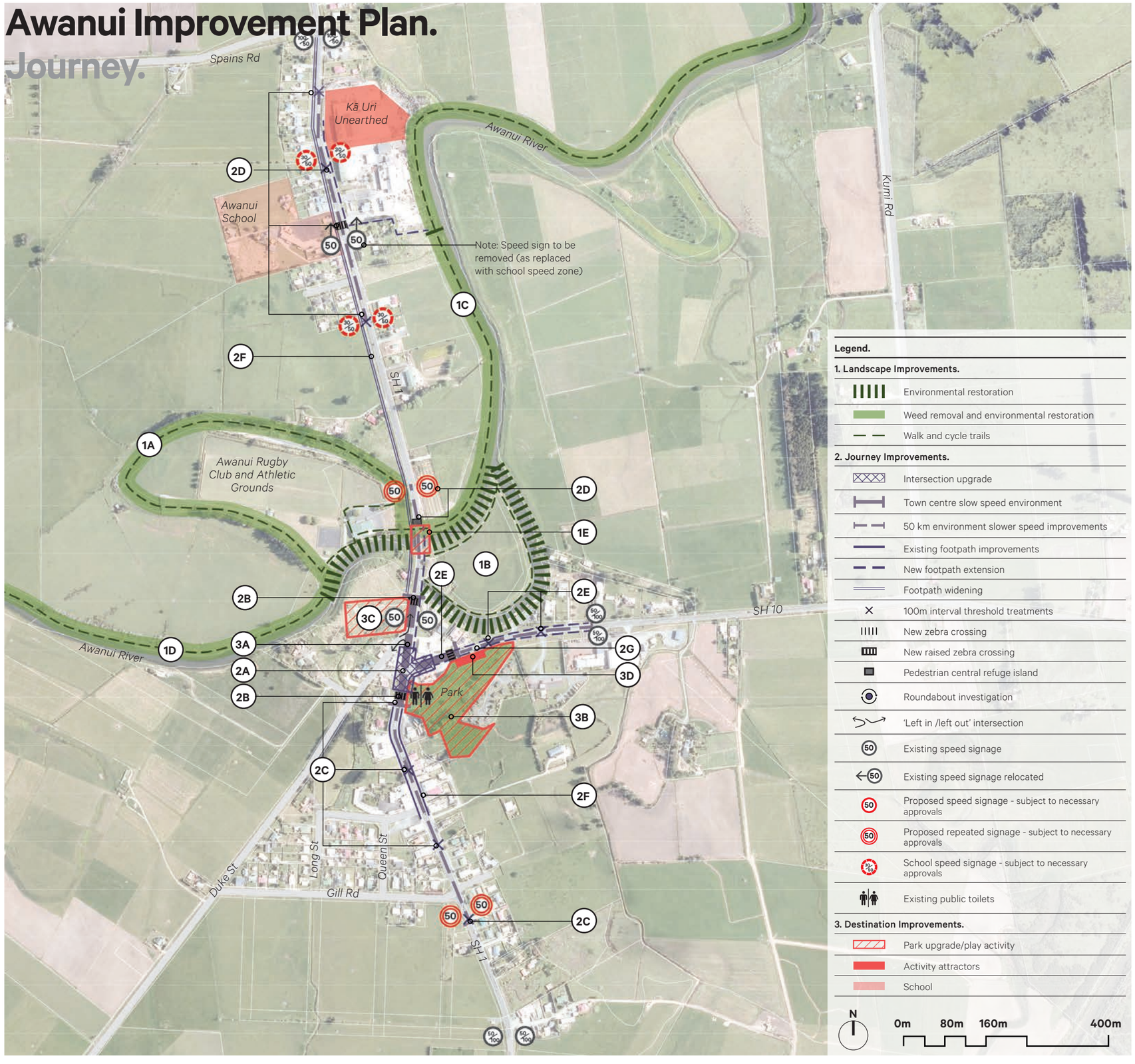
Journey.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Improve	Roundabout and SH1 / SH 10 junction	Improve and slow state highway junction with intersection upgrade, slow speed environment and pedestrian crossings at the SH1 / SH 10 junction and integrate with slow speed measures on approaches 2c, 2d, and 2e. Include safe crossing at the junction for pedestrians. Marker opportunity and artwork position with Ngāi Takato interpretation as connection to Te Hiku. Address Duke Street intersection simultaneously with left in / left out configuration. Project to consider the most appropriate safer system intersection treatment for this location, during the pre-implementation phase.	2B, 2C, 2D, 2E, 3A,	Design and consents: Review and initiate feasibility for an intersection upgrade (roundabout) for the SH1 / SH 10 junction, and undertake in conjunction with turning traffic restrictions into Duke St from SH1. (Include optioneering review for potential HCV by-pass along Duke Street). Undertake design and planning to incorporate slow speed environment for the Awanui Town Centre with pedestrian crossing points, and amenity at the junction; ie planting. Allow for markers and artwork as part of the junction design, and work with adjoining landowners, particularly on the north eastern corner, to support better traffic and pedestrian circulation in this environment.	Project delivery: Installation of intersection upgrade at junction, including supporting slow speed zone and pedestrian amenity. Establish street tree planting and build out spaces for people to meet and gather in the junction zone.	Review measures and benefits: Undertake ongoing review of traffic and pedestrian movement through the junction zone, and improve pedestrian connections to the town centre.	Design assessment/ feasibility required to enable intersection upgrade and Duke Street access off SH1. Technical investigations to be completed. Engagement with community and wider transit network will be required. Potential acquisition required.
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Create, improve	Thresholds and gateways, Road maintenance and improvements	Create a town centre junction to support a slow speed environment with improved pedestrian amenity and connections. Improve the look and feel of the town centre (3a) and widen footpath connections on all sides of the intersection to allow for safe and accessible movement. Install raised zebra crossings (x3) on desire lines to connect the town centre across the main roads. Extend footpath connections to these points to create a walkable connection around the town centre junction, and to link with wider amenity in the town such as the park, cafe, and church. Support the pedestrian environment with trees, planting and seating. The project pre-implementation phase should consider alternative speed management designs to achieve a safe and appropriate speed environment for pedestrians, as well as raise awareness to drivers approaching a multi user area. Project to consider the demand for zebra crossing and if this is the safest treatment to consider addressing the risk at this location.	2A, 2C, 2D, 2E, 3A	Design and consents, initial project delivery: Town Centre: Reseal the road carriageway junction with a higher quality finish material that signals urban environment and town centre (approx 240m). Support slow speed environment crossings with high friction and coloured surfacing at thresholds, build outs and street tree planting. Establish slow speed environment through junction and through pedestrian-focussed areas on SH1 north and south, and SH 10 using traffic calming measures eg build outs, trees/ landscaping, visual narrowing, pavement texture/colour. Vertical treatments if not close to dwellings/motels.	Project delivery: Design and install raised zebra crossings x 3 around the town centre 'core' to improve pedestrian movement, and slow traffic at the centre. Crossing points are to align with walking connections and desire lines on either side of the highway; walk connections through the park, and to shopping amenity (dairy/ cafe). Continue extending streetscape improvements from the town core out to connect with core activities such as park, and shopping amenities ie cafe and diary and as car parking, access and changes to these areas are developed. Continue resealing the road with higher quality road material that signals urban environment, and installation of high friction surfacing at threshold points. Support threshold interventions on approaches into the town centre 2c, 2e, 2e.	Review measures and benefits: Undertake ongoing review of traffic and pedestrian movement through the junction zone, and improve pedestrian connections to the town centre.	Dependant on intersection upgrade design. Engagement with community required.
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Create, improve	Threshold treatments along SH1 southern approach to Awanui.	Roading and speed management SH1 Southern approach: Introduce threshold treatments (high surface friction and vertical edge friction) at regular 100m intervals from 50 km zone in south adjacent to 9 SH 1 Awanui, through to the town centre. (x3 identified)		Design and implement: Undertake design and install of threshold treatments along southern approach x3 including surface friction and edge friction to slow traffic speeds. Install repeated signage 50km at 34 and 59 SH 1 Awanui. Install surface friction and edge friction planting (mirror street trees at 38 SH 1, and low planting build outs) adjacent to 38 SH 1 Awanui. Install surface friction and edge friction planting (street trees and low planting build outs) adjacent to 56 SH 1 Awanui.			Engagement with community required.
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Create, improve	Threshold treatments along SH1 northern approach to Awanui.	Roading and speed management SH1 Northern approach: Introduce threshold treatments (high surface friction and vertical edge friction) at regular 100m intervals from 50km zone at Spains Road, past and Awanui School through to the town centre. (x 6 identified). Project to consider alternative speed management design and ensure appropriate provision of safe speed environment. This is to be considered in the pre-implementation stage with reference to the NZTA speed management guide and Safer Journeys to School guide	1A, 1B, 2F	Design and implement: Undertake design and install of threshold treatments along northern approach x6 including surface friction and edge friction, and pedestrian crossing points to slow traffic speeds. Install surface friction and edge friction planting (street trees and low planting build outs) adjacent to 216 SH 1 and Ka Uri, Awanui. install school speed signage at 184 SH 1 Awanui.Relocate existing 50 km signage. Install school speed signage at 162 SH 1 Awanui. Install repeated 50km signage near entrance to the Awanui reserve and Rugby Club.	Implement to completion: Install raised zebra crossing opposite Awanui School to slow traffic environment. Install pedestrian central refuge as trail connection linking to Trail 1 - Nature and Sports Trail Loop, (1a) and Trail 2 - The River Loop Oxbow Trail as first stages are undertaken.		Engagement with community required.

* Items excluded from costings

Awanui Improvement Plan.

Journey.



Legend.

1. Landscape Improvements.

- Environmental restoration
- Weed removal and environmental restoration
- Walk and cycle trails

2. Journey Improvements.

- Intersection upgrade
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- 50 km environment slower speed improvements
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- Existing public toilets

3. Destination Improvements.

- Park upgrade/play activity
- Activity attractors
- School

N

0m 80m 160m 400m

Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY			
2E	SH 10 East 50km environment and slower speed improvements.	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township
2F	Footpath improvements SH1	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township
2G	Footpath improvements SH 10 East	Experiencing the journey: Awanui-stop!	Tight and slow town centre, develop natural gateways, slow traffic in approaches to township

Improvement Plan.

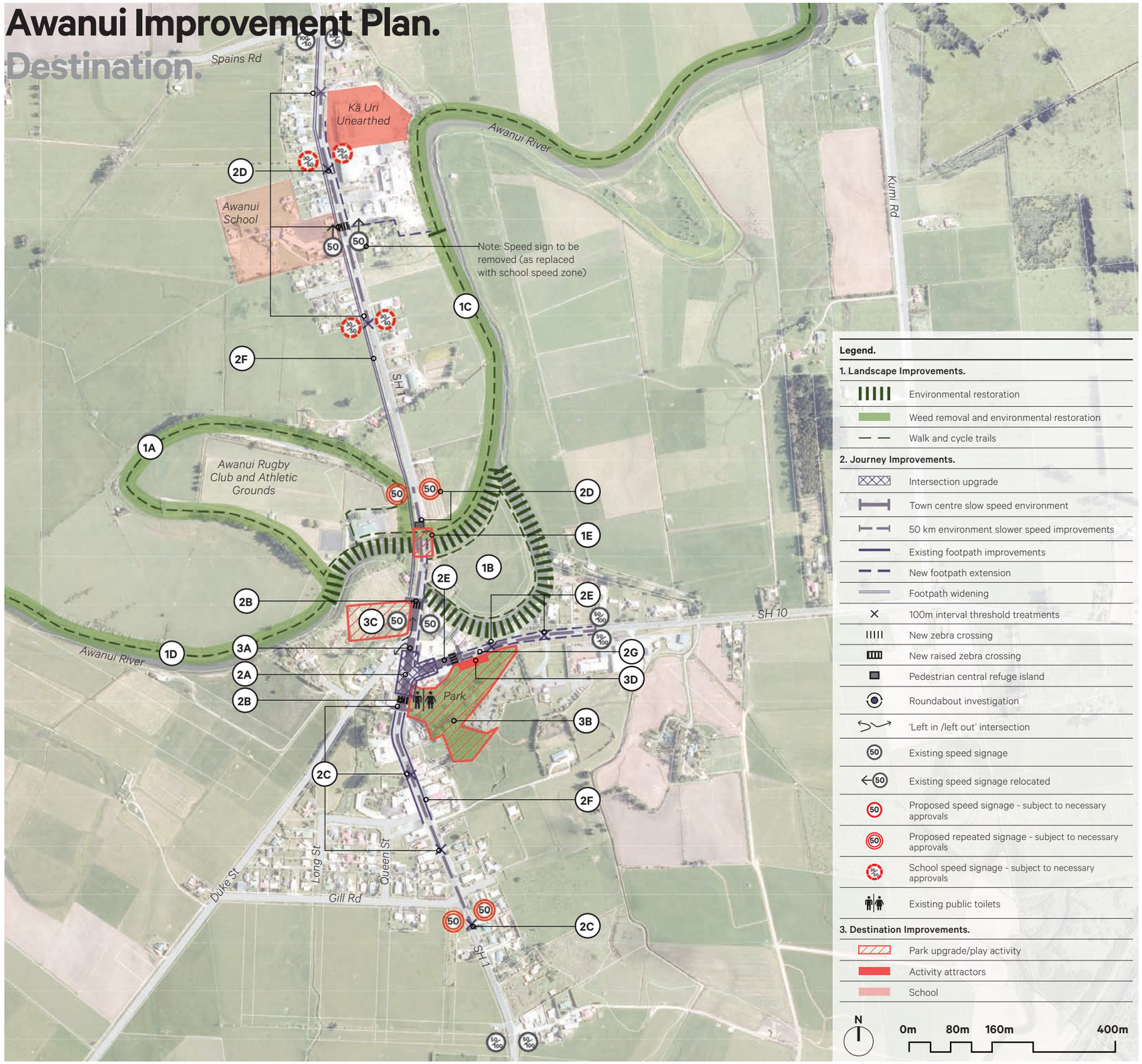
Journey.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Create, improve	Threshold treatments along SH 10 eastern approach to Awanui.	Roading and speed management SH 10 Eastern approach: Introduce threshold treatments (high surface friction and vertical edge friction) at regular 100m intervals from 50km zone adjoining 39 SH 10 Awanui, through to the town centre. (x 2 identified).	2G, 3B 3D	Design and implement: Undertake design and install of threshold treatments along eastern approach x2 including surface friction and edge friction to slow traffic speeds. Install surface friction and edge friction planting (street trees and low planting build outs) adjacent to 29 SH 10, Awanui SH 1 Awanui. Install surface friction and edge friction planting (street trees and low planting build outs) adjacent to park reserve and cafe.	Implement to completion: Undertake physical works programme across all threshold treatments, horizontal and vertical.		Engagement with community required.
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Improve	SH1 Footpaths North from town centre to Awanui School and Ka Uri. *Footpath upgrade to the south of town centre on SH1 and reconfiguration of 90degree parking to parralle parking outside the Superette on SH1.	Support the experience of Awanui with connected, safe and clear connections from the town centre leading north with a shared pedestrian and cycle connection 2.5m where available, to connect with Awanui School. Construct footpath connection on eastern side between town centre to proposed pedestrian refuge connecting to future trail connections, and from Kau Uri to Awanui School and proposed raised zebra crossing. (approx. 850m total). *Further investigate footpath upgrade works/ improvements to the south of the town centre on the eastern side of SH1, which could include an upgrade of kerb and channel to deter 90 degree parking and reversing directly into a traffic lane and encourage parallel parking on road outside of the Superette. Parking improvements on SH1 to be developed further during the pre-implementation stage of the project.	1E, 2E	Design and implement stage 1: Undertake maintenance, repairs and width extension to existing school footpath connection from Awanui River Bridge to Awanui School (850m). Build pedestrian buffer where space and contour allows, and introduce edge friction such as street trees. Build new footpath on the north eastern side of the SH1 and SH 10 junction to the SH1 Awanui River bridge, to connect with awa trails. Build new footpath from Ka Uri to Awanui school (400m) along eastern side to connect with proposed raised zebra crossing.	Design and implement stage 2: *Incorporate footpath upgrade works/ improvements to the south of the town centre on the eastern side of SH1, upgrade kerb and channel to deter 90 degree parking, and encourage parallel parking on road outside of the Superette. Begin design and planning for connected walkway experience loop to Ka Uri by road and river.	Implement to completion: Connected Awanui experience loop. Ka Uri to town by road and water. Unahi boat shed. Kayak / waka / trail journey, tour to Unahi. Trail connection to include various components: path/ restoration/ steps, nodes, and water access. Walking water and connect.	Potential pinch points. Deign to be completed. Engagement with community required.
Journey: Roading, safety and speed management, directions and gateways, road maintenance and improvements. thresholds and signposting,	Improve	SH 10 Footpaths east from town centre to Norfolk Motel and Campervan Park, SH10 Awanui	Support the experience of Awanui with connected, safe and clear connections from the town centre leading east from the town centre along SH 10 to local amenities and attractions. *Improved line marking for angled carparks on SH10 outside Big River Café to deter 90degree parking and reversing into traffic lane. Parking improvements on SH10 to be developed further during the pre-implementation stage of the project. Apply Safer Systems Methodology when considering the risks and relocation of existing power poles, power lines and regraded drains to accommodate improvements and future infrastructure on SH10. Further consideration to the design will need to be made at the pre-implementation stage of the project.	2F	Design and implement: Extend and complete continuous footpath connection from the SH1 / SH 10 Junction east to end of park (250m on side, 500m on both sides) on both sides of the highway. Install pedestrian crossing to connect river and park across SH 10. *Improved line marking for angled carparks on SH10 outside Big River Café to deter 90degree parking on SH10.	Implement to completion: Extend footpath connection on both sides of the highway to connect with the Norfolk Motel and Campervan Park (250m on side, 500m on both sides). Install painted cycleway from gateway into town centre		Potential pinch points. Deign to be completed. Engagement with community required.

* Items excluded from costings

Awanui Improvement Plan.

Destination.



Legend.

1. Landscape Improvements.

- Environmental restoration
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- Walk and cycle trails

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- Intersection upgrade
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- Park upgrade/play activity
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N

0m 80m 160m 400m

Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
DESTINATION			
3A	Awanui Junction Streetscape	Coming to life: Awanui junction	Create a strong civic heart, improve streetscape to create safe, welcoming places, support identity, branding, and innovation, visitor information and facilities.
3B	Park Development and green link to the river.	Coming to life: Awanui junction	Create a strong civic heart, improve streetscape to create safe, welcoming places, support identity, branding, and innovation, visitor information and facilities.

