



THE WESTERN BAY OF PLENTY SUB-REGION

THE CHALLENGES OF GROWTH MANAGEMENT IN THE WESTERN BAY OF PLENTY

MINISTERIAL BRIEFING PAPER
PREPARED FOR THE HON STEVE MAHAREY,
MINISTER OF HOUSING AND MINISTER OF
SOCIAL DEVELOPMENT AND EMPLOYMENT,
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Introduction

This paper has been prepared as a briefing for the Minister on growth management issues, particularly those relating to the housing, employment and social development, in the Western Bay of Plenty prior to his visit to Tauranga on 12 May 2005.

The western Bay of Plenty incorporates Tauranga City, Western Bay of Plenty District and the associated administrative area of the Bay of Plenty Regional Council.

The SmartGrowth partnership which includes the three local authorities and Tangata Whenua has been operating since 2000. The partnership has developed the 50 year growth management strategy and is now into the implementation phase.

A joint committee of the three Councils has been established to oversee implementation.

This briefing paper concentrates on three key public policy processes which have recently been undertaken in the Bay of Plenty, namely:

- The SmartGrowth 50 year Live, Work and Play Strategy launched by the Prime Minister in May 2004
- The Smart Economy Economic Development Strategy completed in June 2004
- The Bay of Plenty Regional Land Transport Strategy, adopted by Environment Bay of Plenty in September 2004

The purpose of the paper is to:

- Highlight the key challenges for the western Bay of Plenty
- Provide an overview of the key policy documents listed above
- Discuss emerging issues
- Consider specific ways to move forward on some of the issues raised

Key Challenges

- Successfully implementing the 50 year SmartGrowth Strategy – a cross-Council Implementation Committee is in place and an Implementation Advisor has been appointed.
- Tackling the affordable housing issue, particularly in Tauranga where growth is strong and property prices are escalating, but wage rates are relatively low.
- Facilitating Maori housing development.
- Addressing the skill shortages in the sub-region.
- Better job and business prospects, and increasing average household incomes in the western Bay of Plenty sub-region.

The sub-region would like to work with Government in order to address the challenges raised.

Overview: SmartGrowth

Introduction

The SmartGrowth Strategy which was completed in May 2004 is a 50 year vision and implementation plan to manage growth in the western Bay of Plenty. It concentrates on the principles of live, work and play in order to provide a balance for growth management.

The population of the sub-region has increased by 14.5% in the period between 1996 and 2001 which equated to 16,500 people. The population in 2001 was 130,000 and this is predicted to rise to 198,000 by 2021 and to 284,000 by 2051, as illustrated below:

	2001	2021	2051
Population	130,000	198,000	284,000
Households	49,000	80,000	119,000

Currently the area contains 3.4% of the nation's population and this is set to rise to 5.2% by 2051. This would result in the area becoming the fourth to fifth largest region in New Zealand.

The area is growing at an extraordinary rate. Every week:

- 100 people arrive from other places
- 52 people leave the area
- 32 new house are built
- 54 more vehicles go on the road, and
- 45 new jobs are created

Families with young children will make up a large proportion of in-migration.

Future Land Use Patterns

Within the Strategy 75% of future growth is allocated to the Tauranga City Council area. The remaining 25% is to be accommodated in the Western Bay of Plenty District Council area. Of the Tauranga City growth, one third will be achieved through higher density redevelopment of two areas of intensification (see map 1, Appendix 1). One is in Mount Maunganui, and the other within the Tauranga isthmus extending from Pyes Pa in the south to Sulphur Point at the Port of Tauranga. The other two thirds will be achieved through raising the development densities within undeveloped land on the edge of the city from 10 households per hectare to 15 households per hectare. The recently approved 2000 lot subdivision in Pyes Pa, at the southern end of Route K, is an example of this.

As well as the concentration on Tauranga and its environs, the Strategy also contains a number of development corridors: (see map 2, Appendix 1)

Eastern Corridor

The components of this corridor are as follows:

- Additional residential and business development at Papamoa east.

- An eastern highway between Tauranga and Paengaroa potentially funded as a “PPP” under the Land Transport Management Act 2003.
- Possible relocation of Tauranga domestic airport to Paengaroa (200ha post 2021).
- Possible airport related business land (150ha).
- A new Tauranga base hospital (40-50ha post 2021).

