

Agenda for Meeting No. SG19/07

SmartGrowth Leadership Group

**The SmartGrowth Leadership Group will meet in the
Bay Of Plenty Regional Council
87 First Ave, Tauranga, Mauao Room
Wednesday 17 July 2019
at 9:30am**

M Grenfell
Chief Executive
Tauranga City Council – Administering Authority

SmartGrowth Leadership Group

Committee Members

Independent Chairperson:

Bill Wasley

Bay of Plenty Regional Council:

Chair Cr Doug Leeder
Cr Jane Nees
Cr Paula Thompson
Cr Stuart Crosby
Cr Andrew von Dadelszen (Alternate)

Tauranga City Council:

Mayor Greg Brownless
Cr Larry Baldock
Cr Leanne Brown
Cr J Robson
Deputy Mayor Kelvin Clout (Alternate)

Western Bay of Plenty District Council:

Mayor Garry Webber
Cr Mike Williams
Cr Don Thwaites
Cr John Scrimgeour
Cr Margaret Murray-Benge (Alternate)

Tangata Whenua Representatives:

Maru Tapsell
Irene Walker
Buddy Mikaere
Puhirake Ihaka
Verna Ohia-Gate (Alternate)

Bay of Plenty District Health Board

Ron Scott

New Zealand Transport Agency

Ross I'Anson

Quorum:

9

Meeting Frequency:

At least bi-monthly

Role

Pursuant to Clause 30 Schedule 7 of Government Act 2002, a joint Committee of Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council shall be retained to implement the SmartGrowth Strategy and Implementation Plan.

Membership

- That representation be comprised of four elected member representatives as appointed by the contributing authorities, including the Mayors and Regional Council Chairperson, and four representatives be nominated by tangata whenua.
- That an Independent Chairperson, to be appointed by the Committee, chairs the Committee; and the appointment of a Deputy Chair from the committee membership.
- That the standing membership is limited to seventeen members, but with the power to co-opt up to a maximum of three additional non-voting members, where required, to ensure the effective implementation of any part, or parts, of the Strategy.
- That NZTA be represented through its Regional Director as an observer with speaking rights but in a non-voting capacity.

Purpose

That the joint SmartGrowth Leadership Group be the delegated authority to implement the SmartGrowth Strategy and Implementation Plan in accordance with the following functions:

Implementation

- Overseeing the implementation of the 2013 SmartGrowth Strategy updates, in particular the strategic actions.
- Ensuring organisation systems and resources support the strategy implementation.
- Taking responsibility for progress of those actions specifically allocated to the “SmartGrowth Leadership Group” in the strategy, and making sure the implementation does occur.
- Monitoring and reporting progress against milestones and budget.
- Overseeing the management of the risks identified in implementation.
- Approving an annual implementation plan with a 3 year horizon.

Ongoing Tasks

- Champion integration and implementation through partner strategies, programmes, plans and policy instruments (including the Regional Policy Statement, Regional and District Plans, Long Term Plans (LTP's), Annual Plans, transport plans and triennial agreements), and through partnerships with other sectors such as health, education and business.
- Approving submissions to Local Authorities, Central Government, and other agencies on SmartGrowth related matters.
- Reviewing and recommending adjustments to the strategy if circumstances change.
- Identifying and resolving any consultation inconsistencies between the SmartGrowth strategies and subsequent public consultation processes of the partner councils.

Consultation / Partner Forums

- Facilitating consultation with the community.
- Establishing and maintaining the SmartGrowth Partner Forums.
- Agreeing any memorandum of agreements between SLG and any forums.

Committee Operations

- Selecting and appointing an Independent Chairperson and a Deputy Chairperson.
- Implementing a Memorandum of Agreement, as adopted by the Committee for each triennial period, to provide and maintain partnerships and provide for the resolution of any conflict.
- Establish protocols to ensure that implementation, where necessary, is consistent, collaborative, and / or coordinated to achieve optimal outcomes

Agenda for Meeting No. SG19/07

SmartGrowth Leadership Group

Wednesday 17 July 2019

9:30am-11:30pm

Bay of Plenty Regional Council

87 First Ave, Tauranga

Apologies

Conflicts of Interest

Public Forum (if required):

Forum Chair Presentations (if required):

Confirmation of Minutes:

**Confirmation of the Minutes of the SmartGrowth Leadership Group
(SG19/06) dated 19 June 2019**

A copy of the minutes is attached. **(Paper A)**

Recommendation:

***That the minutes of the SmartGrowth Leadership Group (SG19/06) held on 19 June 2019
be confirmed as a true and correct record.***

PART A: AGENDA BUSINESS

Urban Forum and Transport initiative

1. Draft UFTI Foundation Report (**Paper B**)
2. Debrief UFTI stakeholder engagement process (**Paper C**)
3. **Reporting back: local government and other forums**

Verbal updates on the following from SmartGrowth Chief Executives and Combined Tangata Whenua Forum

- Metro sector
- Regional sector
- Upper North Island Strategic Alliance
- Rural and Provincial sector
- LGNZ
- Growth Councils
- Combined Tangata Whenua Forum

PART B: MONITORING INFORMATION ONLY PACK

4. SmartGrowth Bi-Monthly Partnership Reports (**Paper D-F**)

A workshop facilitated by the Local Government Commission is scheduled after the SLG meeting at the same venue. This is a LGC workshop and invitations have been extended to elected members of the three Councils and the Tangata Whenua members of the SLG. It is not part of the SLG meeting.

**Minutes of Meeting No. SG19/06 of the SmartGrowth Leadership Group held on
19 June 2019 in the Chambers, Western Bay District Council, Tauranga
commencing at 9:30am**

Present

Independent Chairperson

W Wasley

Bay of Plenty Regional Council

Councillors: J Nees, P Thompson, S Crosby
Von Dadelszen

Tauranga City Council

Mayor: G Brownless
Councillors: L Baldock, J Robson
Deputy Mayor Kelvin Clout

Western Bay of Plenty District Council

Mayor: G Webber
Councillors: M Williams, D Thwaites, J Scrimgeour

Tāngata Whenua Representatives

M Tapsell, I Walker, B Mikaere

In Attendance

SmartGrowth

K Tremaine – Strategic Advisor
V Jones – SmartGrowth Administrator
S Rolleston - Tu Pakari Advisor

Bay of Plenty Regional Council

A Fort – Senior Planner

Tauranga City Council

M Grenfell – Chief Executive
C Jones – General Manager, Growth & Infrastructure

Western Bay of Plenty District Council

G Allis – Deputy Chief Executive/Group Manager Infrastructure
Services
P Martelli – Resource Management Manager

UFTI

Ben Peacey, Janeane Joyce, Robert Brodnax

Apologies

Chairman D Leeder, Cr S Crosby, Cr. Von Dadelszen, Cr L Brown, R
Scott, P Ihaka

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 17 July 2019

SG19/06.01 APOLOGIES

Moved Mayor G Brownless / **Seconded** Mayor G Webber

That it be Resolved

That apologies are received for Chairman D Leeder, Cr S Crosby, Cr. Von Dadelszen, Cr L Brown, R Scott, P Ihaka

CARRIED

SG19/06.02 FORUM CHAIR

Carole Gordon noted the Social Sector Forum meeting in June was very well attended. Attendees included representatives from across the sector, with presentations from Tauranga City Council Community Development team, BayTrust, Socialink, Urban Form Transport Initiative team and Regional Council Elder Public Transport research. Members continue to express a collective concern over systemic issues that create poverty.

Carole noted social inequality is the basis for a growing demand for services across the sector. Agencies are working at the desperate end of the poverty continuum. They continue to discuss and expect outcomes in housing supply, transport and income inequality as core issues influencing a range of service demands by vulnerable people.

There are high expectations that the Urban Form Transport Initiative will deliver change mechanisms to maximise links to government initiatives.

SG19/06.03 CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP (SG19/04) – DATED 17 APRIL 2019

The Committee considered the minutes of the SmartGrowth Leadership Group (SG19/04) dated 17 April 2019 as circulated with the agenda.

Moved Cr D Thwaites / **Seconded** Cr J Nees

That it be Resolved

That the minutes of the SmartGrowth Leadership Group (SG18/04) dated 17 April 2019 be confirmed as a true and correct record.

*Amendment of wording raised by J Nees updated
Page 11 Papakāinga developments amended*

CARRIED

SG19/06.04 Tauranga Traffic Models (TTM) Presentation

Christine Jones noted the Tauranga Transport Models (TTM) has been worked on for the last three years in partnership with TCC, NZTA, Western Bay, BoPRC. The technical details are now coming together and it will be a key tool in the Urban Form Transport Initiative project.

Bruce Robinson from Tauranga City Council and Craig Richards from Beca presented on the Tauranga Traffic Models. Tauranga Transport Models (TTM) describes the suite of models. It is a forecast of scenarios out to 2063.

[Tauranga Transport Models \(TTM\) Presentation](#)

Summary

Tauranga Transport Models can assist with transport and land projects
A tool for good information, not the answer
Good to have a clear definition of what you want to know
Good to have a well-defined and pre-sifted options to compare
Multiple factors (transport and land use) influence outputs
Model outputs provide 'engineering evidence' but can be adapted in GIS or graphic design for public facing media.

Moved Cr L Baldock / **Seconded** I Walker

That it be Resolved

That the presentation is received.

CARRIED

SG19/06.05 UFTI Update Report- Programme Director (Paper B)

After a delayed start to the project, there has been significant progress in a short period of time. The consultant team was fully on board on 1 May 2019. The Foundation Report is on track for completion mid-July.

Central Government officials are actively involved in the project team through the Ministry of Housing and Urban Development. The first collaborative opportunity for stakeholder engagement via the spatial planning workshops is underway.

Technical work to answer Phase 1 report key questions has been commissioned. Additional work to understand customer and place perspectives of urban form and transport system is being scoped.

A key focus has been engaging with stakeholders to understand how best to involve them collaboratively in the development of Urban Form Transport Initiative.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 17 July 2019

The UFTI team have met with the SmartGrowth forums, Bike Tauranga, Port of Tauranga, key property developers, Sustainable Business Network and Priority One. Engagement plans for Tāngata Whenua (both iwi/hapu and land owning trusts) are being developed.

Stakeholder Engagement has identified a few gaps in the phase 1 work that have led to adjustments in the project plan.

Proposed timeline highlighted

The foundation Report which sets out the case for change will be published after the 17 July SmartGrowth Leadership Group Meeting.

The final report will now be delivered at the end of March 2020 for SmartGrowth Leadership Group adoption but with an interim report in December 2019.

Robert noted the three scenarios will be decided on and then presented to the SmartGrowth Leadership Group who will decide on the final scenario.

Questions/comments

- The Committee wants to ensure thorough engagement takes place and the Tāngata Whenua representatives are consulted.
Robert noted the workshops being held will sweep up everyone's ideas and help guide the future scenario. The invitation to the workshops went out to Priority One, Kiwifruit, The Port, forums etc and potential stakeholders. If anyone was missed we will be connecting with them too. We are trying to set up a workshop for all Councillors which will happen towards the end of July.
The Committee expressed concern around the UFTI timeframes. Robert noted we are confident we can meet the end of March deadline (Interim report will be on December 19)
- We need to ensure we capture what we already know from the last 15 years and build a strong case. Robert noted UFTI is under the SmartGrowth branding and we have the information from SmartGrowth and the forums. The work we are doing is where gaps have been identified. Urgency expressed towards the business case.
- The financial discussion should come at the end of the timeline once we have decided on the final scenario.
- The Tauranga Transport Plan that never got to the board, how useful do you think it will be in the project plan. Robert noted it will be useful and there are elements in the TTP that they don't need to wait for the UFTI to proceed with some of the projects.
- The foundation report fails to tell the back story of the growth. It fails to recognise the investment that has gone on over many years.
- We need vision, determination, innovation and build on our past and turn a new chapter. We need commitment.
- A question raised over the 58,000 homes required over the next 50 years, different figures quoted through different sources. Ken will look into these numbers and confirm one set of data to the SmartGrowth Leadership Group.

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 17 July 2019

Moved Mayor G Webber / **Seconded** Cr M Williams

That it be Resolved

That the SmartGrowth Leadership Group receive and note this report

CARRIED

Meeting adjourned at 11.40am
Meeting reconvened at 12.05pm

SG19/06.06

Executive Summary: Foundation Report-Programme Director (Paper C)

The Foundation Report will outline the story for change to enhance WBOP's Urban form and transport system settings. It is a technical evidence-based report, not a strategic or policy document. The report is being prepared for a public audience.

The Committee expressed the importance to be aware of the impact of freight rail and ferries. We need to acknowledge the backstory stronger and look at what these megatrends mean in the short and long term. It was suggested changes are made to how the language feels, it sounds the same as what we have had in the past.

It was noted that the Tāngata Whenua story has not been told. Let's ensure we tell the story well with the impact that has been had.

Irene Walker departed the meeting at 12.48pm.

Any further comments email info@UFTI.org.nz

Moved Cr P Thompson / **Seconded** Deputy Mayor K Clout

That it be Resolved

That the meeting moves into public excluded: To discuss Ministerial and Government Engagement

*Local Government and Official Information and Meetings Act 1987.
Section 7 (2) (1)*

Enable any local authority holding the information to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations).

CARRIED

THESE MINUTES ARE YET TO BE CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 17 July 2019

SG19/06.07 Residential Land Capacity (Paper D)**Moved** Mayor G Webber / **Seconded** Mayor G Brownless**That it be Resolved****That the SmartGrowth Leadership Group:**

1. **Note** the significant projected shortfall indwelling the subdivision capacity in the short term (1-3 years) and medium term (4-10years), and its potential broad implications for the Council and its community.
2. **Note** the urgency of addressing these matters in partnership with the other SmartGrowth partners and the Government by enabling large-scale new residential development capacity in the City and broader Western Bay sub-region as quickly as possible.
3. **That** SmartGrowth commission an analysis of each of the near-term housing supply projects Tauriko, Te Papa, Omokoroa, Te Tumu and Paengaroa and any other land to determine the critical path to release houses for supply, build communities and provide realistic opportunities for mode shift.
4. **That** SmartGrowth work with government agencies to develop a cross-government investment package to build connected and thriving communities in Tauriko, Te Papa, Omokoroa, Te Tumu, and Paengaroa and any other land.

CARRIED**SG19/06.08 Bi-monthly report (Paper E)****Moved** Cr A Von Dadelszen / **Seconded** Deputy Mayor K Clout**That it be Resolved*****That the SmartGrowth Leadership Group:***

1. **Receive** and note the update

CARRIED

The meeting concluded at 1.15p.m.
Confirmed as a true and correct record

W Wasley
Independent Chairperson

Date

THESE MINUTES ARE YET TO BE CONFIRMED*To be confirmed by the SmartGrowth Leadership Group on 17 July 2019*

UFTI Urban Form +
Transport Initiative

Foundation Report



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Summary

Tauranga Moana has a rich tāngata whenua history. Great migration waka were attracted to this area, its fertile soils, rich sea resources and forests. The same natural features that first attracted tāngata whenua, continues to attract many others who seek the warm climes and coastal lifestyle. The region has experienced a sustained period of growth due to its sought-after lifestyle and economic opportunities.

The western Bay of Plenty sub-region plays a key role in the upper North Island and New Zealand's current and future well-being. The Western Bay is home to the country's largest export port, and the sub-region's productive rural and horticultural land resource is a major contributor to the economy. The sub-region also serves as the gateway to the broader Bay of Plenty providing critical connections to and services for the Eastern Bay of Plenty and Rotorua.

Our close proximity to Hamilton and Auckland, and access to international markets, means that the Bay of Plenty will continue to grow for many years to come.

There is a strong desire for change

How do we fit an extra 80,000 people, 51,000 plus more homes, create more than 40,000 new jobs, and manage the 500,000 plus transport movements?¹ How do we manage this growth in a way that is sustainable, enhances our communities, embraces our cultural identities, and improves our environment? How do we plan for the future, together?

Through SmartGrowth, the western Bay of Plenty sub-region has a long history of working together to manage growth. This partnership approach will be key to successfully navigating the challenges we now face.

We have reached a turning point – carry on as we are and risk our lifestyle, environment, and economy; or forge a new path where we deliver a high quality compact urban form and provide greater transport choice and access via a multi-modal transport system.

Our local communities are asking for a more compact urban form, greater housing choice, better public transport, and improved active modes. Tauranga is a young city and we have an opportunity to do things better. Good transport,

urban design and place making are critical elements for a successful city and sub-region. To get this right, significant change is needed.

We know what our challenges are. We need a fundamental shift in our approach to urban form and transport while recognising that this will take time to achieve. The vision of UFTI is to enable the sub-region to build on what we have through integrated planning to grow both up and out, supported by a well-functioning multi-modal transport system that provides choice and access.

The Urban Form and Transport Initiative (UFTI)² is our opportunity to consider the future urban form and transport needs for the sub-region over the next 50 years. UFTI is our chance to reimagine the future of our sub-region through a refocused

and coordinated approach while building on the various plans and projects that are in place.

UFTI will deliver an agreed strategic and integrated delivery plan for western Bay of Plenty's future urban form and multi-modal transport system. This agreed plan will feed into the existing SmartGrowth Strategy. But it will require courage and determination from all of us to deliver and implement that vision. Delivering on this vision and plan will require new ways of doing things, hard conversations, and the use of existing and new funding tools. We must show the courage to forge a new path, because the consequences of not changing are too great.

¹ All demographic projections used in this report are based on SmartGrowth and go out to 2063, unless stated otherwise.

² The project is a collaboration between the SmartGrowth partners (Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and tāngata whenua) and the New Zealand Transport Agency.

Where we've come from

The western Bay of Plenty sub-region has grown significantly over the past 60 years, with growth creating many opportunities, including increasing the ability to enhance social, environmental, economic, and cultural well-being. Sustainable growth can lead to opportunities for enhancement of education, employment, and civic amenities that would otherwise not exist. Some of these opportunities are starting to be realised in the sub-region.

The sub-region is one of the fastest growth areas in New Zealand, and Tauranga is the country's fifth largest city. In 1963, Tauranga had a population of just 21,500 people – today that population is around 140,000. In the next 50 years we expect to reach a population up to 260,000 people. This means we will need around thousands of more homes with around 80% of that growth being in Tauranga City. We will also need new jobs to enable people to live.

The sustained growth over a relatively short timeframe is putting increased pressure on the sub-region's transport system and will continue to do so. This is affecting people's and businesses' ability to access the many social and economic opportunities affordably, reliably, and safely. We need to plan for growth in an integrated way in order to protect our lifestyle and economic potential, otherwise the negative consequence

of growth such as traffic congestion will severely affect the sub-region's liveability, well-being, environment, and economy.

The growth challenges are not new for our sub-region. We have collaborated successfully before in order to address challenges and achieve good outcomes. This has included the ability to be proactive in terms of growth management, to develop strong partnerships and joint funding approaches in order to get key developments and supporting infrastructure and facilities underway.

