



Pōkeno Public Realm Concept Plan

Transport Assessment

March 2022

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TRANSPORTATION SPECIALISTS



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Prepared by: Harry Ormiston, Sagar Malakappa
Reviewed by: Phil Harrison

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EXECUTIVE SUMMARY

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

Current state of transport in Pōkeno

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

Transport strategy

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

Parking management

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

Current state of transport in Pōkeno

We consider the following the key transport issues to consider:

Heavy vehicles within Pōkeno

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

Existing traffic volumes

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

Existing crash analysis

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

Walking / Cycling

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

Existing parking provisions

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

Future land use

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

Strategic documents

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

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

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

Transport strategy

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

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

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

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

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

The following figures are presented here:

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

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

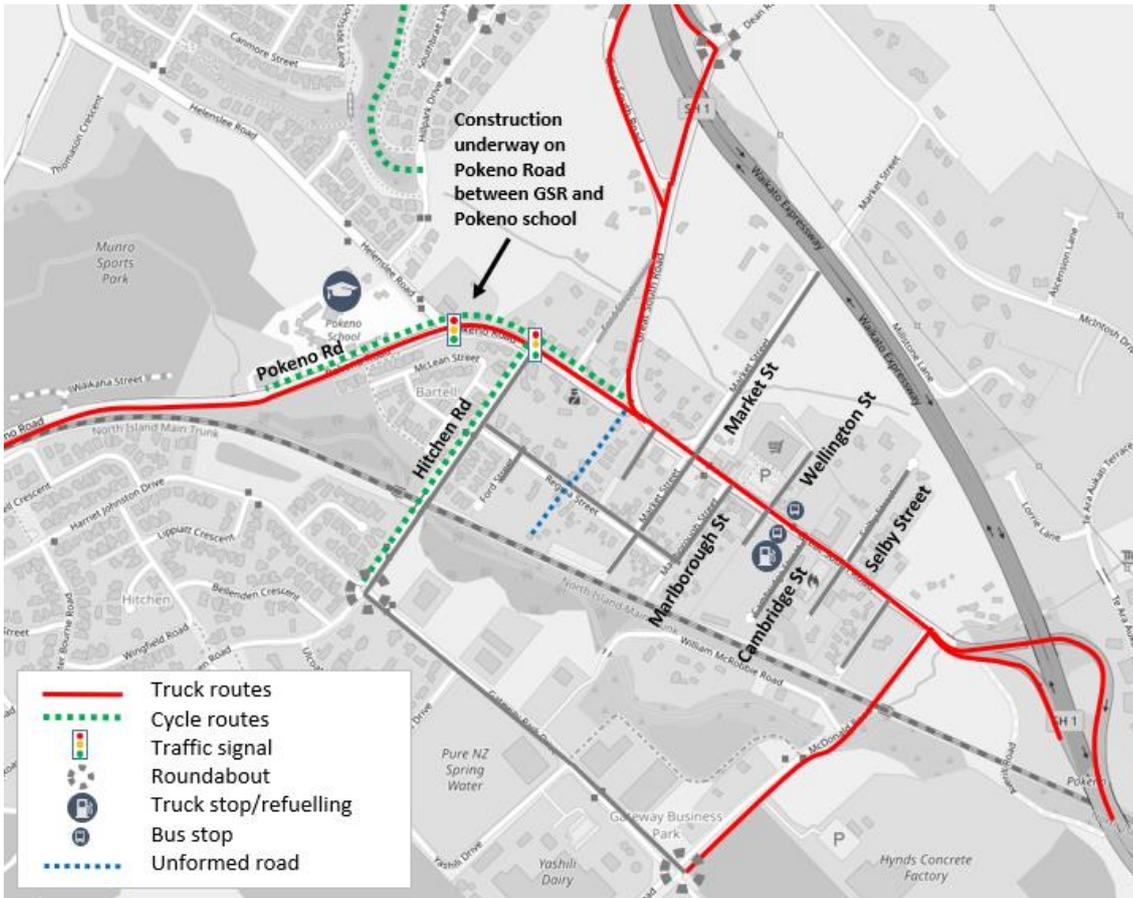
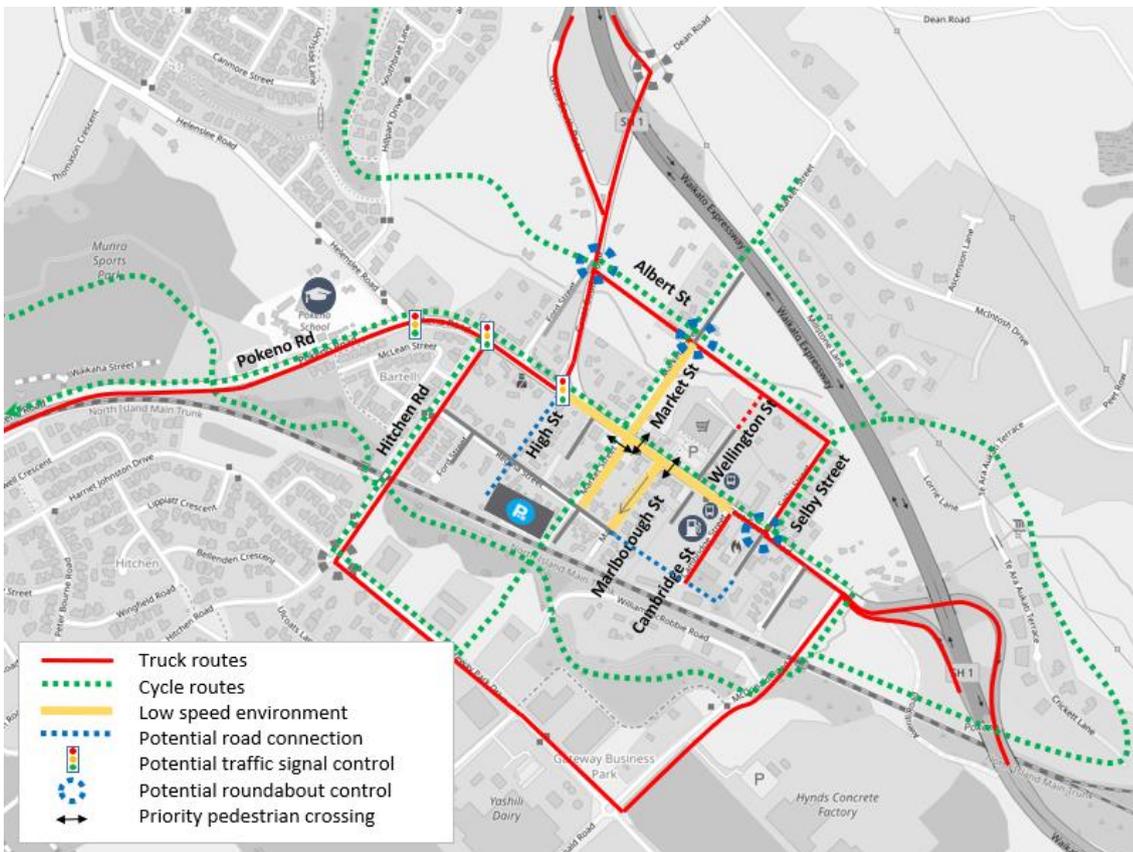


Figure E2: Proposed transport links (long term)



Short term transport changes (0 – 5 years)

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

Medium term transport changes (5 – 10 years)

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

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

Long term transport changes (10+ years)

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

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

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

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

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

Heavy vehicle bypass options

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

The key considerations and recommendations for the bypass are:

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

Transport hub

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

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

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

Parking management plan

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

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

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

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

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

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

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

CONTENTS

1	INTRODUCTION	1
2	LOCATION	1
3	SURROUNDING LAND USE.....	1
4	SUMMARY OF CURRENT STATE OF TRANSPORT IN PŌKENO	3
5	TRANSPORT STRATEGY.....	6
5.1	Short term transport changes (0 – 5 years)	8
5.2	Medium term transport changes (5 – 10 years)	10
5.2.1	Heavy vehicle bypass options	11
5.3	Long term transport changes (10+ years)	13
5.4	Public transport.....	14
5.4.1	Transport hub.....	16
5.4.2	Park and Ride parking capacity	17
5.5	Cycling	18
6	PARKING MANAGEMENT	19
6.1	Existing parking provision	19
6.2	Parking Management Plan	20
6.2.1	Specific parking requirements on-street	21
6.3	Proposed parking provision	22
	ROADS AND STREETS FRAMEWORK.....	26

APPENDICES

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

1 INTRODUCTION

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

Current state of transport in Pōkeno

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

Transport strategy

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

Parking management

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

2 LOCATION

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

3 SURROUNDING LAND USE

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

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

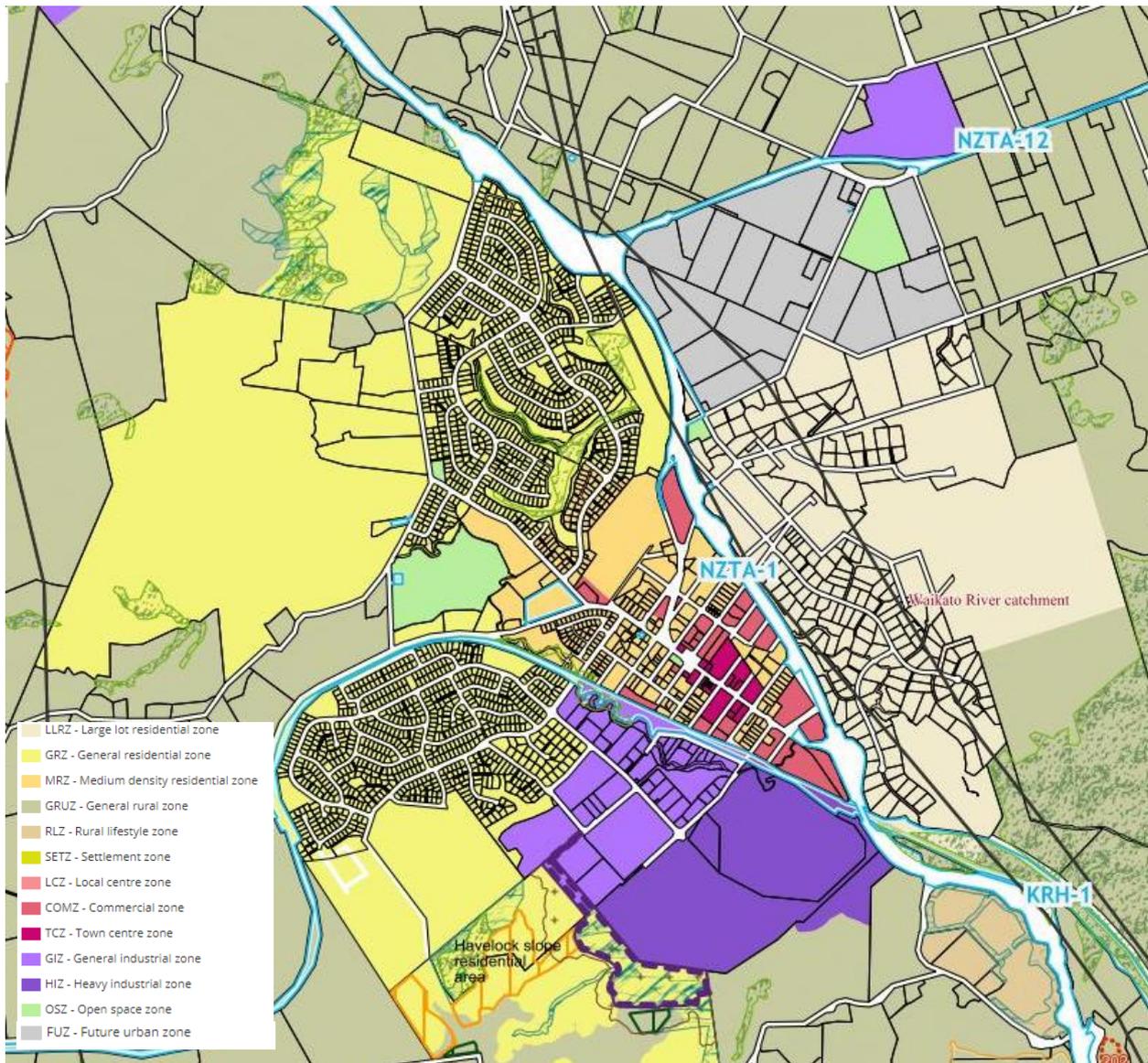
Figure 1 presents the surrounding land use as presented in the presents Proposed Waikato District Plan Zoning - Decisions Version.

Figure 2 indicates the key destinations within Pōkeno.

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

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

Figure 1: Proposed Waikato District Plan Zoning - Decisions Version³



³ Accessed 19 January 2022

Figure 2: Existing land use and key origins and destinations



4 SUMMARY OF CURRENT STATE OF TRANSPORT IN PŌKENO

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

Heavy Vehicles

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

Existing traffic volumes

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

Existing crash analysis

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

Buses

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

Walking / Cycling

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

Existing parking provisions

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

Future land use

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

Strategic documents

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

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

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

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

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

5 TRANSPORT STRATEGY

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

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

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

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

The following figures are presented:

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

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

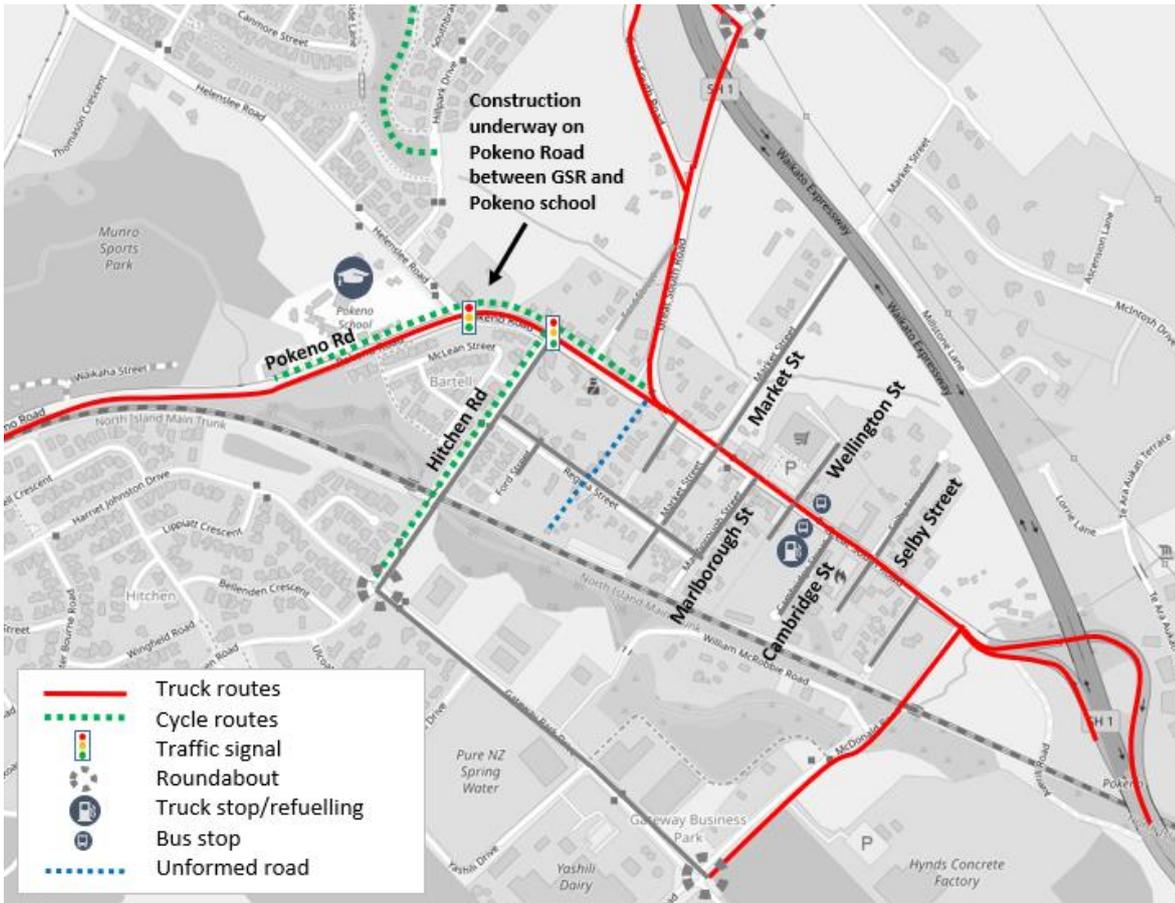
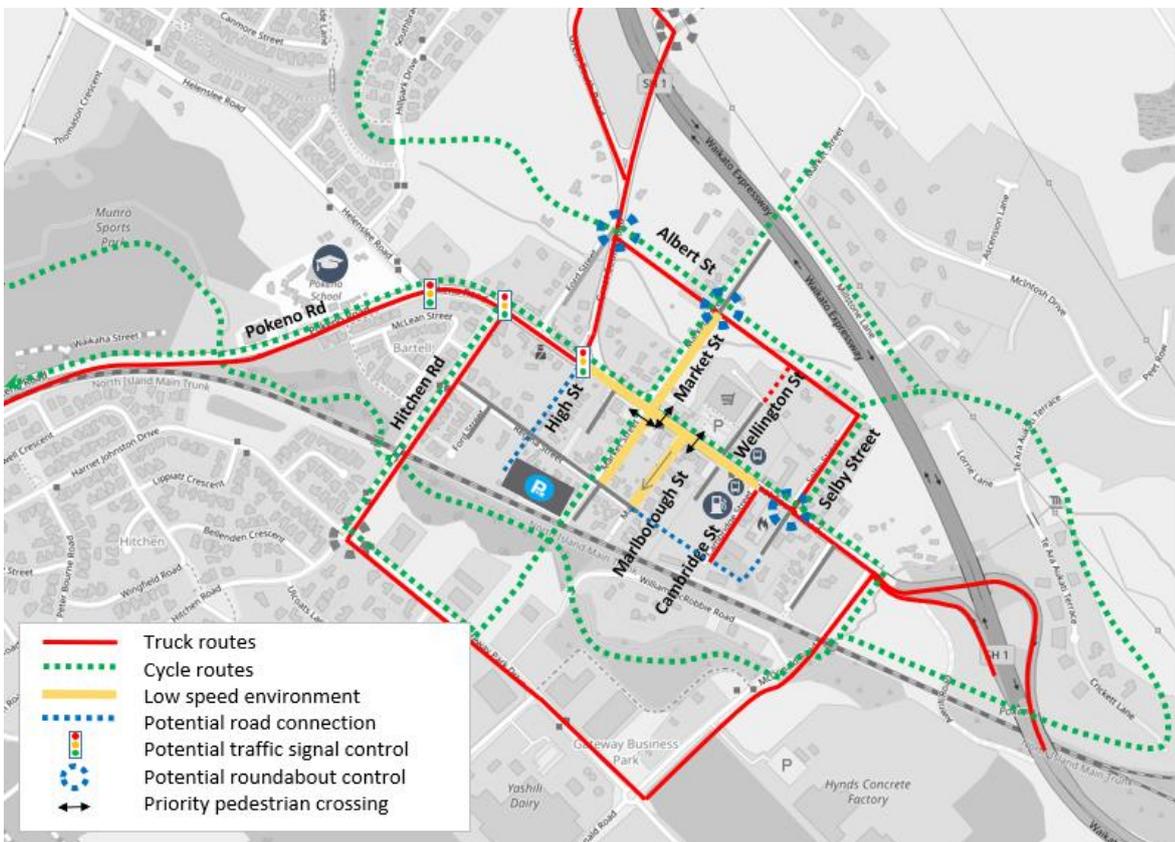


Figure 4: Proposed transport links (long term)



5.1 Short term transport changes (0 – 5 years)

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

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



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

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

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

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

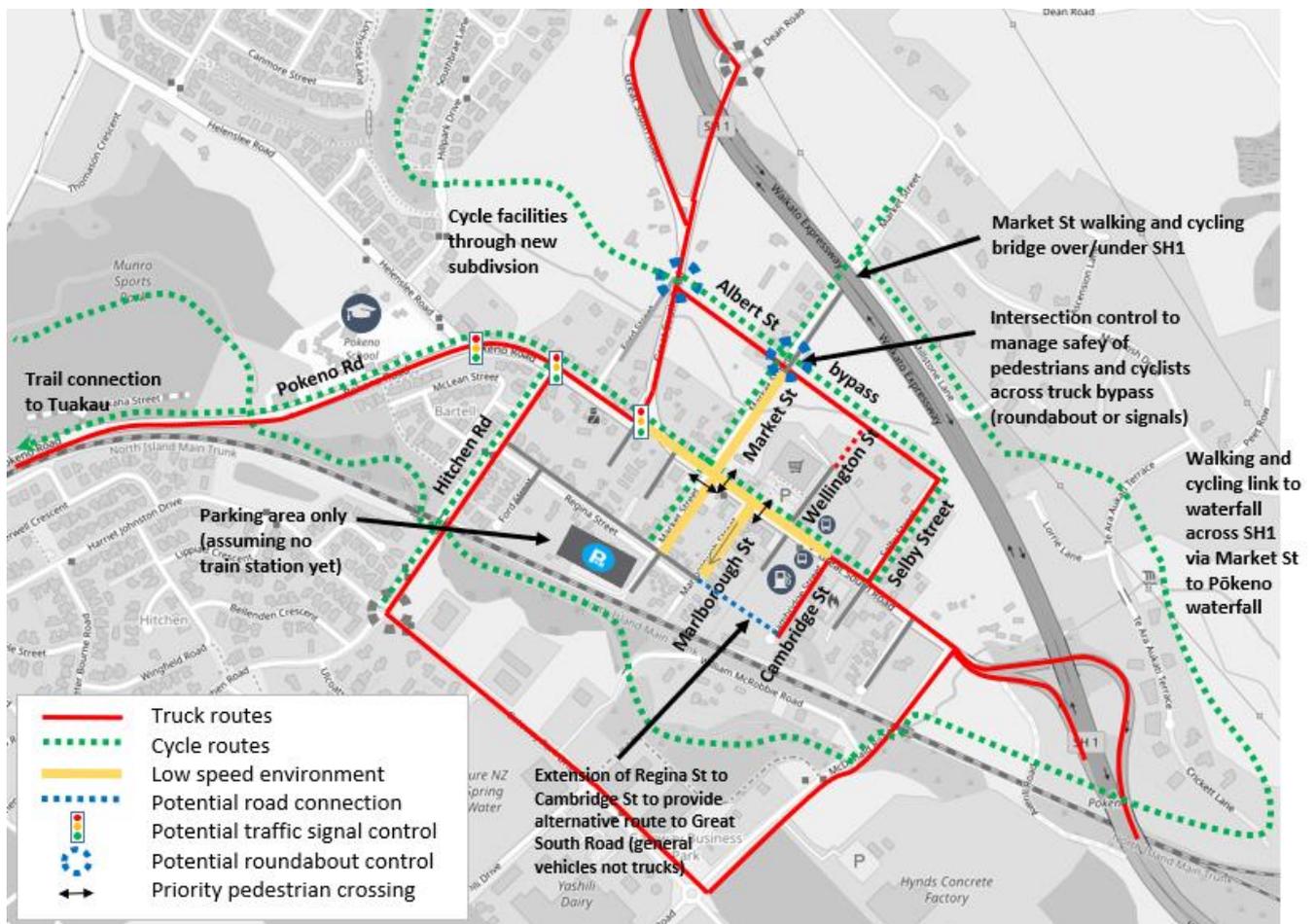
5.2 Medium term transport changes (5 – 10 years)

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

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

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

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



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

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

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

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

5.2.1 Heavy vehicle bypass options

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

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

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

Figure 7: Heavy vehicle bypass options

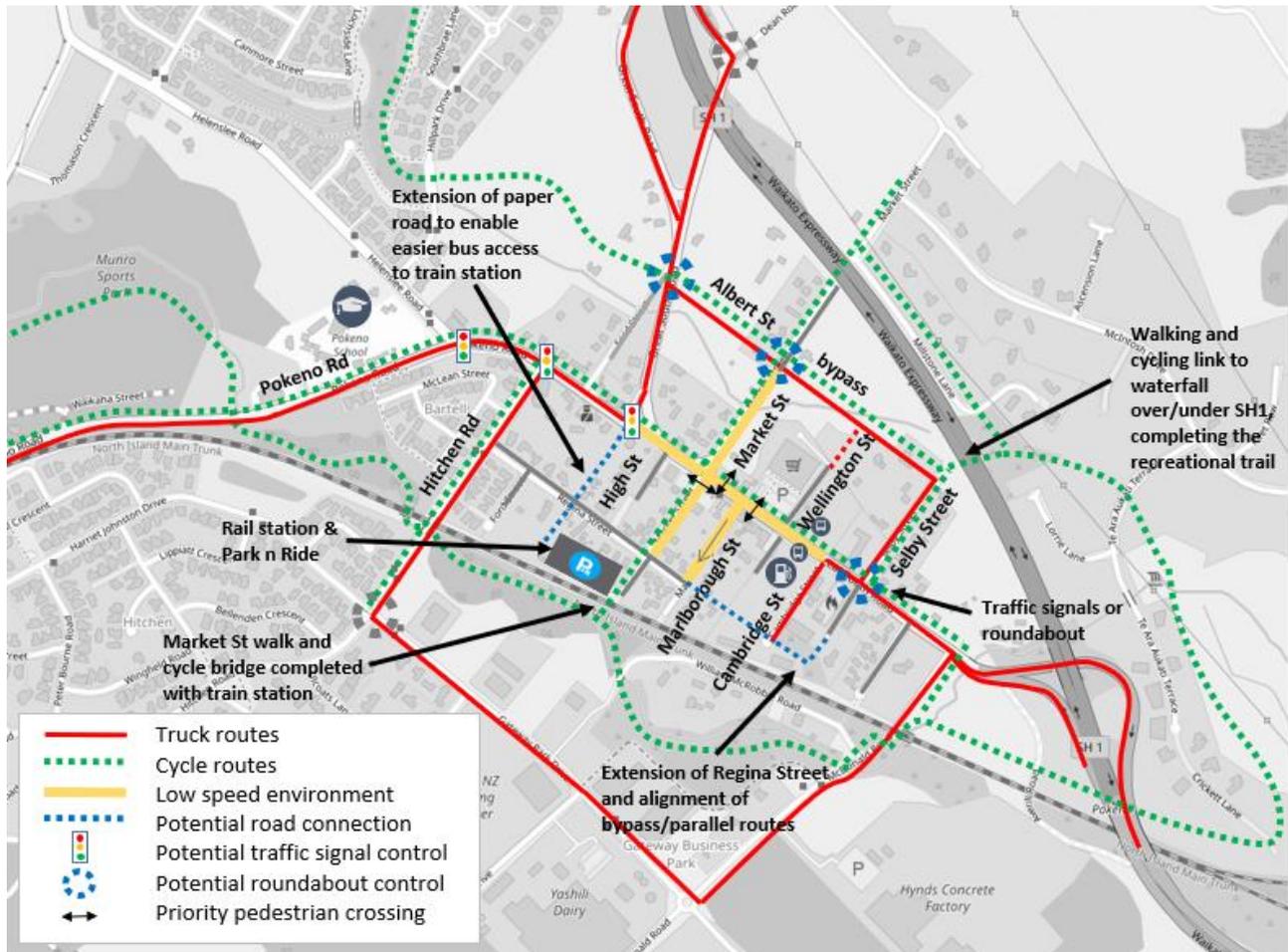


5.3 Long term transport changes (10+ years)

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

Figure 8 below indicates the proposed transport links in the long term (10+ years).