Rangiuru Business Park (150ha from 2006) Initiatives are also underway to secure sufficient land for a major regional business park at Rangiuru, east of Te Puke. This development is closely interrelated with the completion of the eastern arterial. It also has considerable benefits for the Whakatane area.

Southern Corridor

The components of this corridor are as follows:

- A major new settlement at Pyes Pa of approximately 2800 sites and 8000 people commencing in 2006.
- A requirement for significant amounts of business land in the immediate vicinity of this settlement to reinforce “live, work, and play” concepts.
- State Highway links to Rotorua. A fully upgraded Pyes Pa Road would further reduce travel time between Tauranga and Rotorua.
- Significant “linkage” potential Ngongotaha and elsewhere in the Rotorua basin for new business and housing land.
- The ability for Environment Bay of Plenty, Rotorua District Council, Tauranga City Council, and Western Bay of Plenty District Council, to work together to implement a “twin-city” urban anchor model similar to that emerging between Auckland and Hamilton.

Northern Corridor

The components of this corridor are as follows:

- Settlement development at Omokoroa, Katikati and Waihi Beach.
- State Highway links to Corromandel and Auckland.
- Rural structure planning for Te Puna.
- Special consideration of harbour impacts from development.

Western Corridor

The components of this corridor are as follows:

- Employment land at Tauriko
- State Highway links to the Waikato

Marine (North Eastern) Corridor

The components of this corridor are as follows:

- Shipping lanes for the Port of Tauranga
- Commercial fishing and marine farming
- Recreational use

Affordable Housing

Section 7.2.13 of the SmartGrowth Strategy identifies various growth issues and principles relating to affordable housing.

The affordable housing issues identified in SmartGrowth relate to:

- The inability of the affordable housing market to compete for resources in an area of rapid growth.
- Housing affordability is influenced by employment and wage rates, and transport costs as well as land and building costs.
- The economic effect of increased land and housing prices resulting in access that is unaffordable to workers into the housing market.

The main principles emphasised in SmartGrowth are:

- Sufficient affordable housing which provides for low income residents as well as supporting the sub-regions future labour force.
- Acceptance that the market without intervention will be unable to provide adequate affordable housing.
- Central government has the primary responsibility to provide social housing.
- The different spatial and cultural needs of residents will be recognised.
- Affordable housing provides security and enhances the well-being of the community.
- Affordable housing is well designed, well presented, and a source of pride for owners and occupiers.

SmartGrowth has three key actions for affordable housing which include:

- **Tauranga City Council and Western Bay of Plenty District Council will work with community organisations and iwi / hapu social housing providers**
- **A Strategy be developed on how the Councils may promote affordable housing**
- **Work with Housing NZ and other social housing organisations on ways of improving use of key property assets in the sub-region**

Overview: Smart Economy

Smart Economy is the western Bay of Plenty sub-regional Economic Development Strategy. The Strategy was completed in 2004 with a Regional Assistance Grant from New Zealand Trade and Enterprise.

Smart Economy sets out the following high level outcomes which the sub-region expects to achieve in ten years:

1. Per capital GDP has grown faster than the national average
2. Value of the sub-region's exports as a proportion of total output has increased
3. Survey of businesses shows that business profitability has increased
4. Average household income has increased faster than the national average
5. There has been a reduction in the percentage of households in the bottom quartile of national income
6. Appropriate training and attracting skilled labour will halve the skill gaps identified in 2004 through the skill gap survey by 2009.
7. Level of skills of workforce has increased relative to the national average.

The achievement of these outcomes will contribute to a sustainable and thriving economy together with delivering an enviable quality of life.

The following three critical barriers to achieving the vision and outcomes have been identified as the most important to address:

- The **Smart Transport Corridors** which are incomplete and have insufficient capacity to service the needs of the business community – the movement of products, services and people.
- A critical **shortage of land** zoned for business purposes. Whilst new business areas have been identified, there is a need for these to be prioritised and action plans to be developed that will ensure that the appropriate zoning and infrastructure is established – including the roading infrastructure.
- A number of industries unable to recruit employees with **appropriate skills**.

