

Kaikohe.
Township Plan.
Northland Townships.

04 November
2019

Isthmus.



Twin Coast Discovery



Land.
People.
Culture.
Isthmus.

Acknowledgements.

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

The design team wish to thanks the Kaikohe Community Focus Group for their contribution to the 'Enquiry by Design' process, and the Far North District Council (FNDC) representatives for their support through the workshops and review process.



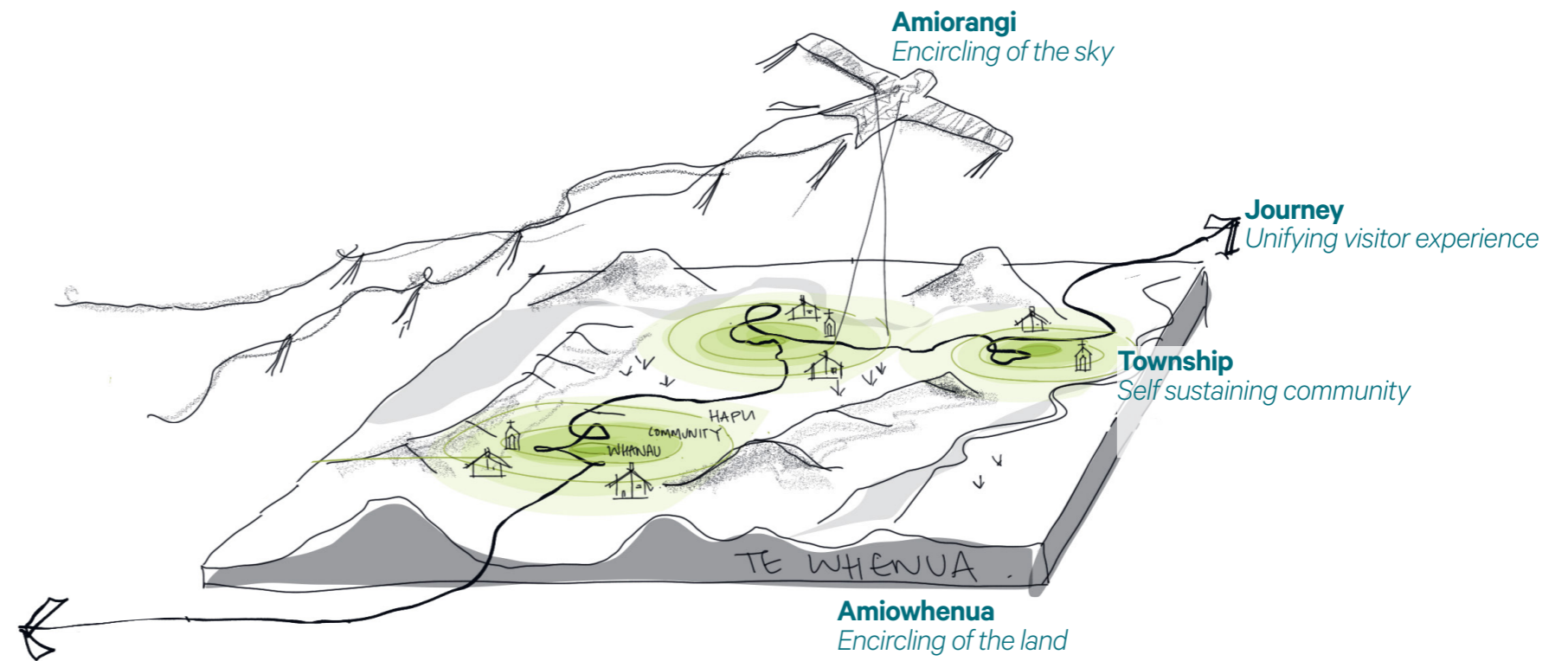
Document record

Issue	Revision	Author	QA	Date
Draft	A	TB	HK	07.08.2019
Final Draft	B	HC	HK	13.09.2019
Peer Review	C	TB	HK	24.10.2019
Final	D	TB	HK	04.11.2019



Contents.

1. Executive Summary.	7
Executive Summary.	8
Improvement Project Timeline.	14
Kaikohe Improvement Plan.	15
2. Pūtake.	
Project Origins & Purpose.	17
Programme/Project Context.	19
Problem Definition.	21
3. Design kawa.	
Process.	27
Township Plan Process.	28
Approach.	31
Imagine.	33
Create.	35
Prioritisation Principles.	36
4. Kaupapa.	
Improvement Plans.	39
Overarching Themes.	41
Delivery Plan Summary.	49
Improvement Projects.	50
5. Mauri.	
Measures, Benefits and Outcomes.	69
Mauri.	71
Delivery Plan.	78
Guidance for Packaging Projects.	85
Environmental and Social Risk.	86
The Way Forward.	90
6. Appendices.	95



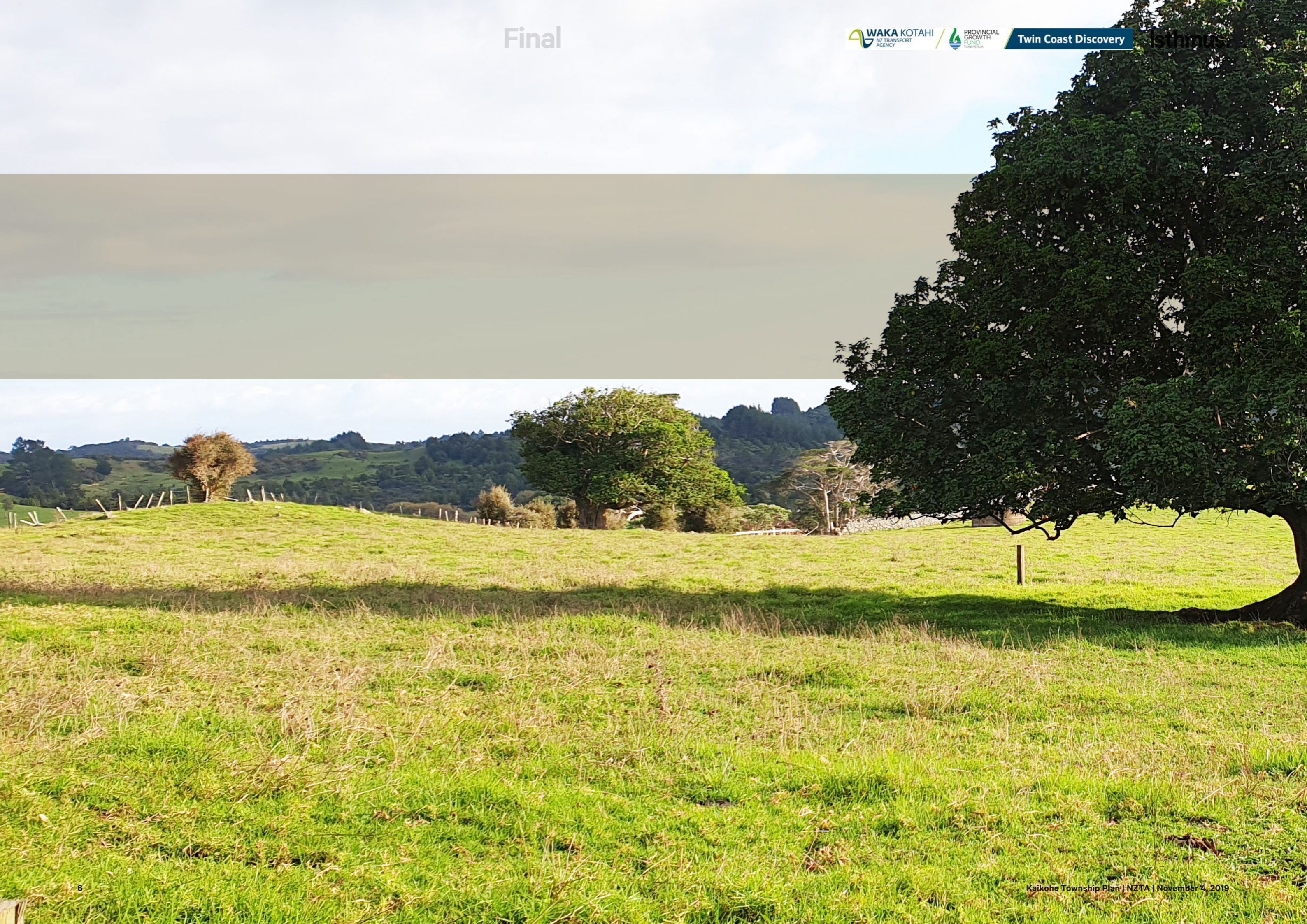
Introduction.

Kaikohe is the Heart of Ngāpuhi, Kaikohe is “Our Town”.

Kaikohe Community Development Plan 2017.

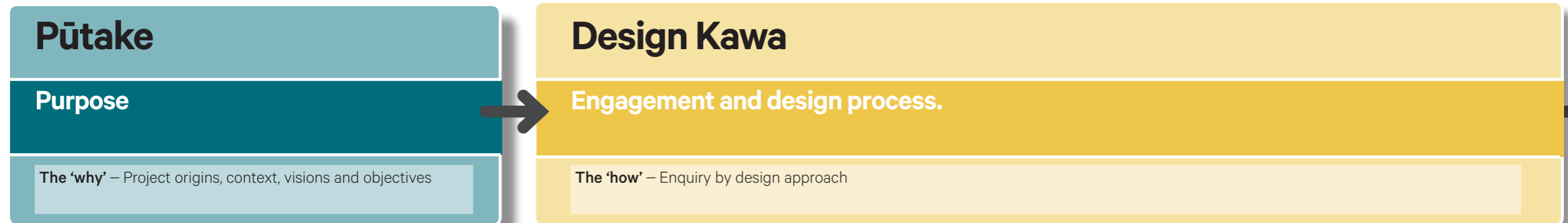
When we display the mana of manaakitanga, whanaungatanga and kaitiakitanga, they uplift the status of all, thus building unity through humility and the act of giving. We value self-determination and strive for empowerment in our communities to do things for ourselves.





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 Kaikohe. 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 Kaikohe 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.

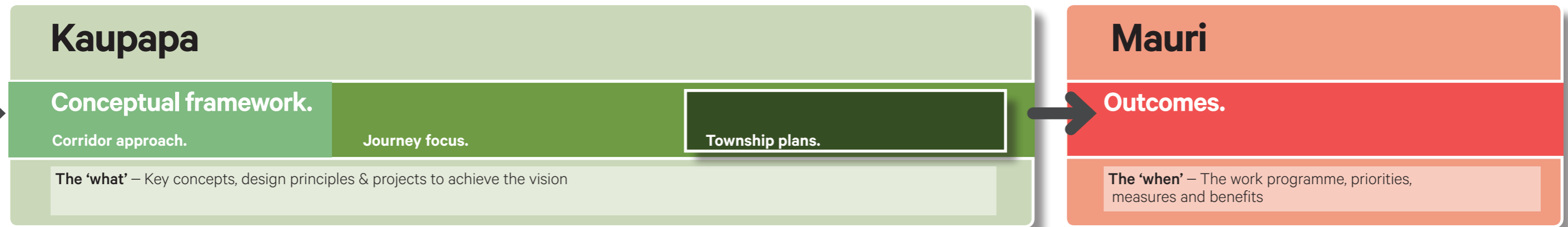
A ‘Design Kawa’ approach has been developed through consideration of the big scale networks and connections between townships along the 800km Twin Coast Discovery Route in an Urban Landscape Design Framework (ULDF), and at the local scale by building on community-led placemaking and development initiatives including the Kaikohe Community Plan 2017-2019. Kaikohe design studio ĀKAU were engaged to facilitate community workshops with a goal to create and design-driven, community-led strategy to link with the wider economic growth of Northland. Three workshops engaged locals to generate ideas to help ‘Grow Kaikohe’: (Grow Kaikohe- part one, Make Kaikohe- parts two and three). 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 focus) and Tūmataiti’ (What is held/internal focus).

Kaikohe 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 Kaikohe 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 implementation’ 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.

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 Kaikohe 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 transport 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 implementation, 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.

Kaikohe 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 gave us further clues to problems and opportunities for Kaikohe 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 Kaikohe that contribute to self-sufficiency and wellbeing.

Kaikohe Cluster:

The volcanic landscape of central Northland comprises a grouping of landforms that are distinctive landmark features in the landscape. A whakatauki of prominent land marks metaphorically describes the sacred house of Ngāpuhi, by referencing mountains as wall pillars and the earth and sky as the roof and floor. This is the heart of Ngāpuhi. Northland tribes distinguish proudly the ability to claim affinity to both the west and east coast or Te Tai Tama-tane and Te Tai Tama-wāhine, respectively, and this volcanic landscape was an important growing area for gardens that supported Iwi and hapū. The townships clustered on the 'Tourism Byway' present some similar problems and opportunities. Heavy vehicle freight movements and vehicle speeds are common problems that disrupt pedestrian movement and social functioning of these towns. The Twin Coast Cycle Trail provides significant latent potential for mutual benefit and uplift- contributing to both visitor industry and community recreation and wellbeing.

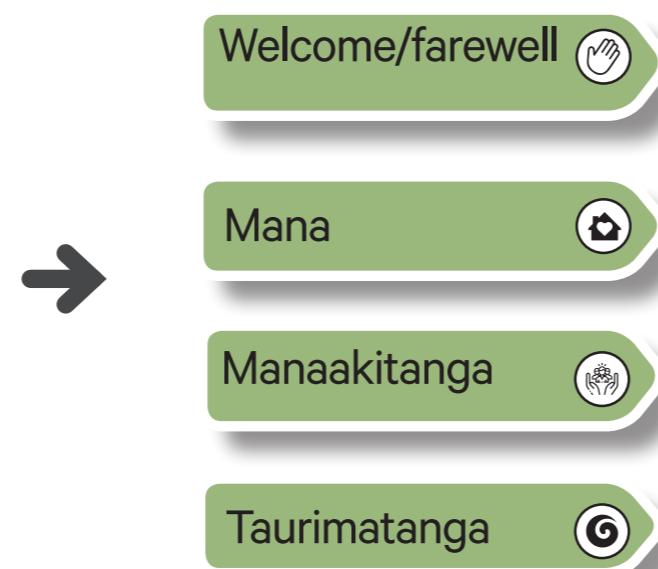
Kaikohe Township:

Kaikohe is a rural service town, with a high youth and Māori population. This influences how future planning and delivery of Township Plan outcomes could support Tai Tamariki to grow Kaikohe and provide a future here for youth. Kaikohe is referred to in Tai Tokerau as Te Pū o te Wheke (the heart of the octopus), which is the same name given to the proposed new cultural and civic hub to be located on Broadway. As the heart of Ngāpuhi, Kaikohe holds many stories of significance to Iwi/ Hapū which are cues for place branding and personality that could be elevated in Kaikohe. During the 1960's and 70's Kaikohe was a thriving service town for farming and agriculture, but it has entered a pattern of economic decline over the years. Kaikohe aspires to be a self-sufficient trade and social centre once again, which could be supported by the tourism industry drawing on its many attractions including: Ngā wha springs, Tokareireia (Monument Hill), the Twin Coast Cycle Trail, Pioneer Village, the Ngāpuhi festival and Kaikohe Demolition Derby.

Problems. TCDR PBC.

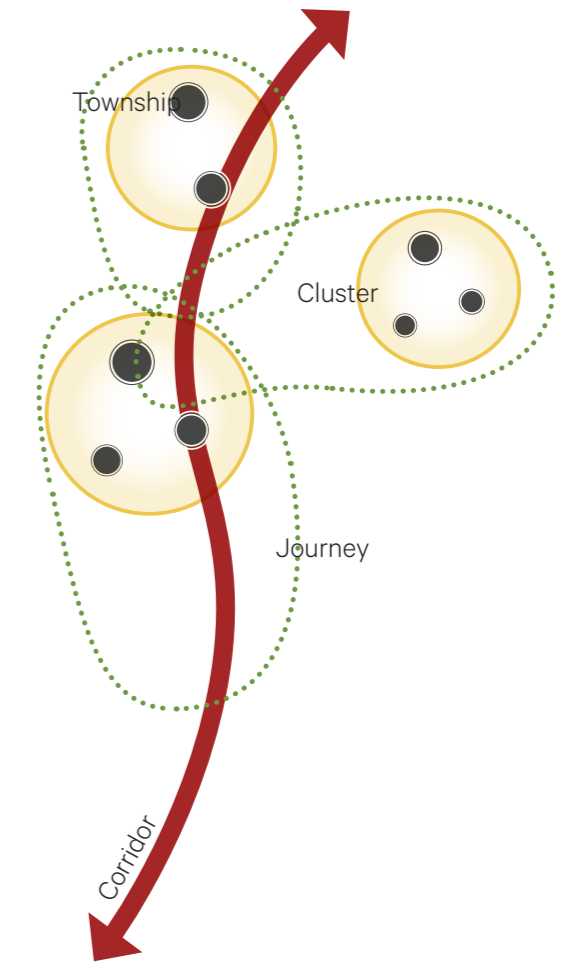
- Problem 1.** The destination appeal of Northland's visitor industry is focused in a few locations and only at some times of the year, which is a lost economic opportunity for all of Northland.
- Problem 2.** Variability in the customer level service of the TCDR and key Northland Journey fails to meet the resilience, safety and road amenity expectation of all users.

Framework. Kaupapa.



Themes. ULDF.

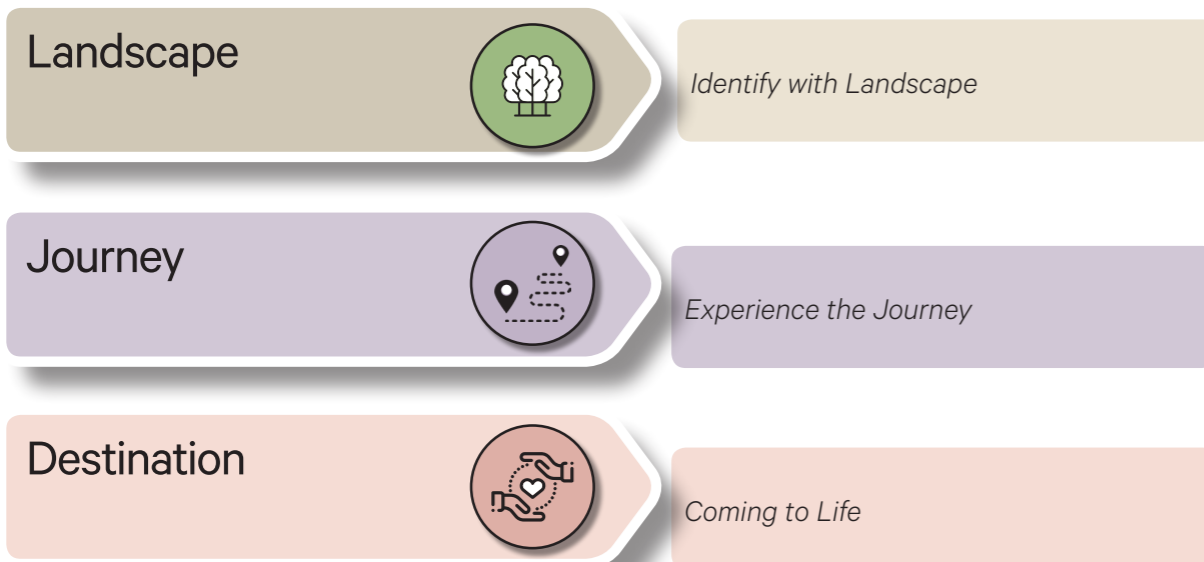
Improvement themes	
Place	Public realm and open space, Community heart, Legible town
Movement	Connections, Safety and access, Wayfinding
Experience	Parking and convenience, Places to stop, stay, spend, Local attractions and explorations



Investment Objectives.

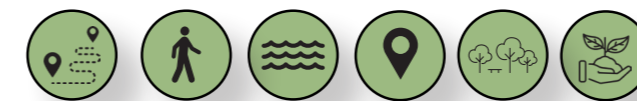
Township Plans.

(Enquiry by design)



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: Roding, 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.

Kaikohe Key Moves Plan.



Legend: Key Moves.

- Twin Coast Discovery Route/Tourism Byway
- Twin Coast Cycle Trail - Pou Herenga Tai

Journey

- Natural threshold and gateway
- Slowing the journey
- Journey nodes and markers

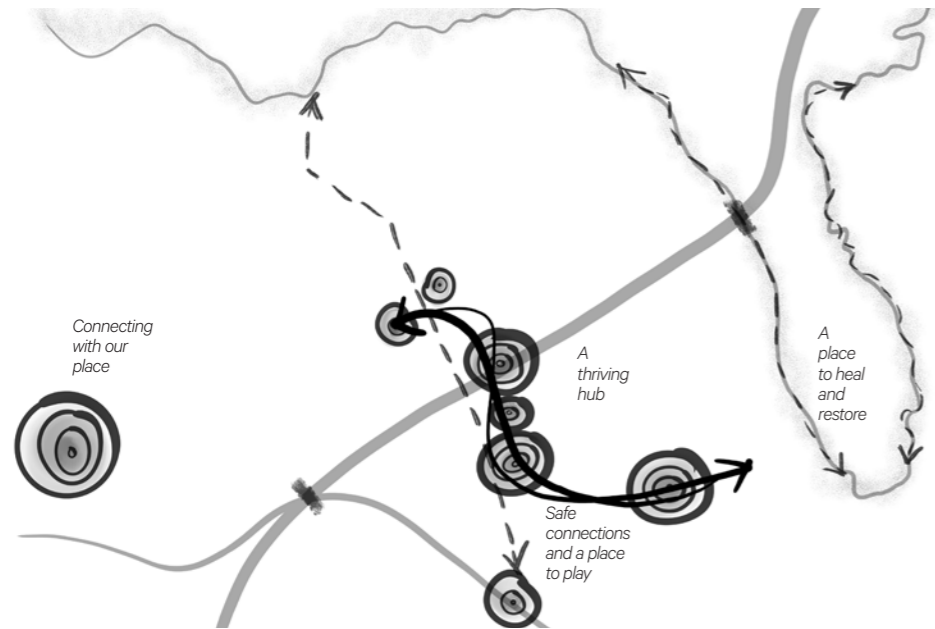
Landscape.

- Green spine or parkway stitch
- Landscape nodes and markers
- Potential future loops and landscape trails
- Access the water
- Indicative landscape connections
- Landmarks and views

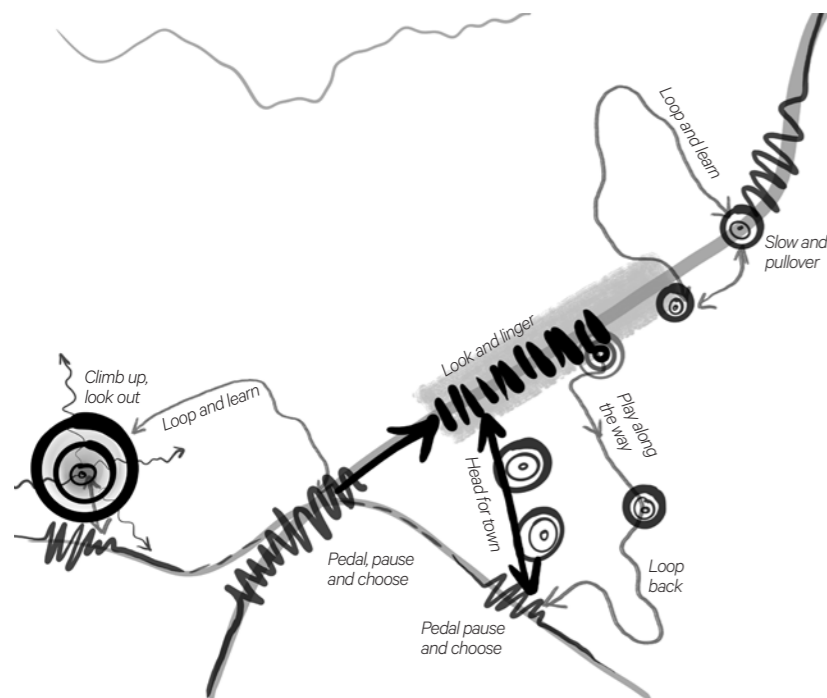
Destination

- Compact centre
- Attractors and hubs

Vision and Objectives.



Kaikohe Community Key Moves Sketch Map.



Kaikohe Visitor Key Moves Sketch Map.

Key Move 1

Identify with landscape

Heart of Ngāpuhi, Te Pū o te Wheke.

Unlock landscape experiences at Monument Hill and through restored awa trails

'Walk the talk,' celebrate Kaikohe stories, see the kohekohe tree

Draw landscape into the town

Connect the cycle trail, so it is fun and safe riding into town

Mauri ora: Our home, our Papakāinga



Key Move 2

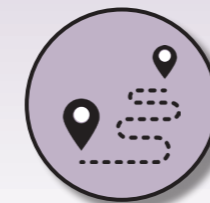
Experiencing the journey

Gateway to 'k' and colourful Broadway.

Distinctive and artistic natural gateways

Safe movement networks to school and play

Tight and slow town centre



Key Move 3

Coming to life

Te Reo on the street - live learning experience

Socialisation and activity on Broadway

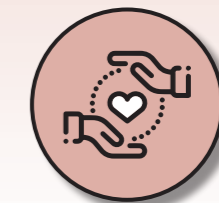
Town DIY - Safe, colourful, welcoming streetscape

Clean and tidy community spaces are tied to the mainstreet

Places and spaces for whānau and rangatahi activity in parks

Open for business - come on in

Shrink to grow



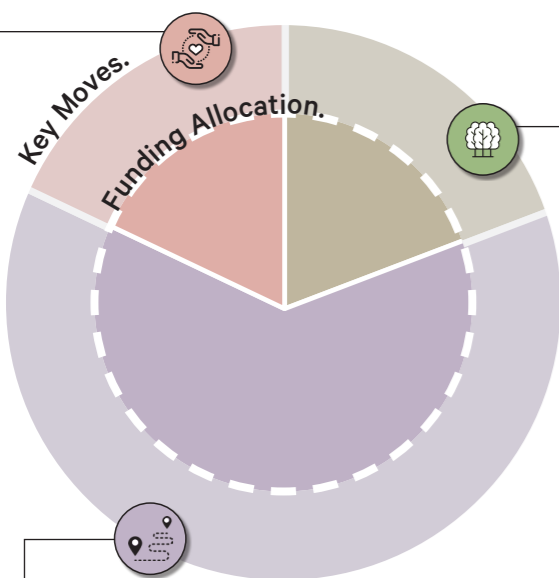
Improvement Project Timeline.

Short Term.
Early Implementation.
0-3 Years.

Identify with landscape.

Heart of Ngāpuhi, Te Pū o te Wheke.

- Freedom camping facilities
- Cycle trail entry exits
- Taonga trail markers
- Bike hub placemaking project
- Awa placemaking project



Experiencing the journey.

Gateway to 'k' and colourful Broadway.

- Streetscape cycling interventions - linemarking and signage
- Broadway streetscape upgrade - stage 1
- Safe school route crossings and traffic calming

Coming to life.

Te Reo on the street - live learning experience.

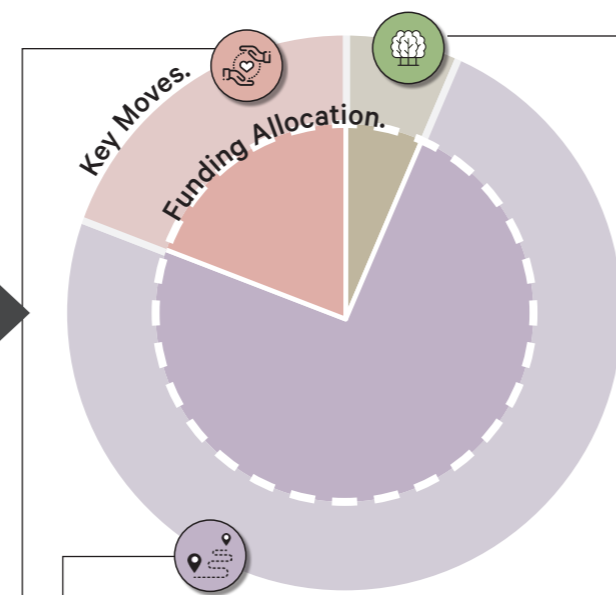
- Memorial Park whānau gathering area and public toilet
- 'Paint Broadway' branding
- Relocate markets to mainstreet

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

Identify with landscape.

Heart of Ngāpuhi, Te Pū o te Wheke.

- Taonga trail markers and storytelling
- Laneway trail planning
- LindvartPark walking and cycling trails
- Picnic area amenities and gateway tohu markers
- Car and bus parking upgrade for visitor attractions



Experiencing the journey.

Gateway to 'k' and colourful Broadway.

- Station Road parkway upgrade, cycle and walking connection and play trail
- Streetscape cycling interventions
- Rest stop upgrade
- Carparking on side streets
- Broadway streetscape upgrade - stage 2 and 3
- Safe school route footpaths and crossings

Coming to life.

Te Reo on the street - live learning experience.

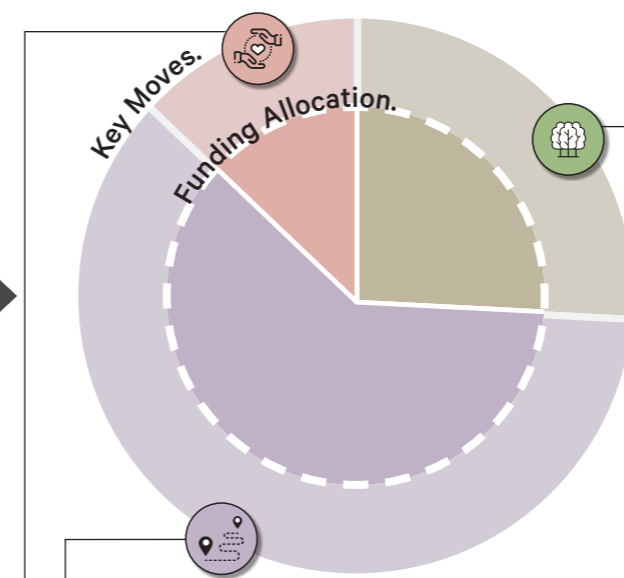
- Hone Heke Memorial Reserve entrance and carpark upgrade
- Destination play, skate and bike park facilities

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

Identify with landscape.

Heart of Ngāpuhi, Te Pū o te Wheke.

- Lindvart Park walking and cycling trails
- Awa trails and waterway restoration with schools
- New playspace



Experiencing the journey.

Gateway to 'k' and colourful Broadway.

- Traffic calming and streetscape upgrade of side streets
- Guy Road bridge upgrade

Coming to life.

Te Reo on the street - live learning experience.

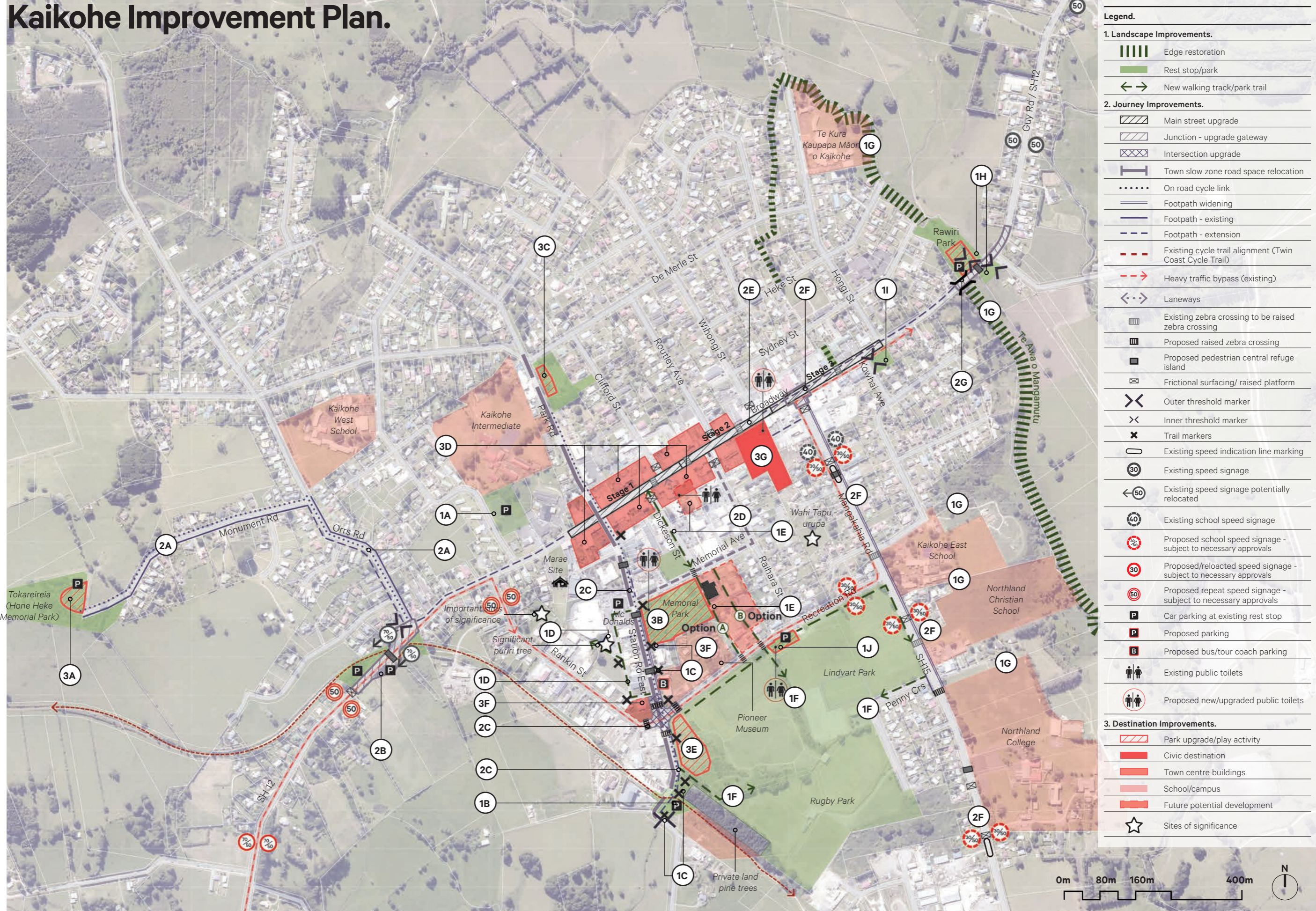
- Walking loop trail extensions
- Memorial Park play and walking trails

Plan reference

Number Name

LANDSCAPE	
1A	RSA carpark, potential RV and freedom camping site
1B	Station Road 'lower parkway' shared path and Cycle Trail entry
1C	Parkway taonga trail tohu markers and play trail elements
1D	Hōne Heke trail to Puriri Tree
1E	Laneway trails- Broadway to Lindvart Park
1F	Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
1G	Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'
1H	Rawiri Taiwhanga Park upgrade, and rest area opposite
1I	Kowhai Park gateway threshold
1J	Lindvart Park freedom camping area facilities
JOURNEY	
2A	Tokoreireia (Monument Hill): cycle to summit
2B	SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop
2C	Station Road/ Park Road Parkway and intersection upgrade
2D	Side streets parking capacity and slow speed environment
2E	Broadway Streetscape Upgrade
2F	SH15 Mangakahia Rd school route- speed management interventions
2G	SH12 Broadway/ Guy Road bridge and gateway threshold
DESTINATION	
3A	Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)
3B	Memorial Park whānau gathering amenities
3C	Reed park playspace- Parkway attractor
3D	Broadway building renaissance
3E	Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)
3F	Parkway attractor - tourism opportunities, 'potential community lead opportunity'
3G	Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub

Kaikohe Improvement Plan.

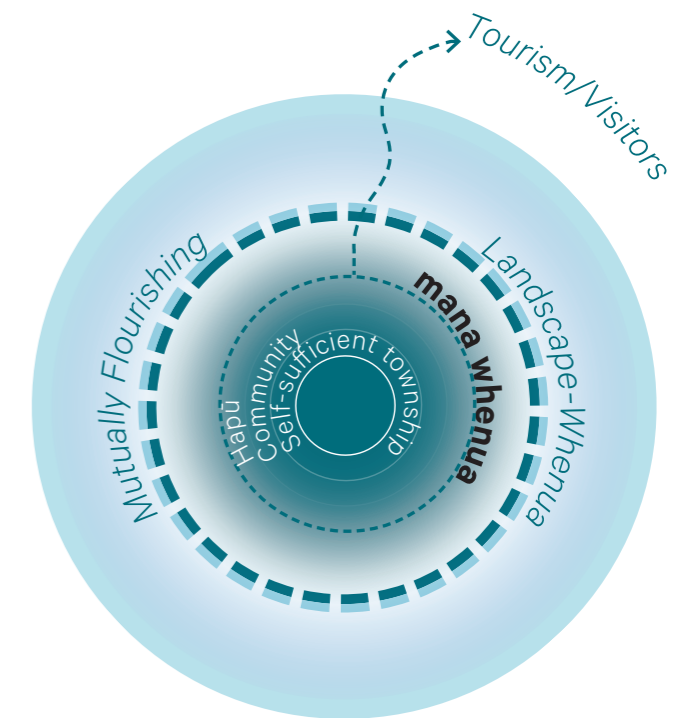


Legend.

1. Landscape Improvements.	
	Edge restoration
	Rest stop/park
	New walking track/park trail
2. Journey Improvements.	
	Main street upgrade
	Junction - upgrade gateway
	Intersection upgrade
	Town slow zone road space relocation
	On road cycle link
	Footpath widening
	Footpath - existing
	Footpath - extension
	Existing cycle trail alignment (Twin Coast Cycle Trail)
	Heavy traffic bypass (existing)
	Laneways
	Existing zebra crossing to be raised zebra crossing
	Proposed raised zebra crossing
	Proposed pedestrian central refuge island
	Frictional surfacing/ raised platform
	Outer threshold marker
	Inner threshold marker
	Trail markers
	Existing speed indication line marking
	Existing speed signage
	Existing speed signage potentially relocated
	Existing school speed signage
	Proposed school speed signage - subject to necessary approvals
	Proposed/relocated speed signage - subject to necessary approvals
	Proposed repeat speed signage - subject to necessary approvals
	Car parking at existing rest stop
	Proposed parking
	Proposed bus/tour coach parking
	Existing public toilets
	Proposed new/upgraded public toilets
3. Destination Improvements.	
	Park upgrade/play activity
	Civic destination
	Town centre buildings
	School/campus
	Future potential development
	Sites of significance



2. Pūtake. Project Origins & Purpose.



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.



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.