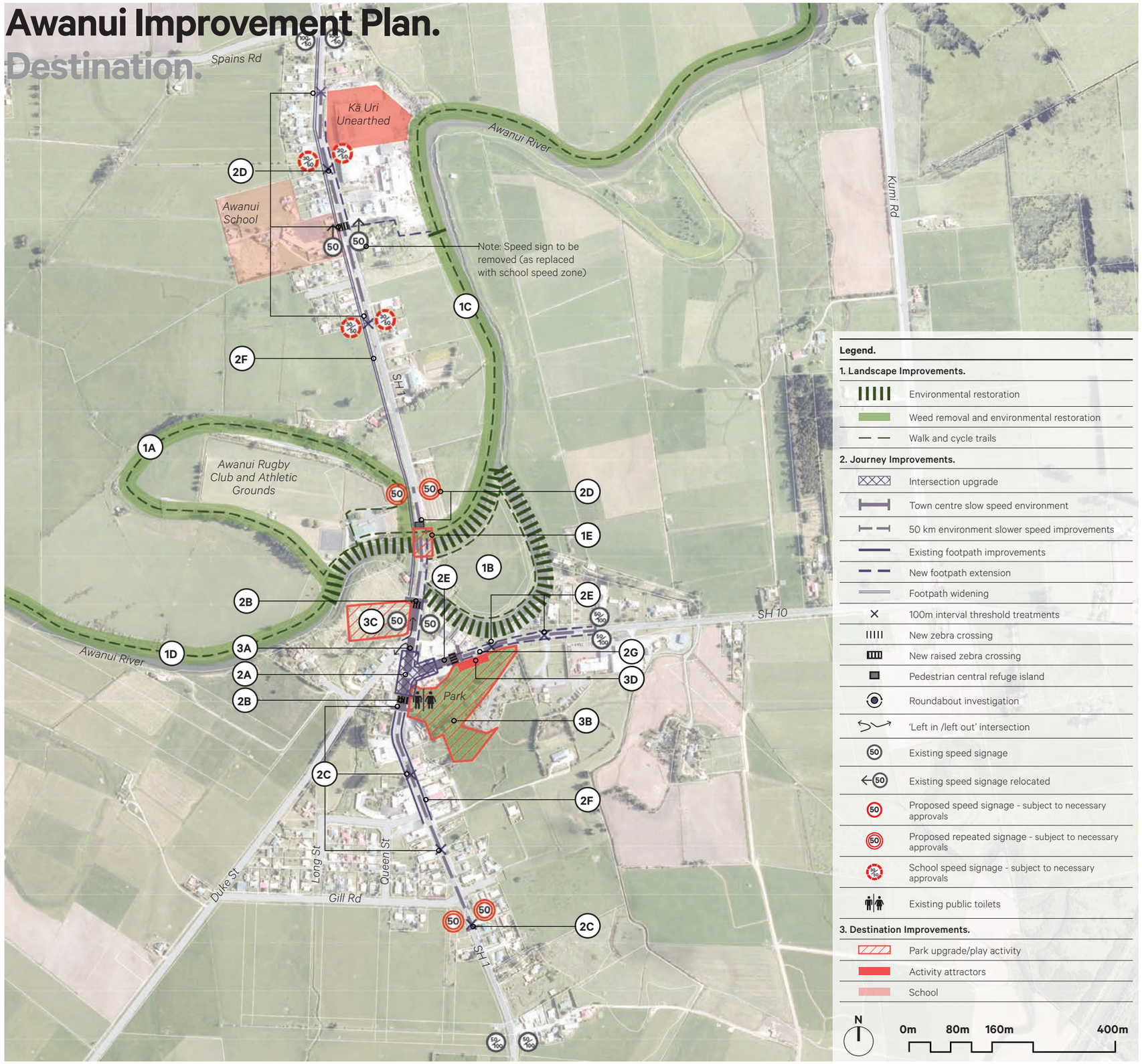
Improvement Plan.
Destination.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Destination: Visitor facilities, experience, identity, community and business, information and rest stops, gathering places.	Improve	main street streetscape	Improve the appearance and uplift of Awanui at the junction. Start by supporting local businesses for funding initial paint, tidy-up and upgrade. Develop masterplan for the town centre with landowners and community to develop theme and character style for Awanui, supporting branding, and long-term vision, while addressing immediate parking and circulation. In particular, work with north eastern corner landowners, to 'open-up' views and connections to the awa. Improve the pedestrian experience of Awanui by building new streetscape and footpaths in the town centre and extending out to township gateways along highway approaches. Upgrade of streetscape cross-sections to include narrowing of carriage way with edge friction, increased pedestrian and gathering spaces, access and crossing points, and street tree planting.	2A, 2B	Collaborate, plan and implement: Work with local businesses to paint and tidy existing town centre (Approx 400m of streetscape). In conjunction with feasibility and design of intersection (roundabout or traffic lights), undertake design of streetscape upgrade from concept to developed and detail design. Include adjoining businesses and landowners in design process and treatment of car parking, access and overflow areas. Incorporate planning of North Eastern business area for future development. Maintenance fix trip hazards and tidy pathways, cleaning and removal of loose gravel..	Implementation: Implement and construct first stages of streetscape upgrade in conjunction with finalised intersection design. Establish street tree planting and amenity. Build staged footpath improvements to township gateways. Initiate car parking and pull over rationalisation.	Implementation to completion: Continue and complete streetscape upgrade of Awanui township. Finalise footpath connections and parking reconfiguration. Support development of north-eastern properties, and redevelopment of pedestrians space and connections.	Will require working and coordinating with land and business owners. Shared ownership and maintenance around building frontages- ie access and carpark areas in front of north eastern corner of junction to be engaged. Realignment of car parking could be an issue.
Destination: Play, sports and events, visitor facilities, experience, identity, community and business, information and rest stops, gathering places.	Improve and Create	Park reserve	Improve park (Total park area approx 21000m^2) as a key public space connected with the town centre. Undertake quick wins to 'open up' views and connections into the reserve along the northern boundary to SH 10; remove farm fence (135m) and overgrown trees that block views through the park (135m). Coordinate with FNDC to support the upgrade of existing playspace (500m^2), and create a destination playground for travellers to stop at, and for the local community to gather around. Support playspace with family areas for seating, gathering and eating; incorporate shade, drinking water and free wifi in the park. Crime Prevention through Environmental Design (CPTED) design principles should be considered appropriately in the park and playspace design during the pre-implementation phase of the project	2B, 2C, 2E, 2G, 3A, 3D	Design planning and first stage implementation: Coordinate with FNDC current funding, to support a development of a destination playspace for travellers to stop at, and the local community to gather and activate. Support with family spaces, potential for bbq, seating and gathering, and shade. Undertake works on northern boundary to 'open up' the park and immediately improve sightlines and connectivity from each highway. Update and begin and overall concept development for the park, building off the play and family space to introduce other recreational activities and amenity; encourage local community and schools as part of this design process Reconsider location of existing toilet to be support sightlines into the park, and develop car parking on the northern edge of the park, to support better parking facilities off the main highway junction for the town centre, and to provide pull over space for tourist vehicles such as camper vans and buses. Incorporate along the northern edge, a visitor information point with shelter and seating area for passenger drop-off and pick up. Off the existing car park, improve street frontage to allow for market spaces, hard surface areas for gathering and events.	Implementation: Implement park concept plant with planting, walkways, seating. - crossings and access. Construct car park off SH 10, and construct visitor information area. Develop entrances. Continue to support FNDC funding program for the park. Coordinate pedestrian crossing points (2b) in alignment with walkway connections and desire lines through the park.	Implementation: Complete the reserve park plan, relocate the existing toilet, complete and formalise vehicle entrances, amenity and active recreation features. Complete restoration of rear reserve space with planting, and tidied edges. Look to connect rear of Retirement village with accessible walky through the park.	Coordinate potential FNDC funding currently available to leverage best outcomes for the playspace.

* Items excluded from costings

Awanui Improvement Plan.

Destination.



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0m 80m 160m 400m

Plan reference		Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life	
DESTINATION			
3C	Church frontage and streetscape upgrade.	Coming to life: Awanui junction	Create a strong civic heart, improve streetscape to create safe, welcoming places, support identity, branding, and innovation, visitor information and facilities.
3D	Information, visitor rest stop, car parking	Coming to life: Awanui junction	Create a strong civic heart, improve streetscape to create safe, welcoming places, support identity, branding, and innovation, visitor information and facilities.

Improvement Plan.
Destination.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Destination: Experience, identity, community and business, information and rest stops, gathering places.	Improve and Create	St Joseph's Anglican Māori Church	Integrate connections to Church as part of the Awanui township-junction. Improve visual cues from the centre, with information, signage, and potential memorial garden at street frontage. Address flooding issues from SH 1 with edge drainage and planting.	2B, 2D, 2F, 3A	Collaborate, design and implement: Info signage. Open up views from town centre by removing overgrown trees, weeds and rubbish at the corner of Duke Street and SH 1 (375m^2). Review flooding issues caused by SH 1 extent, and design remediation opportunities aligned with improving the street frontage of the Church site (60m), and potential for a memorial garden to celebrate and tell local stories and identity.	Implement: Address physical works for flooding issues and align development to improve and connect with upgrades of footpaths along SH 1. Install signage and information. Address long term planting along the intersection of Duke Street and SH 1.		Current flooding off SH1 to church grounds to be addressed.
Destination: Visitor facilities, experience, identity, community and business, information and rest stops, gathering places.	Create	SH 10 and northern entrance to park	Create and formalise a rest stop and information area for Awanui (700m^2). Formalise pull-over area with bus and car parking along the northern edge of the park and SH 10. Provide visitor information, map direction and interpretation to local attractions and wider landscape links to Te Hiku. Provide shade and seating. Develop into service I-Site over time with car park, WIFI and Hotspot.	2B, 2E, 2G, 3A, 3B	Initial implementation, design and planning: Develop information and visitor rest stop as part of Park development and SH 10 edge treatment. Address current pull over space to manage parking temporarily, and create a drop off and pick up zone. Install first stage Information board and shelter space with seating. Highlight the space with, Awanui locals, and the opportunity to tell local stories and direct people to other attractions and walkways in Awanui, and the wider Te Hiku region..Undertake design concept in conjunction with the park development and roundabout junction, to formalise the drop-off pick-up transition, car parking to better support the town centre, and long term feasibility and location for and I-Site information space.	Planning and implementation: Address pedestrian connections from the Junction to the park, and implement landscape amenity integrating into the park. Install EV station at car park area.	Long-term implementation: Formalise long term development of visitor information site.	Safe pullover and car parking provision to be designed and engineered.

* Items excluded from costings

5. Mauri. Measures, Benefits and Outcomes.

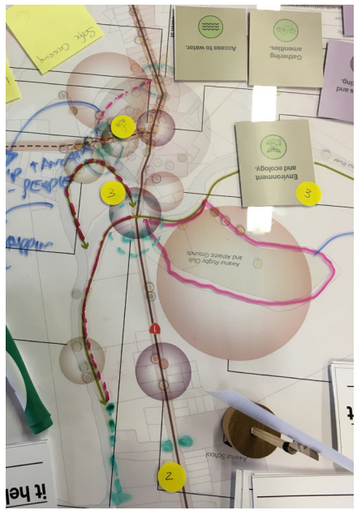
Mauri.
Measures and Benefits.

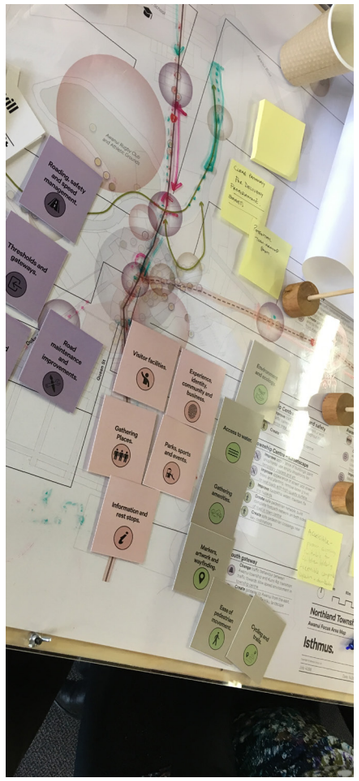
Process For Refinement of Options, and Assessment of Benefits.

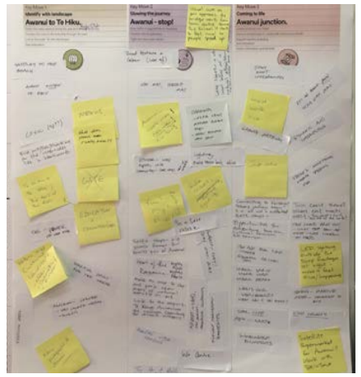
This chapter of the Township Plans provides a matrix of the Mauri measures and benefits which each of the Township Plan initiatives or projects are assessed against. The measures are set out as two types of criteria. Those that reference to the Twin Coast Discovery Route (TCDR) Programme outcomes and objectives and include an IAF low cost, low risk assessment for National Land Transport Fund and Provincial Growth Fund (PGF) eligibility; and those that relate to community and place-based values created through the Kaupapa and Mauri frameworks developed for this project during the Urban landscape Design Framework (ULDF) phase of the Township Plans project. Further explanation is provided for the interpretation of each measure in the key.

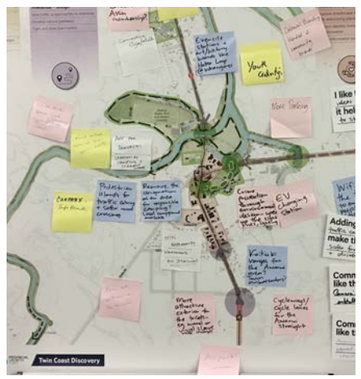
Each of the project specific benefits and measures were filtered, themed and grouped in the Enquiry by Design process to help refine the Project Improvement options and define the priorities for each township. Prioritisation principles were developed using the outcomes and benefit measures, and to rank the toolkit of improvements under the themes of Journey, landscape and Destination. This provided a sense of what weighting was given to particular outcomes in each township.

Final assessments were completed by the Township authors, but informed by the process and calibrated across the townships collectively. The projects are rated high, medium or low in response to these criteria with comments. This predominantly qualitative rating is appropriate on the basis of the level of information available.









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The following are key measures used to assess the benefits of the township improvement projects.

Investment Objectives & PGF Criteria.

Indicative Investment Assessment Framework (IAF). Eligibility Measured against criteria for low cost low risk roading improvements Yes/No

Indicative Assessment against Provincial Growth Fund Criteria for eligibility

Programme Business Case - Measures and Outcomes.

Visitor Nights/ Spend;
Likelihood that interventions, attractions and services will lead to visitors, stopping, staying longer, and spending in the town

Job Creation (Number of Jobs);
Likelihood of directly or indirectly contributing to more local employment. (WEBS process likely to be used at TCDR programme level to see if number of jobs can be estimated).

Upskilling and training opportunities;
Likely an opportunity for upskilling i.e. pathways to employment

Safety;
Speed management and systems that support slow traffic movement through townships supporting place function, and increased safety for pedestrians and cyclists- such as off-road facilities (At TCDR programme level likely to assess KIWIRAP Number of kms of road reduced to medium or below collective/ personal risk rating)

Resilience;
Will the intervention reduce flood risk and inundation and promote resilient and natural systems that support sustainable infrastructure and reduced maintenance cost (At TCDR programme level likely to look at number of road closures that would be reduced from the implementation of the project)

New/ Improved walking and cycling infrastructure;
New or improved walking/ cycling infrastructure created by the project, including improved connections between towns and existing trails, or additional loops at a town or regional scale that build on national trails, or facilities that support walking and cycling- such as bike racks and signage

Catalyst/ Momentum/ Function

Catalyst= Project creates new opportunity not currently in the town that will catalyse new growth and positive change.

Momentum= Project grows and carries momentum on and existing project and completes further stages or grows and expands potential for wider reach.

Function = Project improves and changes safety, place and function to meet base needs in order for town to flourish

Kaupapa Matrix

(Refer to table opposite). Intended to be used as a way of weaving together outcomes and seeing a well crafted, holistic outcome at the end.

Mauri

Whenua- land and water Ao Turoa- Flora/fauna: Resilience, Environmental awareness, kaitiakitanga, connection, character, beauty, environmental health

Ira Tangata- identity and humanity: Cultural identity, Sense of place, awareness, self determination, pride and spirit

Wairua- soul and spirit:Belonging, community empowerment, creativity, safety, partnerships, health, aroha, comfort, equity/ equality, social cohesion, fun

Pū Taiao -Attractions, visitor stay and spend, trail experience, information, ownership, job creation and employment

Kaupapa matrix.

Theme	Description/relevance
Welcome/ farewell	The **welcome/farewell** kaupapa sets up the engagement between the local community (tangata whenua, mana whenua, hapū, whanau) and their visitors (manuhiri, tourist, traveller). In tikanga Māori, the process of welcoming and farewelling is essential and formalised through the process of pōwhiri, which has elements that embed visitors in past, present and place.
Mana *Sense of place.*	In the context of this project, **mana** is to do with the essential qualities of the place, and/or the things that embody that place and make it unique and distinct from other places. These are the qualities that a visitor experience can be built around. The mana of the place is upheld by the community and uncovered by the visitor. Mana can then be maintained and upheld by the visitor as they take memories and experiences with them.
Manaakitanga *Meeting basic needs.*	**Manaakitanga**, meaning hospitality, kindness, and generosity, represents the way in which aspects of a place and its community look after its visitors, making them feel comfortable and setting them up to have positive experiences. Manaakitanga should be seen as a reciprocal relationship between visitor and local, as visitors are expected to show kindness and generosity in return.
Taurimatanga *Deeper experiences.*	Closely connected to both mana and manaakitanga, **taurimatanga** is interpreted as the nature and quality of deeper experience, relationships and connections the visitor finds in a place. Taurima is a way of hosting that goes beyond manaakitanga: it suggests entertaining as well as caring for, and its role in the kaupapa matrix is to guide projects to entertain, engage and educate using the essential aspects, the mana, of the place as their foundation.

Mauri. Measures and Benefits.

		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
Plan reference		**IAF 'low cost, low risk' investment eligibility**	**Assessment against PGF Criteria for eligibility**	**Visitor stop/ stay/ spend**	**Job creation/ employment**	**Upskilling and training opportunities**	**Safety**	**Resilience**	**New/ Improved walking and cycling infrastructure**
Number	Name	Low, Medium, High	Low, Medium, High						
LANDSCAPE									
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.	No	Medium	Med-visitors likely to stay longer and explore Awanui through a connected trails network.	Low- build local support through volunteer restoration programme	Low- build local support through volunteer restoration programme	NA	Low- environmental and edge restoration supports long term edge and flooding resilience of the river network.	High- build off existing active recreation in the park and supports wider connected trails and network connections.
1B	Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas	No	Medium	Med-visitors likely to stay longer and explore Awanui through a connected trails network.	Low- build local support through volunteer restoration programme	Low- build local support through volunteer restoration programme	NA	Low- environmental and edge restoration supports long term edge and flooding resilience of the river network.	High- visual cues and short accessible walk connection from center of Awanui Township.
1C	Trail 3 - River trail to Unahi, Awanui River edge restoration and esplanade priority areas.	No	Medium	Med-visitors likely to stay longer and explore Awanui through a connected trails network to Ka Uri.	Low- build local support through volunteer restoration programme	Low- build local support through volunteer restoration programme	Low- provides alternative pedestrian and cycling connection to Ka Uri from the town center and off SH1.	Low- environmental and edge restoration supports long term edge and flooding resilience of the river network.	High- key link to local attraction Ka Uri, and scenic environments along the river.
1D	Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas.	No		Med-visitors likely to stay longer and explore Awanui through a connected trails network to Kaitaia.	Low- build local support through volunteer restoration programme	Low- build local support through volunteer restoration programme	NA	Low- environmental and edge restoration supports long term edge and flooding resilience of the river network.	Med- long term link to scenic environments along the river.
1E	Pedestrian access across SH1 North Bridge	Yes	Medium	Med- supports a connected town center to local amenity, and allows people to explore and stay longer	NA	NA	High- improved safety from town center to local amenity.	NA	High- improved safety from town center to local amenity.

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix: Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Township Benefits Mauri: Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	Overall Benefits Score
CATALYST: encourage continued river edge restoration. MOMENTUM: Build on existing active recreation to promote pedestrian and cycle access to the park. FUNCTION: provides safe and accessible connection to key local amenity.	Low- Improved northern gateway experience into the township	Med- highlight the trail with local stories, artwork and carvings to celebrate Awanui.	Low- improve local amenity and recreational activity for visitors and community.	Low - Enriched experience created by environmental restoration	Med- planting, amenity and water quality	Med- a place of public significance on the river, with an on-going capacity for kaitiakitanga.	Med- a local place of significance for the community to recreate and connect with local stories and history.	Low- connects to key local attraction supporting indirect benefits to Awanui.	
CATALYST: encourage continued river edge restoration. MOMENTUM: Visual cues to stimulate other opportunities for the site such as markers and artwork. FUNCTION: provides safe and accessible connection to key local amenity.	Med- strong visual cues to improve experience of the township	Med- highlight the trail with local stories, artwork and carvings to celebrate Awanui.	Low- improve local amenity and recreational activity for visitors and community.	Med - Enriched experience created by environmental restoration, and visual cues to the town center to express local identity, markers and artwork.	Med- planting, amenity and water quality	Med- a place of public significance on the river, with an on-going capacity for kaitiakitanga.	Med- a local place of significance for the community to recreate and connect with local stories and history.	Med- connects to key local attraction supporting indirect benefits to Awanui.	
CATALYST: encourage continued river edge restoration. MOMENTUM: Visual cues to stimulate other opportunities for the site such as markers and artwork. FUNCTION: provides safe and accessible connection to key local attraction off SH1.	Low- Improved northern gateway experience into the township	Med- highlight the trail with local stories, artwork and carvings to celebrate Awanui.	Med- improve local amenity and recreational activity to key local attraction for visitors and community.	Med - Enriched experience created by environmental restoration and connection to key local attraction.	Med- planting, amenity and water quality, and future connections to wildlife areas along the river.	Med- connecting to a place of public significance on the river, with an on-going capacity for kaitiakitanga.	Med- a local place of significance for the community to recreate and connect with local stories and history, and to a key local attraction.	Med- connects to key local attraction supporting indirect benefits to Awanui.	
CATALYST: encourage continued river edge restoration. MOMENTUM: Build on other opportunities for the site such as markers and artwork. FUNCTION: provides safe and accessible connection along the river.	Low- Improved northern gateway experience into the township	Med- highlight the trail with local stories, artwork and carvings to celebrate Awanui.	Low- improve local amenity and recreational activity along the river for visitors and community.	Low - Enriched experience created by environmental restoration.	Med- planting, amenity and water quality, and future connections to wildlife areas along the river.	Med- connecting to a place of public significance on the river, with an on-going capacity for kaitiakitanga.	Med- a local place of significance for the community to recreate and connect with local stories and history.	Low- connects to river supporting indirect benefits to Awanui.	
CATALYST: Supports visitor stops in the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	Med- enhances natural gateway in to the township and signals an 'arrival' point leading to the junction.	Low- supports natural gateway into the township, connecting to restored Awanui River.	High- improved safety from town center to local amenity.	Med- enhances natural gateway in to the township and signals an 'arrival' point leading to the junction.	High- planting and amenity into the town center.	Med- enhances natural gateway in to the township and signals an 'arrival' point leading to the junction.	Med- enhances natural gateway in to the township and signals an 'arrival' point leading to the junction.	High- supports local business.	