Figure 8: Transport strategy - Long term (10+ years)



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

- ♦ proposed train station located between Market Street and High Street. Access via Market Street and High Street (currently a ‘paper road’). Provide a Park and Ride area of approximately 60 to 70 spaces (shown in more detail in the following section)
- ♦ extension of road from Great South Road/Pōkeno Road intersection to help buses access train station/Park and Ride. It is not needed before the train station is active as buses will remain on Great South Road. It may also not be needed if buses are not travelling to/from Great South Road/Pōkeno Road intersection (ie not travelling to SH1 north). Further investigation would be needed to understand the bus routes at the time of the train station development. We however note that the Pōkeno Road/Hitchen Dairy Road intersection is the main access to/from the large

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

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

5.4 Public transport

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

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

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

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

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

Figure 9: Potential bus routes (short term)

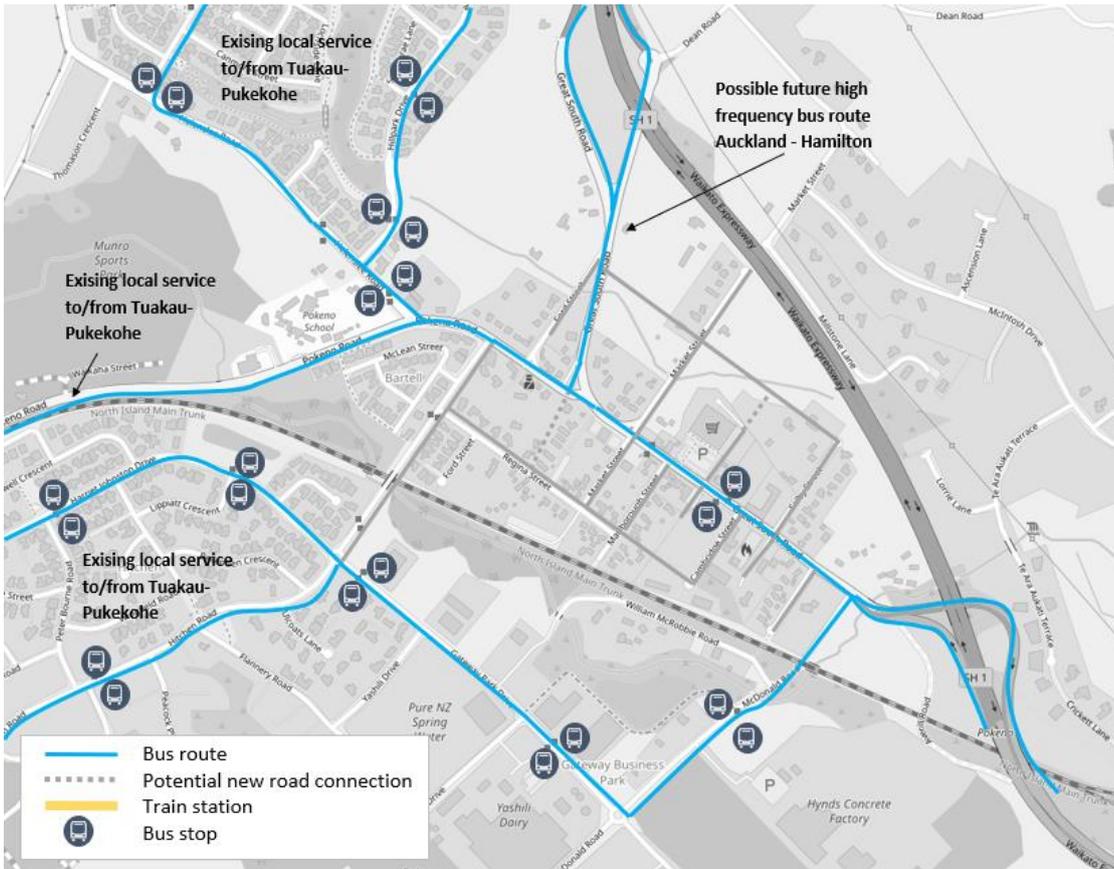
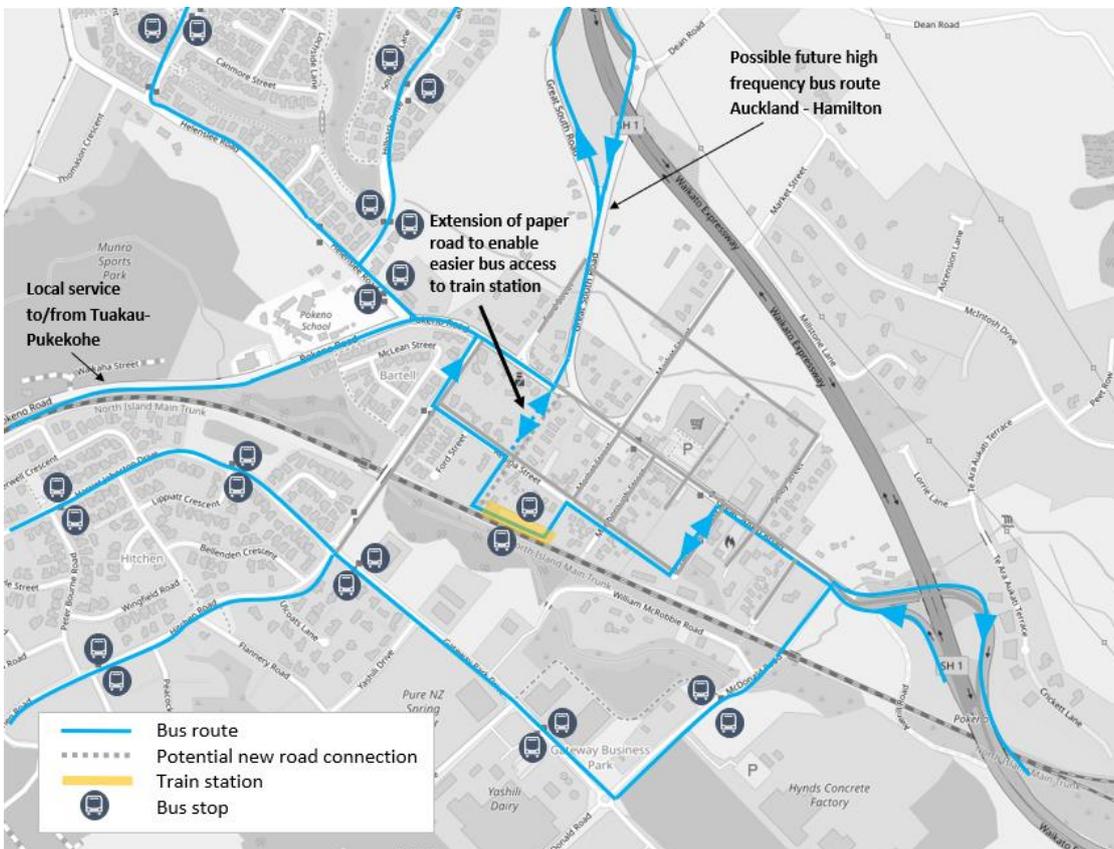


Figure 10: Potential bus routes (medium to long term)



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

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

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

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

5.4.1 Transport hub

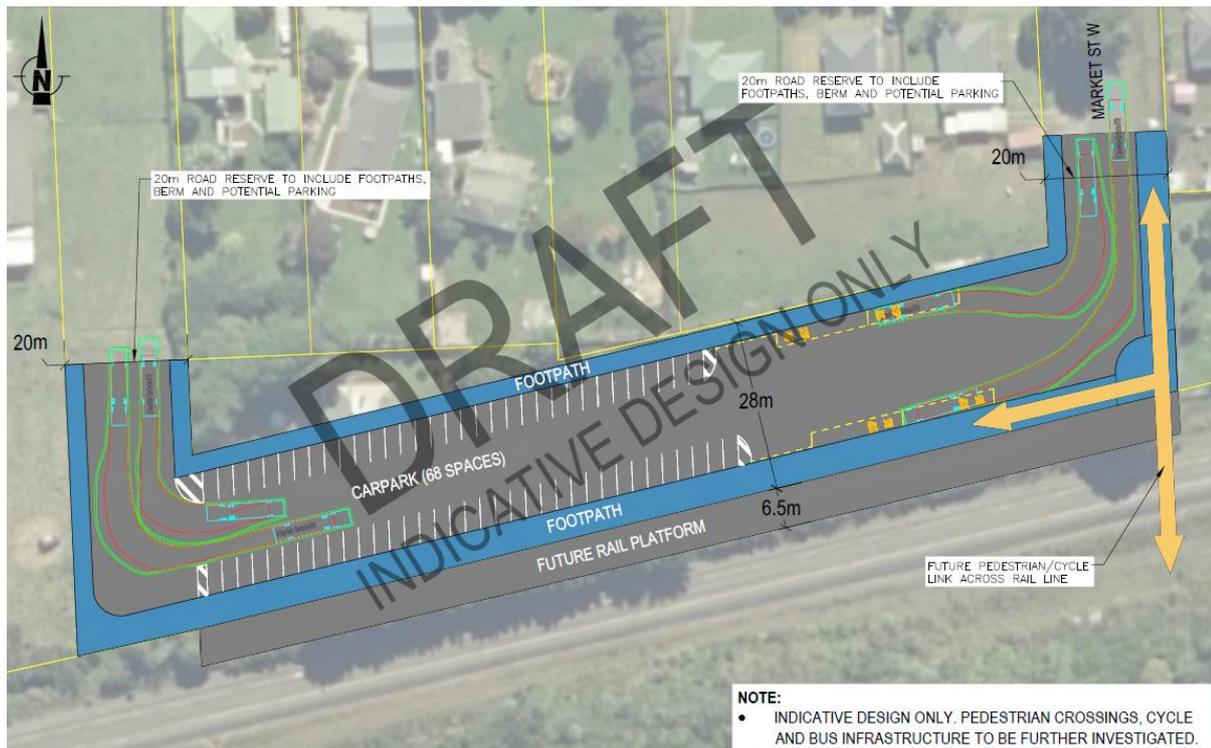
In the future, rail or high frequency buses could serve Pōkeno. A Park and Ride facility could accommodate both, similar to the new Huntly⁴ rail station and Park and Ride facility.

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

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

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

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



5.4.2 Park and Ride parking capacity

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

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

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

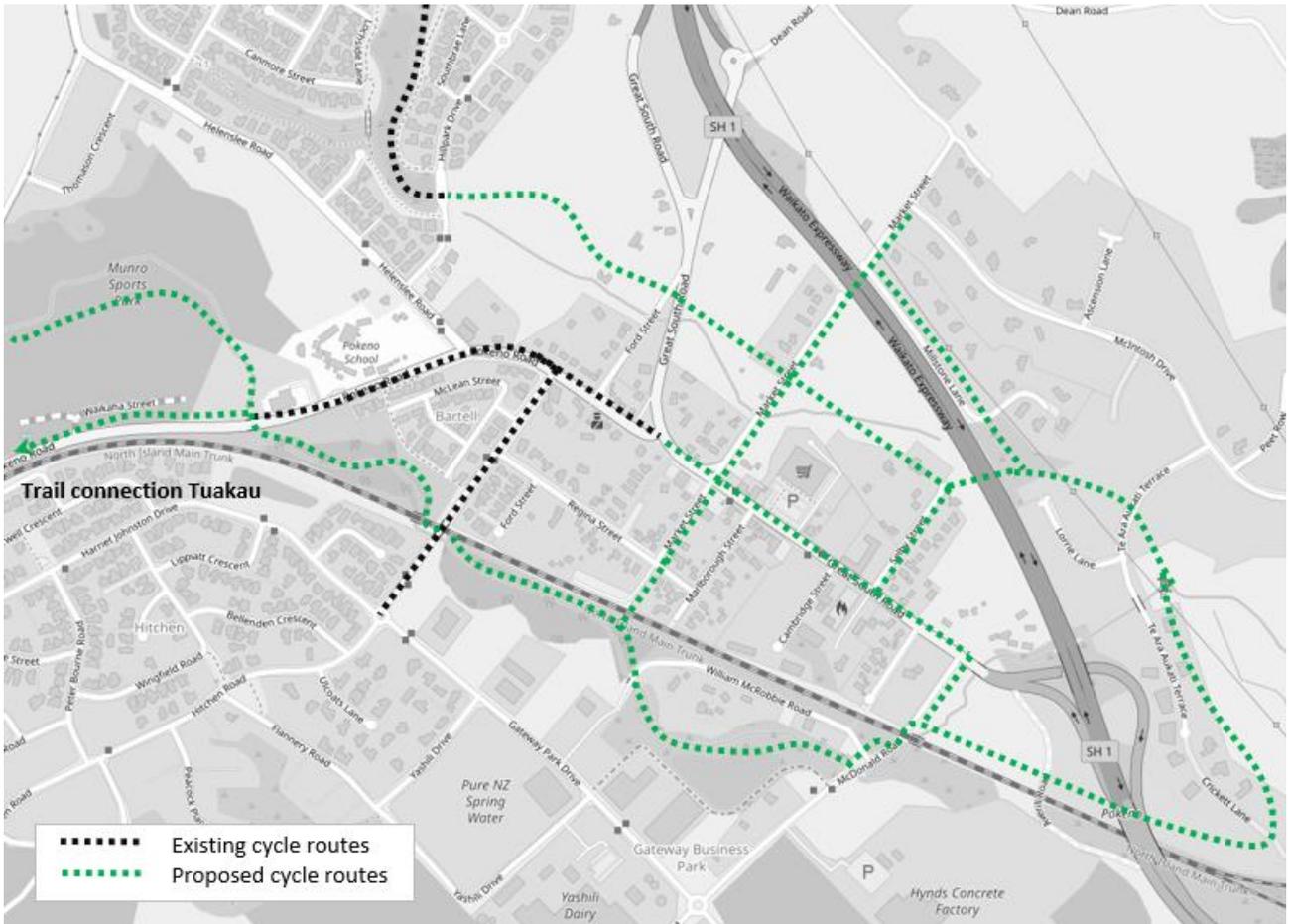
⁶ Current capacity of the service is 150 passengers. A typical Auckland Transport electric train seats approximately 230 passengers

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

5.5 Cycling

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

Figure 12: Cycle routes



6.2 Parking Management Plan

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

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

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

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

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

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

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

Short term (0 to 5 years)

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

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

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

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

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

Medium term (5 to 10 years)

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

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

6.2.1 Specific parking requirements on-street

Mobility parking

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

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

Electric vehicle charging stations

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

Loading bays

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

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

Bus parking/layover

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

Franklin Market

Franklin market occurs every Sunday and leads to moderate parking demand both off and on street. Currently this occurs at the southern end of the township but the exact location of the Market in the future is yet to be known. Ideally off-street parking would be provided near to the market to cater for demand.

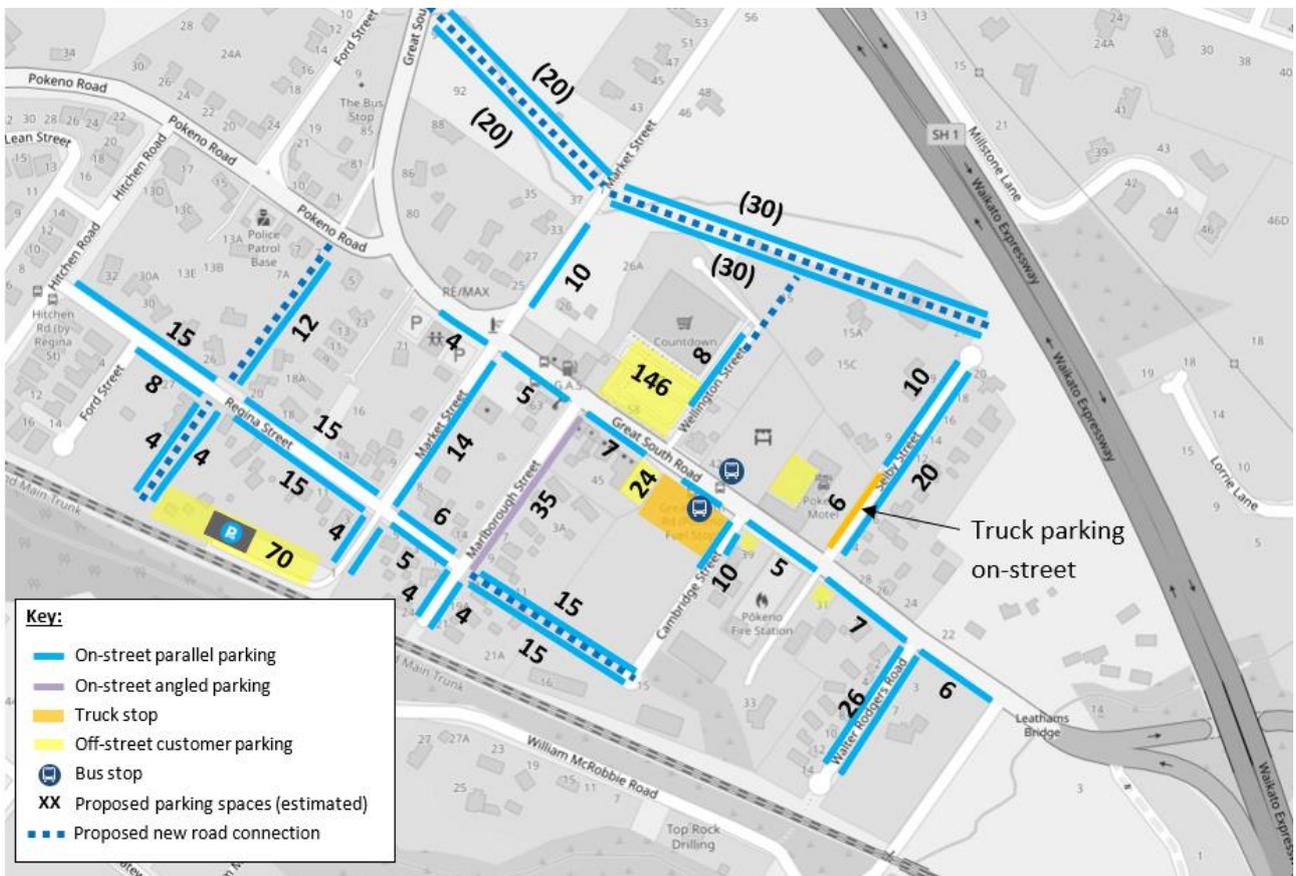
Park and Ride

WDC already owns a site adjacent to the main rail line. A basic design indicates that up to 60 to 70 parking spaces are possible within the existing narrow site as shown previously in Figure 11.