Importantly, SmartEconomy identifies the following consistent achievers in the western Bay of Plenty economy:

- Primary sectors (agriculture, horticulture, food processing)
- Construction
- Business services
- Transportation and storage
- Retail / wholesale

The western Bay of Plenty Economic Development Organisation - Priority One, in conjunction with the Bay of Plenty Polytechnic, Tauranga City Council, and Work and Income New Zealand, has completed a skills gap analysis. The report found that between 2003 and 2007 the following industries would have significant increases in employment:

- Manufacturing
- Construction
- Retail / Wholesale
- Transport and Storage
- Business Services
- Education and health

SmartEconomy contains specific actions relating to employment:

Address current skill gaps and plan for future skill needs

Develop and implement strategies to address industry skill shortages.

Promote and expand trade and retail apprenticeships.

Update skills gap analysis (triennially) and extend to identify future needs, particularly in productive, export oriented sectors.

Improve literacy and business education in schools and encourage school leavers to gain school qualifications

Encouraging learning institutions to link with business to establish business programmes such as INSTEP, Young Enterprise, Gateway and investigate establishing academies and business enterprise initiatives (modelled on the Business Academy at Tauranga Boys College) at all secondary schools.

Identifies the literacy and numeracy levels required by business and work with schools to achieve these levels.

Promote on-going upskilling and work-based training

Ensure relevant Industry Training Organisations are aware of industry requirements (as defined by skill gaps analysis) and develop programmes to achieve them.

Meet industry needs with flexible delivery of relevant programmes

Develop research partnerships between tertiary providers and industries

Appendix 2 contains further detail on the Smart Economy Strategy.

Overview: Bay of Plenty Regional Land Transport Strategy

In September 2004 Environment Bay of Plenty adopted the Bay of Plenty Regional Land Transport Strategy ("RLTS") under the new Land Transport Management Act 2003 ("the Act"). The document is a first for New Zealand. It has been prepared in response to the rate of growth in the Bay of Plenty.

The Strategy has a 10 year focus on transportation in the Bay of Plenty Region. It has a particular emphasis on the 2004 – 2006 period and will be reviewed again in 2006.

The vision of the Strategy is *"an integrated, safe, sustainable land transport needs that meets the current and developing needs of the people of a vibrant and growing region"*. Section 3 of the RLTS identifies a number of key issues facing the region. In particular, the critical links between future land use and transport. The Strategy focuses on a corridor pattern of development and seeks to implement in a practical manner the key strategic corridors from the SmartGrowth Strategy.

The Strategy focuses on the following Strategic Outcomes:

- Integration
- Safety and Personal Security
- Responsiveness
- Sustainability
- Economic Development
- Energy Efficiency
- Access and Mobility
- Public Health

Other outcomes relate to inter and intra regional corridors, demand management, monitoring and funding.

As a result of extensive public submissions this Strategy has a much greater emphasis on both rail and public transport.

The RLTS recognises that successful growth management requires timely infrastructure investment. There is an infrastructure lag particularly in the major roading areas in the western Bay of Plenty. The Strategy identifies a significant funding gap for the region as follows:

Potential 'strategic' funding requirements: <input checked="" type="checkbox"/> Strategic Road Projects throughout the region (primarily, Tauranga, Western Bay and Rotorua) (\$650m) <input checked="" type="checkbox"/> Additional passenger transport services expenditure – estimate (\$30m)	\$680 million Approximately
Expected 'discretionary' funding <input checked="" type="checkbox"/> Uncommitted State highway funding <input checked="" type="checkbox"/> Uncommitted local road funding <input checked="" type="checkbox"/> Travel Demand Management, Uncommitted Rail and Barging <input checked="" type="checkbox"/> Regionally distributed funding	\$210 million Approximately
Forecast funding shortfall over the 10 years	\$470 million

All three of the key strategy documents overviewed are inter-related. The western Bay of Plenty sub-region, through SmartGrowth, has a strong focus on integrated planning. The sub-region relies on the Local Government Act 2002, the Resource Management Act 1991, and the Land Transport Management Act 2003, as well as other non-statutory processes, for an integrated growth management approach. Environment Bay of Plenty, Tauranga City and Western Bay of Plenty District all work together in a collaborative manner in order to effectively manage the significant growth that is occurring in the western Bay of Plenty sub-region.

Recently the Minister of Transport and the Chair of the Regional Council have announced the formation of a Joint Officials Group to investigate the need for additional Government funding for transportation in the Bay of Plenty.