Within our SmartGrowth journey, we have reached a point where we need to refocus our approach to compact urban form and transport. With space for greenfield development becoming more limited due to natural constraints, we need to consider how we accommodate additional people within existing communities. Housing

densities are relatively low in the western Bay of Plenty, and there are considerable intensification opportunities that must be explored.

Intensification done well maximises the use of existing infrastructure, community facilities and spaces, and helps ensure future generations are not burdened with the consequences of poor decision making.

To ensure that we can benefit from the opportunities associated with growth, we need to plan carefully for the future, enabling growth to occur in the right areas of the sub-region, and be sustainable. And this is why SmartGrowth was established. Through SmartGrowth we have planned our growth in a co-ordinated and managed way. UFTI builds on the successes of the sub-region and SmartGrowth to develop a vision and plan for the next 50 years.

He tāngata, he tāngata, he tāngata

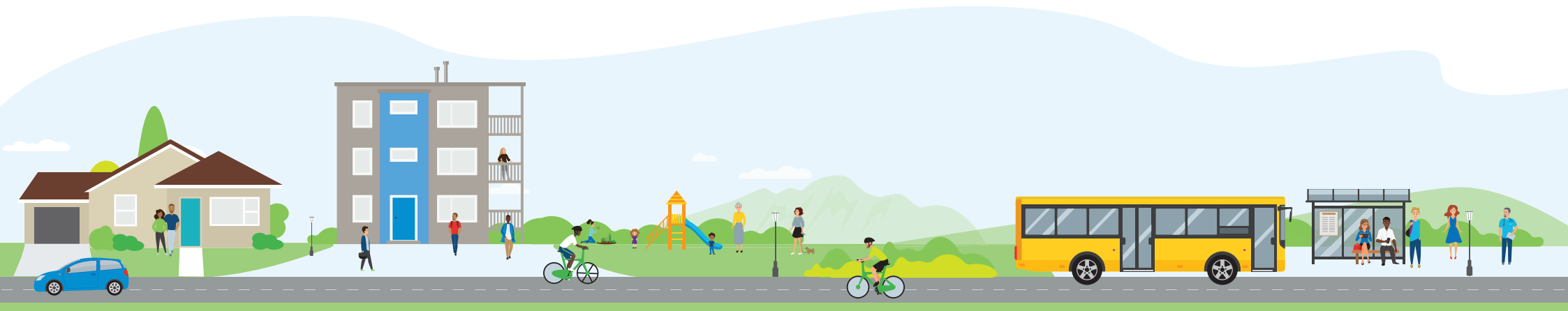
People make cities. The success of cities, towns, and community spaces depends on the wellbeing of the communities that live there. Critical to the wellbeing of our communities is the ability to be able to live the lifestyle they aspire for, to have meaningful jobs, and recreational, cultural, and social opportunities, and have easy access between all of these.

Urban form and homes designed to meet the need of different cohorts of our communities is critical to the success of the sub-region. Our new homes will need to meet needs of young people, families, and retirees alike. Adding to the challenge is the need for affordable and social housing that is warm, dry, and safe. The growth in tourism and influxes of seasonal workers to help in the horticultural industry, mean that

affordable and healthy temporary housing options are also necessary. Meeting all of these different housing needs is critical to the ongoing social and economic success of the sub-region.

Urban form supported by a well-functioning transport system is vital in every successful city. The transport system must enable access to all the social and economic opportunities that the sub-region can provide, including connections to

overseas markets. However, much of the current transport network is not optimised to move people and goods in the most effective or efficient way. A well-functioning multi-modal transport system is critical in maximising productivity and providing our communities access to social and economic opportunity.



Our challenges

To encapsulate our challenges, we have concentrated on three. These challenges focus on our communities, our housing and transport choices, and our ability to access the many social and economic opportunities within the sub-region. These challenges are:

Challenge 1

Levels of service for community facilities and infrastructure are not aligned with community expectation and are impeding the ability of people to live, work, learn and play in western Bay of Plenty sub-region.

Challenge 2

The lack of housing and transport choice and a high dependency on the private vehicle contributes to inequality in access to social and economic opportunities and is leading to poor environmental outcomes.

Challenge 3

WBoP's harbour geography and dispersed land use pattern (places of employment, education, and recreational locations) negatively impacts on the safe and efficient movement of people and goods.

The future cannot look like the past. Addressing the challenges is not impossible. It will require changing the way we think about our sub-region, our urban form, and the way we move.

As the sub-region grows, we have the potential to become a leading lifestyle destination. But we have some tough issues to resolve before we can achieve this. Making sure the western Bay of Plenty is a great place to live, work, learn and play as we grow is the collective challenge for our communities and SmartGrowth partners.

There are, however, some significant benefits that can be realised, such as:

1. Improving our community wellbeing and liveability where people can continue to thrive, within the live, learn, work, and play lifestyle we expected
2. Improving our environmental outcomes where kaikiakitanga (care for and stewardship) is the sub-region's focus
3. Improving the way, we move where we can access the social and economic opportunities offered throughout the sub-region safely, and have choice in how we travel
4. Increasing our economic productivity and prosperity within the sub-region
5. Improving value for money where we make the best use of what we have, but do not shy away from making the right community investments for our short and long term requirements

Achieving these benefits will require consistent effort over time. In the short term some outcomes could decline as we make the transitions necessary to grow from a provincial centre to a thriving metropolitan area and sub-region. However, any short-term pain will be worth the long-term gains that we can make.

The purpose of this Foundation Report is to develop the supporting evidence base for these challenges. This is necessary to ensure that we are focusing on the right challenges. And by focusing on the right challenges we can develop the best solutions necessary to resolve those challenges.

In developing solutions, we need to be asking ourselves:

- What degree of intensification can be achieved and where? Do we have public spaces where people can still feel the grass underfoot, and flora and fauna can also thrive? How will use our land use tools to support and encourage increased use of the public transport system.
- Where will new residential, commercial, and industrial developments be located? How will we ensure that social and affordable housing is available?
- How much multi-modal share can be

achieved? How will we all change our travel behaviours? Are we being ambitious enough in getting more people moving via a multi-modal transport system?

- What transport system investments are necessary to support the movement of people and goods? Are we making the most of our existing assets? How are we encouraging more people to bike? Are we safe in our travels?
- How do we ensure we protect our significant cultural and environmental areas as we grow? How much Co2 emission reduction can we achieve through a different way of moving people and goods?

In developing our solutions for the sub-region, we will need to consider new ways and tools to enhance our urban form, improve the way we and goods move, and fund all of the improvements required.

An enhanced toolkit is necessary to support our live, work, learn, and play lifestyle. As part of this, we will need to consider our current and develop new funding and financial tools to support our transition. We will need to be bold and courageous in developing and applying the appropriate funding tools and packages needed to implement the solutions.

1. Introduction

What is UFTI?

The Urban Form and Transport Initiative (UFTI)³ is our opportunity to consider the future urban form and transport needs for the sub-region over the next 50 years, set within a wider SmartGrowth⁴ context. It is our chance to reimagine the future of our sub-region through a refocussed and coordinated approach while building on the various plans and projects that are in place.

UFTI will deliver an agreed strategic and integrated delivery plan for western Bay of Plenty's future urban form and multi-modal transport system.

UFTI will build on the work completed by SmartGrowth, the Future Development Strategy, PT Blueprint, the Tauranga Urban Strategy, and the Tauranga Transport Programme as well as other strategies and plans. It is envisaged that there will be one integrated SmartGrowth Strategy document once the UFTI work has been completed.

UFTI is shaped by the SmartGrowth pillars of partnership, collaborative leadership, integration, being evidence-based and a live, learn, work, and play approach.

UFTI is sub-regional in focus and will be aligned with the Government Policy Statement on Land Transport, the National Policy Statement on Urban Development Capacity, and the Government's Urban Growth Agenda.

UFTI Objectives

- Enables, supports and shapes a sustainable, vibrant, efficient, and more liveable urban form
- Enables and supports sufficient housing supply in existing and new urban areas to meet current and future needs
- Support access to economic and social opportunities as the western Bay of Plenty's population and economy grows
- To improve measurable transport outcomes such as congestion levels, road safety, travel choice and private vehicle dependency, and environmental impacts (including CO2 emissions)
- To ensure long lasting economic, social, environmental, and cultural benefits and value for money from the agreed strategic plan.

³ The project is a collaboration between the SmartGrowth partners (Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and tāngata whenua) and the New Zealand Transport Agency.

⁴ SmartGrowth is a partnership between Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and Tāngata Whenua with the NZ Transport Agency and the BOP DHB as implementation partners. The partnership developed the SmartGrowth Strategy which is a spatial plan for the western Bay of Plenty sub-region, setting the strategic vision and direction for the growth and development of the sub-region across four well-beings. Council and tāngata whenua) and the New Zealand Transport Agency.

Connection between UFTI and current projects

While UFTI will develop the longer term integrated urban form and transport vision, outcomes and defining indicators and triggers, a number of current projects are already underway. These projects are designed to help address the immediate housing and transport issues present within the sub-region. The projects underway or starting will be consistent with the UFTI principles of improving the sub-region's urban form and transport system. They are expected to be complete in an approximate 1-5 year timeframe. The current projects in train include:

Western Bay of Plenty District Council Projects

Omokoroa Stage 3 Structure Plan - is being developed to provide for an additional 1800 dwellings, a town centre, schools, industrial land, large reserve space(s), and support for a multi-modal transport system via a walking and cycling network, and park and ride facilities. The plan change notification will take place in early 2020.

Omokoroa Stage 2 - including roading, integrated public transport facilities, provision of a park and ride facility, walking/cycling network, housing at Kaimai Views, including Kiwibuild, is underway.

Omokoroa to Tauranga cycleway - is being developed and construction is underway to improve biking options.

Katikati Bypass - investigation option is being developed to construct as a local road to improve Katikati access and liveability.

Bay of Plenty Regional Council Projects

Completing our major resource management plans such as the Coastal Environment Plan and Regional Natural Resource Plan and changes to our On Site Effluent Treatment Plan Change.

Improving current bus services - routes 41, 36, 71, 70 will be improved in response to public feedback. The Windermere turning point will also be improved. These will increase accessibility, enable faster and more direct journeys, and improve reliability. These improvements will be complete by July 2019

Improved integrated ticketing, and customer user experience - this improvement to be completed in late 2019 will reduce journey time and improve the customer experience when topping up balances and tagging on/off among other aspects.

PT services and fare review - improving levels of service and re-timetabling after new network and integrated ticketing improvements. The fare structure will also be reviewed for short trips. The review will take place during 2020

Cameron Road and Arataki bus priority measures and real time information - prioritisation measures will be investigated and delivered on Cameron Road, and intersection improvements and queue jump lanes along the Arataki corridor. These improvements, along with real time information will take place during 2019/20 and will improve journey times and reliability as well the customer experience.

Tauranga City Council Projects

The two intensification plan changes – **To be updated**

Te Papa Peninsula spatial plan and multi-modal corridor improvements – **To be updated**

Te Tumu and Tauriko West urban growth area structure planning to support liveable communities and the multi-modal transport system

Smith's Farm Special Housing Area – detailed feasibility investigation underway to support the 250+ new homes potentially including some affordable and social housing.

Te Maunga, Waiari and Te Tumu HIF packages – working with Central government to provide the supporting infrastructure to enable liveable communities in these developments

NZ Transport Agency Projects

SH2 Waihi to Omokoroa corridor – this safety improvement project is underway and is being accelerated to improve safety outcomes. Additional safety improvements, such as median treatments, for the whole corridor are being investigated.

Tauranga Northern Link (TNL) – the project direction to achieve safe access, providing greater transport choices, and provide better integration into the transport system has been agreed to by NZTA's board. Additional capacity as part of TNL will be prioritised for public transport, higher occupancy, and freight. Investment is being sought.

Tauriko Network Connections – NZTA's Board has agreed to completing the current investigations with partners to identify a suite of initiatives that support residential housing and develop a multi-modal network that integrates with the wider Bay of Plenty transport system. Funding for completing the investigations and delivery is being sought.

Tangata Whenua Projects

To be updated

The emerging principles and outcomes developed as part of UFTI will be applied to help shape these projects where applicable. Because of the difference in timeframes, UFTI is not involved in the day-to-day planning and delivery of the near-term projects.

2. Context

The western Bay of Plenty sub-region has grown significantly over the past 60 plus years. The region has experienced a sustained period of growth due to its sought-after lifestyle and economic opportunities. In 1963, Tauranga had a population of just 21,500 people – today that population is around 140,000. Growth over a relatively short timeframe has put increased pressure on the sub-region's infrastructure and services.

The western Bay of Plenty sub-region⁵ plays a key role in the upper North Island and New Zealand's current and future well-being. The Western Bay is home to the country's largest export port, and the sub-region's productive rural and horticultural land resource is a major contributor to the economy. It serves as the gateway to the broader Bay of Plenty and provides critical connections to and services for the Eastern Bay of Plenty and Rotorua.

Managing growth well is the biggest issue for the sub-region identified by residents. Failure to do this will hurt our economy and have negative social, environmental, and cultural outcomes. The western Bay of Plenty has a history of good collaboration and long-term planning through the SmartGrowth Strategy. Greater attention now needs to be paid to our urban form into the future and how this integrates with transport and our ability to move around.

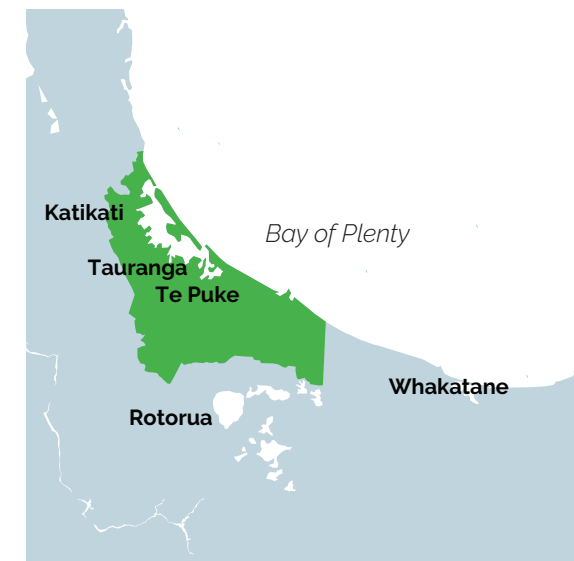
Our sub-region

The western Bay of Plenty sub-region is characterised by a handful of small coastal settlements, rural towns, and productive rural land surrounding Tauranga City. Prior to European arrival, Tauranga Moana had a number of prosperous kāinga (villages). The combination of land purchases and confiscations have contributed to the creation, form, and location of the urban areas as we know them now. As Treaty of Waitangi settlements are finalised Iwi in the sub-region will, with time, have greater capacity to fully participate in planning the future of Tauranga Moana, as a partner under the Treaty.

Today, the rich Maori culture remains. As a sub-region, the Maori population is around 25% which is higher than the national average of 14%. The richness in cultural diversity is a significant and positive attribute of the sub-region.

Figure 1

SmartGrowth Area



⁵ The western Bay of Plenty sub-region refers to the territorial areas of Tauranga City and Western Bay of Plenty District

Our People

The sub-region is one of the fastest growing areas in New Zealand. Of New Zealand's six largest cities, Tauranga City recorded the highest rate in population growth between the 2006 and 2013 Census at 10.5%. Our growth is a long-established trend with Tauranga being the fastest growing area in New Zealand over the last 80 years.

The key driver of population growth has been, and will continue to be, people moving from other parts of New Zealand and overseas. This is happening for a number of reasons driven by economic growth, personal circumstances, and lifestyle preferences. As a result, there are a large number of newcomers to the sub-region with 40% of people having lived here for 10 years or less.

Figure 2
Length of time lived in the Western Bay of Plenty

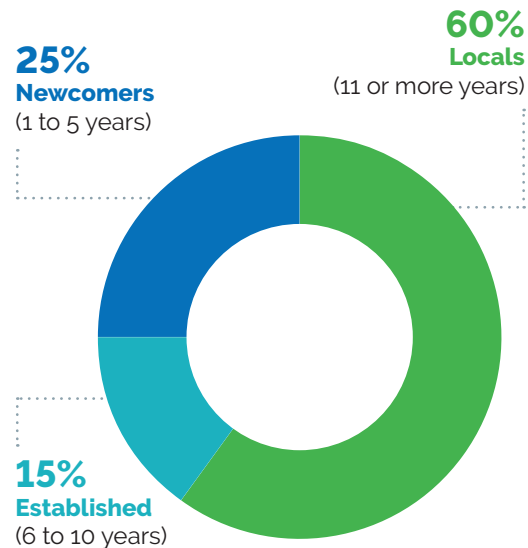
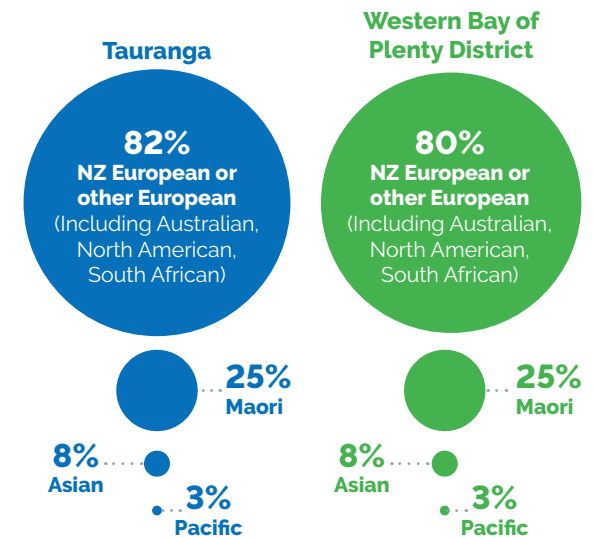