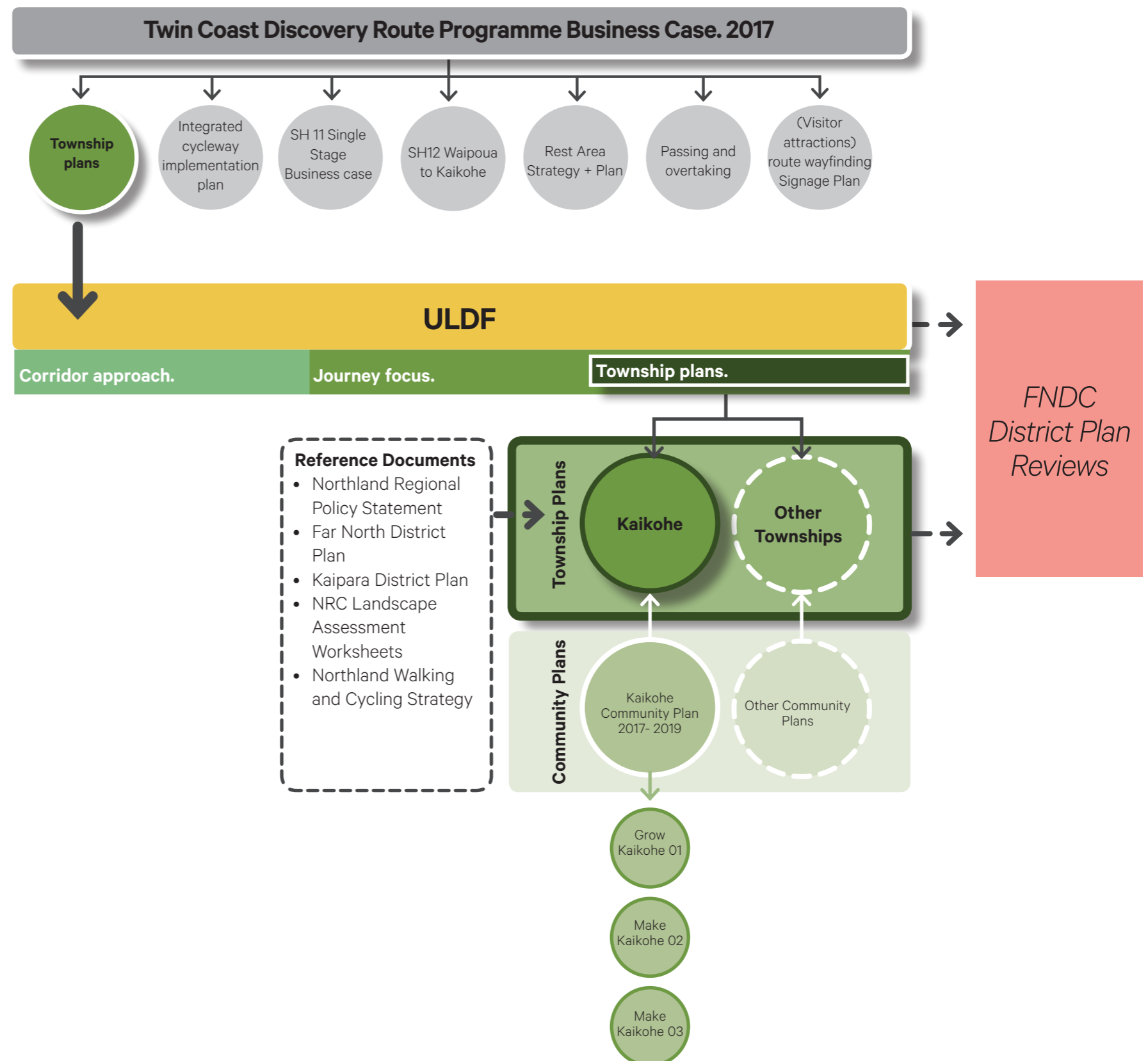
Purpose of the Township Plan.

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 placemaking 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.



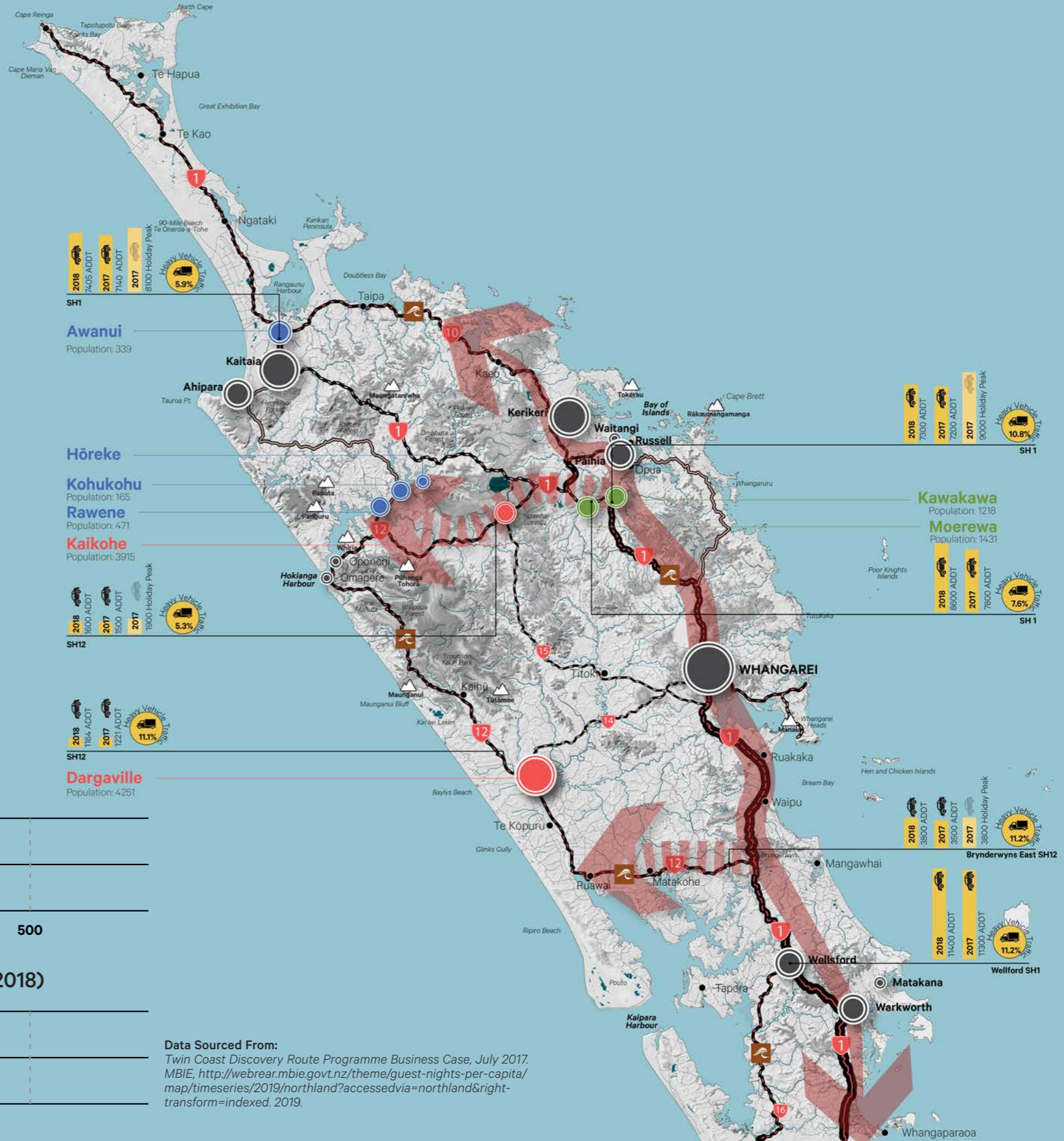
Problem Definition. The TCDR Programme Business Case (PBC).

Legend.

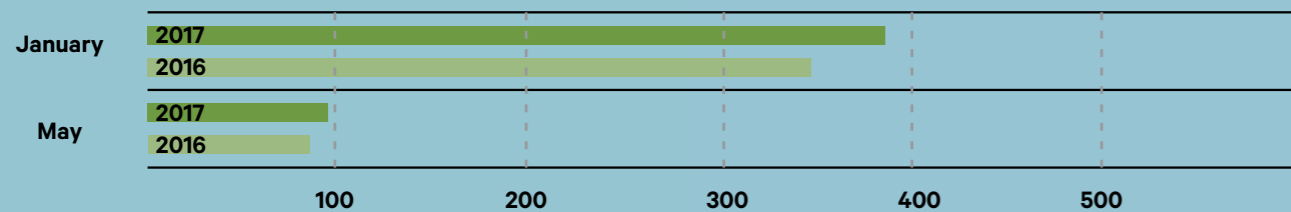
- 10,000-50,000 Average Vehicle Count Per Day
- 5,000-10,000 Average Vehicle Count Per Day
- <5,000 Average Vehicle Count Per Day
- High Volume Road - Road Classification
- National - Road Classification
- Regional - Road Classification
- Primary Collector - Road Classification
- Secondary Collector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

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

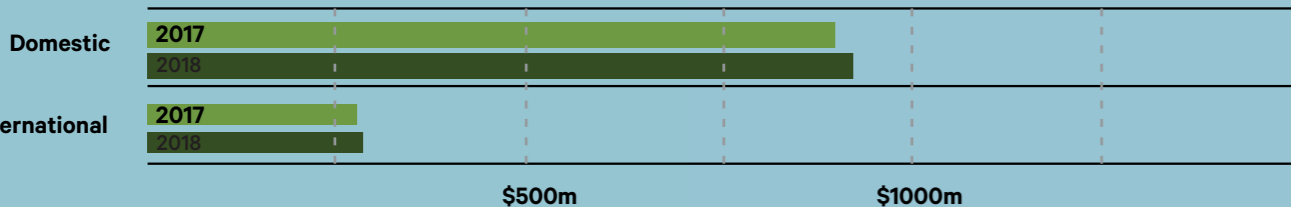
NZTA, State highway volumes by region,
<https://www.nzta.govt.nz/resources/state-highway-traffic-volumes/> October 2019.



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.

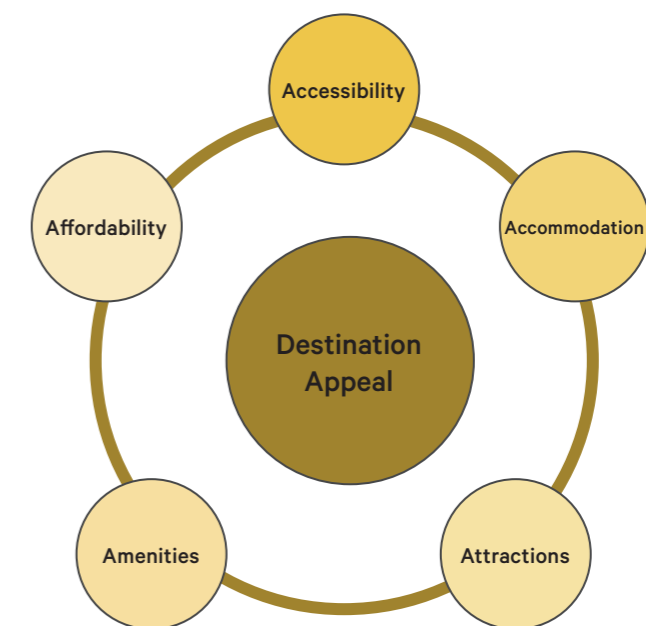
Accommodation: Options are currently limited in the townships, and difficult to sustain. With clusters of townships, there is usually one larger town which provides the majority of accommodation options for all. Options should be expanded to cater to increasing free independent travellers (FIT), for 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 attractions. 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

Kaikohe - 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 Kaikohe in relation to the Government Policy Statement (GPS) land transport priorities.

Safe transport system: Kaikohe has a heavy vehicle bypass, however, this is located on a parallel, mainly residential road close to the main commercial street which affects accessibility to the town centres and to schools. Kaikohe includes the intersections of two state highways, where there are also pedestrian destinations and movements across the corridors. Kaikohe has three schools located along SH14, which carries a large number of heavy vehicles. 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 cycling within the township.

Access, resilience and transport choice: Road closures have been historically concentrated on SH12 between Rawene and Kaikohe, including Taheke bridge, and SH12 has been closed for more than 24 hours four times in the last seven years, once for four days with no alternative route. The Pou Herenga Tai Twin Coast Cycle Trail is used by local residents and schools or childcare centres, but it is difficult to get to the Cycle Trail by cycling on the streets. In Kaikohe there is an active community programme to help school students use the Cycle Trail by providing bikes.

Reduced adverse effects on the environment: Community and Tai tamariki (young children), rangatahi (youth) and kura kaupapa/ schools' involvement in projects such as taonga trails and waterway restoration in Kaikohe provides access to learning experiences and therefore education and employment pathways

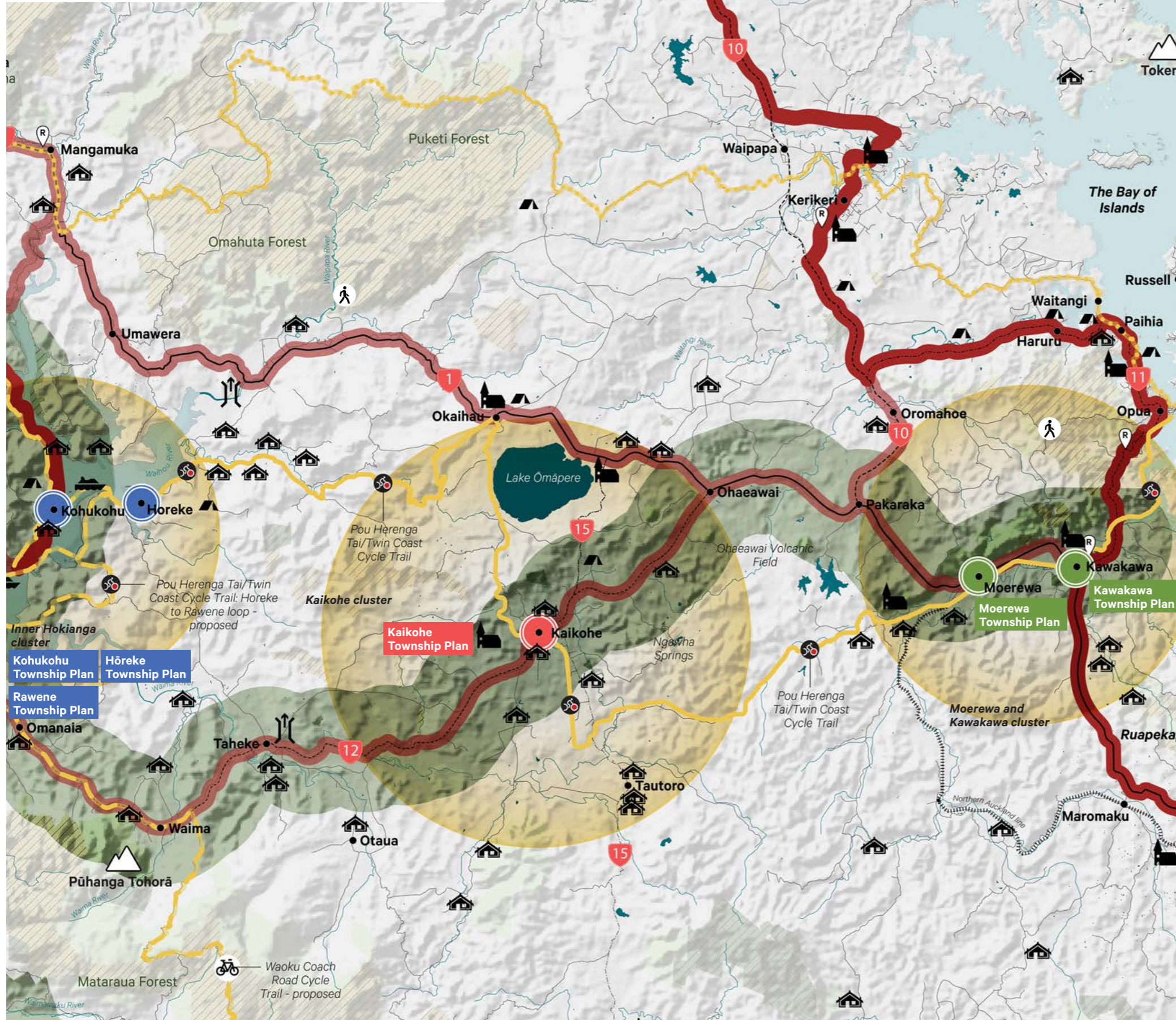
Journey and Cluster Map. Hokianga to Kawakawa.

Final



Twin Coast Discovery

Isthmus.



Legend.

State Highways, roads and infrastructure	
	Twin Coast Discovery Route
	Tourism Byway
	Road (non-highway)
	SH 1
	SH 10
	SH 11
	SH 12
	SH 14
	SH 15
	SH 16
	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
	Church
	Campground
	Rest stop: existing/improvements/proposed
	Short walks
	Ngā Maunga o Ngāpuhi
	EV charging station
	Single lane bridge
	Ferry connection



Township Context.

Historic Context.

The Kaikohe area is significant for food production in both Māori and Pākehā history, and it is known as the food basket of the north due to the volcanic soils. The area was an important growing area for hapū and iwi groups, who came together and shared the landscape, with coastal hapū who had established claims to gardens in this area. Lake Ōmāpere was also abundant, with eels, crayfish and freshwater mussels. Many pā sites were located in the area, including on all, but one, of the Ohaeawai volcanic cones.

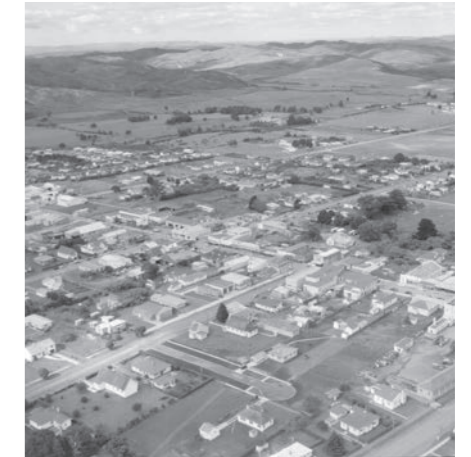
Landscape Catchments.

The landscape catchment that Kaikohe sits within consists of a large tract of relatively flat, gently rolling countryside with prominent landforms around its perimeter. A sense of the area's volcanic character is evident in the prominent volcanic cones at Ohaeawai, and in Ngawha Springs, a natural geothermal hot spring and tourist attraction. Tokareireia also known as Kaikohe Hill (or Hōne Heke Memorial Park) is a basaltic cone and the dominant local high point in Kaikohe providing panoramic views of Kaikohe and the surrounding area. Local streams flow around the periphery of the Kaikohe township, including Te Awa o Mangamutu to the north and Te Awa o Wairoro to the south.

Directly north of Kaikohe is Lake Ōmāpere, the largest freshwater lake in Northland, and is understood to have once been a kauri swamp that was drained and cleared in pre-european times.

Land Use and Township.

Kaikohe is the hub and service centre for the surrounding agricultural landuses, dominated by dairy production farming and crops. The landscape reflects this and is mostly pasture, with prominent bush-clad hills in the distance. Forestry has also become a predominant landuse and employer in the area. There are several historic buildings in the town - notably the Left Bank and Post Office. There are primary, intermediate and secondary schools, with Kaikohe District Sportsville in Lindvart Park.



Historic Context Sourced from: National Library, Digital Collection, 1976, 1962.



Landscape Catchment/Wider Context



Township Context



1
Community will like the more that we have
Adding a garden and always happy

6
Visitors will like the house it

2
Visitors will like the house it

Icon 1	Icon 2	Icon 3	Icon 4
Icon 5	Icon 6	Icon 7	Icon 8
Icon 9	Icon 10	Icon 11	Icon 12

Planting
Aspen

Road maintenance and improvements

3. Design kawa. Process.



Tūmatanui
What is shared

Tūmataiti
What is held

Stop, Stay, Spend
→
Visitors

←
Community
He Oranga - Economic Uplift

Unlocking Mutual Benefits
Balance, Reciprocity, Tikanga

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 Kaikohe, this is the Kaikohe Community Development Plan dated 2017, which identifies the community aspirations as focus areas and objectives (refer appendices of this document for a summary)

The infographic on this page sets out the process that has determined what improvement projects are recommended for Kaikohe 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 that are trying to be fixed, the opportunities that are trying to be utilised, the outcomes that are trying to be achieved 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.



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); hikoi 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.

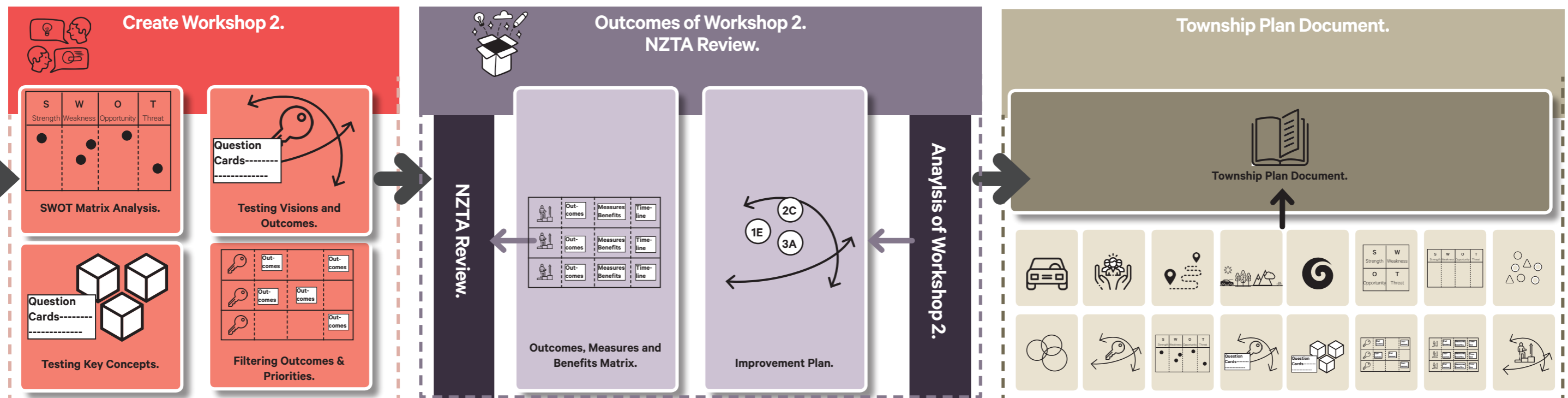
Testing and refining the objectives and measures: 'Create' workshop session two with Community Focus Group followed by an open community drop in session, confirming the measures for community wellbeing and economic uplift that are specific to the township, and using these to guide priorities, time frames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

Outcomes of Workshop 2.

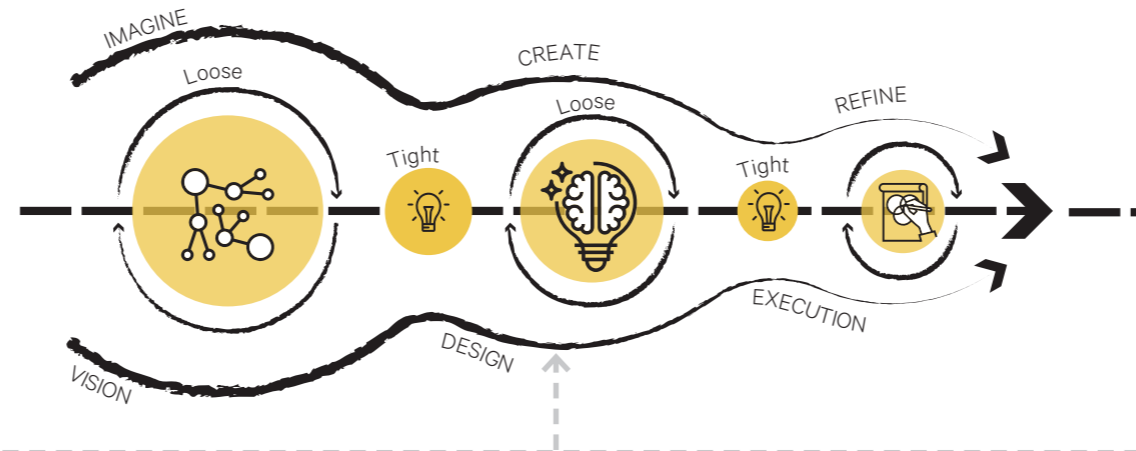
Refining Township Plan improvement projects: Refined, scoped, reviewed and measured for long term benefits. Technical and design interpretation helps to shape the parameters for what is possible, and how improvement projects can be packaged and delivered in a way that will contribute to the function,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

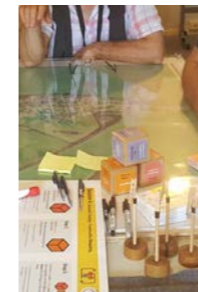


Engagement Format and Structure.



Phase One Workshops

1. Framing
2. Laying Foundations
3. Hikoi Wānanga.
4. Scenario Testing



ULDF background and preparation

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

Community Focus Group
'Imagine' Workshop 1
Wednesday 8 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
27 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

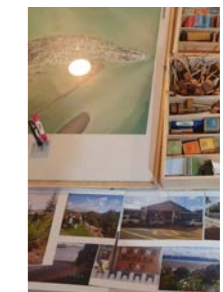
Final township plans

Final ULDF

Refinement and integration with the 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)

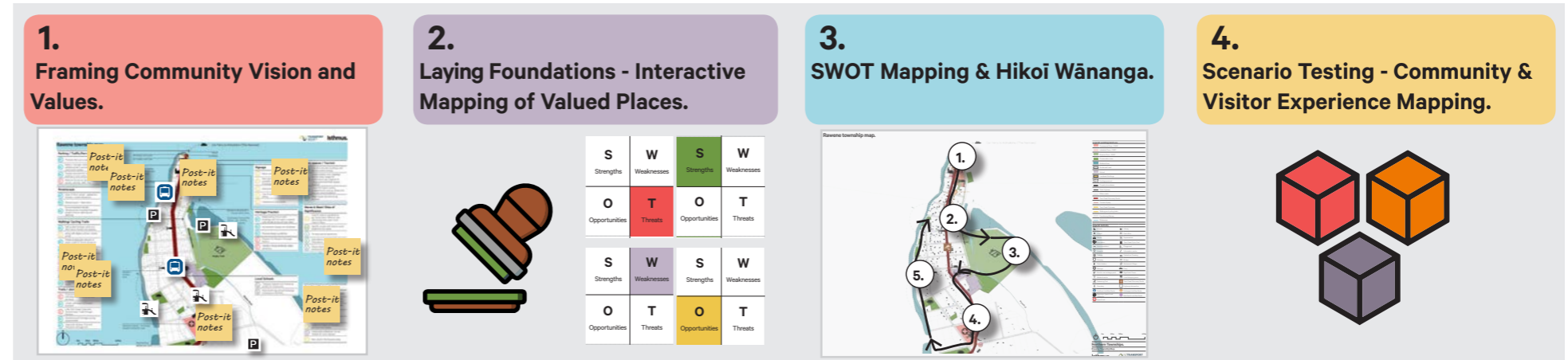
Workshop Attendance - 20 people attended workshop one. Refer to appendices for detailed workshop attendance information.

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 - 19 people attended workshop two and an additional 19 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.



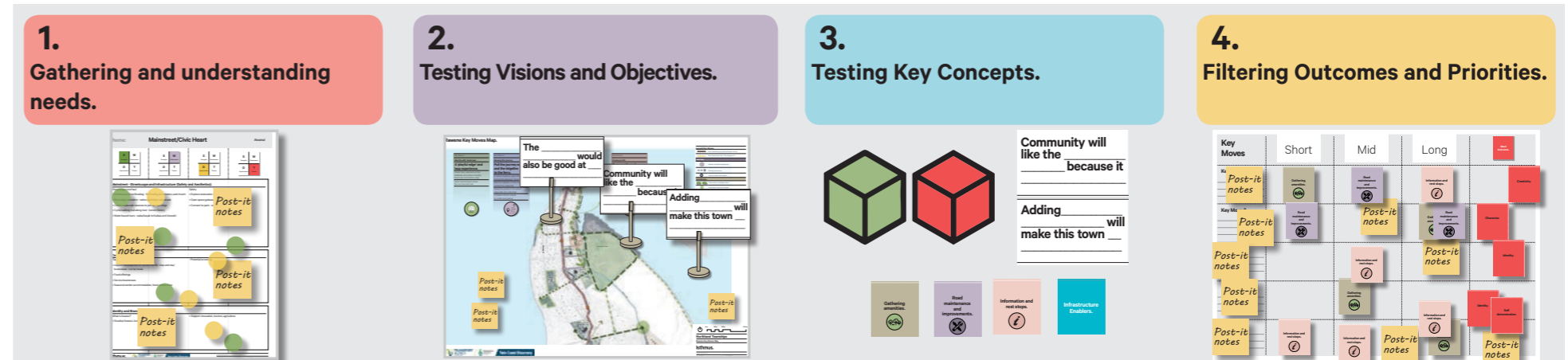
Session 1 Framing:
A. Understanding the purpose and mutual benefit framework
B. Establishing community vision and values

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

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

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

Workshop 1. Imagine.



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

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.

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

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

Workshop 2. Create.

Kaikohe SWOT Dot Map.

Legend: SWOT

	Strength	Weakness	Opportunity	Threat
Community	○ (green)	○ (purple)	○ (yellow)	○ (red)
Visitor	● (green)	● (purple)	● (yellow)	● (red)
Hikoi	▲ (green)	▲ (purple)	▲ (yellow)	▲ (red)

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



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

- Identity – strong identity of Kaikohe, hapū, whenua, iwi, marae, community hub and Runanga o Ngāpuhi, Te Rūnanga-Ā-Iwi O Ngāpuhi
- Youth – youth centre, Te uma o te Kona
- Street Art – strong presence of public art, murals and carvings
- Business innovations – strong local creatives and innovators, new innovative business in Kaikohe
- Dining and food experiences – good dining provisions, Left Bank, cafes, Thursday markets, McDonalds
- Reserves and parks – Monument Hill, Lindvart Park, Skate Park, Pioneer Village and Camping area
- Sports clubs and facilities – Kaikohe Rugby Club and Netball Courts cater for large events and activities for Northland communities

W

Weakness

- Funding and support – support and funding of existing community initiatives such as Runanga o Ngāpuhi
- Mainstreet – empty shops, tired and run down shop fronts, laneway graffiti and poor lighting
- Petrol station traffic Issue – Issues turning onto state highway at petrol station
- Limited visitor information
- Accessibility – poor pedestrian connections for disabled, elderly or children and poorly located pedestrian crossing point on main street
- Pioneer Village – not used by the community, rundown and outdated
- Safety/security issues – feeling unsafe in areas of town (e.g near the court house and Memorial Park)
- Cycleway connectivity – the cycleway doesn’t have a strong link into town centre and doesn’t tell the history or story of Kaikohe

O

Opportunity

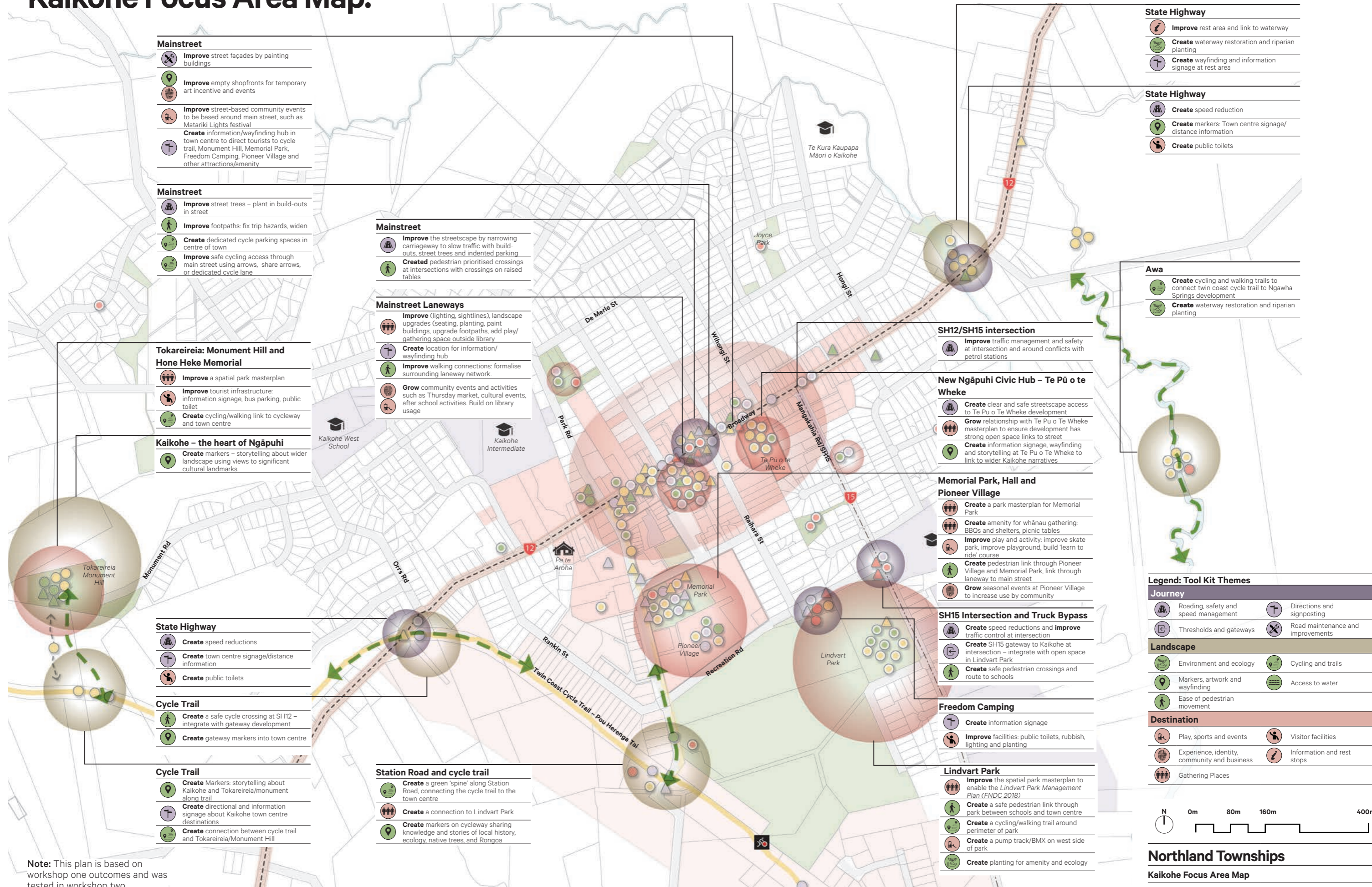
- Build on current business innovation - (e.g Te Pu o Te Wheke) with potential arts and craft functions, attractions for locals and visitors and safe places for shared learning
- Festivals and events – Creating and expanding on events in Kaikohe for both locals and visitors (e.g planting days, markets Matariki). Using Pioneers Village as a venue for community.
- Laneways – activate laneways, creating shared spaces, art and play opportunities
- Main Street activation – activate the main street with temporary pop up shops, art, shop front upgrades, improved lighting and trees
- Monument Hill – tell the Hone Heke Puriri story, create a pedestrian/cycle link to Monument Hill
- Sports Clubs and facilities – utilise Kaikohe Rugby Club and Netball Courts for events and upgrade the facilities
- Camping facilities – improve camping facilities with toilets and rubbish collection
- Tree planting – increased tree planting and tell the story about the value of trees for rongoa
- Cycleway – link the cycleway to Monument Hill and create and stronger link to town and improve the information and signage about Kaikohe’s history
- Stream health and connectivity – improve the health of the stream and rehabilitate the stream edge with riparian planting
- Trails – cycle and walking trails along the stream edge and potential connection to Ngawha Springs

T

Threat

- Crime – township safety and concerns around crime and gang affiliated crime
- Lindvart Park – dirt bike track safety issues with poor lighting at night
- Skate Park – safety issues with the steepness of the skate park bowl
- Rubbish disposal facilities – smell issues with the rubbish disposal centre

Kaikohe Focus Area Map.




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

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		Kaikohe																																	
<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #4CAF50; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
<p>Story Connection on Cycle Trail.</p> <ul style="list-style-type: none"> • Link to Monument hill from cycle trail • Tell history of Kaikohe, Hone Heke on cycle trail • link to Ngawha Springs • Link into town - cycle trail gateways, edge treatment and wayfinding 																																			
<p>Stream/Riparian Corridor Cycleway Connection</p> <ul style="list-style-type: none"> • Restoration project Mangamutu and Wairaro streams • Walking/cycling trail along stream 																																			


Isthmus. TRANSPORT AGENCY PROVINCIAL GROWTH FUND Twin Coast Discovery
Copyright © Isthmus Group Ltd. Job: 4098 Date: 04/11/2019



Journey.

Theme: Journey		Kaikohe																																	
<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #4CAF50; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
<p>Traffic Calming and Pedestrian Safety.</p> <ul style="list-style-type: none"> • Slow traffic on main street - discourage speeding • Improve truck bypass intersection • Safe crossing on truck bypass • Review pedestrian crossings in town centre (Civic Heart?) 																																			
<p>Providing for Visitors.</p> <ul style="list-style-type: none"> • New public toilets and entrances • Safe freedom camping spot with amenity • Public transport (community?) • Lindvart Park • School Pools 																																			

Isthmus. TRANSPORT AGENCY PROVINCIAL GROWTH FUND Twin Coast Discovery
Copyright © Isthmus Group Ltd. Job: 4098 Date: 04/11/2019



Destination.

Theme: Destination		Kaikohe																																	
<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #4CAF50; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats	<table border="1" style="width: 50%; border-collapse: collapse;"> <tr><td style="background-color: #2196F3; color: white;">S</td><td style="background-color: #2196F3; color: white;">W</td></tr> <tr><td style="font-size: 8px;">Strengths</td><td style="font-size: 8px;">Weaknesses</td></tr> <tr><td style="background-color: #FFEB3B;">O</td><td style="background-color: #F44336;">T</td></tr> <tr><td style="font-size: 8px;">Opportunities</td><td style="font-size: 8px;">Threats</td></tr> </table>	S	W	Strengths	Weaknesses	O	T	Opportunities	Threats
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
S	W																																		
Strengths	Weaknesses																																		
O	T																																		
Opportunities	Threats																																		
<p>Tourist Destination.</p> <ul style="list-style-type: none"> • Stopping places/connection - infrastrucue • Facilities for tourists • Cultural narrative and storytelling • Landscape experience and narrative "Korero" - make history visible • Pioneer village • Hone Heke Memorial 																																			
<p>Sports and Activity.</p> <ul style="list-style-type: none"> • Lindvart Park - community hub • Build on strength of community connection • Walking/cycling links to schools - enhance connections and safety • Connection to town centre • Freedom camping overla • Lindvart Park • School Pools 																																			
<p>Community Parks and Gathering Spaces.</p> <ul style="list-style-type: none"> • Improve/increase amenity in Memorial Park • CPTED issues • Memorial Park and Hall • Neighbourhood Parks 																																			

Isthmus. TRANSPORT AGENCY PROVINCIAL GROWTH FUND Twin Coast Discovery
Copyright © Isthmus Group Ltd. 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 Kaikohe.

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 Kaikohe have emerged through a ‘card sort’ activity, linking core values and desirable outcomes to timeline and sequence. Students from Te Kura Kaupapa Māori o Kaikohe worked alongside community representatives in the Enquiry by Design process, and four separate groups looked at the rationale for prioritisation- considering mātauranga māori values and practice, youth perspective and local knowledge to determine the priorities.

Broadly speaking, the Kaikohe community would like to prioritise project improvements that help slow traffic speeds, improve environment and ecology and promote Ngāpuhi identity in order to support social outcomes. Through this lens- cultural cohesion and self-determination are top of the list alongside education and employment outcomes, and they can be enabled by starting with slow speed and healthy environments that express pride and mana.

Slowing traffic will support social interaction in the mainstreet and help connect up important gathering and recreational spaces. This will also benefit visitors- particularly those coming into town from the Cycle Trail.

An open expression of Ngāpuhi identity in the mainstreet and through taonga trails is a key focus for Kaikohe. Tai tamariki from three schools (Kaikohe Intermediate, Te Kura Kaupapa Māori o Kaikohe and Kaikohe East) presented their mahi for the taonga trail during the Enquiry by Design workshop, linking the ‘Grow Kaikohe’ and ‘Make Kaikohe’ initiatives to the Township Improvement Plan outcomes. Real and tangible opportunities to work alongside community and tai tamariki include: typographic representations of te reo in the street, choosing colour palettes that represent Kaikohe, tohu markers for the taonga trail that help with wayfinding and storytelling, and restoration of the awa (streams).

Prioritisation principles would contribute to:

- **Landscape: Environmental initiatives** that restore local ecology, habitat and access to the awa, alongside markers to ‘help people find things and express personalty’ (i.e. taonga trails). This expresses a ‘world kaupapa to improve polluted waters’. Water is energy, health and tinana.
- **Journey: Speed management and safety improvements-** are top of the list, and need to be prioritised in order to support place function and identity within the township. Speeding on main road, congested or dangerous intersections, entrances and exits need attention, and tourists need to know where to go.
- **Destination: Experience, identity, community and business,** followed by gathering spaces and places for play, and better facilities and information for visitors. This relates back to pride in the unique identity of the town. “People need a living, jobs and something to be proud of.” “We want to go out and do sports instead of stay at home.” A place for the community to get together and discuss stuff about the town”.