6.3 Proposed parking provision

Figure 14 presents the proposed parking provision with the long-term transport network in place.

Figure 14: Proposed parking provision (high level estimate⁸)



Based on the proposed parking management plan and the proposed public realm cross sections Table 1 presents the existing and proposed parking provision within Pōkeno town centre.

⁸ The high level estimate is based on aerial photos and the estimated of the number of driveways and length of parking spaces

Table 1: Parking provision (number of parking spaces)

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

*smaller private parking areas are not included in this total

Based on this high-level estimate:

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

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

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

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

APPENDIX A

Current state of transport in Pōkeno – Technical note

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

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

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

1 SUMMARY OF CURRENT STATE OF TRANSPORT IN PŌKENO

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

Heavy vehicles

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

Existing traffic volumes

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

Existing crash analysis

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

Buses

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

Walking / Cycling

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

Existing parking provisions

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

Future land use

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

Strategic documents

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

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

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

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

2 LOCATION

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

3 SURROUNDING LAND USE

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

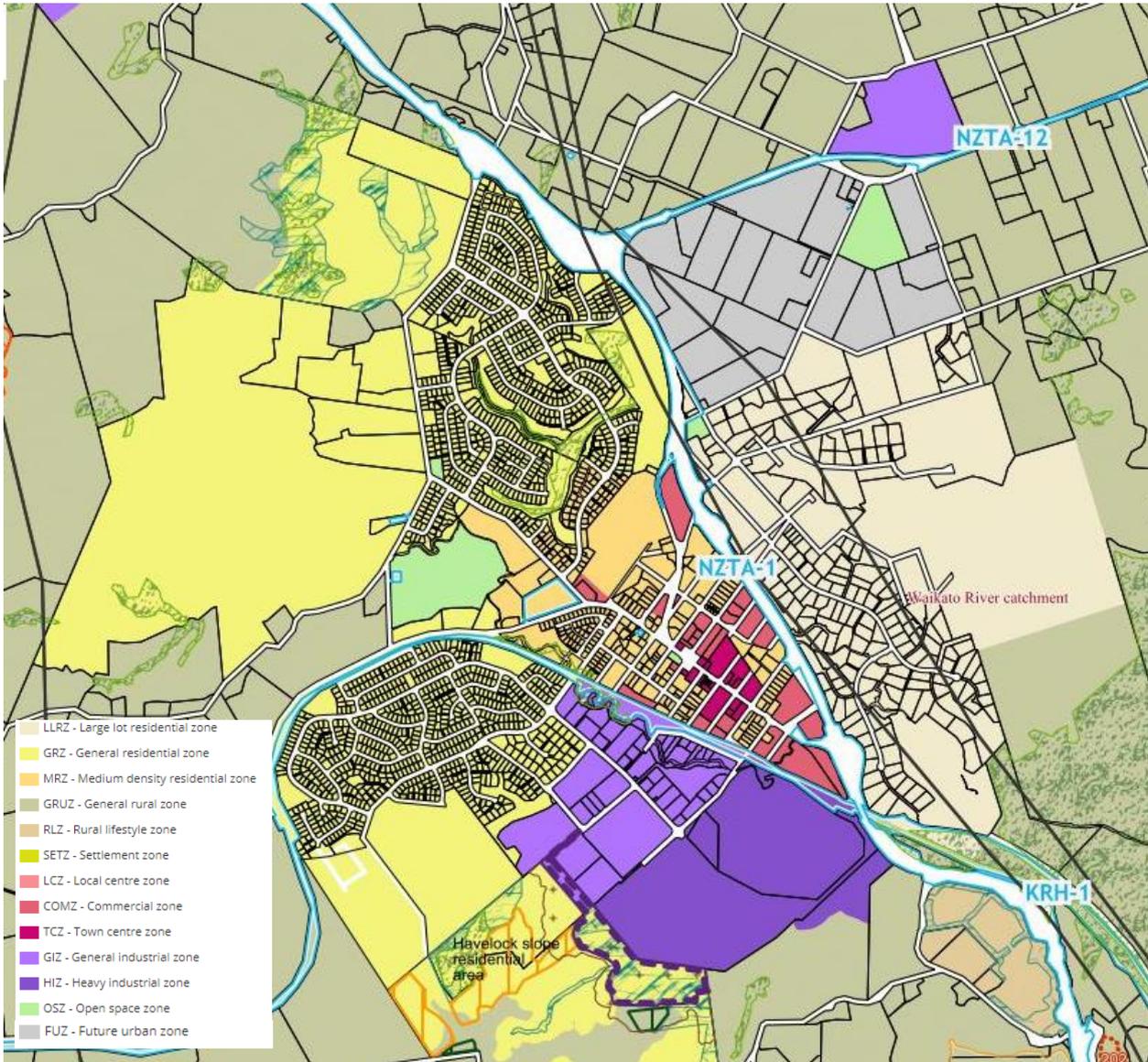
Waikato District Council (WDC) projections suggest continued fast growth from 5,545 residents to approximately 12,000 residents by 2061. Figure 1 presents the surrounding land use as presented in the presents Proposed Waikato District Plan Zoning - Decisions Version.

Figure 2 indicates the key destinations within Pōkeno.

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

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

Figure 1: Proposed Waikato District Plan Zoning - Decisions Version³



³ Accessed 19 January 2022

Figure 2: Existing land use and key origins and destinations

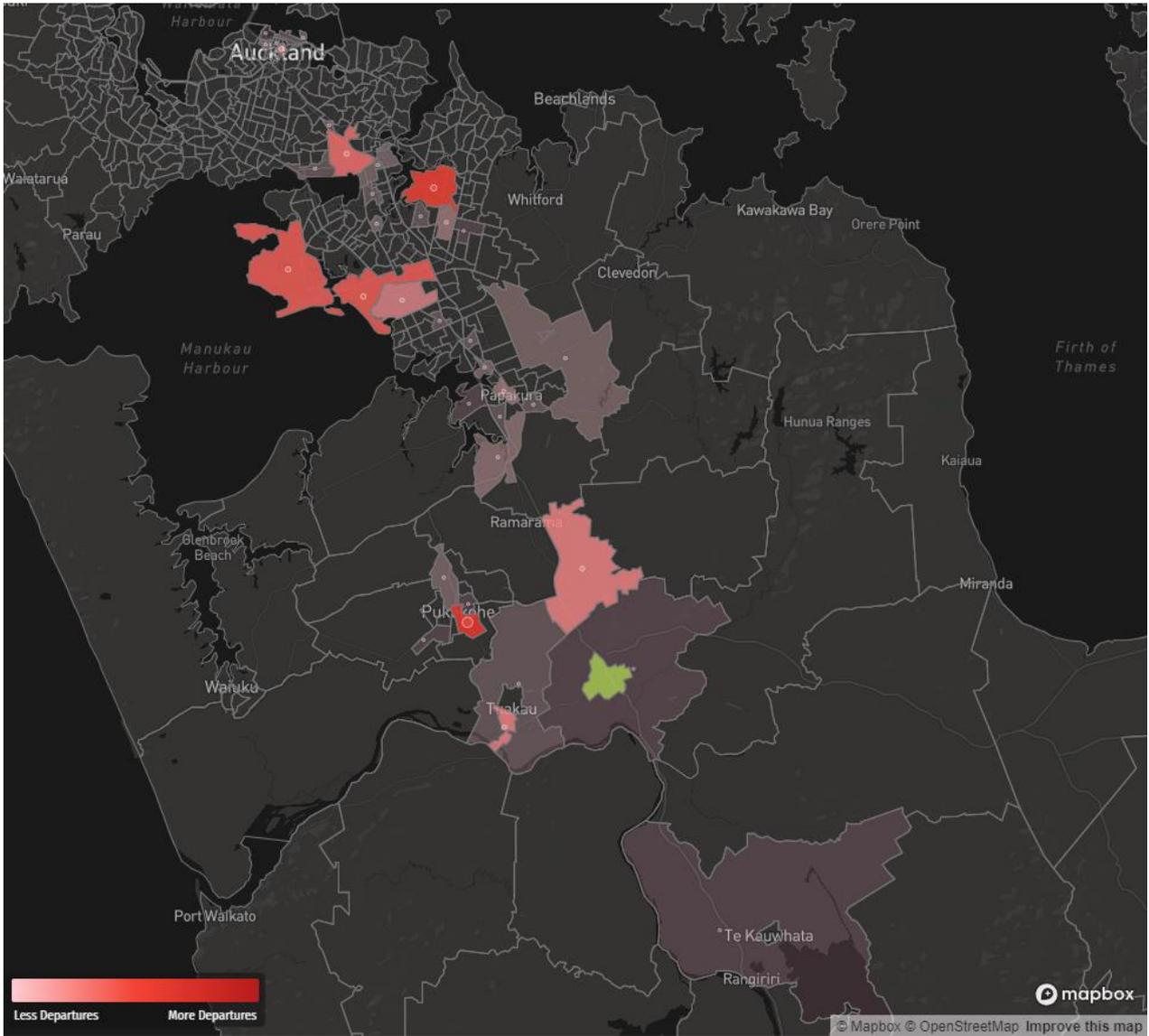


4 CENSUS DATA

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

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

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



5 TRANSPORT CONSIDERATIONS FOR PŌKENO TOWNSHIP

We have reviewed the following:

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

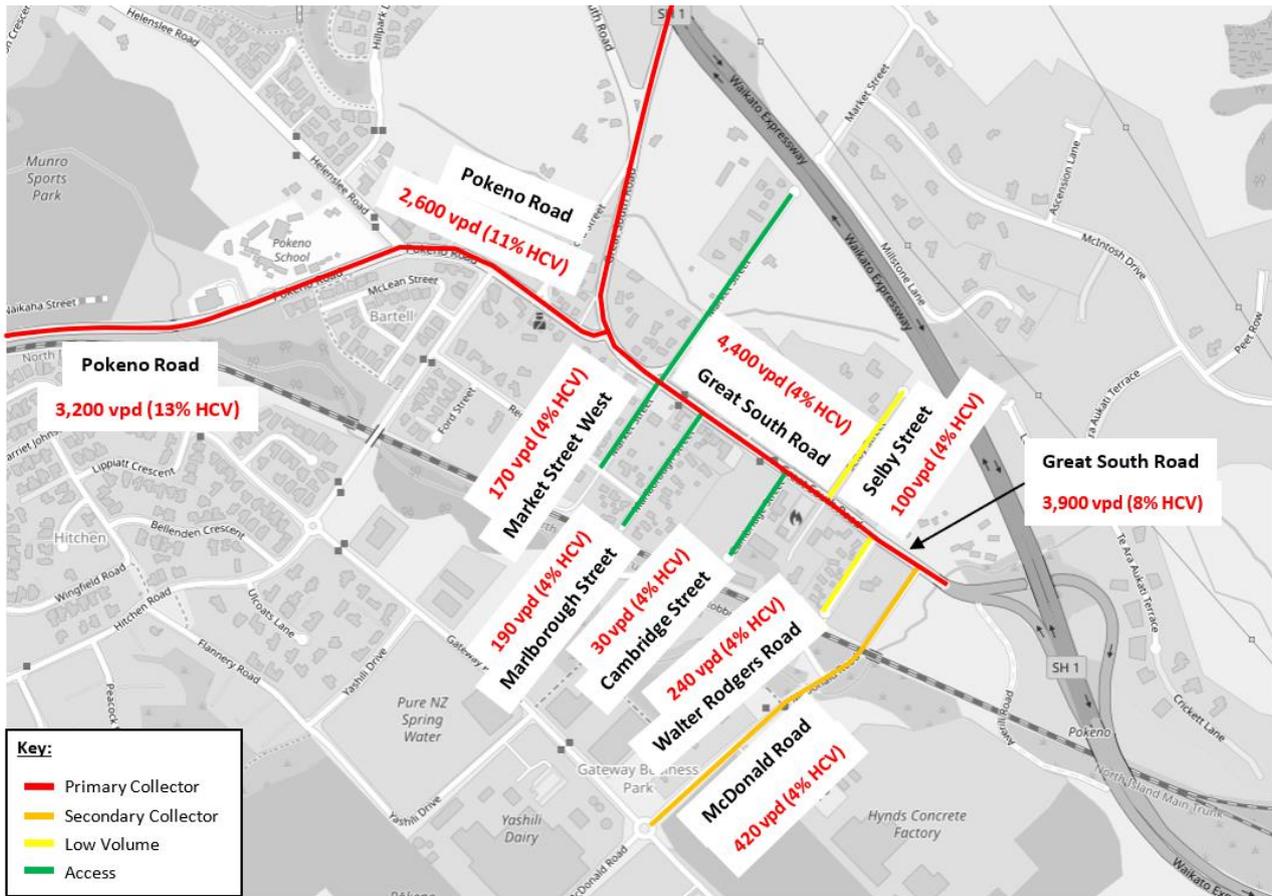
5.1 Existing traffic volumes

Figure 4 provides a summary of the available traffic data.