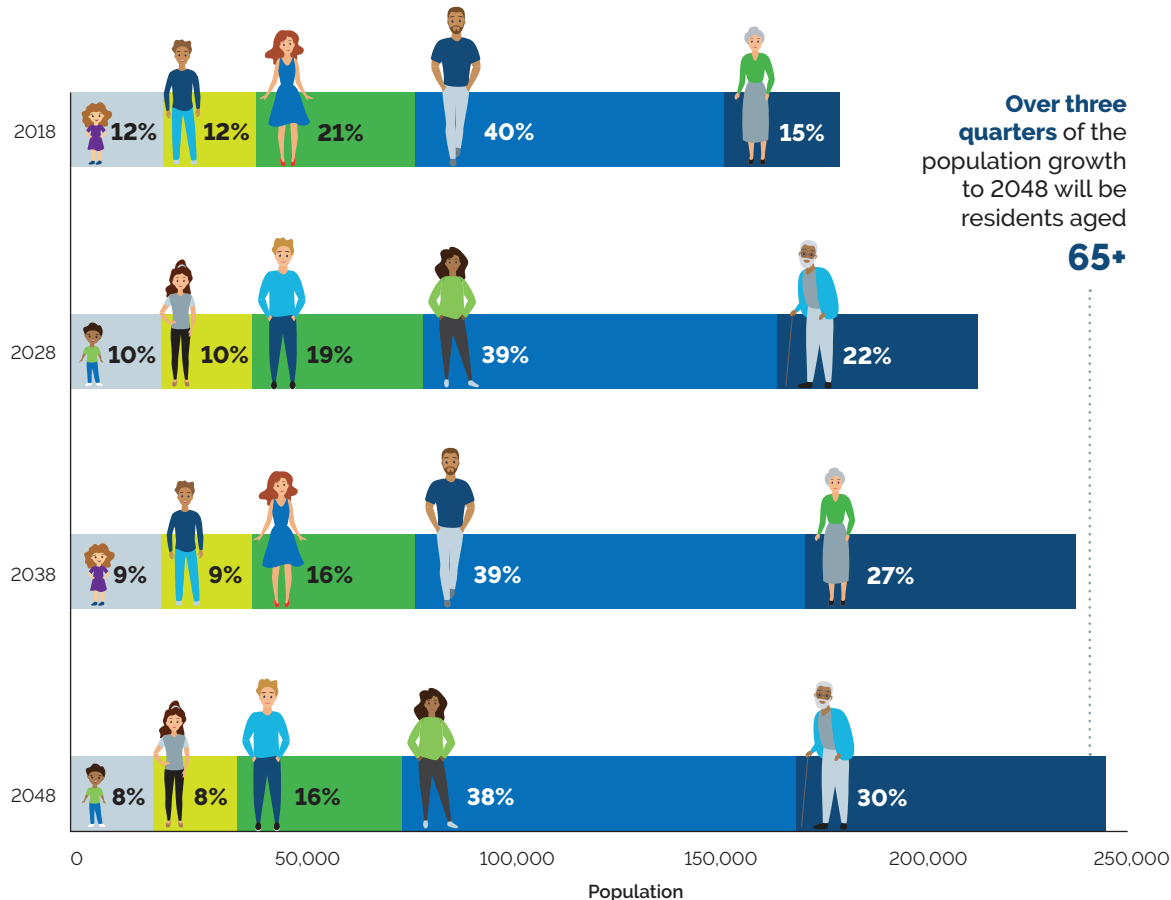
Figure 3
Ethnicities of residents
(2018 projections)



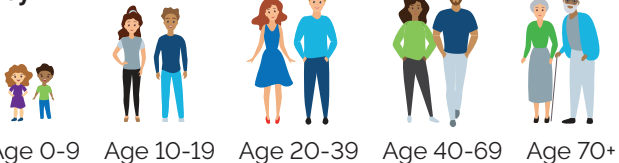
Totals add to more than 100% due to multiple responses

Figure 4

Projected demographic change in our sub-region 2018-2048



Key



Demographic change highlights the need for affordable and diverse housing linked by public transport, walking and cycling infrastructure.

Looking to the future, there is likely to be a significant increase in people aged over 65. Most of the population growth over the next 15 years is expected to be in the 65 year + age group. However, this is a different story for Māori who have 44% of their population under 15 years of age.

In addition, Tauranga City is likely to experience an increasing concentration of the total regional population, in all broad age groups. This is consistent with the national picture of growth focussing in large urban areas.

As New Zealand rapidly transitions from a predominantly European-origin population to a multi-ethnic society, increased cultural diversity is expected, albeit at a slower pace in the western Bay of Plenty.

Recent research indicates that in general people in the western Bay of Plenty feel positively about their quality of life, however there are concerns about the impact the rising cost of living is having on social inequities. As the map of socio-economic deprivation indicates, the sub-region's most deprived areas are largely urban and close to the centre of Tauranga. Around 42% of Tauranga's population live in the two most deprived quintiles, compared to 34% living in the least deprived (1-2).

As part of UFTI, we will look to update our demographic statistics and projections to forecast further. The update demographics will help ensure we are developing fit for future solutions. As we get further out, forecasts become less accurate, and we will need to take into account the margins of error associated with long term forecasts.

Figure 5

Index of Deprivation

Key

1-2: 19.98%
3-4: 20.03%
5-6: 19.98%
7-8: 20.03%
9-10: 19.98%



Tāngata Whenua to be reviewed by the Tu Pakairi Adviser

The western Bay of Plenty has a rich Māori history and a strong Māori population. Tangata whenua across the western Bay of Plenty sub-region descend from three main waka groupings, Te Arawa, Mataatua, and Takitimu. Tangata whenua have a special relationship to their ancestral land.

Home ownership rates for Māori are around half the rate observed for the population generally. Tāngata whenua in particular have a unique set of factors that relate to future housing for Iwi and Hapu in the sub-region. Alongside the significant areas of multiply owned ancestral land, there has also been, and will continue to be, transfers of land back to Iwi/Hapu through Treaty settlements.

There are approximately 22,000 hectares of multiply owned Māori land within the subregion or 11% of the total land area. While much of the

Māori land is rural (96%), there are small pockets of Māori owned land within urban areas which are often associated with an urban marae and papakāinga. There are also significant areas of Māori land that are on the edges of Tauranga City and some of the towns. These areas present both challenges and opportunities for the landowners to provide housing for their whānau and economic development for their community.

While there are aspirations for land development, tāngata whenua are mindful of the need to

balance their kaitiaki responsibilities to their culture, environment, and their communities. The protection and acknowledgement of the relationship of tāngata whenua to their ancestral lands, waters, sites, waahi tapu and other taonga is a basic cultural tenant. This includes managing development aspirations and potential adverse effects on sites of cultural significance, cultural heritage, cultural landscape values, culturally sensitive ecology, as well as important waterways and marine environments.

Our environment

The sub-region's environment is feeling the pressure of our activities. This is particularly so in terms of:

- Water (quality and quantity)
- Indigenous biodiversity
- Climate change

Water and biodiversity

Our fresh water throughout the western Bay of Plenty sub-region is a precious resource. Fresh water (our rivers, lakes, streams, wetlands and groundwater) is essential to live, work and play; it sustains the things our communities' value.

Factors such as overuse of water in catchments, changes in land use and poor land management practices that cause impacts such as stream bank erosion, nutrient and sediment run-off, discharges and land run-off to waterways and groundwater, flooding within a catchment, drought and the modification of waterways, all impact on our water resource.

Water quality needs improvement in certain locations in the sub-region and in some areas is worsening.⁶

What happens on land affects our waterways. Because of this, we need to be considered and careful in the way we use our land to help ensure

our water and biodiversity habitat is cared for in our local catchments.

The uses and demands for water in the Western Bay are intensifying through population change, economic development and land use change. The sub-region is fortunate in that it has enough water to meet reasonably foreseeable water requirements.⁷ However, water is not always at the right place at the right time to meet demand from people or to provide the right amount for the environment. Water demand varies from place to place and from time to time.⁸

The National Policy Statement for Freshwater Management⁹ requires an integrated approach to managing land use, fresh water and coastal water. This includes encouraging the co-ordination and sequencing of urban growth, land use and development and the provision of infrastructure.¹⁰

Our native vegetation and wildlife are also under pressure from urban development. The removal of vegetation is an increasing issue as we look to further develop. In addition, our flora and fauna will be under increased strain as they adapt to the effects of climate change.

Urban growth across New Zealand from 1996 to 2012 saw a 10% increase in the size of towns and cities. Between 2002 and 2016 there has been a 30% reduction in valuable horticulture growing

land across New Zealand. In the Bay of Plenty there has been an increase in urbanisation and lifestyle blocks on high-class productive land, which over time could affect the land available for kiwifruit and other agricultural and horticultural uses.¹¹

The way our future communities and transport systems are designed can have significant beneficial impacts on the quality of our water and biodiversity. As we develop our future solutions as part of UFTI, we need to be mindful about managing the harmful aspects of our growth to help preserve our natural environment for future generations to come.

⁶ *Environment Aotearoa 2019*, Ministry for the Environment & Stats NZ

⁷ Aqualinc Research limited, *Water Use and Availability Assessment for the Western Bay of Plenty, 2007*, Report prepared for Bay of Plenty Regional Council.

⁸ *Water Sustainability Strategy – Western Bay Sub-Region*, 2009, Bay of Plenty Regional Council

⁹ 2014, amended in 2017

¹⁰ Policy C2, National Policy Statement for Freshwater Management, 2014

¹¹ Deloitte, *New Zealand's Food Story – The Pukekohe Hub*, 2018. Andrew & Dymond, *Expansion of Lifestyle Blocks and Urban Areas onto High Class Land: An Update for Planning and Policy*, 2012, Journal of the Royal Society of NZ

Emissions and climate change

One of the principal environmental issues for the sub-region, particularly in the context of climate change, is the high proportion of greenhouse gas emissions. The vast majority of Tauranga City's greenhouse gas emissions are related to transportation.

In addition, our sub-region is susceptible to a range of natural hazards. These natural hazards could potentially affect the future urban form of the sub-region and its infrastructure resilience. These hazards are:

- Sea level rise
- Current and future groundwater table levels
- Erosion
- Inundation (from harbour) and flooding (from rainfall events)
- Earthquake (including the responding issue of liquefaction and lateral spread)
- Tsunami

The effects of climate change are becoming more apparent. Sea level rise, increased flooding and

other weather-related events will be a significant challenge to manage. This has implications for our future urban form and there will be mitigation and adaptation actions that will require some careful thought.

Low lying areas close to harbour margins will be susceptible to the effects of storm surges/ inundation and future effects of sea level rise. As we plan for the long-term future of our sub-region, we will need to take into account climate change, sea level rise, and other natural hazards to ensure that our people remain safe and healthy.

In addition, we will need to manage and reduce our greenhouse gas emissions. Because the majority come from transport, reducing our emissions will require significant changes in the way we move within the sub-region.

With the introduction of the Climate Change Response (Zero Carbon) Amendment Bill currently being considered in Parliament, we will need to plan for and significantly reduce our carbon emissions over time.

¹² Draft Tauranga Transport Programme, July 2018

Figure 6

Tauranga City Greenhouse Gas Emissions¹²

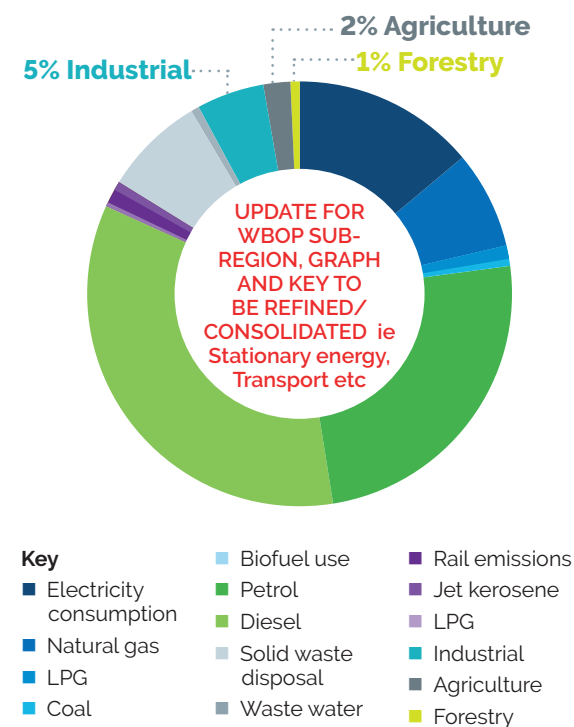


Figure 7

Likely climate change impacts for the Bay of Plenty

Temperature



Up to

1.1°C increase by 2040s*

0.7°C to 3.1°C warmer by 2090s*

Depending on the level of greenhouse gas concentration in the atmosphere



More hot days above 25°C

Autumn and winter warm,
slightly more than spring and summer



Frosts rare by 2090s

**an average for 2031-2050,
compared to 1986-2005 average*

Rainfall



Rainfall will vary

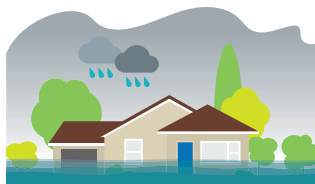
locally within the region

Little change in mean annual rainfall, but
change in seasonal pattern
drier spring, more variable rain in
summer/autumn



Ex-tropical cyclones

will likely be stronger and
bring heavy rainfall

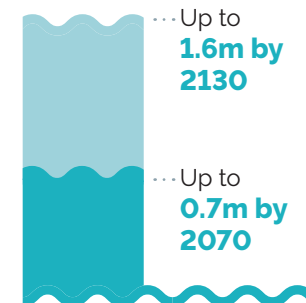


Increased flooding risk

Planning for sea level rise



**Increased coastal erosion
and flooding**



Bay of Plenty Moturiki 1953 sea level datum

*Projection based on the 'potential' sea-level in
the 2017 NIWA report 'Tauranga Harbour extreme
sea level analysis'*

Our economy

The sub-region's economic story is one of strong growth which has brought with it more jobs and opportunities. For the last few years, the western Bay of Plenty has had GDP growth well above the national average.

There has been strong growth in employment in the sub-region and as a result the unemployment rate is low (TO BE UPDATED TO 2019 DATA, and incorporate comparison to national). Incomes have risen in the sub-region, although they still remain below the national average. Improving productivity and incomes will be important as the sub-region looks to develop a longer term, diverse, and sustained economy.

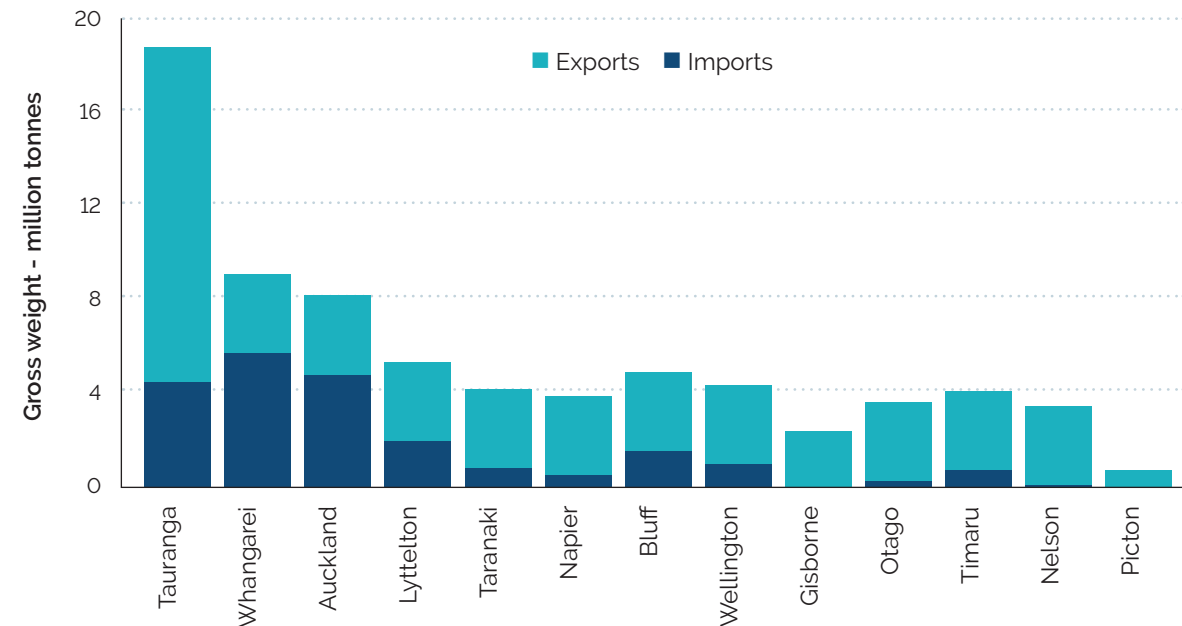
A major driver of the Tauranga and Western Bay economy is the Port of Tauranga (PoT). PoT is the largest¹³ export port and one of the largest import ports in New Zealand. As such, there is a considerable flow of export and import goods travelling via rail and road links to be collected and distributed.

In response to the freight growth, more freight is moved to PoT via rail than ever before. As the rail connection to the various inland ports improve, additional usage of the rail system is expected.

The sub-region's role in the upper North Island is another economic driver. The Northland, Auckland, Waikato and Bay of Plenty regions together deliver more than 45% of the nation's GDP and generating more than half of NZ's road and rail freight.¹⁴

Figure 8

Exports and imports from New Zealand Ports



¹³ SmartGrowth Strategy, 2013

¹⁴ SmartGrowth Strategy, 2013

Figure 9

Median annual household income (2017)

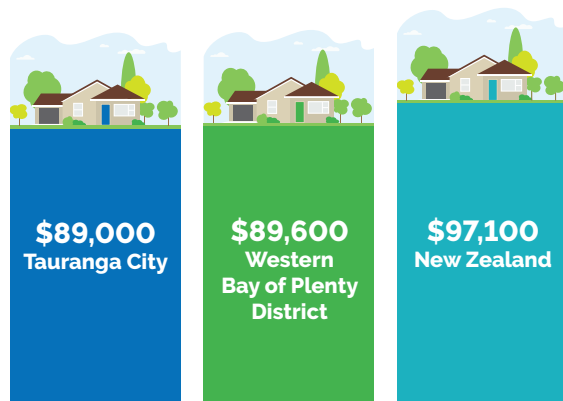


Figure 10

Unemployment rate (2017)

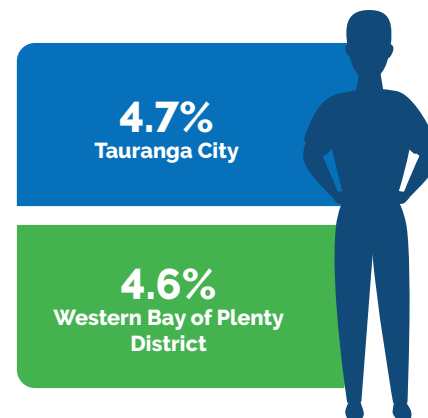
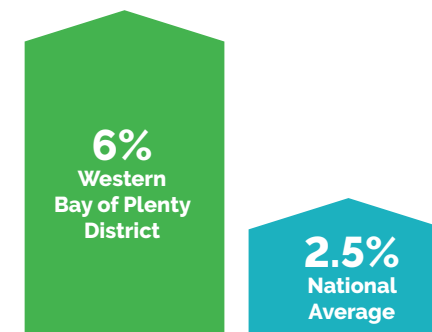


Figure 11

GDP growth for 2016



The Western Bay of Plenty economy is strong with a 6.0% GDP growth for 2016 compared to a national average of 2.5%

Building on SmartGrowth

Through the SmartGrowth partnership there have been a number of successful initiatives over the last 15 years, including:

- Anchoring and driving a long-term integrated plan for future sub-regional development - the SmartGrowth Strategy 2004 was one of the first integrated, sub-regional growth management strategies in New Zealand.
- Significant strategic transport network infrastructure investment, for example Route K, Harbour Link, and the Tauranga Eastern Link, based on the agreed settlement pattern.
- A \$150 million Crown Grant in 2005 for transport along with a matching local share.
- Co-ordinate between Councils, partners and the private sector to develop agreed greenfield developments
- Support for progressing the establishment of tertiary education facilities in the sub-region through a tertiary education partnership, this includes the recent opening of the CBD University of Waikato campus (Toi Ohomai and

Awanuiarangi) with significant funding locally from Tauranga City Council, BOP Regional Council and Tauranga Energy Consumer Trust.