Emerging Issues

Affordable Housing

The significant growth that is occurring in the western Bay of Plenty has meant significant increases in housing costs. Escalating property prices has put pressure on people, particularly working families.

The median price for a house in Tauranga was \$293,500 as at November 2004. This is up from \$250,000 for the previous year. The median price for a home in the Mt Maunganui / Papamoa area in November 2004 was \$356,000.¹ These prices make it very difficult for people to buy their own home. It also increases rental prices. Wages in the sub-region have not increased in line with new home prices.

A recent report from the Housing Corporation of New Zealand indicates that Tauranga City has a high percentage of households that are unable to afford a home.

Sub-Areas Proportion of working households unable to purchase a house in 2001²

(based on lower quartile house prices for 2/3 bedroom dwellings and a 3:1 house price to income multiple)

Region	Lower Quartile House Price	Income Required to Purchase (\$)	Households Unable to Purchase (%)
Tauranga Coastal	170,000	51,000	49.4
Tauranga City	142,000	42,600	39.2

Tauranga City is also listed in the report as being one of the Local Authorities with the highest house price to income ratio (see **Appendix 3**).

The issue is even more pertinent for the western Bay of Plenty sub-region given the low wage rates for the area.

The sub-region would like to address the issue by considering some practical options for increasing the stock of affordable housing.

SmartGrowth contains three key actions for affordable housing which revolve around:

1. Working with community organisations and iwi / hapu;
2. Developing an Affordable Housing Strategy; and
3. Working with social housing organisations on ways to improve the use of property assets (eg through intensification).

Spatial integration of affordable housing is also important to the sub-region. From a social development and community planning perspective it is more desirable to have affordable housing integrated with other housing types so as not to create segregated communities based on affordability.

¹ New Zealand Property Magazine, April 2005

² Housing New Zealand Corporation (2004), *Local Measures of the Ability of Working Households to Become Home Owners in New Zealand*

Also of concern is the need to ensure that there is an adequate supply of affordable housing for an increasing workforce population. In order to address labour force growth and a shortage of business land in the western Bay of Plenty sub-region, some key business and industrial land is about to be developed in the area. The result is that an estimated 700 hectares of business land will become available for development over the next 10 years. Significant commercial and industrial sub-divisions are likely to occur at Rangioru, Papamoa East and Tauriko. These developments will inevitably lead to greater work force numbers and more population growth.³ This labour force and population growth will create more demand for affordable housing within the sub-region. There needs to be an adequate supply of affordable housing for the workforce.

Housing New Zealand has recently developed a discussion document: *Building the Future: Towards a New Zealand Housing Strategy – A Discussion Document*⁴. Affordability is a central tenet of that document. The document identifies six key action areas to be implemented over the next 5 – 10 years. The sub-region would like to work with Central Government on some of these actions, particularly where Local Government can play a significant role, such as developing new approaches to improving affordability, supporting the growth of alternative not-for-profit housing providers, improving housing quality and building capacity and capability in the housing sector to better respond to diverse housing needs.

Possible options to address housing affordability in the western Bay of Plenty include:

- Rent to own schemes
- Helping first home buyers (eg assistance with deposits)
- Developers providing a percentage of land for affordable housing
- Providing incentives for developers to provide affordable housing (eg development contribution rebates)
- Increasing the accommodation supplement
- Ensuring that the more expensive suburbs within the sub-region are included in the appropriate area in terms of the accommodation supplement geographic differentiation
- Opportunities to make better use of Housing New Zealand land (eg higher intensification)
- Encouraging a range of housing types in order to respond to different needs
- Initiatives between large employers and central and local government to provide worker housing

The possibility of setting up a task force to tackle the shortage of affordable homes for working class families has been raised as part of submissions to Tauranga City Council's Annual Plan. As part of the submission process, Tauranga City Council will consider setting up such a task force which would include Housing NZ, Councillors, Council staff, business leaders, builders and developers.

The western Bay of Plenty sub-region, through SmartGrowth, would like to work with Central Government on some affordable housing initiatives. The sub-region is aware that it is a difficult problem to tackle but given the significant growth that is occurring and the rising house prices, it is of great importance for the area that options are looked at sooner rather than later.

³ At present more people leave the western Bay of Plenty sub-region than arrive. The main reasons for leaving are: limited incomes and poor job and business prospects. These significant industrial and business land developments will mean more employment opportunities.