Mauri.
Kaupapa Matrix. Low
Project Business Case. Low
Investment Objectives. Low
Overall Benefits Score. Low

Strength of Project Against Measurement.
Low
Medium
High

Mauri. Measures and Benefits.

Plan reference		Indicative Investment Objectives & PGF Criteria.		TCDR Overall Programme Outcomes					
		IAF 'low cost, low risk' investment eligibility	Assessment against PGF Criteria for eligibility	Visitor stop/ stay/ spend	Job creation/ employment	Upskilling and training opportunities	Safety	Resilience	New/ Improved walking and cycling infrastructure
Number	Name	Low, Medium, High	Low, Medium, High						
JOURNEY									
2A	SH 1 and SH10, and Duke Street intersection upgrade	No	Medium	High- visitors more likely to stop if slowing down, and more encouraged by walkable, active environment	NA	NA	High- safer junction reduces vehicle speeds and reduces likelihood of crashes. Improves town center for pedestrian accessibility.	NA	High- improved safety and amenity for pedestrian environment, and town center connections.
2B	SH1 and SH 10 street environment through town centre	Yes *Excludes planting and seating	Medium	High- visitors more likely to stop if slowing down, and encouraged by walkable, active environment	Med- local jobs for resurfacing and maintenance	NA	High- slower vehicle speeds transitioning into town center creates safer pedestrian environment	NA	Med- improved safety and amenity for pedestrian environment.
2C	SH1 South 50km environment and slower speed improvements.	Yes	Medium	High- visitors more likely to stop if slowing down, and encouraged by walkable, active environment	Med- local jobs for resurfacing and maintenance	NA	High- slower vehicle speeds transitioning into town center creates safer pedestrian environment	NA	Med- improved safety and amenity for pedestrian environment.
2D	SH1 North 50km environment and slower speed improvements.	Yes	Medium	High- visitors more likely to stop if slowing down, and encouraged by walkable, active environment	Med- local jobs for resurfacing and maintenance	NA	High- slower vehicle speeds transitioning into town center creates safer pedestrian environment to Awanui School and Ka Uri.	NA	High- improved safety and amenity for pedestrian environment.
2E	SH 10 East 50km environment and slower speed improvements.	Yes	Medium	High- visitors more likely to stop if slowing down, and encouraged by walkable, active environment	Med- local jobs for resurfacing and maintenance	NA	High- slower vehicle speeds transitioning into town center creates safer pedestrian environment	NA	Med- improved safety and amenity for pedestrian environment.
2F	Footpath improvements SH1	Yes	Low	NA	NA	NA	High- improves pedestrian and cycle safe connections along SH1 to Awanui School and Ka Uri. Lowers vehicle speeds with improved edge friction.	NA	High- safe pedestrian connections to Awanui School, Ka Uri and new walking trails.
2G	Footpath improvements SH 10 East	Yes	Low	Med- provide safe connections with town center to Awanui accommodation and facilities.	NA	NA	High- improves pedestrian and cycle safe connections from the town center along SH10 to park, residential areas, and Awanui accommodation. Lowers vehicle speeds with improved edge friction.	NA	High- safe pedestrian connections to park, residential areas, and Awanui accommodation.

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix: Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Township Benefits Mauri: Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	Overall Benefits Score
CATALYST: Supports visitor stops in the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	High- provides and 'arrival' point in Awanui town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	Med- Pride and care in appearance and convenience	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	High- planting and amenity into the town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	High- supports local business.	
CATALYST: Supports visitor stops leading to the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	High- Improved experience leading into the township	NA	Med- Pride and care in appearance and convenience	NA	Med- planting and amenity leading into the town center.	NA	Med- Pride and care in appearance and convenience	Med- supports local business.	
CATALYST: Supports visitor stops leading to the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	High- Improved experience leading into the township	NA	Med- Pride and care in appearance and convenience	NA	Med- planting and amenity leading into the town center.	NA	Med- Pride and care in appearance and convenience	Med- supports local business.	
CATALYST: Supports visitor stops leading to the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	High- Improved experience leading into the township	NA	Med- Pride and care in appearance and convenience	NA	Med- planting and amenity leading into the town center.	NA	Med- Pride and care in appearance and convenience	Med- supports local business.	
CATALYST: Support lower vehicle speeds with increased edge friction. MOMENTUM: Build safe connections and access to new walking trails network. FUNCTION: provides safe and accessible connections along SH to key local amenities and attractions.	Low- Improved northern gateway experience into the township	NA	Med- improve safety and access for pedestrian and cycle users.	NA	Low- amenity and edge friction planting.	Med- support sequence of designed threshold elements.	Med- key local connection to Awanui School.	NA	
CATALYST: Support lower vehicle speeds with increased edge friction. MOMENTUM: Build safe connections and access from town center to park, residential areas, and local accommodation. FUNCTION: Provides safe and accessible connection along SH10 to local amenities.	Low- Improved eastern gateway experience into the township	NA	Med- improve safety and access for pedestrian and cycle users.	NA	Low- amenity and edge friction planting.	Med- support sequence of designed threshold elements.	Med- key local connections	NA	

Mauri. Kaupapa Matrix. Low
Project Business Case. Low
Investment Objectives. Low
Overall Benefits Score. Low

Medium
Medium
Medium
Medium
Medium

High
High
High
High
High

Strength of Project Against Measurement.

Mauri. Measures and Benefits.

		Indicative **Investment Objectives & PGF Criteria.**		**TCDR Overall Programme Outcomes**					
Plan reference		**IAF 'low cost, low risk' investment eligibility**	**Assessment against PGF Criteria for eligibility**	**Visitor stop/ stay/ spend**	**Job creation/ employment**	**Upskilling and training opportunities**	**Safety**	**Resilience**	**New/ Improved walking and cycling infrastructure**
Number	Name	Low, Medium, High	Low, Medium, High						
DESTINATION									
3A	Awanui Junction Streetscape	No	Medium	High- improved town center connectiving and identity of 'place'. Visitors more likely to stop if slowing down, and more encouraged by walkable, active environment	Med- supports local business	NA	High- safer streetscape with improved edge friction at junction reduces vehicle speeds and reduces likelihood of crashes. Improves town center for pedestrian accessibility.	NA	High- improved safety and amenity for pedestrian environment, and town center connections.
3B	Park Development and green link to the river.	No	Medium	High- provides activity in the town center, connected to pull over space, and amenities such as playground, rest area and toilets, and markets.	NA	NA	Low- park development to open up views into the park and improve personal safety.	NA	High- improved safety from town center to local amenity.
3C	Church frontage and streetscape upgrade.	Yes *Excludes memorial garden	Low	Med- local attractor with visual cues enhancing the town center.	NA	NA	NA	NA	NA
3D	Information, visitor rest stop, car parking	No	Medium	High- supports stop and stay with dedicated pull over space connected to town center and park.	High- management of visitor center facility.	NA	NA	NA	NA

Mauri. Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix: Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Township Benefits Mauri: Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	Overall Benefits Score
CATALYST: Supports visitor stops in the town center. MOMENTUM: Allows town center to build off stopping point, and build on on Awanui as a junction. FUNCTION: Slow traffic speeds through the town center and improved pedestrian experience.	High- provides an 'arrival' point in Awanui town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	High- improved pedestrian environment for staying longer in the town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui and leading to Te Hiku.	High- planting and amenity into the town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui, and creates a connected town center.	High- stopping point provides opportunity for local identity, marker and artwork celebrating Awanui, and creates a connected town center.	High- supports local business.	
CATALYST: Supports visitor stops in the town center. MOMENTUM: Supports active recreation and potential for other activities and events to grow. FUNCTION: Active recreation and a stopping point in the town center.	Med- provides a destination and meeting point in the town center.	Med- playspace and park to celebrate local identity.	High- improved amenity and recreational opportunity in the town center.	High- provide an active and fun space in the town center supporting community and visitors.	High- planting and recreational amenity	High- fun local activity for community and visitors.	High- fun local activity for community and visitors.	High- supports local business as an attractor and reason to stop.	
CATALYST: Supports visitor stops in the town center. MOMENTUM: Provides accessible activity in the town center. FUNCTION: Improves visual amenity in the town center and connects site of local importance.	Med- provides an activity and improves amenity in the town center.	Med- site of historical and cultural importance.	Med- pride and care of place.	Low- unique local attraction and visual cue from town center.	High- planting and amenity next to the Awanui River.	Med- local identity and sense of place.	High- place of cultural and historical importance.	Med- improves visual cues from the town center.	
CATALYST: Supports visitor stops in the town center. MOMENTUM: Builds and connects local activities through the town center. FUNCTION: Provides a direct need for visitor stop, stay and spend.	High- stop and pull-over point for visitors, connected to town center.	High- support visitor needs to stop, stay and spend.	High- provides and welcome and meeting point for visitors to Awanui.	Med- enhances visitor experience and supports local township and region connecting to Te Hiku.	Med- planting and amenity.	Med- community and visitor connecting point.	Med- community and visitor connecting point.	Med- enhances visitor experience and supports local township and region connecting to Te Hiku.	

Mauri.
Kaupapa Matrix. Low
Project Business Case. Low
Investment Objectives. Low
Overall Benefits Score. Low

Strength of Project Against Measurement.
Low
Medium
High

Delivery Plan.
Cost Assumptions.

General Cost Assumptions and Clarifications.

Costings included are based on the projects identified. These projects are defined only at a high level and are as described in the project matrix included within the Township Plans. It is important that this high level nature is appropriately acknowledged when progressing projects for funding.

While Isthmus has undertaken site walkovers with the Communities as part of the Enquiry by Design engagement process, specific design investigation has not been undertaken. Therefore all measurements, percentages, numerical values and the like on which the Costings are based are desktop in nature and should be understood as such. In generating measurements Isthmus has relied on data contained within the Far North District Council Maps (for FNDC townships) and Google Earth for Dargaville (KDC) and the analysis tools contained within those information data bases.

FNDC and KDC planning maps (District Plan) have been used to inform existing landuse and understood in the context of District Plan reviews by both KDC and FNDC, acknowledging the intention for the NZTA Township Spatial Plan process to inform the District Plan review. Statutory Planning in relation to the Resource Management Act and other statutes is understood to be a component of feasibility analysis for next phases and therefore should be included in any next steps undertaken by NZTA or Council Partners.

The Northland Township Spatial plans produced are holistic in nature. Land Ownership as has been considered at a high level only following a best outcome for township philosophy. No discussion with landowners has occured and this should form the basis of the next steps approach per project. Similarly beyond the Enquiry By Design process no additional mana whenua, community or stakeholder engagement has occurred and any such should be included in project next steps.

Content reviews have been undertaken by NZTA SMEs and the relevant FNDC and KDC specialists particularly in relation to transport projects but also covering Urban Design and Planning. By nature these reviews are high level and individual projects will require the appropriate reviews going forward. It is understood at time of writing that NZTA is undertaking an Independent Safety Audit on Final Draft Improvement Plans there for all projects should be cross checked against ISA outcomes.

Costs have been estimated per project by a NZIQS (Affil) Quantity Surveyor based on the descriptions provided by Isthmus. The QS has not undertaken site visits for any of the listed Townships. The general assumptions made by the QS are as follows;

- Site visits have not been done by the estimator for any of the estimates, assessment has rather been made from Google Street View
- All Costs exclude GST
- Costs exclude Property purchase (unless specifically noted)
- Costs are based on current day costs, no allowance for escalation
- Fees allowed assume large chunks of work will be done in one package rather than small individual discrete packages of work

Estimates include all phases of a project including investigation, design and construction. Allowances include for consents, mana whenua, community and other stakeholder engagement and professional input and thus include fees. Costings cover typical works processes for these phases. For some types of projects alternate (non typical) methodologies may reduce overall costs. Environmental restoration (weed removal and planting) are good examples of this where community participation coupled with sensible staging could reduce costs. It is therefore worth considering alternate methodologies as part of any next steps analysis whist weighing up any impacts on job creation potentially arising.

Contingencies are included in the cost response. Contingency plus values represent the upper of the cost range (high end) for any represented project, while the pre-contingency value is to be considered the base of the range (low end). Contingency has in general been estimated at 30%.

- Design and Delivery costs – 16% of Base Physical Works
- Contingency - 30% applied to Project Base Estimate

Per project cost assumptions are provided in the Delivery Plan sections of the individual Township Plan Projects. These again are high level asumptions commensurate with desktop levels of analysis pertaining to the individual project line items. A high level risk profile is also provided.

Projects are high level and require further design for construction. As such Isthmus accepts no liability for the execution of future stage and expects due diligence to be undertaken by Project Owners for any project identified in Northland Township spatial plans. Future stages should include appropriate engineering, planning, heritage, archaeological, ecological, social assessments (and other relevant assessments/ investigations) where applicable as well as cultural heritage assessments / mana whenua engagement in the design process.

Delivery Plan.
Cost Assumptions.

Cost Assumptions to Note for Specific Project Improvement Types.

- A cost peer review has been completed as part of the IQA process, and negotiated rates are reflected in the final delivery costs.
- Riparian Planting and restoration rates include initial weed clearing, plants at 1m centres, 3 year plant and weed maintenance within contract (CAPEX cost). Cost risk managed through: option for reduction in area or wider plant spacings, the likelihood of local planting and maintenance contracts and volunteer support, the potential to mulch only on high amenity edges vs spraying weeds (or alternative local employment for hand releasing), and a contingency buffer.
- Road Sealing includes rebuild of base and chipseal finish to standard specification
- Streetscape upgrade works / Town Centre mainstreet upgrade – allow for two separate rates based on quality benchark comparisons- a higher rate for larger towns with mainstreet or parkway/ civic street type upgrades, and a lower rate for the remainder of streetscape upgrades in smaller towns.
- Sea wall repairs allow for a mix of scenarios based on further condition assessment and geotech, ranging from repair to rebuild, with cost risk managed by selecting an average/ proportionate rate that allows for a mixed percentage of both.
- Boardwalk rates allow for an average/ proportionate cost with flexibility around a combination of possible handrail options (no handrail, handrail, both sides, and hand rail one side). It assumes a basic design with mangrove and wetland scenarios and some difficult access, and makes allowance for earthworks, site clearance, demolition, landscaping etc.
- Retaining walls are generally included where paths require stabilisation, and may include a handrail.
- Further clarification around land acquisition costs should be considered at the time of investigation. At present, land costs have been excluded from the estimates, however there are likely to be small areas where land purchasing is required.

OPEX Assumptions.

- Operational costs (OPEX) are on a per annum basis i.e a one year OPEX cost shown in the delivery phases to which it applies- short/ mid/ long. For example, if an OPEX cost is initiated in the mid term and carries on- it will appear in the mid and long term delivery columns. If an OPEX cost starts in the short term but it is completed by the mid term timeframe- then the OPEX cost will appear in the short and mid term columns.
- OPEX costs will be multiplied as part of the NPV assessment for the TCDR programme business case investment map. This is typically calculated across the 10 year delivery programme identified in the Township Plans, (or in some specific cases a 40 year programme) .
- OPEX costs include things like human resource- e.g. traffic warden, events organisation, or an ongoing maintenance cost like weed removal/ pest control and monitoring. OPEX costs are only included if they are very specific to the successful implementation of a physical improvement project- to support ownership, and for placemaking/ temporary tactical urbanism interventions preceding the 'permanent' development of public infrastructure. Opportunities for community ownership or participation are called out by project and calculated by the QS on a yearly basis. Each town has its own mechanisms for placemaking and community-led initiatives, and the project improvements aim to support this in a way that catalyses other education and employment opportunities such as local guided tours and whanau owned businesses.
- In addition, an OPEX cost has been included for one person per township in a full time community champion/ programme co-ordinator position.
- NO CONSEQUENTIAL OPEX has been included in the costings- i.e. OPEX costs resulting from upgraded and new assets. Councils would need to calculate and build into their programmes, and identify which projects might require a higher standard/ regime of maintenance than the standard contractual arrangement, inclusion in maintenance contracts for new assets, or alternative contractual arrangements with another partnering entity.
- Fees for investigations, design etc are all assumed CAPEX costs
- OPEX costs have 30% contingency on the per annum rate
- There is some overlap at a programme investment level with visitor information and wayfinding, and for this reason, items like APP development for storytelling, free wi-fi, visitor ambassadors/ personnel to run visitor kiosks etc are NOT included. By way of example- the wayfinding business case makes allowance for ambassadors with the following definition: Conduct a Northland Journeys Ambassador Programme offering training and recognition for managers and staff at visitor related businesses so they can confidently cross-sell attractions or businesses on nearby journeys.
- All costs are rounded to the nearest $1000
- A note for the reviewer- The cost peer review completed as part of the IQA process bundles CAPEX and OPEX costs together into a total township value which will appear different to the total costs included in this Township Plan. This is because OPEX costs are separated and shown for one year only in the Township Plan.

Key:	
NLTF	National Land Transport Fund
NZTA	NZ Transport Agency
PGF	Provincial Growth Fund
FNDC	Far North District Council
LTP	Long Term Plan
PDU	Provincial Development Unit
MBIE	Ministry of Business, Innovation and Employment
MOE	Ministry of Education
NRC	Northland Regional Council
KDC	Kaipara District Council
IAF	Investment Assessment Framework
OPEX	Operation Cost
CAPEX	Capital Cost

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
LANDSCAPE											
1A	Trail 1 - Nature and Sports Trail Loop and Awanui River edge restoration.	FNDC in partnership with NRC	NRC LTP flooding mitigation	No		309,000		562,000		452,000	Allows for 2.5m wide gravel path. Fees costed at 16% and contingency 30%.
1B	Trail 2 - The River Loop Oxbow Trail, Awanui River edge restoration and esplanade priority areas	FNDC in partnership with NRC	NRC LTP flooding mitigation/ PGF	No		284,000		143,000		-	Fees costed at 16% and contingency 30%.
1C	Trail 3 - River trail to Unahi, Awanui River edge restoration and esplanade priority areas.	FNDC in partnership with NRC	NLTF (transport choice), NRC LTP flooding mitigation	No		583,000		2,408,000		2,147,000	Allows for feasability and design of weed control and restoration. Allows for ecological assessment and cultural values assessment. No Allowance for boardwalk or bridges. Fees costed at 16% for short and mid term and 8% for long term. Contingency 30%.
1D	Trails 4 - River Trail to Kaitaia, Awanui River edge restoration and esplanade priority areas.	FNDC in partnership with NRC	NLTF (transport choice), NRC LTP flooding mitigation	No		109,000		1,465,000		2,155,000	Fees are split 50:50 between short and long term. Fees costed at 16% and contingency 30%.
1E	Pedestrian access across SH1 North Bridge	NZTA	NLTF (safety)	**Yes**		151,000		603,000		-	Pedestrain bridge - Option 2 costed. Fees costed at 16% and contingency 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
JOURNEY											
2A	SH 1 and SH10, and Duke Street intersection upgrade	NZTA	NLTF (safety),	No		151,000		2,262,000		75,000	Fees costed at 16% and contingency 30%.
2B	SH1 and SH 10 street environment through town centre	NZTA	PGF / NLTF	**Yes *Excludes planting and seating**		571,000		-		75,000	Fees costed at 16% and contingency 30%. Excludes design and install raised zebra crossings x 3 around the town centre 'core'.
2C	SH1 South 50km environment and slower speed improvements.	NZTA	PGF / NLTF	**Yes**		178,000		-		-	Fees costed at 16% and contingency 30%.
2D	SH1 North 50km environment and slower speed improvements.	NZTA	PGF / NLTF	**Yes**		240,000		15,000		-	Fees costed at 16% and contingency 30%. Excludes raised zebra crossing opposite Awanui School.
2E	SH 10 East 50km environment and slower speed improvements.	NZTA	PGF / NLTF	**Yes**		165,000		-		-	Fees costed at 16% and contingency 30%.
2F	Footpath improvements SH1	NZTA	PGF / NLTF	**Yes**		169,000		307,000		141,000	Allowence to demolish existing footpath add kerb and stormwater drainage then new 2.5m footpath (in sections where required). Fees costed at 16% and contingency 30%. Excludes footpath and parking upgrade works to the south of the town centre SH1.
2G	Footpath improvements SH 10 East	NZTA	PGF / NLTF	**Yes**		109,000		8,000		-	Fees costed at 16% and contingency 30%.