- Strengthening partnerships with government, the community and iwi, resulting in a greater involvement and connection with government agencies, for example the Ministry of Education.

The sub-region has shown a willingness in the past to be proactive in terms of growth management and approaches to funding. An example of this is the tolling of Route K and the Tauranga Eastern Link. The western Bay of Plenty has a long history of partnerships and joint funding initiatives in order to get key developments and supporting infrastructure and facilities underway.

The growth challenges are not new for our sub-region. We have collaborated successfully before in order to achieve good outcomes. Our focus will need to change, but we can build on what was

successful in the past, such as strong partnerships and innovative funding tools, to better manage our future.

Within our SmartGrowth journey, we have reached a point where we need to reinvigorate the SmartGrowth partnership. In doing so, we need to make a fundamental shift in our approach to compact urban form and transport. We have reached a turning point – carry on as we are and risk our lifestyle, environment, and economy; or forge a new path where we deliver a high quality compact urban form and provide greater transport choice and access via a multi-modal transport system.

The vision of UFTI is to enable the sub-region to grow both up and out, supported by a well-functioning multi-modal transport system. Decision-making, integrated planning, and funding, through the SmartGrowth partnership, will be critical in achieving this vision

3. Creating a vibrant sub-region

Challenge 1

Levels of service for community facilities and infrastructure are not aligned with community expectation and are impeding the ability of people to live, work, learn and play in western Bay of Plenty sub-region.

The western Bay of Plenty sub-region is a naturally beautiful place. Residents value the natural environment, connectedness, and open spaces more than anything else.¹⁵

Around 260,000 people will call the western Bay of Plenty sub-region home by 2063.¹⁶ Many people choose to live here for the quality of life based around access to the coast and surrounding natural landscapes. This strong growth, which is unlikely to slow down in the near future, is putting significant pressure on our

facilities and infrastructure.

The sub-region's infrastructure and funding are struggling to keep pace with the growth occurring. It is a challenge for the sub-region's councils to ensure that there is sufficient new infrastructure for growth as well as maintaining current levels of service. There is a tension between community expectations and managing council debt levels, particularly in an environment where rates are the dominant local government funding tool.

¹⁵ *Western Bay of Plenty Vital Signs 2018*

¹⁶ NIDEA (University of Waikato) for the SmartGrowth partnership, *Review of Demographic and Labour Force Projections for the Bay of Plenty Region for the Period 2013 – 2063*, 2014

Figure 12

Graph heading



in Western Bay of Plenty sub-region in 2018

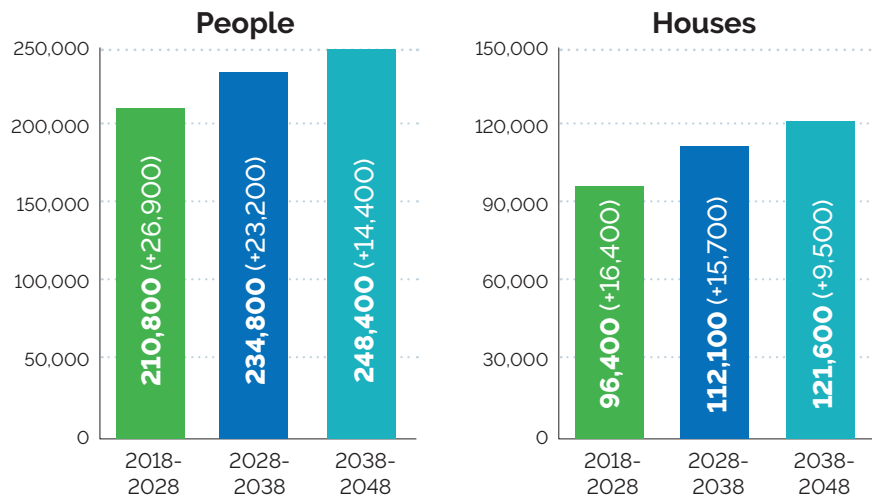
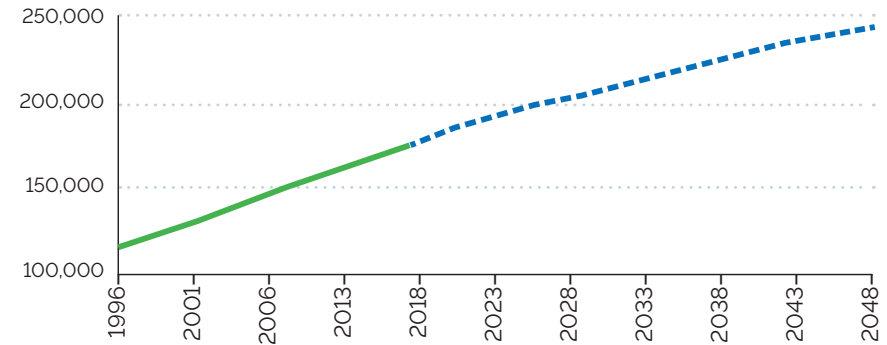


Figure 13

Total sub-regional population increase past and future



The rapid growth of the last 20 years will slow only gradually over the next 30 years.

There are differing levels of expectations depending on where people live, especially in relation to transport and how we move around. Western Bay of Plenty residents place more importance on improving the roading network and the bus service. Tauranga based residents are more focused on improving walkways and expanding cycle networks. Either way, we all want to see improvements in the transport network across all modes.

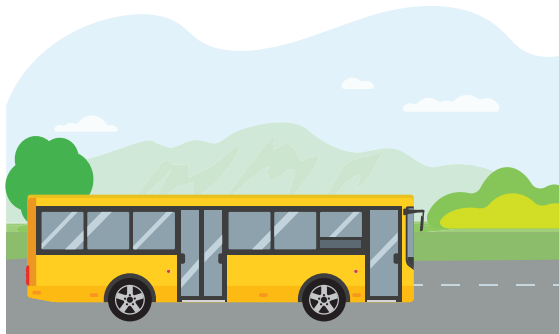
With the sub-region's increasing population

and commercial growth, building more roading capacity to move more vehicles is not a feasible solution to manage congestion. Increasingly cities internationally and throughout Australasia are realising that congestion cannot be solved by providing more road capacity. Instead, we must focus on how we enable the effective and efficient movement of people and goods, often through the same spaces at the same time. Doing so will significantly improve the community wellbeing and productivity of the sub-region.

While some additional roading capacity may be required in certain places to improve traffic flows and enhance public transport and modal shift, we also need to focus on maximising and make the best use of the existing transport network first. Doing so will mean that we look at how we make better use of the parallel routes where these are available and improve traffic flows through better management of access to side roads. Before we act, these potential improvements will need to be carefully considered and scrutinised first.

Figure 14

Graphic Heading



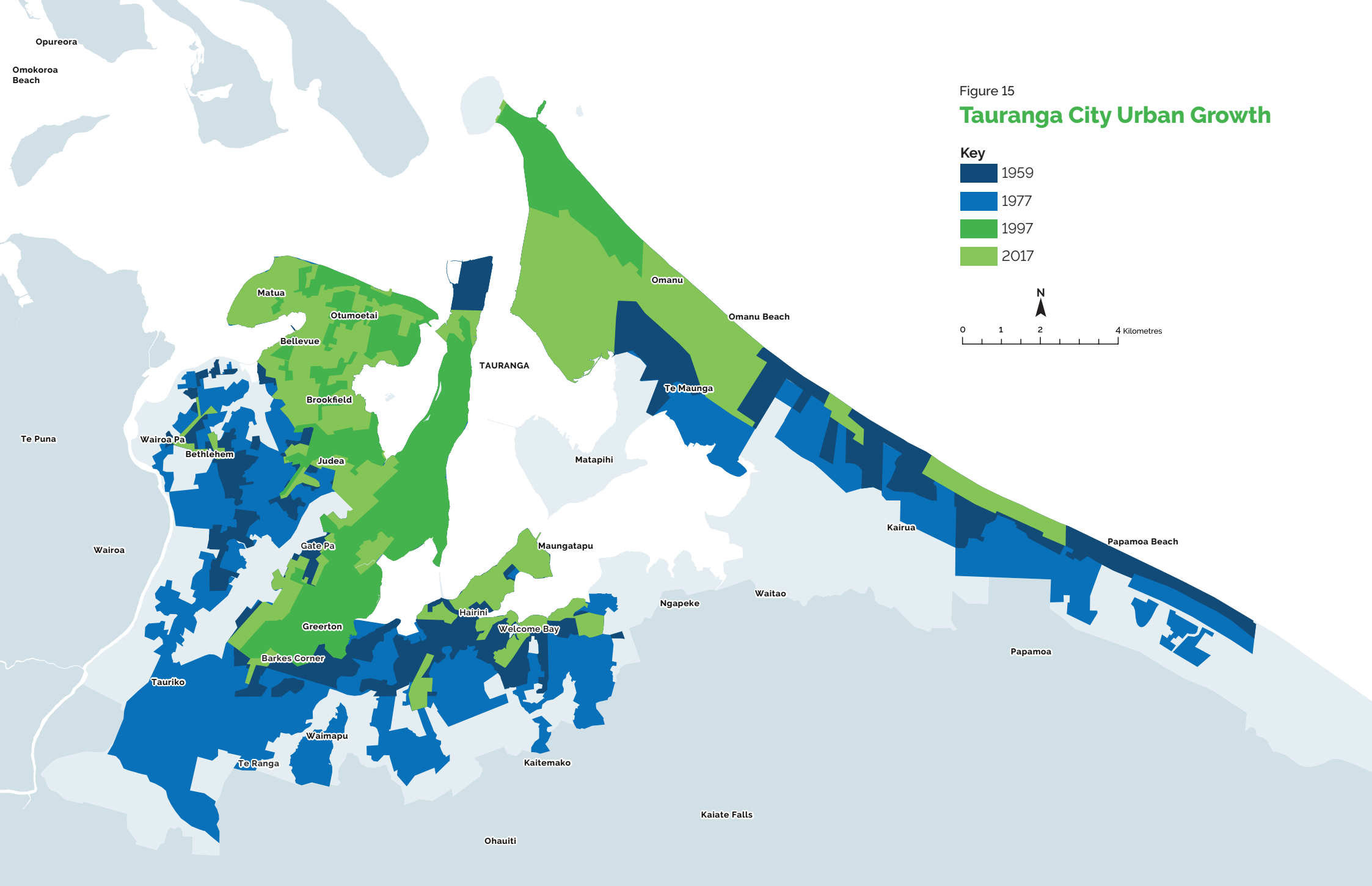
Western Bay of Plenty residents outside Tauranga place more importance on improving roading design, new arterial roads and the bus service compared to those living in Tauranga.



Tauranga residents place more importance on improving walkways, and expanding cycle networks and facilities compared to those in the rest of the Western Bay of Plenty.



Residents of Maketū/Te Puke and Te Papa/Welcome Bay see improving the bus service and making public transport more affordable as key priorities.



Ongoing residential and commercial development outside the city centre is causing issues in terms of connecting people and enabling access within the sub-region. It is also putting pressure on limited financial resources to supply new and expensive infrastructure. Because of the widening development footprint and desire for a coastal lifestyle, more people are needing to travel longer distances which has significantly increased travel times and reduces our productivity.

Daily traffic has increased by around 8% per annum in Tauranga city.¹⁷ With freight, service vehicles and commuters travelling the same corridors, often at the same peak times, there are conflicts between movements going to the Port of Tauranga and the significant volumes of commuter traffic accessing employment.

The cumulative effect of the western Bay of Plenty's growth is having a substantial impact on the wellbeing and productivity of our communities.

A significant aspect to the communities' quality of life is access to social infrastructure such as playgrounds, parks, community centres, libraries and sport and recreation facilities which are critical to well-functioning communities. These facilities are vital in supporting and enabling wellbeing. Poor or no access to these facilities can result in exclusion and poor health outcomes. Planning for and delivery of the necessary social infrastructure to support the changes in the urban form and transportation systems, will be critical to the health and wellbeing of western Bay of Plenty both now and in the future.

.....
¹⁷ Bay of Plenty Regional Land Transport Plan 2018

The following documents contain more information about this challenge:

- Draft Tauranga Transport Programme, July 2018
- Bay of Plenty Regional Land Transport Plan 2018
- Tauranga Long-Term Plan including Infrastructure Strategy 2018-2028
- Western Bay of Plenty Long-Term Plan including Infrastructure Strategy 2018-2028
- Sizing up the City: Urban Form and Transport in New Zealand, 2010
- SmartGrowth Proposed Future Development Strategy 2018
- Review of Demographic and Labour Force Projections for the Bay of Plenty Region for the Period 2013 – 2063, 2014

4. Improving choice and access

Challenge 2

The lack of housing and transport choice and a high dependency on the private vehicle contributes to inequality in access to social and economic opportunities and is leading to poor environmental outcomes.

Housing

Tauranga city is now New Zealand's least affordable housing market.¹⁸ The average house value in Tauranga City as at March 2019 was \$733,000¹⁹, while the median annual household income is \$89,000.²⁰ As a result, home ownership rates are declining and are projected to drop to 58.1% in the Western Bay of Plenty and 54.6% in Tauranga City by 2047.²¹

There are increasing rental shortage pressures. Renter stress is increasing across the sub-region and impacting households at higher income levels. Nearly 90% of renters cannot affordably purchase a home priced at \$500,000.²²

In both Tauranga and the western Bay of Plenty, the strongest household growth is projected to occur in renter occupied dwellings. In Tauranga City renters make up more than 1 in 3 households and by 2047 this will be nearly 1 in 2.²³

¹⁸ 15th annual Demographia International Housing Affordability Survey, 2019

¹⁹ <https://www.qv.co.nz/property-trends/residential-house-values> (March 2019)

²⁰ MBIE Household Income Estimates (based on Statistics New Zealand NZ Income Survey & Census)

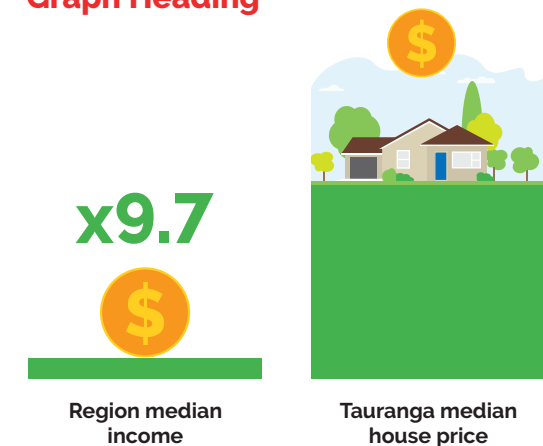
²¹ SmartGrowth, Research Report, *Housing Need and Demand in Tauranga and Western Bay of Plenty*, December 2017, Livingston and Associates Ltd / Community Housing Solutions Ltd

²² Ibid

²³ Ibid

Figure 16

Graph Heading



Tauranga homes are the ninth most unaffordable out of 406 metropolitan housing markets across nine countries. The median house price in Tauranga was calculated as being 9.7 times larger than the median income in the region, making house in the city less affordable than in Los Angeles, San Francisco and London.

Figure 17

Average house values Western Bay of Plenty

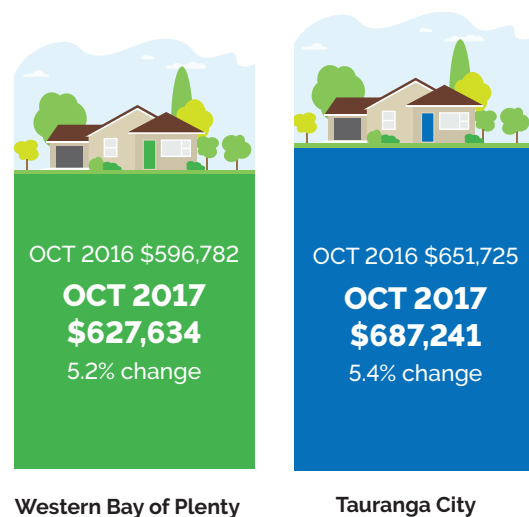
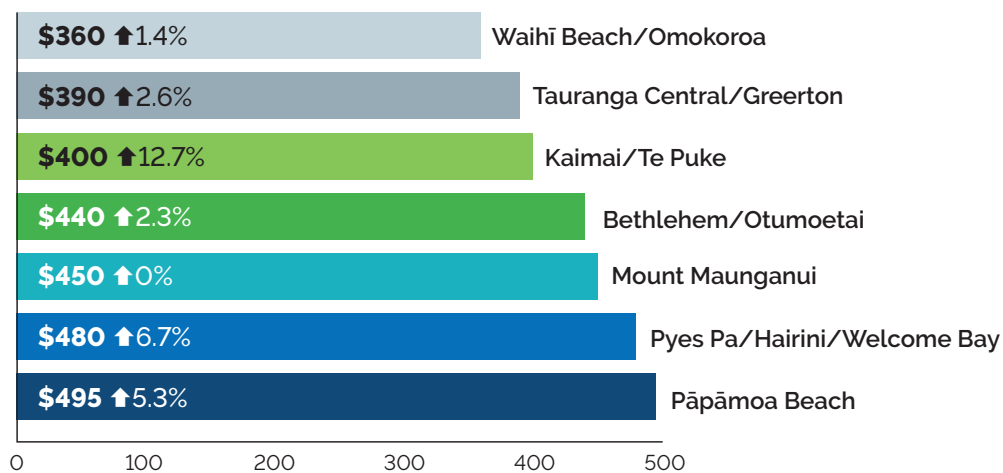


Figure 18

Average weekly rent in the Western Bay of Plenty

(October 2017)

% Annual rent charge



There are significant financial pressures on younger generations and those looking for more affordable housing options, who are currently priced out of the housing market.

Because there is a mismatch between house prices and households' ability to pay, this will ultimately force people backwards along the housing continuum, that is from owner occupiers – renters – stressed private renters – social housing – emergency, homelessness and crowding.²⁴ At present, there are no substantive affordable housing options in the sub-region that would allow people to buy a house or rent at an affordable rate.

Compounding the affordability issues, there is a lack of housing choice within the sub-region. Three- and four-bedroom dwellings account for 71% of the growth in Western Bay of Plenty District and 78% in Tauranga City. This has resulted in a lack of housing variety in the sub-region with few multi-unit dwellings available compared to standalone houses. The number of single person households is growing fast in both Tauranga and the western Bay of Plenty – this will create a very different demand profile into the future.