⁴ Housing NZ Corporation (2004)

Maori Housing Development

The western Bay of Plenty sub-region has some significant tracts of Maori land. The SmartGrowth Strategy has made provision for papakainga housing for up to 16,000 people over the period 2001 - 2021. The Strategy also sets out specific Tangata Whenua development areas.

Central Government lending programmes (eg papakainga lending) assist with Maori housing development on Maori land. At present these loans are only granted for actual house building costs. Any development contribution fees required are not included in the loan, nor are any other infrastructure fees or levy's that are incurred when building a house.

This makes development of Maori housing on Maori land difficult as the extra costs must be funded by some other means.

The sub-region would like to see development contributions and other levies included in the housing loans in order to better facilitate Maori housing development.

Employment Challenges

The Western Bay of Plenty has been one of fastest growing regions in New Zealand in terms of economic activity which has included a significant emphasis on land development and residential construction, growth in the retirement sector such as retirement villages, the thriving horticulture and agriculture sectors, major growth and expansion of the Port of Tauranga.

SmartGrowth projections (from the New Zealand Institute of Economic Research) show strong growth in the retail, accommodation, café and restaurant sector, with a reduction in the numbers of people employed in the agriculture sector, although it remains a significant economic activity.

Recent 'Skill Gap Analysis' work completed by the western Bay of Plenty Economic Development Organisation - Priority One, in conjunction with the Bay of Plenty Polytechnic, Tauranga City Council, and Work and Income New Zealand has found that between 2003 and 2007 the following industries would have significant increases in employment:

- Manufacturing
- Construction
- Retail / Wholesale
- Transport and Storage
- Business Services
- Education and health

The numbers of people employed in the agriculture sector are likely to reduce, although it remains a significant economic activity.

There are concerns however, arising from examining existing business activity and the projections, that the emphasis is on low wage and low skill activities. This is a particular issue for the sub-region as the area has low average incomes and relatively high unemployment.

There is a need for the sub-region to attract higher wage industries and to achieve a different industry, occupational and skill mix in the longer term. If current trends continue the western Bay will be a low income, low-skill economy compared to national averages.

An immediate priority for the sub-region is to address the industry skill-gaps which are a barrier to current economic growth. A critical longer term priority is keeping abreast of changing industry needs, and putting in place initiatives that will ensure that the future labour force develops skills in line with the region's competitive strengths.

The Smart Economy Strategy contains a number of actions which are specifically targeted at addressing the issues discussed above (see **Appendix 2**). Various initiatives are already underway, including joint-initiatives with Central Government. The sub-region would like to continue working with Central Government on these issues, and in particular on ways to:

- Increase average household incomes
- Reduce the percentage of households in the bottom quartile of national income statistics
- Provide appropriate employment training
- Attract skilled labour in order to address the skill gaps identified
- Increase the level of skills in the workforce

Moving Forward

The Western Bay of Plenty sub-region would like to:

- Explore with the Minister opportunities to partner with the Government on affordable housing initiatives. This is a high priority given the rate of growth in the western Bay of Plenty.
- Work with the Ministry of Social Development, Housing New Zealand and other social housing organisations on affordable housing proposals for the sub-region.
- Be advised on Central Government's policy direction for affordable housing in New Zealand.
- Have development contributions and other levies included in Central Government Maori housing loans in order to better facilitate Maori housing development.
- Continue to work with Central Government on ways to increase average incomes, provide better job and business prospects, and address skill gaps in the sub-region.

