



Western Bay of Plenty Urban Form and Transport Initiative

Presentation to the SmartGrowth Leadership Group
21 November 2018

**STAKEHOLDER
STRATEGIES**

AGENDA

Introduction

Background

Approach

- Open session completed
- Closed session commences

Partnership

Next steps

WE ARE HERE TO REPORT PROGRESS ON THE UFTI TO SMART GROWTH'S STAKEHOLDERS

Since we met on 19 September, we have engaged with staff from the Western Bay's local and regional Authorities, their stakeholders, and NZTA to agree a path forward which:

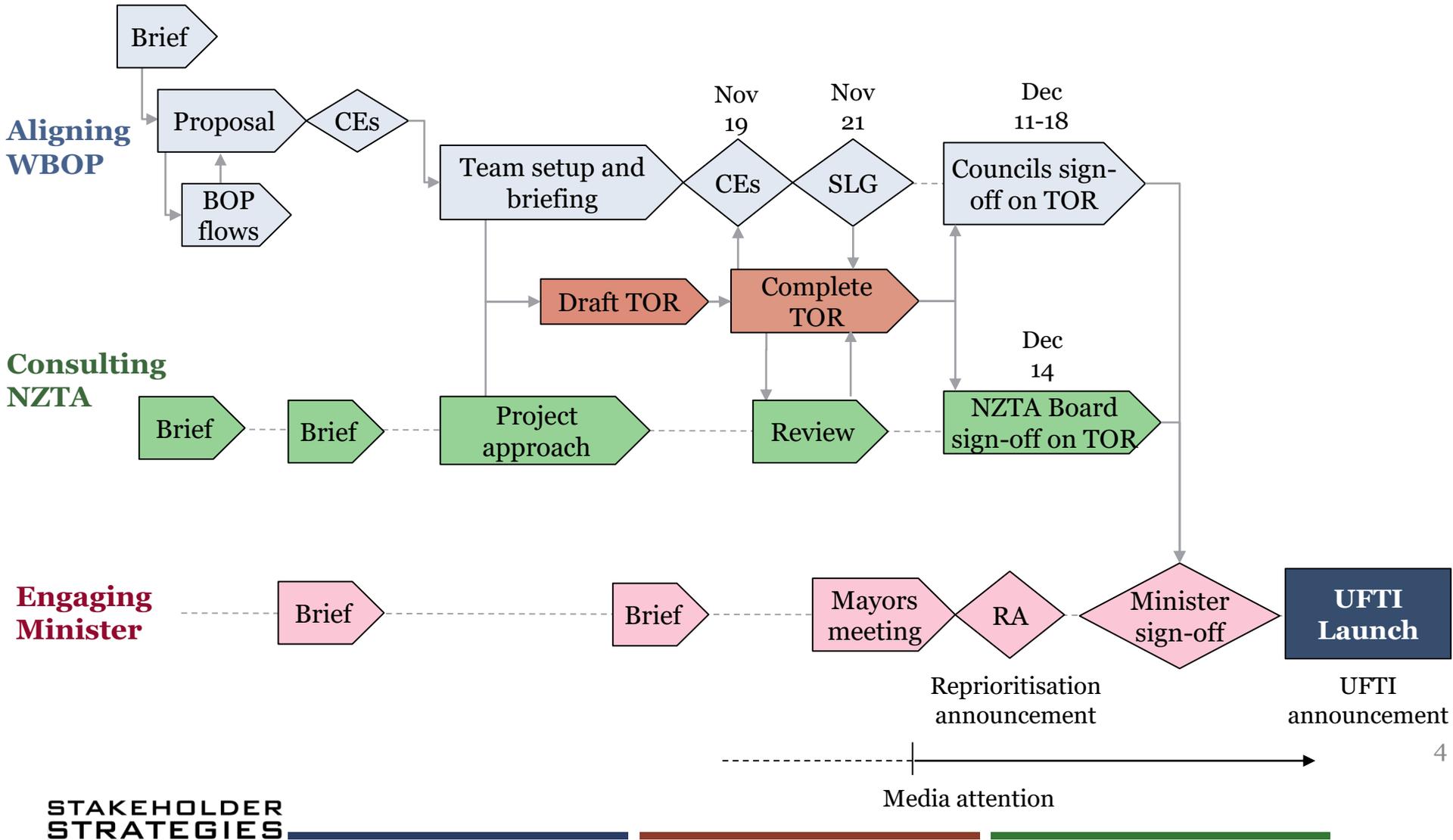
- Progresses WBOP's near-term transport priorities, such as the TNL/SH2
- Develops a long-term urban form and transport plan which resolves the issues highlighted in the Stocktake and Gap Analysis
- Mobilises a high quality cross-functional and cross-organisational team