Delivery Plan.

Plan reference		Typical owner	Potential Funding stream	Indicative IAF 'low cost, low risk' investment eligibility	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
Number	Name				OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
DESTINATION											
3A	Awanui Junction Streetscape	NZTA	PGF / NLTF	No		121,000		995,000		121,000	Fees costed at 16% and contingency 30%.
3B	Park Development and green link to the river.	FNDC	FNDC LTP for Concept Plan and Park Development	No		489,000		158,000	6,500	222,000	OPEX Cost - Free Wifi. Fees costed at 16% and contingency 30%.
3C	Church frontage and streetscape upgrade.	NZTA	PGF	**Yes *Excludes memorial garden**	74,000		-		-		Excludes physical works for flooding issues. Fees costed at 16% and contingency 30%.
3D	Information, visitor rest stop, car parking		PGF	No	136,000		151,000		302,000		Fees costed at 16% and contingency 30%.

Delivery Plan.

	Estimated costs short term 1-3 years		Estimated costs mid term 3-5 years		Estimated costs long term 5-10 years		Cost assumptions and risk profile
	OPEX	CAPEX	OPEX	CAPEX	OPEX	CAPEX	
PROJECT AMBASSADOR							
Community champion/ programme ambassador	72,670		72,670		72,670		Allows 1 person full time at $25/hr. Contingency 30%.

OVERALL PROJECTS COSTING	Total Short Term OPEX	Total Short Term CAPEX	Total Mid Term OPEX	Total Mid Term CAPEX	Total Long Term OPEX	Total Long Term CAPEX	Total Overall CAPEX
Total OPEX and CAPEX	72,670	3,839,000	72,670	9,077,000	79,170	5,690,000	**18,606,000**

Environmental and Social Risk.

Environmental & social risks (ESR) cover all the technical areas of biodiversity, heritage, water & air quality, noise, vibration and social considerations. Heritage is both a risk and an opportunity for all the township projects, and fits within the suite of environmental and social risks to be considered. High risk flags for particular projects have been included in the 'key risks' column of the Improvement Plan project details, and inform the contingency cost assumptions. The Township Plan have been developed with an urban design and landscape lens, and an ESR screen has been applied by town for high level awareness. The ESR screen utilises NZTA's standard policy and tools.

https://www.nzta.govt.nz/assets/Highways-Information-Portal/Technical-disciplines/Environment-and-social-responsibility/Standard/z19-environmental-and-social-responsibility-standard.pdf

As future project funding and implementation pathways are confirmed, project owners will need to give further attention to the wider suite of transport risks - planning, consenting and delivery, as well as network maintenance. Noting these risks means they can be provided for in budgets and project reviews. In the next stage, assessments of these ESR risks will lead naturally to inform the wider consenting requirements of the Resource Management Act (RMA), Heritage NZ Pouhere Taonga Act 2014 (HNZPTA) or DOC and other permits required. Also note that geotechnical investigations may require consent or permits depending on the method and location, and any environmental effects.

It's imperative that these ESR risks are identified within the earliest stages of work on feasibility investigations and research, concept design and master plans so they can be built into the provisional and contingency sums, contract briefs and specifications for projects, and then flow into the detailed design briefs. For example missed archaeological sites and sites of significance to iwi could be potential fatal flaws to the location of planned works, just as the coastal marine environment will create certain expectations for design and consenting. An archaeological and built heritage assessment will provide an alert on areas to pay attention to in both design and consenting. Signage clutter and placement can have an impact on the setting and authenticity of a heritage structure or heritage area. The installation of signage, artworks, landscaping features also needs to be assessed for archaeological effects and a potential authority (permit) from Heritage NZ. Paint applied with care to heritage listed/scheduled buildings is reversible and can lift the appearance of streetscapes and showcase previously hidden design elements or quirks of a building.

Refer to p.g 70-71 for the ESR assessment.

Environmental and Social Risk.

ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016

NZ TRANSPORT AGENCY WAKA KOTAHI

Use to assess options in the Indicative Business Case

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the EUD Team.

Additional instructions and content, including information sources, to help complete the screen can be found on the Highways Information Portal Screen pages here

Decide how many times screen should be filled out (Group Options) ▶ Answer screen questions using project information and suggested information sources ▶ Refer to screen questions explanation, particularly if you answered yes to any of the questions ▶ Complete page 2 of screen ▶ Incorporate page 2 text in IBC assessment of options table (Background and MCA)

PROJECT LOCATION:	PROJECT PURPOSE:	DATE:	OPTION DESCRIPTION:
Awanui	Township	13/09/2019	Improvement Plan

CATEGORY		QUESTION	ANSWER				USEFUL INFORMATION SOURCES
GENERAL	G1	What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural	◉	Commercial	◉	District/Unitary Plan Zoning Maps
			Industrial	◉	Residential	◉	
			High density residential	☐	Parks/open space	◉	
	G2	Does the option disturb previously undisturbed land?	Y	☐	N	●	
	G3	What is the construction timeframe?	>18 months	●	<18 months	☐	
NATURAL ENVIRONMENT	NE1	Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y	☐	N	●	NZTA MapHub Environmental and Social Risk Map- Natural Environment Regional Plan Maps and Schedules District Plan Maps and Schedules Department of Conservation
	NE2	Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y	●	N	☐	
	NE3	Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y	●	N	☐	
	NE4	Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y	●	N	☐	
	NE5	Will more than 0.5 hectares of vegetation be removed?	Y	☐	N	●	
		What type?					
CULTURAL AND HISTORIC HERITAGE	CH1	Are there sites/areas of significance to Maori within 200m of the area of interest?	Y	●	N	☐	Iwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List NZ Archaeological Association District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
	CH2	Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y	☐	N	●	
	CH3	Are any scheduled, listed or other important heritage buildings/ structures within 200m of the area of interest?	Y	●	N	☐	
	CH4	Will the option affect the setting of any historic building/structure or archaeological site?	Y	●	N	☐	
	CH5	Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y	☐	N	●	
HUMAN HEALTH	HH1	What is the One Network Road Classification?	National	☐	Regional	☐	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
			Arterial	☐	Collector	◉	
	HH2	Is the area of interest designated as a non-compliant airshed?	Y	☐	N	●	
	HH3	Are there medical sites, rest homes, schools, child care sites, residential properties, maraes or other sensitive receivers located within 200m of the area of interest?	Y	●	N	☐	
	HH4	Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y	●	N	☐	
SOCIAL	S1	Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y	●	N	☐	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
			Which? Refer to individual improvement projects				
	S2	Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y	●	N	☐	
URBAN AND LANDSCAPE DESIGN	ULD 1	Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as as walking and cycling?	Y	●	N	☐	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2	Does the option enhance the development potential of adjacent land where appropriate?	Y	●	N	☐	
	ULD3	Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y	●	N	☐	
	ULD4	Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y	●	N	☐	

Final

Awanui Township Plan | NZTA | November 4, 2019

WAKA KOTAHI NZ TRANSPORT AGENCY | PROVINCIAL GROWTH FUND | Twin Coast Discovery | Isthmus.

Answers and Comments	Refer to screen questions explanation to help complete this part.

1. **Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

NATURAL ENVIRONMENT:	Potential to effect streams or their margins due to the location of Awanui (as per FNDC District Plan). Potential to effect significant natural features/conservation areas due to conversation zones located in or around Awanui (see FNDC District Plan). Awanui is at risk of flooding (as per FNDC District Plan).
CULTURAL AND HISTORIC HERITAGE:	No listed maori or archaeological sites in the FNDC District plan however due to the history of Awanui there is the potential for significant maori sites to be located in or around township. Awanui doesn't have any listed heritage buildings in the FNDC district plan however there are significant/important buildings which are located within or near to projects.
HUMAN HEALTH:	One Network Road Classification - Primary and Secondary Collector Roads, Access and Low Volume Roads. Unable to find source for airshed information for Awanui. Awanui currently has an industrial precinct which hosts a number of potential HAIL sites, as well as petrol stations and cemeteries. Unable to find source for SLUR information for Awanui.
SOCIAL:	Most improvement projects (in particular roading, walking and cycling related projects) while enhance community cohesion and accessibility but impact accessibility during construction phases.

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:	Most improvement projects will allow for improved walking, cycling and accessibility. As well as improved urban/landscape character and visual amenity and enhance the opportunity for potential adjacent development.

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

2. **What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Restoring the health of the stream, with consideration of improving stream water quality, restoration planting and improving recreation use of these areas.
Community based initiatives to encourage visitors to 'stop, stay and spend' which also mutually benefit the local community.
Creating a slower speed environment for safer walking and cycling. Seeing slower speed environments and as enabler to improvements to public spaces and creating an inviting mainstreet for both locals and visitors to 'stop, stay and spend'.

3. **Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

Flooding investigation.

Completed by	Isthmus - TB/HK	
Reviewed by NZTA Project Manager		
Incorporated results into IBC assessment of options summary table?	Yes ☐	No ☐

Final
Twin Coast Discovery
Isthmus.

The Way Forward.

Summary.

The Township Plans identify a number of improvement projects that help to achieve the vision and key concepts identified with each community through an Enquiry by Design process, captured over workshops in April/ May and June 2019. These workshops were also attended by Council staff and elected representatives in some cases, as well as Iwi Hapū representatives. The Township Plans support a Business Case approvals process that can be used for subsequent funding applications.

Following completion of the approvals process, recommended plans can be progressed into the investigation, planning and design phase by the appropriate owner; with some expected evolution of the recommended plans during these reviews.

The Township Plans identify projects that have potential to bring mutual benefit to community and visitors for each of these towns – supporting place, function and wellbeing in order to elevate the visitor experience and promote 'stop, stay and spend'. It is anticipated that the Township Plans could be used not only to support future funding applications, but also for Council planning, work programmes and District Plan Review. They can also be used by the communities themselves to visualize, support and even lead community projects. Please note that:

- Improvement projects are both large and small – they are packaged in a way that achieves a mix of 'low cost, low risk' interventions, and longer term transformative projects that will require further design and feasibility investigations.
- Projects are grouped into themes: Journey (roading improvements: state highway and local roads, predominantly low cost, low risk), Landscape (trails and environment), and Destination (civic and recreational public spaces, and visitor attractions).

Funding pathways for implementation.

Funding streams will vary depending on eligibility and priority and not all of the improvements will necessarily attract funds from the National Land Transport Fund (NLTF). The Township Plans endeavour to map 'the way forward', acknowledging that the Councils will take a lead role in funding applications and ownership of the identified projects. Township Plans can be conceived as a starting point for investment and a catalyst for economic uplift based on the following principles:

1. It is anticipated that each Council will carry out its own necessary internal approval process for socialising the Township Plans, once the Business Case is completed. This may include formal approval for an individual improvement, or endorsement of the Township Plan in its entirety as a 'road map' and investment tool for funding applications and future work programmes.
2. Timeframes and costings should be treated as estimates and will need to be confirmed as part of the activity progression to either a detailed design or implementation phase.
3. Councils will need to make decisions around how to finance and implement the projects and partnership opportunities which they own, as appropriate.
4. Collaborating with Iwi hapū as Treaty partners is set out in the 'design kawa' principles, embedded in the Township Plans. Mātauranga māori principles and processes will guide outcomes in their rohe.

The Township Plans are a starting point for investment, based on the understanding that the Plans, and the improvements they promote, have been identified through an 'Enquiry by Design' process with community and council representatives. Once the Transport Agency assurance process is concluded and the Business Case completed, Councils are expected to undertake their own assurance and approval processes before endorsing the documents.

There are a number of identified components for project improvements and interventions. A ' low cost, low risk' assessment has been completed across township improvement projects to identify potential projects for consideration for NLTF funding. Not all of these activities would necessarily be fundable, and some may only be fundable in part. It is expected that the respective councils will consider these for inclusion in future Regional Land Transport Plans (RLTP's).

The likely funding pathways for implementation of projects not included in alternative funding processes may rely on Councils' upcoming Long Term Plan review process, including design investigation and engagement. Packaging projects into 'workstreams' for funding and delivery can be tailored to suit the LTP process. The typical project owner could also look into the likelihood of partnerships and backing funding on the works outlined to support integrated outcomes across potential funding sources.

Community champion/ activation programme co-ordinator.

An important component of the Township Plans is bridging the gap between the opportunities identified in the Township Plans, and the implementation pathways. This requires a champion and owner for Township Plans within the delivery agency, and a champion within each township who can help bring the improvements programme to life for the community. An activation programme will ensure that physical interventions are implemented in a way that encourages community interaction and ownership. Specific allowance has been made in the townships for events, activation and operational costs where this has a direct tactical relationship to the staged implementation of a physical improvement. Specific opportunities for placemaking, community ownership and participation are called out by project, and there are potential flow-on opportunities leading to education and employment such as kiosk operation and guided tours.

An operational cost has been identified for the employment of a full time community champion or programme co-ordinator in each township (ideally someone who lives in each town). The role of this individual would be to work in the space between the delivery agency programme co-ordinators and the community and business owners. The champion would encourage voluntary participation in improvement projects, create advocacy and energy around the township improvement delivery, help provide the business and development skills and resources needed to increase local business confidence, and help set up local social procurement contracts. Projects may include environmental/ planting programmes and schools involvement, the operation of pop up bike hubs and information kiosks, guided tours and co-ordination of activation events. The community champions from each town would potentially form a group for support, be empowered with a budget for appropriate improvement works, and report to a governance group on progress.

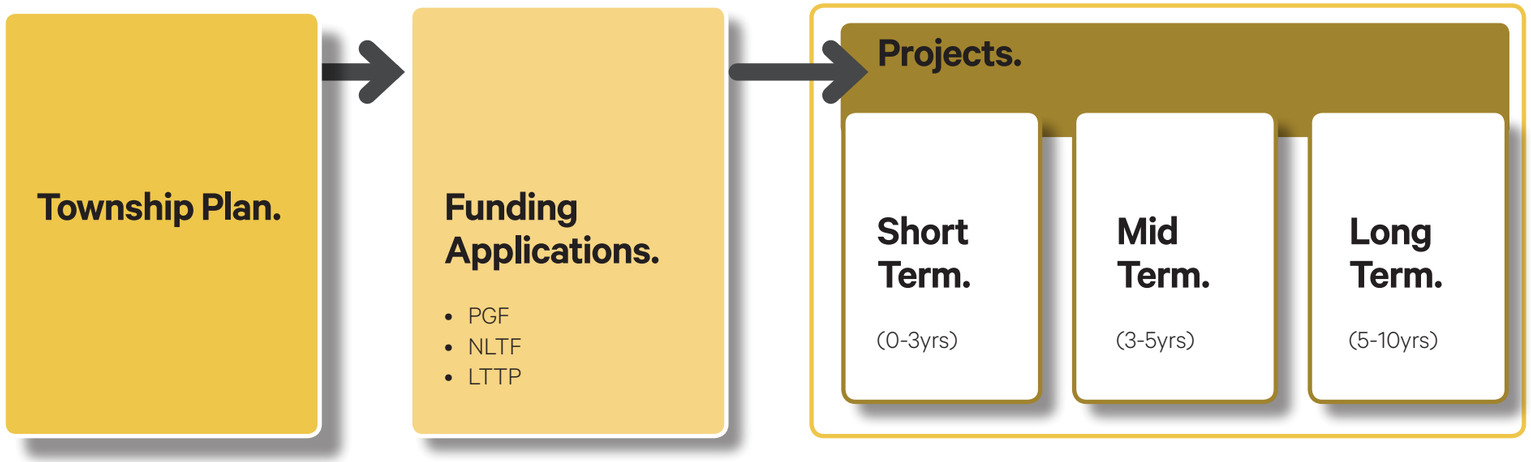
The Way Forward.
Summary.

Strategic opportunism.

Catalysts for change will be influenced by a range of factors – some of which are currently unknown. The catalysts for change or momentum in the Township Plans are inclusive of smaller scale initiatives as well as some longer term and bigger investments. There are various funding, drivers and sources that can drive the projects realisation. The Township Plans are therefore a repository of outcomes in the form of initiatives/ projects that can be drawn from and directed to various funding sources.

Applying the filter of 'strategic opportunism' will be important for each Township, as it is likely that a degree of flexibility is needed to align, combine and package projects according to all known contributing factors at the time of separate funding applications. The Township Plans provide a 'picture of potential' which can be pieced together in various ways to achieve the 'key moves' (vision and objectives) over time. What is particularly important though, is to recognise the interdependencies between projects and the appropriate staging - particularly in relation to speed management, safety and resilience.

Next steps:



Other ways to use the Township Plan:

The Way Forward.
Iwi Hapū Engagement Principles.

Introduction.

Many of the key opportunities in the 'toolbox of physical improvements' identified through the Urban Landscape Design Framework and Township Plans are based on cultural landmarks, narratives, and place-based cultural relationships held, principally, by hapū.

Township Plans, and the prioritisation and selection of projects to be developed in future stages will require strong hapū and community buy-in and support. Projects at a corridor level will be led by Waka Kotahi NZ Transport Agency. Projects at a township level may be led by the Transport Agency, Councils, iwi or hapū, or be developed in collaboration.

This section of the document provides some high-level advice to support the development and implementation of projects identified through the Township Plans.

High-level protocols of engagement.

The Transport Agency are committed to working in partnership with mana whenua. Te Ara Kotahi (the Transport Agency Māori Strategy) prioritises relationships founded on Te Tiriti o Waitangi, values mātauranga Māori, and supports meaningful and effective engagement.

The Transport Agency's Urban Design Guidelines also provide guidance around urban design informed by Mātauranga Māori, which the Transport Agency follow on their own projects. The guidelines emphasise that design responses must be tailored to address specific issues within specific areas.

For the purposes of project implementation, this includes;

- Early engagement
- Understanding primary and secondary mana whenua interests;
- Informed consent; and
- Relationships held at the right level

None of the design principles and methods outlined in the document can be engaged prior to the relationship with the relevant mana whenua group (or groups) being appropriately established.

Project establishment.

Prioritisation
An extension and refinement of the 'filtering outcome and priorities' process undertaken for the Township Plan development process to be undertaken with hapū prior to the identification of projects for development, and the preparation and lodgment of funding applications. Once hapū buy-in and endorsement of projects has occurred, project plans and funding application to be developed in collaboration.

Project design
Hapū involvement in project design, the establishment of project governance and appointment of hapū representatives and working together to building a plan for hapū involvement / engagement prior to tendering.

Procurement
Project procurement to allow for the involvement of hapū-appointed designers on teams (including budgeting for these positions), hapū involvement in integrated artwork development and artist selection, and requiring hapū engagement and kaupapa Māori design expertise as weighted criteria in all RFPs. Ideally a social procurement approach will also extend to those involved in construction, such as general contractors and subtrades.

Design principles

Visioning / establishing guiding values
A process of visioning / establishing guiding values could be undertaken collaboratively with hapū at the commencement of the project. These values would underpin any design principles adopted for the project and set out parameters for project governance and kaimahi working together.

Developing or adapting design principles
Design principles are useful tool to identify and assess opportunities, and to guide implementation. A process of developing or adapting design principles at the commencement of a project may be desirable. Hapū may have design principles that they have developed or adapted that are relevant to the people and priorities within their rohe, or there may be a process of developing these.

Generic urban design principles
The Te Aranga principles are a set of seven kaupapa Māori design principles. The principles were developed collaboratively by mana whenua and Māori designers in Tāmaki Makaurau. These have been adopted and adapted around the motu, and are a useful placeholder, intended to be adapted by hapū/iwi for use within their rohe.

These are:

- Mana rangatiratanga – The status of iwi and hapū as mana whenua is recognised and respected
- Whakapapa – Māori names are celebrated
- Taiao – The natural environment is protected, restored and/or enhanced
- Mauri tū – Environmental health is protected, maintained and/or enhanced
- Mahi toi – Iwi/hapū narratives are captured and expressed creatively and appropriately
- ohu – Mana whenua significant sites and cultural landmarks are acknowledged
- Ahi kā – Iwi/hapū have a living and enduring presence and are secure and valued within their rohe

Generic principles such as Te Aranga (below) could be adapted on a rohe by rohe basis, thematically (to be more transport and infrastructure-oriented), or generic design principles for each project type (landscape, journey and destination) could also be developed.

Design principles can be further developed into frameworks and matrices. Opportunities identified through the methods outlined in the following section can be translated into design outcomes through the use of frameworks and matrices to support practical application.

The Way Forward.
Iwi Hapū Engagement Principles.