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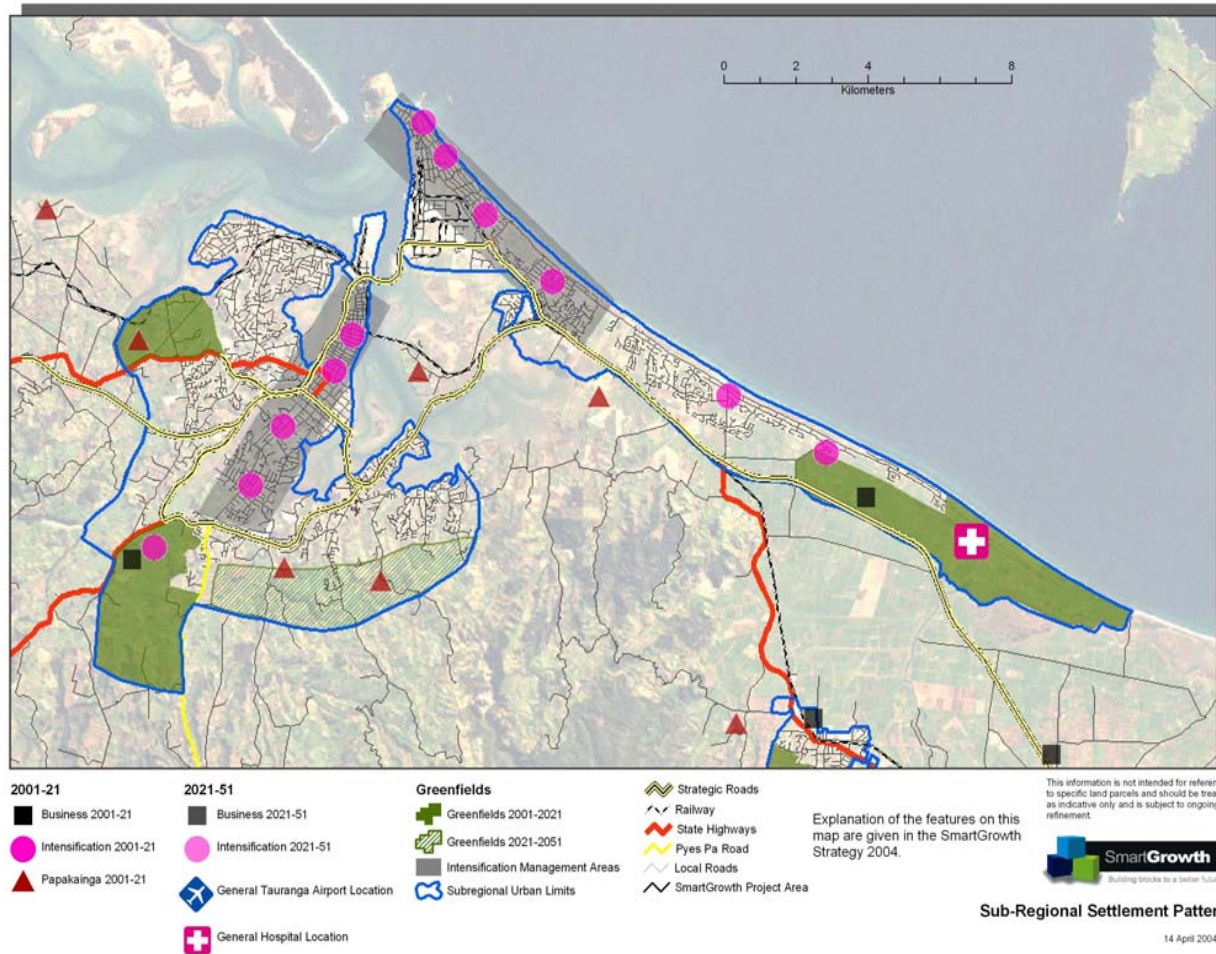
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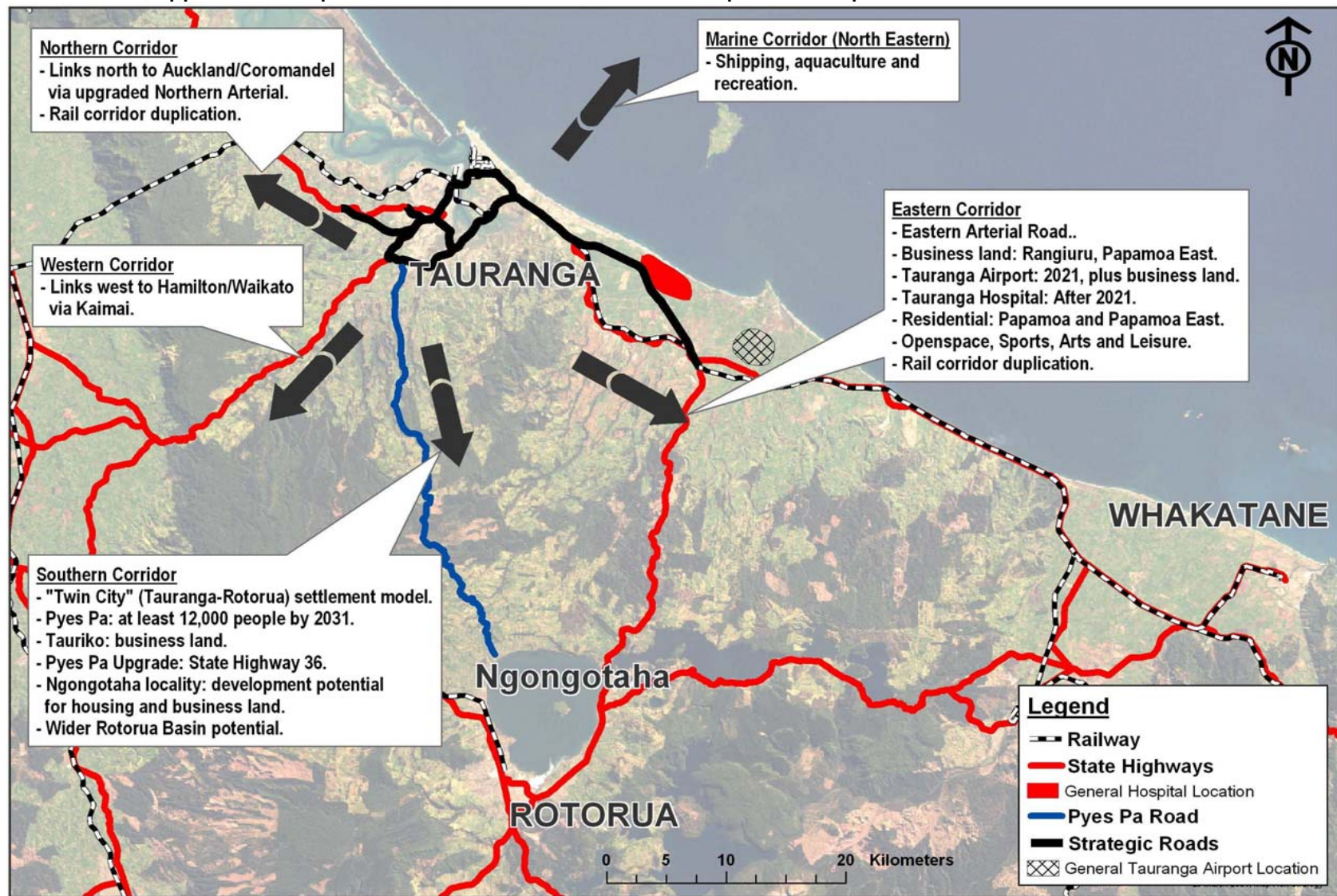
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Appendix 1: Map 1 Sub-Regional Settlement Pattern
Tauranga City - intensification corridors shaded dark grey



