



Strategic Partners Forum Meeting

Agenda

8:00am – 10:30am, Tuesday 4 December 2018

Classic Flyers, Armoury Room, Tauranga

1. Apologies	Chair
2. Minutes and actions from 23 October 2018 (<i>Paper A</i>)	Chair
3. Strategic Partners Forum submission to the Future Development Strategy and Tauranga Urban Strategy (<i>Paper B</i>)	Chair
4. Creative Bay of Plenty update <ul style="list-style-type: none">• Strategy overview• Strategy progress• Move to The Kollektive	Meg Davis
5. Urban Form and Transport Initiative <ul style="list-style-type: none">• UFTI Presentation to the SmartGrowth Leadership Group 21 November 2018 (<i>Paper C</i>)• Transport Stocktake and Gap Analysis PowerPoint from 21 November (<i>Paper D</i>)	Chair
5. SmartGrowth Partnership Report November 2018	For reading and information
6. Forum Chairs Round Table	Forum Chairs



7. Any Other Matters	All
8. Key messages for SmartGrowth Leadership Group	Chair

Strategic Partners Forum – Terms of Reference

The following paper is a summary of the terms of reference to be utilised for the on-going governance and implementation role of strategic partners post the adoption of the SmartGrowth Strategy.

These terms of reference were developed in collaboration with the strategic partners.

Terms of Reference

That the Strategic Partners Forum continues to provide community governance to the SmartGrowth strategy with the two broad responsibilities being;

Strategic partners acting as a community audit

- The strategic partners have been an integral part of the process within the development of the SmartGrowth strategies and actions and as such have a strong basis of understanding of the issues related to growth management within the western Bay of Plenty sub region.
- They play an important role in acting as a “consumer audit” providing a monitoring function to ensure the strategy and actions are met, not just by local authorities but also by Central Government and community agencies that have lead roles within the strategy.

Strategic partners to act as a knowledge pool for SmartGrowth Leadership Group Structure

- As sector agencies the strategic partners are to play a strong role in acting as a steering agent and a knowledge pool to the SmartGrowth Leadership Group (SLG) and to assist guiding decisions relating to implementation.
- Many of the strategic partners are regional associations of national agencies representing specific sectors. This network of knowledge should be utilised to ensure that the best decisions are made with respect to the implementation of SmartGrowth.
- The basis of this role is that the strategic partners are able to provide support to the SmartGrowth Governance structure in a collaborative fashion rather than in a strict audit and monitoring role.



- Many strategic partners have specific roles as either lead or support agencies within the actions of SmartGrowth. This will further enhance the ability to provide sound community governance advice to the SLG and identify potential solutions to issues.

Strategic partner representation guidelines

The Strategic Partners Forum generally consists of organisations based on the following:

- agencies with a national or regional affiliation
- mandate to speak on behalf of sectors effected by the SmartGrowth Strategy
- cover the sub region, which is the scope of the strategy
- represent the 4 well-beings defined in the Local Government Act 2002 being social, economic, cultural and environmental well-being
- have a structure in place that allows outwards and in wards communication in respect of membership

Current Members

- Bay of Plenty Branch NZ Property Council
- Bay of Plenty Tertiary Partnership
- Bay Trust
- Chamber of Commerce
- Combined Tangata Whenua Forum
- Creative Tauranga
- Envirohub Bay of Plenty
- Environment and Sustainability Forum
- Federated Farmers
- Forest and Bird Society
- Housing Affordability Forum
- Housing NZ Corporation
- Katch Katikati
- Katikati Fruitgrowers



- Living Streets Aotearoa
- Mainstreet Tauranga
- National Council of Women Tauranga
- New Zealand Kiwifruit Growers
- Population Ageing Technical Advisory Group
- Priority One
- Property Developers Forum
- SmartGrowth Independent Chair
- Social Sector Forum
- Sport Bay of Plenty
- Te Puke EDG
- Te Puke Fast Forward
- Te Puke Fruitgrowers

It should be noted that some central government sectors such as health or education sectors will also dealt with individually as they are acting as lead agencies in major actions throughout the strategy. With the agreement of the SLG additional strategic partner members can be added.

Frequency of meetings

The strategic partners meet bi-monthly. They meet prior to the SLG meeting. This would also allow for members of the Strategic Partners to be co-opted to the SLG if required to provide insight into specific issues related directly to the strategic partner's area of expertise.

The Strategic Partners Forum is serviced by the SmartGrowth office for items such as venues, agendas and report materials.

The chair of the SLG also chairs the Strategic Partners Forum.



Strategic Partners Forum - Membership

Name	Representing	Name	Representing
Bill Wasley	Chair	Mark Boyle	Te Puke EDG
Alastair Rhodes	Bay Trust	Mary Dillon	Envirohub
Alastair Talbot	NZTA	Paul Hickson	Te Puke Fast Forward
Anne Pankhurst	PATAG Chair	Phil Shoemack	Toi Te Ora Public Health
Annie Hill	Priority One	Puhirake Ihaka	Combined Tangata Whenua Forum
Barry Roberts	Federated Farmers	Rebecca Culliford	Toi Te Ora Public Health
Buddy Mikaere	Co-Chair Combined Tangata Whenua Forum	Sarah Davey	BOPDHB
Carol Gordon	Social Sector Forum, Innovation Trust & SUPA NZ	Shad Rolleston	Tu Pakari Advisor
Christine Ralph	Housing Affordability Forum Chair	Stan Gregec	Tauranga Chamber of Commerce
Dr Patricia Hanlen	National Council of Women Tauranga	Teresa Pou	Housing New Zealand
Eddie Orsulich	Forest and Bird Society	Terri Eggleton	Bay Trust
Jacqui Knight	Katch Katikati		
Jean-Paul Thull	Living Streets Aotearoa	SmartGrowth	
Jeff Fletcher	Property Developers Forum Chair	Megan Rumble	SmartGrowth Coordinator
John Garwood	Katikati and Te Puke Fruitgrower Associations		
Kathy Webb	SocialLink	Partner Staff	
Nikki Johnson	Kiwifruit Growers	Philip King	Tauranga City Council
Meg Davis	Creative Tauranga	Emily Watton	Western Bay of Plenty District Council