The following are the key points:

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

Figure 4: Existing traffic counts and road classification⁴



5.2 Future traffic volumes

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

Table 1: Estimated traffic volumes

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

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

⁴ Sourced from WDC and Mobile Road website

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

5.3 Safety assessment

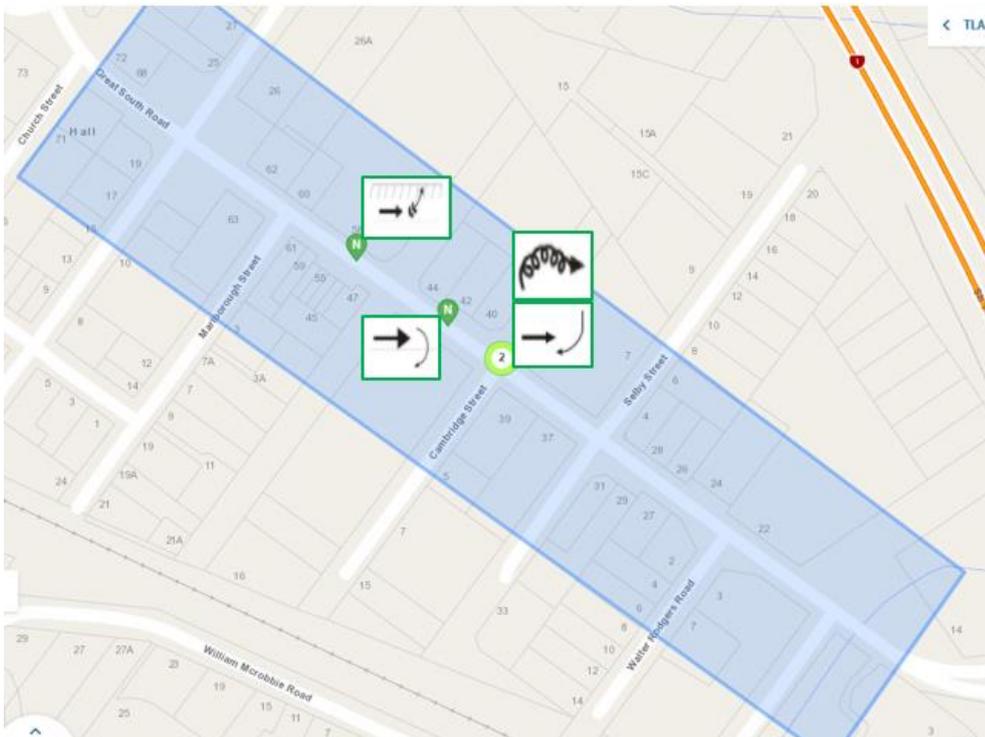
We have reviewed the crash records from 2016 to 2020 for the surrounding roads obtained from Waka Kotahi NZTA's Crash Analysis System (CAS). The search area includes Great South Road between McDonald Road and Market Street West (inclusive) and covers 50 m of the side roads which intersect Great South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

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

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

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

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



5.4 Public transport

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

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

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

Table 2: Bus services

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

5.4.1 Inter-city coach services

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

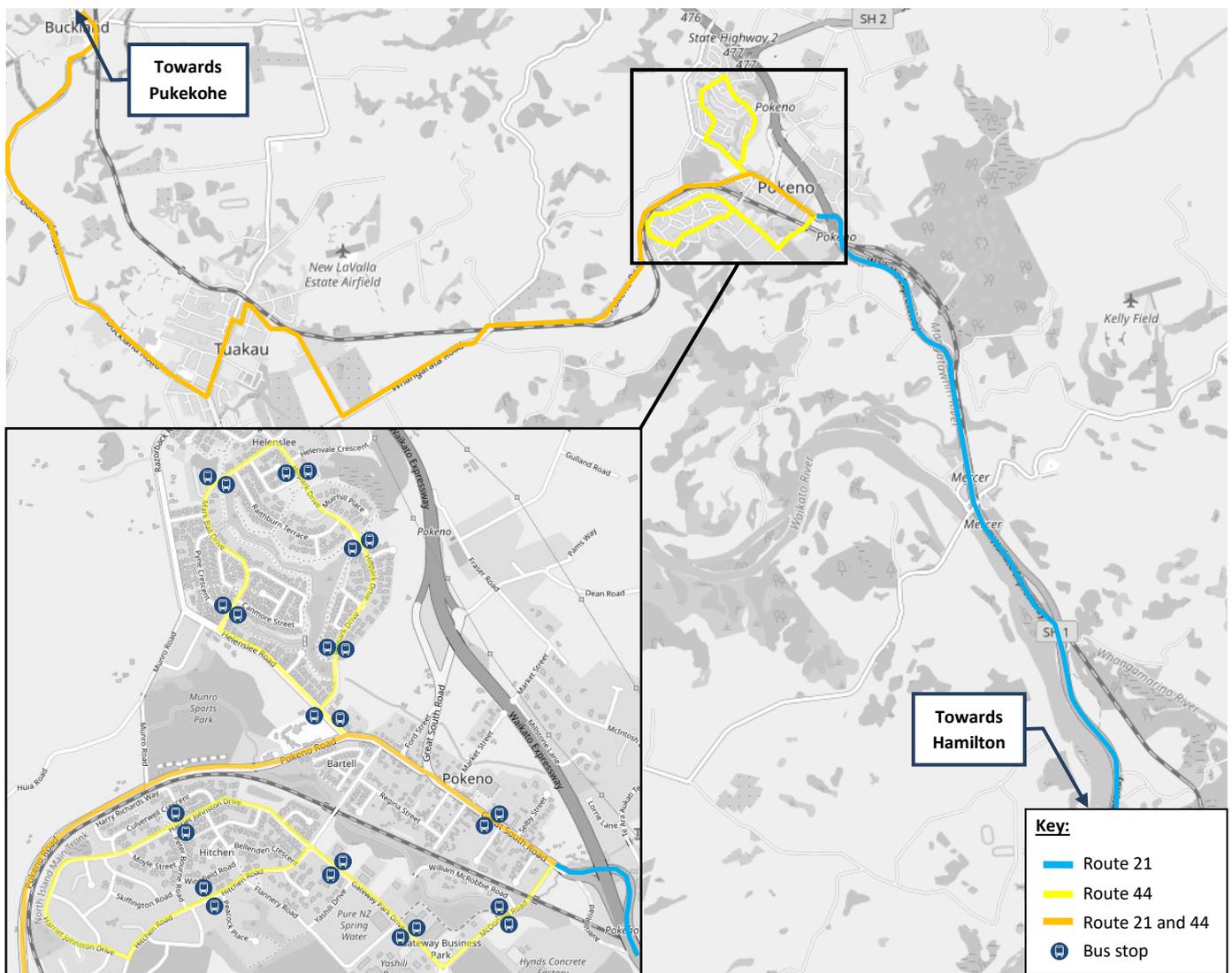
5.4.2 Existing bus stops

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

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

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

Figure 6: Existing bus service routes and bus stops



5.4.3 School bus

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

The nearest secondary school is Tuakau College.

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

Figure 7: Pōkeno school catchment



5.4.4 Rail

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

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

5.5 Connections across SH1

There are four existing vehicle connections across SH1:

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

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

5.6 Walking

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

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

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

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

5.7 Cycling

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

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

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

5.7.1 WDC trail strategy (cycling and walking)

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

The following are key points from the Strategy

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

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

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



5.8 Heavy vehicles

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

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

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

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

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

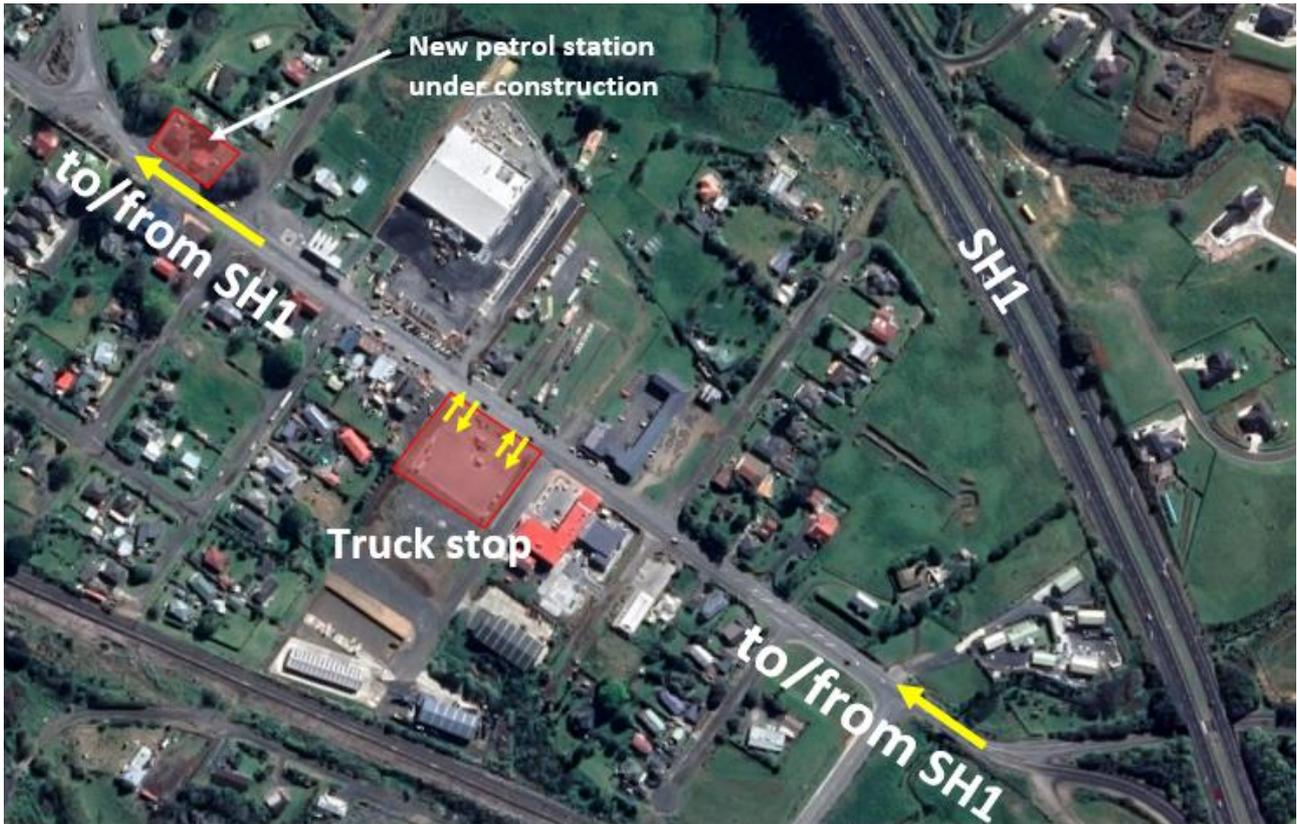


Figure 10: Trucks parking on Great South Road outside truck stop

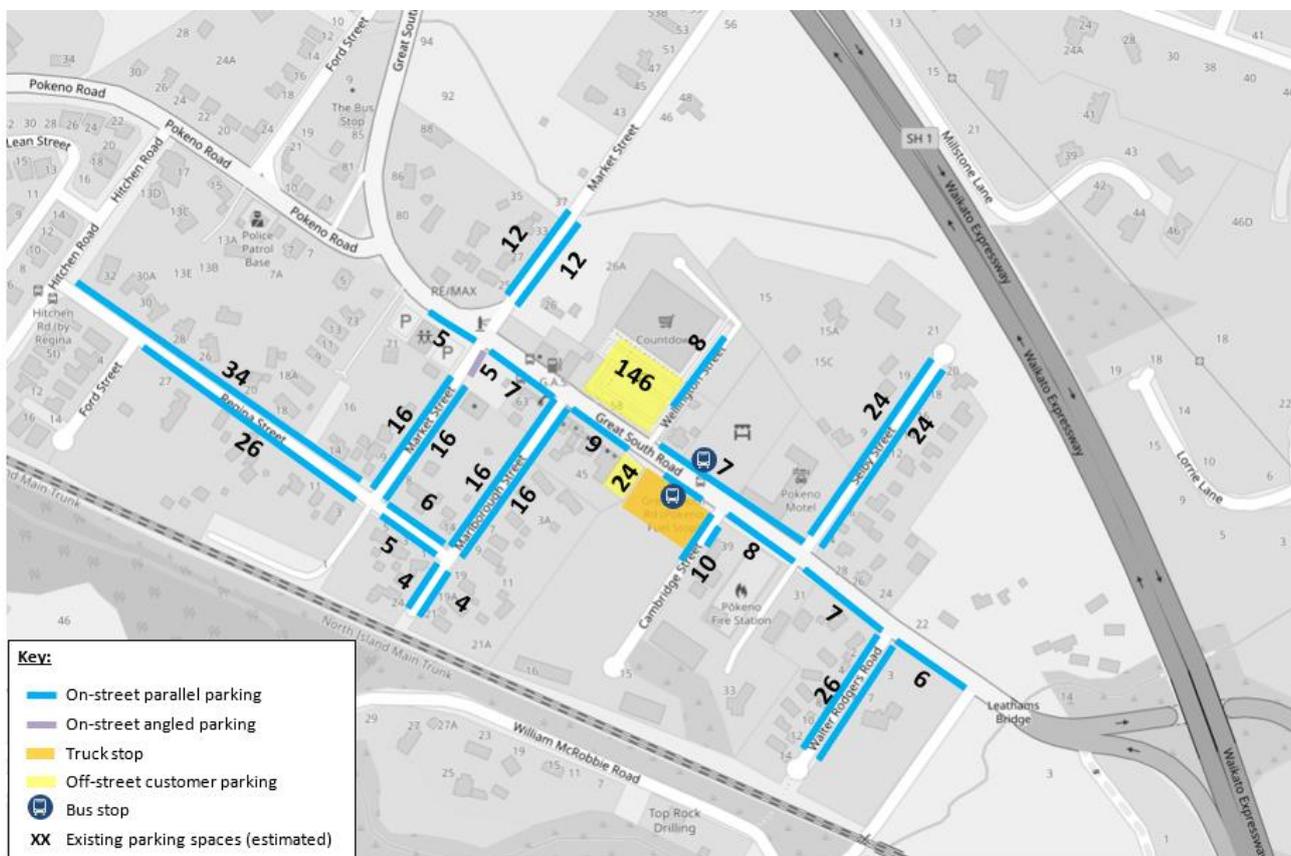


6 EXISTING PARKING PROVISIONS

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

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

Figure 11: Existing parking provision



7 STRATEGIC DOCUMENTS

We have reviewed the following relevant strategic documents concerning Pōkeno:

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

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

7.1 Waikato Blueprint – District and Local Area Blueprints

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

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

The Blueprint proposed the following transport initiatives for Pōkeno

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

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

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

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

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

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

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

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

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

Key aspects of the development plans include:

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

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

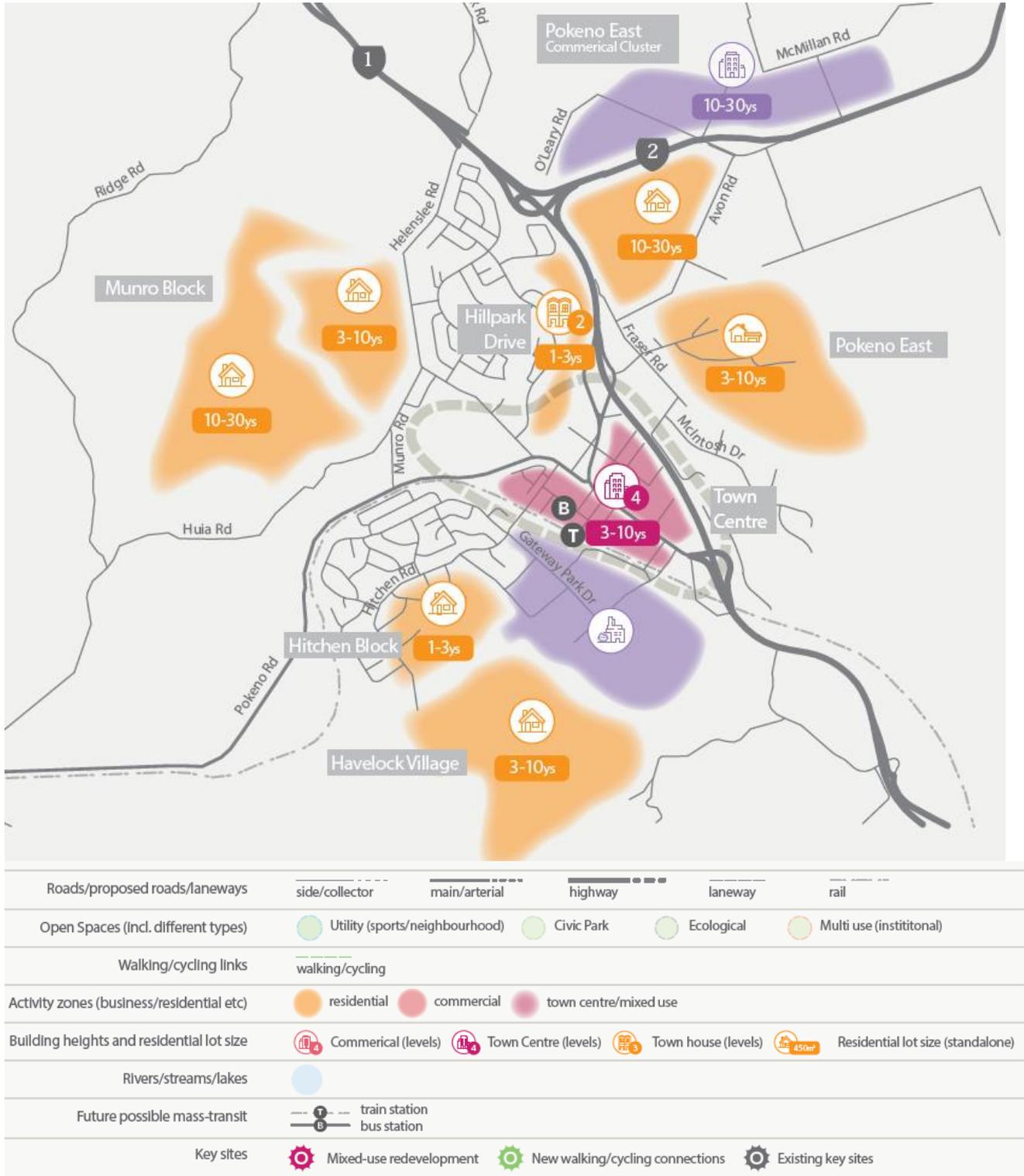
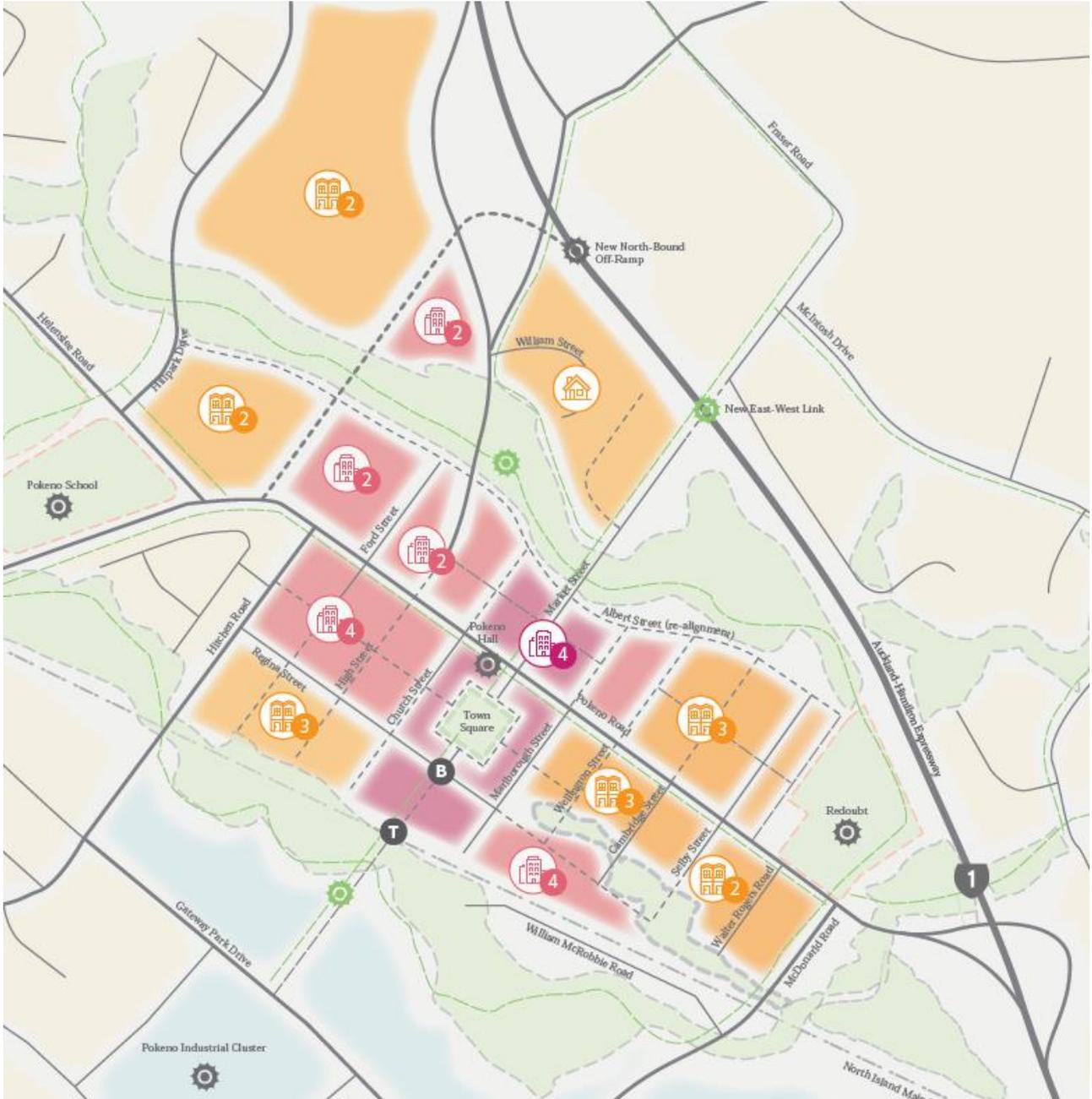


Figure 13: Pōkeno Development Plan (50 Year) from Waikato 2070



7.3 Proposed Waikato District Plan zoning and growth areas

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

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

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

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

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

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

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

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

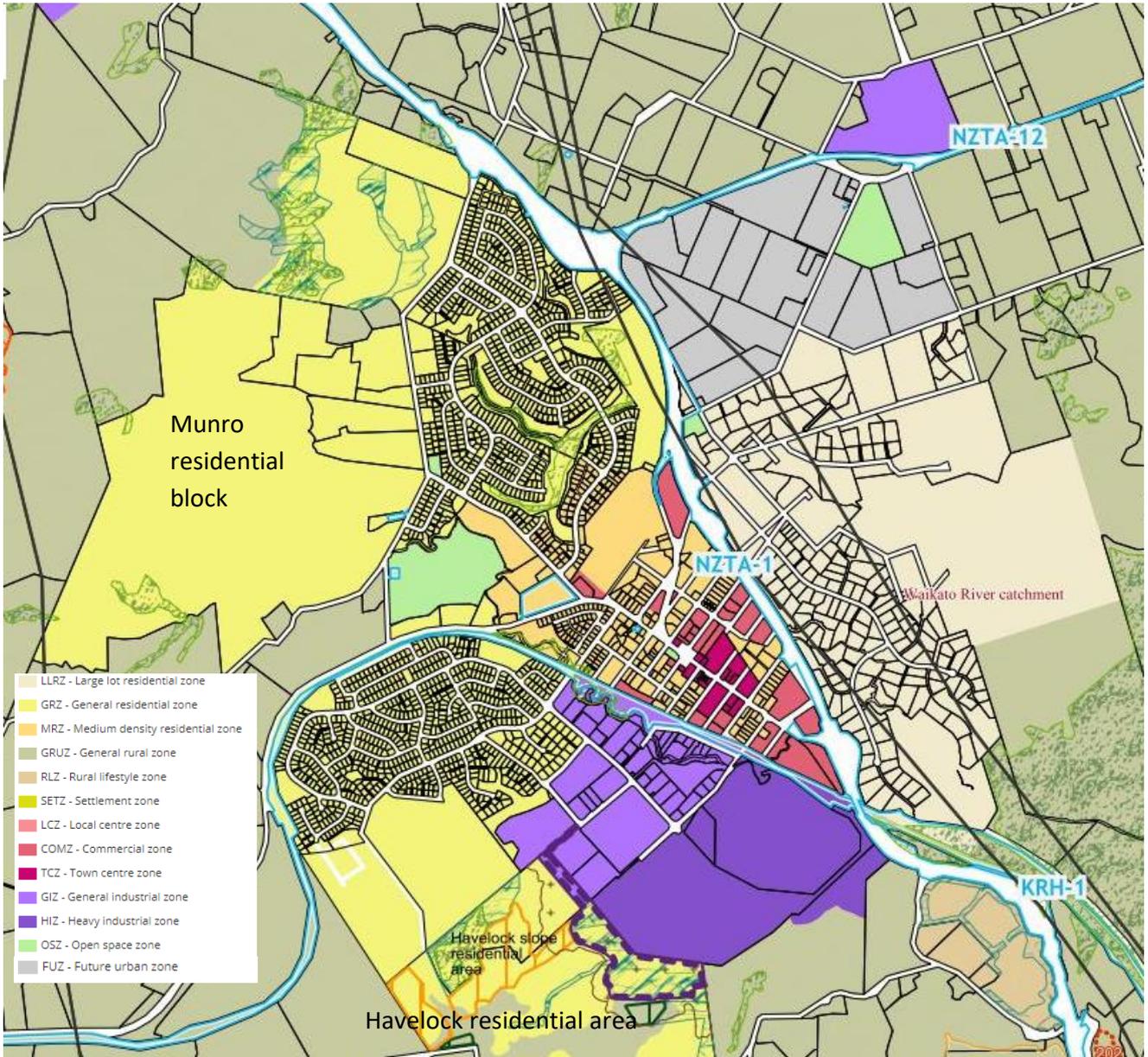
Key identified issues within the s42 report are

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

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

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

Figure 14: Proposed Waikato District Plan Zoning - Decisions Version⁶



⁶ Accessed 19 January 2022

7.4 PŌKENO COMMUNITY COMMITTEE STRATEGIC PLAN 2020-2040

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

Strategies

1. The following strategies relate to transport within Pōkeno:

c. Strategy 3: Improve Transport and Connectivity.

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

Long Term Plan

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

a. Roading and Paving.

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

b. Market Square.

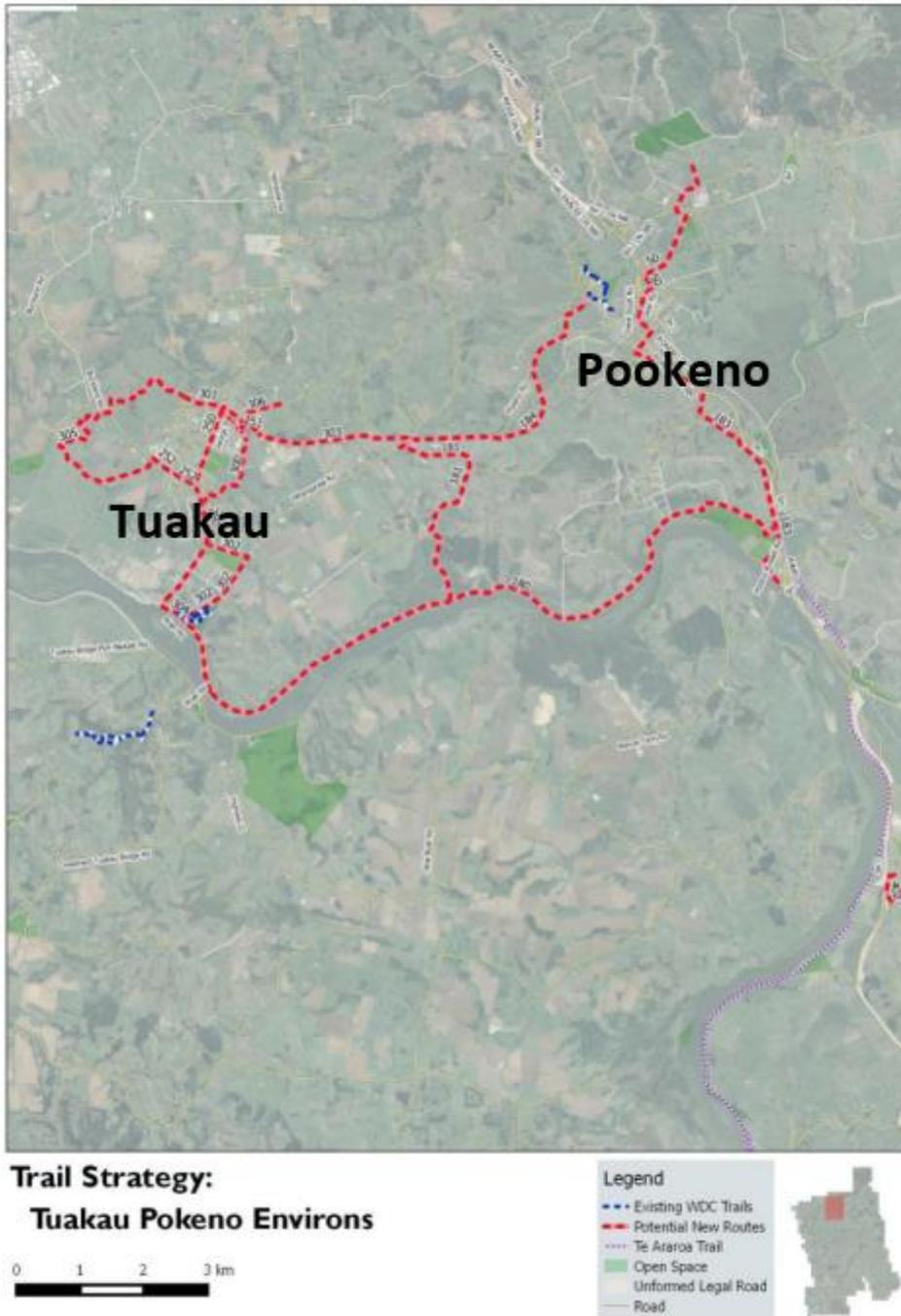
- i. Progress the development of the Market Square concept to allow for a welcoming mixed-use area for housing and retail.
- ii. As part of the Market Square development, improve access (especially pedestrian and cycle) to, along and through the Market Street W/Great South Road/Marlborough Street area.