Appendix 1: Map 2 SmartGrowth Land Use and Transport Development Corridors



Appendix 2: Education and Skills in SmartEconomy

9.4 Education and Skills

Theme	Includes	Why is it important	What are the outcomes sought?
<p>EDUCATION AND SKILLS</p> <p>“The people”</p> <p>‘Developing a highly skilled work force that meets the needs of the regions economic drivers and our potential high growth industries’</p>	<p>Comprehensive tertiary opportunities and research capabilities.</p> <p>Business-education linkages</p> <p>Addressing skill gaps, and matching market demand with supply</p> <p>Future opportunities to encourage inward investment</p> <p>Up-skilling, education for sustainability, work-based training and life-long learning. Increasing participation by making access easier to education.</p> <p>Working with industry by examining the role and application of technology in training opportunities and affect mechanisms for knowledge/technology transfer into industry.</p> <p>Community awareness of the value of education including numeracy and literacy</p> <p>Job satisfaction and work-life balance.</p>	<p>Quality of human capital a key economic driver</p> <p>Skill shortages can impede business growth</p> <p>Low skill levels – link with poverty, unemployment, social issues</p> <p>Link between provision of education opportunities and migration</p> <p>Tertiary education sector is a major industry in its own right.</p> <p>A community with a strong work ethic is critical to achieving economic development outcomes.</p> <p>Unsustainable business practices could compromise the quality of life in the sub region</p>	<ol style="list-style-type: none"> 1. Current skill gaps clearly identified and skill needs of an export-led, productive economy identified and planned for 2. Increased uptake of tertiary education and expanded range of tertiary options, specialising in areas that will meet local industry needs. 3. Higher percentage of school leavers gain school qualifications; obtain literacy and numeracy standards that meet business requirements; and receive practical business education. 4. The workforce has comprehensive opportunities for up-skilling and training 5. The education sector is a major economic driver (including of foreign exchange revenue) for the sub-region