SmartGrowth Strategic Partners Forum Meeting
Tuesday 23 October 2018 8:00am – 10:30am
Classic Flyers, The Armoury Room

Forum Members Present	Bill Wasley (Chair), Anne Pankhurst (PATAG Chair), Dr. Patricia Hanlen (National Council for Women), Paul Hickson (Te Puke Fast Forward), Mark Boyle (Te Puke EDG), Jo Gravit (Deputy chair of HAF), Eddie Orsulich (Forest and Bird), Jean-Paul (Living Streets Aotearoa), Mary Dillon (Envirohub BOP)	
SmartGrowth	Ken Tremaine (Strategic Advisor), Megan Rumble (SmartGrowth Coordinator)	
Other	Lisa Hickling (Calibre Consultancy)	
Partner Staff	Phillip Martelli (WBOPDC), Doug Spittle (TCC), Ana Hancock (TCC), Mathew Stewart (TCC)	
Apologies from forum members	Phil Shoemack (Toi Te Ora Public Health), Carole Gordon (Social Sector Forum Chair), Christine Ralph (HAF Chair), John Garwood (Fruit Growers Assc.), Meg Davis (Creative BOP), Mary Dillon (lateness)	
Previous minutes and matters arising	Discussion	<p>The minutes of the 17 August 2018 were confirmed as a true and correct record.</p> <p>One spelling mistake was amended.</p> <ul style="list-style-type: none"> - Paul noted and requested that if people who speak during the meeting are to be named in the minutes, the naming of people should apply to all those who speak at the meeting. - Megan to arrange NZTA rep to provide an update at the December meeting.
Action		Megan to arrange update from NZTA rep for December meeting.
Tauranga Parking Strategy	Discussion	<p>Mathew Stewart from Tauranga City Council presented to the forum on the development of the Tauranga Parking Strategy. View Mathew's presentation here. The team are in the beginning stages of developing the strategy which has a focus on the influence of parking on urban form.</p> <p>Questions and discussion followed:</p>

		<ul style="list-style-type: none"> - Shoppers parking – how is this managed? Short term parking vs. long term parking particularly on side street. Mathew noted this is something that needs to be analysed particularly in Tauranga and The Mount. - Leased parking also needs to be considered as part of the strategy. - Education is needed amongst the retail sector around free parking not being the key to more customers. The workforce is being seen as a hindrance rather than a customer. It was noted it comes back to public transport (PT) – the workforce needs to be using PT. - Long term looking at how people will charge their E vehicles at home if they do not have garages. More and more people are parking on the street. E vehicles charging stations will be needed on street. - External accessibility vs. internal accessibility. Park and ride examples outside cities overseas and in other NZ cities. Smaller secure car/bike parks in each suburb. Encouraged to look at express routes and park and ride options too. Would work in well with the parking strategy. Mathew noted criteria is being looked at to include identifying possible potential park and ride sites. - Commercial premises – do they have parking obligations for their staff? No requirement within the city centre zone however within other parts of the city there are. This fee was removed in 2012 in the CBD. It's about access as well as parking. - Relationship between this strategy and PT? Mathew noted the team are working closely with Regional Council and they are aligned. Need to consider the impact of parking and parking pricing on people using PT. Consider trigger points. At what level of PT and cycleway provision will we consider increased pricing of commuter parking? - Noted around actions in the CBD – TrustPower for example – displaces others. Mathew noted the strategy will also look at areas of parking pressure – fringe areas – looking at the best way to manage increased pressure. - University - no parking? Use this as a case study. Incentives around getting students to park and ride. Habit changing case study. Work needs to be done around the future demand on parking. It was noted the Swiss strategies (Zurich) should be looked at. - It was noted a demand forecast should be developed as a good base to work from with this strategy. <p>Bill thanked Mathew and noted he will be welcomed back to discuss the next stages of the strategy.</p>
--	--	---

		<p>It was noted it would be useful for Mathew to come back with the demand forecasting once available.</p> <p>Mathew welcomed suggestions of any other groups that may like to hear about the strategy. Anne P suggested PATAG, Megan to arrange.</p>
	Action	Megan to contact Mathew about presenting to PATAG post note: Mathew to present at Nov 28 PATAG meeting.
Future Development Strategy and; Tauranga Urban Strategy	Update	<p>Doug Spittle and Ana Hancock provided an overview of the Future Development Strategy (FDS) and Tauranga Urban Strategy (TUS). These two strategies sit alongside one another and are being consulted on at the same time from 5 October to 5 November 2018. Lisa Hickling from Calibre Consultancy has been contracted by SmartGrowth to draft the SPF and other forum submissions to the two strategies and was present to receive comments and feedback. Submissions will be presented by the forum to the SLG at a workshop on 31 October.</p> <p>FDS: Councils in high growth areas are required, under the National Policy Statement for Urban Development Capacity (NPS-UDC), to create a development strategy to show there is sufficient capacity for the projected population growth over the next 30 years.</p> <p>TUS: Ana noted 86% of new housing in the last ten years has been located in greenfield areas. The city needs a balance between intensification and greenfield development and we need to do it smartly with good use of space and transport links, while balancing economic, social, cultural and environmental outcomes for our community. The TUS looks to create great places for people to live, providing housing choice, accessibility, vibrant centres and connected neighbourhoods.</p> <p>The TUS is based on four key outcomes:</p> <ol style="list-style-type: none"> 1. We use our land and resources efficiently while reducing our impact on the environment 2. Our centres, neighbourhoods and marae are vibrant, thriving and accessible 3. Our centres, neighbourhoods and marae support healthy, safe, connected communities 4. Our streets and public spaces are distinctive and reflect the character and identity of the community