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 promote road safety and pedestrian priority. The top three overall priorities in order are:

1. Environment and ecology
2. Roothing safety and speed management
3. Experience, identity, community and business

Priority locations include:

1. Safe crossing where cycle trail crosses the state highway
2. Strengthen mainstreet road safety
3. River edge restoration planting
4. Improved pedestrian connection to Lindvart park

Prioritisation rationale (as identified with each community)

Kaikohe

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

Key Move 1
Identify with landscape
Heart of Ngāpuhi, Te Pū o te Wheke.
Unlock landscape experiences at Monument Hill and through restored awa trails
'Walk the talk,' celebrate Kaikohe stories, see the kohekohe tree
Draw landscape into the town
Connect the cycle trail, so it is fun and safe riding into town
Mauri ora: Our home, our Papakainga

Key Move 2
Experiencing the journey
Gateway to 'k' and colourful Broadway.
Distinctive and artistic natural gateways
Safe movement networks to school and play
Tight and slow town centre

Key Move 3
Coming to life
Te Reo on the street - live learning experience
Socialisation and activity on Broadway
Town DIY - Safe, colourful, welcoming streetscape
Clean and tidy community spaces are tied to the mainstreet
Places and spaces for whānau and rangatahi activity in parks
Open for business - come on in
Shrink to grow

Legend: Key Moves

- Twin Coast Discovery Route/Tourism Byway
- Twin Coast Cycle Trail - Pou Herenga Tai

Journey

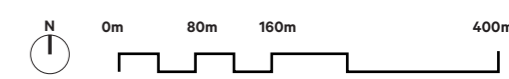
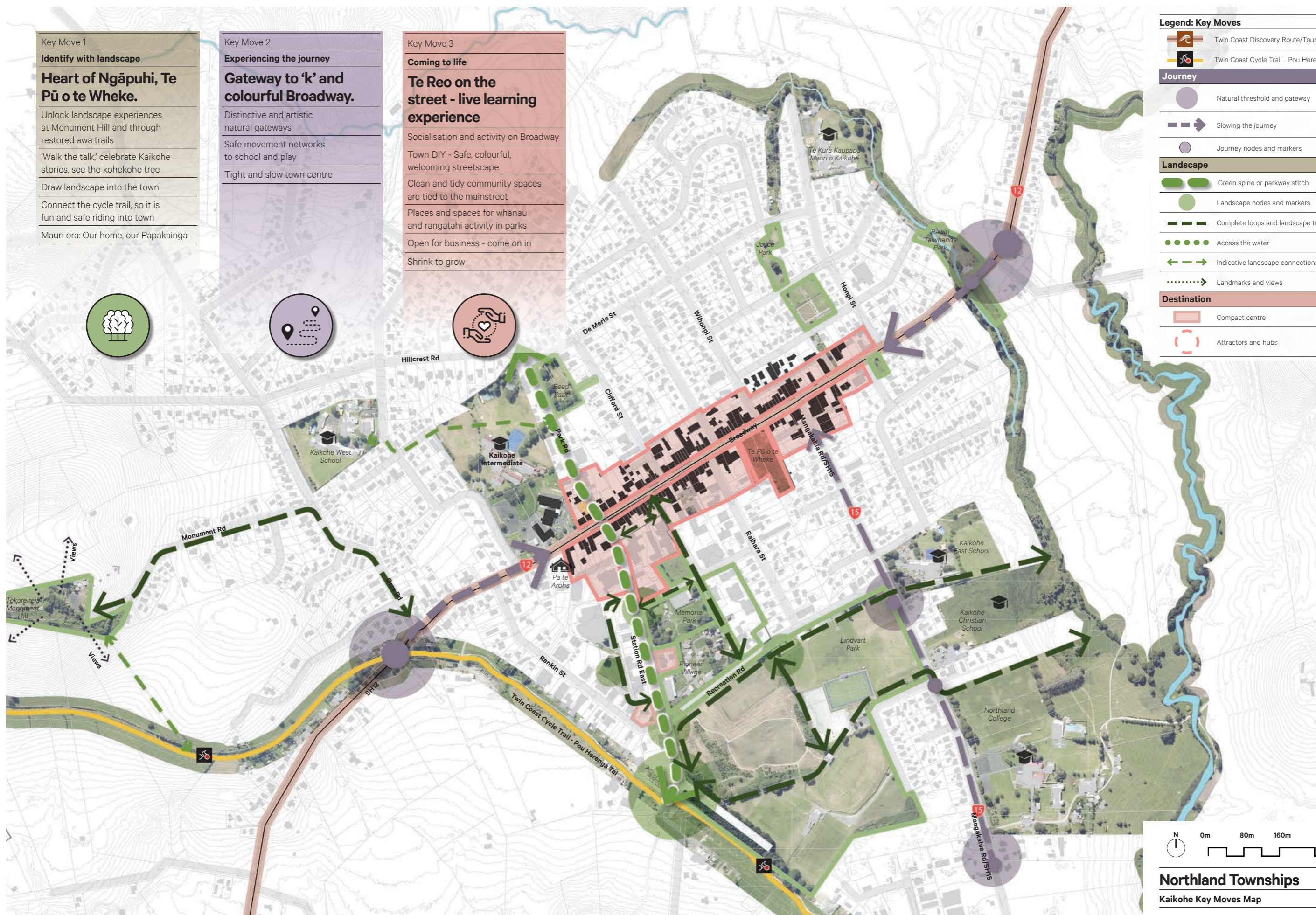
- Natural threshold and gateway
- Slowing the journey
- Journey nodes and markers

Landscape

- Green spine or parkway stitch
- Landscape nodes and markers
- Complete loops and landscape trails
- Access the water
- Indicative landscape connections
- Landmarks and views

Destination

- Compact centre
- Attractors and hubs



Northland Townships
Kaikohe Key Moves Map





Final

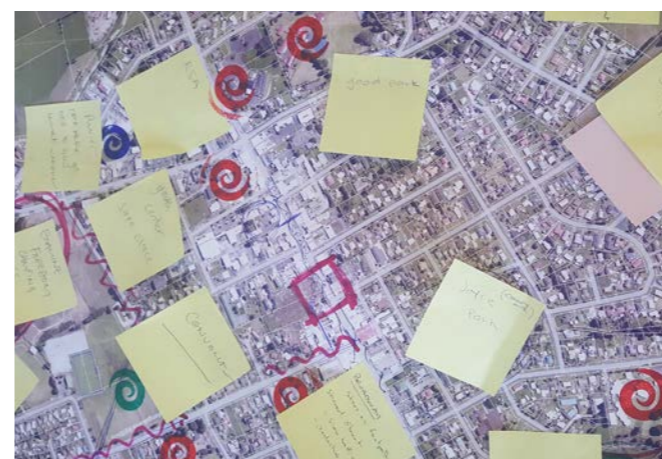
4. Kaupapa. Improvement Plans.



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 Kaikohe 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 Kaikohe that contribute to self-sufficiency and wellbeing.



Overarching Themes. Journey Scale.

Economic	
Problems and risks	Opportunities
<p>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 'spontaneous' trip planning that might lead to more enriched experiences in each town.</p>	<p>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'</p> <p>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.</p>

Environmental	
Problems and risks	Opportunities
<p>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.</p>	<p>Working with Regional Council and Iwi hapū partners by taking an integrated '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.</p>

Social	
Problems and risks	Opportunities
<p>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</p>	<p>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</p>

Cultural	
Problems and risks	Opportunities
<p>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.</p>	<p>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.</p>

Summary	
Problems and risks	Opportunities
<ul style="list-style-type: none"> 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. 	<p>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.</p> <p>IDENTIFY WITH LANDSCAPE:</p> <ul style="list-style-type: none"> 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! <p>EXPERIENCING THE JOURNEY</p> <ul style="list-style-type: none"> 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. <p>COMING TO LIFE AS A DESTINATION</p> <ul style="list-style-type: none"> 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.

Kaikohe ‘Cluster’ Scale.

The volcanic landscape of central Northland comprises a grouping of landforms that are distinctive landmark features in the landscape. A whakataukī of prominent land marks metaphorically describes the sacred house of Ngāpuhi, by referencing mountains as wall pillars and the earth and sky as the roof and floor. This metaphor is intended to seek unity amongst Māori tribes of Tai Tokerau or Northland. All of Ngāpuhi relate to Rahiri and his two sons Uenuku and Kaharau, direct descendants of Kupe. Kaikohe is referred to as the heart of Ngāpuhi, Te Pū o Te Wheke (the heart of the Octopus), the gateway between east and west, or ‘the hub of the north’. Northland tribes distinguish proudly the ability to claim affinity to both the west and east coast or Te Tai Tama-tāne and Te Tai Tama-wāhine, respectively. The volcanic plateau is highly valued for the geothermal activity at Ngāwha Springs and the rich soils that enable food production, associated with the Ohaeawai Volcanic Field between Kaikohe and Moerewa. This area is also known as the food basket of the north and it was an important growing area for gardens that supported Iwi and hapū.

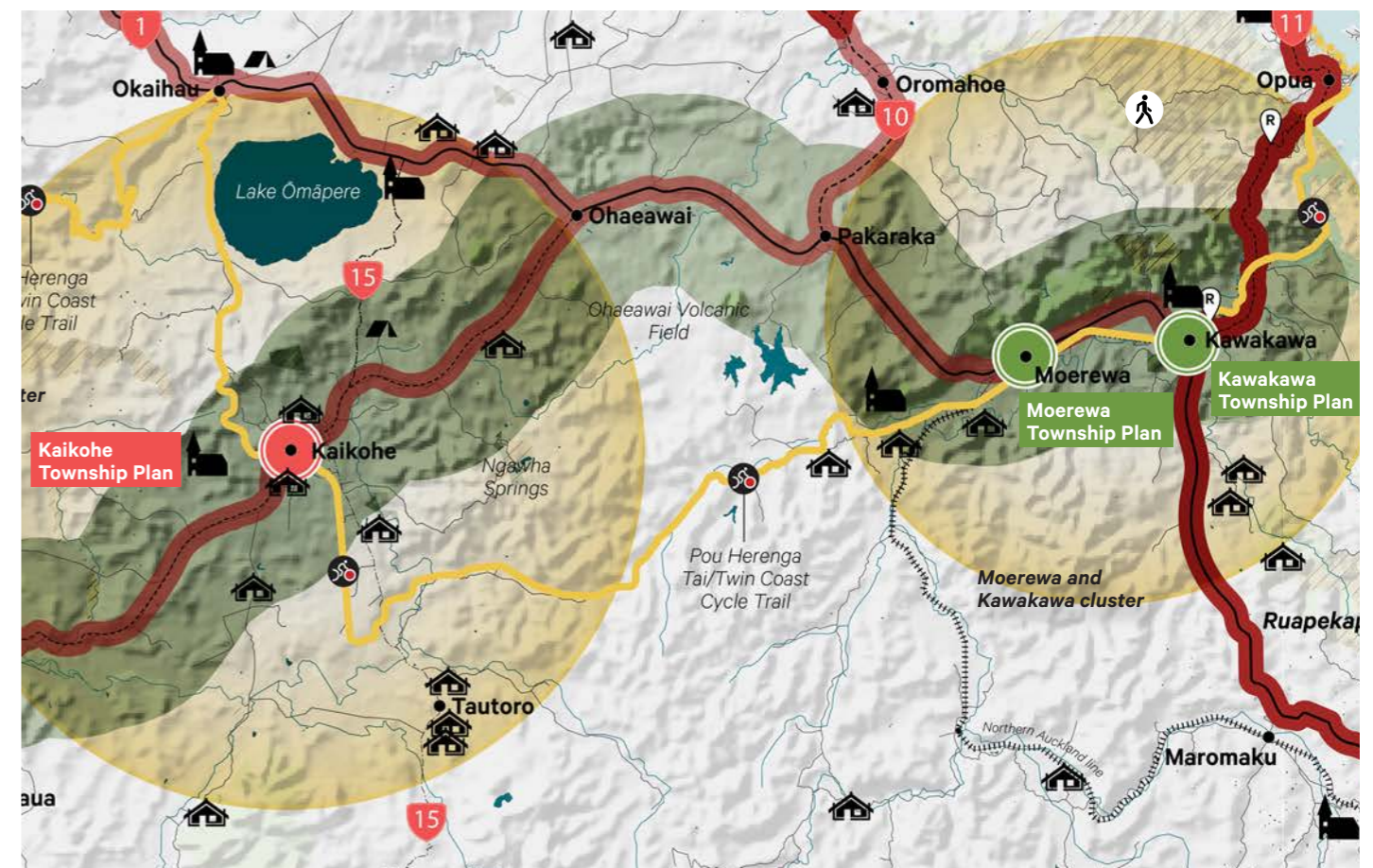
The townships clustered on the ‘Tourism Byway’ in the heart of Ngāpuhi and Ngāti Hine rohe that interact with Pou Herenga Tai, Northlands Twin Coast Cycle Trail present some similar problems and opportunities. Kaikohe, Moerewa and Kawakawa have the potential to better support and enrich the journey experience of the cycle trail with Ngāpuhi and Ngāti Hine stories, services and attractions. The potential for significant volumes of heavy freight to move to a rail alternative could be a game changer for these towns, and investing in the railway will measurably contribute to the Government’s land transport policy objectives for improving transport access and safety, improved modal choice and reduced negative effects of land transport (reductions in traffic congestion, crash risk, greenhouse gas emissions, and road maintenance- refer to the Ministry of Transport NAL Business Case). At the same time the services and community networks between these towns could be strengthened by improvements to multi-modal transport systems (i.e. the tourism byway, rail and the cycle trail). Housing, education and employment problems could be addressed collectively across these towns if supported by growth policy and infrastructure investment. The Twin Coast Cycle Trail provides significant latent potential for mutual benefit and uplift- contributing to both visitor industry and community recreation and wellbeing.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)	
Problems and risks	Opportunities
There is a risk that the mana of Ngāpuhi and Ngāti Hine is not upheld because of a disconnect between the town, the people and the environment. The economy and the wellbeing of the people is inter-connected with the mauri of the whenua and the awa.	Catchment wide partnership to uplift mauri- healthy waterways and wetland, water quality, habitat and resilience, with mātauranga māori guidance and perspective. Riparian planting could involve community and schools, and restoration could stimulate social procurement and local employment contracts.
Visitors don't understand or connect with the wider landscape and stories of Ngāpuhi and Ngāti Hine, and are not encouraged to stop and engage, or behave appropriately. This can lead to negative impacts rather than positive tourism benefits.	Lifting up the language, stories, art and identity of Ngāpuhi and Ngāti Hine will restore mana, and comission local people to contribute or research local history, stories and cultural narratives. These could be for information signage, markers, murals, colour schemes, artwork and digital storytelling. Co-design and placemaking could embed identity in the built environment. Support hapū to develop authentic cultural tourism opportunities that deepen awareness of tikanga and mātauranga māori, and practice whānauangata and manaakitanga.
The Twin Coast Cycle Trail is generally disconnected from the towns, or there is conflict between the Cycle Trail and other transport modes through the town. Wayfinding is difficult and the connections are uninviting. This is a missed opportunity for visitors to stop, and a safety issue for locals and visitors using the cycleway.	Connecting the cycleway to the towns requires collective design consideration for all the towns- with guidance on elements that are repeatable, distinctive and recognisable – specifically to signal arrival points and connections that lead to the mainstreet, shops and visitor facilities. Colour, scale and repetition could be used across all the towns (e.g ‘follow the coloured line’ to town, or an avenue of totara trees), along with safety interventions and provision for a shared walking and cycling environment. There is much more potential to pull visitors into town from the cycleway, and to connect people out to their landscape.
The Twin Coast Cycle Trail is less exciting through the long straight sections, and there is less to do and see. As a result some visitors miss this part of the Cycle Trail out.	Building cycle-related attractions along the Cycle Trail such as informal pump tracks and skill/ balance trails provides playful interest for families, along with more rest and picnic stops along the cycle trail. Extension of the Cycle Trail into ‘local loops’ that build on local attractions and history in the towns - creates more of a reason to stay longer or not miss sections of the cycleway. Local loops also benefit the community. Getting up high to appreciate the landscape
There is not enough variety and choice for visitor accommodation, and visitors are unlikely to stay.	Freedom camping is a good way to bring people in to start their cycling adventure, cycle in either direction or use the town as a base for day trips. It provides an affordable option to offset visitor spend in the town.

Overarching Themes. Cluster Scale.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)	
Problems and risks	Opportunities
The impact of peak season holiday traffic varies from town to town. Alternative routes for dispersal of traffic congestion are not always available or feasible, and tourism traffic through towns is desirable for businesses.	Stopping places and rest areas should ideally benefit the towns. Directions to parking and rest areas, and walking routes to shops can help relieve pressure on the mainstreet.
The impact of heavy freight vehicles varies from town to town, but generally disrupts safe pedestrian and cycle movement across the highway/ byway. A bypass is not always feasible or desirable, especially where this may impact on residential and school areas, and truck stops are generally desirable for business and trade.	If a heavy freight rail alternative was pursued (subject to Government review of freight logistics in Northland and Ministry of Transport review of freight movement to Northport via rail), it would take a significant volume of heavy vehicles off the roads and reduce conflicts and safety issues through the towns- particularly Moerewa and Kawakawa. Intermodal terminals that would be developed to service the rail network, would also generate modest employment uplift in strategic points around the North Auckland Line such as Ōtiria-Moerewa.
High vehicle speeds through towns on State Highways and Byways	Slowing all vehicles through towns is necessary for a modal priority shift that favours cyclists and pedestrians. People out of their cars and walking or cycling through towns will benefit local businesses.

COMING TO LIFE AS A DESTINATION (PUBLIC AND COMMUNAL SPACE AND BUSINESSES)	
Problems and risks	Opportunities
Kawakawa is close to Moerewa, and provides most of the services that visitors need. Visitors are more likely to stop in Kawakawa or Kaikohe as the bigger service towns with more diverse offerings.	Considering towns as a 'cluster' when planning services enables consideration for complementary rather than competing offerings, or possibly reinforcement of an attraction in multiple locations (like an art gallery trail). There is an opportunity to build on the attractions that make locals stop, and make that attractive to visitors too- such as regular markets and convenience stalls.
There is a lack of accommodation and housing for families and a growing population in Kawakawa and Kaikohe, whereas Moerewa is not identified as a growth area.	Moerewa is only a 5 minute drive to Kawakawa or 20 minute drive to Kaikohe. Some locals cycle or run the Cycle Trail to Kawakawa for work. Housing shortages in Kawakawa could be met by building in Moerewa. Lack of infrastructure is a limitation (e.g. connected wastewater services) but also a potential investment opportunity.
Industrial landuse utilising geothermal energy (such as the proposed Business Innovation Park near Ngā wha) could provide local employment, but economic benefit should not compromise landscape values, social wellbeing and tourism opportunities.	Some industrial landuse would be logical near reactivated heavy freight rail terminals, but the economic benefits for the community would need to outweigh the potential impacts- such as the Ōtiria-Moerewa terminal in close proximity to Ōtiria marae.
There are not enough safe and inclusive youth spaces.	Outdoor spaces should be busy, vibrant, well-lit and visible with active uses and whānau gathering spaces. Safe youth spaces could also include the library or an indoor community space, have wi-fi, and be mixed/ inter-generational spaces/hubs in the town centre.



Overarching Themes. Township Scale.

Kaikohe Big Ideas and Themes

Kaikohe is a service town in the heart of Te Tai Tokerau, with a population of approximately 3915 (based on the 2013 Census data), and is identified as a growth area by the Far North District Council- predicted to grow by approximately 362 people by 2038. Youth (under 40) represent 54% of the Kaikohe population base and of that 73% are Māori (ID statistics data). This influences how the community think about their town, and how the Township Plan could be designed and delivered through active learning and tangible outcomes with Tai Tamariki to grow Kaikohe and provide a future here for youth.

Kaikohe is referred to in Tai Tokerau as Te Pū o te Wheke (the heart of the octopus), which is the same name given to the proposed new cultural and civic hub to be located on Broadway on the Kaikohe Hotel site purchased by Rungaga Iwi O Ngāpuhi. As the heart of Ngāpuhi, Kaikohe holds many stories of significance to Iwi/ Hapū, including the stories of famed Ngāpuhi warrior chief Hone Heke. The township of Kaikohe takes its name from kaikohekohe: to feed from the fruit of the kohekohe tree. After an attack on the Pakinga Pā in the early 19th Century, the survivors escaped and fled to Tokareireia (Monument Hill) where they lived on the bitter berries of the kohekohe tree. These are cues for place branding and personality that could be elevated in Kaikohe.

During the 1960's and 70's Kaikohe was a thriving service town for farming, but over time the consolidation of small farms and the trend toward large scale retail has led to the demise of Kaikohe as an economic hub and forestry has become one of the main employers in the Kaikohe District. Kaikohe aspires to be a self-sufficient trade and social centre once again, which could be supported by the tourism industry drawing on its many attractions including: Ngā wha springs, Tokareireia (Monument Hill), the Twin Coast Cycle Trail, Pioneer Village, the Ngāpuhi festival and Kaikohe Demolition Derby.

IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
There are not enough ways to pull visitors from the Twin Coast Cycle Trail into town. There are no side trails to explore and connect with the town landscape. Locals also cycle and walk the Twin Coast Cycle Trail and loop trails would be desirable. From within Kaikohe there are no real orientation landmarks that provide a good perception of where you are.	There could be a walking track between Pou Herenga Tai (Twin Coast Cycle Trail) and the summit of Tokareireia (Monument Hill) that invites people to experience the 360 degree landscape of Kaikohe. This is a steep grade for pushing a bicycle, but could form a walking loop. The walking track would be subject to landowner consent and an easement, and should follow the alignment of existing hedgerows, and be low key in design to reduce visual impact (i.e. permeable surface, trail markers, fencing and gates, and wayfinding signs from the cycle trail)
Not enough visitors stay in Kaikohe as a base for day trips. With the proposed development of Te Waiariki Ngawha geothermal hot springs, more people may stay there rather than in Kaikohe as a base.	There could be wider loop trails for day trips to Ngawha Hot Springs by creating a new walking/ mountain bike trail through the hills to the east of Kaikohe on forestry trails and paper roads/ easements with landowner approvals. This could be a reason to extend a cycle trip or plan an experience based in Kaikohe. Te Waiariki Ngawha upgrade has \$1.79m PGF project funding
The bilingual Cycle Trail signs provide really good information about Kaikohe and its history, but there is not a lot of visual reference to the name or history in the town. It is hidden away like the Puriri tree that Hone Heke was tied to.	Access knowledge and history through names and people e.g. kai kohekohe- significant event in Ngāpuhi history, and places for remembering tupuna (ancestors). Care for and restore these places by making them more visible and accessible - e.g. Tokareireia Hone Heke Memorial Reserve, Hone heke Puriri. Ngāpuhi stories told by Ngāpuhi people are valued and appreciated. Guided tours and recorded stories can help build cultural tourism and support job creation. Examples include the Battle of Ohaeawai at St Michaels Church and Dog Tax stories.
It is the people who make the place. Who are these people and how are they remembered?	Celebrate long standing families and their contribution to Kaikohe. Amplify and externalise existing mural features (like the 'local heroes' mural on Marino Court near the library, and the Janine and Charles Williams mural of the kohekohe) for greater effect and visibility from the mainstreet. Bring more colour and light into the community to reflect the wairua of the people.
Change needs to be tangible, iterative, scalable and sustainable. People need to have ownership of ideas and see their own imprint, especially tai tamariki.	Support homegrown, tangible progress. E.g. Taonga trail developed with Tamariki and tohu markers to restore mana and draw attention to treasured places and features. Tai Tamariki work alongside artists, craftspeople, designers and engineers, to transform their ideas using quality durable materials for lasting impact.
Visitor experiences are scattered and hidden, and don't support each other. There could be more packaged tours or co-located attractions to help draw visitors into town.	There could be a series of attractors clustered and linked along a recreation trail to draw visitors in. Tailored experience could be packaged to make visitors want to stay longer (e.g. Leftbank, Pioneer Village and Firehouse museum are now joining forces and targeting cruise ships).

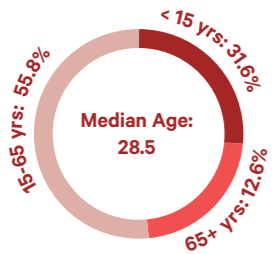
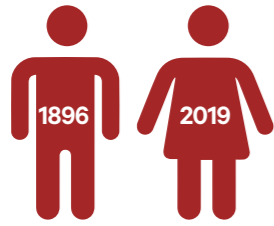
IDENTIFY WITH THE LANDSCAPE (ENVIRONMENTAL CONSIDERATIONS)

Problems and risks	Opportunities
Free wi-fi is not always the answer for youth spaces, and neither are youth centres where some people don't feel safe. A lot of people value the opportunity to raise 'outdoorsy' kids in Kaikohe, and not be reliant on technology to have fun. The Cycle Trail could be better used by everyone.	Tamariki use the cycleway and Memorial Park a lot and the Kura Kaupapa have school bikes. Physically active public spaces that support a healthy lifestyle, and are fun and social could be a real future focus for Kaikohe- especially getting more whānau on bikes. There are containers of bikes that will be part of a new community gym (near Dickeson St/ library), there is a push to get more bikes in schools, and a new pump track is planned.
There is a lack of access to bike mechanics in Kaikohe	A new bike hub could be an opportunity for training and upskilling youth.
Vacant spaces in the town are unattractive, weedy and full of rubbish. They could better promote the identity of Kaikohe.	Urban rongoa gardens, food forest and orchards could be planted and maintained by local people on vacant lots in the town, and produce could be sold in streetside stalls and at produce markets. Gardening on volcanic soils is part of the identity of Kaikohe as the 'bread basket' of the North Island. The current markets could be more street based and visible.
Four streams rise in puna in the town, and all leave Kaikohe dirty. The streams are not well cared for, although the schools are involved in some riparian planting.	Healthy ecosystems and ngahere can provide sustainable living for families. Schools could be more involved in helping to educate the wider community and monitoring water quality and habitat indicators. The community goal is to prepare a catchment plan that supports the health of urban and rural environments around Kaikohe

Overarching Themes. Township Scale.

Demographics

3915 Population



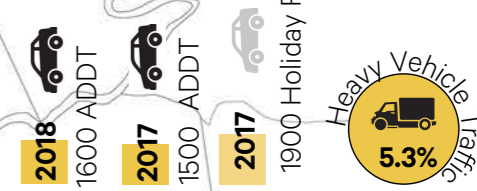
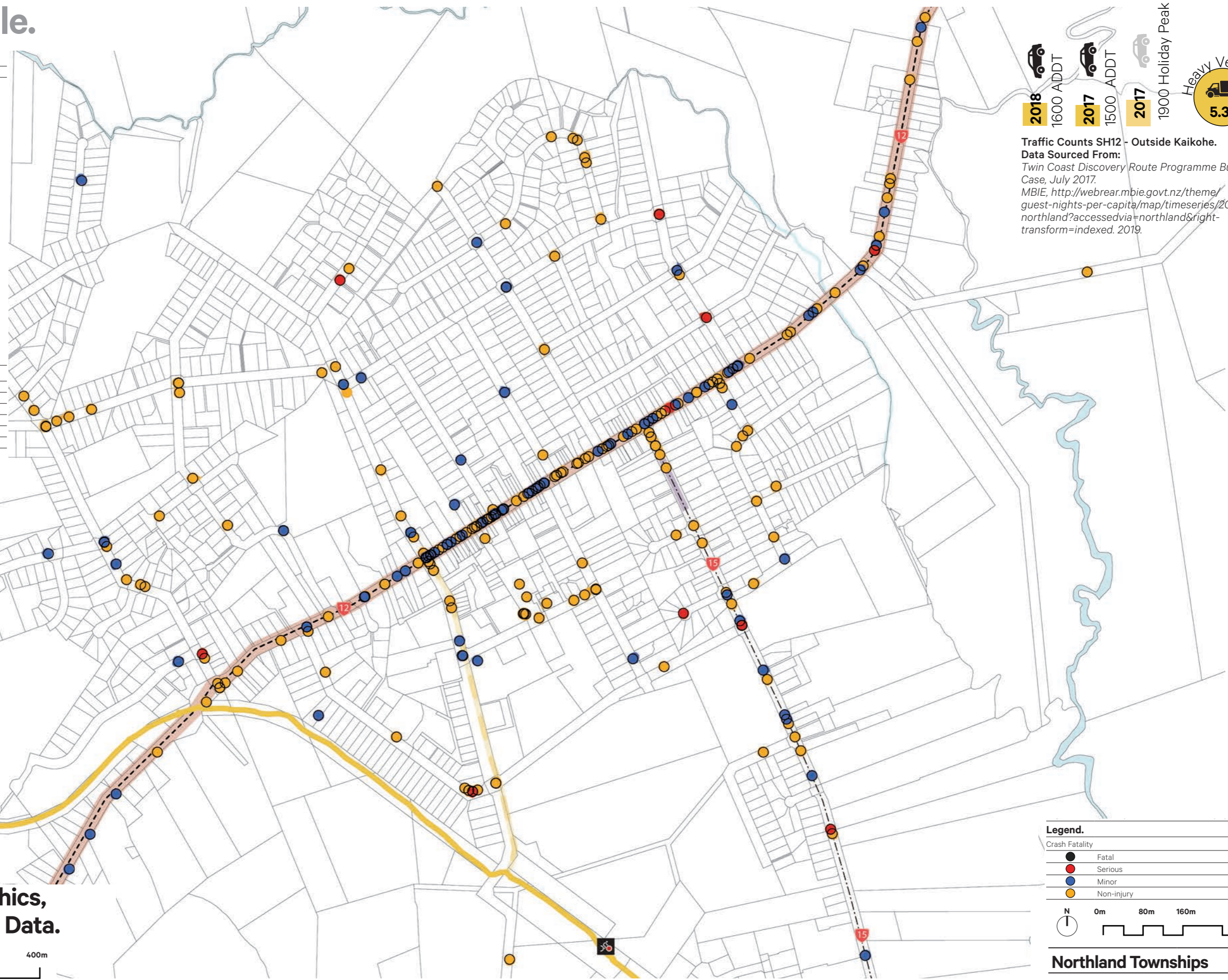
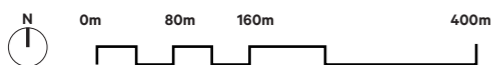
Ethnic Groups*

77.9 %	Māori
35.1 %	European
7.9 %	Pacific Peoples
2.9 %	Asian
0.7 %	Other Ethnicity
0.1 %	Middle Eastern, Latin American, African

*Reported as counted. Percentages do not add to 100

Sourced from Stats NZ - 2013 Census Data

Kaikohe Demographics, Flooding and Crash Data.

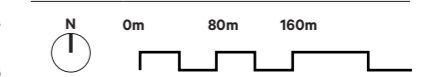


Traffic Counts SH12 - Outside Kaikohe.
Data Sourced From:
Twin Coast Discovery Route Programme Business
Case, July 2017.
MBIE, <http://webrear.mbie.govt.nz/theme/guest-nights-per-capita/map/timeseries/2019/northland?accessedvia=northland&right-transform=indexed.2019>.

Legend.

Crash Fatality

- Fatal
- Serious
- Minor
- Non-injury



Northland Townships

Overarching Themes. Township Scale.

EXPERIENCING THE JOURNEY (ROADING INFRASTRUCTURE)

Problems and risks	Opportunities
There are several schools and recreation facilities on Mangakahia Road, which is also the heavy vehicle bypass for Kaikohe.	Walking and cycling routes to schools could be safer for tai tamariki. Reduce conflicts and redirect or disperse walking routes.
The heavy vehicle bypass is not a State Highway. The State Highway is the mainstreet of Kaikohe (Broadway). Should the state highway be re-routed? But is the mainstreet is not the State Highway would people detour and miss the shops?	Regardless of the road classification, Broadway should be upgraded for pedestrian priority, and the bypass should be retrofitted to enable safer crossing points for pedestrians and cyclists- especially with desire lines from the Cycle Trail and the schools to Broadway.
The streets are really wide in Kaikohe- especially the side streets perpendicular to Broadway. Wide streets increase vehicle speeds and make roads harder to cross.	Wide side streets can accommodate more car parking as well as more trees and wider footpaths. Any loss of parking as part of a mainstreet upgrade could be easily offset and in close proximity. Other local streets could benefit from a 'best street' competition, to restore community pride and tidy neighbourhoods.
There are not enough transport options for bringing visitors to Kaikohe	The Kaikohe aerodrome/recreational airport could be used for bringing visitors to Kaikohe and diversifying the experience. This would bring visitors in to 'Northland central' and also service the wider area. Renewals are currently managed through the FNDC LTP 2018-28.
Day trips by car to forest walks and trails are not promoted from Kaikohe.	Tourism byway sealing to major attractions- such as Omahuta and Puketi Forest trails and recreation area will help attract visitors. Waiare Road resealing has \$2.7m in the FNDC Long Term Plan 2018-28 (shared across 3 years- years 1-5)

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

Problems and risks	Opportunities
Streets are not safe or conducive to gathering, sitting and talking.	Kaikohe has a young energy, and socialisation on the street is a visible sign of community life and social values. This could be supported by the Broadway streetscape upgrade, with more seating and lighting.
Visitors are discouraged by seeing crime and violence on the street.	Vibrant people, vibrant place. Doing things that benefit the community will also then benefit visitors. They will be drawn to this place by the people.
The weekly markets are currently hidden away behind the mainstreet- (beside the library on marina Court), and could be better attended	Produce markets and night markets would be more successful in attracting visitors where more people can see them, and they are not just 'local knowledge'. Roadside markets could contribute to street vibrancy if on the mainstreet, or on a vacant lot on Broadway. They could also better serve rangatahi (youth), perhaps with music.
There is a risk of young people leaving after school and moving to the city to seek education and employment. The youth population is high enough in Kaikohe to provide what they need right here.	Choosing to stay. Choosing to return. History and whakapapa will always call Ngāpuhi to return to Kaikohe. Tai tamariki and rangatahi in Kaikohe have an enormous capacity for learning. They embrace their creativity and desire to learn when they stay connected to māori communities. Teach them here in a wānanga environment, with the chance to hikoī to cities and overseas to spread their wings. As long as they have jobs to come back to. The young people are the most important investment. Keep them safe.
Consultation fatigue over endless 'fix it' schemes can lead to apathy and inertia. A fear that nothing actually happens.	A studio environment to 'work things out' as a community could change the dynamic - mapping projects, matching people to jobs, interacting with others, co-working etc. A co-design space owned by everyone, where people come together to solve problems collectively and at any time.
Real world, hand-on learning opportunities need more funding, partnerships or mentorship and commitment.	Reuse, recycle, upcycle -a new workshop and shop for recycled items. Teach tamariki and rangatahi to fix and mend things and be environmentally responsible. Could be connected to Menzshed or similar- partnering older people with skills, with younger who want to learn trades. Could be restoring old bikes and linked to Cycle Trail theme.
Kaikohe Ngāpuhi identity is not authentically expressed or bold enough to attract attention.	Te Reo on the street is a point of difference and a source of pride. Make visible and vibrant all through town - large scale typographic artwork, and signage as a live learning experience. Make it bold. Add more colour and light in the community to reflect the wairua of the people

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

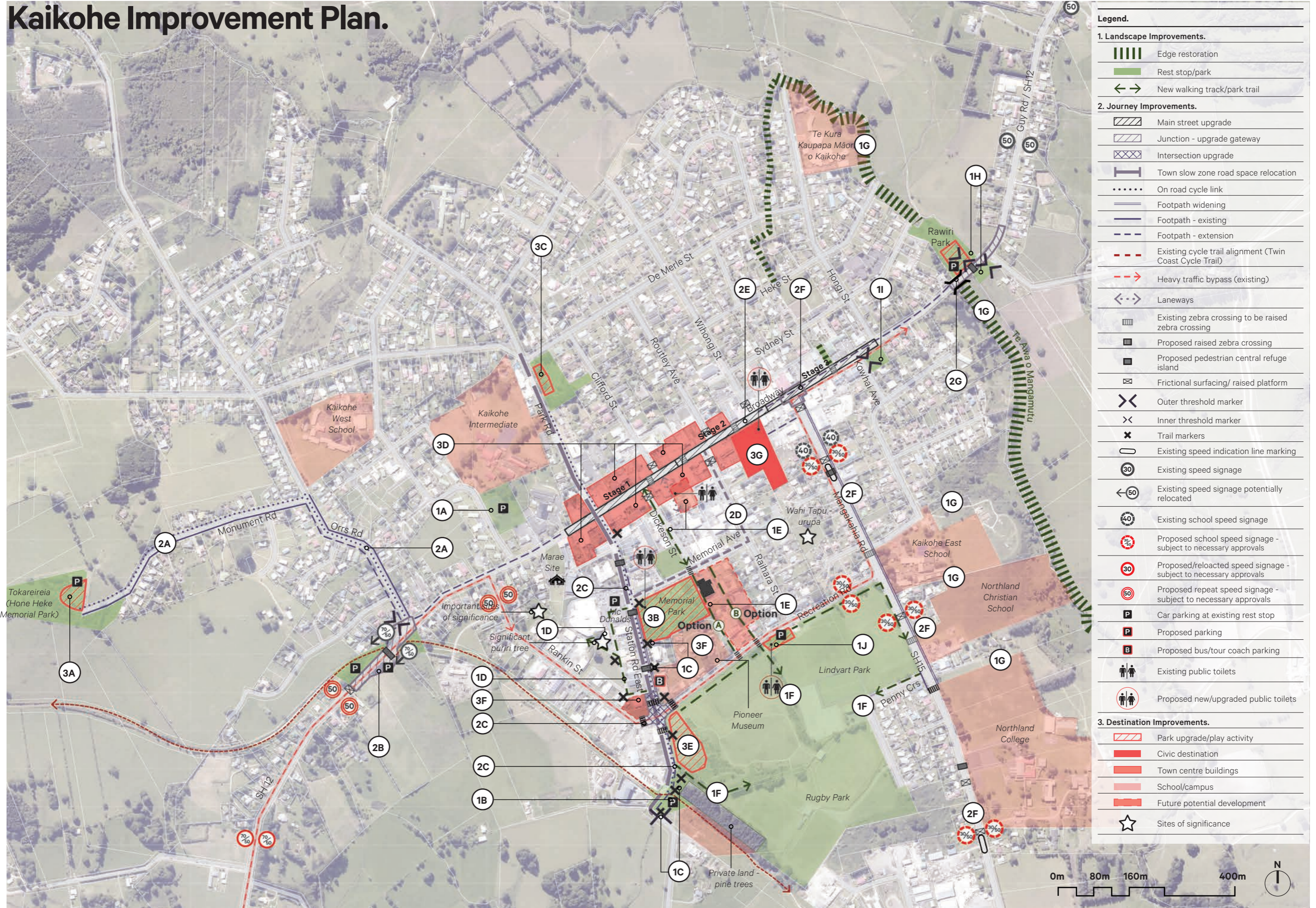
Problems and risks	Opportunities
Empty shops signal economic decline and lack of care, which is self perpetuating. Need to reduce rentals and absentee landlords.	Local ownership is the key- i.e. local champions with ownership of ideas and a mandate to deliver. 'Shrink to grow', consolidating and activating around core areas of retail and hospitality, and town character. Change the rules to make it work. Solve affordable accommodation and rental needs with mixed use residential in vacant shops on Broadway- let people live in the shops as long as they keep the 'shopfront' active. Sonography is telling stories through collections- which could be a way of activating empty spaces and creating a walking tour of shop fronts (and rolling programme/ curation of 'exhibitions' like the Matariki temporary gallery exhibition of Te Pū o te Wheke). Celebrate all the talented artists in Kaikohe by finding ways to showcase their work, get them involved, and enliven the town.
The civic heart of Kaikohe is currently at the western end of town and several blocks deep- aligned with Dickeson St. It includes the library, the Memorial Hall and the Council buildings- associated with Memorial Park. Civic and communal spaces could be further stretched and disconnected with the Te Pū o te Wheke site down the eastern end. Consolidation is needed for activation, and strong connections between community spaces to make it work. FNDC Council HQ will become vacant if Council relocates to the new cultural and civic centre- Te Pū o te Wheke.	Co-location of Council, community and cultural services in Te Pū o Te Wheke Hub could activate the eastern end of Broadway, and unlock potential to redevelop existing land and make stronger connections and visitor attractions. A series of attractors will be needed to pull visitors into town and along the mainstreet, as well as connecting community hubs to recreational spaces. The Council HQ site could be developed to support safe attractive connections and development of tourism destination around the Pioneer Village, Memorial Park and Lindvart Park.
Memorial Park is very popular but the layout and function of spaces is disconnected. The skate park is underutilized because the deep skate bowl is very dangerous.	Memorial park could be a real whānau destination, providing a diverse range of play and gathering opportunities in a well designed and connected town park. A comprehensive concept design could incorporate toilets, a junior road safety cycle trail, gathering amenities, and a better interface with Pioneer Village.
How does the town identify with museums? How can they be made relevant to community life and social cohesion, as well as bringing in visitors for economic benefit. How could this make the museums more viable in the 'off-peak' tourism season.	Make tourism ventures viable all year round by helping them evolve and expand their audience and relevance to everyday use for community/ youth as well- e.g. places for parents and preschoolers to meet and play regularly, places for students to fix/ restore/ learn and make things (e.g. Northtec partnership), school programmes and live learning experiences, technology and interactive experiences. This could be business mentoring /seed funding/ partnerships.