EDUCATION AND SKILLS	Actions					
ACTION AREAS	What	Lead agency	Other agencies	Timing	Cost	Measures
1. Address current skill gaps and plan for future skill needs.	Develop and implement strategies to address industry skill shortages.	Priority 1	BOP Poly UoW TEC ITOs Industry reps Work and Income TEOs Industry and Sector Clusters Schools (secondary and intermediate.)	TBD (Priority 1)	\$50,000 (2)	Positive change in skill supply
	Promote and expand trade and retail apprenticeships.	Priority 1	Chamber	TBD	TBD	Increased take-up of apprenticeships.
	Update skills gap analysis (triennially) and extend to identify future needs, particularly in productive, export oriented sectors.	Priority 1	BOP Poly TCC WBOP	June 2007 June 2010	TBD	Completion by 30 June in every third year
2. Expand and promote tertiary opportunities	Develop a regional Tertiary Education strategy that gives effect to the Smart Economy strategy and aligns with sub regional aspirations. Implement the agreed outcomes of the feasibility report on "Innovative Provision of Tertiary Education in	BOP Poly UoW	TEC NZTE Priority 1 Chamber All tertiary education organisations.	December 2005 for tertiary strategy and December 2004 for feasibility report implementation		Strategy completed

	the Tauranga Region"					
3. Improve literacy and business education in schools and encourage school leavers to gain school qualifications. (See also Innovation and Entrepreneurship)	⁵ Encouraging learning institutions to link with business to establish business programmes such as INSTEP, Young Enterprise, Gateway and investigate establishing academies and business enterprise initiatives (modelled on the Business Academy at Tauranga Boys College) at all secondary schools.	Priority 1 Chamber Min of Ed	Chamber BOP Poly SSPA All education providers	June 2007	\$50,000 (3)	Business programmes and initiatives established at all secondary schools.
	Identifies the literacy and numeracy levels required by business and work with schools to achieve these levels.	Work and Income	Learning institutions UoW BOP Poly Chamber	First forum 2005	Existing budgets	Agreed standards in place.
4. Promote on-going upskilling and work-based training	Ensure relevant ITOs are aware of industry requirements (as defined by skill gaps analysis) and develop programmes to achieve them.	ITOs Work and Income	Priority 1 Chamber BOP Poly ITOs PTEs NZTE UoW	June 2005	Existing budgets	Programmes / partnerships developed by ITOs are targeted to skill gaps areas.
	Meet industry needs with flexible delivery of relevant programmes	UoW BOP Poly ITOs	Priority 1 Chamber	Ongoing		Positive impact on skill resources
	Develop research partnerships between tertiary providers and industries	UoW BOP Poly	Industries	Ongoing		Research partnership are developed Establishment of

⁵ Note that this action also appears under "Innovation and Entrepreneurship"

						centre(s) of excellence in research and training
5. Improve tertiary education's contribution to the sub-region's economy	Continue work to promote western BOP as a tertiary education destination for New Zealand and international students	BOP Poly UoW Language schools Sec school PTes	Priority 1	Ongoing	Existing budgets	Increase in tertiary student numbers in western BOP

TABLE 1 Local authorities with the highest house price to income ratios**(lower quartile house prices to lower quartile incomes)**

Territorial Local Authority	2001 house price to income ratio	1991 house price to income ratio
Queenstown Lakes District	5.67	3.56
Thames Coromandel District	5.54	3.60
Auckland City	5.06	3.44
Tauranga District	4.69	3.36
Rodney District	4.68	3.28
North Shore City	4.67	3.20
Tasman District	4.61	3.62
Western Bay of Plenty District	4.56	3.25
Wellington City	4.46	3.18
Manukau City	4.42	2.88
Opotiki District	4.34	2.16
Whakatane District	4.23	2.55
Papakura District	4.20	2.83
Far North District	4.11	2.79
Taupo District	4.10	2.77

⁶ Housing New Zealand Corporation (2004), *Local Measures of the Ability of Working Households to Become Home Owners in New Zealand*