		<p>Discussion followed and the SPF agreed on nine key areas for their submission:</p> <ol style="list-style-type: none"> 1. Clear direction to decision makers – need for leadership by decision makers (look at what has been done well already e.g. Compact City, Greerton). 2. Progressing Eastern Areas investigation now (Te Puke and Paengaroa) 3. Transport and Funding – Charging, Pricing, Rail 4. Strengthened partnership and funding – FDS and TUS. 5. Climate change – Emission reduction (Vancouver). Transport is the key driver to climate change – Public Transport. The compact city HAS to have priority. 6. SHA's legislation – Housing Affordability, Typology 7. Targets and objectives – timeframes – propose targets. 8. Practical implementation plan – how do we partner? 9. Risks – expanding to include socialising with government – negotiations with Minister. <p>Ken noted the SmartGrowth Technical Implementation Group can look at the practical side of implementing these nine areas.</p> <p>The opportunity to recognise the existing rail links that are available was noted. Ana noted the BOPRC are currently carrying out a rail study and the group stressed that leadership on this will be key. There is a need to take the focus to NZTA and fund adequately. Rail is only being funded on an annual basis at present and is a debt.</p> <p>Transport caveats discussed – page 6 FDS.</p> <p>Ken Tremaine provided context - The FDS is a requirement through the NPS-UDC however we now have the Urban Growth Agenda which is about placemaking and urban form. Ministers of Housing and Urban Development started in October. It is key to not miss this opportunity. The need is to set very clear objectives in the Compact City space.</p> <p>Discussion around referencing the newly adopted WBOPDC Housing Action Plan in the TUS.</p>
--	--	--

	Action	Lisa to develop draft submission for circulation and comment. Draft submission to be presented to SLG on 31 October before final is submitted on 5 November.
Creative Bay of Plenty	Update	Meg Davis was unable to attend – the Creative BOP update will take place at the December meeting.
	Action	Nothing to note.
SmartGrowth Partnership Report August 2018		For reading and information: http://smartgrowthbop.org.nz/media/2081/smartgrowth-partnership-reports-bi-monthly-report-august-2018-part-b.pdf
		Nothing to note.
Forum chairs roundtable update	Update	Covered through the FDS/TUS conversation.
	Action	Nothing to note.
Any other matters		<ul style="list-style-type: none"> - Phillip Martelli noted the brilliant FDS community conversation session in Te Puke. Well done. Another four to follow in Katikati and Tauranga. - Quality of life survey – Tauranga is mentioned throughout http://www.qualityoflifeproject.govt.nz/pdfs/Quality-of-Life-2018.pdf
		Megan to circulate The Quality of Life Report to the forum Post note: see link above for the report.
Key message for SmartGrowth Leadership Group		The nine key points made in the SPF submission to the FDS and TUS.

Meeting ended at 10:27am Next Meeting 4 December 2018 – Classic Flyers, Armoury Room

ACTION POINTS – from 23 October meeting
Strategic Partners Forum

Item No.	Meeting	Action	Action
1.	October	Megan to arrange update from NZTA rep for December meeting.	Megan
2.	October	Megan to contact Mathew about presenting to PATAG post note: Mathew to present at Nov 28 PATAG meeting.	Megan
3.	October	Lisa to develop draft submission for circulation and comment. Draft submission to be presented to SLG on 31 October before final is submitted on 5 November.	Lisa H



SUBMISSION

On: Proposed SmartGrowth Future Development Strategy (FDS) and the Proposed Tauranga Urban Strategy (TUS)

By: SmartGrowth Strategic Partners Forum

Date: 5 November 2018

1. Introduction

Thank you for the opportunity to make a submission on the above Strategies. An opportunity that is both appreciated and timely.

The Strategic Partners Forum (SPF) presents the following submission in accordance with its role to act as a knowledge pool to the SmartGrowth Leadership Group and to assist guiding decisions relating to (strategy) implementation.

2. Key submission points

1. **The time is now for courageous leadership from decision-makers:** Effective past decision-making has led to positive outcomes such as development in the CBD, and at Greerton. Now, there is a real and urgent need for leadership to be brave in making challenging decisions which, may be politically unpalatable. We would like to see stronger leadership reflected by more clearly articulated positions on direction. The consequences of not making hard decisions is that little will change, the current rate and focus of development will not enable the city to respond to current and future housing and development needs and desired outcomes will not be achieved. There is a need to ensure the well-being of the community is given consideration as this encompasses connectivity through reliable and affordable infrastructure, which in economic terms reflects a focus on compact urban development or ensuring the locations for growth are chosen to enable multi-modal connection.

Leadership requires high levels of collaboration across the sub-region, but recognising that informed decision-making rests with partner Councils and others who have fiscal and legislative responsibilities

2. **Higher priority for Eastern area urban growth:** While a number of areas for growth have been identified through previous studies, it is crucial from an economic point of view to prioritise areas that contribute directly to the local industry such as horticulture and the primary sector generally in the wBOP. The sector relies on labour that often is neither

able to afford 'kiwibuild' properties nor able to travel long distances as their work is weather dependent.

The Te Puke and Paengaroa areas tagged for "investigation for possible long-term urban growth" should be reprioritised for immediate investigation. Urban growth development should be closely aligned with current and projected economic development in the East. It would make sense to focus urban growth development in areas that have existing and developing rural land use. People need to be able to live close to the area in which they work, transport and social infrastructure, and provide opportunities for a range of residential living opportunities in addition to the larger urban areas. Focus on these areas, would also have the significant advantages of reducing transport congestion into the CBD and Mt Maunganui and reduce environmental costs.

We note that infrastructure, transport and environmental impact are all integral components of development. As such, they should be considered holistically and concurrently when planning and, prior to proceeding with any development.