Design methodology.

The Township Plans have been developed through an enquiry by design approach. It is envisioned that this methodology will be carried through to implementation at a project scale.

Potential methods include:

Hīkoi
Hīkoi has been utilized in the development of the Township Plans. This involves walking the whenua (either with key knowledge holders, or as a rōpū) identifying sites of significance, narratives and priorities. Importantly, the hīkoi should be led by hapū, and hapū should control the sharing of information, and future applications of any information shared. The principles of tūmatanui and tūmataiti apply. This information may be captured using GIS mapping or through photographs.

Wānanga
Building on the enquiry-by-design approach utilised in the development of the Township Plans, marae-based wānanga involve building consensus in an environment structured by tīkanga. Marae-based settings ensure that project activities fall under tīkanga Māori, can serve as an equalizer of power dynamics, and assist in bridging gaps in knowledge and understanding. There may be the need for inter- and intra-hapū sessions (with or without outsiders), as well as sessions with the project team and community. Wānanga is an appropriate setting for establishing and communicating hapū values, priorities and aspirations.

Pūrākau (cultural narratives)
Pūrākau are cultural narratives specific to place. Often these are relating to specific geological and other natural features and connecting from the ātua through whakapapa to present-day descendants. These stories may also be instructive in nature, containing important cultural information.

Rangahau (archival research)
Collating archival research is a key part of the 'information gathering' phase of any project. Archival material may be recorded in English and te reo Māori, and may include Māori land court records, Papatupu books, Briefs of Evidence presented to the Waitangi Tribunal, mapping and research reports commissioned by the Crown Forestry Rental Trust during the inquiry process, audio and video interviews with kaumātua / kuia, transcripts of recorded oral histories, other historical reports, early Settler written histories, hapū environmental management plans, cultural impact assessments, and any other relevant records that may be held by whānau, hapū, iwi rūnanga, Council and research libraries / museums.

Kōrero (oral history)
Once initial archival research has been completed, a gap filling exercise can occur. This may include recording memories and histories held by hapū knowledge holders. Information may be primary knowledge (events occurring within the interviewees lifetime) or secondary (cultural knowledge handed down orally).

Whakamahere (cultural mapping)
Cultural mapping is a process of recording cultural information spatially. The type, volume and quality of data captured and mapped will depend on the information available and the type of project. This may include māra kai and culturally significant vegetation such as rongoā, plants for weaving, and wood used for carving; māhinga kai and significant bird, fish, shellfish and insect species; significant geological landforms, rocks, soils, mud and dyes; wai, including awa, mangu, moana, roto, waters with specific properties; cultural and social sites, including archaeological sites, pā, kāinga, historical trails, marae and urupā; and wāhi tapu, including burial sites, battle sites and other ritual places.

Tākaro (play)
Building on the enquiry by design methodology, tākaro encourages play and active participation. Participatory design techniques engaged within a marae context provide an opportunity to socialize ideas, communicate information, and draw on the collective knowledge to inform design direction.

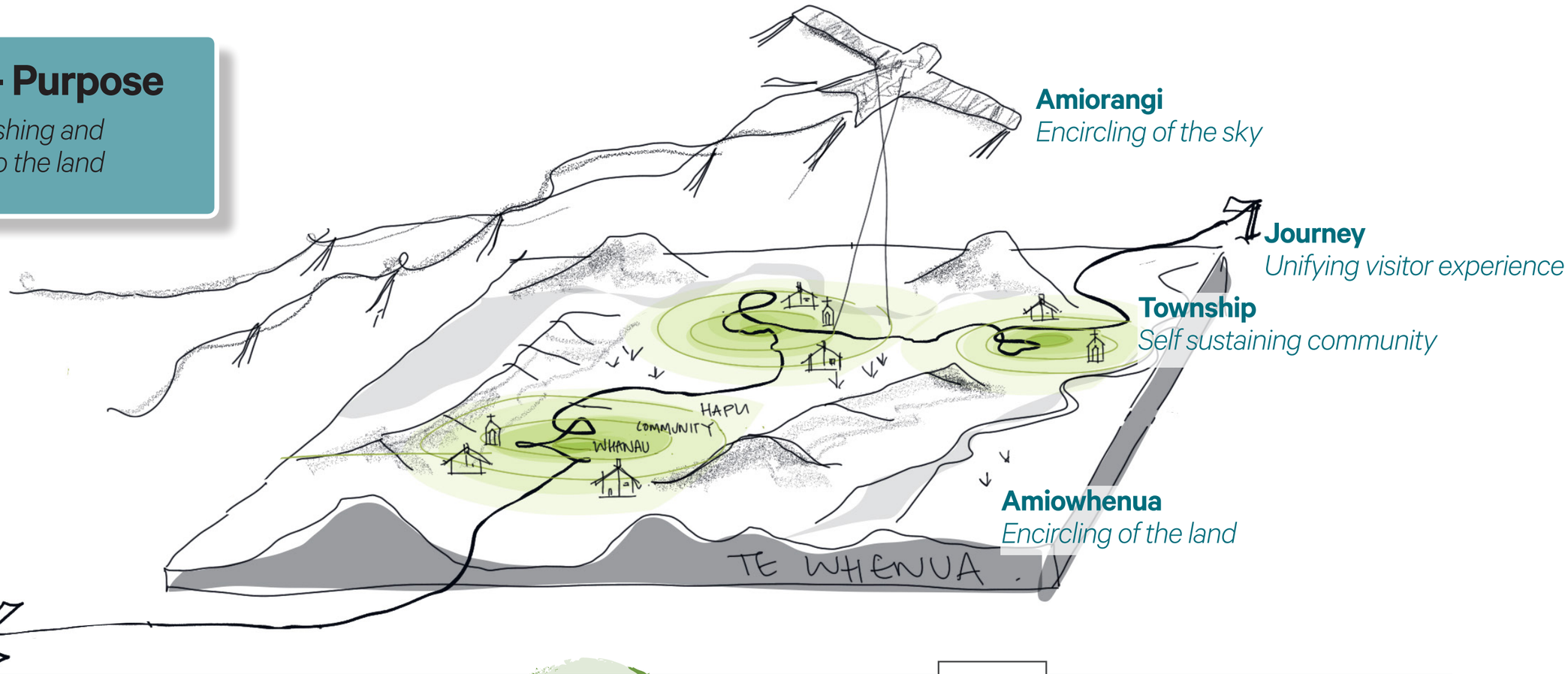
CAFE
BAKER MAN
WANTED ANTIQUES
Collectables & Retro
ANTIQUES
Collectables & Retro
Far North Arts, Crafts & Souvenirs
ANTIQUE
JAPANESE SWORDS

6. Appendices.

Project structure.

1. Pūtake - Purpose

Mutual flourishing and connection to the land



Amiorangi
Encircling of the sky

Journey
Unifying visitor experience

Township
Self sustaining community

Amiowhenua
Encircling of the land

2. Design Kawa

Collaborative design process and relationships

Tūmatanui
What is shared

Tūmataiti
What is held

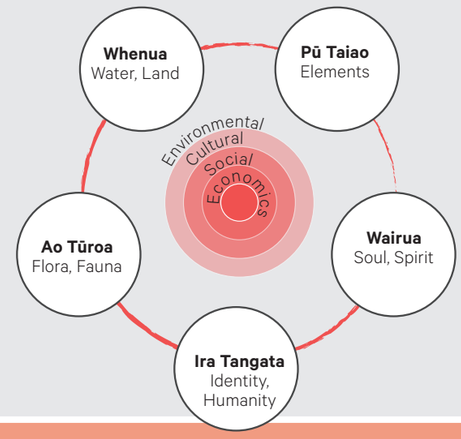
Unlocking Mutual Benefits
Balance, Reciprocity, Tikanga

3. Kaupapa

Framework for infrastructure, corridor and spatial plans

	Enablers		
Welcome/Farewell	Relevance	Journey Scale	Township Scale
Mana			
Manaakitanga			
Taurimatanga			

Miharo



4. Mauri

Healthy measures, wellbeing evaluators and physical outcomes

ULDF document structure.

Tēnā koutou, tēnā koutou, tēnā tātou katoa.

This collaborative Urban and Landscape Design Framework recognises the potential in Tai Tokerau/ Northland. It takes a **miharo** approach, positioning **excellence** as the focus for a shared visitor and community experience, the primary objective of the project. The **miharo** approach helps to generate the structure outlined below.

Drawing on the Northland Economic Action Plan and the Tai Tokerau Māori Development Plan, *He Tangata, He Whenua, He Oranga*, an **authentic** Treaty and tikanga-based framework document will enable and deliver economic uplift in Northland communities, directly representing a visitor experience based on mutual generosity.

This 'two worlds' approach aligns the typical ULDF structural content with the culturally appropriate concepts outlined below to achieve a true 'place-based enquiry by design' process which integrates ULDF and Township workstreams to benefit Tai Tokerau Iwi, Hapū and communities in a way which builds on **participation** and **achievement.**

1. Pūtake

Purpose

- **The 'why'** – the problem we are trying to solve and the objectives.
- **'Miharo'** – the aspiration of self sufficiency and mutual benefit/flourishing through connection to the land.
- The **relationship** to wider programme and economic uplift of Tai Tokerau.
- A **landscape perspective** of the corridor, unifying visitor experience and journey in relation to townships or self sustaining community: *amiorangi* – big picture and *amiowhenua* –place-based.

2. Design Kawa

Engagement and design process.

- **The 'how'** – approach and methodology.
- **Tikanga** – guiding principles of balance and reciprocity as keys for unlocking mutual flourishing through design elements and outcomes.
- **Holistic approach** – regenerative outcomes achieved through collaborative, place-based design and authentic relationships (community-led enquiry by design and Treaty-centric approaches).
- An understanding of tūmatanui/public focus (*what is shared*) and tūmataiti/internal focus (*what is held*).

3. Kaupapa

Conceptual framework.

Corridor approach. | Journey focus. | Township plans.

- **The 'what'** – TCDR context and spatial framework for infrastructure improvements in townships.
- Introduces a **conceptual framework** applied at both journey and township scale.
- Addresses **balance and reciprocity** through spatial design, connections and placemaking.
  - At journey scale: landmarks, interpretation of place, reasons to stop, stay, and spend.
  - At township scale: enablers, such as infrastructure to support and enable township growth and prosperity.
- **Links** the community-led vision to actions and outcomes via design process, and produces 'key moves'.

4. Mauri

Outcomes.

- **The 'when'** – how objectives and met and delivered, as well as what improvements are proposed and how are they prioritised.
- **Measure and evaluate** infrastructural improvements in response to pūtake as 'mauri', improving usefulness, function, health and wellbeing benefits at the local scale.
- Environmental, social, cultural and economic outcomes align with **community-led 'focus areas'.**

Awanui | Dargaville | Rawene | Kohukohu | Hōreke | Kaikohe | Moerewa | Kawakawa

Township plans drop out as 8 individual documents, and an overview is included in the ULDF.

Awanui: Community Development Plan 2018.

Community Vision

‘Nexus of the North’
‘Big River Town’

	Focus Area	Statement
Environmental	Te Awa (The River) (NE)	Awanui has a clean and healthy river that aids and encourages recreational and commercial activity
Environmental	Infrastructure & Roading (BE)	Awanui has a safe and accessible gateway to the Far North, and has a well functioning infrastructure that supports a thriving and growing community
Economic	Economy (E)	Awanui has a thriving economy that operates respectfully within its environment
Social	Community Wellbeing (S)	Awanui is a growing community that accomplishes the aspiration of all who are part of it
Social	Youth (S)	Awanui will produce a safe environment with opportunities for children and youth to actively contribute to the townships future development
Cultural	Culture, Heritage & Arts (C)	Awanui honours and appreciates its unique culture, heritage and arts

Note: This is a graphic representation of the Awanui Community Development Plan 2018. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome.

Legend: existing land use

- Commercial Zone - FNDP
- Industrial Zone - FNDP
- Reserve Zone - FNDP
- Conservation zone
- School
- Heritage precinct
- Property boundaries
- State Highway
- Other roads
- Twin Coast Discovery Route
- Tourism Byway
- Twin Coast Cycleway
- Walking and cycling trails
- Functioning railway
- Waterways

Legend: Activity

Church	Library
School	Post office
Max speed limit 100km/hr	Supermarket
Recreation	Significant Trees
Accommodation	Playground
Hospital	Information centre
Parking	Toilets

Legend: community plans

- (S) Social
- (C) Culture
- (E) Economics
- (BE) Built Environments
- (NE) Natural Environments

Awanui township map.

Growth area

State Highway implications

Recreation

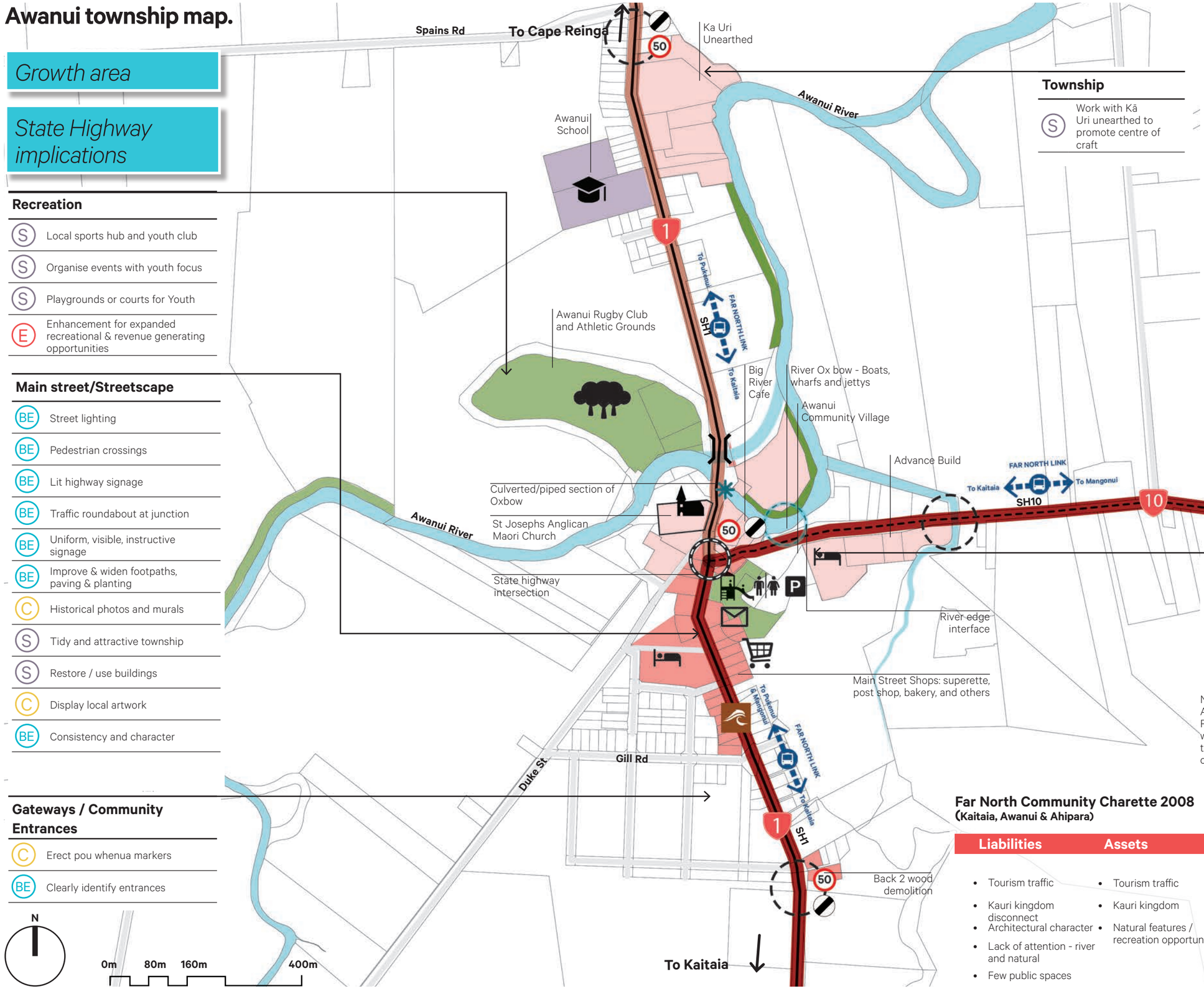
- (S) Local sports hub and youth club
- (S) Organise events with youth focus
- (S) Playgrounds or courts for Youth
- (E) Enhancement for expanded recreational & revenue generating opportunities

Main street/Streetscape

- (BE) Street lighting
- (BE) Pedestrian crossings
- (BE) Lit highway signage
- (BE) Traffic roundabout at junction
- (BE) Uniform, visible, instructive signage
- (BE) Improve & widen footpaths, paving & planting
- (C) Historical photos and murals
- (S) Tidy and attractive township
- (S) Restore / use buildings
- (C) Display local artwork
- (BE) Consistency and character

Gateways / Community Entrances

- (C) Erect pou whenua markers
- (BE) Clearly identify entrances



Te Awa (the river)

- (NE) Clean and healthy
- (NE) Open Awanui Loop - estuary culvert
- (NE) Pontoon near bridge
- (NE) Plant river banks + wildlife islands
- (NE) Site of historic and cultural interest
- (NE) Board-walk and path
- (NE) Linking town centre to Ka Uri unearthed
- (NE) River access centre
- (NE) Landings, docks, stairs
- (C) Events - environmental, food, cultural and heritage
- (S) Construct Awanui River Walkway
- (C) Create sites of historical interest
- (NE) Create, expand and address relationship with the river

Accommodation

- (E) Promotions of free independent travelling market 'fit' hub
- (E) Attract new businesses
- (S) Engage residents from retirement home

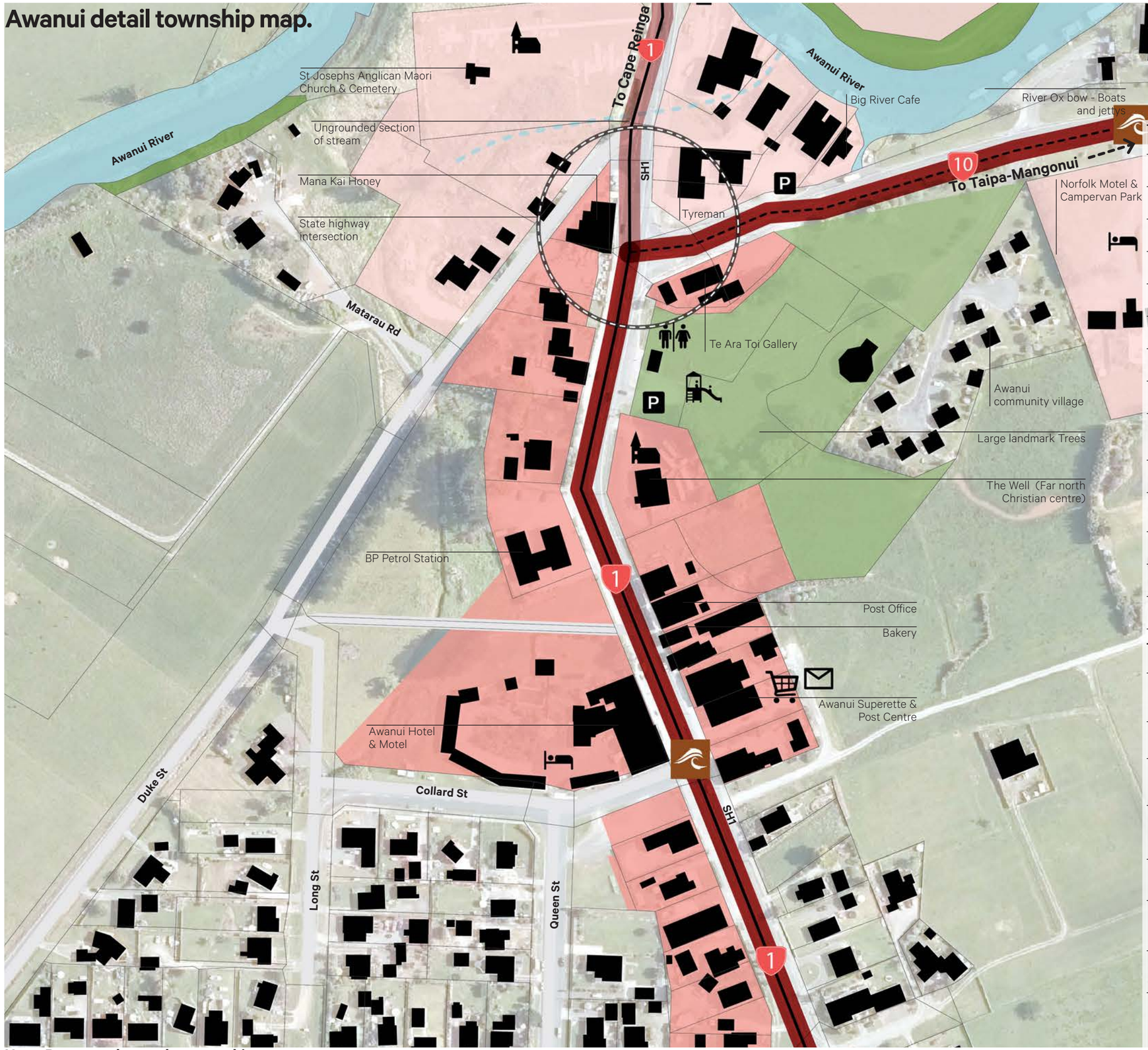
Note: This is a graphic representation of the Awanui Community Development Plan 2018. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome.