The other aspect of housing choice that is important is location. With greenfield developments often being on the edge of the

city and existing communities, those that live there have less transport choice other than their private vehicle. This can limit access and drive inequalities.

In the medium to long term, the sub-region does not have enough development capacity to meet demand. This is illustrated in the blue shading of the supporting diagram. Supply is constrained by issues such as infrastructure not being available, topography or access, land tenure and developer decisions to withhold land for development or develop at a slower rate. Without viable solutions to these problems, the sub-region will quickly become unaffordable for many people, further increasing the gap in inequality.

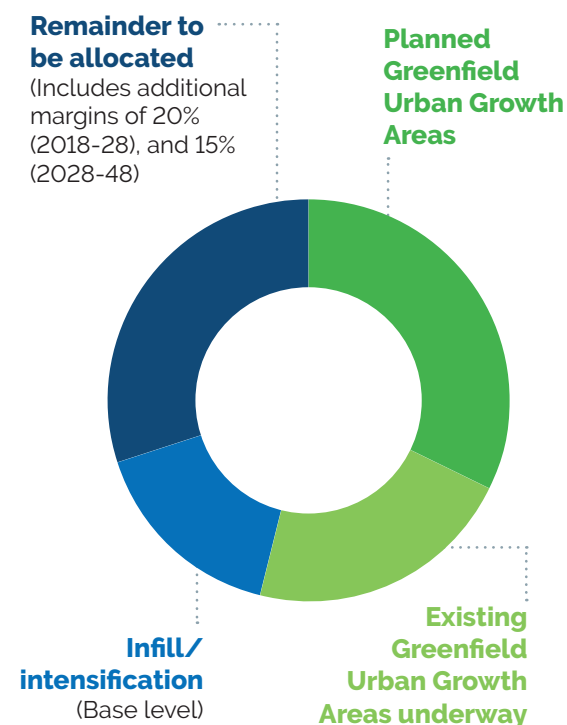
²⁴ SmartGrowth, Research Report, *Housing Need and Demand in Tauranga and Western Bay of Plenty*, December 2017, Livingston and Associates Ltd / Community Housing Solutions Ltd

²⁵ SmartGrowth, Research Report, *Housing Need and Demand in Tauranga and Western Bay of Plenty*, December 2017, Livingston and Associates Ltd / Community Housing Solutions Ltd and SmartGrowth, *Development Trends – Technical Report* 2018

²⁶ Veros Property Services, *Western Bay of Plenty Sub-Region, Residential Development Capacity Review*, May 2019 (prepared for Tauranga City Council)

Figure 19

Western Bay of Plenty sub-region development capacity over 30 years (Including NPS-UDC margins)



Access to transport

Access to community facilities such as playgrounds, community centres, libraries, schools, sport and recreation grounds, and healthcare, supports and encourages well-being. Access to jobs is critical for the prosperity of households, and for the sub-region. Access to these facilities and opportunities is essential for the social and economic wellbeing of our communities.

Currently, the western Bay of Plenty sub-region is one of the most car reliant in New Zealand.²⁷ The primary mode of choice when travelling around the sub-region is a private vehicle (car, motorcycle). As figure 22 shows, there are households within the sub-region that do not have access to vehicles. If these areas also do not have other viable transport options, such as public transport, serious inequalities are created for those that do not have or are unable to afford a private vehicle.

While public transport (PT) is available within the Bay of Plenty region, it is underutilised compared to other similar cities, and makes up approximately 2% of all trips.²⁸

²⁷ Tauranga has the highest single occupancy rate in the country for journey to work in a major city (Source: Tauranga Transport Programme, 2018)

²⁸ Travel demand management in Tauranga survey, Nexus, 2019; Tauranga Transport Programme, 2018

²⁹ Tauranga Transport Programme, July 2018

Figure 20

Public Transport Journeys per capita per annum - a comparison²⁹

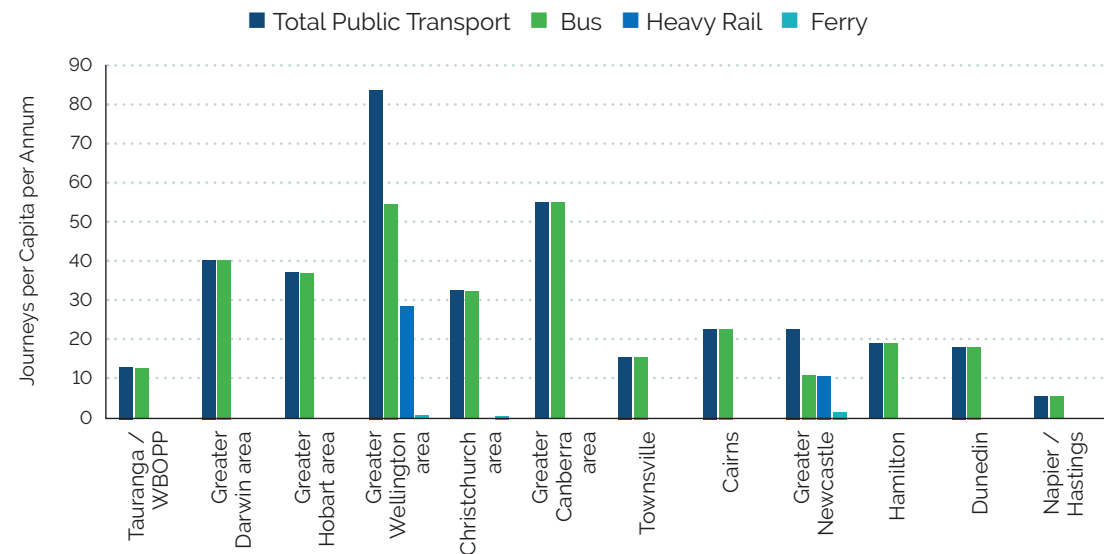
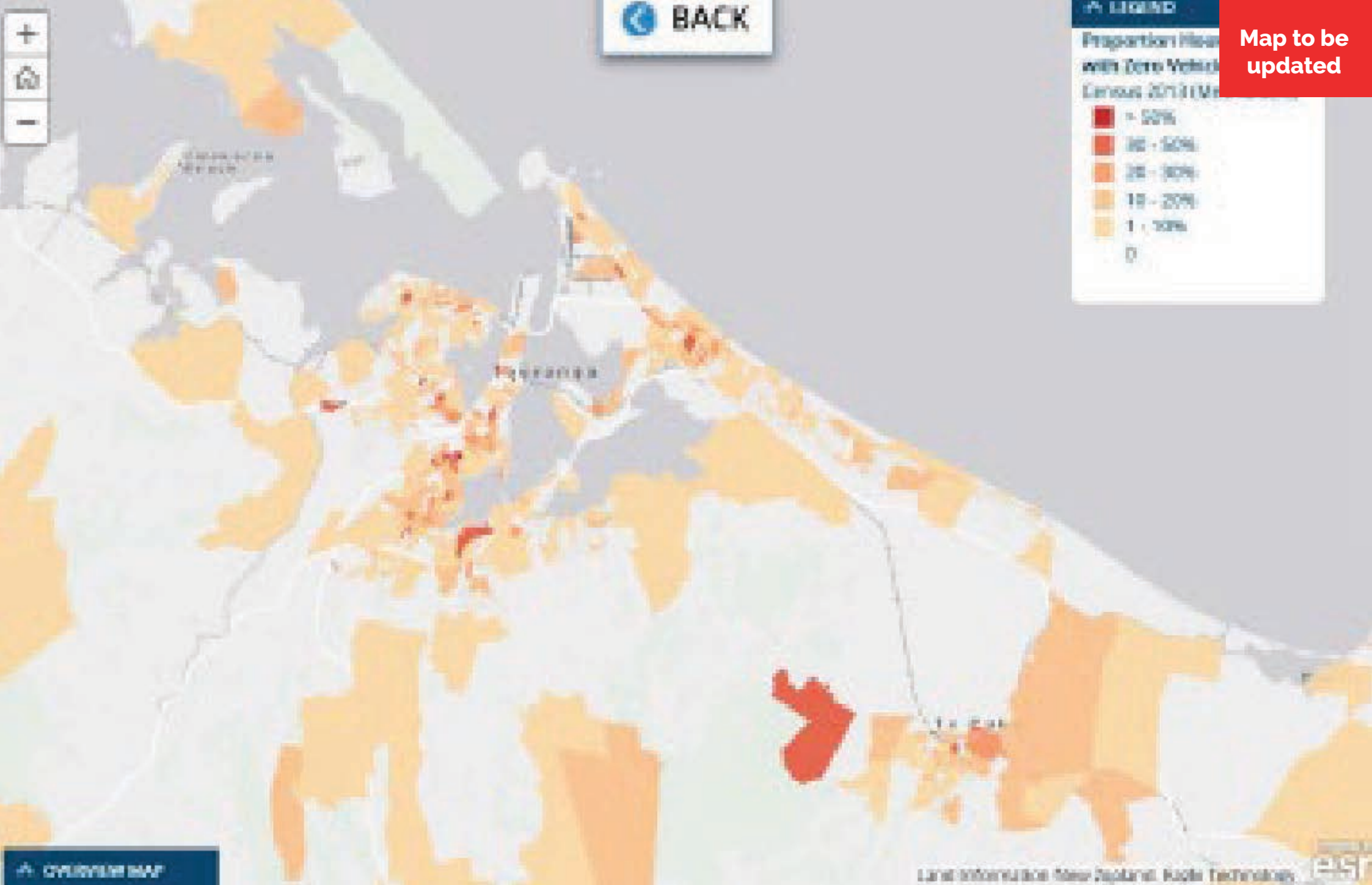


Figure 21

Graph Heading



Results from a survey run by the Tauranga Transport Programme show that nearly **70% of city residents want to reduce Tauranga's reliance of cars**, with 80% saying authorities had performed badly on this issue.



The public transport (PT) system in the Bay of Plenty was implemented in 2001. Between 2001 and 2012 patronage increased from below 500,000 to 1.8m trips per annum. Growth in patronage from this point started to decline, as shown in figure 23.

In response to the gradual decline in patronage, planning for a change in public transport delivery commenced in 2015 by way of developing the Public Transport Blueprint. From the implementation of this planning work, there has been a significant increase of public transport investment from late 2018 to improve the PT services provided throughout the Bay of Plenty region including the western Bay of Plenty sub-region.

The new public transport system is starting to perform better after some initial service issues, and patronage is starting to pick up again. While patronage growth to date is modest – acknowledging that there is often a lag between improvements and increased patronage - there are further opportunities to increase patronage as Councils and partners deliver the agreed PT infrastructure improvements such as bus interchanges and shelters, prioritisation lanes, and other supporting infrastructure on both the local and state highway network.

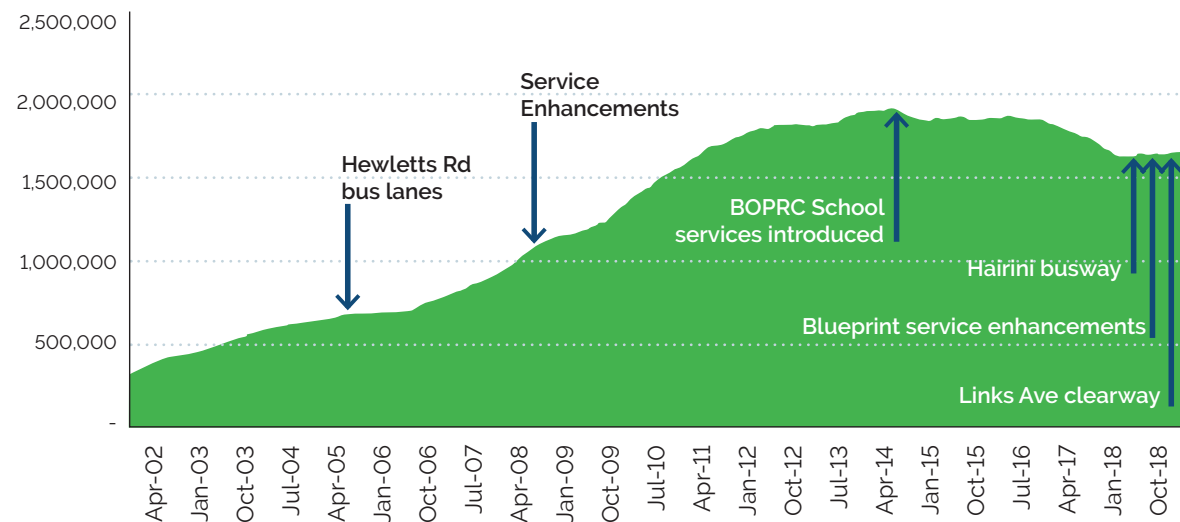
In addition to these improvements, there are further service enhancements that will take place

over time as the PT Blueprint is fully implemented. As customers become more familiar with the revised and improving PT system, patronage growth is expected to continue.

The ongoing challenge of all PT systems is providing a system that is comparable with the convenience and reliability of other transport

modes – as much as possible. This is particularly relevant in the western Bay of Plenty sub-region because without significant changes to the way people and goods move, our transport system will become more congested and our greenhouse gas emissions will continue to rise particularly with the expected population growth.

Figure 23
Graph Heading



To increase access and free up transit capacity, particularly in peak times, we will need to consider how we move more people to where they need to go. This means using our urban form and transport systems to attract and move the greatest number of commuters to travel via bus and other modes. Fortunately, as the customer research in figure 24 suggests, there is a latent demand within Tauranga to try different transport modes.

Achieving a step-change in encouraging people out of private vehicles and giving them greater transport choice and access will require a concerted effort and significant improvement in all aspects of the transport system, none more so than the PT system. This is because there are significant opportunities to move more people via PT quickly using the existing transit space and capacity, and where required provide additional capacity.

Making these changes to move people via the PT system will require additional investment. If

approximately 50% of all trips taken within the sub-region were via the PT system (a similar level to Wellington), then we would need an approximate fivefold increase from current PT investment. While this level of increase in PT investment might seem costly, on a per person moved comparison, it achieves greater value for money.

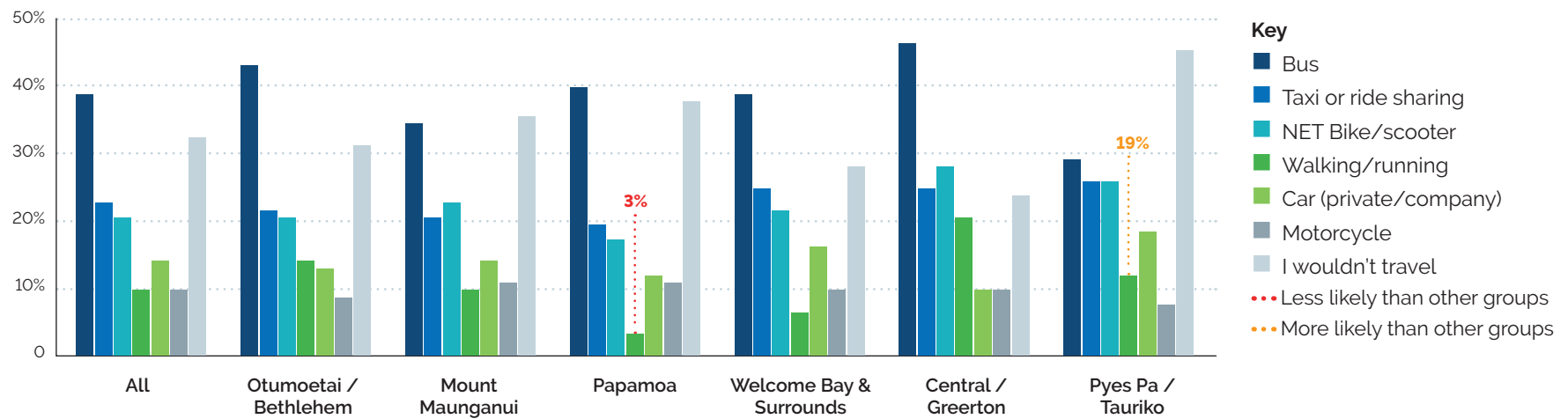
Due to the high private vehicle usage, Tauranga's per capita transport related emissions are higher than Wellington's and Dunedin's. As such, there are considerable environmental benefits as a result of moving more people more efficiently via an enhanced transportation system. It is estimated that one bus can remove as many as 30 single occupancy vehicles. As more people use other transport modes such as PT, the potential to reduce the sub-regions transport emissions increases.

To improve transport choice and access, going forward and over time, we will need to redesign

existing bus routes, change the bus timetables, and provide express services for commuters. These service improvements will need to be supported by significantly more high occupancy vehicle priority lanes, park and ride facilities, bus shelters, parking strategies, and real time information, all of which improves the transport system. In addition, demand management tools such as pricing will need to be explored. Part of these changes will take place as the Bay of Plenty Regional Council and partners complete the planned stage 3 review of the PT system. Undertaking the stage 3 review changes, and potentially other medium- and longer-term changes will build on the existing foundations and provide greater transport choice and improve our communities' access to the vital social and economic opportunities throughout the sub-region.

Figure 24

Graph Heading



Access to jobs

Connecting people with jobs through access and transport choice and enabling productive labour markets is an essential factor for our economy and well-being. Our urban form and transport systems are essential for enabling good access. Figure 25 shows employee densities and is a good indicator of where jobs within Tauranga City are located. Generally speaking, there are higher employee densities in the Te Papa Peninsula and Mount Maunganui.

Figure 26 shows that while the majority of people within the sub-region are able to access employment within 30 minutes by different modes, there are some who cannot.

The illustrations in figure 26 is from the Tauranga Transport Model and shows the percentage of jobs accessible by different modes in 2018 and then in 2031. While there have been improvements to the public transport system and more are planned, if further improvements do not take place, people will only be able to access approximately 25% of jobs compared to nearly 60% by car.

In considering this information, it is important to recognise that these modelling outputs assume there are no further improvements from 2018 to the transport system. Further they do not consider

the significant first and last mile factors that are relevant for all trips via each mode (i.e. finding a carpark, getting changed after a bike ride, and walking to the bus stop etc).

Without improvements to housing and transport choice, reliable access via car and PT in the sub-region will decline, emissions increase, along with

an increasing gap in inequality. UFTI provides an opportunity for us to consider and develop the necessary solutions that will help ensure we have good housing and transport choices that are not solely dependent on private vehicles. Doing so will improve the well-being and liveability of our sub-region and communities.