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

Problems and risks	Opportunities
Northland Firehouse Museum holds NZ's fire service history and recently moved to Kaikohe (Rankin Street) from Okaihau, but needs a new and bigger site. Northland HQ are moving to Kaikohe from Kerikeri (next to Pioneer Village and opposite Lindvart Park.)	An attraction built around NZ's fire history could also be a Northland story that weaves in Māori history- Ahi kā, and whānau coming together. Could be a drawcard if co-located with other similar tourism attractors like Pioneer Village, rebranded, and more visible from main travel routes (RSA site or corner of Rankin and Station Road?)
Pioneer Village is the main tourism attraction in Kaikohe township, and is very community oriented (hosting events and community meetings). However it could be much more successfully integrated with Memorial Park, Lindvart Park and the adjacent Council HQ block.	Pioneer village could be more integrated with surrounding parks- access, events, parking, wayfinding, bike trail. There is currently a lack of car and bus parking, truck pullover and wayfinding from anywhere is difficult. Pioneer village could function more successfully for community gatherings, and rebranding of signage could help attract more visitors from the TCDR and Cycle Trail.
Geothermal industry innovation vs cultural tourism at Ngawha Hot Springs. There is \$890k PGF funding for a Business Innovation and Enterprise Park on 165ha opposite the road to Ngawha Hot Springs, with Far North Holdings responsible for planning and delivery. This has some community opposition to geothermal viability, truck movements, and the potential for adverse impacts on natural landscape values and cultural tourism.	It is likely that consenting processes will flush out the issues of location and viability. Employment generating industry requires an opportunistic approach to geothermal activity. However, a broader approach to industrial land and use should be considered through FNDC planning and FN2100, including heavy freight rail alternatives under Government review.



Kaikohe Improvement Plan.



Legend.

1. Landscape Improvements.

- Edge restoration
- Rest stop/park
- New walking track/park trail

2. Journey Improvements.

- Main street upgrade
- Junction - upgrade gateway
- Intersection upgrade
- Town slow zone road space relocation
- On road cycle link
- Footpath widening
- Footpath - existing
- Footpath - extension
- Existing cycle trail alignment (Twin Coast Cycle Trail)
- Heavy traffic bypass (existing)
- Laneways
- Existing zebra crossing to be raised zebra crossing
- Proposed raised zebra crossing
- Proposed pedestrian central refuge island
- Frictional surfacing/ raised platform
- Outer threshold marker
- Inner threshold marker
- Trail markers
- Existing speed indication line marking
- Existing speed signage
- Existing speed signage potentially relocated
- Existing school speed signage
- Proposed school speed signage - subject to necessary approvals
- Proposed/relocated speed signage - subject to necessary approvals
- Proposed repeat speed signage - subject to necessary approvals
- Car parking at existing rest stop
- Proposed parking
- Proposed bus/tour coach parking
- Existing public toilets
- Proposed new/upgraded public toilets

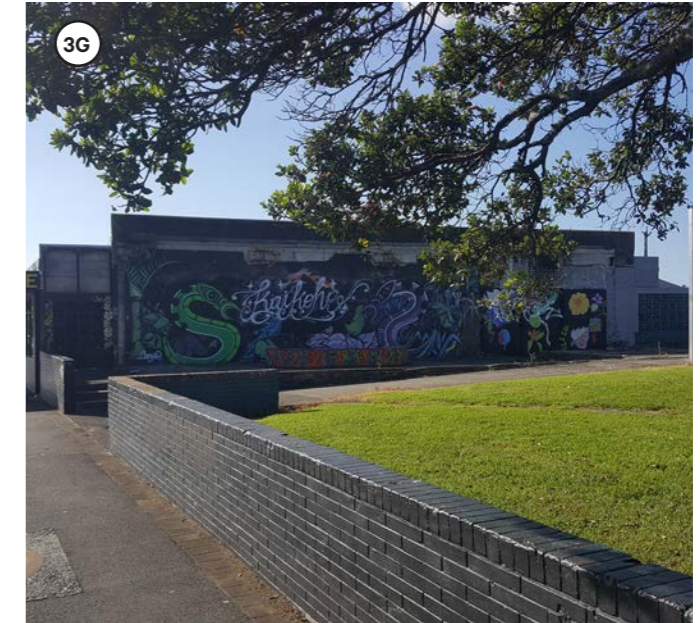
3. Destination Improvements.

- Park upgrade/play activity
- Civic destination
- Town centre buildings
- School/campus
- Future potential development
- Sites of significance

Delivery Plan Summary.

Plan reference		Project Type	Project Phase/Timeline Summary			Overall Score of Measures, Outcomes and Benefits					
Number	Name		Short Term (0-3 Years)	Mid Term (4-6 Years)	Long Term (7-10Years)	Investigate	Design	Build	Low	Medium	High
		Landscape Environment and ecology Markers, artwork and wayfinding Ease of pedestrian movement Cycling and trails Access to water Gathering amenities									
		Journey Rooding, safety and speed management Directions and signposting Thresholds and gateways 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			
						Investigate	Design	Build			
						Investigate	Design	Build			
LANDSCAPE											
1A	RSA carpark, potential RV and freedom camping site										
1B	Station Road 'lower parkway' shared path and Cycle Trail entry										
1C	Parkway taonga trail tohu markers and play trail elements										
1D	Hōne Heke trail to Puriri Tree										
1E	Laneway trails- Broadway to Lindvart Park										
1F	Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan										
1G	Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'										
1H	Rawiri Taiwhanga Park upgrade, and rest area opposite										
1I	Kowhai Park gateway threshold										
1J	Lindvart Park freedom camping area facilities										
JOURNEY											
2A	Tokoreireia (Monument Hill): cycle to summit										
2B	SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop										
2C	Station Road/ Park Road Parkway and intersection upgrade										
2D	Side streets parking capacity and slow speed environment										
2E	Broadway Streetscape Upgrade										
2F	SH15 Mangakahia Rd school route- speed management interventions										
2G	SH12 Broadway/ Guy Road bridge and gateway threshold										
DESTINATION											
3A	Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)										
3B	Memorial Park whanau gathering amenities										
3C	Reed park playspace- Parkway attractor										
3D	Broadway building renaissance										
3E	Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)										
3F	Parkway attractor - tourism opportunities, 'potential community lead opportunity'										
3G	Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub										

Improvement Projects. Reference Images.



1. Landscape Improvements.

- 1E Laneway trails - Broadway to Lindvart Park
- 1G Potential awa trails and waterway restoration project with schools
- 1H Rawiri Taiwhanga Park upgrade, and rest area opposite
- 1I Kowhai Park gateway threshold
- 1J Lindvart Park freedom camping area facilities

2. Journey Improvements.

- 2A Tokoreireia (Monument Hill): cycle to summit
- 2C Station Road/ Park Road Parkway and intersection upgrade
- 2D Side streets parking capacity and slow speed environment
- 2E Broadway streetscape upgrade

3. Destination Improvements.

- 3A Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)
- 3B Memorial Park whānau gathering amenities
- 3D Broadway building renaissance
- 3G Strategic attractor - Te Pū o Te Whēki community, cultural and civic hub

Improvement Projects. Reference Images.



Kaikohe Improvement Plan. Landscape.

Legend.

1. Landscape Improvements.

- Edge restoration
- Rest stop/park
- New walking track/park trail

2. Journey Improvements.

- Main street upgrade
- Junction - upgrade gateway
- Intersection upgrade
- Town slow zone road space relocation
- On road cycle link
- Footpath widening
- Footpath - existing
- Footpath - extension
- Existing cycle trail alignment (Twin Coast Cycle Trail)
- Heavy traffic bypass (existing)
- Laneways
- Existing zebra crossing to be raised zebra crossing
- Proposed raised zebra crossing
- Proposed pedestrian central refuge island
- Frictional surfacing/ raised platform
- Outer threshold marker
- Inner threshold marker

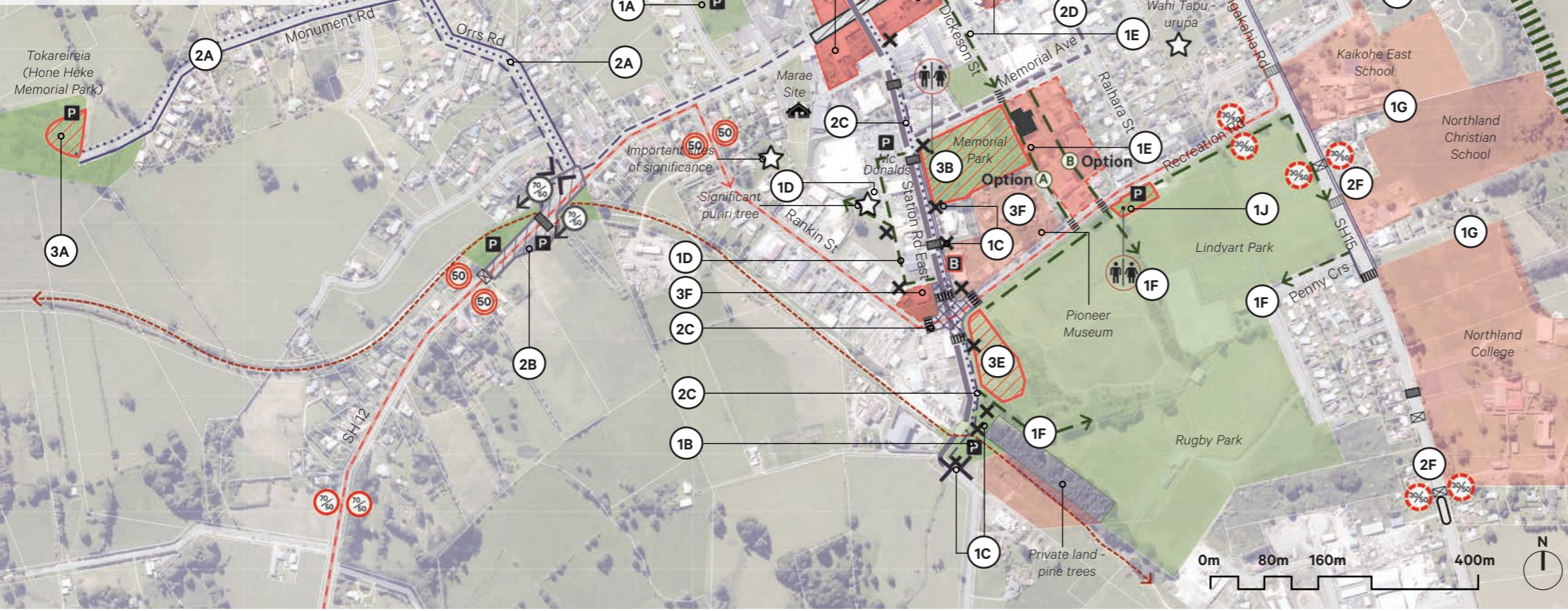
Legend.

- Trail markers
- Existing speed indication line marking
- Existing speed signage
- Existing speed signage potentially relocated
- Existing school speed signage
- Proposed school speed signage - subject to necessary approvals
- Proposed/relocated speed signage - subject to necessary approvals
- Proposed repeat speed signage - subject to necessary approvals
- Car parking at existing rest stop
- Proposed parking
- Proposed bus/tour coach parking
- Existing public toilets
- Proposed new/upgraded public toilets

Legend.

3. Destination Improvements.

- Park upgrade/play activity
- Civic destination
- Town centre buildings
- School/campus
- Future potential development
- Sites of significance



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
LANDSCAPE		
1A	RSA carpark, potential RV and freedom camping site	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi Identify with Landscape: Connect the cycle trail so it is fun and safe riding into town. Draw landscape into town.
1B	Station Road 'lower parkway' shared path and Cycle Trail entry	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi Identify with Landscape: Connect the cycle trail so it is fun and safe riding into town. Draw landscape into town.
1C	Parkway taonga trail tohu markers and play trail elements	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi Identify with Landscape: Unlock landscape experiences at Monument Hill and through restored awa trails
1D	Hōne Heke trail to Puriri Tree	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi Identify with Landscape: Connect the cycle trail so it is fun and safe riding into town. Draw landscape into town.
1E	Laneway trails- Broadway to Lindvart Park	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi Identify with Landscape: Connect the cycle trail so it is fun and safe riding into town. Draw landscape into town.

Improvement Plan.

Landscape.

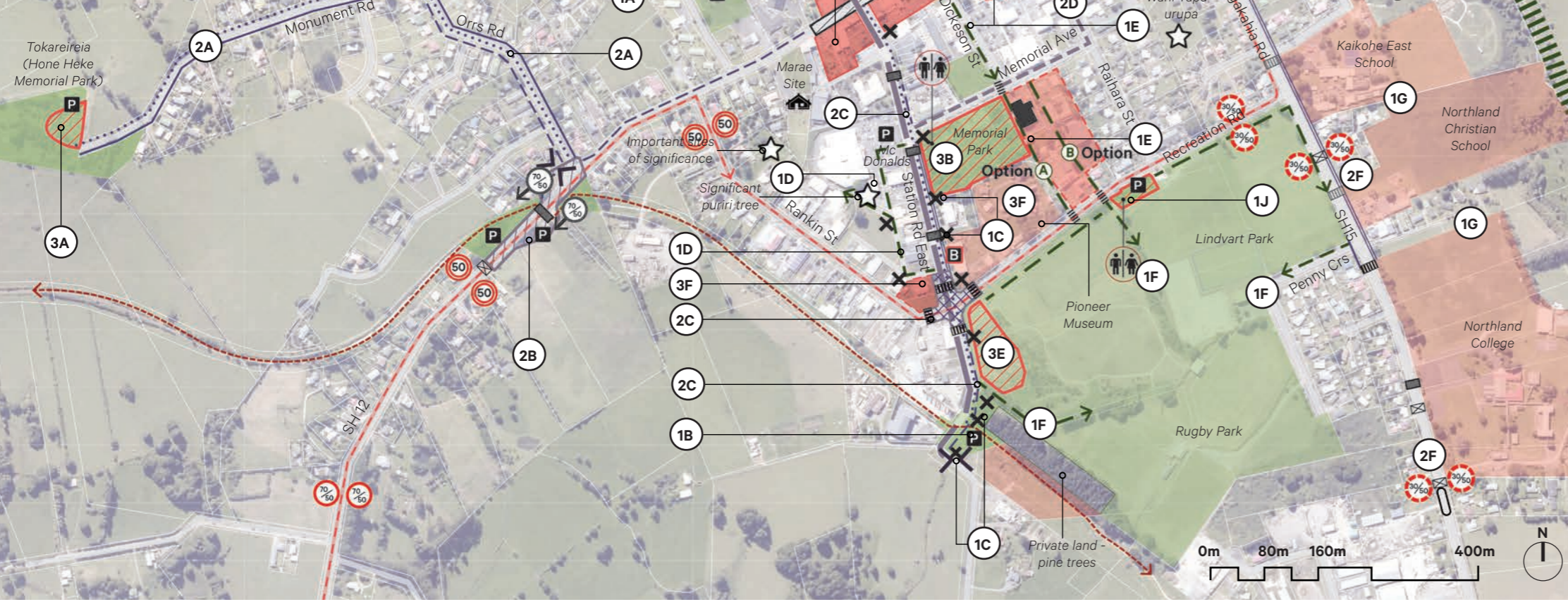
Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference	Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Landscape: Cycling and trails, Destination: Visitor facilities	Create	Recreation Road- opposite Raihara Street	Potential re-purpose of RSA carpark site for freedom camping, self contained motorhomes and RV vehicles. Existing formed carpark area. Include information signage and new facilities- public toilets, rubbish and recycling, lighting and EV charging, shade and planting, surfaces.	1J	Design and build facilities to support freedom camping site, including toilet, lighting, lock-up bike racks/ storage and repair stations, along with EV charging and signage			Not District Council Owned. Requires acquisition of RSA site? Could be commercial partner? NZ Motor Caravan Association (NZMCA)
Landscape: Cycling and trails, markers artwork and wayfinding	Grow	Station Road - From heavy bypass intersection with Rankin St to Pou Herenga Tai Twin Coast Cycle Trail entry, rest area and car parking- Thorpe Road.	Rationalise entry and car parking node (offset Trail Crossing is confusing), and provide wayfinding directions and visual cues to town for cyclists. Consider repeatable elements for whole cycle trail at these 'parkway' or 'green stitch' intersections that lead to town. Taonga trail tohu markers for Station Road- eastern edge . Consider integration with proposed bike pump track- to occupy the old rail station area.	2C	Design, consult and build - continuation and connection of shared path (off-road walk and cycle) on eastern side of Station Road to connect Cycle Trail entry (build continuation of cycle trail across front of car parking/ rest stop area to connect offset road crossings). Design coloured distance markers for shared path surface and sharrows on road with directional/ wayfinding signage (starts here but leading to town as part of 2C parkway project). Incorporate information signage- map with distance to town, directions to toilets in Memorial Park, and main attractors along the way. Upgrade planting and car park area for entry to cycleway. Total area approx 1500m ²			Land ownership Railway Reserve check for māori land aligns with 'māori land strip' in Lindvart Park Management Plan and coordination with cycle trail initiatives. Pump track proposed on rail land. May be a duplication/detraction from 'pull to town'.
Landscape: Cycling and trails, markers artwork and wayfinding	Grow	Station Road (Cycle Trail to Broadway) and Park Road (Broadway to De Merle Street.)	Sculptural tohu/ markers for taonga trail along eastern edge of parkway to lead visitors into town and along 'Hone Heke Trail' (refer 1d) . Vertical elements of varying heights, clustered in groupings or singular taller tohu. Community/ schools project in collaboration with local designers and artists (Ākau Studios) to expand on Futures - taonga trail pilot project 2019 as a 'living mapping system that connects Kaikohe taonga'. Approx 14 tohu/pou in total. Support research for app connected to tohu markers- to tell stories in each location about Ngāpuhi and Kaikohe.	1D	Design, consent, locate and install stage one parkway taonga trail (early implementation- not reliant on other built works and within public land ownership). App research. Places for remembering tupuna (ancestors) to be cared for and restored - e.g. Hone Heke	Design, consent, locate and install stage two parkway taonga trail (reliant on parkway built elements or within private land ownership) . Launch storytelling app connected to tohu markers. Places for remembering tupuna (ancestors) to be cared for and restored - e.g. Hone Heke	Check for archaeological sites/sites of significance. And awareness of State Highway safety restrictions	
Landscape: Cycling and trails, markers artwork and wayfinding	Create	Service Lane - gravel trail, behind #51-#63 Station Road, Warehouse car park, and vacant lot #34 Rankin Street	Cycle trail deviation to significant Puriri Tree where Hone Heke was tied up. Tucked at the back of The Warehouse with plaque. Trail markers/ wayfinding signage guiding cyclists coming off the Twin Coast Cycle Trail to the tree, exiting beside McDonalds back onto Station Road. Opportunity for temporary community gardens/ seating/ walking trail to Rankin Street utilising vacant lot (subject to landowner consent)	1C	Install directional wayfinding signs/ markers (approx 3) from Station Road (footpath on least side of Station Road 'parkway'- directing cyclists to trail deviation. (Complemented by taonga trail tohu markers- refer project 1c). Negotiate with landowner- weed clearance and temporary gardens/ furniture. Negotiate with landowners to paint mural on rear and side wall of buildings #51-#61 Station Road.	Placemaking project- Paint mural and create temporary garden and furniture space during peak cycling season/ event based - with coffee cart for visitors. Resurface gravel lane to remove potholes.	Private land (Warehouse). Tree protection. Check archaeological site/sites of significance	
Landscape: Cycling and trails, markers artwork and wayfinding	Grow	Dickeson Street/ Marino Place, existing lane to library, and potential new lane connection beside #13 Memorial Ave (Kaikohe Memorial Hall) through to Recreation Road and Lindvart Park	Laneway trail system- on predominantly one way lane system for walking and cycling between Lindvart Park Freedom Camping Site and Broadway- connecting to Memorial Park and New World. Characterised by large trees and views to Memorial Hall along Dickeson Street.	1F, 3H	Placemaking project: Paint sharrows and lane markings on Dickeson Street/ Marino Ave section (distance of approx 210m), Paint corner building- Broadway and Dickeson (potential mural), retain large trees. Incorporate temporary surface marking as wayfinding to existing library and proposed new community gym (temporary) from Dickeson. Install pop up bike hub project (shipping container or similar) with lock up bike storage and bike repair/ maintenance facility on Dickeson St/ near library/ community gym as a central and safe location for visitors to lock their bikes.	Design investigation for 'new' laneway system between Memorial Ave and Recreation Road (approx 200m)- utilising existing accessways. Along Memorial Park edge/ Council HQ side of Memorial Hall. Subject to relocation of Council and civic facilities to Te Pū o Te Wheke. Planning for a lane in this location (small shared street) would create public edge to Memorial Park and activated edge to seed future growth.	Planning dependent on Te Pū o Te Wheke. Could create temporary lane connection, or build into District Plan Review for future construction as part of site development. Safety and surveillance relies on activation of edges. Land ownership- FNDC but commercially zoned? Full site occupied by Pioneer Village and Council Services. Northland Fire HQ moving from Kerikeri to site beside Pioneer Village in Kaikohe by end of the year.	

Kaikohe Improvement Plan. Landscape.

- Legend.**
- 1. Landscape Improvements.**
- Edge restoration
 - Rest stop/park
 - New walking track/park trail
- 2. Journey Improvements.**
- Main street upgrade
 - Junction - upgrade gateway
 - Intersection upgrade
 - Town slow zone road space relocation
 - On road cycle link
 - Footpath widening
 - Footpath - existing
 - Footpath - extension
 - Existing cycle trail alignment (Twin Coast Cycle Trail)
 - Heavy traffic bypass (existing)
 - Laneways
 - Existing zebra crossing to be raised zebra crossing
 - Proposed raised zebra crossing
 - Proposed pedestrian central refuge island
 - Frictional surfacing/ raised platform
 - Outer threshold marker
 - Inner threshold marker

- Legend.**
- Trail markers
 - Existing speed indication line marking
 - Existing speed signage
 - Existing speed signage potentially relocated
 - Existing school speed signage
 - Proposed school speed signage - subject to necessary approvals
 - Proposed/relocated speed signage - subject to necessary approvals
 - Proposed repeat speed signage - subject to necessary approvals
 - Car parking at existing rest stop
 - Proposed parking
 - Proposed bus/tour coach parking
 - Existing public toilets
 - Proposed new/upgraded public toilets

- Legend.**
- 3. Destination Improvements.**
- Park upgrade/play activity
 - Civic destination
 - Town centre buildings
 - School/campus
 - Future potential development
 - Sites of significance



Plan reference	Number	Name	Vision statement	Key design move
LANDSCAPE				
1F	Lindvart Park	- potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi	Identify with Landscape: Unlock landscape experiences at Monument Hill and through restored awa trails
1G	Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'		Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi	Identify with Landscape: Unlock landscape experiences at Monument Hill and through restored awa trails
1H	Rawiri Taiwhanga Park upgrade, and rest area opposite		Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi	Identify with Landscape: Unlock landscape experiences at Monument Hill and through restored awa trails

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: Cycling and trails, markers artwork and wayfinding	Create	Lindvart Park, Kaikohe east School, Northland College	Potential for east-west walking and cycling trails within and around the perimeter of Lindvart Park that link the Twin Coast Cycle Trail to the Awa via the schools, as controlled by Lindvart Park Management Plan and subject to Sportville consultation regarding alignment. Provides opportunity for off-road routes to school, and to extend the cycle trail experience (for visitors, community and schools) with access to Lindvart Park, pump track and freedom camping, and Awa trails. Opportunity to involve schools in restoration and planting.		Investigation and design. Coordinate with Lindvart Park Management Plan and consult with Sportsville on proposed walk and cycle trails, to determine staging, alignment/ route and connection to Twin Coast Cycle Trail. Consult with Iwi hapū regarding trails and māori land access strip. Rationalise fencing and access/ gates.	Build trails - stage one (approx 740m) as part of Lindvart Park development programme.	Build trails - stage one (approx 280m + 720m) as part of Lindvart Park development programme.	Legal agreement between FNDC and Kaikohe Districts Sportsville (KDS) to manage and develop the reserve consultation required for trails. Landowner negotiations required for potential Penny Cres connection to Northland College
Landscape: Cycling and trails, markers artwork and wayfinding, environment and ecology, access to water	Create	Lindvart Park, Kaikohe east School, Northland College	Awa restoration and trail project, and extension of east-west trails along school boundaries (to link the Twin Coast Cycle Trail to the Awa via Lindvart Park). Extends the cycle trail experience (for visitors, community and schools) with loop trails to discover Kaikohe public spaces, waterways and natural features. Partnership with schools, Iwi Hapū, Regional Council etc for restoration planting and track formation.		Placemaking project: Commence healthy stream clean-up events- starting with Rawiri Park. Involve schools and community groups- environmental monitoring programme, water quality etc. Liaise with schools, kura kaupapa, Iwi hapū, community, Regional Council and DOC to build 'wrap-around' waterway restoration and educational programme for Kaikohe.	Investigate and consult: MOE and landowner conversations to determine feasibility of public connections or guided walks to Awa trails, and along awa. Kura kaupapa have bikes for the school and use the cycleway. Investigate wider landscape connections e.g.- future feasibility of Rural/forestry/ paper road trails to Nga wha Springs (e.g. Cumber Road - between Mangakahia Road and Ngawha Power station). Implement stage one weed removal and planting of waterways.	Design and build trails - stage one 1110m as part of Schools development programme (subject to investigation). Incorporate taonga trail/ tohu markers. May be sections of boardwalk through low-lying swampy areas. Extend and continue planting and restoration of streams/ drainage paths between streets as a community initiative- between Hongi St, De Merle and Heke St. Investigate and consult: Opportunity to extend and continue planting and restoration of streams/ drainage paths between streets- Bowling club - Heke Street, through to Sydney Street and Broadway. Easement and access could be agreed with owner.	Crown Land and Unknown Ownership - classified as Other Public Use. Has a gazette for technical school purposes. Flooding potential consultation required.
Landscape: Cycling and trails, markers artwork and wayfinding, environment and ecology, access to water	Create	Recreation Reserve Guy Road, and existing rest stop/ information on corner of Guy Road and Quarry Road	Upgrade existing recreational reserve, linked to awa restoration project (refer 1G) in partnership with schools. Designed in conjunction with project 2B, 2G- for consistency and impact. Develop with destinational purpose for visitors and make more visible so they stop and use walkways. Popular with locals who use the park for picnics, dog walking etc. More colour, and improve gathering and picnic amenities- shade, seating, tables. Explore food forest concept and/ or fruit trees/ community orchard to build on gardening/ farming history of Kaikohe. Design and build Rawiri Park and rest area collectively to ensure gateway threshold potential is fully realised, and uplifts Kaikohe identity. Includes planting and vertical sculpture/ pou markers.	1G, 2B, 2G	Design and consult- for Rawiri Park and rest area on opposite side of Guy Road - collectively, to create natural gateway threshold. Use edges of reserves and sightlines- i.e. bend in road and view to reserve, to help slow vehicles approaching the bridge. Design for H>W vertical scale, colour and impact. Integrate with bridge (refer project 2g). Collaborate with Iwi hapū and local designers and artists (Ākau Studio) as part of Taonga trail and tohu markers. Remove existing signboard/ hut.	Build - gathering amenities/ shelter, picnic facilities, entry feature and signage, planting		Rawiri Park - District Council Owned - classified as Reserve. Land opposite Rawiri Park is unknown ownership. Check flood zone

*Items excluded from costings

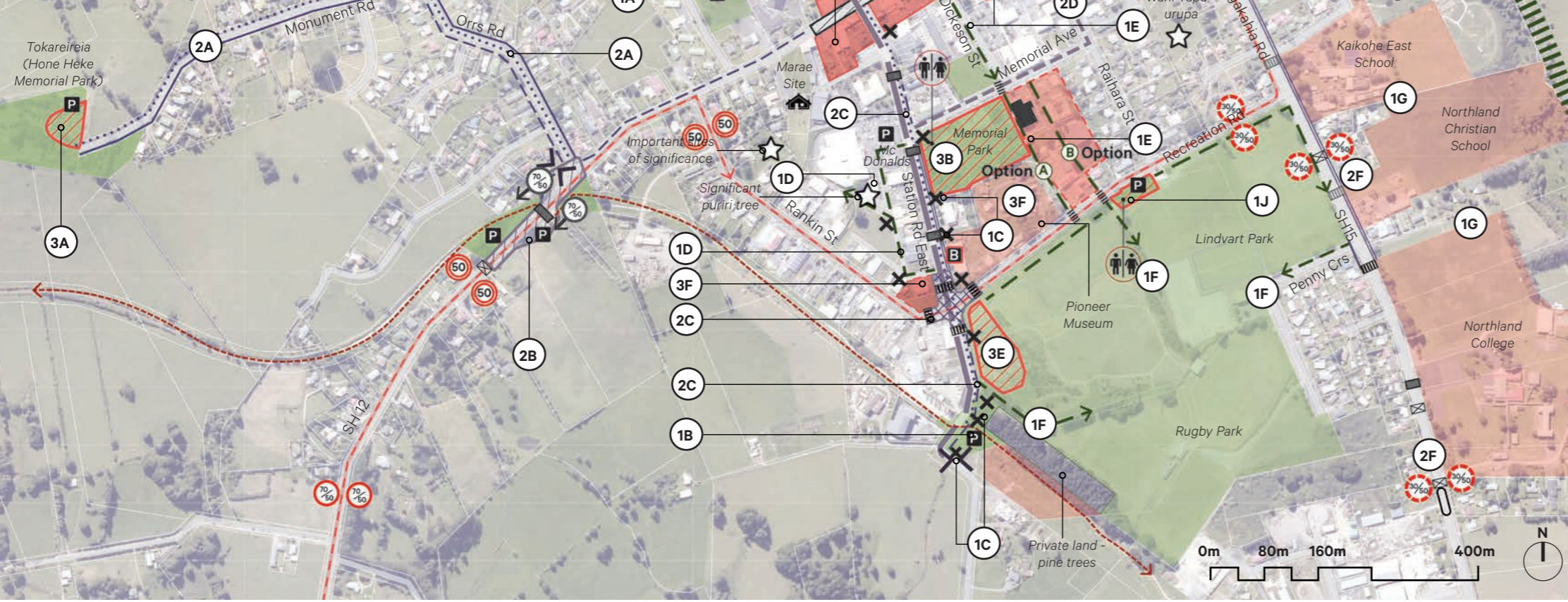
Kaikohe Improvement Plan.

Landscape.

- Legend.**
- 1. Landscape Improvements.**
- Edge restoration
 - Rest stop/park
 - New walking track/park trail
- 2. Journey Improvements.**
- Main street upgrade
 - Junction - upgrade gateway
 - Intersection upgrade
 - Town slow zone road space relocation
 - On road cycle link
 - Footpath widening
 - Footpath - existing
 - Footpath - extension
 - Existing cycle trail alignment (Twin Coast Cycle Trail)
 - Heavy traffic bypass (existing)
 - Laneways
 - Existing zebra crossing to be raised zebra crossing
 - Proposed raised zebra crossing
 - Proposed pedestrian central refuge island
 - Frictional surfacing/ raised platform
 - Outer threshold marker
 - Inner threshold marker

- Legend.**
- Trail markers
 - Existing speed indication line marking
 - Existing speed signage
 - Existing speed signage potentially relocated
 - Existing school speed signage
 - Proposed school speed signage - subject to necessary approvals
 - Proposed/relocated speed signage - subject to necessary approvals
 - Proposed repeat speed signage - subject to necessary approvals
 - Car parking at existing rest stop
 - Proposed parking
 - Proposed bus/tour coach parking
 - Existing public toilets
 - Proposed new/upgraded public toilets

- Legend.**
- 3. Destination Improvements.**
- Park upgrade/play activity
 - Civic destination
 - Town centre buildings
 - School/campus
 - Future potential development
 - Sites of significance



Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
LANDSCAPE				
1I		Kowhai Park gateway threshold	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi	Journey: Distinctive and artistic natural gateways
1J		Lindvart Park freedom camping area facilities	Identify with Landscape: Te Pū o Te Wheke, Heart of Ngāpuhi	Identify with Landscape: Connect the cycle trail so it is fun and safe riding into town. Draw landscape into town.

Improvement Plan. Landscape.

Project type	Intended outcome	Project location	Description	Project inter-dependency	Delivery Timeframe			Key risks
					Short (1-3 years)	Mid (3-5 years)	Long (5-10 years)	
Journey, Destination, Landscape	Create Grow Change Improve			Improvement project reference				
Landscape: Cycling and trails, markers artwork and wayfinding, environment and ecology, access to water	Create	Corner #17 Broadway and Kowhai Avenue	Former location of 'log cabin' public toilets. Upgrade reserve edge to reinforce sequence of three reserve spaces entering Broadway from the least- consistent approach and impact. Planting and tohu markers tie in with project 1h. Community information board renewal.	1H	Design and consult collectively with Rawiri Park and rest area on opposite side of Guy Road, to create gateway threshold. Use edge of reserve for planting and gateway (tohu) markers. Collaborate with local designers and artists (Ākau Studio) as part of Taonga trail and tohu markers. Replace community boards.			District Council Owned - classified as Utility. Check services
Landscape: Cycling and trails, markers artwork and wayfinding, environment and ecology, access to water	Create	Recreation Road- opposite Raihara Street	Refresh of freedom camping site including Information signage and new facilities- public toilets, rubbish and recycling, lighting and EV charging, shade and planting, surfaces. Connected via trails (see 1f). (Noting here that the RSA site could be a potential location for The NZ Motor Caravan Association (NZMCA), complementary but not as an alternative to freedom camping)	1F, 3E	Design and build facilities to support freedom camping site, including toilet, lighting, lock-up bike racks/ storage and repair stations, along with EV charging and signage - (in conjunction with Lindvart Park Management Plan work programme.)	Design and build- expand carpark area (permeable compacted surface) west of Freedom camping to provide possible bus and truck pullover area, and additional parking for Lindvart Park and Pioneer Village (approx 2500m ² additional area). Consider balance of parking in conjunction with proposed BMX/ pump track project 3E, and in alignment with Lindvart Park Management Plan.	Design, consult and built: new playground adjoining freedom camping area (approx 1000m ²) in northern part of the park along Recreation Road (in line with Reserve Management Plan)	District Council Owned - classified as Other Recreation Purposes. FNDC LTP 2018-28 possible funding duplication - for campervan parking improvements and recycling

*Items excluded from costings

Kaikohe Improvement Plan.

Journey.

Legend.

1. Landscape Improvements.

- Edge restoration
- Rest stop/park
- New walking track/park trail

2. Journey Improvements.

- Main street upgrade
- Junction - upgrade gateway
- Intersection upgrade
- Town slow zone road space relocation
- On road cycle link
- Footpath widening
- Footpath - existing
- Footpath - extension
- Existing cycle trail alignment (Twin Coast Cycle Trail)
- Heavy traffic bypass (existing)
- Laneways
- Existing zebra crossing to be raised zebra crossing
- Proposed raised zebra crossing
- Proposed pedestrian central refuge island
- Frictional surfacing/ raised platform
- Outer threshold marker
- Inner threshold marker

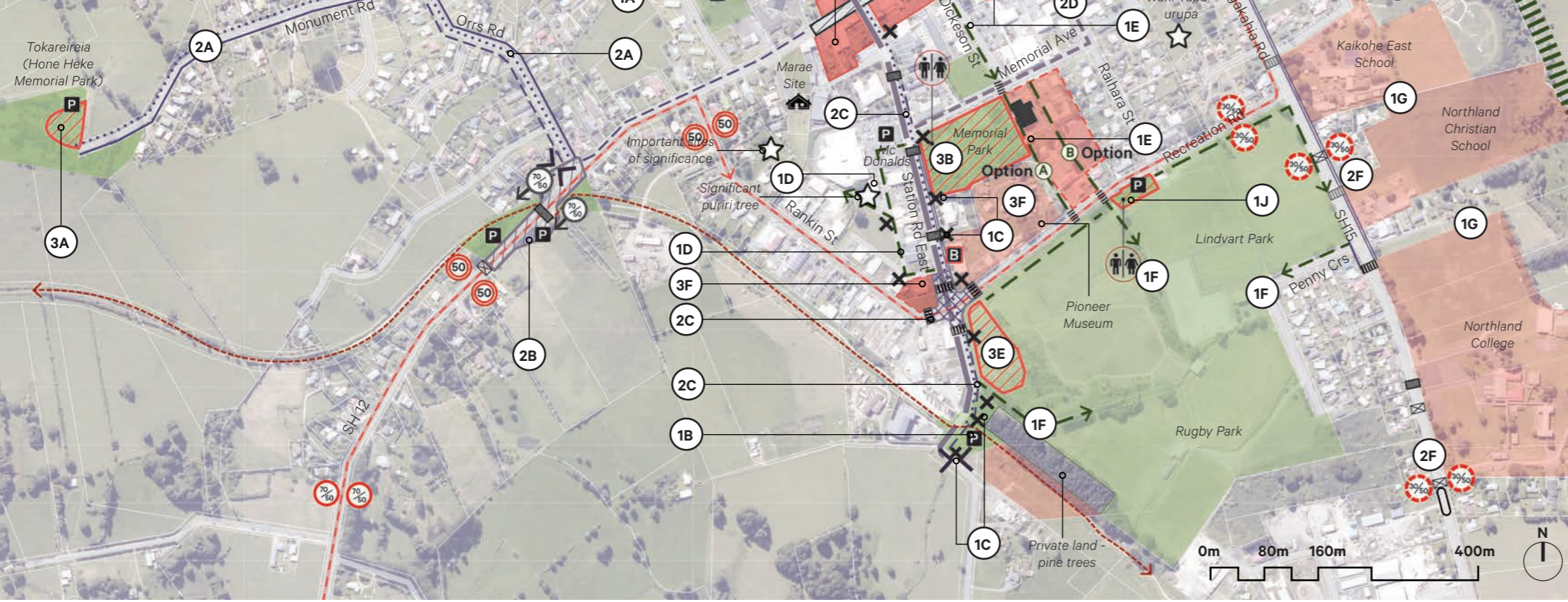
Legend.

- Trail markers
- Existing speed indication line marking
- Existing speed signage
- Existing speed signage potentially relocated
- Existing school speed signage
- Proposed school speed signage - subject to necessary approvals
- Proposed/relocated speed signage - subject to necessary approvals
- Proposed repeat speed signage - subject to necessary approvals
- Car parking at existing rest stop
- Proposed parking
- Proposed bus/tour coach parking
- Existing public toilets
- Proposed new/upgraded public toilets

Legend.