3. **Transport and funding as a key focus:** Transport planning needs considered in conjunction with development and integrated better into the development planning. Analysis of transport needs should include:
 - a. The comparison between road and rail development that is cognisant not only of financial costs but also non-financial costs including environmental costs, road congestion and social costs (road deaths). The BOP Regional Council Rail Transport strategy (2006) does not seem to have been implemented however, there is an opportunity now to engage with NZTA around rail as they now have greater responsibility for rail. A clear transport plan should provide sufficient information to inform a capital programme with which to negotiate with government.
 - b. A greater focus on public transport and mechanisms to incentivise transport options through development fees and various charging and pricing options. These could include congestion and transport pricing mechanisms. It is recognised that some further roading infrastructure is required but also to recognise changing technology and government policy frameworks.
 - c. Support for current and further Ministerial engagement and advocacy by the SmartGrowth partnership and continued liaising with government to ensure the western Bay of Plenty story and needs are clearly articulated.
4. **Funding/partnership strengthening is required** (in both the TUS and FDS). Councils need to ensure appropriate funding is dedicated to effectively enact partnerships. They also need to allocate the level of staff resourcing required to review city and district planning as a matter of urgent priority. As key partners, we also would have appreciated specific information around the commitment of Tangata Whenua to land provision and access for transport.
5. **Responses to Climate Change as key guiding principles:** Principles designed to reduce emissions such as city greening, focus on alternative and public transport, reduction of cars on roads, use of reserves as a green network and eco-system throughout the city should guide development planning. We encourage the review and inclusion of international best practice in this regard to inform development planning. We encourage

the review and inclusion of international best practice in this regard to inform development by ensuring that overseas examples are assessed against local and national perspectives. If we are serious about responding to climate change, a focus on compact cities is imperative but the emphasis in the current planning seems to be on greenfield development. We would like to see compact city development as a higher priority supported by the associated updated timescales to enable its timely implementation.

In relation to intensification, we would like to see more multi-storey housing located throughout the city (not just focused on the Te Papa peninsula) balanced with access to sun for passive heating and developed concurrently with streetscape development.

Equally this also applies to the CBD by having mix of retail, offices and residential activity.

More widespread infill intensification would allow for greater retention of urban greenspaces, more trees, parks and community gardens etc.

6. **Address affordable housing and varied typology needs:** Provide active encouragement to ensure a range of dwelling types, prices and locations that fit the demographic and income bands of our future generations not only to fulfil the requirements of the National Policy Statement on Urban Capacity but as a core human right¹ people have right to safe, healthy and affordable housing. This can be addressed through the extended Special Housing Area legislation and urgent review of City and District Plans. Future planning must also include inclusionary zones in order to achieve housing typologies required.

Opportunities to support and encourage government initiatives such as Kiwibuild should be taken at every opportunity; and other mechanisms and initiatives to achieve affordable homes.

7. **Intensification vs greenfield - clearer objectives, targets and timeframes** are required in the documents. These will also assist with the identification of funding gaps, and to assist in negotiating with central government. Consideration of the impact of intensification on parking for example, displacement of CBD worker parking from the CBD to surrounding residential streets and to also connect with and have regard to the proposed Parking Strategy and vice versa.
8. **Practical implementation** – How do we effectively partner with central government to negotiate with Ministers? We need to think ahead, identify the challenges involved and how as a sub-region we are going to address them. The language and rhetoric we use needs to change and reflect that of the current government policy approach and direction. We would like to see the funding partnerships section of the FDS worded more strongly, for example, “we expect action on...”.

¹ Nations Committee on Economic, Cultural and Social Rights (CESCR) which considers countries' compliance with ICESCR.2 This general comment spells out that the right to housing includes: • security of tenure, for example legal protection from arbitrary eviction • availability of services, for example sustainable access to potable water, sanitation and emergency services • affordability, for example housing costs as a ratio of income • habitability, for example the soundness of physical structure and the absence of dampness and crowding • accessibility, for example by all ethnic, racial, national minority and other social groups • location, for example in relation to employment and schools • cultural adequacy, for example taking into account traditional housing patterns.
https://www.hrc.co.nz/files/9214/2388/0508/HRNZ_10_right_to_housing.pdf

9. **Expand Risks Section:** We would like to see the Key Risks to Delivering Sufficient Development Capacity section (FDS) expanded to include analysis of social and environmental risks.

Specific feedback

1. Pg. 53 FDS Case Study on SHAs – We would like to see an assessment of the effectiveness of SHAs with regard to the original purpose and focus on affordable housing. Be specific about the provisions that should be included in a SHA.
2. Pg. 6 FDS in relation to the comments on transport beginning, “we do not have good alignment...” suggests this document is a work in progress. We note that this applies equally to spatial planning and placemaking. Transport, spatial planning and placemaking planning needs to be better integrated and be accompanied by clear targets.
3. Pg. 11 TUS – We note the nature of growth age demographic uses “65+ years”. We suggest a more detailed age breakdown of this category into 80+ years as there are real differences between the age categories in terms of housing needs.
4. For multi-storey dwellings, the building code needs to include noise protection.



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:

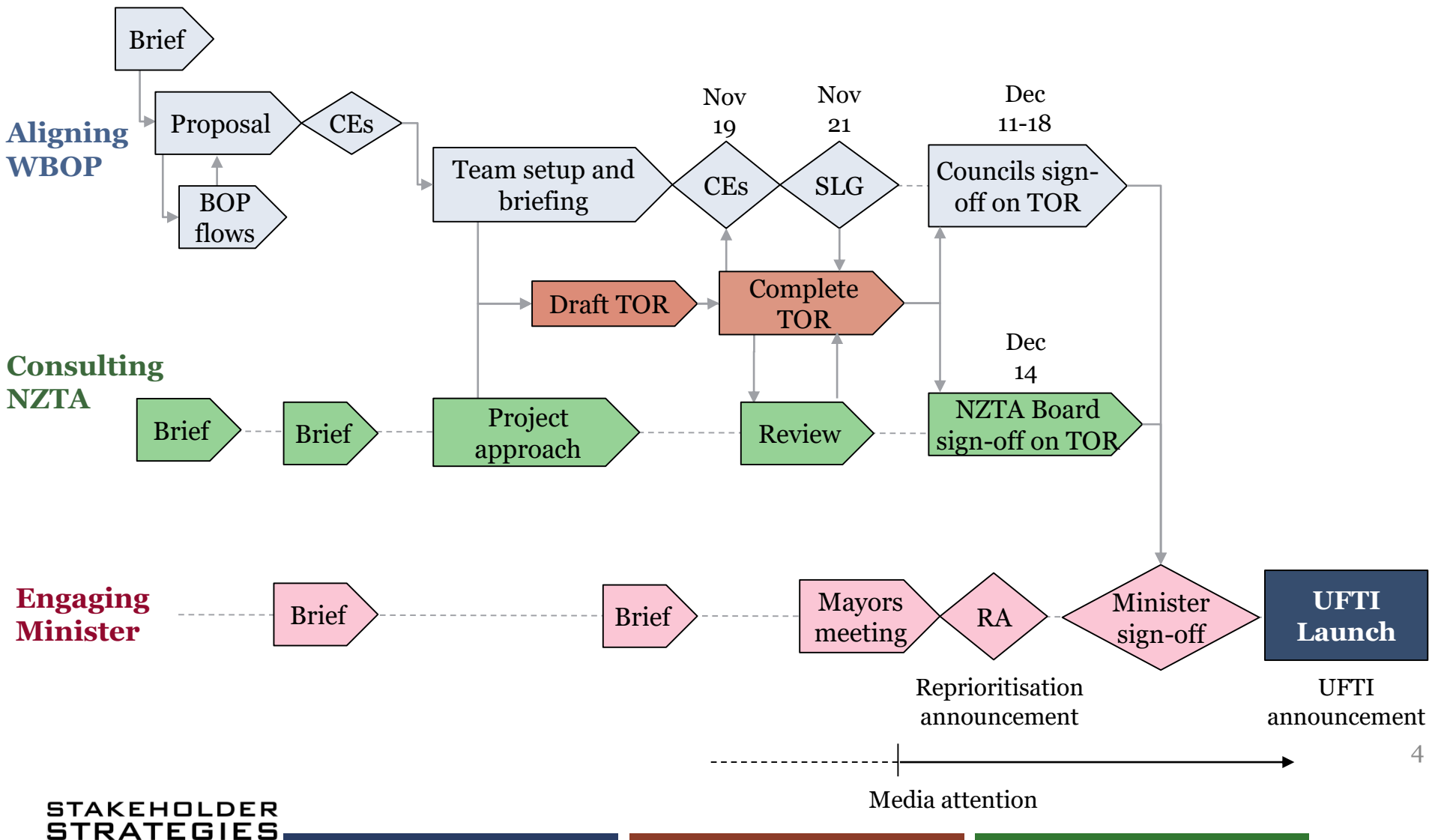
- Progresses WBOP's near-term transport priorities, such as the TNL/SH2
- Develops a long-term urban form and transport plan which resolves the issues highlighted in the Stocktake and Gap Analysis
- Mobilises a high quality cross-functional and cross-organisational team

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

AGENDA FOR SMARTGROWTH LEADERSHIP GROUP

Introduction

Background

Approach

- Open session completed
- Closed session commences

Partnership

Next steps

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

AGENDA FOR SMARTGROWTH LEADERSHIP GROUP

Introduction

Background

Approach

- Open session completed
- Closed session commences

Partnership

Next steps

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 Barkses 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



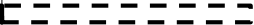




Refine and deliver priorities identified in the Stocktake and Gap Analysis, and existing projects and plans, in the context of the government's GPS 2018 and urban growth agenda

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			

AGENDA FOR SMARTGROWTH LEADERSHIP GROUP

Introduction

Background

Approach

- Open session completed
- Closed session commences

Partnership

Next steps



Transportation SmartGrowth Leadership Group

September 2018
Transport Stocktake and Gap Analysis



Sub-Regional Settlement & Transport Story

- Outlines our Growth Story and the pressures on the transport system
- 248,000 people in the next 30 years, 43,000 new homes required and 37,800 new jobs
- Traffic congestion is affecting liveability, the economy and the environment
- Growing realisation that we can't afford nor do we have the road space to solely build our way out of the current predicament (however acknowledge increased road capacity will be part of the solution).
- We need to plan in an integrated manner and we need to achieve a good level of modal shift

Transport Challenges

- High car dependence and lack of travel choice
- Congestion at peak times on key parts of corridor, and Hewletts Road congested at other times of the day
- Lack of effective public transport system
- Lack of connected safe cycleways
- Seasonal transport demands
- Funding and affordability
- Our historical urban form and topography
- Mixed sub-regional development pattern
- Maintaining efficient access to and from the Port