The following documents contain more information about this challenge:

- Bay of Plenty Long-Term Plan 2018-2028
- Western Bay of Plenty PT Blueprint, 2017
- Regional Public Transport Plan, 2018 + May 2019 Variation
- SmartGrowth, Research Report, Housing Need and Demand in Tauranga and Western Bay of Plenty, December 2017, Livingston and Associates Ltd / Community Housing Solutions Ltd
- Western Bay of Plenty Vital Signs 2018
- SmartGrowth Proposed Future Development Strategy 2018
- SmartGrowth Development Trends – Technical Report 2018
- Draft Tauranga Transport Programme 2018
- Veros Property Services, Western Bay of Plenty Sub-Region, Residential Development Capacity Review, May 2019 (prepared for Tauranga City Council)

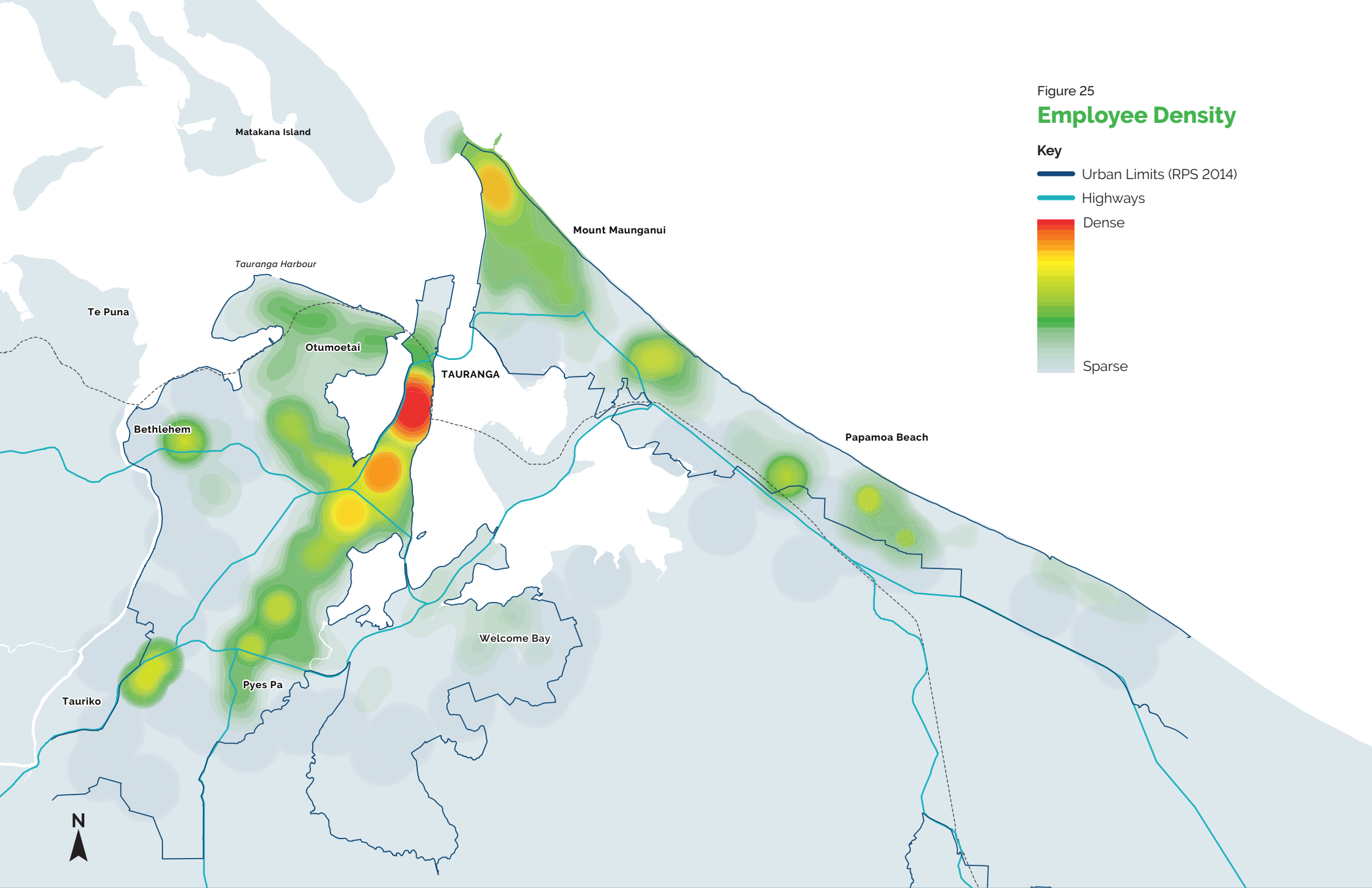
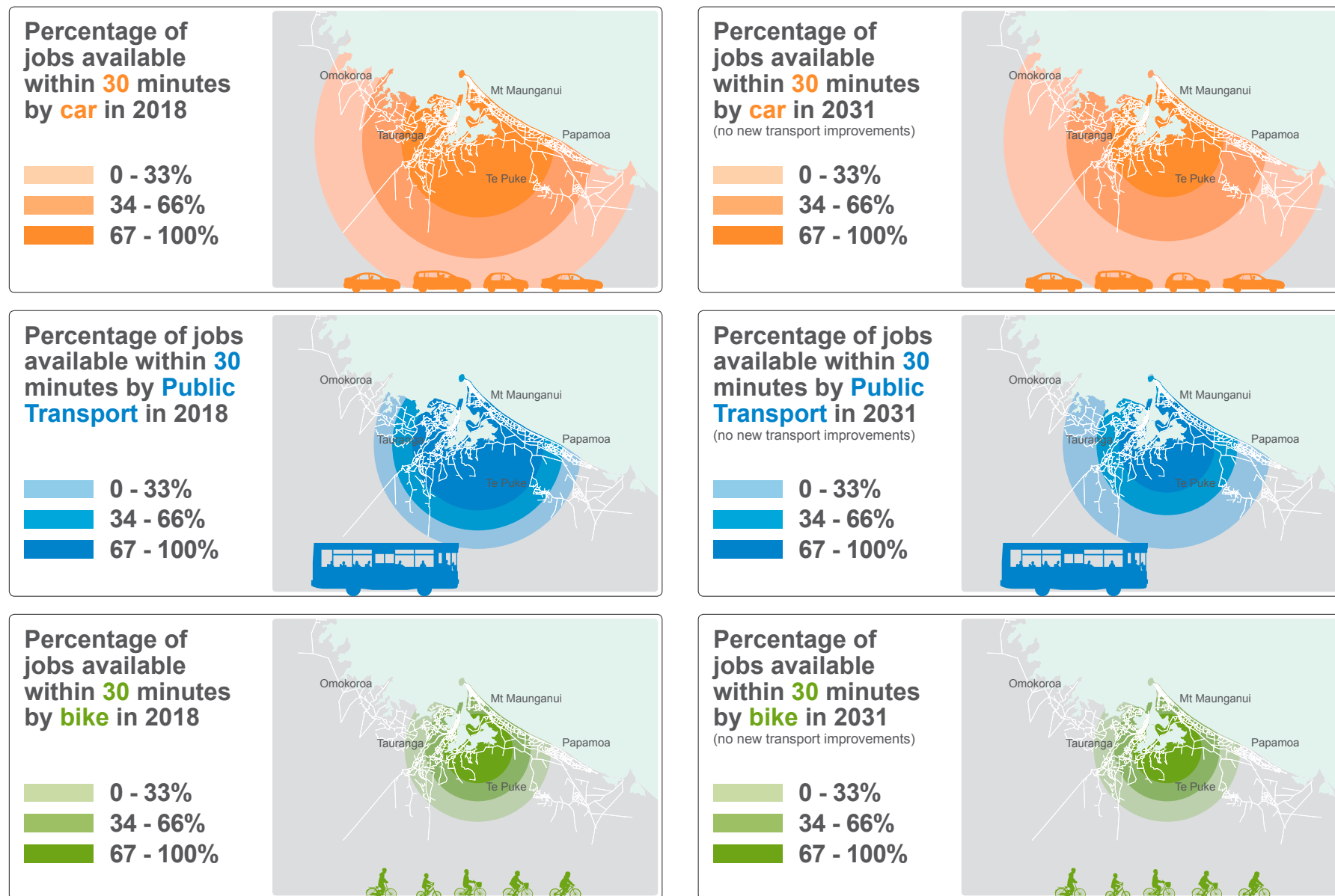


Figure 26

Diagram heading



5. Safe and efficient movement

Challenge 3

WBoP's harbour geography and dispersed land use pattern (places of employment, education, and recreational locations) negatively impacts on the safe and efficient movement of people and goods.

Topography and urban form

The western Bay of Plenty sub-region has a harbour-based topography, which creates planning challenges. The southern/western

side of the harbour is rolling country consisting of ridges and peninsulas. Urban development in this part of the city generally takes place on the ridges rather than in the gullies that are subject to flooding. On the other side of the harbour lies a coastal strip where development is generally constrained to a relic dune system leading to long ribbon type development along the coast.

The confined nature of the city, due to the peninsula development and difficult terrain, creates network constraints and limits the availability of alternative routes. These physical constraints, combined with urban growth and the location of the port within the city, result in traffic conflict at multiple locations. Infrastructure and demand are focused into a small number of corridors, leading to congested pinch points across the transport network.

A dispersed land use pattern has also emerged. 80% of all new development in the sub-region is in

greenfield areas. The urban form is polycentric in part because of the geography of the sub-region.

Tauranga, like other medium and small cities in New Zealand, has a relatively low population-weighted density and has experienced little change in density despite growing strongly. Tauranga's density changed by only 5% between 2001 and 2013 while Auckland's increased by 33%.³⁰

A focus on converting rural land on the edges for urban development, has encouraged this polycentric urban form. This settlement pattern has resulted in dispersed and multiple housing, education, employment, and recreational locations across the sub-region. As such, the current land use forces people to travel greater distances to live, work, learn and play, which is both inefficient and less safe.

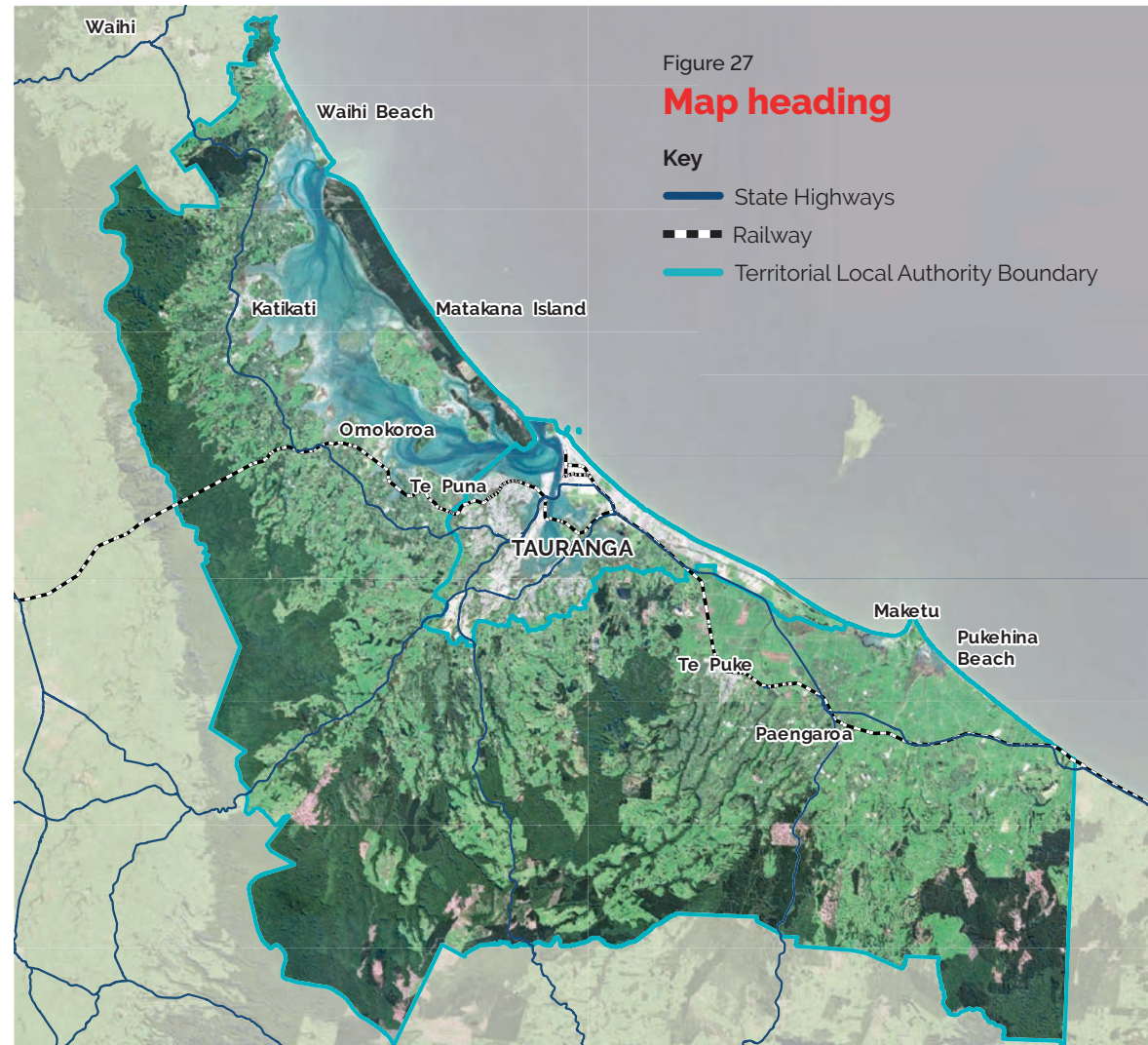
³⁰ Nunns (MRCagney), *Population Weighted Densities in New Zealand and Australian Cities: A New Comparative Dataset*, 2014

A dispersed land use pattern is also costly. Greenfields are often viewed as the easiest and cheapest option, however providing infrastructure for greenfield land is expensive, particularly from a transport cost point of view. Developers only contribute to part of this cost through development contributions. The ratepayer and the taxpayer are effectively subsidising new development through council-provided infrastructure and central government funded transport infrastructure.³¹ It is this cost and funding model that has encouraged strong greenfield growth, often resulting in dispersed land use patterns, in the western Bay of Plenty sub-region and in other parts of New Zealand.

Figure 28 illustrates where people are travelling from to access the Te Papa Peninsula. The pattern is one of dispersal and some significant travelling distances from different parts of the sub-region.

Expecting a transport system to provide high performing connections between these multiple housing and employment hubs across the sub-region using mainly private vehicles is ineffective and inefficient. Transport systems like this often lead to poor road safety outcomes, and an unsustainable reliance on private vehicles to move people and goods.

³¹ *Auckland Economic Quarterly*, February 2019; CIE, Cost of Residential Servicing, 2015



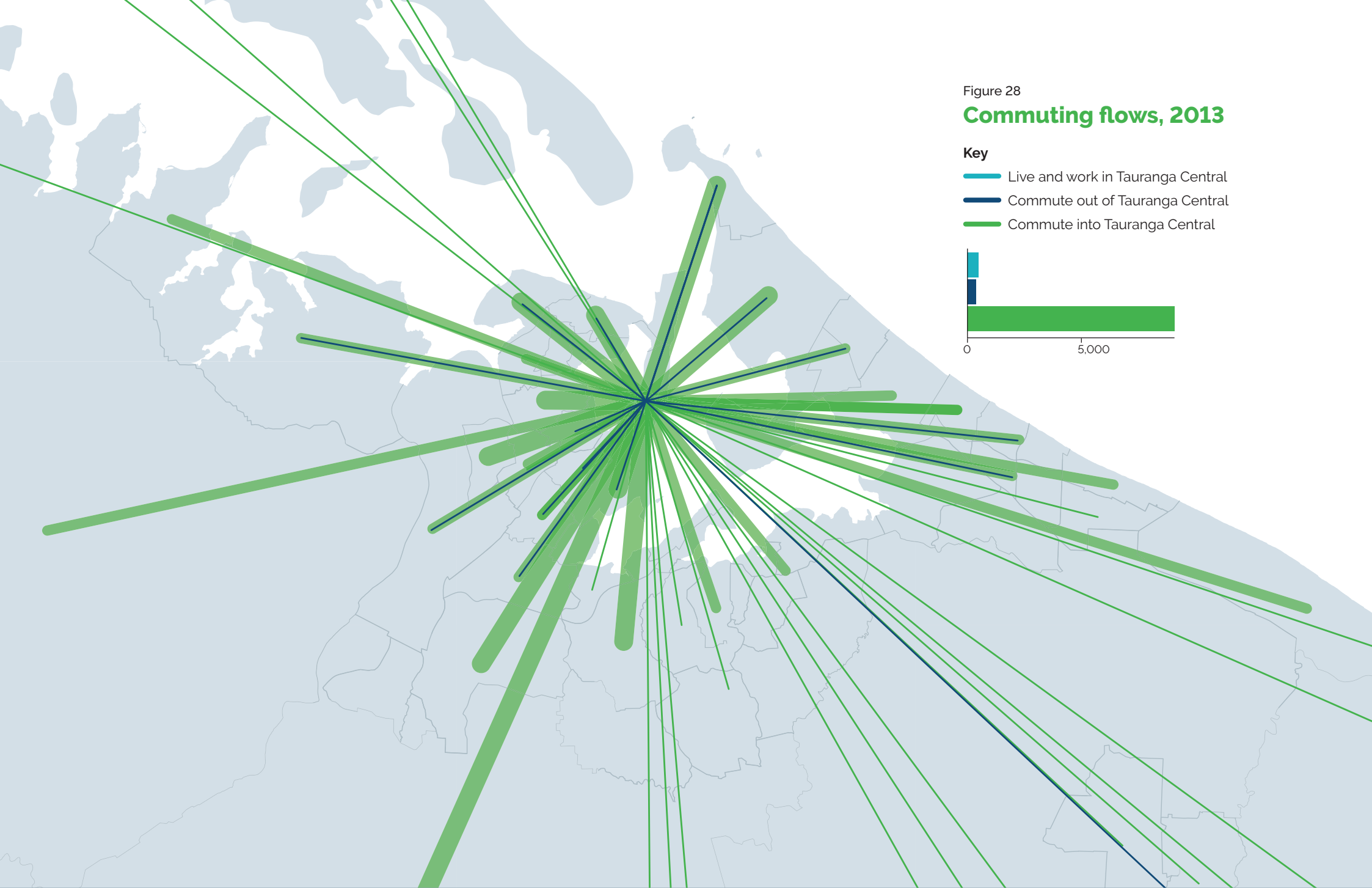
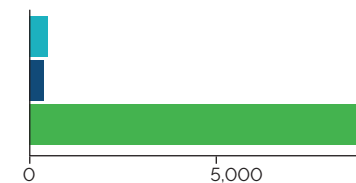


Figure 28
Commuting flows, 2013

Key

- Live and work in Tauranga Central
- Commute out of Tauranga Central
- Commute into Tauranga Central



Safe and efficient movement

Road safety

In the five-year period to the end of 2018, 84 people have died and 368 seriously injured when using the western Bay of Plenty sub-region's transport system. Unfortunately, the number of fatalities has remained stubbornly consistent over the five-year period, whilst serious injuries have been higher in the last two years than previously.