We are here today to provide an update on the proposed path forward, provisionally named the **Urban Form and Transport Initiative (UFTI)**, for which we are seeking the SmartGrowth Leadership Group's guidance and endorsement

The session includes a public and then a private section

- The first section of the presentation is open to the public and covers the project background and high-level approach
- The second section is closed to the public and will cover details of the UFTI project plan which are preliminary

UFTI SETUP INVOLVES INTEGRATING WBOP, NZTA, MINISTERIAL AND PUBLIC PROCESSES



WE HAVE BEEN ENGAGING WITH SENIOR CENTRAL GOVERNMENT OFFICIALS

A combined ShS-SmartGrowth team was launched to engage with NZTA on the near-term reprioritisation process, prepare the WBOP for deeper central government engagement, and design the first phase of the UFTI project

The team has been operating with three guiding principles:

- Urgency dictates that progress must be made in parallel with planning
- We are committed to a genuine and effective partnership with NZTA
- It is important to invest the time in bringing all parties to the table

Early achievements include:

- Co-developing high-level project concept and outline through regular discussion
- Establishing and strengthening engagement with the Minister of Transport and the senior leaders of NZTA regarding transport needs in the WBOP
- Building a cross-functional and cross-organisational team comprising of NZTA, Local Authority, SmartGrowth and ShS staff
- Developing a high-level project plan for the UFTI which is agreed by SmartGrowth and NZTA stakeholders

Minister of Housing & Urban Development and Transport will be engaged later this year

THE CONTENT WE PRESENT HERE SHOULD BE CONSIDERED PRELIMINARY AND DRAFT

Early plans were developed by the ShS-SmartGrowth team to ensure:

- A unified WBOP voice was clearly articulated before engaging with NZTA
- Project planning was iterative and inclusive, both at Bay-wide level and with NZTA

We are in conversation with NZTA on the UFTI approach and our early plans are evolving

We are planning to agree a Terms of Reference and more detailed project plan by the end of the year

- Aiming for draft to NZTA this week for 14 December NZTA Board meeting
- Sign-off by Local Councils (or delegated via Mayors and CE's) along with NZTA's Board
- The agreed Terms of Reference and detailed project plan will become public soon after they have been agreed

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THE BRIEF: RECONSIDER WBOP'S URBAN FORM AND TRANSPORT PLANS

Central government's transport policy and priorities have changed

Growth in the wider Bay will lift urban form and transport demand in the WBOP

Local issues are identified and becoming increasingly urgent

The characteristics of the WBOP combine to form a distinctive planning challenge

Global trends are creating new opportunities and challenges

CENTRAL GOVERNMENT'S TRANSPORT POLICY AND PRIORITIES HAVE CHANGED

There is a big gap between the priorities under the previous framework and the new Government Policy Statement on Transport

The new Government is more strongly focused on:

- Creating more liveable regions and intensifying city urban forms
- Investing in transport infrastructure that unlocks growth in deprived regions
- Supporting decarbonisation through alternative transport modes
- Assessing projects based on a broader set of holistic measures

Under the new approach, the Government is reprioritising 12 major roading projects nationwide, including SH2 from Tauranga to Waihi

The WBOP is developing plans consistent with the new GPS but has not communicated these effectively to central government

- For example, planning significant investments in cycle ways and support infrastructure such as bus lanes

GROWTH IN THE WIDER BAY WILL LIFT URBAN FORM AND TRANSPORT DEMAND IN THE WBOP

PGF-enabled growth in the Eastern Bay of Plenty will lift urban development and transport demand in the Western Bay of Plenty sub-region

- The EBOP Regional Development project estimated that, if all projects seeking PGF funding go ahead, GDP in the East could increase by ~50% by 2030¹
- To indicate scale, the additional GDP equates to ~13% of the WBOP's 2017 GDP

Growth in Rotorua and other North Island regions will also create additional urban form and transport demand

The potential implications for WBOP include:

- Greater pressure to provide urban infrastructure, housing capacity and amenity as more workers, families and retirees select the BOP as their home
- Substantial growth in regional flows, including:
 - Freight, particularly to the Port of Tauranga
 - Tourism, as a cluster of tourism opportunities are developed
 - Commuters, as new jobs in the BOP create demand for workers from the West
 - Students, as demand for tertiary education grows with improved social/economic outcomes and can be fulfilled by the University of Waikato's Tauranga campus