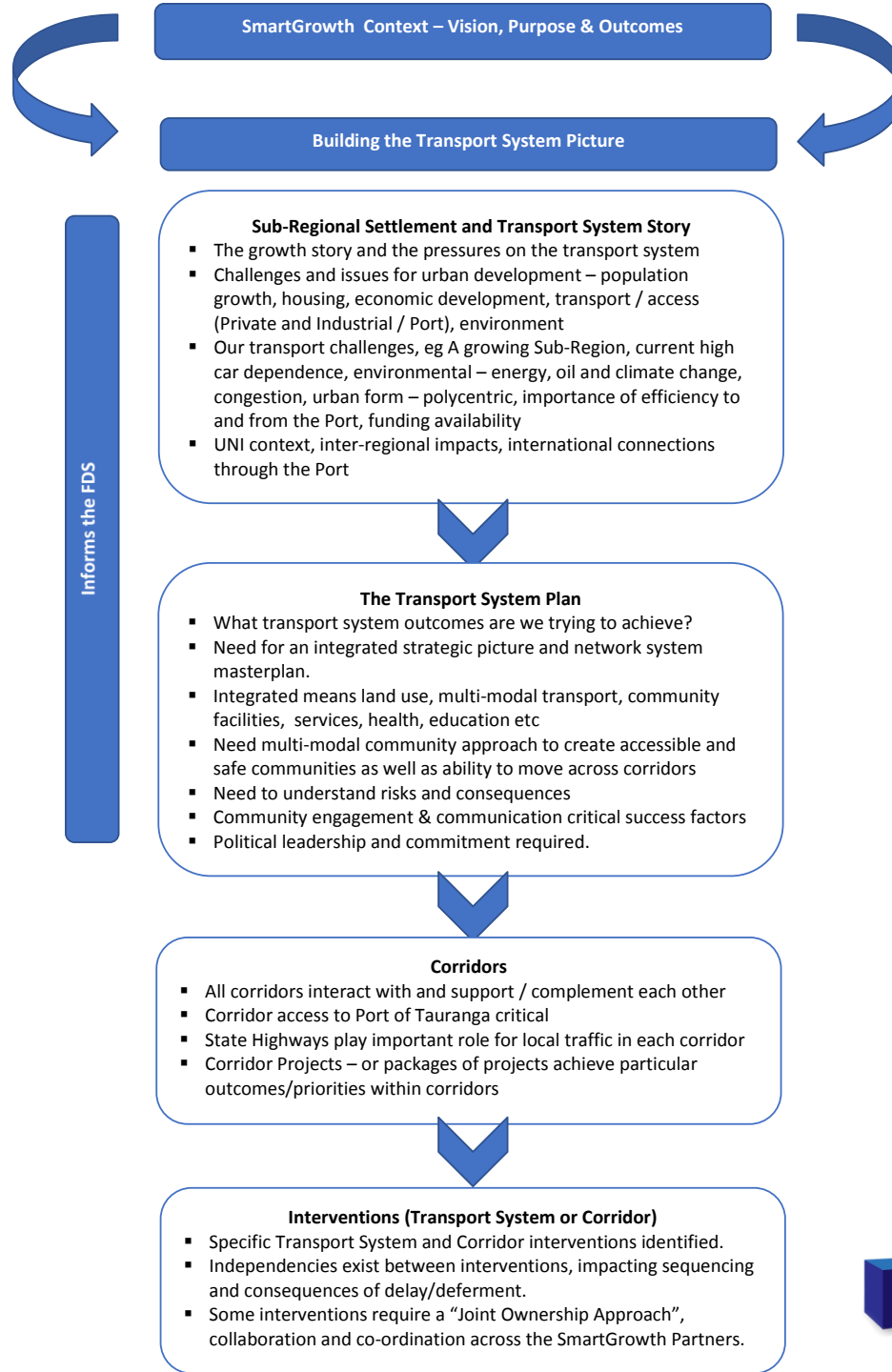
Aspirations

- Timely transport Interventions that supports our settlement pattern by providing access and choice
- A well connected sub-region – vastly improved & connected PT, walking and cycling
- Facilitating and enabling a more compact urban form to support multi modal transport
- Consideration of all transport modes and transport corridors as ONE integrated network
- Prioritising freight efficiency
- A transport system that responds to urban and rural needs
- A Level of Service that meets community access & safety needs
- Flexible and adaptable
- Innovative funding solutions



Transport System – What Is It?

- An efficient transport system enables the movement of people, goods and vehicles in a safe and timely manner.
- Includes:
 - Transport Corridors; interconnected networks which provide:
 - Access for people and freight
 - A well connected and effective / attractive Public Transport
 - Safe and direct Walking and cycling
 - Rail capacity for freight
 - Attractive, frequent, reliable and convenient bus service
 - Information (eg bus timetables, info enabling route planning)
 - Technology (eg TTOC tools, traffic apps, ride share apps)
 - User behavior
 - Data-driven approaches for improved transport system planning and operation (including land use & traffic modelling)
 - Parking supply
 - Pricing (network pricing, parking fees, PT fees)