A high number of crashes involve pedestrians and cyclists (45%), and motorcycles and mopeds (23%). Trucks are involved in around 9% of crashes.

Over half of all deaths and serious injuries occur on the open road, often on state highways.

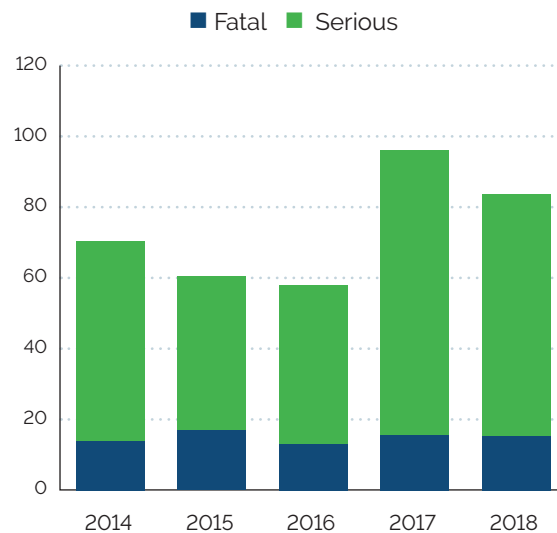
Deaths and serious injury crashes in the urban areas are more likely to involve people walking, cycling or on a motorbike. These users have

significantly lower levels of protection in a crash.

The social cost of the deaths and serious injuries over the last five-years is estimated at \$535.8m. The social cost of deaths and serious injuries does not consider the wider wellbeing impacts that are often felt across the community, as people support those that have lost a loved one or are recovering from serious injuries.

Figure 29

Fatal and Serious Injury Crashes Western Bay of Plenty Sub-region



NEED TO INCLUDE WBOP ROAD SAFETY DATA, CURRENTLY A SIGNIFICANT GAP

Figure 30

Road Types

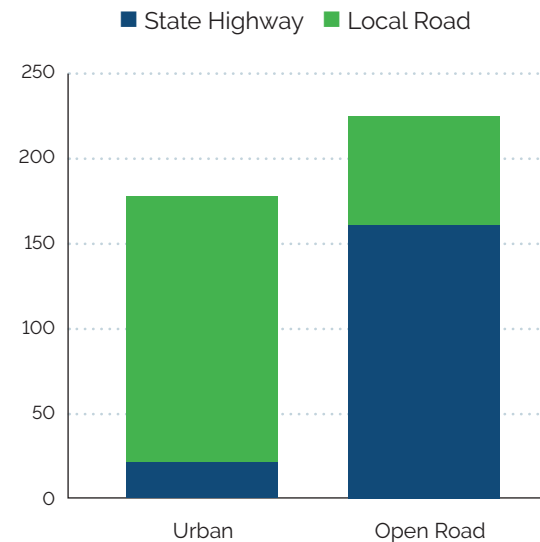


Figure 31

Crashes by road users involved

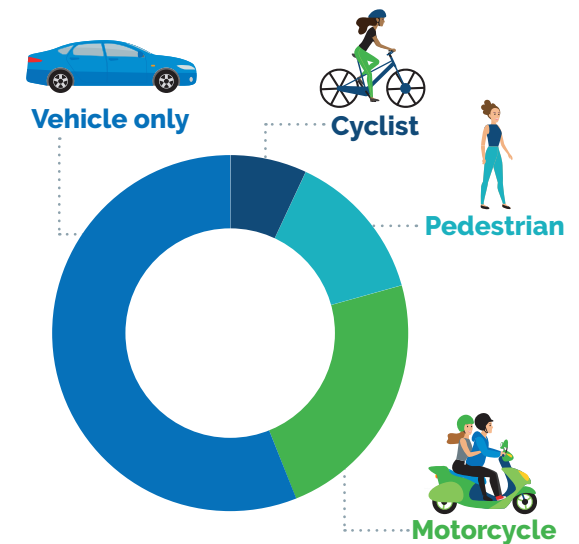


Figure 32

Map heading

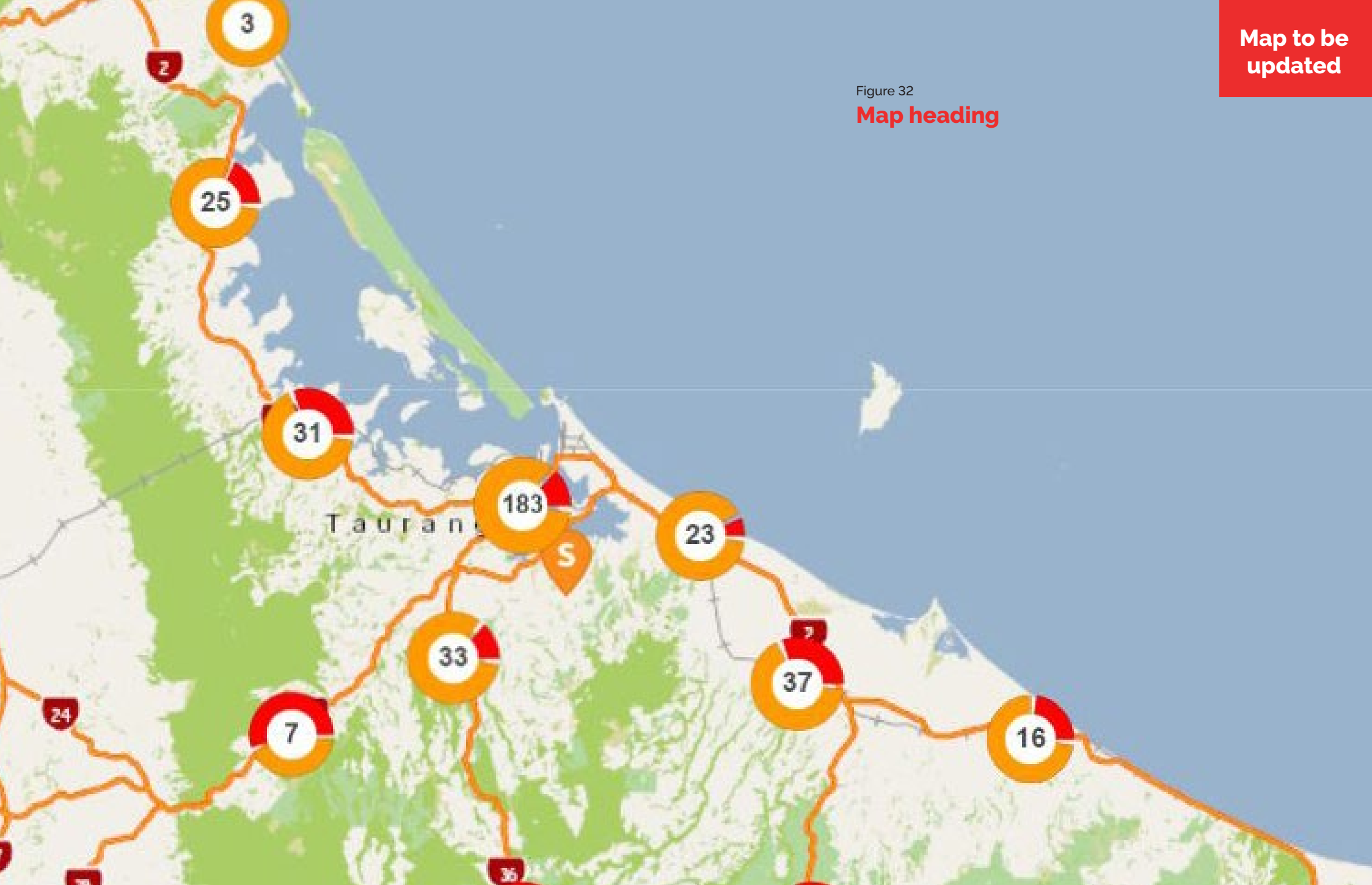
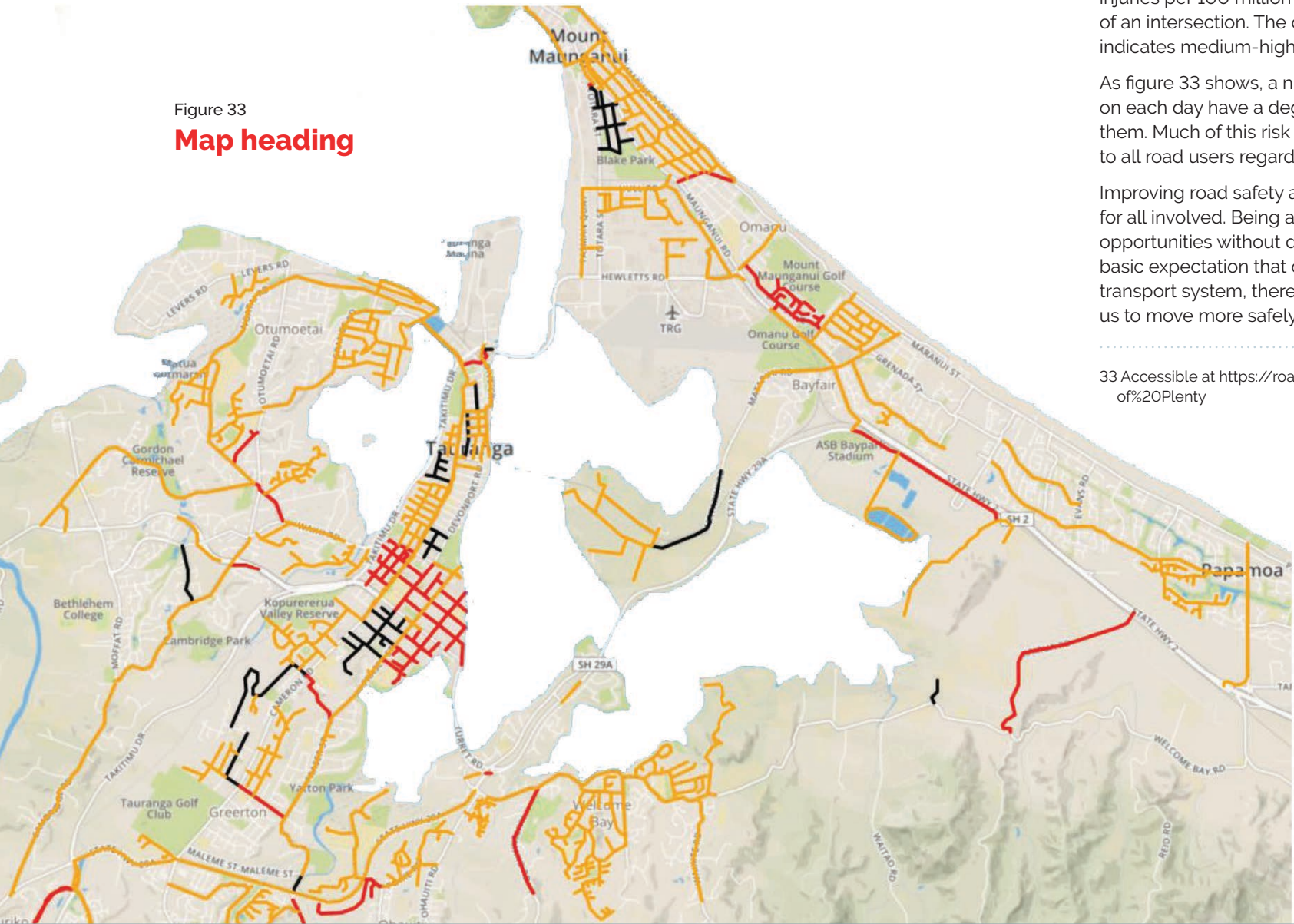


Figure 33
Map heading



Based on the urban KiwiRAP, figure 33³³ shows the personal corridor risk for the urban transport network within Tauranga City. The personal risk rating is the risk of death or serious injuries per 100 million kilometres travelled within 50 metres of an intersection. The orange lines indicate medium, red indicates medium-high, and black indicate high personal risk.

As figure 33 shows, a number of the main routes that we travel on each day have a degree of road safety risk associated with them. Much of this risk is at key intersections and is applicable to all road users regardless of mode choice.

Improving road safety across our transport system is a priority for all involved. Being able to access social and economic opportunities without dying or being seriously injured is a basic expectation that our communities have. In improving our transport system, there are numerous opportunities to enable us to move more safely throughout the sub-region.

33 Accessible at <https://roadsafetyrisk.co.nz/maps/personal-risk#Bay%20of%20Plenty>

Efficient movements

Traffic flows are measured throughout the sub-region's transport system. The traffic flow data shows that traffic volumes are increasing. As outlined in the diagram below, delays in the morning and evening peak periods are now normal, and in 2018 added, on average, an extra 11 minutes per 30-minute trip in the morning and evening.³⁴ However, the sub-region's congestion is modest in comparison to other main New Zealand cities.³⁵ Congestion is expected to increase if change does not take place.

Because of the nature of the current transport system (a few main routes converging in the centre, and high use of private vehicles) and the dispersion of land use, there is little available and built in resilience when an incident does happen. The transport network map below illustrates the issues when incidents do occur, for example a crash occurring on Chapel Street.

Figure 34

Workdays peak congestion

Congestion statistics during morning and evening peaks

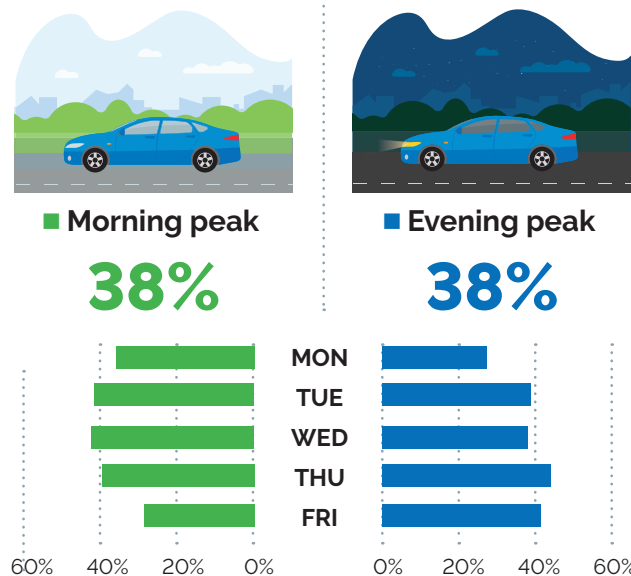
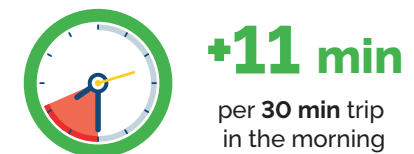


Figure 35

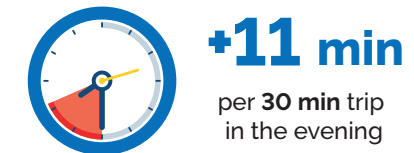
Extra travel time in peak hours

Additional time spent in the car during peak hours

Morning



Evening



³⁴ Based on the TomTom congestion index and data available for Tauranga (see https://www.tomtom.com/en_gb/traffic-index/tauranga-traffic#statistics). The information presented is based on average data and does not reflect that people travelling on some key corridors are likely to experience longer delays than the average.

³⁵ Based on the TomTom congestion 2018 index, Tauranga's congestion is ranked 298th out of 403 cities globally. Compared to the main New Zealand Cities (Auckland, Wellington, Christchurch, Hamilton, Dunedin, and Tauranga), Tauranga's traffic delays are ranked as the least congested. Rankings are based on average delay across the 2018 calendar year.

As a result of this incident there are key corridors where traffic volumes are significantly exceeding the available corridor capacity (i.e. the red (Level of Service E) and black lines (Level of Service F)) causing considerable delays. A similarly issue occurs on the state highway network coming into the sub-region, where incidents can cause considerable delays and traffic build ups. Because these incidents are unpredictable, the sub-region's transport system is not always reliable, causing much frustration for customers.

In addition to the reliance on some key corridors, there are several key intersections where traffic back up, particularly during peak times, causes delays. As mentioned, there is a prevalence for crashes/incidents to occur at intersections. These not only cause considerable harm but also create delays.³⁶

³⁶ Bay of Plenty Regional Land Transport Plan 2018



Figure 36

Map heading

Key

Node Level of Service

- LOS F (> 80 seconds)
- LOS E (55 - 80 seconds)
- LOS D (35 - 55 seconds)
- LOS C (>20 - 35 seconds)
- LOS A, B or C (< 20 seconds)
- Radius = Average delay (< 20 seconds)

Link Level of Service

- LOS F
- LOS E
- LOS D
- LOS C
- LOS A & LOS B



The other aspect of the sub-region's transport system is the volume of freight and goods moved throughout the region and in particular to the Port of Tauranga. Because the Port is the largest export port in New Zealand, freight volumes in the Bay of Plenty are the 4th highest in New Zealand and are forecasted to grow strongly in the future.