3. Destination Improvements.

- Park upgrade/play activity
- Civic destination
- Town centre buildings
- School/campus
- Future potential development
- Sites of significance



Plan reference	Number	Name	Vision statement	Key design move
JOURNEY				
2A	Tokareireia (Monument Hill): cycle to summit	Experiencing the journey: Gateway to 'K' and colourful Broadway	Journey: Distinctive and artistic natural gateways, Safe movement networks	
2B	SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop	Experiencing the journey: Gateway to 'K' and colourful Broadway	Journey: Distinctive and artistic natural gateways, Safe movement networks	
2C	Station Road/ Park Road Parkway and intersection upgrade	Experiencing the journey: Gateway to 'K' and colourful Broadway	Journey: Safe movement networks, Landscape: Connect the cycle trail so it is fun riding into town, Draw landscape into the town,	

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: road maintenance and improvements Landscape: Cycling and trails, markers artwork and wayfinding	Improve	Orrs Road and Monument Road - route to Monument Hill summit. On-road from the Twin Coast cycle trail junction with Taheke Road	Cycling and walking improvement interventions along Orrs Road and Monument Road as alternative route to Monument Hill summit or to complete loop track (refer project 1A Tokareireia: walking track to Monument Hill summit). Includes both 'early win' tactical wayfinding interventions and longer term solution for new footpath and build-outs.	1A	Tactical interventions: Route wayfinding assistance- with sharrows / road line markings to create cycle lane (similar to Station Road) and wayfinding blade signs (approx 4) to indicate route to Monument Hill summit along Orrs Road and Monument Road. Install 2x pedestrian refuge crossings for walkers to cross to footpath on eastern side of Orrs Road and back again to Monument Road.	Design and build- street retrofit interventions (self explaining roads) for a distance of 980m along Orrs Road and Monument Rd to slow traffic and enhance amenity. Road reallocation with build-outs for tree planting (kohekohe trees) and one way at a time chicanes with cyclist bypasses- every 80m approx. Build new 1.8m wide footpath on western side of Orrs Ave from Taheke intersection to Monument Rd intersection- distance of 380m Repair Monument Road footpath.	Consultation- an opportunity may exist for a potential walking track between Pou Herenga Tai (Twin Coast Cycle Trail) and the summit of Tokareireia (Monument Hill) with potential for an easement/ access if agreed with the landowner.	A walking track directly from the cycleway would require landowner negotiations and easement access. There are possible landscape and visual effects. Archaeological/sites of significance potential on slopes of Monument Hill
Journey: Thresholds and gateways, directions and signposting Landscape: Cycling and trails, markers artwork and wayfinding	Improve	SH12 Taheke Road rest area, gateway and intersection with Pou Herenga Tai- Twin Coast Cycle Trail, west of Kaikohe town centre.	Improve road crossing safety for cyclists and pedestrians and better access and wayfinding to Tokareireia via Orrs Road (current signage caters only to vehicles heading west out of Kaikohe, not cyclists). Install sign warning motorists of 'cyclists crossing'. Improve gateway threshold experience to uplift Kaikohe pride and identity, and improve layout and amenity of rest stops. Designed in conjunction with project 1H, 2G- for consistency and impact. Draw visitors into town by providing distance information on cycle trail - i.e. distance along cycleway to Station Road 'parkway' entry to town. Consider a safe appropriate speed environment at the cycle trail crossing on SH12, check if this section of SH12 is in the Speed Management Programme.	2A	Design, consult and implement- Improve road crossing safety for cyclists with pedestrian refuge, and *move 50 speed signs back (west) before the bend and include a repeat 50 speed sign before the crossing (western end) with coloured frictional surfacing and 'cyclists crossing' sign to slow vehicles. Provide cycle access across road reserve to Orrs Road (requires a small bridge/ culvert for drainage swale) and directional signage to Tokareireia. Complete design concept for rest stop areas and gateway entry features- in collaboration with local designers and artists. Include bigger brighter Kaikohe sign.	Design, consult and implement- Upgrade rest stop and picnic facilities (e.g. tables and seats), car parking, footpaths, signage, planting and gateway artworks. Remove collection of low scale/ detailed signboards from road side reserves (keep this to cycleway). Collaborate with local designers and artists to create striking vertical gateway artworks/ pou/ tohu markers with colour. Provide cycle distance information to Station Road 'parkway' link to town and public toilets. Prevent vehicles driving through rest stop grass areas.		Widened road reserve. Possible drainage considerations. Speed change requires consultation. Possible restrictions on non-tangible structures in speed zone
Journey: roading, safety and speed management , directions and signposting Landscape: Cycling and trails, markers artwork and wayfinding	Improve, change	Station Road (from Cycle Trail entry to Broadway) and Park Road (Broadway to De Merle Street.). Including intersection of Station Road, Rankin Street and Recreation Road (Heavy bypass route)	Green parkway street that prioritises pedestrian and cycle movement, connecting the Cycle Trail to Broadway, schools and parks and showcasing Kaikohe history and identity through tree planting- rongoa and culturally significant species and interpretation. Retrofit street with 'build- outs' to narrow crossing distances and for planting trees to visually narrow and slow traffic speeds. Undergrounding power lines to re-grow existing puriri and plant up wide berms with consistent avenue planting of puriri. Interventions complement/ extend recent cycle lane line marking/ signage - lower Station Road, and footpath extension). Tighten up intersection with Rankin Rd/ Recreation Rd heavy vehicle bypass so it's easier for cyclists and pedestrians to cross. Include new lighting with banner arms. Consider the most appropriate safer system intersection treatment within the township at the pre-implementation phase.	1C, 1B, 1D	Design investigation, concept design to detail design, consultation and consents for length of 'parkway'. Design playful elements, lighting (street lights with banner arms and tree uplights) and seating along length of parkway. Include detailed investigation for undergrounding of power lines, drainage and potential rain gardens, and traffic flow. Obtain traffic count data to inform heavy vehicle bypass intersection design and crossing options (e.g. tighten kerb radii). Install early implementation- paint sharrows to indicate cycle extension into town. Install cycle trail crossing warning signs/ road markings to slow motorists before upcoming Cycle Trail crossing (poor visibility at Twin Coast Cycle Trail road crossing (Station Road/ Thorpe Road). Incorporate linemarking and signs for bus/ coach parking alongside Pioneer Village. Incorporate directional signage to attractions- such as Pioneer Village, skate park and toilets (assume 4 signs).	Build parkway interventions (length of 700m Station Rd and 375m Park Road), including continuation of on-road cycle lanes and off-road walk and cycle shared path connections. Widen/ replace/extend footpaths where not continuous or consistent in material and width along eastern side of Station Rd between Memorial Ave and Broadway (for 190m) and widen footpath along Park Rd for 375m). Build new path along eastern side of station road from Recreation Road to cycleway entrance (for 165m) Apply coloured distance markers to footpath surface along whole eastern side of Station Road from the cycleway to Broadway and build playful elements and furniture within berm. Incorporate build-outs to narrow down road crossing distances and install 3 x pedestrian refuge islands to provide better connectivity along route (including to 'Hone Heke trail' -refer project 1d). Create H>W vertical scale with tree planting in berms (every 20-30m). Retrofit western edge of Station Road with tree planting build-outs in between 90 degree car parking and driveways (every 40-50m). Incorporate bus parking bays alongside Pioneer village (approx 2 or 3 bays). Build roundabout if feasible with raised zebra crossings on all approaches with appropriate gradients and design solutions approach to manage heavy vehicles and logging trucks on HV route. Combine with narrowing features and wider footpaths.		Intersection visibility would be reduced if #69 Station Road corner site 'built out' (currently zone industrial). Built edge may slow traffic speeds but unlikely for industrial with large yards. Lot #65 and #69 Station Road could provide landmark and attractor to draw people into the town- good location for something like the Northland Firehouse Museum. Heavy vehicle bypass route - design restrictions/considerations

*Items excluded from costings

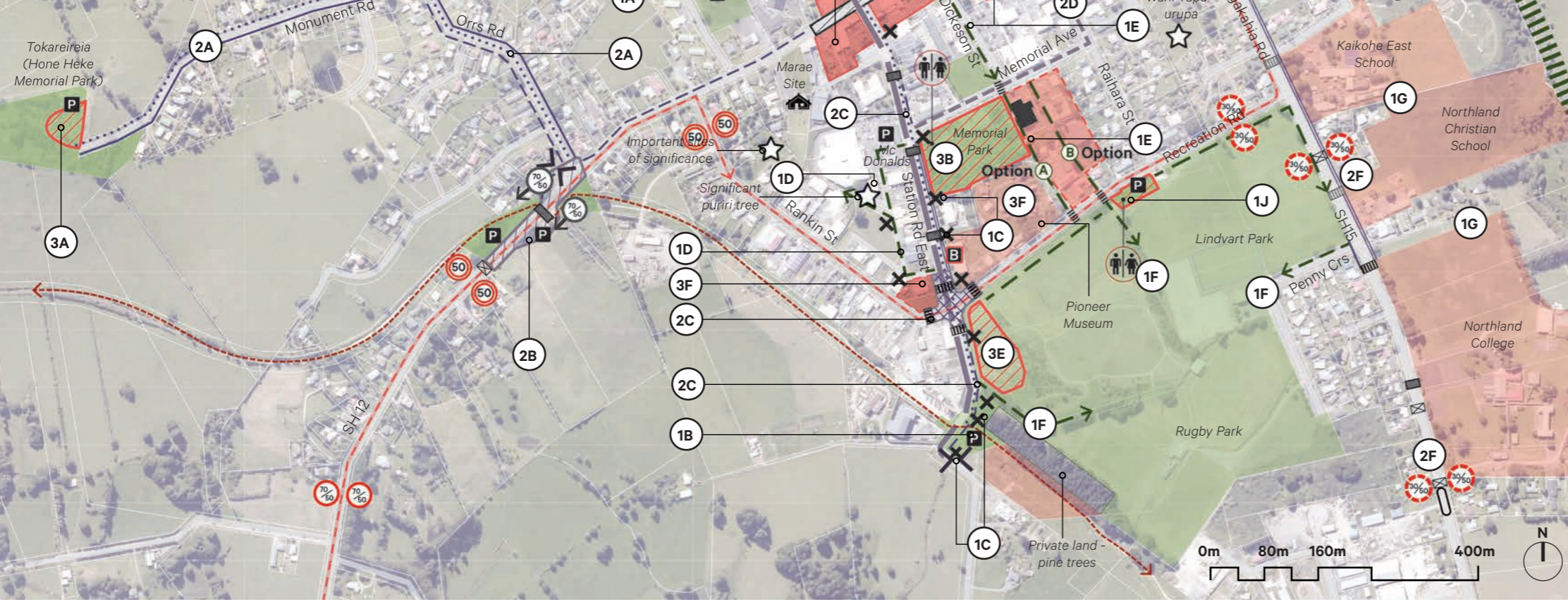
Kaikohe Improvement Plan.

Journey.

- Legend.**
- 1. Landscape Improvements.**
- Edge restoration
 - Rest stop/park
 - New walking track/park trail
- 2. Journey Improvements.**
- Main street upgrade
 - Junction - upgrade gateway
 - Intersection upgrade
 - Town slow zone road space relocation
 - On road cycle link
 - Footpath widening
 - Footpath - existing
 - Footpath - extension
 - Existing cycle trail alignment (Twin Coast Cycle Trail)
 - Heavy traffic bypass (existing)
 - Laneways
 - Existing zebra crossing to be raised zebra crossing
 - Proposed raised zebra crossing
 - Proposed pedestrian central refuge island
 - Frictional surfacing/ raised platform
 - Outer threshold marker
 - Inner threshold marker

- Legend.**
- Trail markers
 - Existing speed indication line marking
 - Existing speed signage
 - Existing speed signage potentially relocated
 - Existing school speed signage
 - Proposed school speed signage - subject to necessary approvals
 - Proposed/relocated speed signage - subject to necessary approvals
 - Proposed repeat speed signage - subject to necessary approvals
 - Car parking at existing rest stop
 - Proposed parking
 - Proposed bus/tour coach parking
 - Existing public toilets
 - Proposed new/upgraded public toilets

- Legend.**
- 3. Destination Improvements.**
- Park upgrade/play activity
 - Civic destination
 - Town centre buildings
 - School/campus
 - Future potential development
 - Sites of significance



Plan reference	Number	Name	Vision statement	Key design move
			Experiencing the Journey, Identify with landscape, coming to life	
JOURNEY				
2D		Side streets parking capacity and slow speed environment	Experiencing the journey: Gateway to 'K' and colourful Broadway	Journey: Tight and slow town centre, Safe movement networks
2E		Broadway Streetscape Upgrade	Experiencing the journey: Gateway to 'K' and colourful Broadway	Journey: Tight and slow town centre, Destination: Socialisation and activity on Broadway, Town DIY- safe, colourful, welcoming streetscape

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 , road maintenance and improvements	Improve, change	Memorial Avenue and Raihara Street	Road space reallocation of 20m wide street section (Memorial Ave approx 295m length of street and Raihara St approx 225m) to create slow speed traffic environment and enable angle parking. Wider berms for street tree planting, lighting, wider footpaths, shorter crossing distances. No overhead power lines on Memorial Ave enables potential for good tree avenue canopy. Provide car parking to compensate for removal of parking on Broadway (to allow more pedestrian crossings and landscaping on Broadway) and to provide for likely future parking demand around Te Pū o Te Wheke community and civic hub.	2E		Install- Interim line marking for road space reallocation- to include one-sided angle parking, and possible on-road painted cycle lane trial, or paint sharrows. Timed to align with Broadway upgrade to offset parking removal from Broadway and increase parking capacity during construction. Signage from roadway directing to parking spaces in side streets.	Design and build- streetscape upgrade to incorporate berm widening and/or retrofit with tree pits as demand occurs. Narrow down wide side streets and include raised tables across entry from Broadway to help slow traffic and support pedestrian and cycling- particularly cyclists dispersing from Parkway onto Broadway and to attractors Like Te Pū o Te Wheke.	Low risk- as demand occurs. Builds resilience and capacity for main street. Consideration for residential and driveways
Journey: roading, safety and speed management , road maintenance and improvements , Destination: Gathering places, Experience identity community and business	Improve and Grow	Broadway main street	Streetscape design and slow speed environment 30km/hr for length of main street. Include footpath widening and pavement upgrade, streetscape furniture including socialising seating spaces, tree planting in build outs and away from verandahs to grow, raised platforms and raised zebra crossings, bike racks in logical clustered locations, and lighting (street lights with banner arms/ verandah/ amenity). Consolidate core with stage one streetscape upgrade, before 'growing' to incorporate stage two and join with Te Pū o Te Wheke and eastern end of town.	2D, 3D	Design investigation and concept plan (including flooding and drainage in main street) for whole main street. Create slow speed environment with raised zebra crossings/ platforms at 80m intervals. Rationalise spacing of pedestrian crossings to align with desire lines and 80m spacing. Consider raised platforms across side streets to slow traffic entering and exiting Broadway- as per 2D. Create spaces for socialising and learning- e.g. game boards for groups, gathering in the street, tree/ plant trails with app/ interp cues for rongoa trail and reinvented community noticeboard Stage one: Developed and detailed design, consents, tender and build streetscape (length of 300m) to include Park Road/ Station Road intersection and Clifford Street intersection. Existing pedestrian crossings to be raised zebra (x 4)	Developed and detailed design, consents and tender for stage two and three. Build stage two streetscape (length of 250m) to include designed interface with Te Pū o Te Wheke development (strong open space links to street, safe crossing and socialising spaces that activate the street), down to SH15 heavy bypass intersection- Mangakahia Rd. Stage three (length of approx 280m) streetscape level of finish dependent on District Plan outcomes- extent of commercial area.		Business disruption (mitigated by staging. Loss of parking (mitigated by extra side street capacity). State Highway with 'place' function

*Items excluded from costings

Kaikohe Improvement Plan.

Journey.

Legend.

1. Landscape Improvements.

- Edge restoration
- Rest stop/park
- New walking track/park trail

2. Journey Improvements.

- Main street upgrade
- Junction - upgrade gateway
- Intersection upgrade
- Town slow zone road space relocation
- On road cycle link
- Footpath widening
- Footpath - existing
- Footpath - extension
- Existing cycle trail alignment (Twin Coast Cycle Trail)
- Heavy traffic bypass (existing)
- Laneways
- Existing zebra crossing to be raised zebra crossing
- Proposed raised zebra crossing
- Proposed pedestrian central refuge island
- Frictional surfacing/ raised platform
- Outer threshold marker
- Inner threshold marker

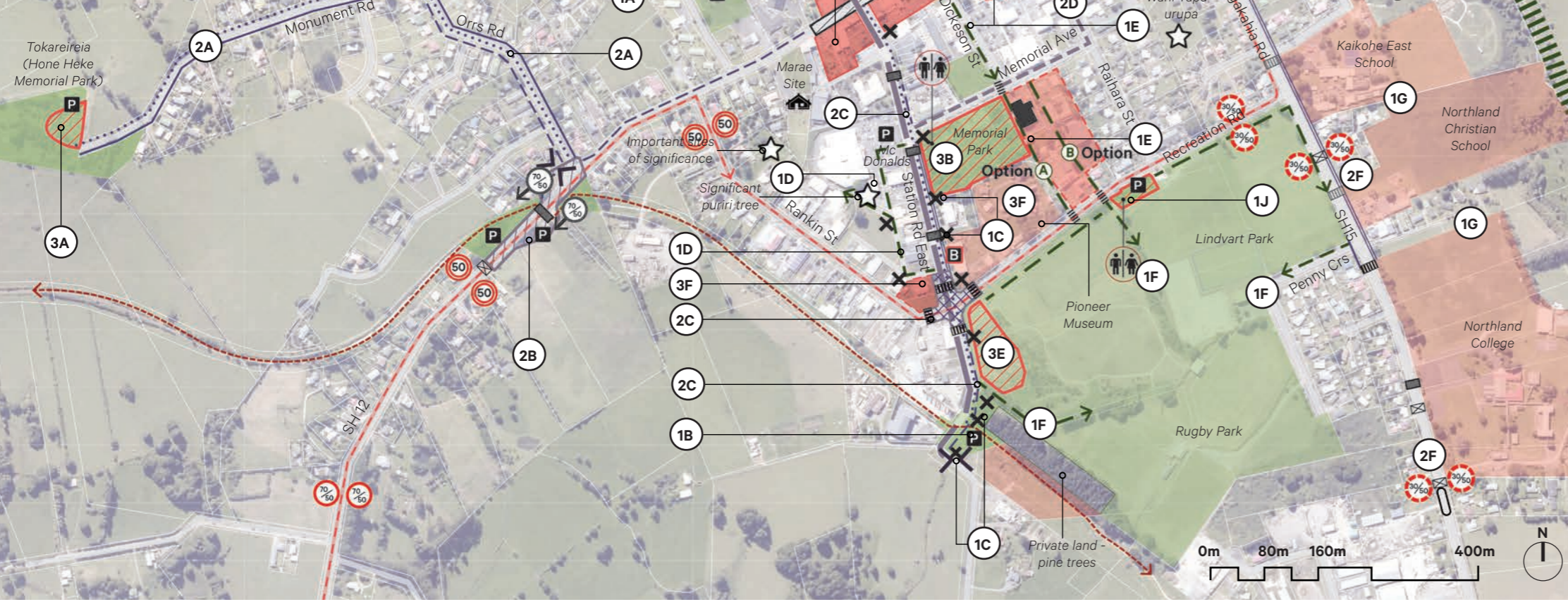
Legend.

- Trail markers
- Existing speed indication line marking
- Existing speed signage
- Existing speed signage potentially relocated
- Existing school speed signage
- Proposed school speed signage - subject to necessary approvals
- Proposed/relocated speed signage - subject to necessary approvals
- Proposed repeat speed signage - subject to necessary approvals
- Car parking at existing rest stop
- Proposed parking
- Proposed bus/tour coach parking
- Existing public toilets
- Proposed new/upgraded public toilets

Legend.

3. Destination Improvements.

- Park upgrade/play activity
- Civic destination
- Town centre buildings
- School/campus
- Future potential development
- Sites of significance



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
JOURNEY		
2F	SH15 Mangakaha Rd school route- speed management interventions	Experiencing the journey: Gateway to 'K' and colourful Broadway Journey: Tight and slow town centre, Safe movement networks
2G	SH12 Broadway/ Guy Road bridge and gateway threshold	Experiencing the journey: Gateway to 'K' and colourful Broadway Journey: Distinctive and artistic natural gateways, Safe movement networks

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 , road maintenance and improvements	Improve	SH15 Mangakahia Road from Broadway intersection to Northland College #65 Mangakahia Rd	Heavy vehicle bypass route between Broadway and Recreation Road presents some challenges for safe walking and cycling to/from schools as well as general public use. Widen footpath one side of Mangakahia Road (eastern side), and also encourage use of alternative routes to schools through safe school travel programmes (e.g. Purdy/Kowhai Street and Raihara St). Refresh line marking to slow traffic on Mangakahia Road and change painted narrowing to planted build outs. Replace pedestrian crossings with raised zebra crossings, and include additional new raised zebra crossing opposite Northland College, and new pedestrian refuge at northern end of school speed zone. Consider Kea crossing in consultation with schools to manage crossings on heavy vehicle route. Review school speed zone (consider 30 km/hr) and improve signage with repeat signing and on both sides of road to cover extent of all three schools and routes to school. *Provide additional speed signs on the heavy vehicle bypass route, consider Speed Management Design Principles when confirming the safe and appropriate speed for heavy vehicles bypass route. Investigate during the pre-implementation phase, the Speed Management Methodology to ensure speed environments match speed limit.	1G, 2E	Install planted build outs and refresh line marking and frictional surfacing, and add additional line marking and coloured frictional surfacing for school speed zone to make carriageway width narrower and improve conspicuity and compliance with school speed zone. Provide coloured/ anti-skid surfacing and pedestrian island refuge outside Te Runanga A Iwi O Ngapuhi at northern end of school speed zone. *Provide additional speed signs on the heavy vehicle bypass route. Investigate during the pre-implementation phase, the Speed Management Methodology to ensure speed environments match speed limit. Liaise with NZTA Speed Review Project manager at the pre-implementation phase. . Investigate Broadway and Mangakahia intersection treatment options to resolve difficulty for vehicles exiting onto Broadway near petrol station, and suitable pedestrian crossing for school route (raise existing zebra outside PaperPlus and consider raised zebra crossing west of Mangakahia Road on Broadway as part of 2e). Consider the most appropriate safer system intersection treatment within the township at the pre-implementation phase. Obtain vehicle count data and crash data to look at feasibility.	Design and construct: Minimise crossing points and widen path on eastern side to enable continuous off-road cycle connection (shared pedestrian/cycle path) to schools- for distance of 720m (Note footpath widths currently vary). Install one additional raised zebra crossing and signage to Northland College, to align with green links between Lindvart Park and Awa. Change flush zebra crossings outside Kaikohe Christian School and south of Purdy Street to raised zebra crossing (ramp gradients suitable for trucks). Consider Kea crossing- needs effective school patrol - investigate school willingness (H/S and liability issues for teachers). Investigate ramp gradient design (as per new NZTA UD guidance). Make start of school speed zone south of Northland College more prominent by refreshing line marking and coloured frictional surfacing outside #68 and installing planted build outs and signs both sides facing northbound traffic. Install raised zebra crossing on Mangakahia Road south of Penney Crescent (for pedestrians/cyclists between Penney Cres, netball courts, soccer fields, Belmont Place and Northland College. *Additional speed management measures outside Northland College including pedestrian refuge south of the school driveway and frictional surfacing further south of the crossing. Intersection design and construction- subject to investigation.	Heavy vehicle bypass and State Highway. Previous linemarkings and frictional surfacing. Requires maintenance and renewal frequently. Intersection design design has space limitation and petrol station on corner	
Journey: Thresholds and gateways, directions and signposting	Create and improve	SH12 approach to Kaikohe township from the least - Guy Road/ Broadway. bridge	Eastern gateway bridge as 'natural threshold' awa crossing and in conjunction with Rawiri Taiwhanga park upgrade. Improve pedestrian footbridge and crossing. Speed signage on approach. Include bigger brighter Kaikohe sign on smaller reserve Opposite Rawiri Park. Structural integrity and traffic safety assessment for existing vehicle bridge and footbridge.	1H	Install line marking to narrow carriageway before the bend heading west to bridge as interim speed management intervention. Investigate pedestrian crossing/ possible pedestrian refuge for pedestrians walking across to Rawiri Park from the information rest stop .	Design investigation including structural integrity and traffic safety for existing vehicle bridge and footbridge and build new replacement vehicle bridge and separate footbridge as part of gateway threshold, OR replacement railings and widening (dependent on structural and traffic investigations). Integrate with Rawiri Park (refer project 1h).	Flooding considerations. Possible restrictions for non-frangible gateway features on State Highway	

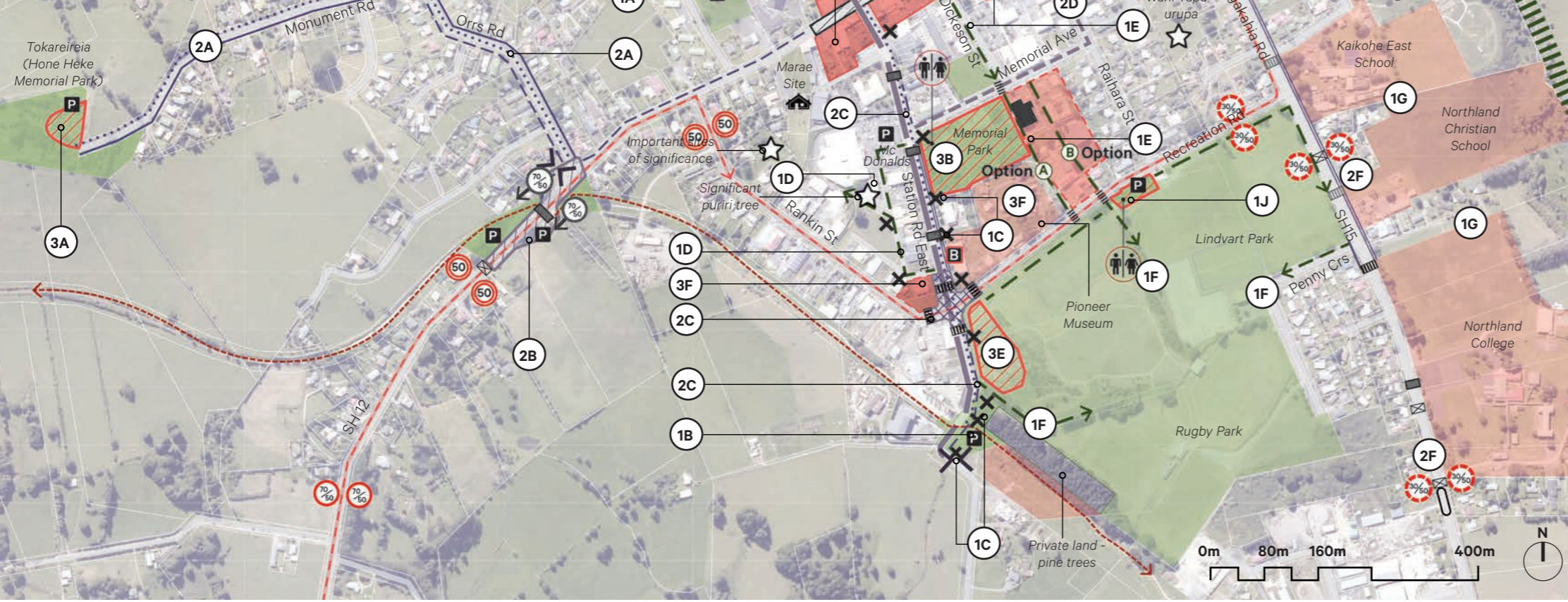
*Items excluded from costings

Kaikohe Improvement Plan. Destination.

- Legend.**
- 1. Landscape Improvements.**
- Edge restoration
 - Rest stop/park
 - New walking track/park trail
- 2. Journey Improvements.**
- Main street upgrade
 - Junction - upgrade gateway
 - Intersection upgrade
 - Town slow zone road space relocation
 - On road cycle link
 - Footpath widening
 - Footpath - existing
 - Footpath - extension
 - Existing cycle trail alignment (Twin Coast Cycle Trail)
 - Heavy traffic bypass (existing)
 - Laneways
 - Existing zebra crossing to be raised zebra crossing
 - Proposed raised zebra crossing
 - Proposed pedestrian central refuge island
 - Frictional surfacing/ raised platform
 - Outer threshold marker
 - Inner threshold marker

- Legend.**
- Trail markers
 - Existing speed indication line marking
 - Existing speed signage
 - Existing speed signage potentially relocated
 - Existing school speed signage
 - Proposed school speed signage - subject to necessary approvals
 - Proposed/relocated speed signage - subject to necessary approvals
 - Proposed repeat speed signage - subject to necessary approvals
 - Car parking at existing rest stop
 - Proposed parking
 - Proposed bus/tour coach parking
 - Existing public toilets
 - Proposed new/upgraded public toilets

- Legend.**
- 3. Destination Improvements.**
- Park upgrade/play activity
 - Civic destination
 - Town centre buildings
 - School/campus
 - Future potential development
 - Sites of significance



Plan reference	Vision statement	Key design move
Number	Name	Experiencing the Journey, Identify with landscape, coming to life
DESTINATION		
3A	Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)	Coming to life: Te Reo on the street- live learning experience Destination: Places and spaces for whanau and rangatahi activity in parks. Landscape: Unlock landscape experiences at Monument Hill and through restored awa trails
3B	Memorial Park whanau gathering amenities	Coming to life: Te Reo on the street- live learning experience Destination: Places and spaces for whanau and rangatahi activity in parks. Clean and tidy community spaces are tied to main street.
3C	Reed park playspace- Parkway attractor	Coming to life: Te Reo on the street- live learning experience Destination: Places and spaces for whanau and rangatahi activity in parks.
3D	Broadway building renaissance	Coming to life: Te Reo on the street- live learning experience Destination: Socialisation and activity on Broadway, Town DIY- safe, colourful, welcoming streetscape, open for business- come on in. Shrink to grow

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: Gathering places, Information and rest stops, Visitor facilities	Grow and improve	Entrance and summit of Tokoreireia- including car park area. End of Monument Road	Concept spatial plan for the park to rationalise picnic areas, structures, plantings and paths etc- in consultation with FNDC, Iwi Hapū and community groups who maintain and administer. Enhance visitor experience with significant new landscape orientation trail. Upgrade tourism infrastructure. Improve as destination for locals- place to picnic and hang out.	1A, 2A	Investigation, consultation and concept design: Prepare concept spatial masterplan and work programme for park. Commence planning and collaboration with Iwi hapū, artists and community for Te Pū o Te Wheke landscape orientation trail - using views of significant cultural landmarks linked to graphic storyboards at key locations (and possible storytelling app/ guided tours) to tell Ngapuhi stories 360 degrees. Concept design for stage one entrance taonga trail 'tohu markers' and planting, car park picnic area and public toilets.	Construction stage one: Upgrade car park and entrance and build toilets (approx 3000m ² area). Remove tagged sheds and tanks/ re-house infrastructure/ storytelling mural painted on auxiliary structures. Install entry feature - tohu markers/ entry sculpture and planting, paint concrete power pole retaining wall, line marking for bus parking, install public toilet, trail map and wayfinding .	Construction stage two: upgrade trails, structures and plantings in accordance with masterplan.	Classified as Conservation/ historic reserve area. Established community gardens. Unknown ownership. FNDC maintains and administers? Requires consultation. Includes utility services- water supply. Archaeological And heritage consideration. Possible security issues (gates)
Destination: Gathering places, Play Sports and Events, Visitor facilities	Grow and create	Corner of Station Road and Memorial Avenue	Supporting amenities for playful, fun, vibrant park- including whanau gathering and events, BBQ and shelters, bike racks and repair station, picnic tables, 'learn to ride' bike circuit, lighting and fruit trees. Incorporate visitor attractors to draw cyclists into the town centre from the Twin Coast Cycle Trail- including play and 'base need' facilities-e.g. water fountain and toilets (first public toilets available to visitors entering town). Address safety issue with skate bowl - to be repurposed or removed. Integrate new basketball court and seats planned and funded by Council. Some community engagement completed for whānau gathering		Concept masterplan and consultation for Memorial Park to rationalise and incorporate amenity for whanau gathering and events (e.g. outdoor movies), public toilets, a 'learn to ride trail/ junior road safety park and integration with neighbouring sites- e.g. Pioneer Village and Memorial hall, for improved access and programming for events and community use. Stage one design, consents and construction for whanau gathering area (allow for an area of approx 560m ²)- shelter, picnic tables and BBQs, lighting, lock-up bike racks, basketball court integration (basketball court is planned and partially funded), and public toilet near parkway (Station Road East) that is safe and visible to visitors. Collaborate with local designers and artists (e.g. Ākau Studio).	Stage two design and construction for skate park - remove unsafe skate bowl and replace with new skate facilities. Approx 625m ² area. Design and construction for 'learn to ride trail/ junior road safety park' (approx 2500m ²) adjoining playground.	Stage three design and construction: expand and upgrade play facilities and walkway linkages/ access and integration with adjoining sites, and events programme in line with masterplan	Consultation required partial funding for learn to ride track and public toilets. 2020. Avoid duplication
Destination: Gathering places, Play Sports and Events, Visitor facilities	Create	Reed Park on corner of Park Road and De Merle Street	New playspace within park, potential nature based play theme amongst significant large trees. Attractor and anchor on parkway, opposite Intermediate school and childcare centre with lots of families living in area.			Concept, consultation and detail design, build new playspace (approx 900m ² area) and gathering amenities.		
Destination: Gathering places, Experience identity community and business	Improve and Grow	Broadway main street	In parallel with streetscape upgrade- work with Business Association and begin programme to restore pride and mana to the shopfronts and buildings. Create a role to "broker" deals with landlords and business owners, and curate programme. Create 'place-sourced' colour and texture palette for Kaikohe that captures the essence of place, and design guide for application. Collaborate with Iwi hapū and artist to generate te reo stories and super-graphics that can be painted on buildings. District Plan review to 'shrink to grow'- encourage business growth and activation in core first, with mixed use potential in remainder- 'living on the main street'.	2E	Placemaking project: Create community and business-led programme to repaint buildings, and focus on landmark and heritage buildings like the post-office and bank, corner sites and two storey buildings. Select prominent side walls and roof lines approaching town for te reo supergraphics, as well as smaller graphics embedded in streetscape surfacing/ furniture elements and shop front signs. Support and promote ongoing curation of shop front exhibition programme, as part of vacant site activation and placemaking initiative. Sonography- creating 'collections' in shopfronts as discovery trails that tell stories for visitors, and showcasing local artists and creative talent.	Investigate planning and enforcement opportunities to fill vacant shops. Could have a bylaw like Wellington- MUST have and active shop front (even if mixed use).		Relies on landowner/landlord co-operation and support. Possible sponsorship or placemaking project with local labour. FN2100 looking at initiatives for mixed use

*Items excluded from costings

Kaikohe Improvement Plan. Destination.

Legend.

1. Landscape Improvements.

- Edge restoration
- Rest stop/park
- New walking track/park trail

2. Journey Improvements.

- Main street upgrade
- Junction - upgrade gateway
- Intersection upgrade
- Town slow zone road space relocation
- On road cycle link
- Footpath widening
- Footpath - existing
- Footpath - extension
- Existing cycle trail alignment (Twin Coast Cycle Trail)
- Heavy traffic bypass (existing)
- Laneways
- Existing zebra crossing to be raised zebra crossing
- Proposed raised zebra crossing
- Proposed pedestrian central refuge island
- Frictional surfacing/ raised platform
- Outer threshold marker
- Inner threshold marker

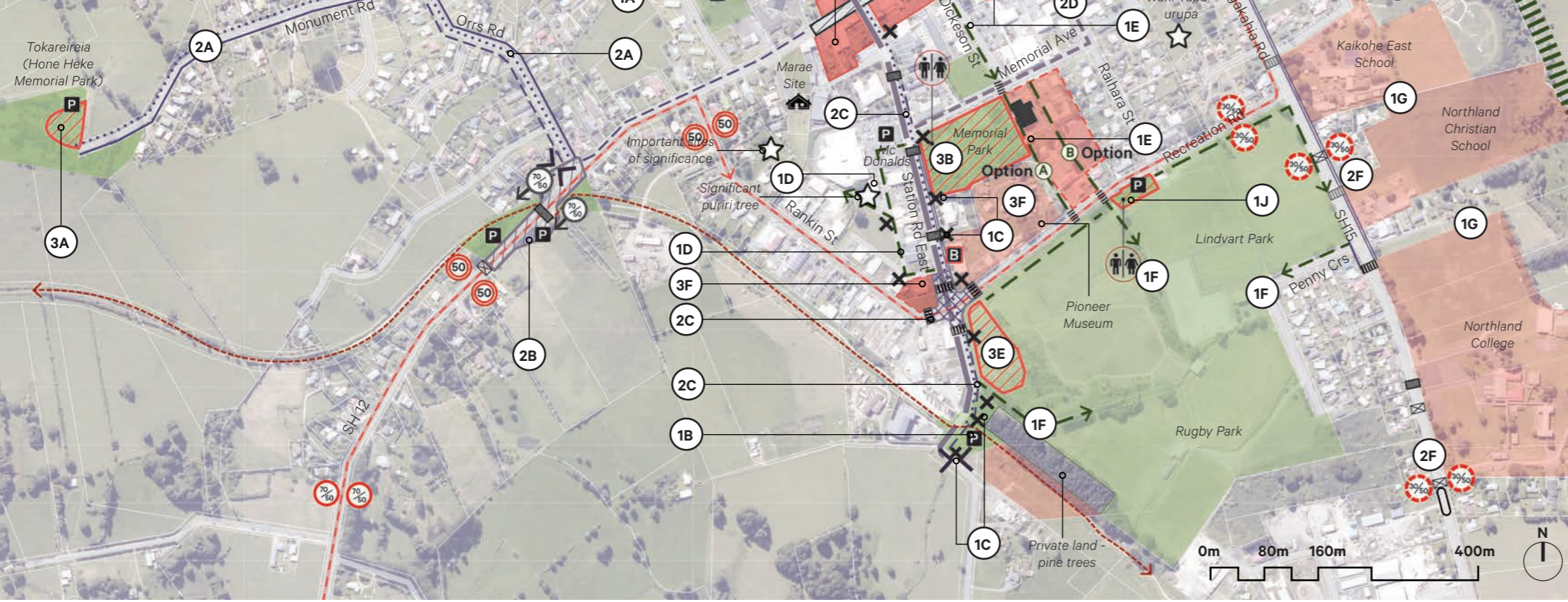
Legend.

- Trail markers
- Existing speed indication line marking
- Existing speed signage
- Existing speed signage potentially relocated
- Existing school speed signage
- Proposed school speed signage - subject to necessary approvals
- Proposed/relocated speed signage - subject to necessary approvals
- Proposed repeat speed signage - subject to necessary approvals
- Car parking at existing rest stop
- Proposed parking
- Proposed bus/tour coach parking
- Existing public toilets
- Proposed new/upgraded public toilets

Legend.