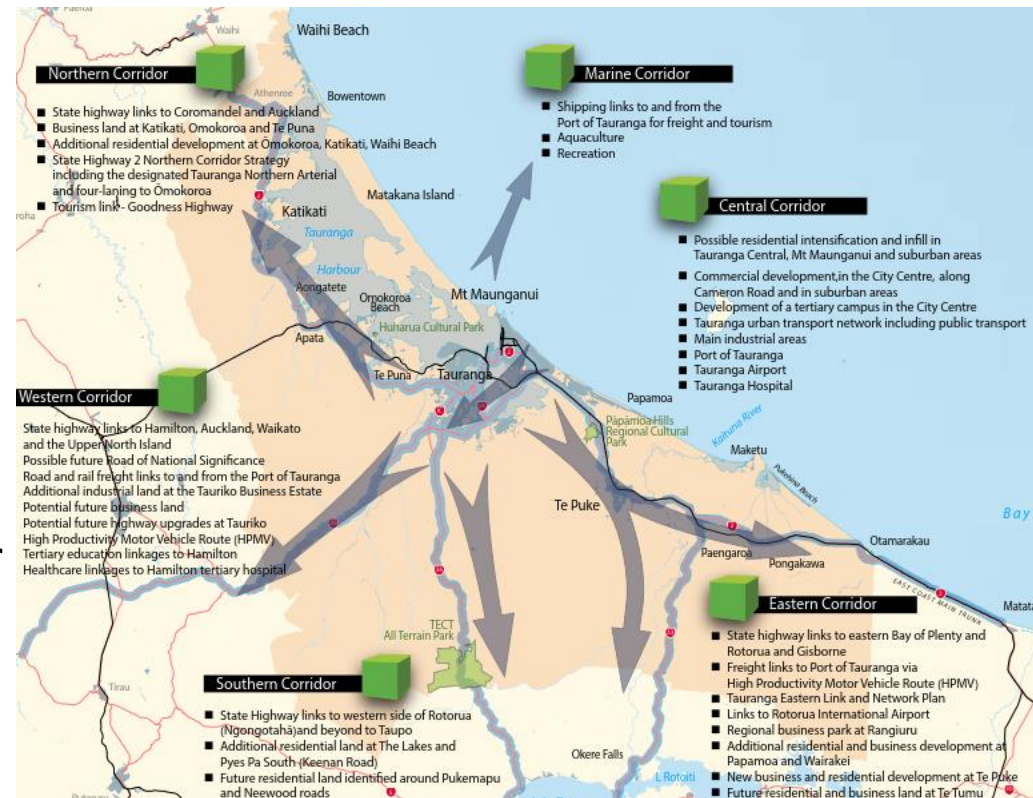
Stocktake & Gap Analysis

- Identification of gaps – solutions still to be developed

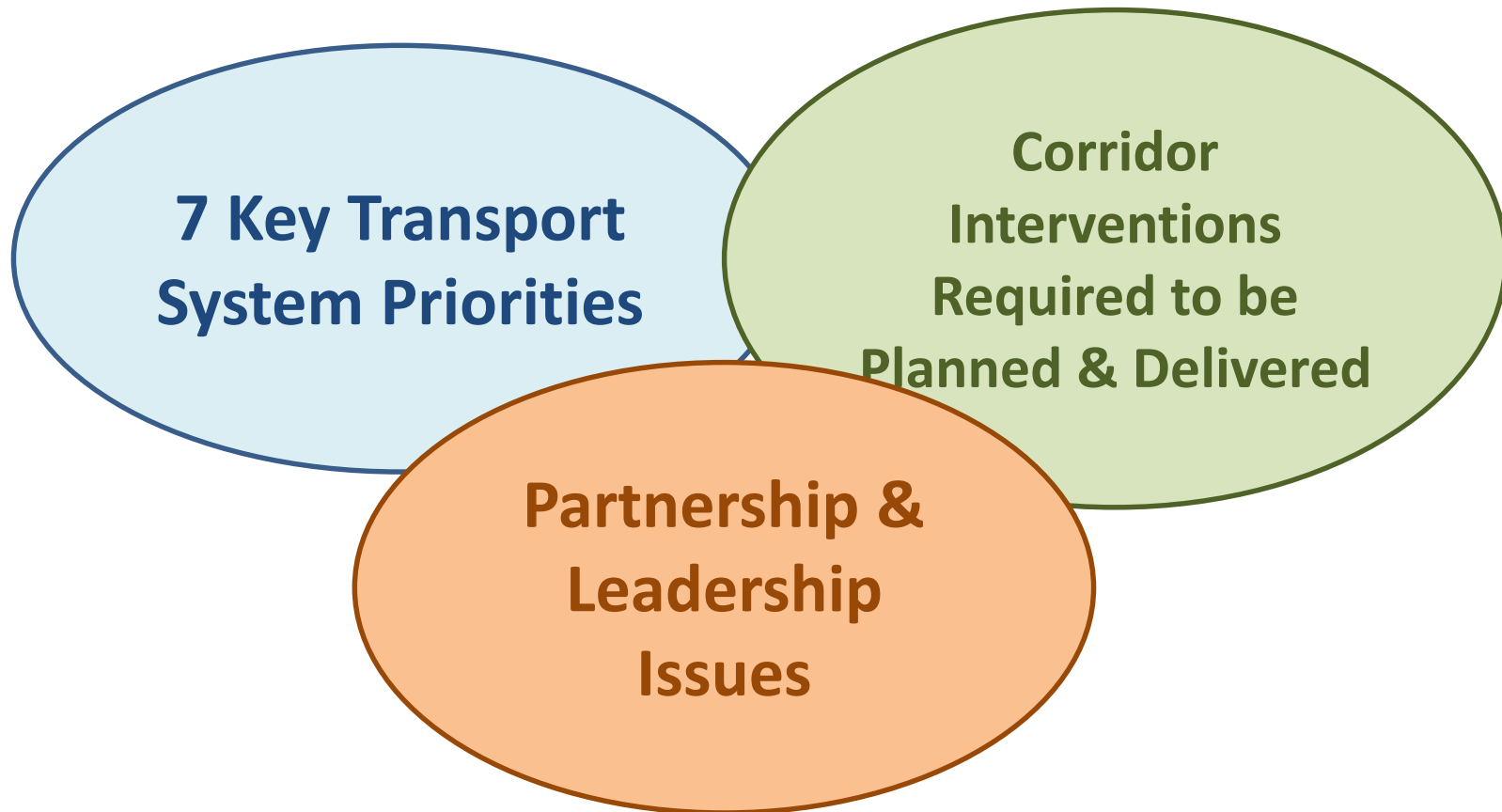
- Transport System

- Transport Corridors

- Tauranga Northern Corridor
- Central Urban Corridor
- Eastern Corridor
- Western / Southern Corridor



Stocktake & Gap Analysis Outcomes



Transport System – Stocktake Outcomes



7 Priority Issues Identified:

- Lack of Integrated Strategic Picture
- Lack of Network System Masterplan
- Risk Assessment & Consequence Identification Required
- Communication & Engagement particularly around connected communities
- Monitoring & Review Arrangements
- Option Development (Business Cases)
- Funding Option Assessment and Agreed Funding Plan