LOCAL TRANSPORT ISSUES ARE IDENTIFIED AND BECOMING INCREASINGLY URGENT

SmartGrowth's Stocktake and Gap Analysis revealed areas where action is needed:

- Seven Transport system priorities have been identified
- Transport Corridor interventions have been planned, but gaps exist
- Partnership and Leadership Issues have also been identified

Investment is needed to:

- Unlock greenfield housing developments
- Cater for greater intensification of already developed areas
- Enable economic growth dependent on efficient access to the Port
- Support growing transport flows throughout the region
- Enable more multi-modal transport

Pressure is mounting for safer roads and transport options, resilience, solutions to housing constraints, reduced congestion, and environmental sustainability

SEVEN TRANSPORT SYSTEM PRIORITIES HAVE BEEN IDENTIFIED

Priority issues from Stocktake and Gap Analysis	Implication
Lack of Integrated Picture	No clarity regarding long-term transport capacity required, including for freight, private vehicles and alternative transport modes
Lack of Network System Masterplan	
Risk Assessment & Consequence Identification Required	Difficult to mobilise funding partners without a clear understanding of the risks from under-investment (e.g. the economic cost of more constrained access to the Port)
Communication & engagement lacking	General understanding and uptake of alternative transport models low
Monitoring & review arrangements weak	Need to ensure confidence that the right solutions for the WBOP community will be identified and delivered effectively
Option development and business cases needed	Need for robust long-term infrastructure investment plan, agreed by local and central government leaders
Funding plan needed	

TRANSPORT CORRIDOR INTERVENTIONS HAVE BEEN PLANNED, BUT GAPS EXIST

Many projects planned to improve (mostly) roading performance in the WBOP region...

- With road and multi-modal solutions planned for Tauranga city
- But significant misalignment and gaps exist, especially at the network level

Agreed methodologies to prioritise projects are needed

- Individual projects sometimes being developed without strong linkage to the regional network/strategy

Funding is an issue for most identified projects

- Work collaboratively and effectively with central Government to address

THE CHARACTERISTICS OF THE WBOP COMBINE TO FORM A DISTINCTIVE PLANNING CHALLENGE

Relatively affluent population when compared to the rest of the Bay, growing rapidly and reliant on cars and roads

An increasing aging population greater than national average, expected to continue to increase

New housing areas needed, which must be connected to the transport system

A large and growing port, embedded within the urban area

Public concerns about safety and growing congestion

A traffic pattern which only partly resembles the standard large CBD centre with radials and a grid, including trades people and seasonal workers not able to be served by public transport

Geographic constraints which limit options to establish new arterial corridors without high costs per km travelled

State highways which provide most of the arterial corridors

Government policies and technology evolution that will require innovative and multi-modal solutions

GLOBAL TRENDS ARE CREATING NEW OPPORTUNITIES AND CHALLENGES

Trend	Key themes
Climate change	<ul style="list-style-type: none"> • Risk of disruptive climate change growing • Awareness and mobilisation building • Local impacts being felt more strongly
Global uncertainty	<ul style="list-style-type: none"> • Economic vulnerability high • Political & social tensions increasing • Risk of conflict growing
New technologies	<ul style="list-style-type: none"> • Shared, autonomous, electric vehicles • Internet of things, big data, and artificial intelligence • Uncertain emerging tech such as flying vehicles, hydrogen
Sustainable living	<ul style="list-style-type: none"> • People reducing their “footprint” • Regions more attractive than cities • Higher density, higher amenity developments becoming the norm

Potential implications for WBOP transport and urban form (not exhaustive):

- Material population growth if NZ and WBOP are seen as safe havens
- A “disrupted” future with lower economic growth is possible
- Greater emphasis on more sustainable forms of transport
- Urbanisation reverses as more people aspire to live in regions and A-EVs/ flying cars enable longer commute
- Higher density developments used as “anchors” for PT investment

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UFTI PROPOSES TO DELIVER HIGH LEVEL URBAN FORM AND TRANSPORT RECOMMENDATIONS THROUGHOUT 2019

Through the Urban Form and Transport Initiative (UFTI) Local Authorities are seeking to deliver on four objectives, which depend on three sets of interdependent processes

The proposed approach delivers detailed urban form and transport plans over four phases

- Providing an interim report which will include urban form and transport system investment options and high-level recommendations by August 2019

Project governance has been designed to ensure the team is steered by and accountable to decision makers

The objectives, priorities, approach and plan are a team working draft still to be consulted /signed off by WBOP and Crown stakeholders

- *Today's consultation is one part of that process and your feedback is sought*

THROUGH UFTI LOCAL AUTHORITIES ARE SEEKING TO DELIVER ON FOUR OBJECTIVES...