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

ATTACHMENT A

WDC trail strategy (2016)

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



ATTACHMENT B

Census data (2018)

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

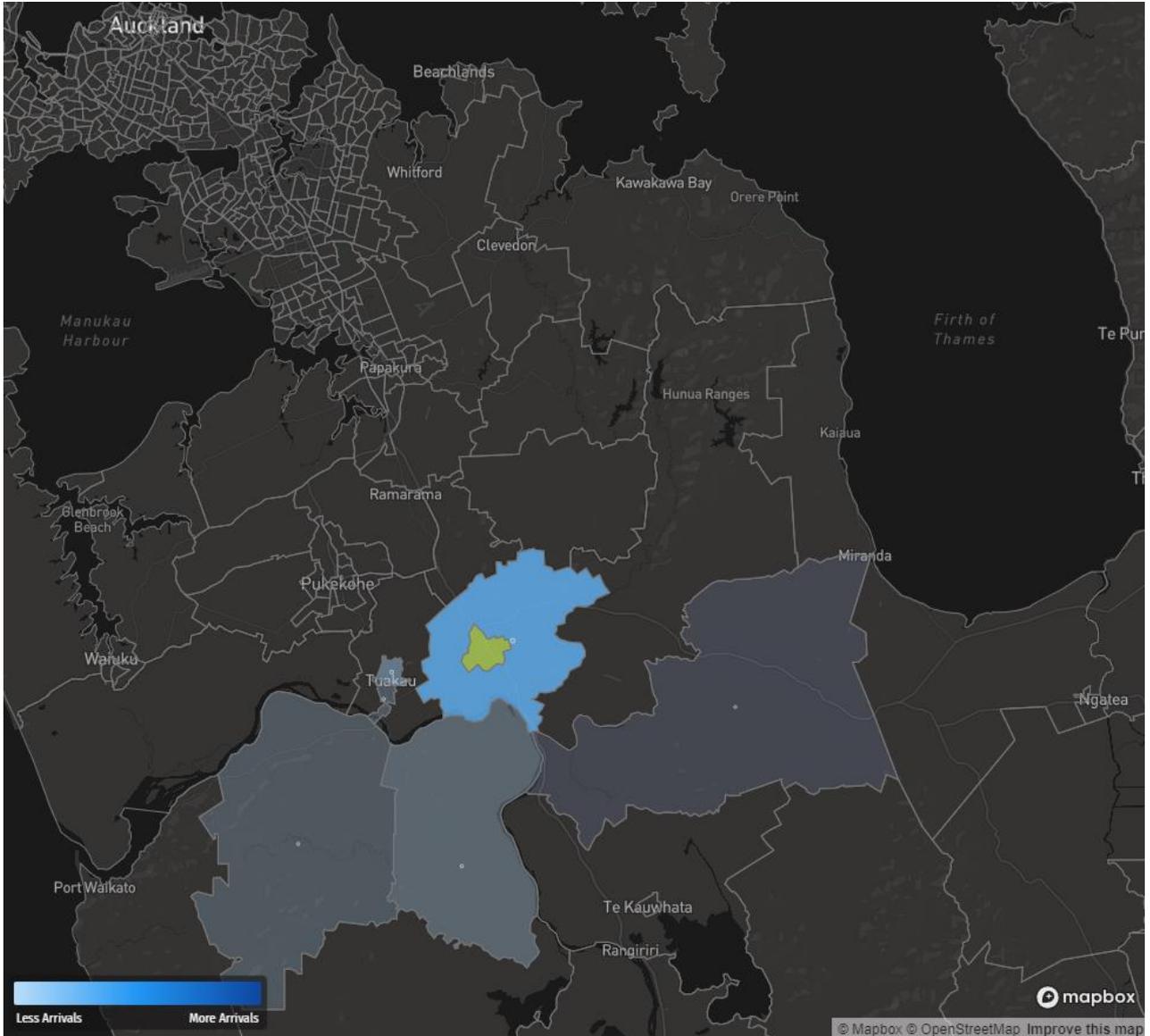


Figure 17: Destination of work and education trips travelling from Pökeno

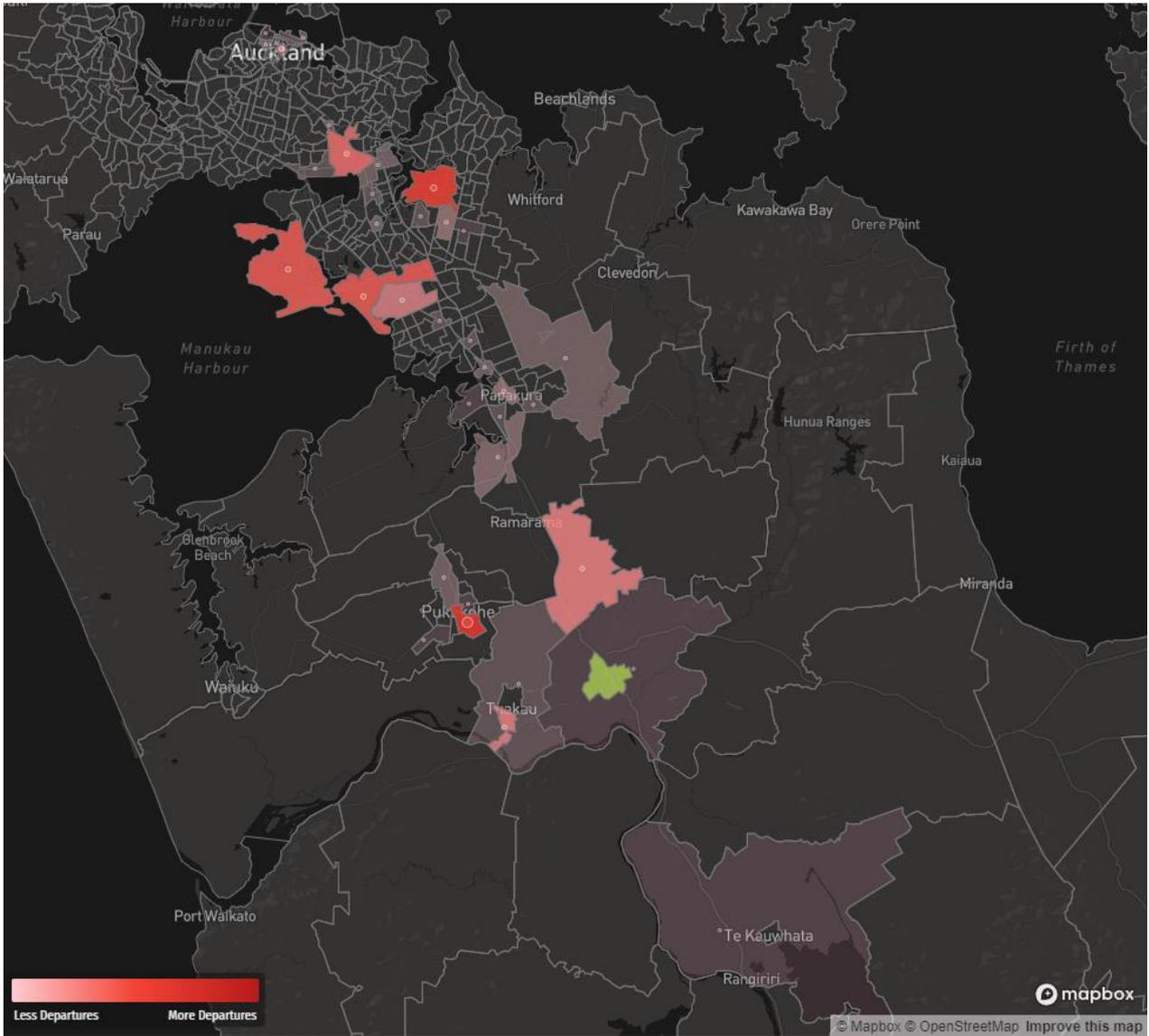
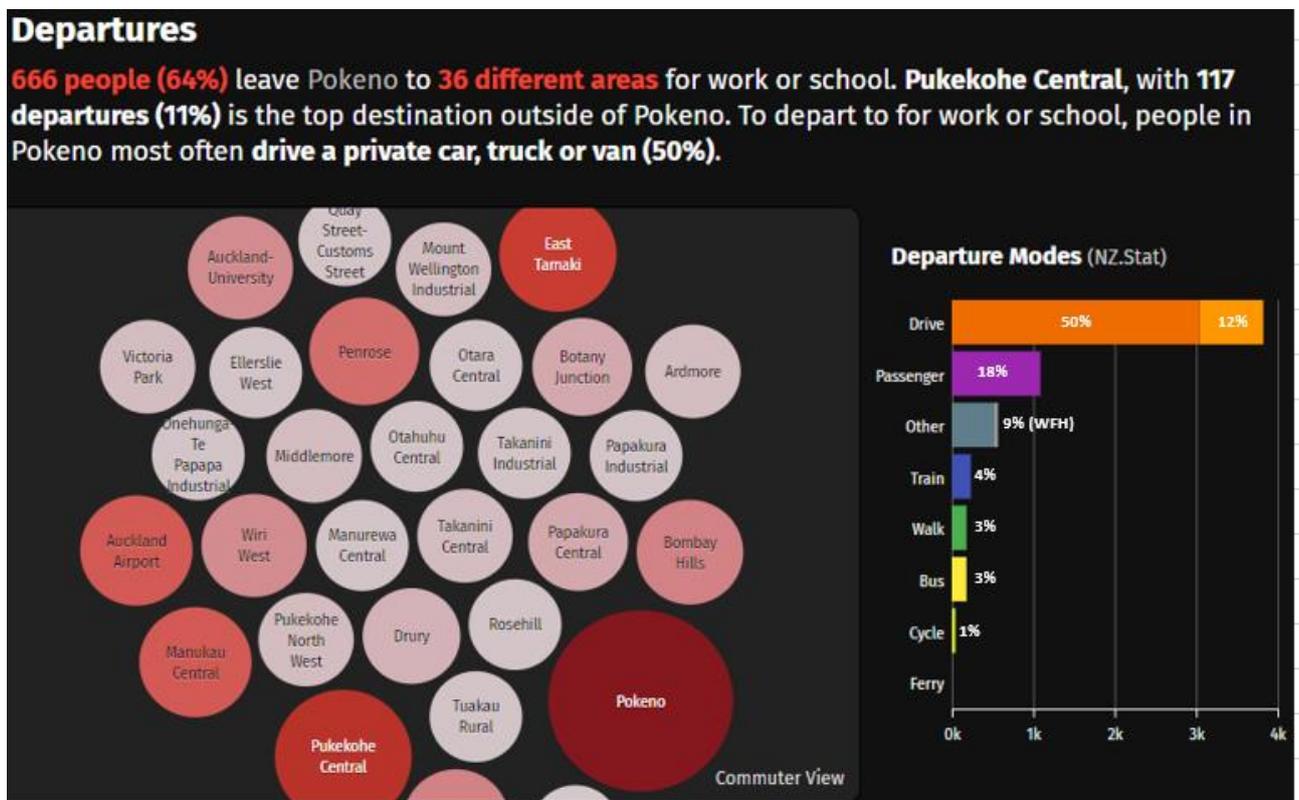
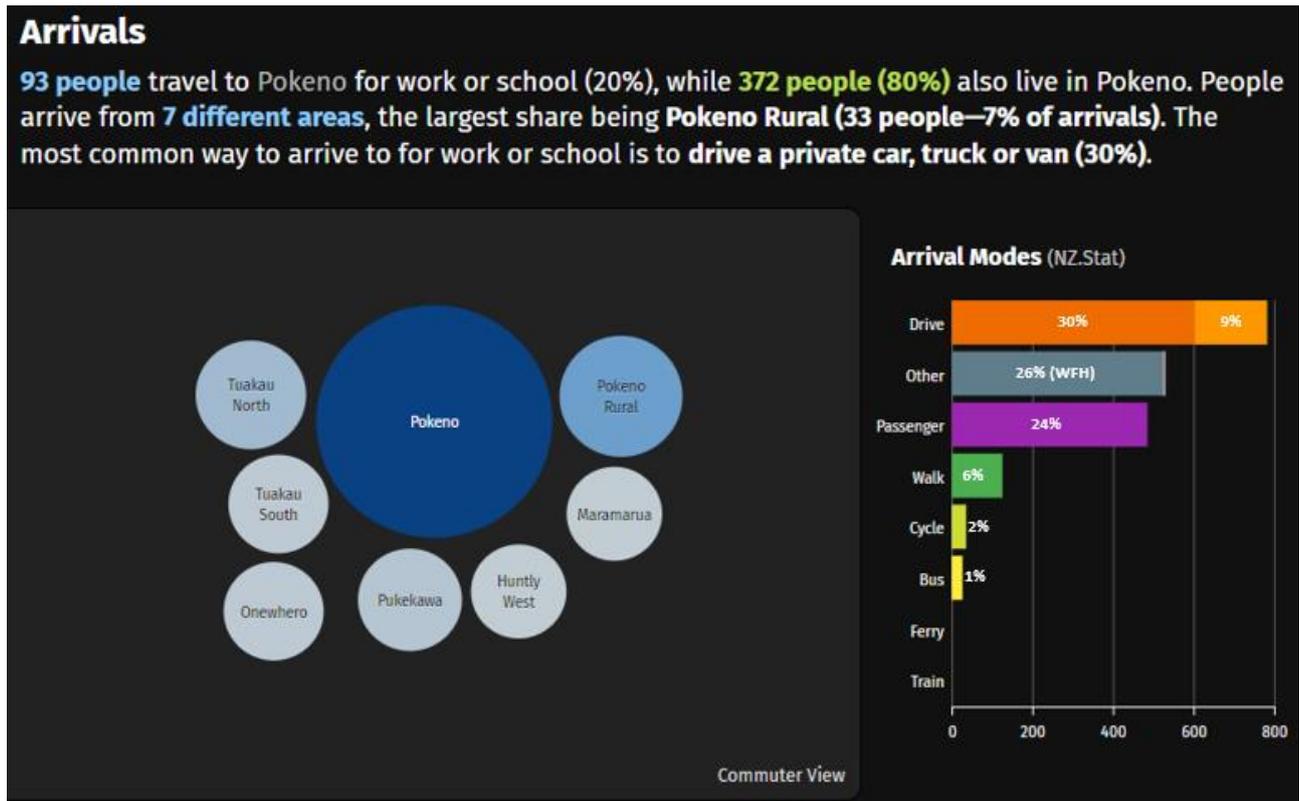