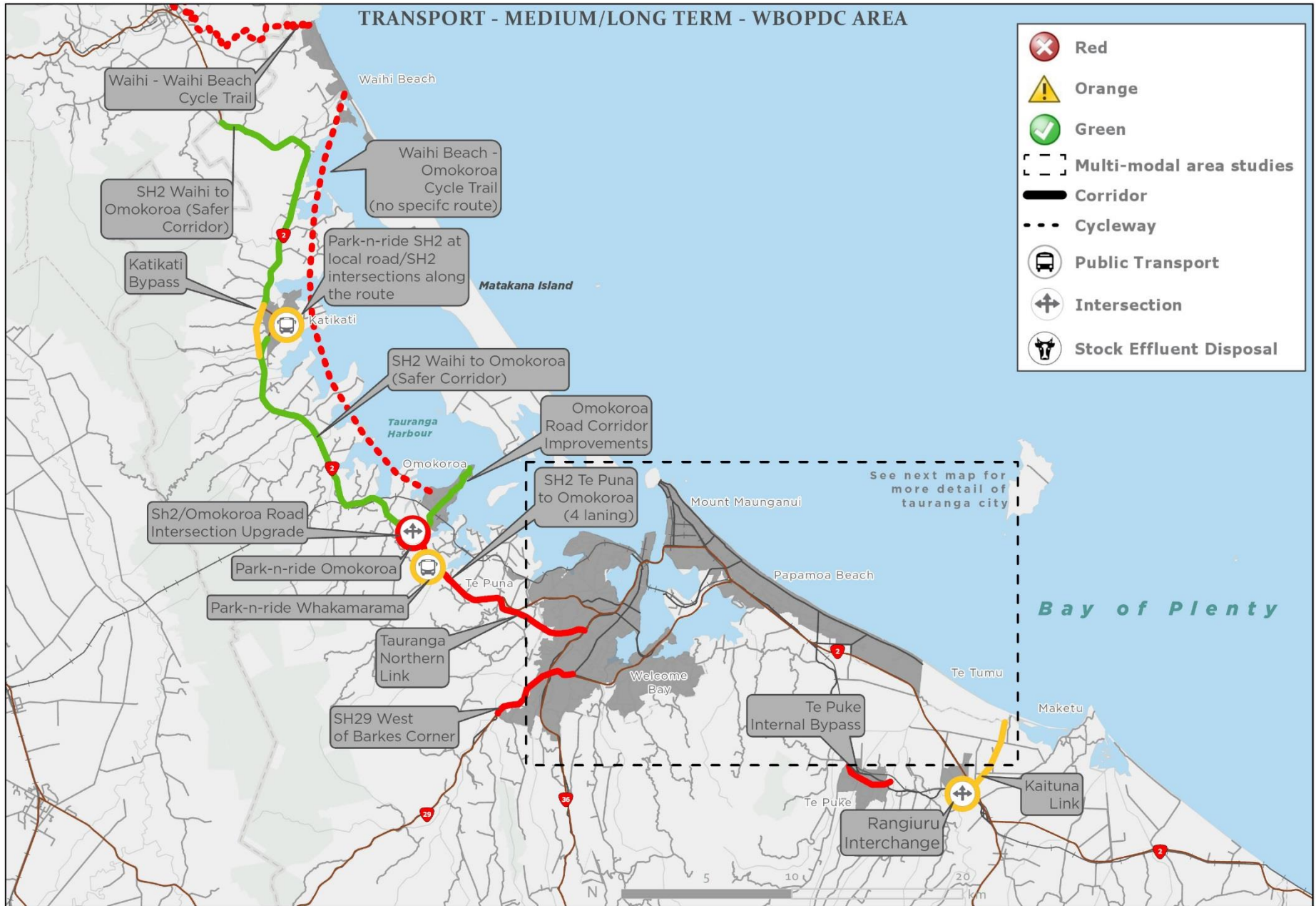
Aligned Integrated Strategic Picture

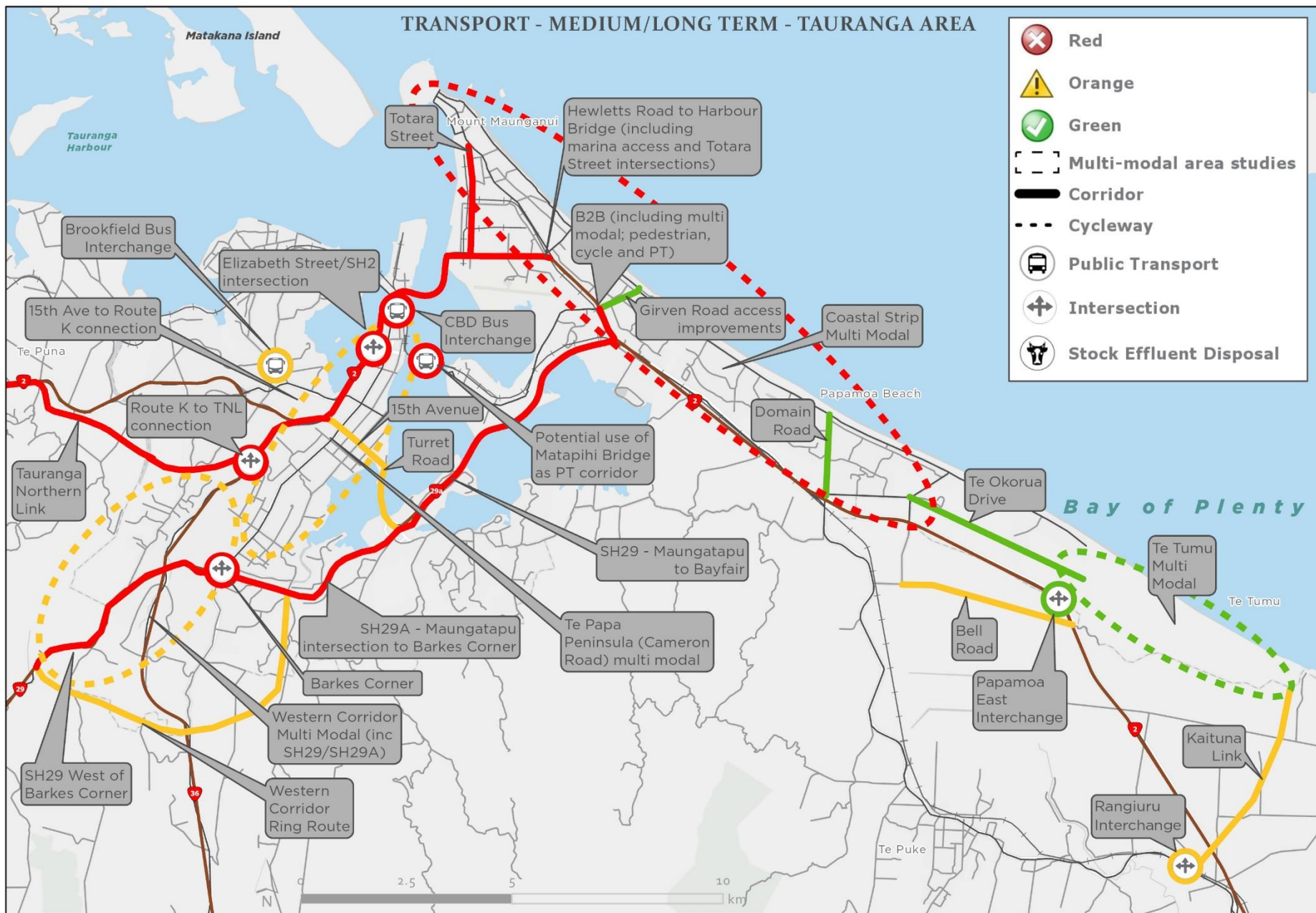
(Sub-Regional Transport System)



TRANSPORT - MEDIUM/LONG TERM - WBOPDC AREA

-  Red
-  Orange
-  Green
-  Multi-modal area studies
-  Corridor
-  Cycleway
-  Public Transport
-  Intersection
-  Stock Effluent Disposal





SmartGrowth provides a unified vision, direction and voice for the future of the western Bay.