Far North Community Charette 2008
(Kaitaia, Awanui & Ahipara)

Liabilities	Assets	Needs	Dreams
• Tourism traffic • Kauri kingdom disconnect • Architectural character • Lack of attention - river and natural • Few public spaces • Lack of youth	• Tourism traffic • Kauri kingdom • Natural features / recreation opportunities	• Business strategy • Tourist services • Recreation facilities • Youth programmes • Pedestrian friendly	• Potential realised • Relaxed pace / lifestyle • Opportunities for health / social • Developing river banks as attractors

Note: Paper roads not shown on this map.

Awanui detail township map.



Legend: existing land use

- Commercial Zone - FNDP
- Industrial Zone - FNDP
- Reserve Zone - FNDP
- Conservation zone
- School
- Property boundaries
- State Highway
- Other roads
- Twin Coast Discovery Route
- Tourism Byway
- Twin Coast Cycleway
- Walking and cycling trails
- Functioning Railway
- Waterways

Legend: Activity

- Church
- Library
- School
- Post office
- Marae
- Supermarket
- Recreation
- Retirement / Care Home
- Accommodation
- Playground
- Max speed limit 100km/hr
- Highway intersection
- Parking
- Toilets

0m 20m 40m 100m

Note: Paper roads not shown on this map.

Note: Paper roads not shown on this map.

Workshop 1.
Invitation and Programme.

The Twin Coast Discovery Highway is an 800km circular touring route of both the east and west coasts of Te Tai Tokerau, connecting key tourist attractions and communities.

Work undertaken in 2016-2017 identified areas for improvement to the route to help grow Northland's economy, through safer, reliable and accessible journeys.

The NZ Transport Agency is currently investigating improvement opportunities for eight townships along the Twin Coast Discovery Route. These townships include Awanui, Horeke, Rawene, Kohukohu, Dargaville, Kaikohe, Kawakawa and Moerewa.

As one of the eight townships, Awanui has been identified as a key link for people connecting around the region. It is also a place with its own rich history, identity and we want to make sure that the community has an opportunity to give their input into this business case.

Improvements to Awanui will align with the Awanui Community Plan (2008) which was developed with local knowledge, stakeholder input and Far North District Council guidance. You can read more about the Awanui township action plan here:

CLICK HERE

The Transport Agency would like to invite you to participate in our first community design workshop on:

Workshop 1

When: Friday 3 May 2019

Location: Northland Riders Club, 99 State Highway 1, Awanui

Time: 9am – 4:30pm

Please register your interest to attend the workshops by emailing northlandprojects@nzta.govt.nz

If you are unable to make the events, there will be an opportunity to provide your feedback through our website www.nzta.govt.nz/twin-coast-discovery-route.

What will happen at the community workshops?

The first workshop will focus on understanding the project and purpose of the business cases. We will then work with participants to map out key connections, places and experiences in Awanui.

Workshop two will focus on testing design options and identifying and prioritising projects for improving Awanui's public spaces.

What is place based design?

These design sessions will be set up to get the community involved in the design. Participants will be actively involved in mapping and identifying improvements. We will collate these ideas together, identify and shape opportunities towards a project programme.

NORTHLAND TOWNSHIP ENGAGEMENTS:
WORKSHOP FORMAT + PROGRAMME

Objective: First Round of IMAGINE Sessions
Relationship building + Mapping Spatial Moves

DESIGN WORKSHOP FORMAT

AM

9:00 - 10:00 Introductions:
- 'Soft' start, gather, cup of tea
- Karakia
- Getting to know each other

10:00 - 11:00 Session One:
- **Session One:** Framing mutual benefit - scope and purpose
- Community Vision + Values

11:00 - 12:00 Session Two:
- **Session Two:** Laying the Foundation - identifying mapping important places
- **Lunch 11:45**

PM

12:30 - 2:00 Session Three:
- **Session Three:** Hīkoi
- Walk the town heart + visit and capture key attractions, connections and experiences

2:00 - 3:00 Session Four:
- **Session Four:** Scenario Testing
- Connections + Experiences
- Community + Visitors
- Reflection break + cup of tea

3:00 - 4:30 Session Five:
- **Session Five:** Key Moves
- Consensus building
- Collective Reflection
- Workshop Closing

EVENING

4:30 - 6:30 Collation + Reflection
- Available for informal conversations
- Collate workshop materials

AWANUI
Fri 3 May

RAWENE
Fri 3 May

HOREKE
Thu 2 May

KOHUKOHU
Thu 2 May

MOEREWA
Tue 7 May

KAWAKAWA
Tue 7 May

KAIKOHE
Wed 8 May

DARGAVILLE
Wed 15 May

Workshop 1.
Programme.

NORTHLAND TOWNSHIP ENGAGEMENTS:
FORMAT STRUCTURE + PROGRAMME

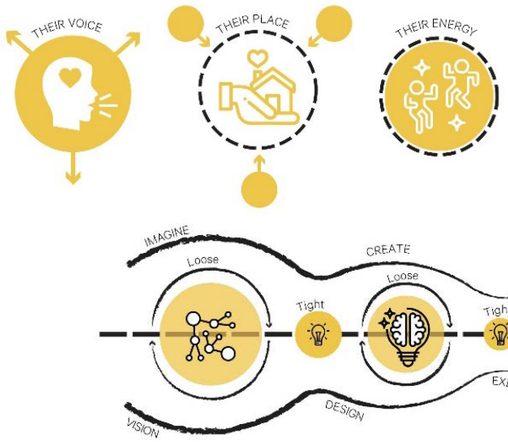
CLUSTER WEEK ONE
Objective: Relationship building + First Round of CREATE Sessions

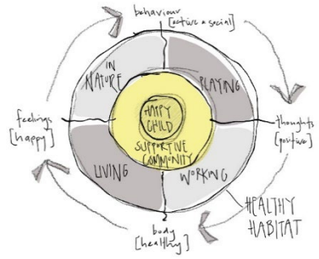
	MON 29 APR	TUE 30 APR	WED 1 MAY	THU 2 MAY	FRI 3 MAY	SAT 4 MAY	SUN 5 MAY
AM			**TRAVEL + PREP** • Travel to Kaikohe • Setup as BASE Camp over the Cluster period	**HOREKE + KOHUKOHU TWO TEAMS IN TANDEM** 9:00 - 10:00 Introductions: • 'Soft' start, gather, cup of tea • Karakia • Getting to know each other 10:00 - 12:00 Session One + Two: • **Session One:** Framing mutual benefit • Community focus • **Session Two:** Laying Foundation • Lunch 11:45	**RAWENE + AWANUI TWO TEAMS IN TANDEM** 9:00 - 10:00 Introductions: • 'Soft' start, gather, cup of tea • Karakia • Getting to know each other 10:00 - 12:00 Session One + Two: • **Session One:** Framing mutual benefit • Community focus • **Session Two:** Laying Foundation • Lunch 11:45	**TRAVEL + RETURN** • Awanui back to Kaikohe	
PM			**RELATIONSHIP WORKSHOPS** • Meet with Key Community Leads + Connects across townships Rawene / Kohukohu + Horeke • Confirm all in place for programme • Divide as needed using Kaikohe BASE as a starting hub	12:30 - 2:00 Session Three: • **Session Three:** Hikoi • Walk the town heart + visit key connections 2:00 - 3:00 Session Four: • **Session Four:** Scenario Testing • Connections + Experiences • Community + Visitors • Reflection break + cup of tea 3:00 - 4:30 Session Five: • **Session Five:** Key Moves • Consensus building • Collective Reflection • Workshop Closing	12:30 - 2:00 Three • **Session Three:** Hikoi • Walk the town heart + visit key connections 2:00 - 3:00 Session Four: • **Session Four:** Scenario Testing • Connections + Experiences • Community + Visitors • Reflection break + cup of tea 3:00 - 4:30 Session Five: • **Session Five:** Key Moves • Consensus building • Collective Reflection • Workshop Closing		
EVENING				4:30 - 6:30 Collation + Reflection • Available for informal conversations • Collate workshop materials	4:30 - 6:30 Collation + Reflection • Available for informal conversations • Collate workshop materials		

Workshop 1.
Outline.

Level of engagement: Spectrum of participation (based on IAP2)

Inform: **TELL**	**Consult:** **ASK**	**Involve:** **DISCOVER**	**Collaborate:** **CREATE**	**Empower:** **DO**
FACT SHEETS, LETTERS, DISPLAYS, WEBSITES, PRESENTATIONS	OPEN DAYS, FOCUS GROUPS, SURVEYS	WORKSHOPS, HIKOI, MEETINGS, ADVISORY GROUPS	ENQUIRY BY DESIGN/ CO-DESIGN/ CO-CREATE/ PARTICIPATORY DESIGN	MAKE, BUILD, PROTOTYPE, IMPLEMENT, EMPLOY
Keeping community informed. Providing clear information and updates that help the community understand the problems, opportunities, alternatives, and solutions.	Listening to and acknowledging concerns and aspirations, capturing thoughts and feedback and providing guidance on how inputs will influence decisions, or how to get more information	Working with / alongside the community throughout the process, drawing on local knowledge and expertise. Capturing ideas, collectively framing the process and reflecting back how input has influenced decisions	Partnering with the public, and using the design process to identify problems, options and solutions using creative, hands-on, interactive methods to build consensus and test ideas. Shaping and incorporating ideas to the maximum extent possible	Delegated decision making. Community is empowered to implement tangible outcomes, own outcomes, lead outputs





Outline approach: Purpose, goals and objectives for IMAGINE workshops (phase one)

Project Goal:	Why we are engaging with township communities for this project
	• The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element. • Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler • The Township Plans project allows us to investigate how the TCDR programme can leverage better outcomes (mutual benefit) for each town to be self-sustaining • We show how design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities • Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential • Each township has unique identifiers / distinctive qualities and character that we can draw out
Commitment:	Our commitment to working with township communities for this project
	• We do our homework to understand where each community is at, what planning they have done, how organised they are around their action plans, what is /is not working • We invite communities to tell us what is important to them, while we help translate this into spatial and physical outcomes by mapping and prioritising connections that reinforce place. • We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure), • We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities
Purpose:	Why are we seeking community involvement in the process
	• An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC • To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process • To ensure that community values are refined and transferred into the township plan and priority projects, and wider opportunities created by a network/ cluster approach are explored • To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'
Objectives:	What we hope to achieve for workshop sessions
Phase one: Imagine	**FRAME:** Introductory session with Community Working Group: • Frame up project, potential benefits and parameters (TCDR and clustering context) • Outline purpose of two separate clusters of 'enquiry by design' process • Introduce purpose, process and principles (Pūtake, kawa, kaupapa, mauri) • Gain insight to previous community roles and inputs/ process for involving wider community • Reflect and collectively review community plans, vision and values (as spatial plan) • Build collective understanding of scope, themes, drivers and physical outcomes (i.e. public realm improvements), and test with scenarios/ precedents • Mark/highlight locations for hikoi- what do we need to test/ understand/ capture? **HIKOI:** Hikoi wānanga with Community Working Group: • Ground truth and build on what we know or don't know- walk, track and map key connections, experiences and places/ attractions and public spaces

Workshop 1.
Outline.

	• Mindmap (spatially articulate) what is unique and important for the community, and capture character **WORKSHOP:** Interactive mapping sessions **with Community Working Group**: • Demonstrate the benefit of spatially mapping 'key moves' to guide planning, placemaking and prioritisation • Use design process to draw out key placemaking moves and themes as distinctive to place/ township from both community and visitor perspective • Scenario testing and building consensus • Discuss next steps- i.e. prioritisation of infrastructure improvement projects
Participants:	Who we are inviting and why
	IMAGINE sessions (may 2019): • T**argeted sessions,** working closely with Community Working Groups (previously established to develop Community Plans) and hapu representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we are inviting this core group (approx. 15-20 people) again to commence and 'own' this process of implementing the vision through the township plans. • Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email) • Kay Council representatives for Far North and Kaipara invited (community development and urban planning) CREATE sessions (in June 2019) • Targeted and open sessions • **Targeted workshops** to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes. • **Open studio sessions** with wider community will happen in the second round, with 'cluster activation' events, designed to support movement and viewing between each township for the whole community. Collectively sharing the 'work in progress' Township Plans in each of these locations will help build on an understanding of local connections and networks, and the characteristics of the journey experience they share. • Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)
Method:	How we are engaging (Methods and techniques)
	The 'enquiry by design' process is designed to be interactive and hands-on. We don't assume the answers, but rather understand the problems and create the solutions collaboratively with mana whenua and the community. That way, the solutions will have greater benefit to the community and greater potential ownership for future development. The framework and toolkit developed by Isthmus will guide this process and ensure that all voices are heard and embedded in the outcomes, testing scenarios and building consensus as we go. **Guiding framework- how we work together** • Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri **Hikoi methods** • The community map a route and identifying stopping places. • Community guide and we walk the route to understand problems, opportunities, attractions and treasured places. We invite people to speak at each stop. WE listen and observe. • May be one group or break into smaller groups, depending on size of town and group.
	• Listen, observe, photograph, sketch and record on map as we go • Physically mark stopping locations and route with participant interaction and photo • Polaroids to pin up – capture character and people **Workshop methods** • Reflecting community vision, principles and focus areas (from Community Development Plans- as diagrams and spatial maps identifying potential public space/ physical improvements under themes of environment, social, cultural, economic • Interactive mapping: Work together (two groups of approx. 7 people) to map 'key placemaking moves' by building from the land up- using the Isthmus co-design toolkit • **Marking treasures**- the places, landscapes and features that are most important and unique • **Scenario testing**- considering both community and visitor perspectives with scenario testing and mapping. Considering place, movement and experience and mapping communal spaces, decision points and attractors. • **Consensus building**- overlapping and merging mapping layers by drawing up key connections, places and experiences as 'key moves' (concept framework), and developing objectives and outcomes for these using the kaupapa matrix

Workshop 1 Attendance Summary.

Workshop Summary.

Targeted sessions, working closely with Rawene Community Working Group (previously established to develop Community Plan) and Iwi hapū representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we invited a core group (targeting for approx. 15-20 people) to commence and 'own' this process of implementing the vision through the township plans.

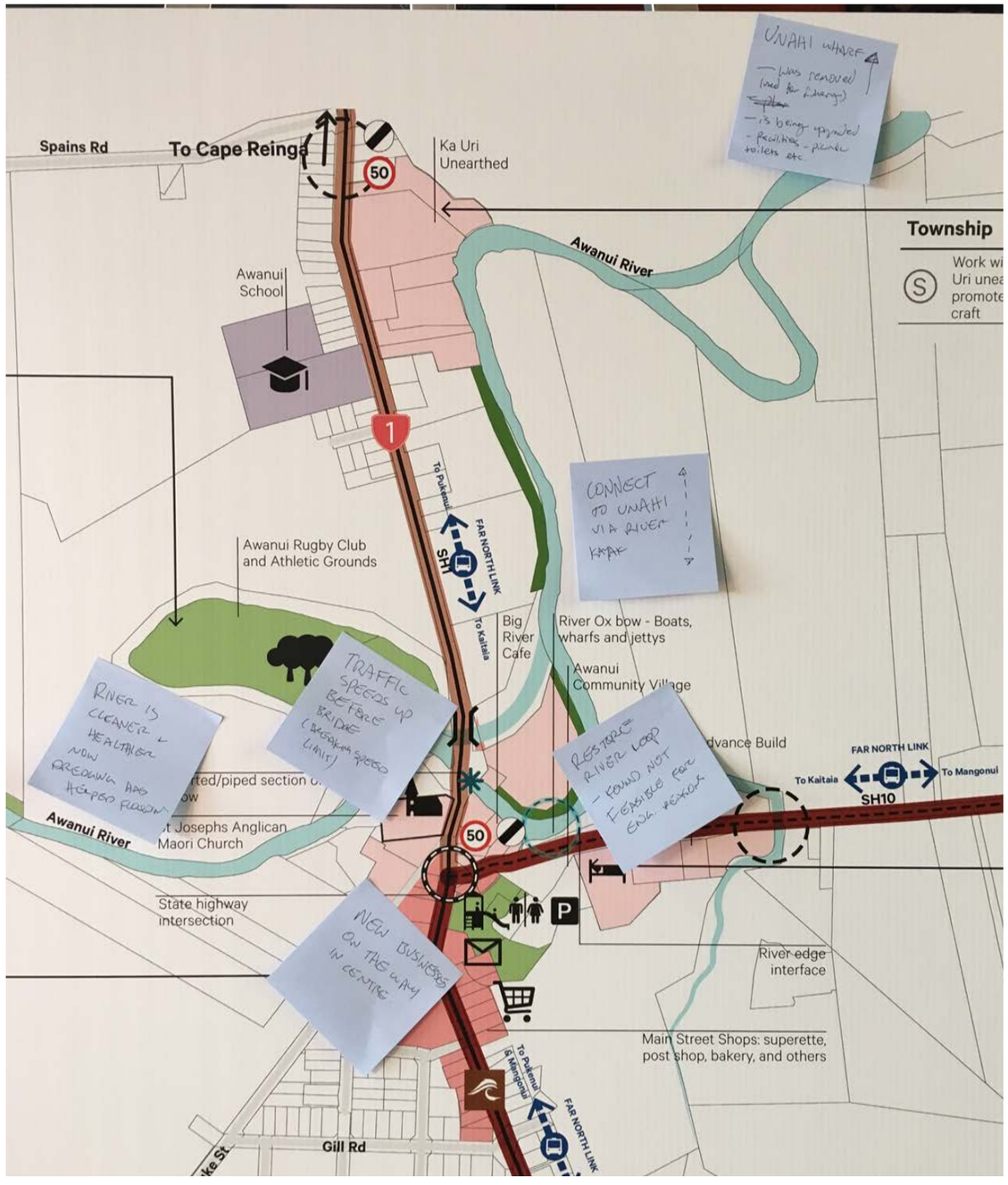
Invitations: Invitations went out via Community leads and distributed to Working Group network and hapū representatives (by email)

Representatives: Key Council representatives for Far North and Kaipara invited (community development and urban planning). A mix of local body representatives and community members attended, along with local business owners, accommodation suppliers, community group representatives and Hokianga tourism representatives.

Location: Northland Riders Club, 99 SH 1, Awanui. Date: 3 May 2019.
Workshop Attendance: 13
Comments: Key community connectors were able to draw a broad range of representatives from the community. Local Board representatives also present.

Workshop 1.

Framing Community Visions and Values - Township Scale.



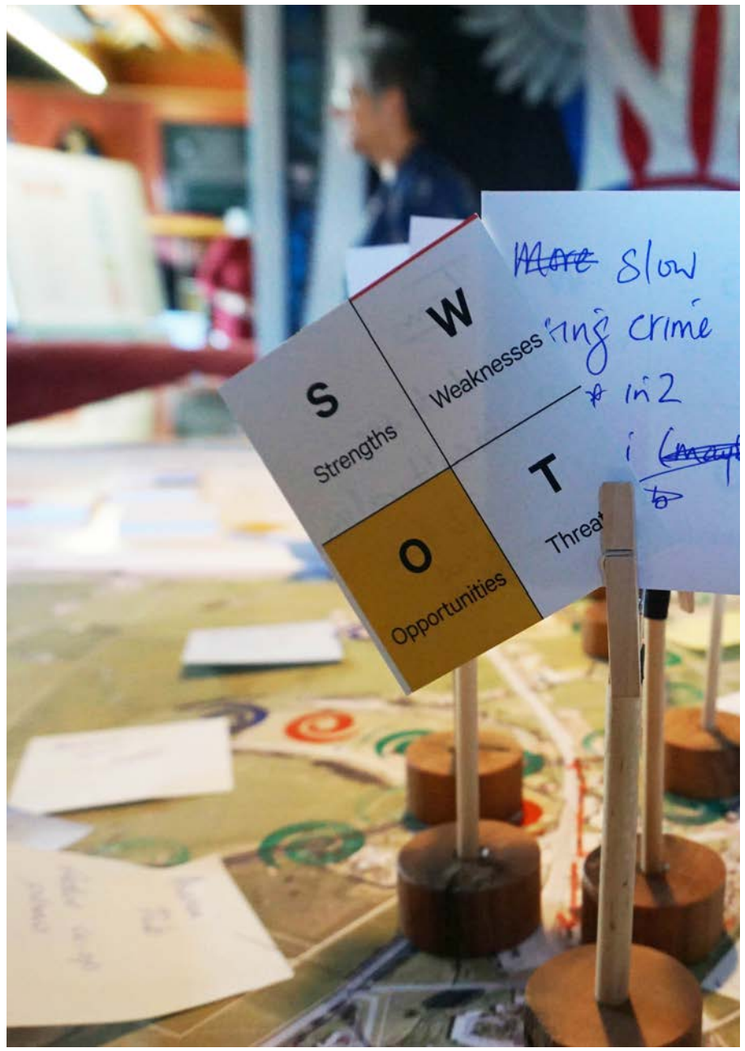
Workshop 1.