Figure 18: Inbound and Outbound trips to/from Pōkeno



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APPENDIX B Roads and Streets Framework and mode and service priority

ROADS AND STREETS FRAMEWORK

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

The broad steps of the RASF process includes:

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

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

Determine the street typology

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

The **Place function** represents

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

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

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

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

Figure 15: Place significance

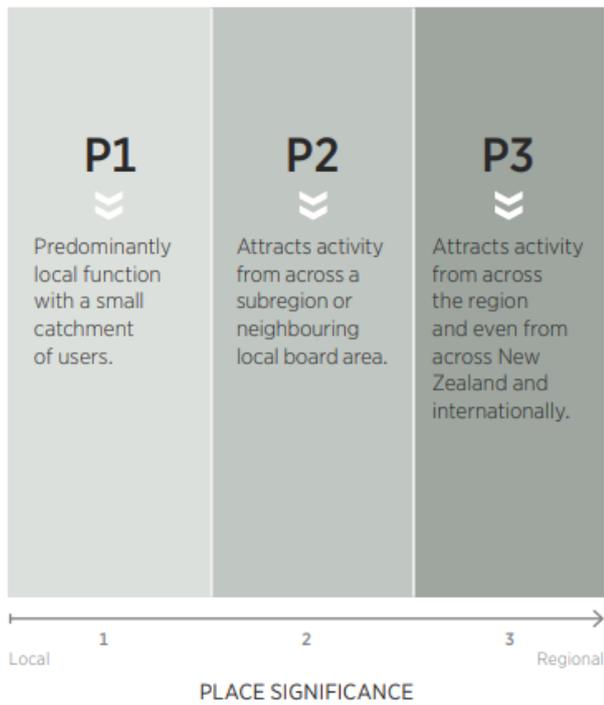


Figure 16: Movement significance

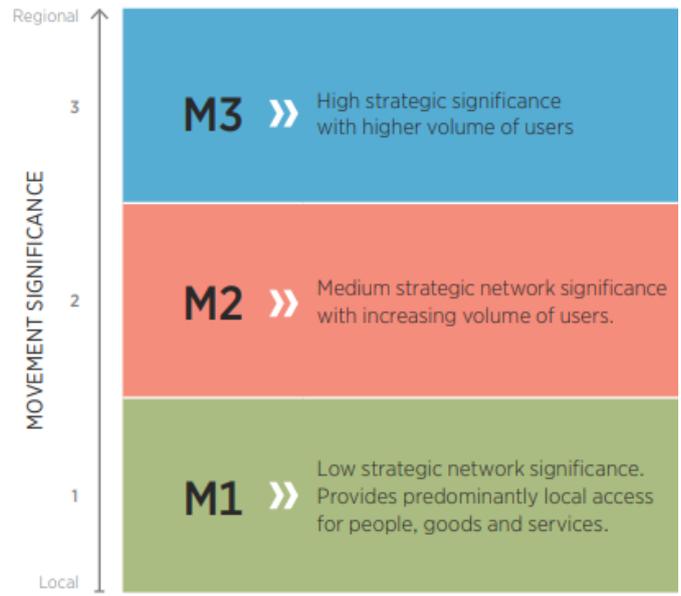


Figure 17: Existing street typology

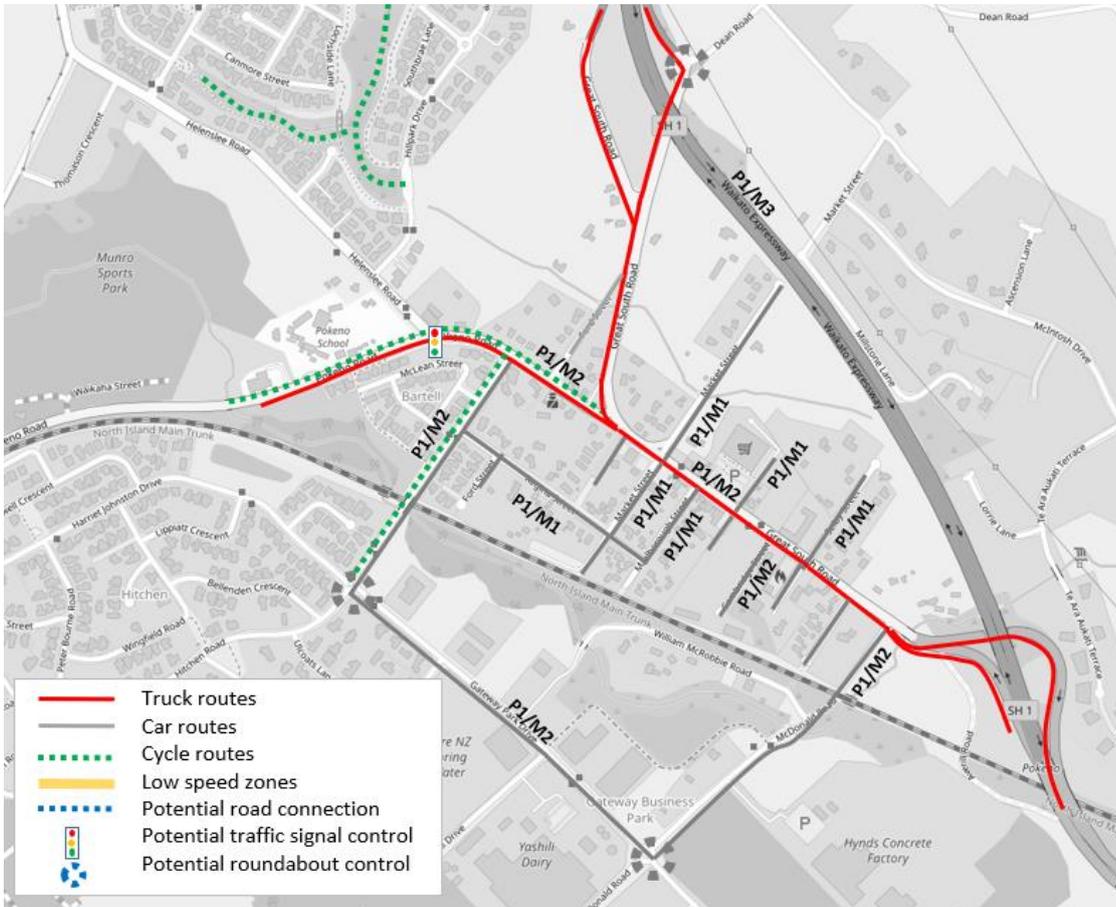
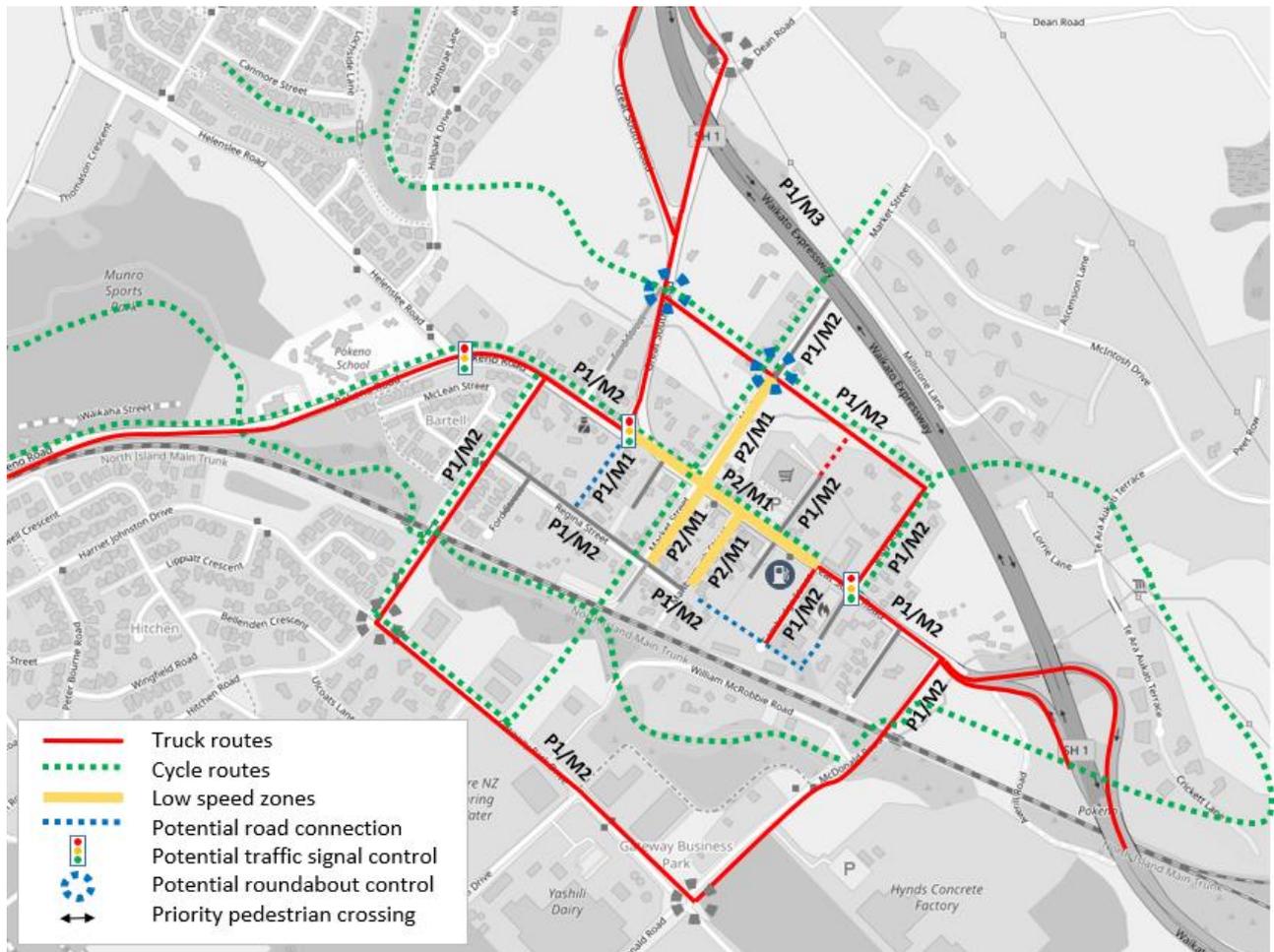


Figure 18: Proposed street typology



Mode and service priority

Modal priority is represented on a modal priority chart.

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

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

The following are presents on the following pages:

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

Figure 19: Modal priority example



Figure 20: Existing modal priority

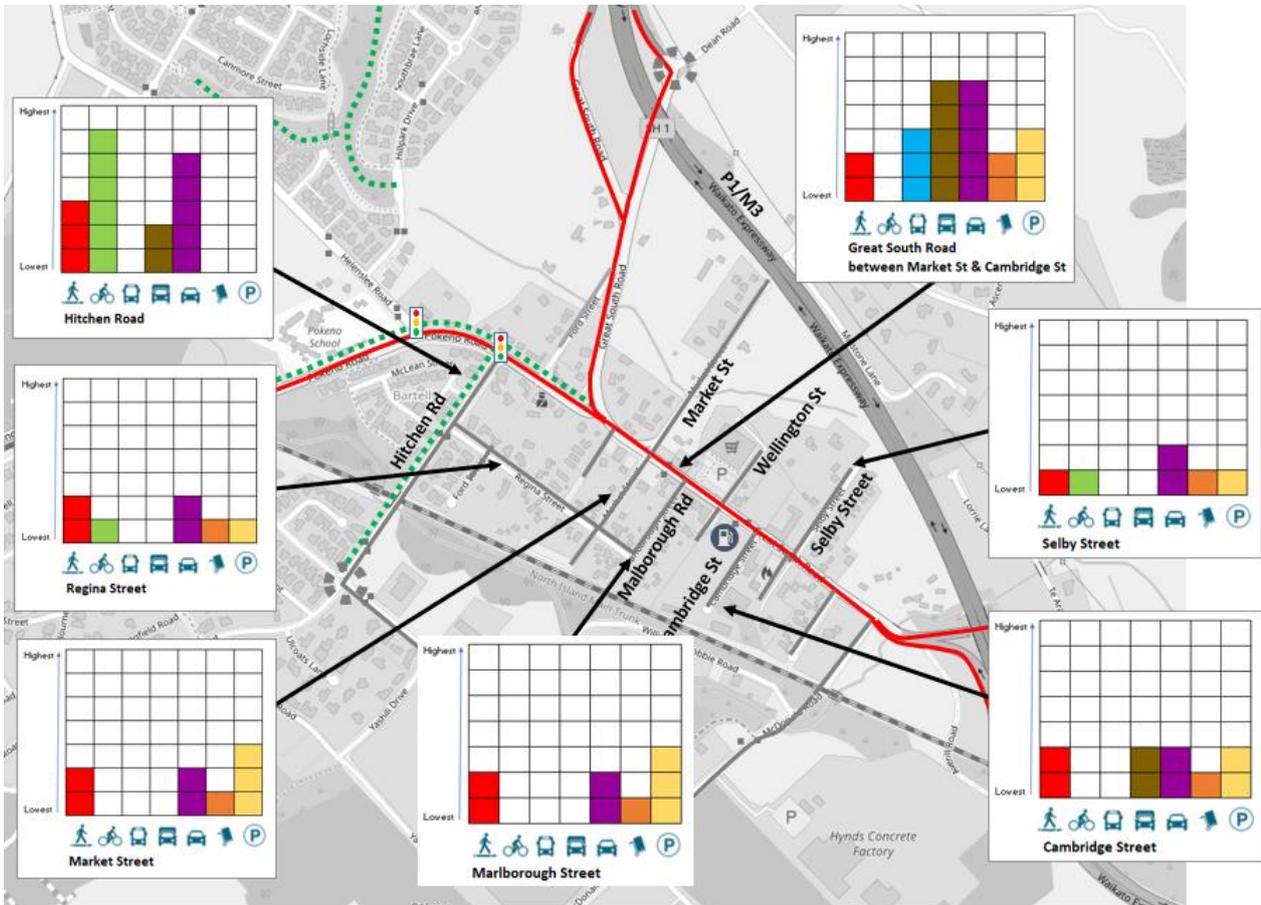


Figure 21: Proposed modal priority