3. Destination Improvements.

- Park upgrade/play activity
- Civic destination
- Town centre buildings
- School/campus
- Future potential development
- Sites of significance

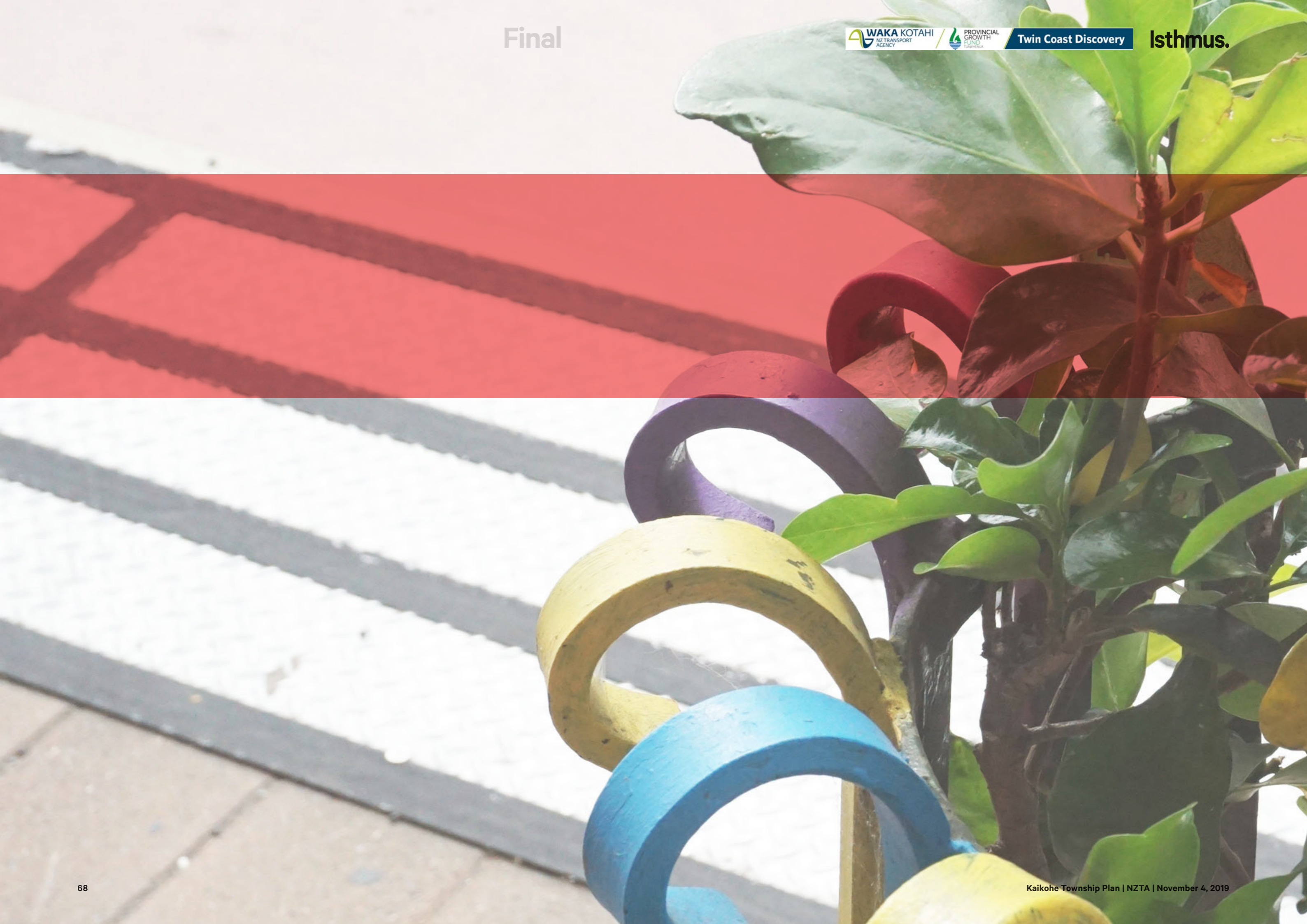


Plan reference	Number	Name	Vision statement	Key design move
<p>JOURNEY</p> <p>Experiencing the Journey, Identify with landscape, coming to life</p>				
3E		Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)	Coming to life: Te Reo on the street- live learning experience	Destination: Places and spaces for whanau and rangatahi activity in parks.
3F		Parkway attractor - tourism opportunities, 'potential community lead opportunity'	Coming to life: Te Reo on the street- live learning experience	Destination: Places and spaces for whanau and rangatahi activity in parks. Clean and tidy community spaces are tied to main street.
3G		Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub	Coming to life: Te Reo on the street- live learning experience	Destination: Places and spaces for whanau and rangatahi activity in parks.

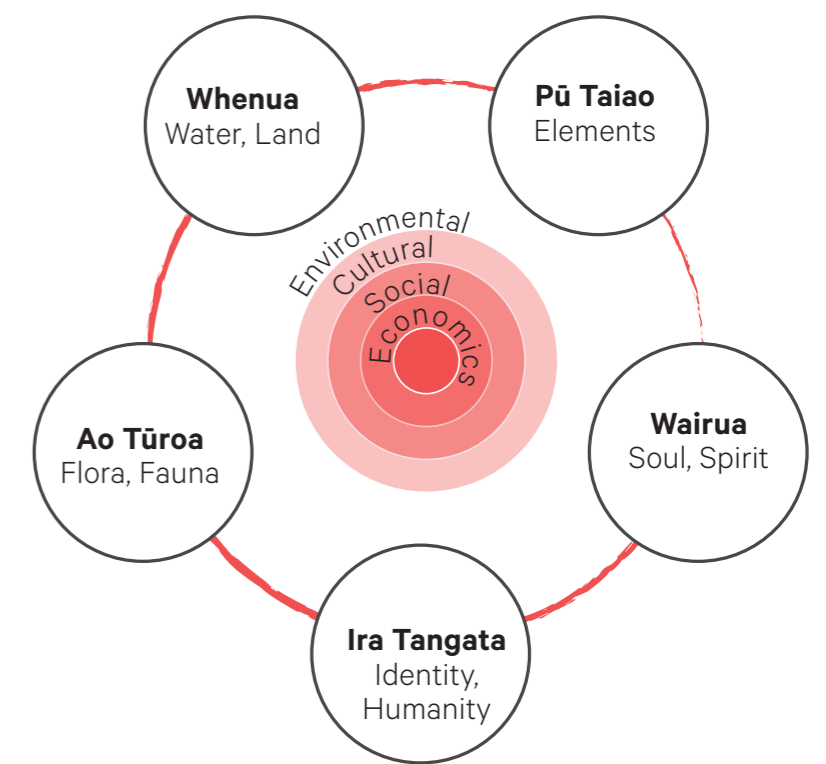
Improvement Plan. Destination.

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: Gathering places, Play Sports and Events, Visitor facilities	Create and grow	Lindvart Park - western edge adjoining Station Road 'parkway', OR alternative location identified in Lindvart Park management Plan	Expand parkway edge to integrate with Lindvart Park as attractor drawing families from Cycle Trail into town. Fun way to ride on and off the parkway. Incorporate fitness circuit for all ages and could be BMX pump track and/ or bike skills track, amongst terrain- subject to further investigation and remedial works on the landfill site in accordance with the Lindvart Park Management Plan. Remove fence or install gates for improved access and usability. Pou Herenga Tai cycle trail is proposing a pump track on the former railway station site. Review feasibility and design. Could link to pull people into town	2C, 1B, 1C	Investigate, consult, design, consent and build pump track and/or recreational trails (walking/running/cycling) on Lindvart Park to west of capped landfill (approx 4000m ² area). Complement the proposed 'railway pump track' associated with the cycleway (aligned with project 1B) by offering a different skill level and experience, and co-locating 'play trail/ fitness circuit' elements within the 4000m ² footprint (provided that clay cap to landfill is not punctured by any structures). Incorporate a shelter and BBQ area, lock up bike racks and a carparking area (approx 1000m ²) that also services the Pioneer Village, with access from Recreation Road). Incorporate totara grove tree planting along edge. Design in consultation/ in conjunction with Lindvart Park Management Plan.	Determine extent of landfill site and remedial works. Further investigation required- large risk of methane explosion. No excavation into capped landfill. Currently fenced for dog exercise area- which may need to be re-configured. Reserve Management Plan promotes removal of fences except low perimeter fence. Pump track already proposed on old railway site beside cycleway, but does not draw visitors into the town. Need to extend and expand this offering in Lindvart Park without duplication. Consent with Kaikohe District Sportville and FNDC
Destination: Gathering places, Information and rest stops, Visitor facilities	Create	Corner of Rankin Ave and Station Road. (#65,69 Station Rd)	Promote a series of attractors (mix of free and commercial) that are clustered/ linked along the parkway spine to draw visitors in from the cycleway and make them want to stay longer. Look at opportunity for visitor attraction (e.g. Firehouse museum) to relocate here, near Pioneer museum- and promote teaching programme connected with Northtec (e.g. auto mechanics). Could have Menzshed associated with it, bike repair workshop and visitor information.	2C	Business Case to identify strategic value in relocating, establishing and expanding visitor attractions along the parkway, including options and opportunities for the prominent corner site (e.g. Firehouse museum). Incorporate Pioneer Village to expand offerings and possible income opportunities, access and transportation and truck stop on bypass route- Recreation Road.	Landowner consultation and negotiation if considered for purchase. Refer FNDC LTP - Station Rd land purchase?
Destination: Gathering places, Experience identity community and business	Create and grow	#65 and #67 Broadway	Multi-use, community, cultural and tourism hub to revive Kaikohe's main centre and as a catalyst for investment in Kaikohe. May include community spaces, library, memorial hall, Council offices. Partnership between Council and Te Runanga A Iwi O Ngāpuhi. A place to hold and tell Ngāpuhi stories, and showcase local artistic talent.	2E	Placemaking project: Trial relocation of markets and events to Te Pū o Te Wheke site to activate Broadway, and grow markets to more diverse offerings including youth. Include 'live carving' / māori and local artist competitions, exhibitions and events. Provide visitor information on-site.	Strategic partnership and planned asset on currently vacant site of former Kaikohe Hotel. Owned by rūnanga since 2013. Consultation/arrangement required for temporary interventions

*Items excluded from costings



5. Mauri. Measures, Benefits and Outcomes.



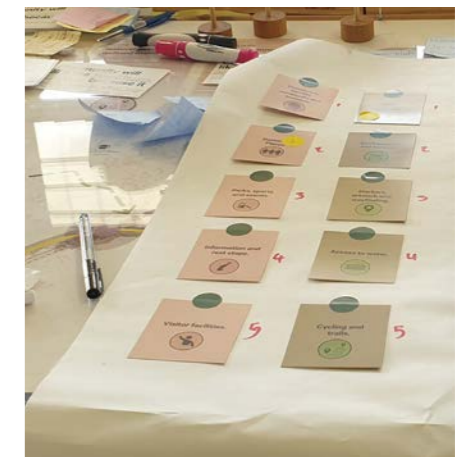
Mauri. Measurements and Benefits.

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.



Mauri.


Measurements and Benefits.

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 KIWRAP 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 <i>Sense of place.</i> 	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 <i>Meeting basic needs.</i> 	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 <i>Deeper experiences.</i> 	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.

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	RSA carpark, potential RV and freedom camping site	No	Low	High- free camping, likely to stay and spend in town	NA	NA	NA	NA	NA	
1B	Station Road 'lower parkway' shared path and Cycle Trail entry	Yes	Low	High- pull people off cycle way into town.	NA	NA	NA	NA	High- entrance and directional signage is clearer	
1C	Parkway taonga trail tohu markers and play trail elements	No	Medium	Med- visual markers draw visitors in Kaikohe for deeper experience.	High- collaboration and construction- local carvers, artists, craftspeople	High- programmes in schools, upskilling in carving and sculpting, researching Ngāpuhi and local stories	NA	NA	Med- supports trail infrastructure, extends and connects to cycleway and parkway, marks routes	
1D	Hōne Heke trail to Puriri Tree	Yes *Excludes community garden intervention	Medium	Low- in combination with parkway- draws visitor into town	med- supervised space/ events based at community garden, guided walks	low- research and stories for guided walks	NA	NA	low- extends trail experience/ options to showcase town features	
1E	Laneway trails- Broadway to Lindvart Park	Yes	Low	Med- strong connection to town attractors and experiences increases visibility and awareness, more to do- stay longer	NA	NA	Med-Improves pedestrian routes to and from Broadway, slows traffic, improves crossings	NA	Med- strong connection to town attractors and experiences increases visibility and awareness, more to do- stay longer	
1F	Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan	Yes *Excludes restoration planting	Low	low- more free local experiences, encourage longer stays	low- building and maintaining local paths	NA	Med- more safe pedestrian and cycle- off -road routes	NA	High- part of trail connections between cycleway and awa- extend local experience	
1G	Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'	No	Medium	low- more free local experiences, encourage longer stays	low- building and maintaining local paths	high- planting programme, water quality management and monitoring, schools	NA	Flood resilience	High- trail extension. walking trails.	
1H	Rawiri Taiwhanga Park upgrade, and rest area opposite	No	Med	low- generates interest in town/ appeal	med- art/ sculpture/ carving component	med- carving, design, schools involvement taonga trail	med- threshold to slow vehicles approaching town	high- flood resilience, bridge	NA	
1I	Kowhai Park gateway threshold	No	Low	NA	NA	NA	med- threshold to slow vehicles approaching town	NA	NA	
1J	Lindvart Park freedom camping area facilities	No	Low	High- free camping, likely to stay and spend in town	NA	NA	NA	NA	NA	

Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
Catalyst- to encourage more visitors	NA	NA	High- meets basic needs for visitors, local hospitality	Med- encounters with local people	med- improved facilities to minimise waste, rubbish, env impacts	NA	med- conveys local hospitality	NA	
Grows momentum-builds on cycle trail attractions	High- Important welcoming portal to Kaikohe via the cycle trail.	Med- could better express	Med- directions to nearest toilets and amenities in town	Med- opportunity to connect with place and people on deeper level by going to town	Low- basic tidy up and planting	NA	med- connects people to town- place and people. Also social space for locals to meet and cycle	High- important 'pull' into town from cycleway	
Catalyst for pride and identity, carries momentum of Cycleway	High- consistent and repeated features at thresholds	High- reflects local Ngāpuhi stories, identity and talent	High- marks features and where to go	High- connecting to local stories, potential app	Med- sits within natural landscape, 'cues to care'	High- Ngāpuhi stories and history	med- Local pride and belonging	med- potential guided trails, creation of markers etc	
Catalyst for pride and identity, carries momentum of Cycleway	NA	High- reflects local Ngāpuhi stories, identity and talent	med- stories, garden rest	High- connecting to local stories, potential app	low- protect puriri tree, limited space/ private site	High- Ngāpuhi stories and history	High- Local pride and belonging	Low- community garden, attractor	
Catalyst- for improved pedestrian flow between parks and cycleway and the main street	NA	Low- visual connections and physical improvements to communal spaces	Low- Safe and inviting pedestrian linkages	NA	low- more native tree planting	NA	Med- unlocks social interaction and movement	Med- unlocks potential of civic development site	
Momentum- connecting the cycleway to the town. Developing Lindvart Park	NA	NA	Med- currently no footpaths around path perimeter	Med- more local experiences	low- associated planting	low- supports health and wellbeing	high- supports health and wellbeing, social interaction, physical activity	NA	
Catalyst- environmental restoration	NA	High- restore natural assets of the township	Med- wellbeing and activity of the township	High- authentic experience of place	High- restore natural assets	High- Awa/ waterways of significance to Ngāpuhi	High- connecting people to land and water, wellbeing	med- planting and maintenance of streams- local contracts	
Function- improve arrival experience and speed management	High- gateway threshold and arrival experience	High- natural assets-awa, markers and identity	High- Safety, slowing at bridge crossing, rest stop	High- stop at awa, local stories and history	med- associated with awa restoration	High- opportunity to express Ngāpuhi identity	Med- popular park for locals, wellbeing	NA	
Function- improve arrival experience and speed management	med- gateway threshold and arrival experience	low- contribution to consistent identity of threshold sequence	low- rest stop	NA	low- green space, planting	med- part of sequence of designed threshold elements.	Med- low key rest stop/ park. Used by youth a bit.	NA	
Catalyst- to encourage more visitors	NA	NA	High- meets basic needs for visitors, local hospitality	Med- encounters with local people	med- improved facilities to minimise waste, rubbish, env impacts	NA	med- conveys local hospitality	NA	

Strength of Project Against Measurement.

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

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						
JOURNEY									
2A	Tokoreireia (Monument Hill): cycle to summit	Yes	Low	Med. Visitors see and appreciate landscape and town context. Invites further exploration, deeper experience.	NA	NA	Med- improved safety for cyclists and pedestrians, slowing vehicles	NA	Med- extends smaller loops and links from Pou Herenga Tai Cycle Trail
2B	SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop	Yes	Medium	Low- directional information to town or along cycleway and distance to town	med- art/ sculpture/ carving component	med- carving, design, schools involvement taonga trail	med- threshold to slow vehicles approaching town	NA	high- improved supporting infrastructure
2C	Station Road/ Park Road Parkway and intersection upgrade	No	Medium	High- parkway links attractors and draws visitors into town	low- some unskilled work- local contracts	NA	High- Slows traffic, improve safety for crossing at bypass intersection, safety for cyclists	NA	High- strong connection to town attractors and experiences increases visibility and awareness, more to do- stay longer
2D	Side streets parking capacity and slow speed environment	No	Low	NA	NA	NA	Helps slow traffic - road reallocation measures	NA	NA
2E	Broadway Streetscape Upgrade	No	Medium	High- Streetscape upgrade will attract business confidence, more pedestrians and foot traffic, and visitors more likely to visit	High- will support business confidence in commercial area by increasing foot traffic	Med- opportunity to incorporate social procurement (local employment) into construction contract, and design phase local collaborations	Med- slows traffic, discourages heavy vehicles, safer pedestrian movement	NA	High- improved walking infrastructure
2F	SH15 Mangakahia Rd school route- speed management interventions	No	Low	low- Slowing and directional information- visitors approaching via SH15	Low- possible controlled/ patrolled crossings? Likely to be managed by schools.	NA	Med- increase road narrowing and pedestrian/cycling options	NA	low- shared footpaths
2G	SH12 Broadway/ Guy Road bridge and gateway threshold	No	Medium	NA	NA	NA	High- Improved safety at bridge	High- structural and flooding	low- upgrade to footbridge

Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
Momentum- extends and expands trail experience	Med- View from top of hill is a form of welcoming-introduction to Ngāpuhi landscape and stories	High- history and stories relate to landmark and Hone Heke. Views of landscape context	NA	High- deeper understanding of place and people	Med- native tree planting, bird corridors	High- access to very significant landmark.	Med- physical activity and social interaction	NA	
Function- improved safety and threshold for arrival	High- consistent and repeated features at thresholds	High- natural assets-awa, markers and identity	High- Safety, slowing for cyclists, information, rest stop	low- awareness and orientation	med- native planting and continuation of corridor	High- opportunity to express Ngāpuhi identity	low- locals and visitors will use more often if cater for safety and comfort	med- helps cycle trail function well, so	
Catalyst- for attractors to 'hang off' and for drawing visitors into town. Function- safe travel to cycle to Twin Coast Cycle Trail	High- Main entry/ exit to centre of town when approaching by Twin Coast Cycle Trail	Med- design elements that capture essence through planting/ trees, footpath markers in te reo etc	High- Safe wide paths and clear directions. Direct route to key facilities	High- experience core community fabric along parkway	Med- tree canopy and bird corridor	High- opportunity to express Ngāpuhi identity	High- increases social interactions along active route	Med- businesses feed off increased foot/cycle traffic	
Function- creates more parking so that main street is more social and beautiful	NA	NA	med- clear directions to parking, safe walking routes	NA	low- more trees in streets	low- native street trees	low- indirectly increases social interaction for Broadway	NA	
Catalyst- streetscape upgrade and beautification to support and promote businesses	High- welcoming town centre	High- identity and pride. Te reo visible	High- support eateries and services for visitors, Seating and other amenities	High- more socialisation and interaction on the street	med- support growth of street trees (out from canopy)	High- visible te reo and Ngāpuhi identity	High- supports communal spaces, social interaction, wellbeing	High- supports business	
NA	low- visitors arriving by SH15, slowing and directional	NA	low- directions and safety	NA	NA	NA	med- creating safe movement for schools	NA	
Catalyst- to grow pride and identity, Function- speed management	High- natural threshold, bridge crossing	High- Awa and natural landscape assets	Med- safety at bridge crossing	Med- heightened experience of Awa	Med- sympathetic response to existing natural asset	Med- opp for cultural expression and design	low- improved community access to town and park	NA	

Strength of Project Against Measurement.

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

Low
Low
Low
Low
Low

Medium
Medium
Medium
Medium
Medium

High
High
High
High
High

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	Hōne Heke Memorial Reserve entrance upgrade, Tokoreira (Monument Hill)	No	Medium	Med. Visitors see and appreciate landscape and town context. Invites further exploration, deeper experience.	Med- Possible local artist/ community collaboration for painting sheds, guided tours/ destination .	Med- research, stories, planting- restoration	NA	NA	NA
3B	Memorial Park whanau gathering amenities	No	Medium	Med- quality core free family experience may extend stay and spend, especially events	Med- better set up for events, festivals, outdoor movies, competitions which create jobs	High- Youth/ schools involvement in design process	NA	NA	NA
3C	Reed park playspace- Parkway attractor	No	Low	Low- one of several attractors on parkway spine	NA	med- Playspace design- could involve schools collaboration	NA	NA	NA
3D	Broadway building renaissance	No	Medium	High- unique selling point. Get people talking	High- curation and programme roles, colour palette and design, painting	High- youth, education programmes	med- visual impact will slow people down	NA	NA
3E	Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)	No	Medium	Med- quality core free family experience may extend stay and spend, especially events	Med- construction- short term jobs	High- Youth/ schools involvement in design process	NA	NA	Extension to Twin Coast Cycle Trail offering
3F	Parkway attractor - tourism opportunities, 'potential community lead opportunity'	No	Medium	High- if site developed with appropriate tourism venture that creates and attractor	High- sustained employment	High- if potential for workshop and link to Northtec	NA	NA	NA
3G	Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub	No	Medium	High - placemaking initiatives like markets will attract visitors along main street in the short term. Long term value will increase visitor stay and spend	High- markets, curation of festivals etc	High- youth involvement- ideas for activation	NA	NA	NA

Measures and Benefits.

Catalyst/ Momentum/ Function	Township Benefits Kaupapa Matrix				Township Benefits Mauri				Overall Benefits Score
	Welcome/ farewell	Mana	Manaakitanga	Taurimatanga	Whenua- land and water Ao Turoa- Flora/ fauna	Ira Tangata- identity and humanity	Wairua- soul and spirit	Pū Taiao - Elements	
Grows momentum-builds on existing attraction to improve awareness and amenity	Med- View from top of hill is a form of welcoming-introduction to Ngāpuhi landscape and stories	High- history and stories relate to landmark and Hone Heke. Views of landscape context	Med- facilities provided for 'rest stop', navigation and wayfinding, parking etc	High- deeper understanding of place and people	High- modified gardens but Outstanding natural feature	High- very significant landmark.	Med- alternative access to contemplative space-supports wellbeing	Med - tourism destination	
Momentum- improve existing valued asset for whanau gatherings and visitors	Med- part of welcoming sequence- attractors along parkway spine leading into town	High- providing for and supporting tangata, who are the essence of Kaikohe	High- shade, shelter, toilets, seating, play- amenity and comfort	Med- everyday experiences, local conversations and interactions	Med- planting and green space	Med- opportunity for cultural expression, Ngāpuhi identity	High- community interaction and cohesion, youth, physical and mental wellbeing	low- free experience to attract spend	
Catalyst- more families in park, anchor for end of parkway	NA	Med- large trees, local schools	Med- offering play, shade, rest for visitors	Med- everyday experiences, local conversations and interactions	Med- supports existing use, green space and trees	Med- local neighbourhood, Kaikohe identity	High- serves local families and schools	NA	
Catalyst- sense of place and activation to support and promote businesses	High- welcoming town centre	High- identity and pride. Te reo visible	High- support eateries and services for visitors	High- more socialisation and interaction on the street	NA	High- visible te reo and Ngāpuhi identity	High- supports communal spaces, social interaction, wellbeing	High- supports business	
Catalyst- more families in park, anchor for end of parkway	High- welcoming into town from Twin Coast Cycle Trail	Med- pride in youth	Low- play for specific audience	Low- complements a range of experiences	Low- use for capped landfill	NA	High- caters for youth and whanau	Med- core free experience attracts stay and spend	
Catalyst- diversifies visitor offering in visible location clustered with other attractor, anchor for end of parkway	High- welcoming into town from Twin Coast Cycle Trail	Med- depends on type what type of venture.	low- providing entertainment	Low- complements a range of experiences	NA	low- opportunity to build on local identity	med- could offer community, school, training and visitor experience	High- supports business and tourism	
Catalyst- new attractor and community use to stimulate growth and uplift	High	High-	High	High	NA	High- visible te reo and Ngāpuhi identity	High- communal civic space with temporary activation	High- markets visible, longer term will stimulate growth on main street	

Strength of Project Against Measurement.

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

Low
Low
Low
Low
Low

Medium
Medium
Medium
Medium
Medium

High
High
High
High
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 occurred 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 whilst 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 assumptions 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 benchmark 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	RSA carpark, potential RV and freedom camping site	Commercial/ Community lead opportunity e.g. NZMCA	PGF/ LTP	No		593,000		-		-	Allows for new LED lighting. Fees costed at 16% and contingency 30%.
1B	Station Road 'lower parkway' shared path and Cycle Trail entry	FNDC/ Pou Herenga Tai – Twin Coast Cycle Trail Trust (Trust)	PGF/ FNDC LTP/ NLTF (part of Cycle Trail expansion)	Yes		144,000		-		-	Fees costed at 16% and contingency 30%.
1C	Parkway taonga trail tohu markers and play trail elements	FNDC	PGF	No		50,000		75,000		-	Fees costed at 16% and contingency 30%.
1D	Hōne Heke trail to Puriri Tree	FNDC	FNDC	Yes *Excludes community garden intervention		10,000		65,000		-	Fees costed at 16% and contingency 30%.
1E	Laneway trails- Broadway to Lindvart Park	FNDC	LTP	Yes		196,000		13,000		126,000	Fees costed at 16% for short term and 10% for long term. Contingency 30%.
1F	Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan	Kaikohe and District's Sportsville	FNDC LTP 2008-28 Lindvart Park renewals	Yes *Excludes restoration planting		65,000		156,000		211,000	Assumes 2.5m wide gravel path. Fees costed at 16% and contingency 30%.
1G	Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'	FNDC/ NRC	PGF + LTP (Potential Regional Council/ DOC funding)	No		30,000		299,000		421,000	Allows for 1.2m wide gravel path. Allows for weed removal and planting of waterways, including 3 years maintenance for per stage. Fees costed at 16% and contingency 30%.
1H	Rawiri Taiwhanga Park upgrade, and rest area opposite	FNDC	PGF/ LTP	No		15,000		162,000		-	Fees costed at 16% and contingency 30%.
1I	Kowhai Park gateway threshold	FNDC	LTP	No		74,000		-		-	Allowance for stormwater. Fees costed at 16% and contingency 30%.
1J	Lindvart Park freedom camping area facilities	FNDC/ Sportsville Kaikohe	LTP/ PGF	No		547,000		290,000		754,000	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	
JOURNEY											
2A	Tokoreireia (Monument Hill): cycle to summit	FNDC	LTP/ NLTF	Yes		46,000		577,000		13,000	Fees costed at 16% and contingency 30%.
2B	SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop	NZTA (State Highway) and FNDC/ Pou Herenga Tai – Twin Coast Cycle Trail Trust (Trust)	FNDC LTP low cost/ low risk	Yes		109,000		137,000		-	Allows for carpark upgrade. Fees costed at 16% and contingency 30%. Excludes repeat 50 speed sign before the cyclist crossing on SH12.
2C	Station Road/ Park Road Parkway and intersection upgrade	FNDC	PGF/ NLTF	No		235,000		2,819,000		-	Allows for stormwater drainage and lighting. Fees costed at 16% for short and long term and 8% for mid term. Contingency 30%.
2D	Side streets parking capacity and slow speed environment	FNDC	LTP- low cost, low risk	No		-		48,000		1,767,000	Fees costed at 16% and contingency 30%.
2E	Broadway Streetscape Upgrade	FNDC	FNDC LTP 2018-28 streetscape upgrade (and possible NLTF/ PGF contributions to top up)	No		4,524,000		7,992,000		-	Stages rates based on Otahuhu town centre Great South Road upgrade. Fees costed at 16% and contingency 30%.
2F	SH15 Mangakahia Rd school route- speed management interventions	NZTA (State Highway 15)	NLTF	No		650,000		756,000		-	Allows for vehicle count data + crash data and kea crossing consult with school. Fees costed at 16% and contingency 30%. Excludes additional speed signs on the heavy vehicle bypass route. Excludes pedestrian refuge south of the Northland College driveway and frictional surfacing.
2G	SH12 Broadway/ Guy Road bridge and gateway threshold	NZTA (SH12)	NLTF	No		83,000		-		1,810,000	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	Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)	FNDC	PGF	No		52,000		641,000		302,000	Fees costed at 16% and contingency 30%.
3B	Memorial Park whanau gathering amenities	FNDC	PGF	No		754,000		1,199,000		452,000	Fees costed at 16% and contingency 30%.
3C	Reed park playspace- Parkway attractor	FNDC	LTP	No		-		754,000		-	Fees costed at 16% and contingency 30%.
3D	Broadway building renaissance	Business Association	PGF/sponsorship/district wide contestable placemaking	No		716,000		75,000		-	Allows for heritage assessment. Allows for consultation, engagement programme and design programme. Fees costed at 16% and contingency 30%.
3E	Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)	Kaikohe and District's Sportsville (an incorporated society, legal agreement with Council to manage and develop the Reserve)	PGF/ FNDC LTP 2018-28 Lindvart Park/Sportsville or sponsorship. Lindvart Park renewals in FNDC LTP. 2018-28	No		-		498,000		-	Fees costed at 16% and contingency 30%.
3F	Parkway attractor - tourism opportunities, 'potential community lead opportunity'	Commercial/ Community lead opportunity	PGF	No		65,000		-		-	Fees costed at 16% and contingency 30%.
3G	Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub	Te Rūnanga-ā-Iwi o Ngāpuhi and Ngāpuhi Asset Holding along with FNDC and Far North Holdings	FNDC LTP (yrs 1-4) PGF funding secured for Business Case. Groups involved seeking grants and further funding assistance for shortfall	No		23,000		-		-	Allows to establish the markets in new location. Fees costed at 16% and contingency 30%.

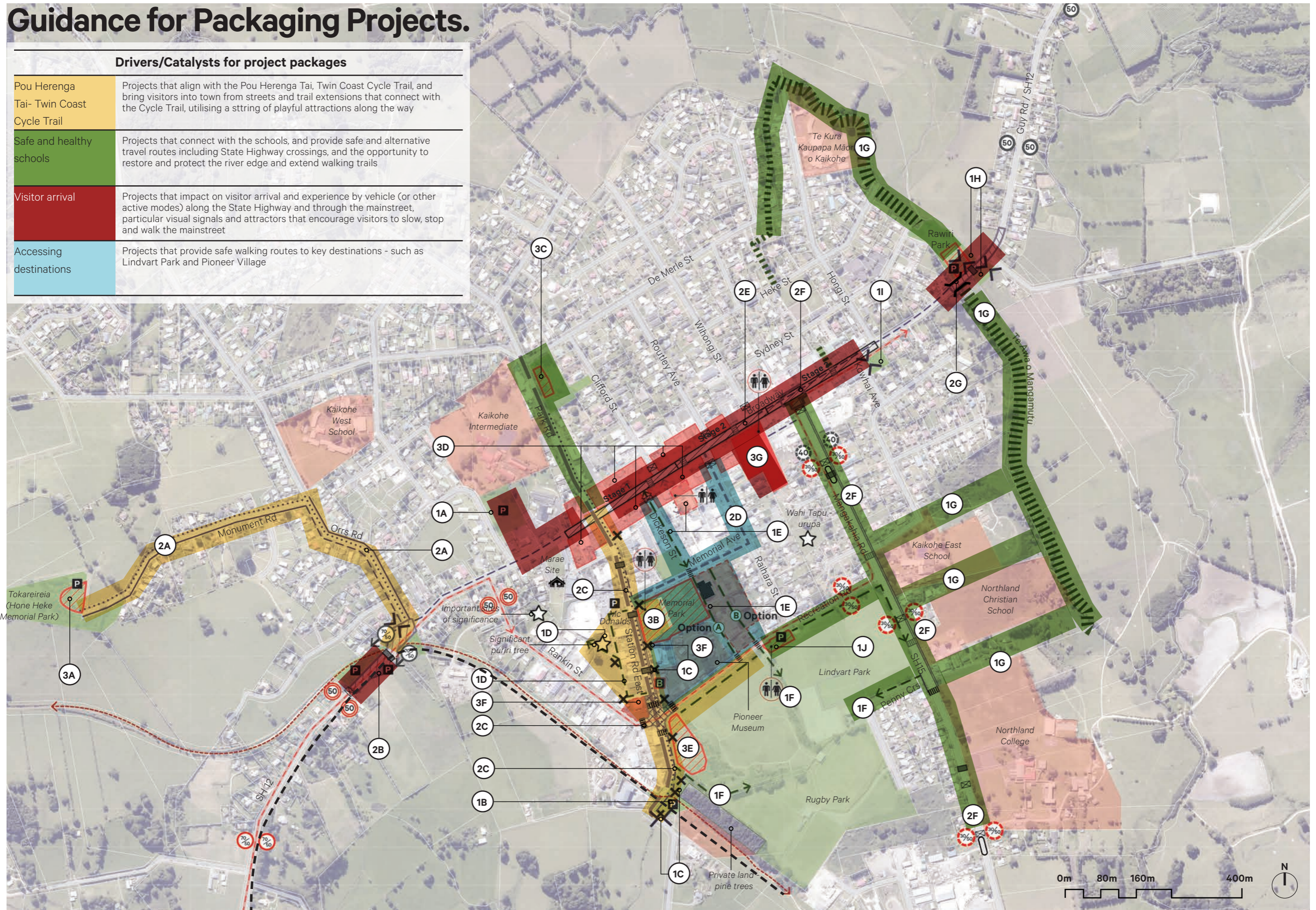
Delivery Plan.

	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	8,981,000	72,670	16,556,000	72,670	5,856,000	31,393,000

Guidance for Packaging Projects.

Drivers/Catalysts for project packages

Pou Herenga Tai- Twin Coast Cycle Trail	Projects that align with the Pou Herenga Tai, Twin Coast Cycle Trail, and bring visitors into town from streets and trail extensions that connect with the Cycle Trail, utilising a string of playful attractions along the way
Safe and healthy schools	Projects that connect with the schools, and provide safe and alternative travel routes including State Highway crossings, and the opportunity to restore and protect the river edge and extend walking trails
Visitor arrival	Projects that impact on visitor arrival and experience by vehicle (or other active modes) along the State Highway and through the mainstreet, particular visual signals and attractors that encourage visitors to slow, stop and walk the mainstreet
Accessing destinations	Projects that provide safe walking routes to key destinations - such as Lindvart Park and Pioneer Village



Guidance for Packaging Projects.

Package 1.

Triggers/catalysts/ drivers	Code	Name
Pou Herenga Tai- Twin Coast Cycle Trail	Landscape	1B Station Road 'lower parkway' shared path and Cycle Trail entry
		1D Hōne Heke trail to Puriri Tree
		1C Parkway taonga trail tohu markers and play trail elements
		1J Lindvart Park freedom camping area facilities
	Journey	2C tation Road/ Park Road Parkway and intersection upgrade
		2A Tokoreireia (Monument Hill): cycle to summit
		2B SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop
	Destination	3F Parkway attractor - tourism opportunities, 'potential community lead opportunity'
		3A Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)
		3B Memorial Park whanau gathering amenities
Safe and healthy schools	Landscape	1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
		1G Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'
		1H Rawiri Taiwhanga Park upgrade, and rest area opposite
	Journey	2F SH15 Mangakahia Rd school route- speed management interventions
Visitor arrival	Landscape	1A RSA carpark, potential RV and freedom camping site
		1I Kowhai Park gateway threshold
		1H Rawiri Taiwhanga Park upgrade, and rest area opposite
	Journey	2E Broadway Streetscape Upgrade
		2B SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop
	Destination	3D Broadway building renaissance
		3G Strategic attractor- Te Pū o Te Wheke community, cultural and civic hub
Accessing destinations	Landscape	1E Laneway trails- Broadway to Lindvart Park
		1C Parkway taonga trail tohu markers and play trail elements
		1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
	Destination	3F Parkway attractor - tourism opportunities, 'potential community lead opportunity'
		3B Memorial Park whanau gathering amenities

Package 2.

Triggers/catalysts/ drivers	Code	Name
Pou Herenga Tai Twin Coast Cycle Trail	Landscape	1D Hōne Heke trail to Puriri Tree
		1C Parkway taonga trail tohu markers and play trail elements
		1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
		1J Lindvart Park freedom camping area facilities
	Journey	2C Station Road/ Park Road Parkway and intersection upgrade
		2A Tokoreireia (Monument Hill): cycle to summit
		2B SH12 Taheke Road: gateway threshold, cycle trail junction and rest stop
	Destination	3E Potential BMX trail on parkway edge (subject to investigation and remediation on landfill site)
		3A Hōne Heke Memorial Reserve entrance upgrade, Tokoreireia (Monument Hill)
		3B Memorial Park whanau gathering amenities
Safe and healthy schools	Landscape	1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
		1G Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'
		1H Rawiri Taiwhanga Park upgrade, and rest area opposite
	Journey	2F SH15 Mangakahia Rd school route- speed management interventions
Visitor arrival	Destination	3C Reed park playspace- Parkway attractor
		3D Broadway building renaissance
	Landscape	1H Rawiri Taiwhanga Park upgrade, and rest area opposite
Accessing destinations	Journey	2E Broadway Streetscape Upgrade
		2F H15 Mangakahia Rd school route- speed management interventions
	Destination	2D Side streets parking capacity and slow speed environment
		3D Broadway building renaissance
		3B Memorial Park whanau gathering amenities

Package 3.

Triggers/catalysts/ drivers	Code	Name
Pou Herenga Tai Twin Coast Cycle Trail	Landscape	1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
Safe and healthy schools	Landscape	1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
		1G Potential awa trails and waterway restoration project with schools- 'potential community lead opportunity'
Visitor arrival	Journey	2D Side streets parking capacity and slow speed environment
Accessing destinations	Landscape	1F Lindvart Park - potential walk and cycle links to Twin Coast Cycle Trail- indicative and controlled by Management Plan
	Journey	2D Side streets parking capacity and slow speed environment
	Destination	3B Memorial Park whanau gathering amenities

The Kaikohe 'key moves' provide the key for unlocking the potential of Kaikohe by Cycle Trail, street and awa; reinventing the urban and transportation patterns of past trade and industry for new active modes that mutually benefit visitors and community. The key moves can help guide the bundling and packaging of improvement projects in an integrated and cohesive way, that may require an inter-agency approach. This guides project interdependencies and spatial relationships, and supports a place-led approach to the delivery of township improvements.

Within the key moves are strategic projects that enable linkages and connections to be formed that deliver longer term, sustainable benefits. Smaller projects may build toward these, and can be delivered efficiently and independently by the Council, Transport Agency or other programme lead agencies. This guide should not constrain creative options for bundling projects and funding applications, but rather it demonstrates a strategic approach that leverages greater holistic benefit.

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 82-83 for the ESR assessment.

Environmental and Social Risk.



ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



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](#)

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:

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 <input checked="" type="checkbox"/> Industrial <input checked="" type="checkbox"/> High density residential <input type="checkbox"/> Y <input type="checkbox"/> >18 months <input type="checkbox"/>	District/Unitary Plan Zoning Maps
	G2 Does the option disturb previously undisturbed land?	N <input type="checkbox"/>	
	G3 What is the construction timeframe?	<18 months <input type="checkbox"/>	
	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Natural Environment
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input type="checkbox"/>	Regional Plan Maps and Schedules
NATURAL ENVIRONMENT	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 <input type="checkbox"/>	District Plan Maps and Schedules
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input type="checkbox"/>	Department of Conservation
	NE5 Will more than 0.5 hectares of vegetation be removed?	Y <input type="checkbox"/>	
	What type? <input type="text" value="Mangroves"/>		
	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input type="checkbox"/>	Iwi
CULTURAL AND HISTORIC HERITAGE	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List
	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input type="checkbox"/>	NZ Archaeological Association District Plan Maps and Schedules
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	Regional Plan Maps and Schedules IPENZ Heritage List
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	NZTA GIS predictive models
	HH1 What is the One Network Road Classification?	National <input type="checkbox"/> Arterial <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Maps- Human Health and Community which includes:
HUMAN HEALTH	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	- Designated airsheds (including one network classification)
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input type="checkbox"/>	- Highly sensitive receivers
	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 <input type="checkbox"/>	Regional Council Contaminated sites Team
	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input type="checkbox"/>	NZTA Maphub Project Team District Plan Maps Council and Community Strategy Documents
SOCIAL	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input type="checkbox"/>	
	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	NZTA Maphub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
URBAN AND LANDSCAPE DESIGN	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input type="checkbox"/>	Regional Land Transport Plan Project Team
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input type="checkbox"/>	Strategies and District Plan
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input type="checkbox"/>	

Answers and Comments		Refer to screen questions explanation to help complete this part.
<p>1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.</p>		
NATURAL ENVIRONMENT:	<p>Outstanding/significant natural features and conservation land zoning areas within Kaikohe (as per FNDC District Plan) including Tokreireia (Monument Hill). Potential to effect streams or their margins due to the location of Kaikohe (as per FNDC District Plan). Potential to effect significant natural features/conservation areas due to conversation zones located in or around Kaikohe (see FNDC District Plan). Kaikohe is at risk of flooding (as per FNDC District Plan). Selective mangrove removal for water access and visual connection with harbour, likely to be cumulative and not removed all at once. Typically cumulative and not removed all at once.</p>	
CULTURAL AND HISTORIC HERITAGE:	<p>No listed maori or archaeological sites in the FNDC District plan however due to the history of Kaikohe there is the potential for significant maori sites to be located in or around township. (Such as the Hone Heke Puriri and Memorial Kaikohe has some listed heritage buildings in the FNDC district plan which are located within or near to projects. Wahi tapu area had been mentioned near Pioneer Cemetery on Kohukohu Road.</p>	
HUMAN HEALTH:	<p>One Network Road Classification - Primary and Secondary Collector Roads, Access and Low Volume Roads. Unable to find source for airshed information for Kaikohe. Kaikohe has historically had rail yards and rail industries. Kaikohe currently has an industrial precinct which hosts a number of potential HAIL sites. Unable to find source for SLUR information for Kaikohe.</p>	
SOCIAL:	<p>Most improvement projects (in particular roading, walking and cycling related projects) will enhance community cohesion and accessibility but impact accessibility during construction phases.</p>	
<p>The responses above will be used in the IBC assessment of options summary table: MCA of the Option.</p>		
URBAN AND LANDSCAPE DESIGN:	<p>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. There is a high landscape visual sensitivity to character and the intension of new built elements in this environment.</p>	
<p>Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.</p>		
<p>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.</p>		
<p>Strengthening the connection between the cycle trail. 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 an enabler for public space improvements, walk-ability and creating an inviting mainstreet for both locals and visitors to 'stop, stay and spend'.</p>		
<p>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?</p>		
<p>Flooding investigation.</p>		
Completed by	Isthmus - TB/HK	
Reviewed by NZTA Project Manager		
Incorporated results into IBC assessment of options summary table?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

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.

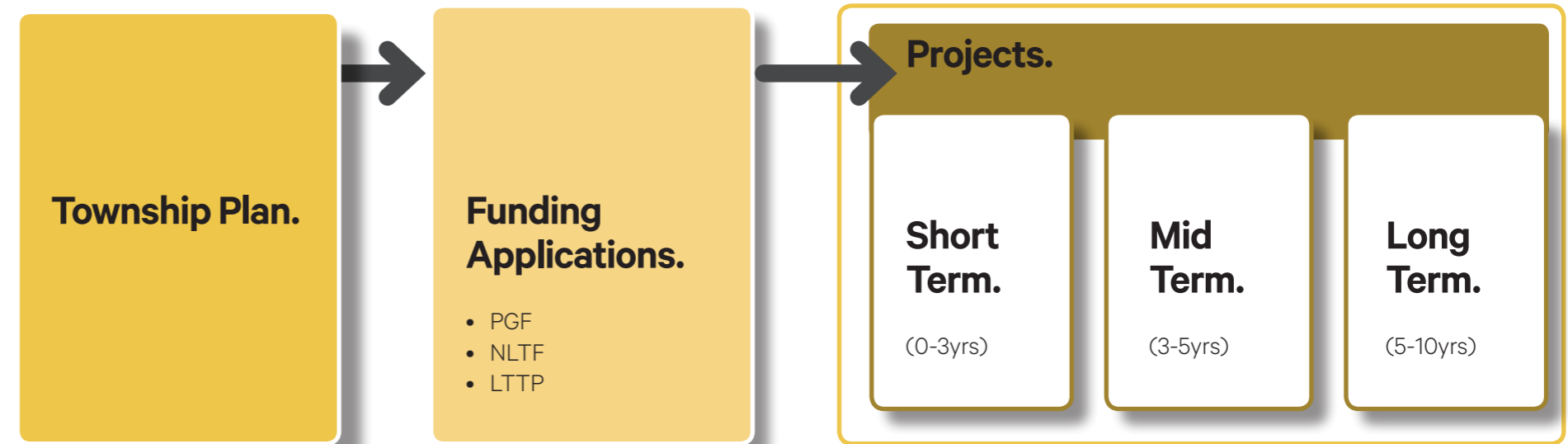
The Way Forward. Summary.

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:

Hiko

Hiko 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 hiko 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 tikanga. Marae-based settings ensure that project activities fall under tikanga 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.



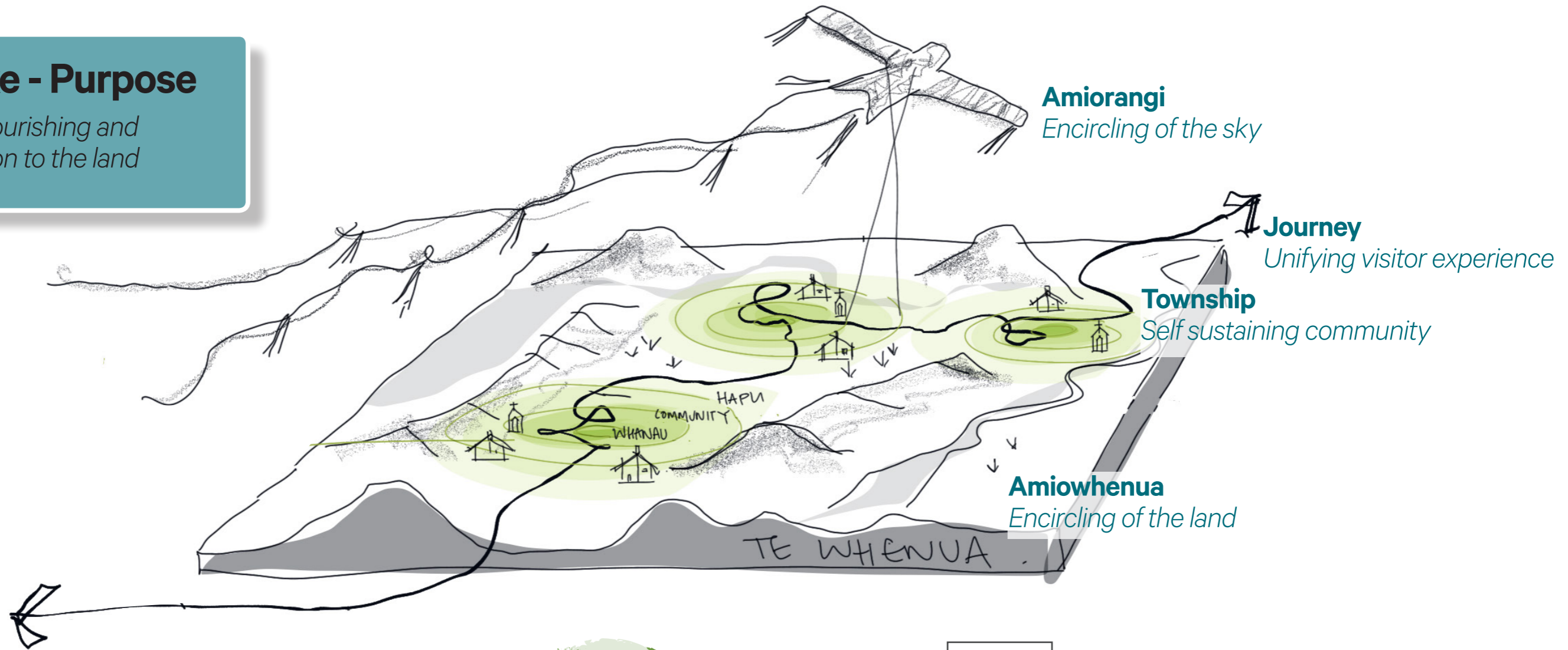
6. Appendices.



Project structure.

1. Pūtake - Purpose

Mutual flourishing and connection to the land



Tūmatanui
What is shared

Tūmataiti
What is held



Unlocking Mutual Benefits
Balance, Reciprocity, Tikanga

2. Design Kawa

Collaborative design process and relationships

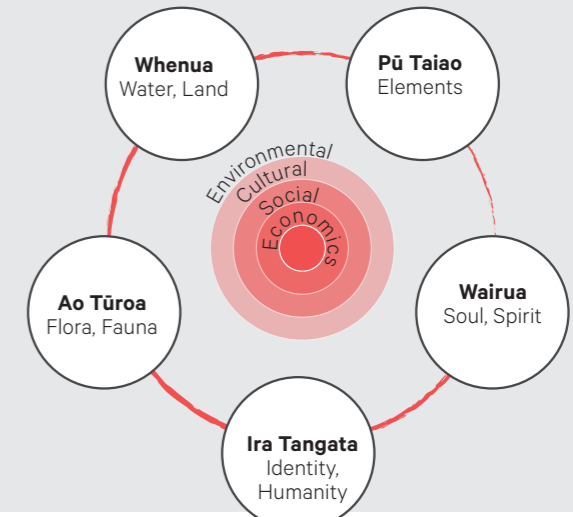


	Enablers		
Welcome/Farewell			
Mana	Relevance	Journey Scale	Township Scale
Manaakitanga			
Taurimatanga			

3. Kaupapa

Framework for infrastructure, corridor and spatial plans

Miharo



4. Mauri

Healthy measures, wellbeing evaluators and physical outcomes

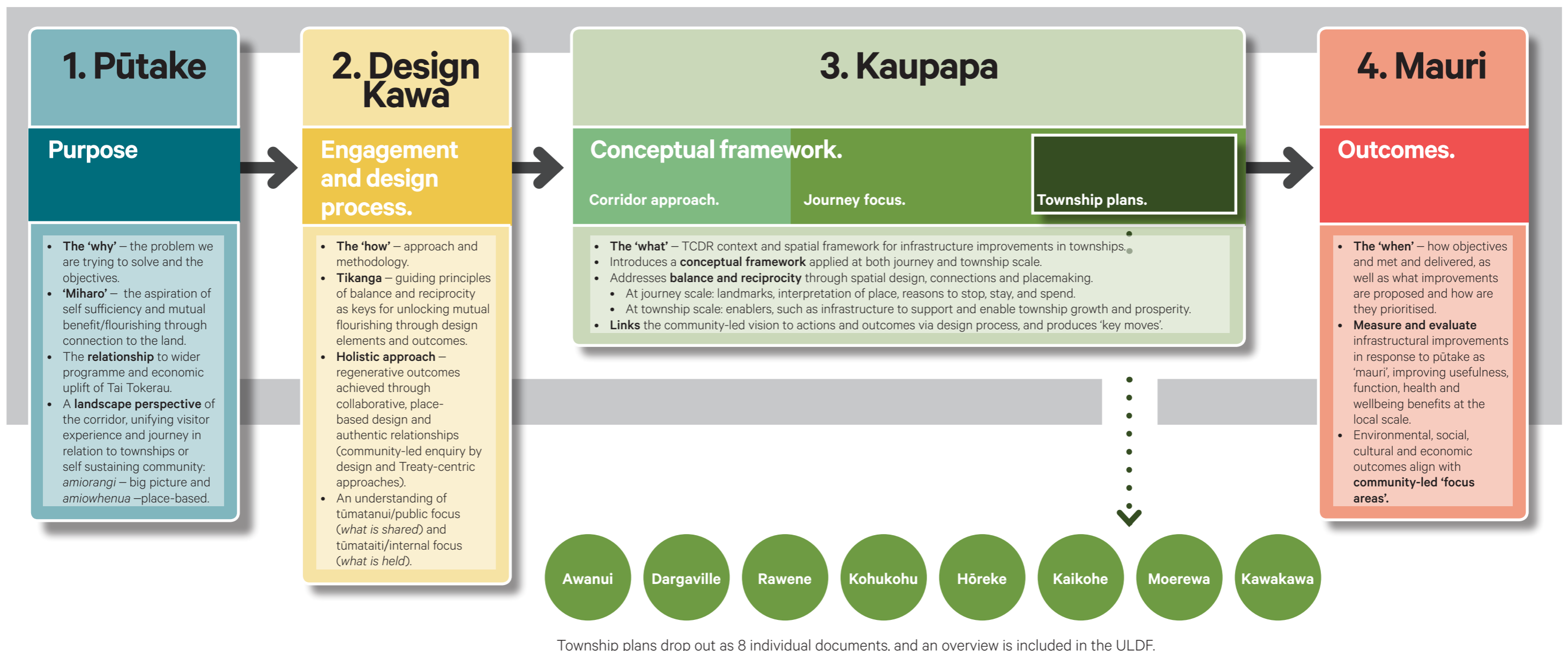
ULDF document structure.

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.

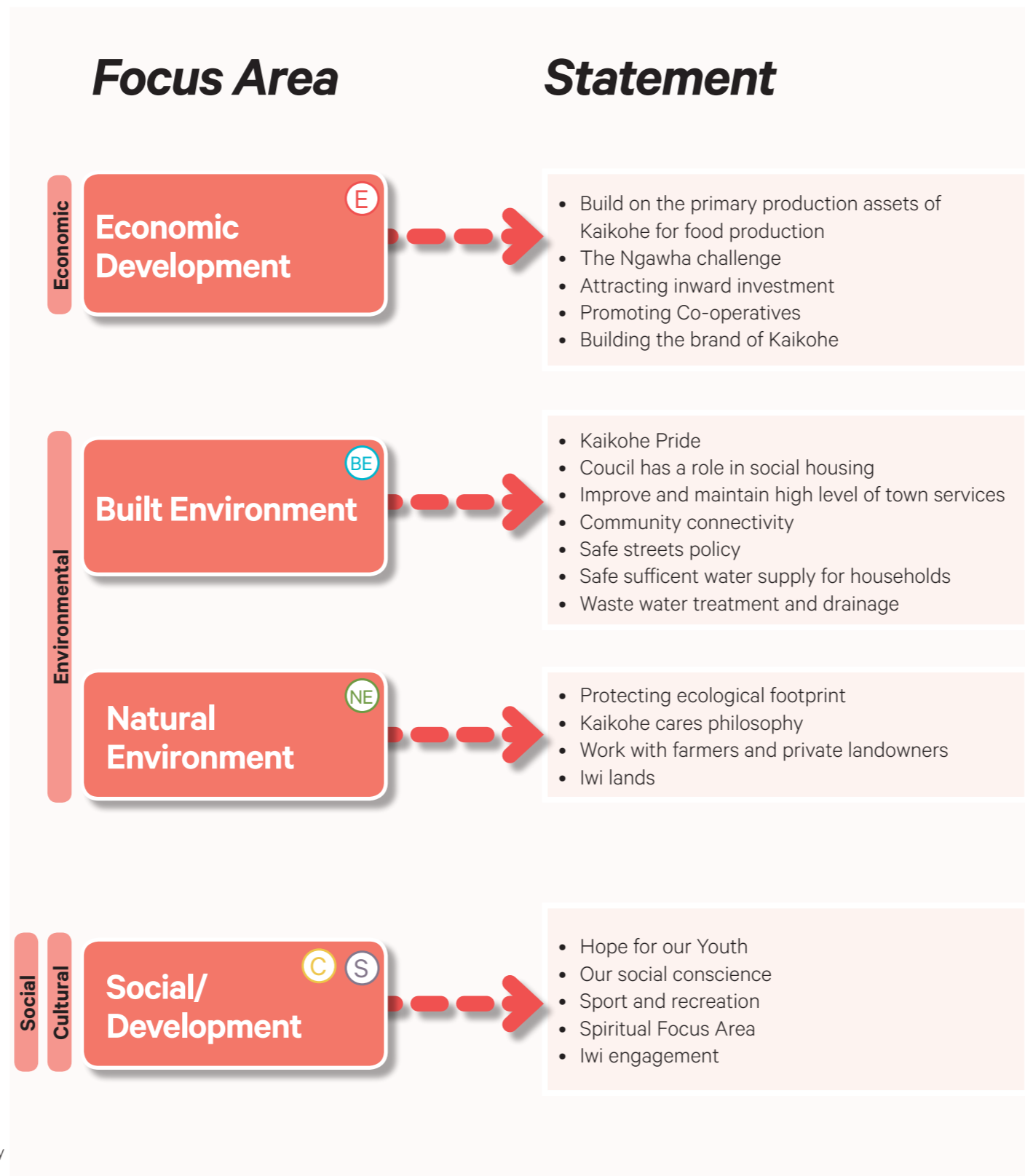
This 'two worlds' approach aligns the typical ULDF structural content with the culturally appropriate concepts outlined below to achieve a true 'place-based enquiry by design' process which integrates ULDF and Township workstreams to benefit Tai Tokerau Iwi, Hapū and communities in a way which builds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



Kaikohe: Community Plan 2017 - 2019



Kaikohe is 'our town,' a unique community that celebrates the 5 wellbeing underpinning this plan; environmental, spiritual, social, cultural and economic. Manaakitanga and whanaungatanga - through expressions of love / aroha, generosity, hospitality and mutual respect.



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
	Marae		Supermarket
	Recreation		Petrol station
	Accommodation		Playground
	Highway intersection		Gateway
	Parking		Toilets

Legend: community plans

	Social
	Culture
	Economics
	Built Environments
	Natural Environments

Note: This is a graphic representation of the Kaikohe Community Plan 2017. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome.

Kaikōhe township map.

Growth area

State Highway implications

To Lake Omapere

Twin Coast Cycle Trail

- BE Entrance Signage
- E Pou whenua trail
- E Tourism friendly town for cycle trail and freedom camping
- E Involve maori communities (small business and marae)

Schools

- BE Road calming and high risk intersections
- Y Youth involvement in projects

Main street

- BE Broadway beautification - planter boxes
- BE Wall murals
- E Pou whenua trail
- E Comms strategy and usual profile/identity
- E Council plans to redevelop town centres
- BE Public toilets and at the top and bottom of town
- BE Safe spaces for youth access to on-line tools

Youth Space

- BE Tu Uma O te Kona

Parks

- BE Rawiri Taiwhanga Reserve Beautification

Civic Spaces

- BE Maririo Court beautification - murals
- BE New civic Hub and community facilities (library, i-site, cultural centre, performane space by museum)

Note: This is a graphic representation of the Kaikōhe Community Plan 2017. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome. Refer to appendices for detailed plan.

Waterways and ecology

- NE Catchment plan and clean streams programme/riparian planting
- NE Cultural stories of Opango (Kaikohekohe) to assess biodiversity baseline with iwi
- NE Co-design project with iwi / DOC
- NE Weed and pest control - iwi partnerships

Safe Streets/Masterplan

- BE Road calming around schools
- BE Cycle facilities, footpath lighting around carparking
- BE Safe public spaces for youth programme
- BE Link with Kaikōhe Youth Space
- BE Bi-lingual signage
- BE Street communities

Non-Specific Locations

- E Food production co-ops and markets including marae communities (fertile land, labour, fresh water)
- E R&D - new products and growing techniques
- E Infrastructure needs to support growth plans
- E Profile local artists and crafts people
- BE Strong focus on cultural heritage
- NE Riparian plant nurseries
- S Grow Kaikōhe projects - learning by design (Akau)
- S Build a recreation centre
- S Papakainga housing development - Rangihama farm

Recreation Hub

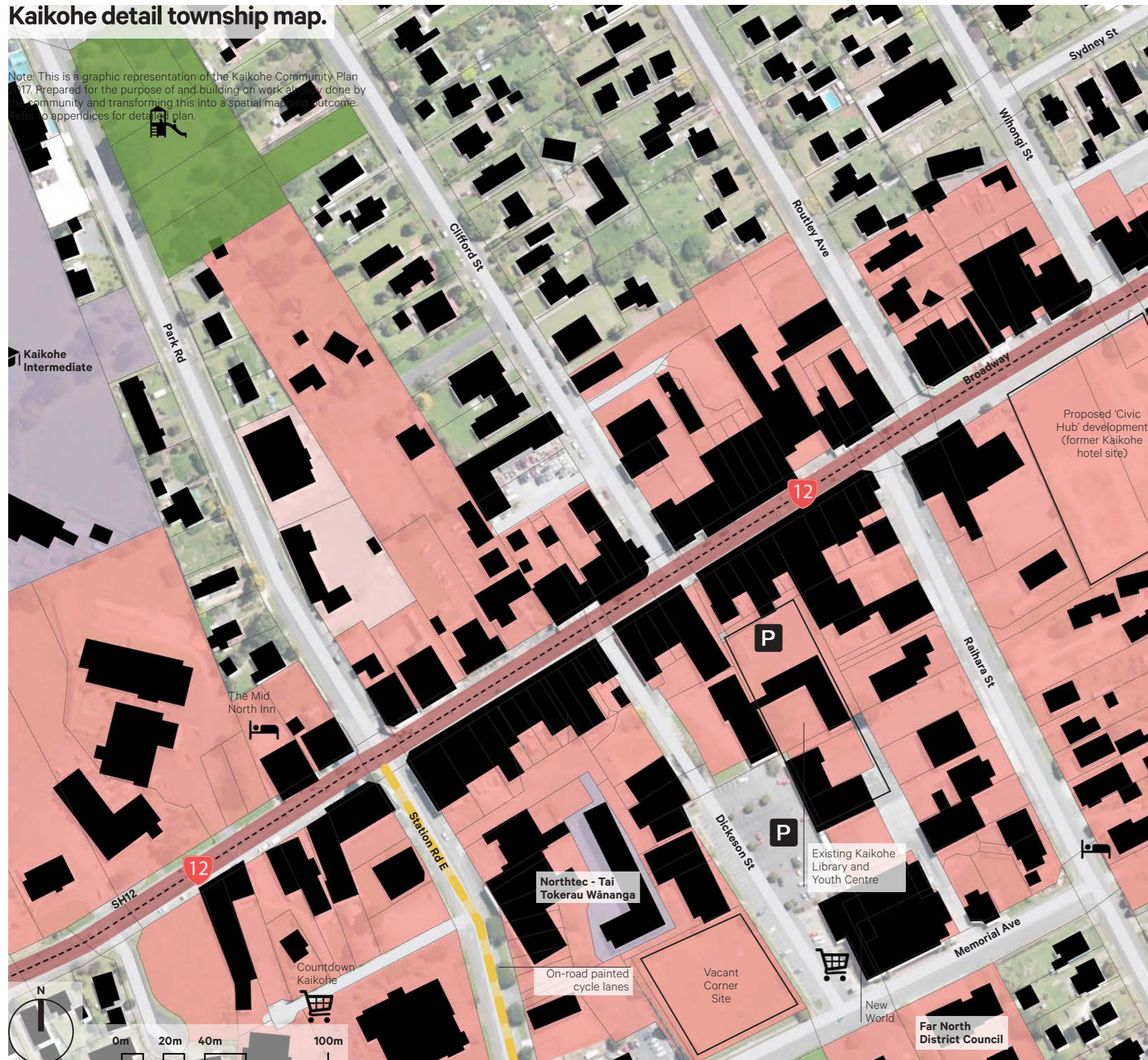
- E Pioneer Village upgrade profile
- BE New toilets - Lindvart Park
- S Support sportville Kaikōhe - shared facilities
- S Sport Northland actions programmes
- BE Build a recreation centre for all seasons

Memorial Park
Including skatepark, playground and co-design process for basketball court and whanau space

Note: Paper roads not shown on this map.

Kaikohe detail township map.

Note: This is a graphic representation of the Kaikohe Community Plan 2017. Prepared for the purpose of and building on work already done by the community and transforming this into a spatial mapping outcome. Refer to appendices for detailed plan.



Legend: existing land use

	Commercial Zone - FNDP
	Industrial Zone - FNDP SH12
	Reserve Zone - FNDP
	Conservation zone
	Wetland area
	Reclaimed land
	School
	Landmark buildings
	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
	Marae		Supermarket
	Recreation		Retirement / Care Homes
	Accommodation		Playground
	Hospital		Information centre
	Parking		Pedestrian Crossing
	Gateway		Bridge



Note: Paper roads not shown on this map.

Note: Paper roads not shown on this map.
Kaikohe Township Plan | NZTA | November 4, 2019

Workshop 1. Invitation and Programme.

An invitation to the Kaikohe community

Twin Coast Discovery Highway Design Workshop

Join us and share your ideas in improving Kaikohe's public spaces.



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, Kaikohe 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 Kaikohe will align with the Kaikohe Community Plan 2011, Grow Kaikohe and Make Kaikohe 2017, which were developed with local knowledge, stakeholder input and Far North District Council guidance. You can read more about the Kaikohe township action plan:

[CLICK HERE](#)

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

Workshop 1

When: Wednesday 8 May 2019

Location: Ākau Studio,
8A-8B Dickeson Street,
Kaikohe

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 Kaikohe.

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

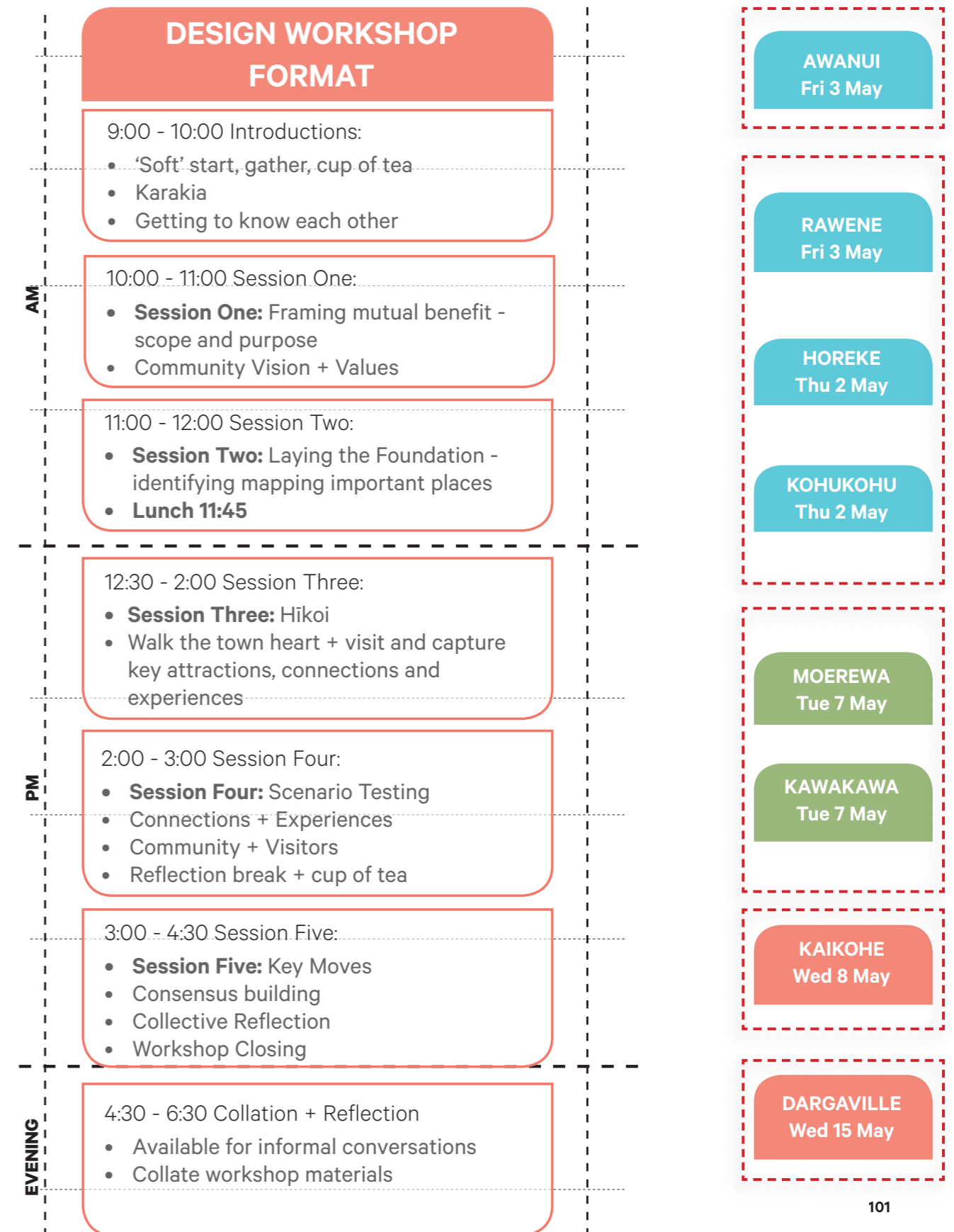
What is place based design?

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



Workshop 1. Programme.

NORTHLAND TOWNSHIP ENGAGEMENTS: FORMAT STRUCTURE + PROGRAMME

CLUSTER WEEK TWO

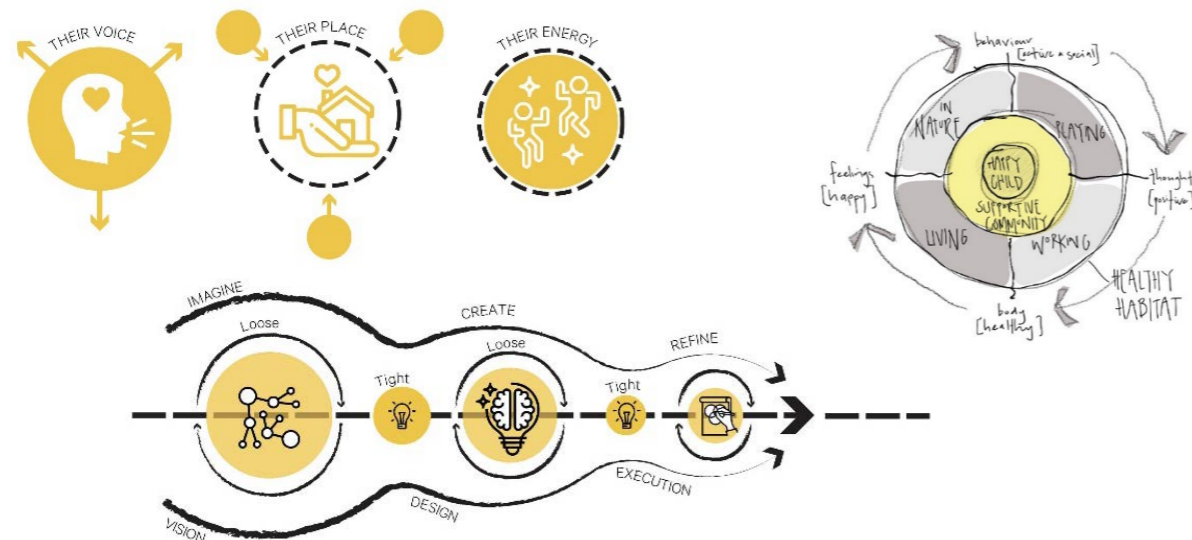
Objective: Relationship building + First Round of IMAGINE Sessions

	MON 6 MAY	TUE 7 MAY	WED 8 MAY	THU 9 MAY	FRI 10 MAY	SAT 11 MAY	SUN 12 MAY
	PROJECT 'HOLDING' DAY	KAWAKAWA + MOEREWA TWO TEAMS IN TANDEM	KAIKOHE COMMUNITY WORKSHOP	PROJECT 'HOLDING' DAY	TRAVEL + DOWNPACK		
AM	9:00 - 5:00 Project 'Holding' Day <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	9:00 - 10:00 Introductions: <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Getting to know each other 	9:00 - 10:00 Introductions: <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Getting to know each other 	9:00 - 5:00 Project Holding Day <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<ul style="list-style-type: none"> Travel + Return Home 		
PM		10:00 - 12:00 Session One + Two: <ul style="list-style-type: none"> Session One: Framing mutual benefit Community focus Session Two: Laying Foundation Lunch 11:45 	10:00 - 12:00 Session One + Two: <ul style="list-style-type: none"> Session One: Framing mutual benefit Community focus Session Two: Laying Foundation Lunch 11:45 				
		12:30 - 2:00 Session Three: <ul style="list-style-type: none"> Session Three: Hikoi Walk the town heart + visit key connections 	12:30 - 2:00 Session Three: <ul style="list-style-type: none"> Session Three: Taonga Trail Activations 				
		2:00 - 3:00 Session Four: <ul style="list-style-type: none"> Session Four: Scenario Testing Connections + Experiences Community + Visitors Reflection break + cup of tea 	2:00 - 3:00 Session Four: <ul style="list-style-type: none"> Session Four: Scenario Testing Connections + Experiences Community + Visitors Reflection break + cup of tea 				
		3:00 - 4:30 Session Five: <ul style="list-style-type: none"> Session Five: Key Moves Consensus building Collective Reflection Workshop Closing 	3:00 - 4:30 Session Five: <ul style="list-style-type: none"> Session Five: Key Moves Consensus building Collective Reflection Workshop Closing 				
EVENING		4:30 - 6:30 Collation + Reflection <ul style="list-style-type: none"> Available for informal conversations Collate workshop materials 	4:30 - 6:30 Collation + Reflection <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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: Phase one: Imagine	What we hope to achieve for workshop sessions <p>FRAME: Introductory session with Community Working Group:</p> <ul style="list-style-type: none"> 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 hikoī- what do we need to test/ understand/ capture? <p>HIKOI: Hikoī wānanga with Community Working Group:</p> <ul style="list-style-type: none"> 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.

	<ul style="list-style-type: none"> Mindmap (spatially articulate) what is unique and important for the community, and capture character <p>WORKSHOP: Interactive mapping sessions with Community Working Group:</p> <ul style="list-style-type: none"> 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
	<p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> Targeted 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) <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> 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)
	<p>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.</p> <p>Guiding framework- how we work together</p> <ul style="list-style-type: none"> Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri <p>Hikoi methods</p> <ul style="list-style-type: none"> 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.

	<ul style="list-style-type: none"> 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 <p>Workshop methods</p> <ul style="list-style-type: none"> 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)

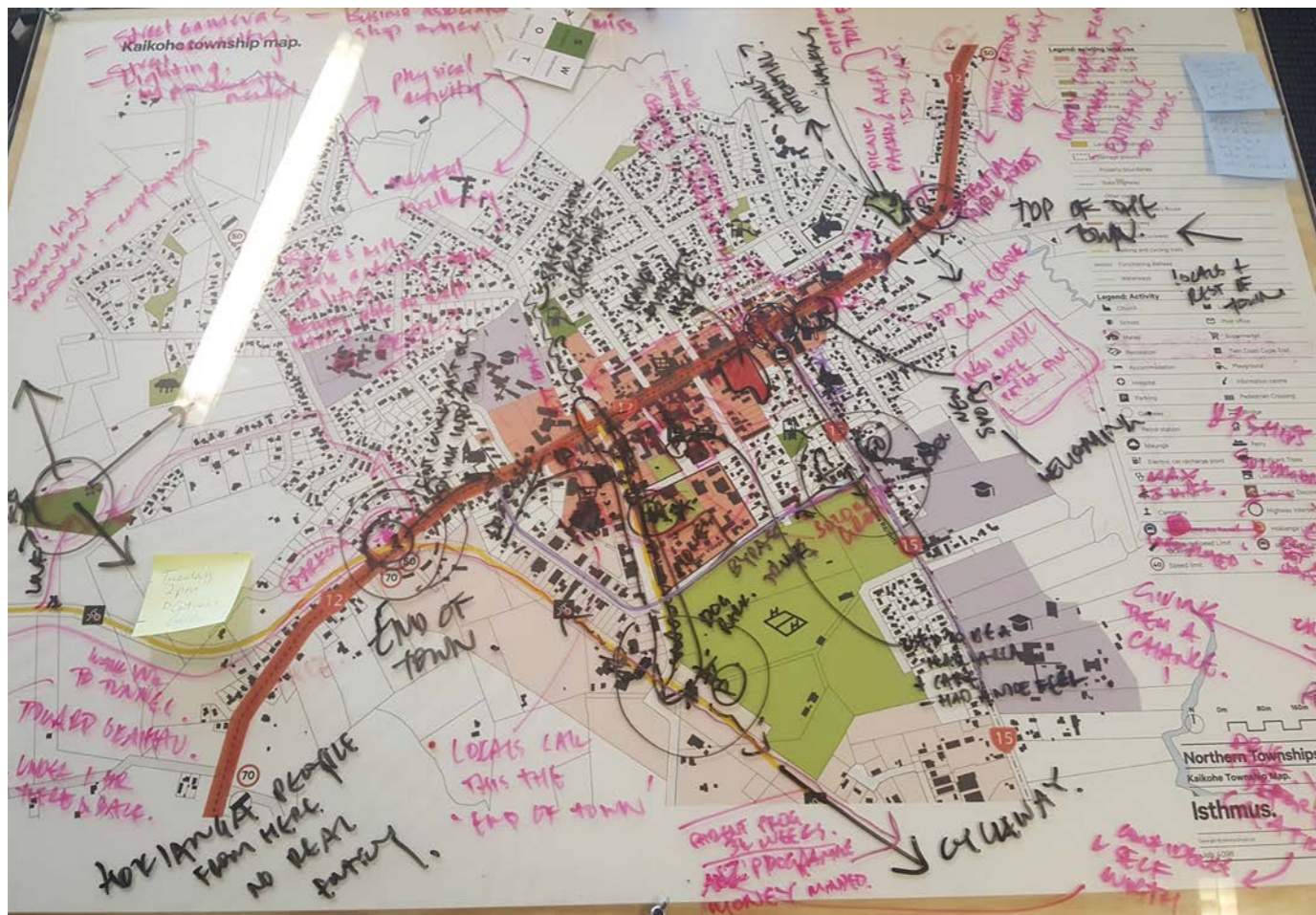
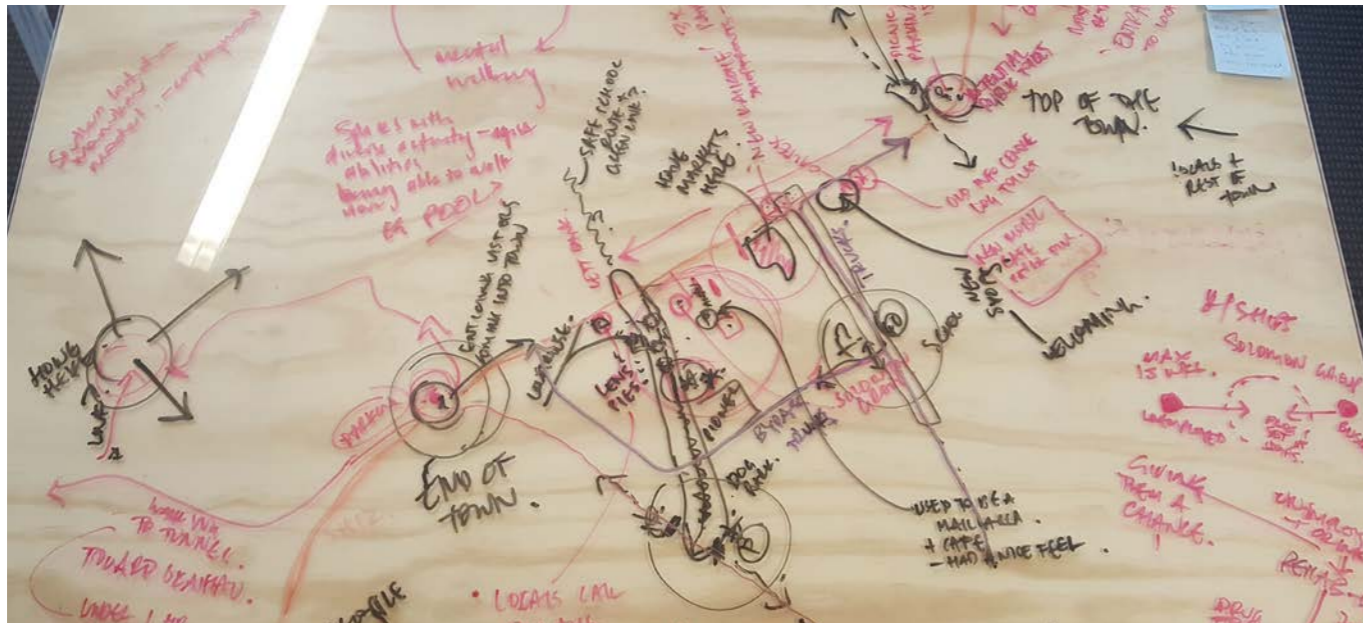
Representatives: Key Council representatives for Far North and Kaipara invited (community development and urban planning). A mix of local body representatives and community members attended, along with local business owners, accommodation suppliers, community group representatives and Hokianga tourism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

Location: ĀKAU Studios, 8 Dickeson Street, Kaikohe. Date: 8 May 2019.