Framing Community Visions and Values - Journey Scale.

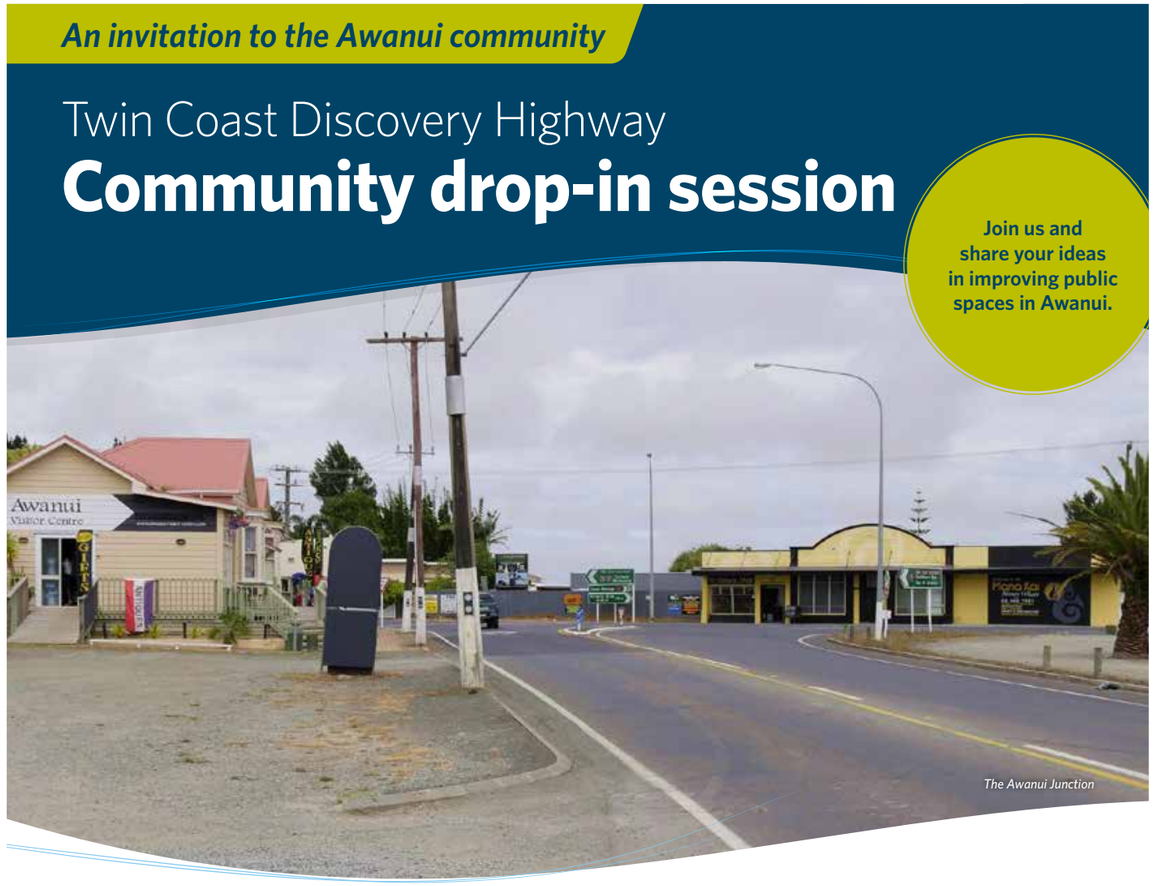
Workshop 1.

Laying the Foundations - Interactive Mapping of Valued Places.

Workshop 1.
SWOT Mapping & Hikio Wānanga.



Workshop 2.
Invitation.



The Twin Coast Discovery Highway is an 800km circular touring route of both the east and west coasts of Te Tai Tokerau, connecting key tourist attractions and communities.

Work undertaken in 2016-2017 identified areas for improvement to the route to help grow Northland's economy, through safer, reliable and accessible journeys.

The NZ Transport Agency is currently investigating potential improvement opportunities for eight townships along the Twin Coast Discovery Highway. These townships include Awanui, Horeke, Rawene, Kohukohu, Dargaville, Kaikohe, Kawakawa and Moerewa.

As one of the eight townships, Awanui has been identified as a key link for people connecting around the region. It is also a place with its own rich history, identity and we want to make sure that the community has an opportunity to give their input into the township plan and potential improvement opportunities.

The current phase includes the development of the township plan and is dependent on further funding for implementation.

The Transport Agency would like to invite you to drop in, meet the project team, and give your feedback on the Awanui Township plan and potential improvement opportunities.

Community drop-in session

When: Friday 21 June 2019

Location: Northland Riders' Club, 99 State Highway 1, Awanui

Time: 3.30pm – 7:30pm

If you are unable to make the drop-in session, there will be an opportunity to provide your feedback through our website www.nzta.govt.nz/twin-coast-discovery-route.

NORTHLAND TOWNSHIP ENGAGEMENTS:
WORKSHOP FORMAT + PROGRAMME

Objective: Second Round of CREATE Sessions
Key Moves + Benefits

PM

DESIGN WORKSHOP FORMAT

Session One:
- Recap process / information gathering and understanding (SWOT)

Session Two:
- Key Moves (Vision and Objectives)

Session Three:
- Focus Areas (Key Concepts and Priorities)

Session Four:
- Cluster approach (Journey Maps)

Session Five:
- Benefits and Measures

EVENING

Open Session

- HOREKE – Fri 26 July
- KOHUKOHU – Thu 20 June
- RAWENE – Fri 21 June
- AWANUI – Fri 21 June
- MOEREWA – Tue 25 June
- KAWAKAWA – Tue 25 June
- KAIKOHE – Thu 27 June
- DARGAVILLE – Wed 03 July

Workshop 2.
Programme.

NORTHLAND TOWNSHIPS & TWIN COAST DISCOVERY ROUTE:
COMMUNITY ENGAGEMENT PROGRAMME / Round Two

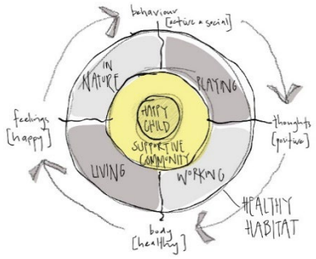
WORKSHOP TWO - CREATE: Programme Rundown
Objective: Scenario Testing + Refinement of Workshop Sessions

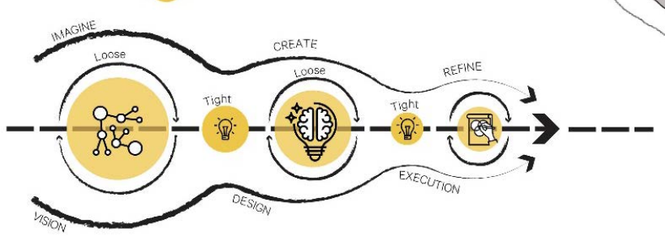
	MON 17 JUN	TUE 18 JUN	WED 19 JUN	THU 20 JUN	FRI 21 JUN	SAT 22 JUN	SUN 23 JUN
AM			**TRAVEL + PREP** • Travel to Kaikohe • Setup as BASE Camp over the Cluster period	**HOREKE + KOHUKOHU TWO TEAMS IN TANDEM** 9:00 - 10:00 Introductions: • 'Soft' start, gather, cup of tea • Karakia • Project review and update 10:00 - 12:00 Session One + Two: • **Session One:** Testing the plans and confirming the key moves • **Session Two:** Setting the projects and actions • Lunch 12:00	**RAWENE + AWANUI TWO TEAMS IN TANDEM** 9:00 - 10:00 Introductions: • 'Soft' start, gather, cup of tea • Karakia • Project review and update 10:00 - 12:00 Session One + Two: • **Session One:** Testing the plans and confirming the key moves • **Session Two:** Setting the projects and actions • Lunch 12:00	**CLUSTER EVENT + PUBLIC ACTIVATION** 9:00 - 10:00 Set Up • **Project Team Set-Up across Rawene, Horeke + Kohukohu** 10:00 - 12:00 Open Studio • **Open Studio Session across each township**	
PM			**RELATIONSHIP WORKSHOPS** • Meet with Key Community Leads + Connects across townships Rawene / Kohukohu + Horeke • Confirm all in place for programme • Divide as needed using Kaikohe BASE as a starting hub	12:00 - 2:30 Session Three + Four: • **Session Three:** Aligning and prioritising the projects and actions • **Session Four:** Setting up for the open studio and public session **OPEN STUDIO PUBLIC INVITE** 3:30 - 6:00 Open Studio • Pin-up display and drop in sessions • Project and prioritising activities • Feedback and discussion opportunities with the community working group and the project team	12:00 - 2:30 Session Three + Four: • **Session Three:** Aligning and prioritising the projects and actions • **Session Four:** Setting up for the open studio and public session **OPEN STUDIO PUBLIC INVITE** 3:30 - 6:00 Open Studio • Pin-up display and drop in sessions • Project and prioritising activities • Feedback and discussion opportunities with the community working group and the project team	12:00 - 5:00 Cluster Activation • **Rānui Charter Boat between harbour townships** • **Open studio showcases and drop-in stations at each township**	
EVENING				**TEAM ALLOCATION** • Horeke: DP / MH / ANA / Mere • Kohukohu: HK / SB / Tukaha / Matenga	**TEAM ALLOCATION** • Awanui: DP / MH / ANA / Mere • Rawene: HK / SB / Tukaha / Manawanui		

Workshop 2.
Outline.

Level of engagement: Spectrum of participation (based on IAP2)

Inform: **TELL**	**Consult:** **ASK**	**Involve:** **DISCOVER**	**Collaborate:** **CREATE**	**Empower:** **DO**
FACT SHEETS, LETTERS, DISPLAYS, WEBSITES, PRESENTATIONS	OPEN DAYS, FOCUS GROUPS, SURVEYS	WORKSHOPS, HIKOI, MEETINGS, ADVISORY GROUPS	ENQUIRY BY DESIGN/ CO-DESIGN/ CO-CREATE/ PARTICIPATORY DESIGN	MAKE, BUILD, PROTOTYPE, IMPLEMENT, EMPLOY
Keeping community informed. Providing clear information and updates that help the community understand the problems, opportunities, alternatives, and solutions.	Listening to and acknowledging concerns and aspirations, capturing thoughts and feedback and providing guidance on how inputs will influence decisions, or how to get more information	Working with / alongside the community throughout the process, drawing on local knowledge and expertise. Capturing ideas, collectively framing the process and reflecting back how input has influenced decisions	Partnering with the public, and using the design process to identify problems, options and solutions using creative, hands-on, interactive methods to build consensus and test ideas. Shaping and incorporating ideas to the maximum extent possible	Delegated decision making. Community is empowered to implement tangible outcomes, own outcomes, lead outputs





Outline approach: Purpose, goals and objectives for CREATE workshops (phase two)

Project Goal:	Why we are engaging with township communities for this project
	• The Twin Coast Discovery Route interacts with 8 towns, each of which has different constraints and opportunities. The TCDR journey is the unifying element. • Tourism (visitor industry) is the opportunity, community is the focus, transport infrastructure is the enabler • The Township Plans project allows us to investigate how the TCDR programme can leverage better outcomes (mutual benefit) for each town to be self-sustaining • Design/ spatial mapping can identify overlaps between visitor experience, and the everyday interaction and healthy functioning of communities • Each community has a 'clustering relationship' with other towns at a network/ system design scale (buses, cycling trails, multi-modal) that has greater potential • Each township has unique identifiers / distinctive qualities and character that we can draw out
Commitment:	Our commitment to working with township communities for this project
	• We do our homework to understand where each community is at, what planning they have done, how organised they are around their action plans, what is /is not working • We invite communities to tell us what is important to them, while we help translate this into spatial and physical outcomes by mapping and prioritising connections that reinforce place. • We communicate why/how the TCDR programme will help each community achieve their vision and goals for community development (through investment and infrastructure), • We listen, observe and reflect back how the input of each community has impacted on key concepts and priorities
Purpose:	Why are we seeking community involvement in the process
	• An 'enquiry by design' process acknowledges the community-led approach adopted by FNDC and KDC • To invite the community to help shape, guide and test decisions along the way (reach consensus) and embed local knowledge in the process • To ensure that community values are refined and transferred into the township plan and priority projects, and wider opportunities created by a network/catchment/ cluster approach are explored • To acknowledge, reflect and build on recent work already done, and the leadership and role of the 'Community Plan Working Groups'
Objectives:	What we hope to achieve for workshop sessions
	• An robust understanding of community needs and opportunities for township improvements that will achieve mutual benefit • A community perspective on what might **attract visitors to stop, stay and spend** – the catalyst for economic uplift in Tai Tokerau • A deep and wide understanding of what could enhance township **safety, place and function**- the enablers, including transport infrastructure and place based improvements
Participants:	Who we are inviting and why
	IMAGINE sessions (may 2019): • T**argeted sessions,** working closely with Community Working Groups (previously established to develop Community Plans) and Iwi hapu representatives. Building on work that has been done and relationships formed. Focusing on concepts, vision and objectives, we are inviting this core group (approx. 15-20 people) again to commence and 'own' this process of implementing the vision through the township plans

Workshop 2.
Outline.

	• Invitations will go out via Community leads and distributed to Working Group network and hapu representatives (by email) • Key Council representatives for Far North and Kaipara invited (community development and urban planning) CREATE sessions (in June 2019) • Targeted and open sessions • **Targeted workshop session** to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes. • **Open studio session** with wider community will happen in the second round. Sharing the 'work in progress' Township Plans in each of these locations will help confirm, ground and evolve the Township Plans. • Invitations sent via community leads, and posters distributed to wider networks (online and distributed in townships)
Method:	How we are engaging (Methods and techniques)
	The 'enquiry by design' process is designed to be interactive and hands-on. We don't assume the answers, but rather understand the problems and create the solutions collaboratively with mana whenua and the community. That way, the solutions will have greater benefit to the community and greater potential ownership for future development. The framework and toolkit developed by Isthmus will guide this process and ensure that all voices are heard and embedded in the outcomes, testing scenarios and building consensus as we go. **Guiding framework- how we work together** • Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri **Enquiry by design methods** • Reflecting community vision, principles and focus areas (as diagrams and spatial maps identifying potential public space/ physical improvements) • Interactive mapping and scenario testing: using the Isthmus co-design toolkit. Considering both community and visitor perspectives with scenario testing and mapping. Considering place, movement and experience and mapping communal spaces, decision points and attractors. • Consensus building: measures and benefits that define and achieve impact in each community, and

Workshop 2 Attendance Summary.

Workshop Summary.

Part One - Morning: Targeted workshop session to test and confirm projects and priorities, and build on key connections, places and experiences identified in the first workshops May 2019. Actions, priorities, timeframes.

Part Two - Evening: Open Community Drop-In session with wider community. Sharing the 'work in progress' Township Plans in each of these locations to help confirm, ground and evolve the Township Plans.

Invitations: Sent via community leads and Round One participants, local newspapers and radio adverts, posters distributed to wider networks (online and distributed in townships)

General Comments.
A noticeable drop experienced in attendance for some of the workshop sessions. Demands and time commitments for community members in smaller towns has an impact, particularly at times of Tangihanga.

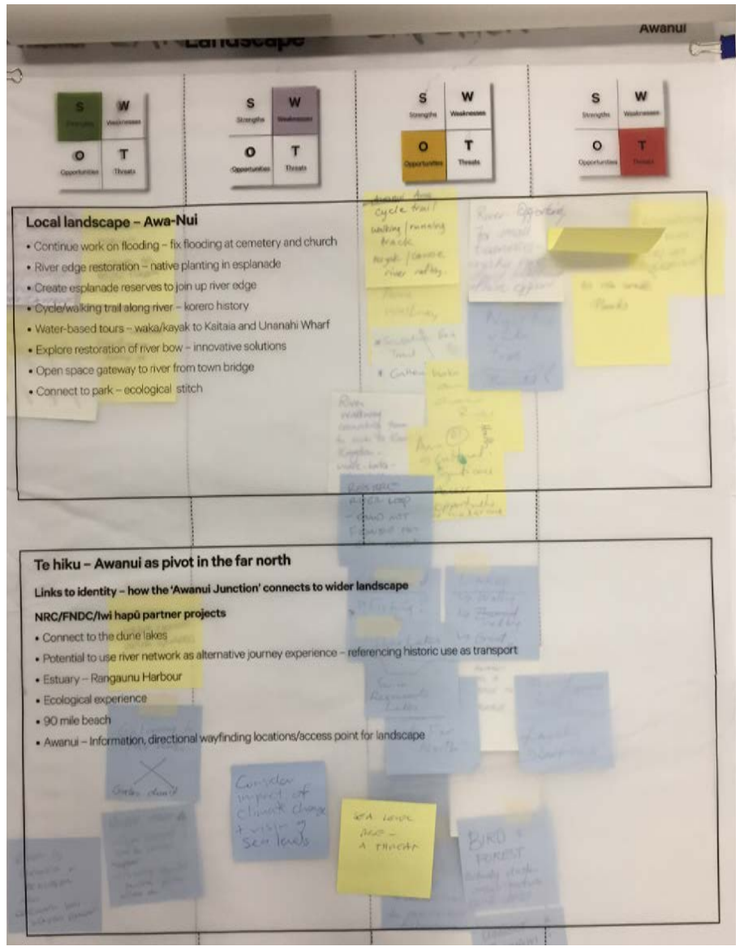
Many people who did come for Round Two had already been to Round One.

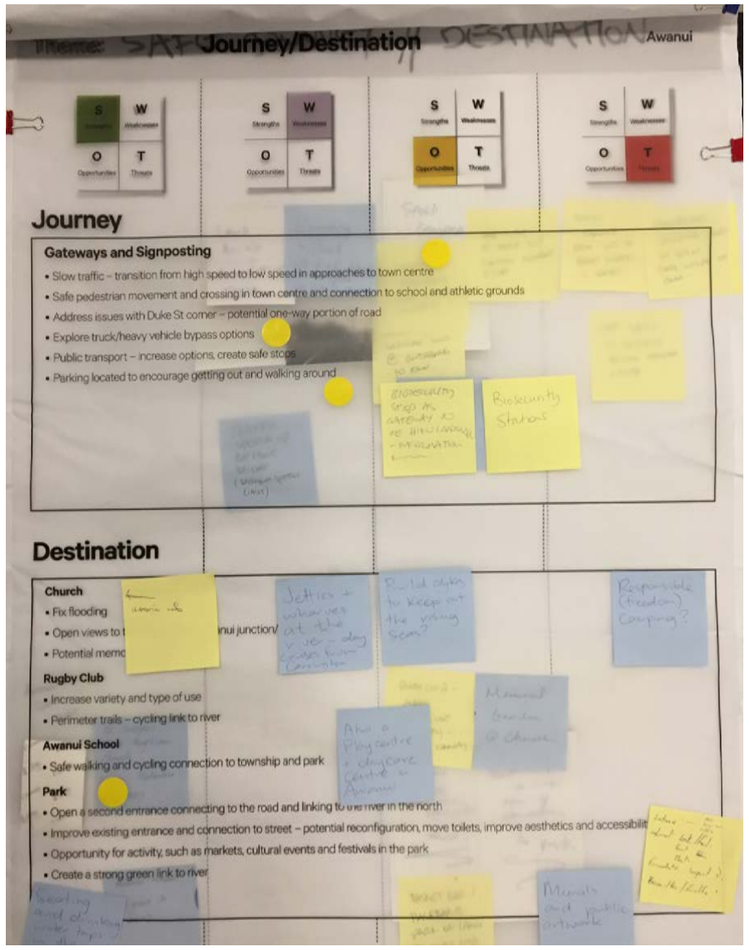
The Community Drop in sessions saw a range of new comers (those who had not been part of the workshop process).