Resolve urgent transport challenges to provide safe, sustainable and efficient transport solutions for the WBOP in partnership with NZTA and in the context of the new Government Policy Statement (GPS) on Transport

Develop a 30 to 50 year transport plan that integrates sustainable transport planning with the outlook for urban and economic growth, and, by addressing near and long term drivers, provides well-being improvements in the Bay of Plenty

Develop a shared understanding of the steps needed to deliver a high performing region for citizens and enable local leaders to get the long term plan implemented

Establish a shared commitment to partnering and ways of working together amongst Local Authorities and Central Government

Please note, objectives will be refined with NZTA and WBOP stakeholder feedback as part of the Terms of Reference development process

...WHICH DEPEND ON THREE SETS OF INTERDEPENDENT PROCESSES

Engage with NZTA to reposition and mobilise the near term projects

Resolve acute transport challenges in the context of a long-term plan

Develop a revised long-term, integrated, urban form and transport plan

UFTI project coverage, module structure, project management and governance is work-in-progress; designed to deliver on all three core processes

ENGAGE WITH NZTA TO REPOSITION AND MOBILISE THE NEAR TERM PROJECTS

Key near-term projects include:

- The SH2 to Waihi, which includes:
 - Tauranga to Te Puna, (details to be announced)
 - Te Puna to Omokoroa
 - Omokoroa to Waihi
- The Western Corridor, where land supply delivery is required with urgency
 - NZTA's decision timeline needs to be accelerated to meet local needs
- The arterial connector roads within Tauranga City (Hewletts Road, Elizabeth Street, and Barkes to Bayfair), which have been recognised as important by NZTA but funding is still uncertain

These urgent deliverables need to be delivered within:

- The new Government policy framework, which determines funding availability and relative timeframes
- An integrated multimodal network perspective, so that we begin with the end in mind and the components work well in a dynamic network
- A package of solutions which address the needs of the WBOP community

RESOLVE ACUTE TRANSPORT CHALLENGES IN THE CONTEXT OF A LONG-TERM PLAN

The acute challenges represent short-term critical path issues that are causing transport in the western Bay to under-perform. These issues were highlighted in the Stocktake and Gap Analysis, and include:

- Public safety of roads, particularly regarding SH2
- Congestion in Tauranga's central corridors, especially at peak times
- The transport network's reliance on roads and private transport
- Seasonal congestion driven by horticulture workers and summer tourism
- Access to the Port of Tauranga which is critical to enabling the Bay's growth

The pressure on local leaders to resolve the acute issues will increase

Some progress can be made on acute problems, but sustainable solutions are dependent on developing a 30 to 50 year agreed plan on the Bay's transport system and urban form

DEVELOP A REVISED LONG-TERM, INTEGRATED, URBAN FORM AND TRANSPORT PLAN

Develop 30 and 50 year views on future urban form and transport growth requirements which connect strongly with the region's aspirations regarding economic, social and education development

Refine and deliver priorities identified in the Stocktake and Gap Analysis, and existing projects and plans, in the context of the government's GPS 2018 and urban growth agenda

Agree a plan amongst local and national stakeholders which builds from a shared understanding of the WBOP's future urban form and transport opportunities, challenges, requirements, options and trade-offs

Develop infrastructure and funding plans in the WBOP sub-region which sufficiently provision for the future growth in the EBOP, Rotorua and links to other North Island regions, and provide input to region-wide planning processes through the Regional Land Transport Plan

Deliver a plan that incorporates current, emerging and future technology, network effects and system dynamics, and leading approaches to transport and urban development planning

NEXT STEPS INCLUDE ENGAGING WITH NZTA & DEVELOPING DETAILED PROJECT PLAN

Activity	2018		2019
	Nov	Dec	Jan
Engaging with NZTA on the near-term re-prioritisation process, in particular the TNL/SH2 Board decision and announcement in December	██████████		
Setting up meetings between the Mayors/Chair with the Minister and the Minister's visit to the WBOP	██████████	-----	
Drafting and agreeing the Terms of Reference, detailed project plan and funding arrangements with NZTA's Board and the Local Councils	████████████████████		
Developing an initial understanding of the key issues which need to be resolved by the UFTI	████████████████████		
Present detailed draft project plan and end of Phase One Findings at the first Project Steering Group meeting		▲	
Launching the first substantive phase of the UFTI in, with recommendations delivered throughout the year			████████████████████→

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