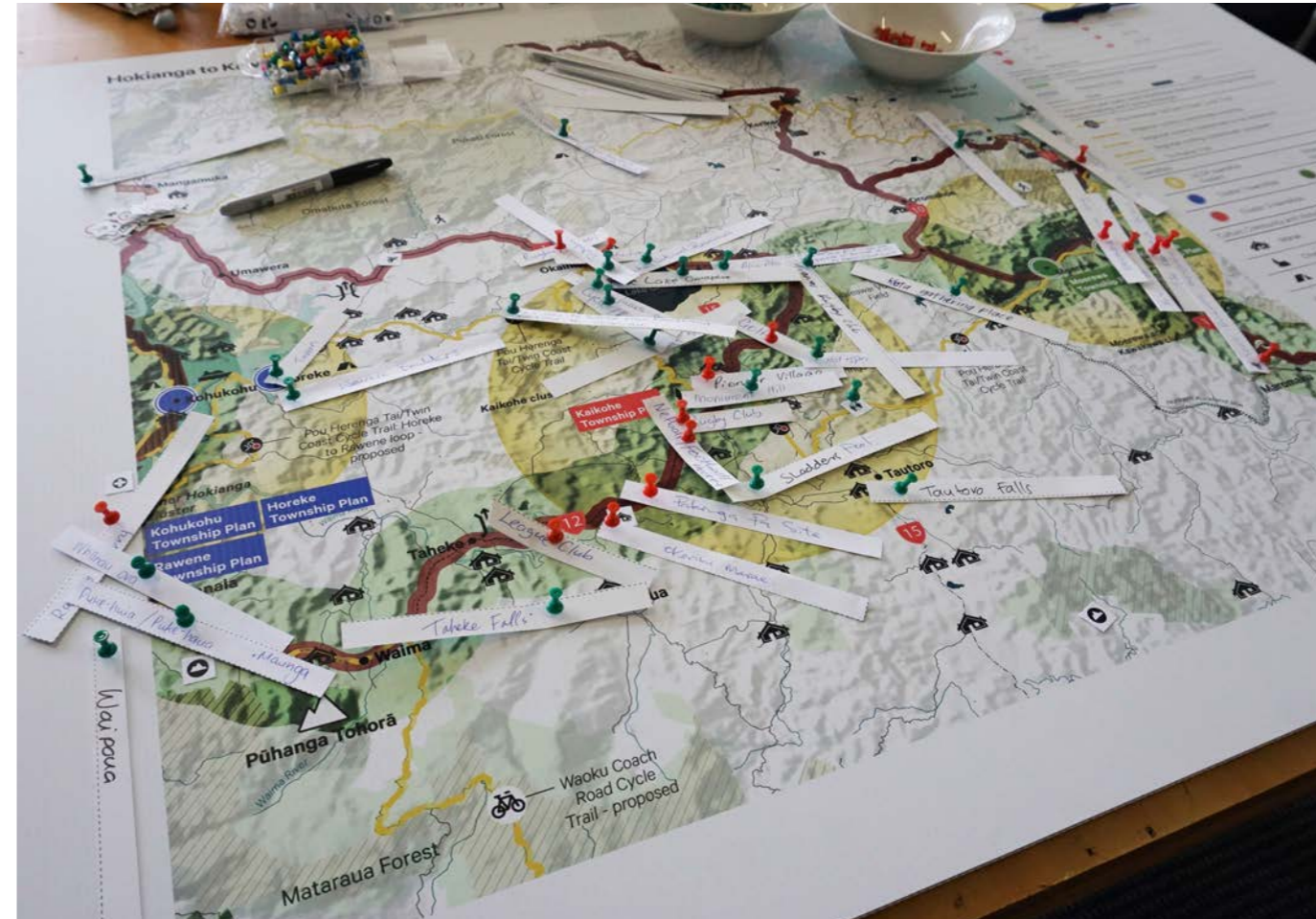
Workshop Attendance: 20

Comments: A good mix of community present, and local schools through Ākau.

Workshop 1. Framing Community Visions and Values - Township Scale.



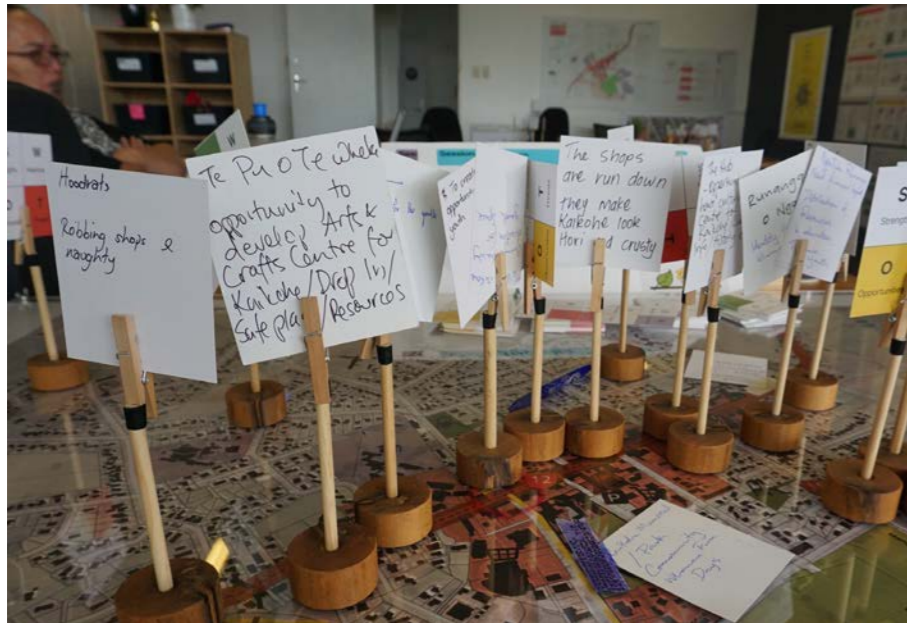
Workshop 1. Framing Community Visions and Values - Journey Scale.



Workshop 1. Laying the Foundations - Interactive Mapping of Valued Places.



Workshop 1. SWOT Mapping.



Workshop 2. Invitation.

An invitation to the Kaikohe community

Twin Coast Discovery Highway Community drop-in session

Join us and share your ideas in improving public spaces in Kaikohe.



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, Kaikohe 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 Kaikohe Township plan and potential improvement opportunities.

Community drop-in session

When: Thursday 27 June 2019

Location: Akau Studios, 8 Dickeson Street, Kaikohe

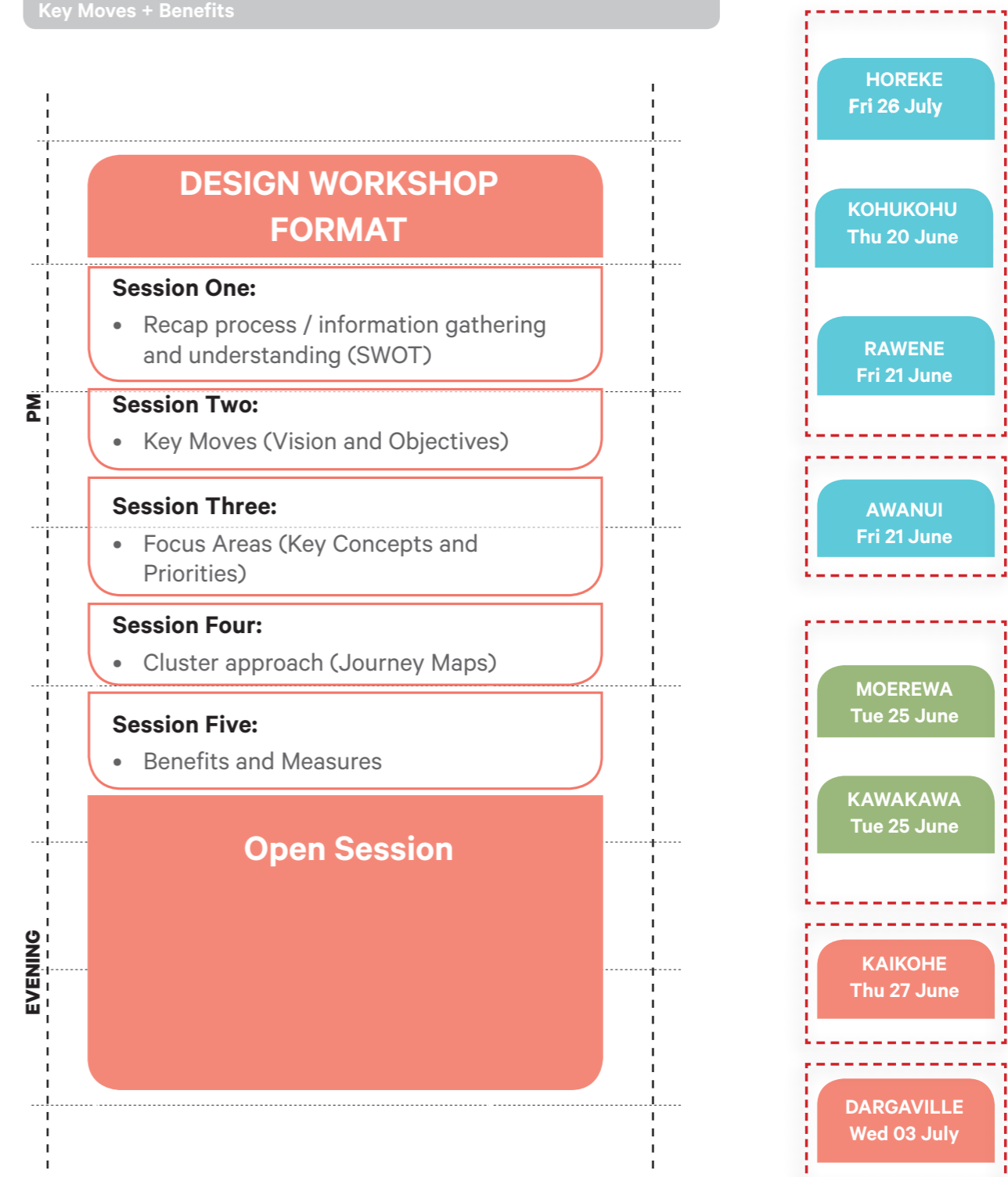
Time: 3.30pm - 7:30pm

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



Workshop 2. Programme.

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

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

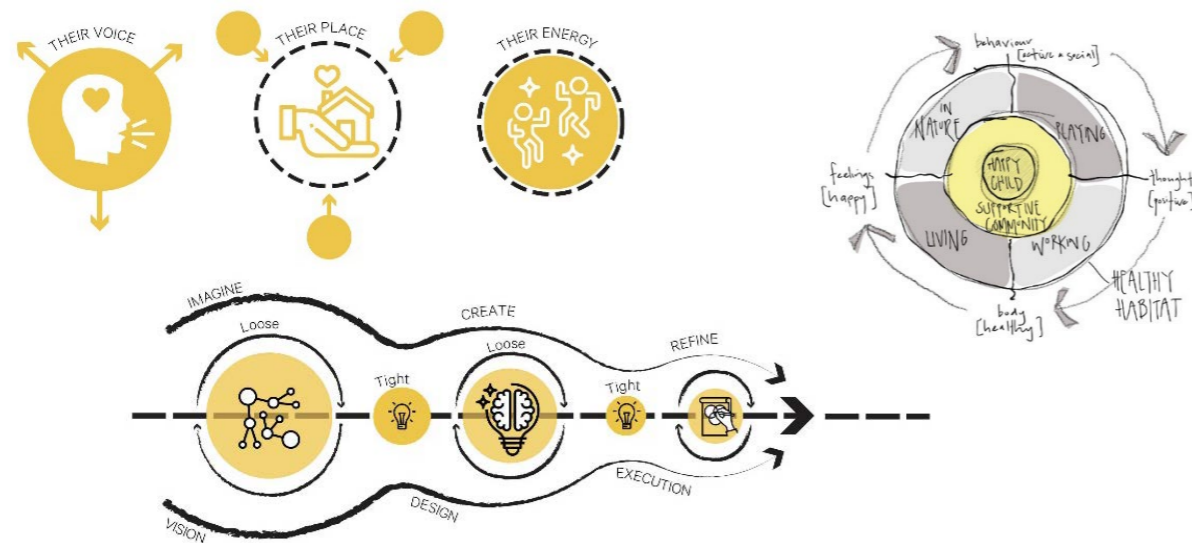
	MON 24 JUN	TUE 25 JUN	WED 26 JUN	THU 27 JUN	FRI 28 JUN	SAT 29 JUN	SUN 30 JUN
AM	<p>PROJECT 'HOLDING' DAY</p> <p>9:00 - 5:00 Project 'Holding' Day</p> <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<p>KAWAKAWA + MOEREWA TWO TEAMS IN TANDEM</p> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Project review and update <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> Session One: Testing the plans and confirming the key moves Session Two: Setting the projects and actions Lunch 12:00 	<p>PROJECT 'HOLDING' DAY</p> <p>9:00 - 5:00 Project 'Holding' Day</p> <ul style="list-style-type: none"> Available for relationship workshops to meet with Iwi/Hapū + stakeholders if/as required Holding time in the programme to follow up leads on townships undertaken Design time, collation of all workshop material 	<p>KAIKOHE COMMUNITY WORKSHOP</p> <p>9:00 - 10:00 Introductions:</p> <ul style="list-style-type: none"> 'Soft' start, gather, cup of tea Karakia Project review and update <p>10:00 - 12:00 Session One + Two:</p> <ul style="list-style-type: none"> Session One: Testing the plans and confirming the key moves Session Two: Setting the projects and actions Lunch 12:00 	<p>TRAVEL + DOWNPACK</p> <ul style="list-style-type: none"> Travel + Return Home 		
PM		<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> Session Three: Aligning and prioritising the projects and actions Session Four: Setting up for the open studio and public session 		<p>12:00 - 2:30 Session Three + Four:</p> <ul style="list-style-type: none"> Session Three: Aligning and prioritising the projects and actions Session Four: Setting up for the open studio and public session 			
EVENING		<p>CLUSTER EVENT + PUBLIC ACTIVATION</p> <p>CLUSTER EVENT: 3PM - 6PM Afternoon session and public invite event to bring Kawakawa and Moerewa participants together - cycle event between townships</p> <ul style="list-style-type: none"> Pin-up display and drop in sessions at each township 		<p>OPEN STUDIO PUBLIC INVITE</p> <p>3:30 - 6:00 Open Studio</p> <ul style="list-style-type: none"> Pin-up display and drop in sessions Project and prioritising activities Feedback and discussion opportunities with the community working group and the project team Align with Thursday night markets 			
	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> Kawakawa: DP / MH / ANA / Mere Moerewa: HK / SB / Tukaha / Manawanui 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> Kawakawa: HK/DP/MH/ SB/ANA 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 	<p>TEAM ALLOCATION</p> <ul style="list-style-type: none"> ALL 		

***Note : Dargaville to occur following week beginning 1 JUL**

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:	<p>Why we are engaging with township communities for this project</p> <ul style="list-style-type: none"> 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:	<p>Our commitment to working with township communities for this project</p> <ul style="list-style-type: none"> 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:	<p>Why are we seeking community involvement in the process</p> <ul style="list-style-type: none"> 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:	<p>What we hope to achieve for workshop sessions</p> <ul style="list-style-type: none"> 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:	<p>Who we are inviting and why</p> <p>IMAGINE sessions (may 2019):</p> <ul style="list-style-type: none"> Targeted 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 plan.

Workshop 2. Outline.

	<ul style="list-style-type: none"> • 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) <p>CREATE sessions (in June 2019)</p> <ul style="list-style-type: none"> • 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:	<p>How we are engaging (Methods and techniques)</p> <p>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.</p> <p>Guiding framework- how we work together</p> <ul style="list-style-type: none"> • Urban Landscape Design Framework (ULDF) outline structure forms basis for communicating purpose and objectives: pūtake, design kawa, kaupapa and mauri <p>Enquiry by design methods</p> <ul style="list-style-type: none"> • 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: Ākau Studios, 8 Dickeson Street, Kaikohe. Date: 27 June 2019.

Workshop Attendance: 19

Drop in Session Attendance: 19

Comments: A good mix of community present, and local schools through Ākau. A good turnout for the community drop-in session.

Workshop 2. SWOT Matrix.

Identity, community and cultural spaces – youth

- Celebrate places/organisations that support and provide for community - eg. local galleries, youth centres
- Social and community strengths and issues
- Cultural/identity opportunities, eg. Te Pu o te Wheke – potential to overlap community and visitor use

Streetscape.

- Better maintenance - footpaths, planting, shopfronts
- More cleaning
- Safety – pedestrian accessibility
- Improve lighting – light poles are aged and unsafe
- Resolve traffic and pedestrian conflicts at busy intersections and around pedestrian crossings

Amenity – food, retail, information

- Support Left bank and Malahi Cafe – good food, increase food offerings
- Develop/build on Thursday market potential
- Better information and wayfinding signage

SWOT Matrix: Strengths (S), Weaknesses (W), Opportunities (O), Threats (T)

Identity, community and cultural spaces – youth

- Celebrate places/organisations that support and provide for community - eg. local galleries, youth centres
- Social and community strengths and issues
- Cultural/identity opportunities, eg. Te Pu o te Wheke – potential to overlap community and visitor use

Streetscape.

- Better maintenance - footpaths, planting, shopfronts
- More cleaning
- Safety – pedestrian accessibility
- Improve lighting – light poles are aged and unsafe
- Resolve traffic and pedestrian conflicts at busy intersections and around pedestrian crossings

Amenity – food, retail, information

- Support Left bank and Malahi Cafe – good food, increase food offerings
- Develop/build on Thursday market potential
- Better information and wayfinding signage

SWOT Matrix: Strengths (S), Weaknesses (W), Opportunities (O), Threats (T)

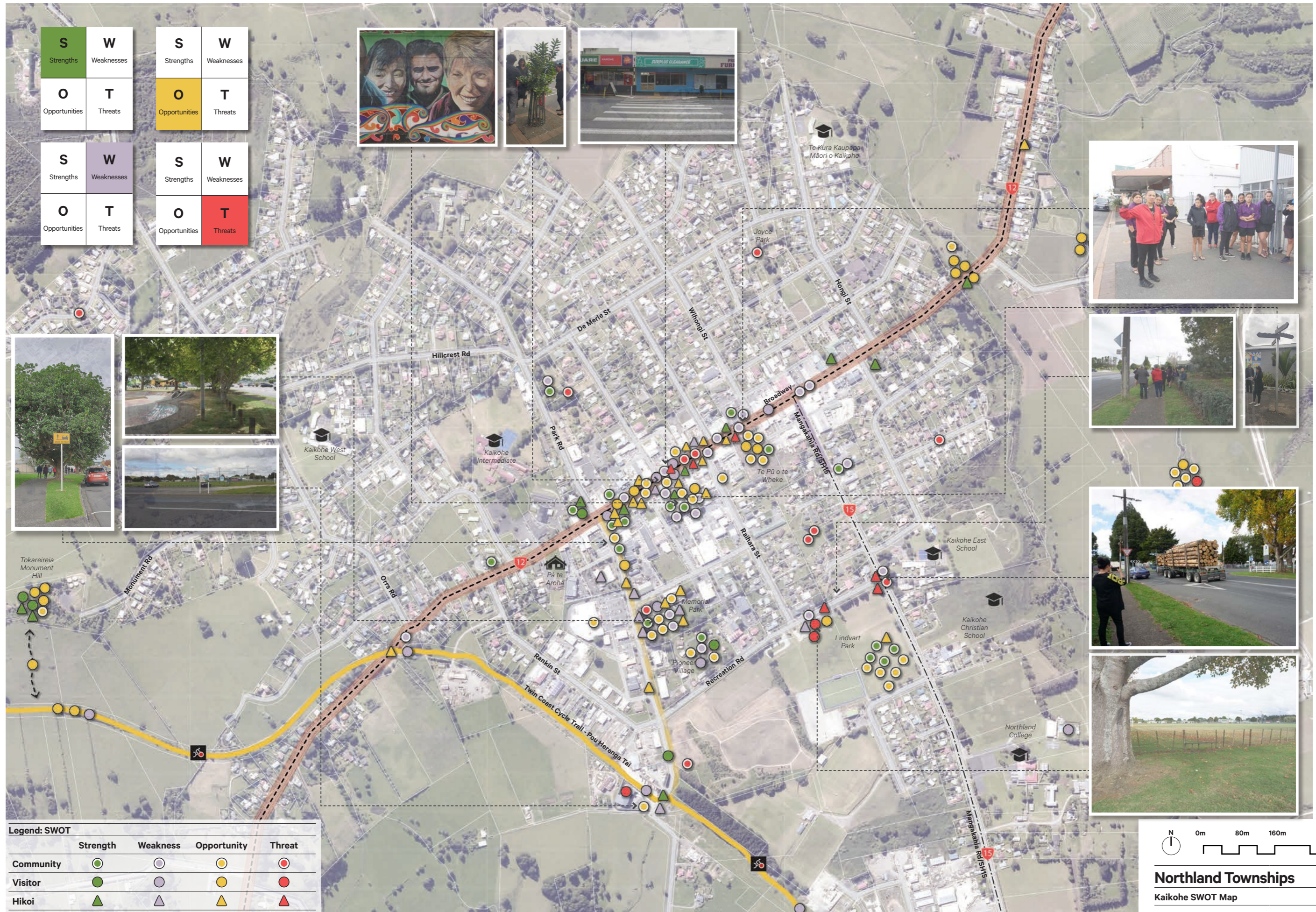
Story connection on cycle trail

- Investigate link to Monument Hill/Tokareira from the cycle trail
- Option 1: cycle parking on trail partner with bydowner to provide access (steps/walking path) up hillside
- Option 2: road-based route along Monument Road from intersection with Station Road
- Tell history of Kaikohe, Hone Heke on cycle trail in approaches to Kaikohe, and near the town.
- Create a cycling/walking connection to Ngawha Springs (see stream/riparian corridor cycleway connection)
- Strengthen cycling link into town – improve cycle trail gateways, edge treatment and wayfinding

Stream/Riparian Corridor Cycleway Connection

- Restoration project underway on Mangamutu and Wairaro streams
- Investigate walking/cycling trail along stream edge connecting Twin Coast Cycle Trail, Kaikohe, and Ngawha Springs, Capitalise on future Ngawha development.
- Investigate link to Lindhart Park via schools east of park

SWOT Matrix: Strengths (S), Weaknesses (W), Opportunities (O), Threats (T)

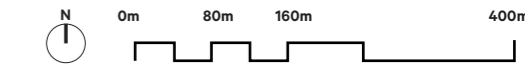


S Strengths	W Weaknesses	S Strengths	W Weaknesses
O Opportunities	T Threats	O Opportunities	T Threats
S Strengths	W Weaknesses	S Strengths	W Weaknesses
O Opportunities	T Threats	O Opportunities	T Threats



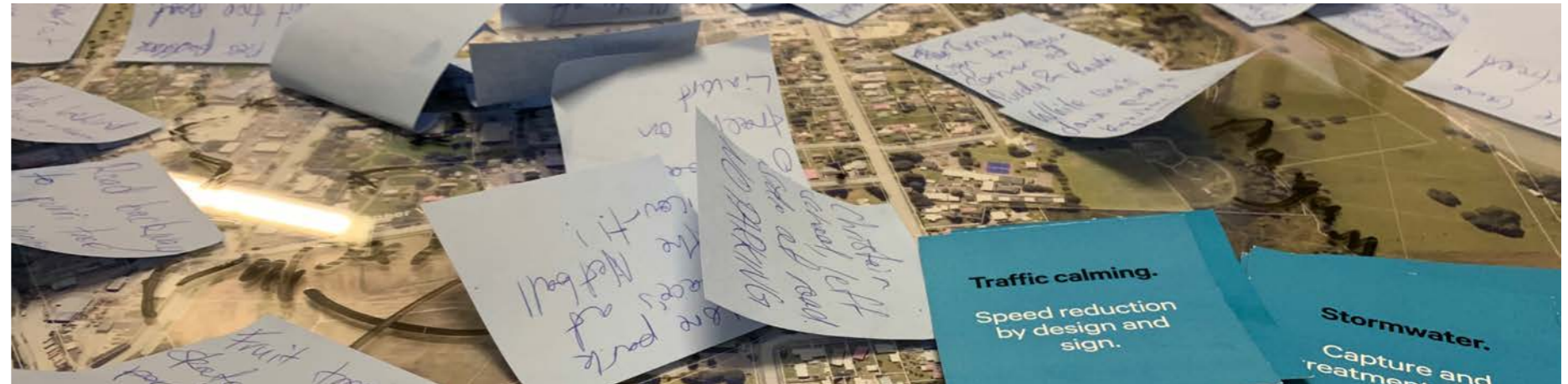
Legend: SWOT

	Strength	Weakness	Opportunity	Threat
Community	Green circle	White circle	Yellow circle	Red circle
Visitor	Green circle	White circle	Yellow circle	Red circle
Hikoi	Green triangle	White triangle	Yellow triangle	Red triangle



Northland Townships
Kaikohe SWOT Map

Workshop 2. Testing The Vision and Objectives.



Kaikohe Key Moves.

Key Move 1
Identify with landscape
Ngāpuhi landscape and Kaikohe trails.

Key Move 2
Slowing the journey
Natural gateways and defined mainstreet.

Key Move 3
Coming to life
Vibrant connections for whānau and rangatahi.

Ngāpuhi landscape

- Go up monument to see the view
- Make it fun and less busy
- Bike riding
- Fun
- landscape
- Cool views
- small graphics
- Old track
- water gardens

Natural gateways and defined mainstreet.

- Clean
- Neat
- Tray
- Arona
- Better public toilets
- welcoming
- Town Div

Vibrant connections for whānau and rangatahi.

- To plain
- give it more colour!
- making it interesting
- Letting people
- More festivals
- More markers for the town
- More parking spaces
- More information for the town

Mainstreet Laneways

- Improve (lighting, sightlines), landscape upgrades (seating, planting, paint buildings, upgrade footpaths, add play/gathering space outside library).
- Create location for information/wayfinding hub
- Improve walking connections to surrounding laneway network
- Grow community events, such as Thursday market, cultural events, after school activities. Build on library usage

Monument Hill and Memorial

- Develop a spatial park masterplan
- Develop tourist infrastructure, on signage, bus parking, public space
- Develop walking link to cycleway centre

Heart of Ngāpuhi

- Develop markers - storytelling about wider area, including views to significant marks

SH12/SH15 intersection

- Improve traffic management and safety at intersection and around conflicts with petrol stations

New Ngāpuhi Civic Hub - Te Pu o Te Wheke

- Create clear and safe streetscape access to Te Pu o Te Wheke development
- Grow relationship with Te Pu o Te Wheke masterplan to ensure development has strong open space links to street
- Create information signage, wayfinding and storytelling at Te Pu o Te Wheke to link to wider Kaikohe narratives

Memorial Park, Hall and Pioneer Village

- Create a park masterplan for Memorial Park
- Create amenity for whānau gathering: BBQs and shelters, picnic tables
- Improve play and activity: improve skate park, improve playground, build learn to ride course
- Create pedestrian link through Pioneer Village and Memorial Park, link through laneway to main street
- Grow seasonal events at Pioneer Village to increase use by community

SH15 Intersection and Truck Bypass

- Create speed reductions and improve traffic control at intersection
- Create SH15 gateway to Kaikohe at intersection - integrate with open space in Lindvart Park
- Create safe pedestrian crossings and route to schools

Freedom Camping

- Create information signage
- Improve facilities: public toilets, rubbish, lighting and planting

Lindvart Park

- Improve the space to enable the Lindvart Plan (FNDC 2018)
- Create a safe pedestrian crossing between school and park

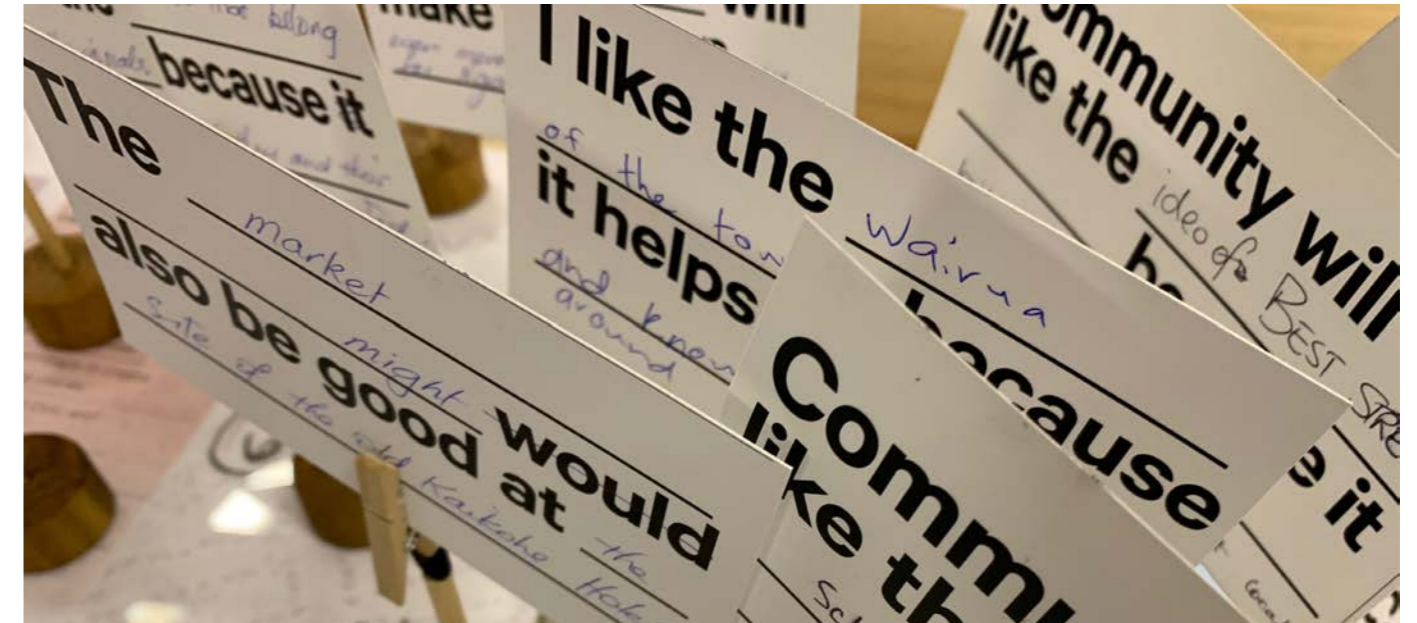
Station Road and cycle trail

- Create a green 'spine' along Station Road, connecting the cycle trail to the town centre
- Create a connection to Lindvart Park
- Create markers on cycleway sharing knowledge and stories of local history

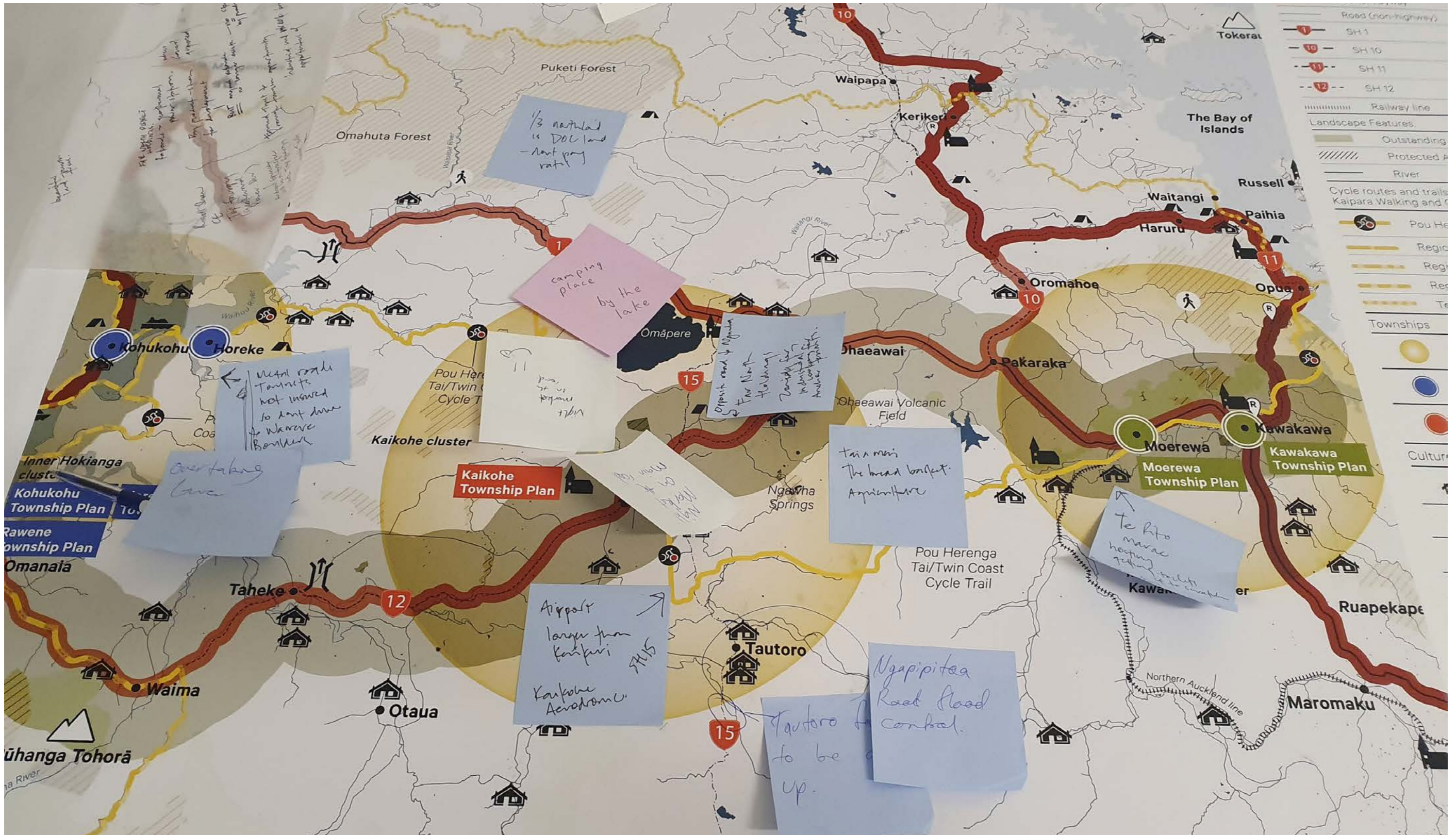
Handwritten notes:

- Take down fence between Rugby and ... As a joint
- Clean up
- Current Fiskane ...
- What can happen with ...
- More festivals
- Letting people
- More markers for the town
- More parking spaces
- More information for the town

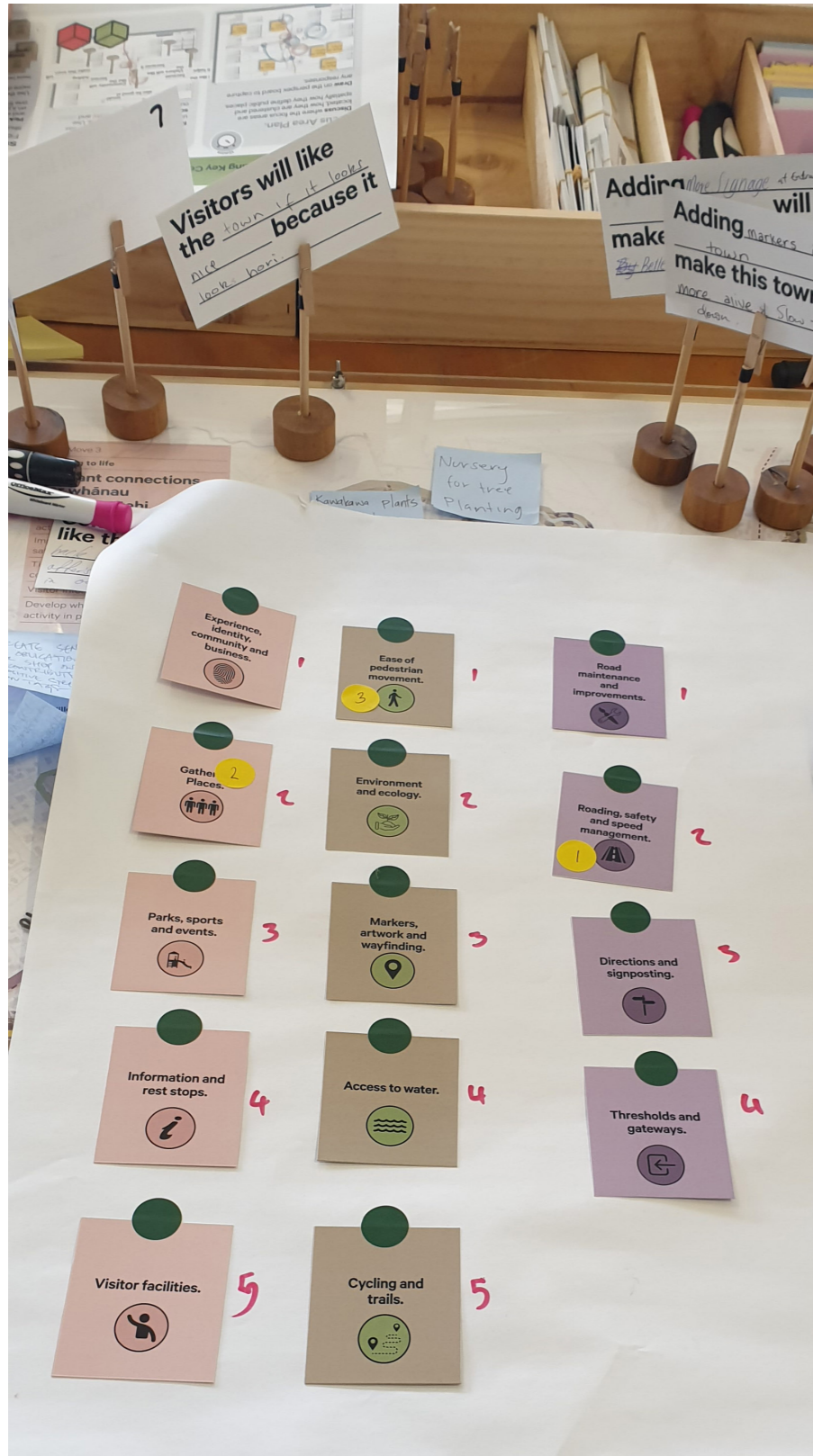
Workshop 2. Testing Key Concepts.



Workshop 2. Connecting the Journey.



Workshop 2. Filtering Outcomes and Prioritises.



Isthmus.