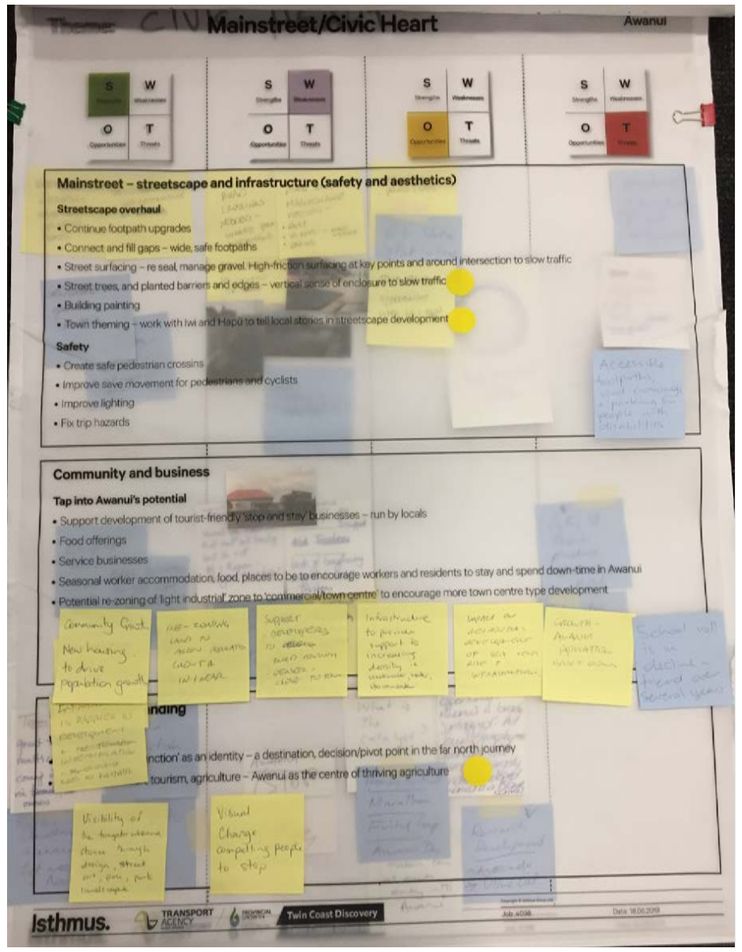
In general, a good balance of local body representatives, community leaders and business owners present.

Location: Northland Riders Club, 99 SH 1, Awanui. Date: 21 June 2019.
Workshop Attendance: 6
Drop in Session Attendance: 8
Comments: A lower turnout to Round One. A tangihanga was in process and had taken a lot of previous participants away from the session. A few local body representatives present.

Workshop 2.
SWOT Matrix.







Awanui SWOT Map.

Final

WAKA KOTAHI NZ TRANSPORT AGENCY / PROVINCIAL GROWTH FUND TUAWHENUA | Twin Coast Discovery | Isthmus.

S	W
Strengths	Weaknesses
O	T
Opportunities	Threats

S	W
Strengths	Weaknesses
O Opportunities	T
Threats	

S	**W**
Strengths	Weaknesses
O	T
Opportunities	Threats

S	W
Strengths	Weaknesses
O	**T**
Opportunities	Threats

Awanui River
Ka Uri Unearthed
Awanui School
Awanui Rugby Club and Athletic Grounds
St Joseph's Anglican Māori Church and Cemetery
Awanui River
Duke St
Collard St
Gill Rd
Duke St
Kumi Rd
1
10

Legend: SWOT	Strength	Weakness	Opportunity	Threat
Community	◉	◉	◉	◉
Visitor	●	●	●	●
Hikoi	▲	▲	▲	▲

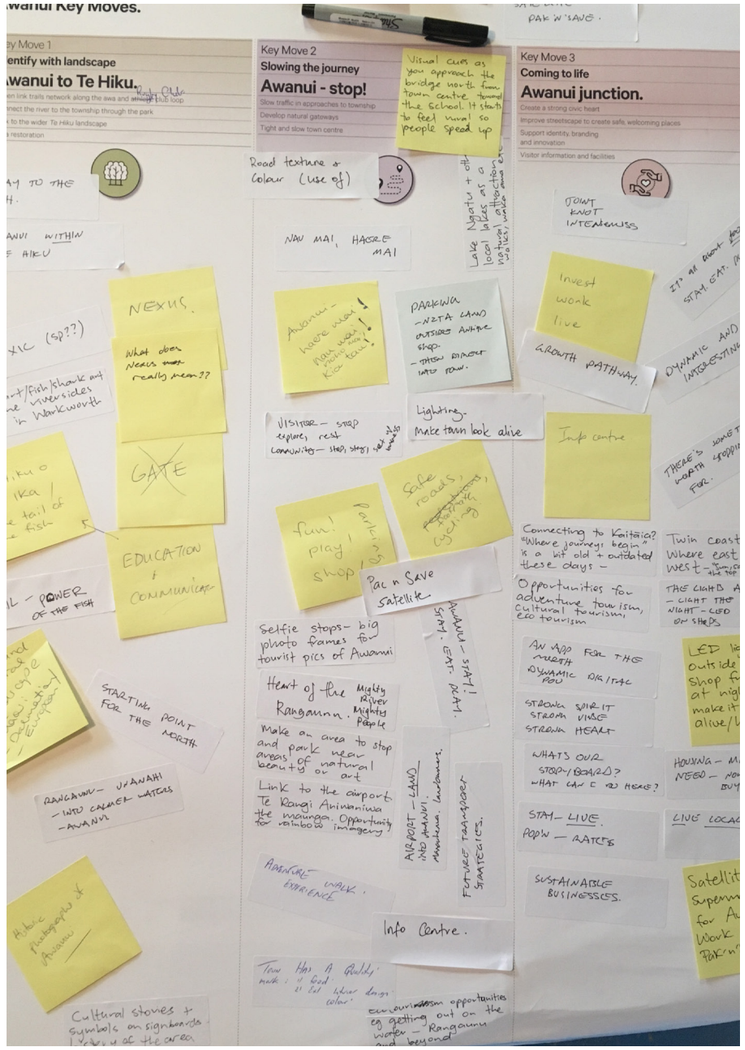
N

0m 80m 160m 400m

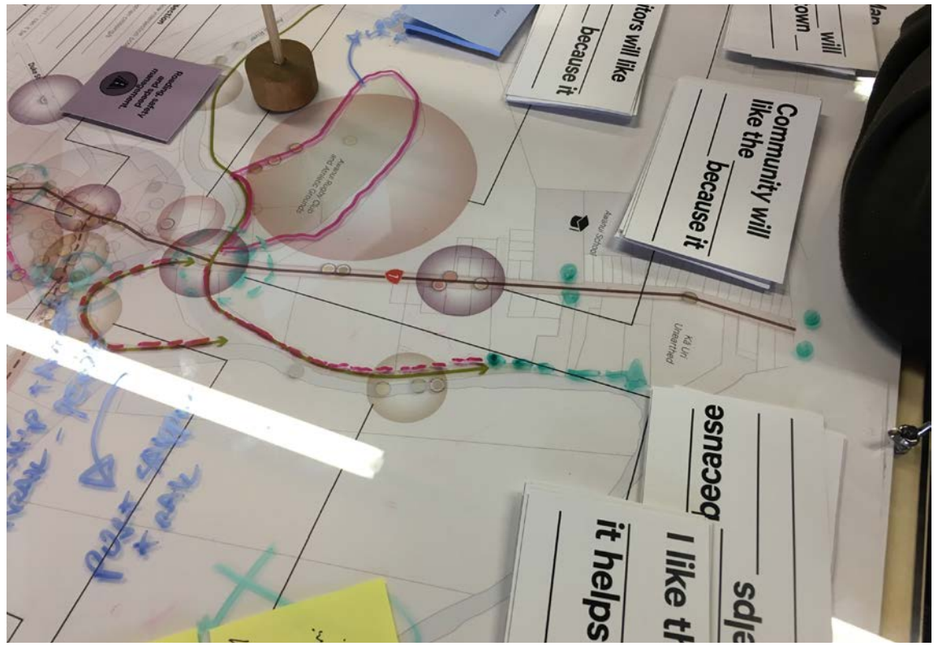
Northland Townships

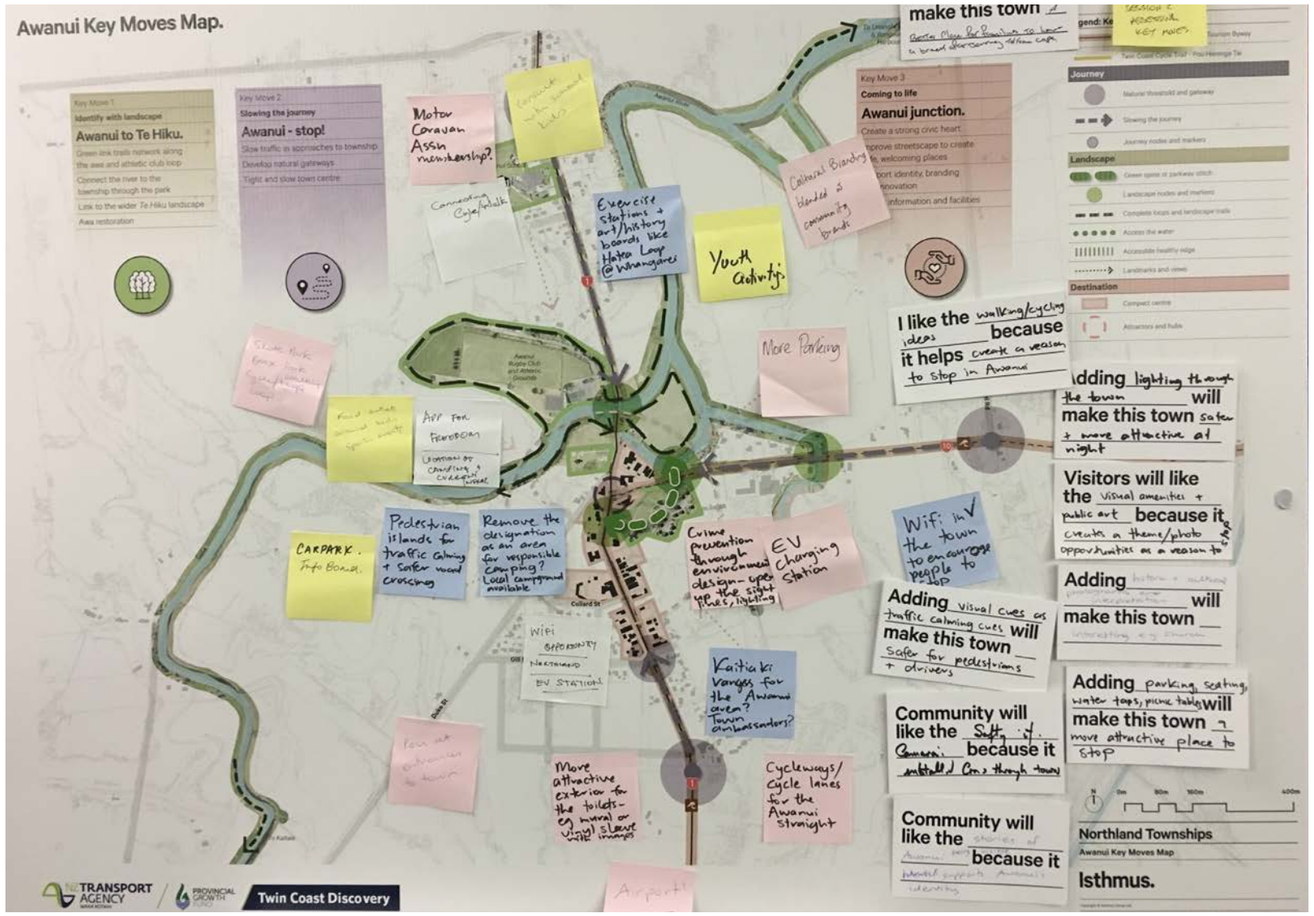
Awanui SWOT Map

Workshop 2.
Testing The Vision and Objectives.

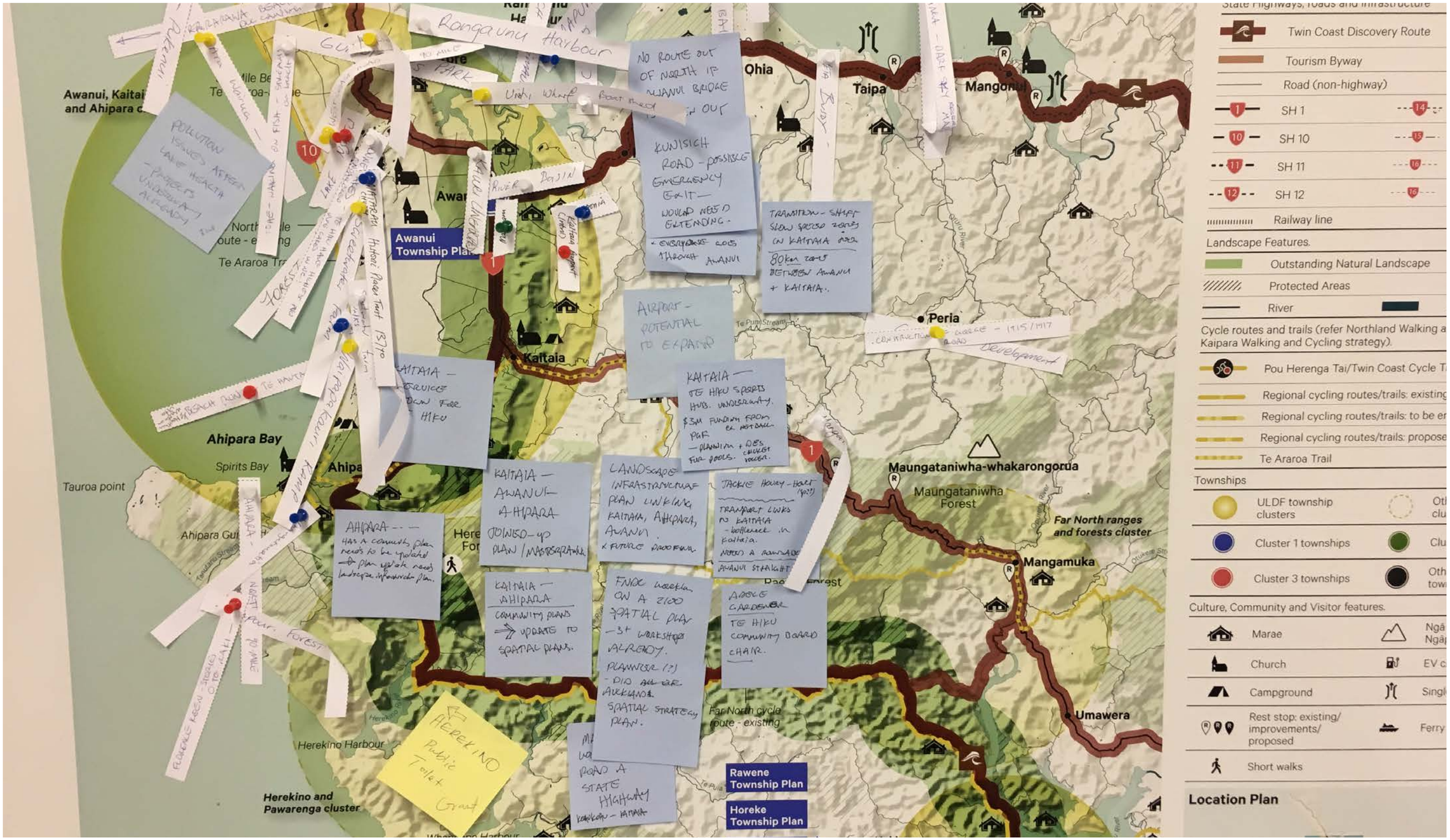


Workshop 2.
Testing Key Concepts.

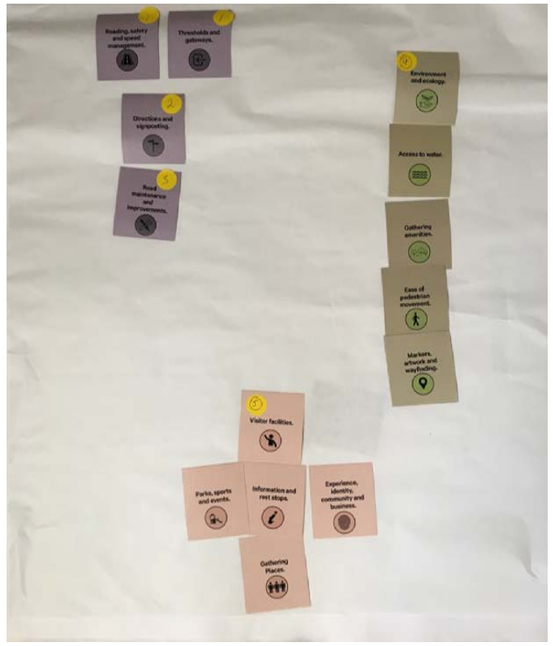


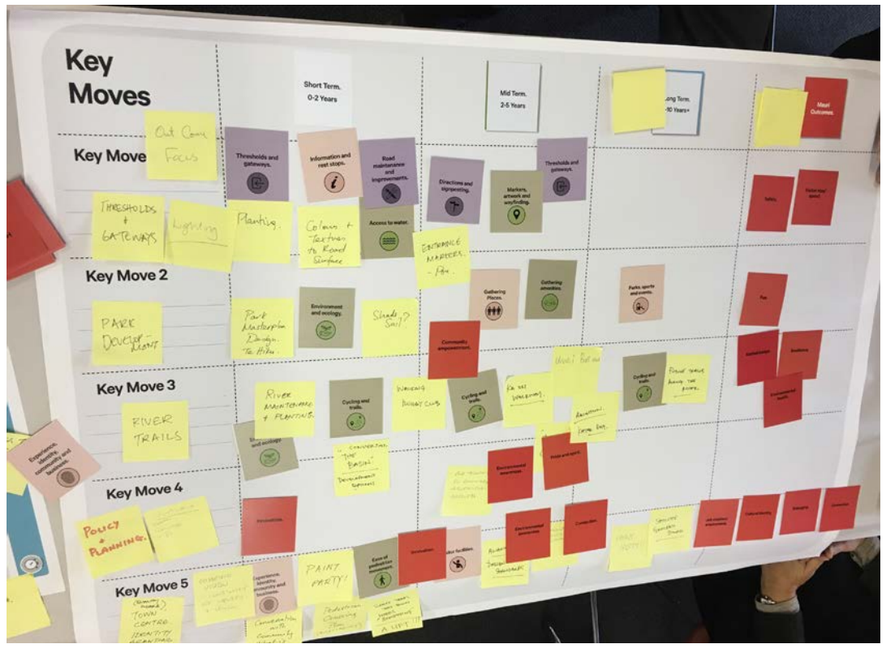


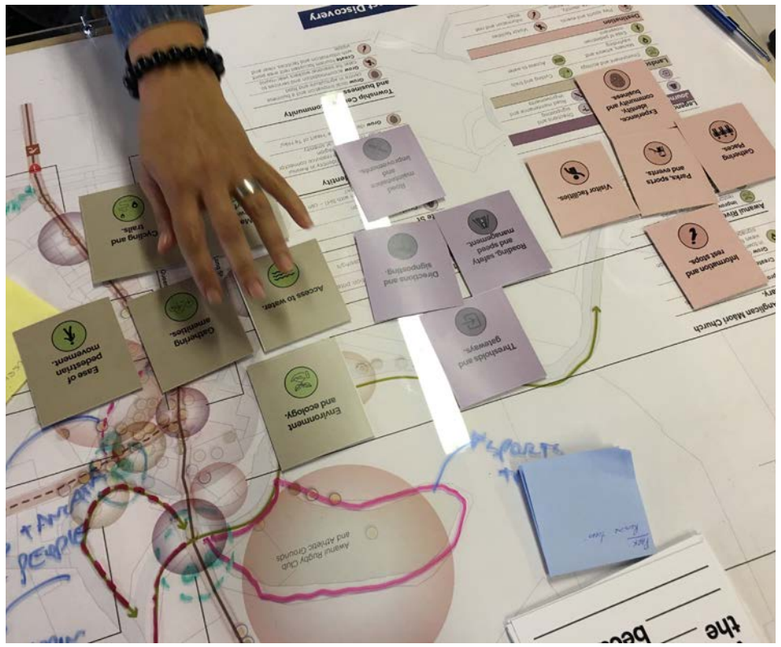
Workshop 2.
Connecting the Journey.



Workshop 2.
Filtering Outcomes and Prioritises.







Isthmus.