Figure 37

Freight flows

Key

- - - < 0.1 million tonnes
- 0.1 - 1.5 million tonnes
- 1.5 - 3 million tonnes
- 3 - 4.5 million tonnes
- > 4.5 million tonnes

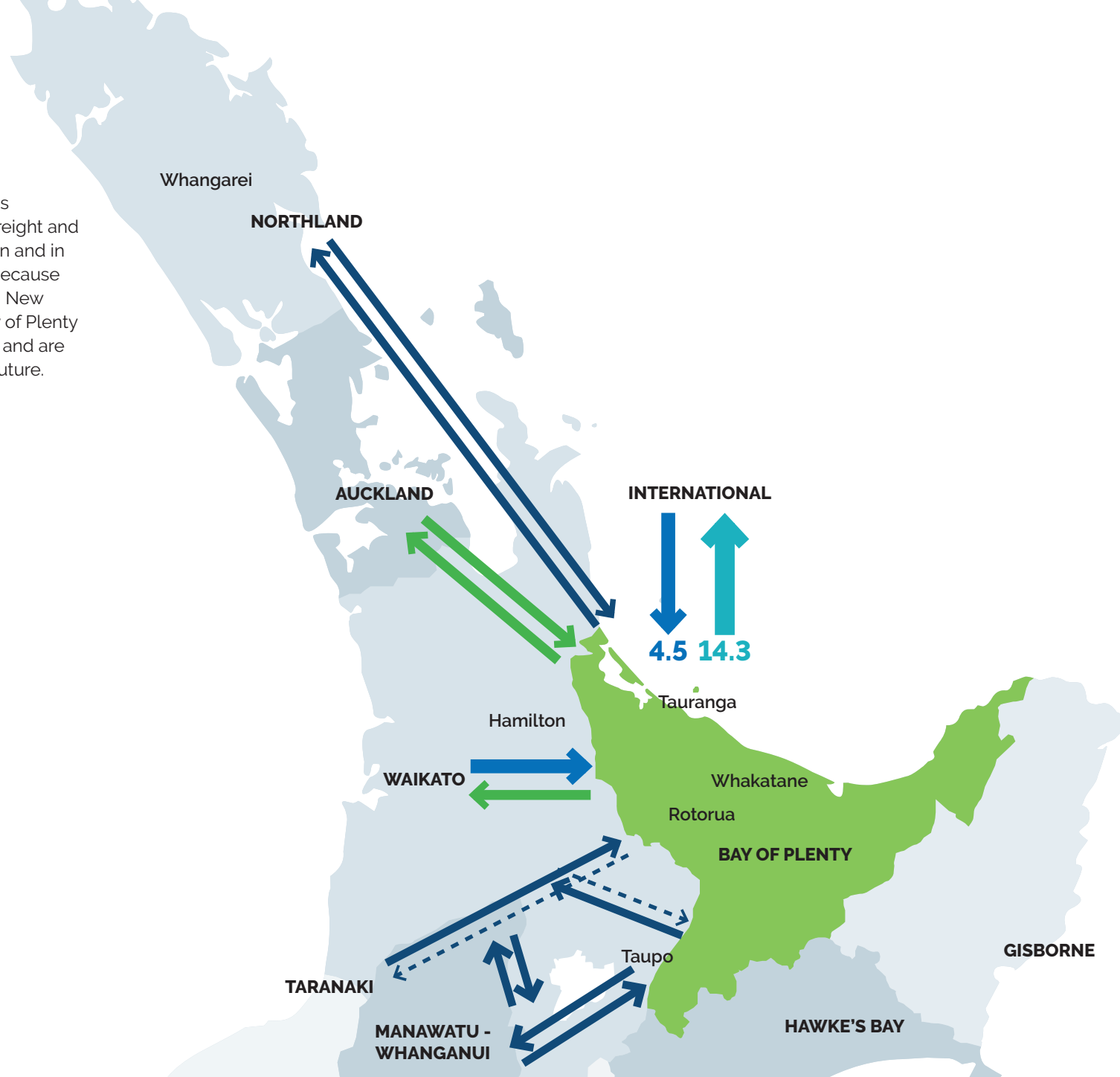
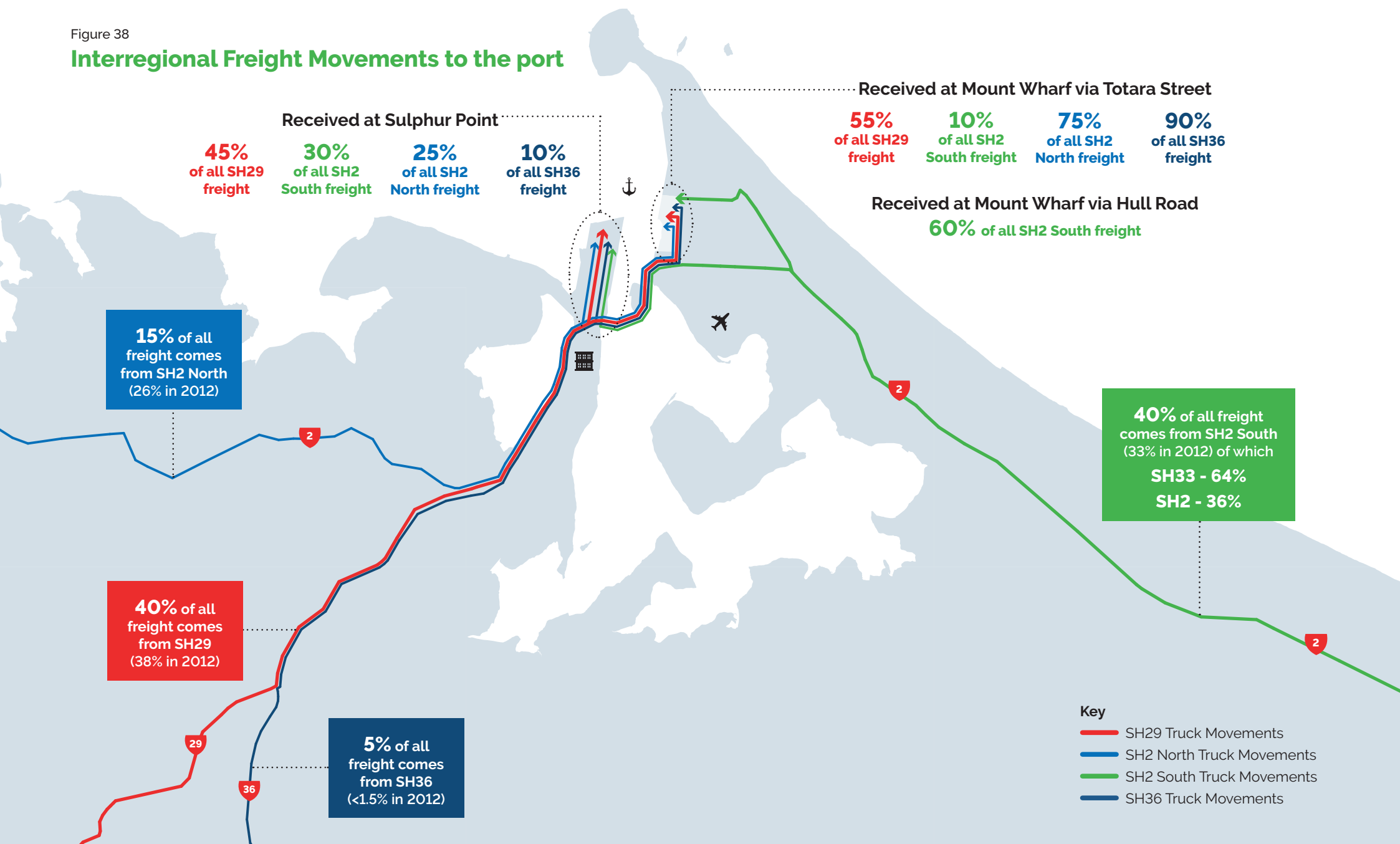


Figure 38

Interregional Freight Movements to the port



The convergence of commuters, public transport, pedestrians, people biking, and freight on key points in the network, is resulting in a number of conflicts that exist within the transport system. These conflicts between the different modes has implications for the safe, effective, and efficient movement of people and goods.

Resolving these conflicts is not straightforward. The efficient movement of goods throughout the sub-region and to and from the Port of Tauranga is vital to the region's productivity and competitiveness. However, so is the safe and efficient movement of people. As such it is not as easy as prioritising one over the other. Rather the challenge is to manage the urban form and transport systems in a way that minimises the conflicts.

Within our land use and transport system there are a number of opportunities to explore, investigate, and deliver a range of transport system improvements that will optimise and improve the safe and efficient movement of both people and goods. Some of these opportunities we have explored in the prior challenges such as encouraging more people to use the public transport system. Other opportunities to develop include:

- Increasing housing densities where there are good transport connections and choices available for people to access the many urban and rural social and economic opportunities available within the sub-region
- Designing our communities to have multi-modal transport connections and where applicable be self-containing
- Improving road safety across the transport system, and particularly at intersections
- Reducing the reliance on private vehicles particularly when travelling to jobs and schools
- Maximising the use of the whole transport network to create a more resilient transportation system, including maximising the local network
- Using the rail network to move more freight, and when and where applicable, people
- Improving the safety and flow of intersections where there are safety issues and constraints
- Using demand management tools to reduce the travel of freight during peak periods
- Improve capacity where additional capacity

is necessary to support/improve transport choice and liveability outcomes, particularly where there are significant impacts in reallocating existing transit space

As part of the UFTI work, we will be exploring a number of improvements that will address the land use and transport challenges that are present.

The following documents contain more information about this challenge:

- Bay of Plenty Regional Land Transport Plan 2018
- Draft Tauranga Transport Programme 2018
- Population Weighted Densities in New Zealand and Australian Cities: A New Comparative Dataset, 2014
- SmartGrowth Strategy, 2013
- SmartGrowth Proposed Future Development Strategy, 2018

6. Benefits and outcomes – to be updated

The future cannot look like the past. Addressing the challenges UFTI has identified is not impossible. It will, however, require a change in the way we think about our sub-region, urban form, and the transport system and our transport choices.

As the sub-region grows it has the potential to become a leading lifestyle destination, but we have some tough issues to resolve before we can achieve this. Making sure the western Bay of Plenty is a great place to live, work, learn and play as we grow, is the collective challenge for our communities and SmartGrowth partners.

There are some significant benefits from change that can be realised. The likely and expected benefits of changing our thinking are:

1. Improved community wellbeing and liveability – the sub-region will be able to better meet the expectations of our communities and support a thriving live, work, learn and play lifestyle
2. Improved environment outcomes – the sub-regions greenhouse gas emissions will decline in part due to increase in public and active transport use, and water quality is improving
3. Improved access to the sub-region's social and economic opportunities – the sub-region will provide people and customers with greater multi-modal transport choices via an effective, safe, and efficient transport system
4. Increased and sustained economic productivity – the sub-region's labour markets will be more productive as people spend less time travelling to and from employment hubs and markets, and goods travel more efficiently across the system
5. Improved value for money – the sub-region's land use patterns will make the best use of existing infrastructure and transport nodes, and focus future investment for the best returns

An outcomes measurement framework will be developed as UFTI progresses further. The agreed UFTI investment outcomes will be used to help test the different urban form and transport programmes developed to ensure we identify the best and most fit for purpose programme.

7. What do successful cities do?

How do we make a successful city, town centres and communities?

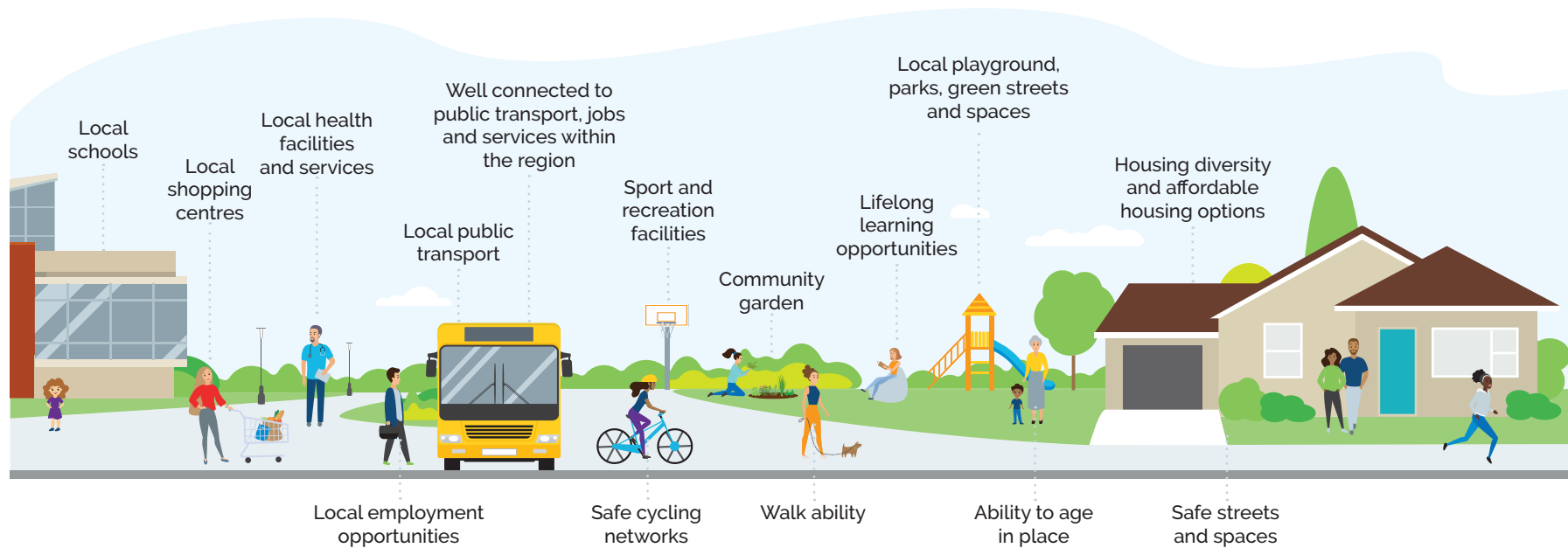
There are many examples both nationally and internationally of successful urban areas and communities. Not one is perfect and there are lessons to be gained from all. The key and common elements that contribute to a successful city from a liveability perspective are summarised below.

Success Elements	Tools that can be used*	Success Elements	Tools that can be used*
Easy to move around - excellent public transport, walking and cycling	<ul style="list-style-type: none"> Integrated fare structures / ticketing Shared spaces Prioritising public transport Transport pricing 	Increased amenities such as arts and culture, parks, and open spaces	<ul style="list-style-type: none"> Offsetting (e.g. allowing higher densities than permitted in exchange for public good investment such as parks or other community facilities) Value capture / uplift to fund amenities Redevelopment / Urban Development Authorities or equivalents to make provision for and implement amenities
Land use that supports transport, e.g. higher densities, and mixed-use developments in the central city, centrally located neighbourhoods, and along major public transport corridors	<ul style="list-style-type: none"> Enabling and encouraging (through planning documents) higher densities in key areas and along transport corridors Streamlined approvals Offsetting (e.g. allowing higher densities than permitted in exchange for public good investment such as parks or public transport) 	Easy access to jobs	<ul style="list-style-type: none"> Deliver housing close to where people work through enabling planning frameworks Prioritise public transport, walking and cycling for connecting home and work
Vibrant inner-city culture	<ul style="list-style-type: none"> Wide variety of uses and activities in the inner city through enabling planning frameworks, events, and other activities and events Enabling inner city living Establishing education facilities 	Planning the city in a way that everyday needs can be easily met by public transport, walking and cycling, e.g. 20-minute neighbourhoods	<ul style="list-style-type: none"> Embedding this in planning frameworks Development of neighbourhood indexes
Transformational developments – public / private investment in key place shaping facilities	<ul style="list-style-type: none"> Redevelopment / Urban Development Authorities or equivalents Value capture / uplift Special Purpose Vehicles for funding 	Provision for affordable and social housing that is well integrated in cities and neighbourhoods	<ul style="list-style-type: none"> Inclusionary zoning Promoting, supporting, and scaling up delivery models (e.g. community land trusts, iwi)

*Note that a number of these are tools used internationally and would require legislation and funding changes to be implemented in New Zealand.

The following documents contain more information about making urban areas successful:

- Sizing up the City; Urban Form and Transport in New Zealand, 2010
- Cities of Opportunity (7th edition), 2016, PWC
- How to Make a City Great, 2013, McKinsey & Co
- Alexander Garvin, What Makes a Great City, 2016
- Cities for People, 2010, Jan Gehl
- Creating Great Australian Cities: <https://advocacy.propertycouncil.com.au/great-cities-advocacy-priorities>
- City Limits, 2015, Jane Francis-Kelly & Paul Donegan
- City specific examples:
- Barcelona: <https://www.lifehack.org/articles/lifestyle/20-reasons-why-barcelona-amazing-place-live-2.html>
- Portland: Mark Lakeman on Portland Placemaking in The Nature of Leadership Ideas for Building Inclusive, Sustainable Communities, 2012
- Melbourne: planmelbourne.vic.gov.au



What can we do?

Success does not happen by chance but rather as a result of good integrated planning based on a long-term vision and co-ordinated implementation.

In a New Zealand context, the four well-beings are a critical lens through which cities and towns should be viewed. If we are succeeding in one well-being but not in others, then we are failing.

The western Bay of Plenty already has a number of attributes that make great cities and places. It has a growing economy, good climate, a stunning natural environment with beautiful beaches. It is also working towards carving out a unique identity for itself in a New Zealand and international context.

As this report has illustrated, the sub-region faces a number of challenges related to its growth. It is no longer an easy place to get around, housing is unaffordable for many, and there is a lack of choice. Social inequities are being created and our environment is suffering. These are common challenges for growing cities both within New Zealand and internationally.

If we want to create a vibrant city and sub-region – one that can keep up with the changing and growing needs of the people, while retaining the

characteristics that attracted people here in the first place, then we need a step change. How we respond to the challenges set out in this report will define the prosperity, sustainability, and liveability of our sub-region for generations to come.

Setting an ambitious long-term strategic vision, developing the outcomes, and an accompanying monitoring system is what UFTI will do. As part of UFTI, we will also outline a number of actions that can be delivered over time to achieve the vision.

UFTI

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Project Director's Report
17 July 2019



This month the focus of the project has been on completing the Foundation Report.

- Ministry of Housing and Urban Development (HUD) officials have joined the project leadership team and are taking an active role.
- HUD are bringing extra clarity regarding the government's urban growth agenda, the importance of focusing on housing affordability, enabling growth both upwards and outward and the importance of land use in making a multi modal transport system viable. This is also consistent with the government's transport objectives.
- The partners are working together on the near term initiatives, looking for opportunities for early wins.
- This report focuses on two key initiatives within the UFTI programme:
 - The completion of the spatial planning workshops with key stakeholders, and an outline of the Executive members workshop planned.
 - The Foundation Report (due for completion end of July), and receiving feedback before finalising the draft report.



Spatial Planning Workshops

In accordance with the UFTI partnership principles, a collaborative stakeholder engagement process is being implemented.

- A co-design approach has been adopted. At significant points in the process key stakeholders and partners (such as the SmartGrowth Forums, Port of Tauranga, iwi) are invited to work on specific tasks to assist the project team.
- The first workshops have been the spatial planning workshops, delivered by David Cunliffe from Stakeholder Strategies.
- Future workshops bringing together the SmartGrowth forums and other key stakeholders are planned at key points in the programme development process.
- This process is not formal consultation, but does keep stakeholders engaged and ensures their input directly impacts on the thinking of the project team at key stages along the way.



Four spatial planning workshops have been held so far.

- The purpose of the workshops is to involve stakeholders in the development of potential scenarios and options to be assessed by UFTI. By doing so, we ensure that as many possible options and scenarios are considered.
- Stakeholders are asked to undertake 3 tasks
 - Define long term scenarios to be considered (e.g. economic growth focus, sustainability focus, social equity focus)
 - Allocate 65,000 new homes across the region based on those scenarios
 - Design the optimal transport investments to support their land use pattern.
- The outputs from the workshop are a series of maps which will be combined with other work from SmartGrowth partners to develop programmes.
- The workshop is being tailored to allow stakeholders unable to attend the workshops to do the exercise themselves and submit their ideas over the internet.



A special workshop for elected members from all partner Councils is planned for 12 August.

- The Agenda for the workshop is still being developed but is expected to include:
 - A brief recap of the purpose of UFTI and the process being followed
 - A report from David Cunliffe of Stakeholder Strategies on the spatial planning workshops and his findings and observations as the facilitator.
 - An outline of how the workshop outputs will be utilised in the next stages of the process.
 - Elected members will then be invited to undertake a similar exercise (facilitated by David), tailored to fit into the available time.

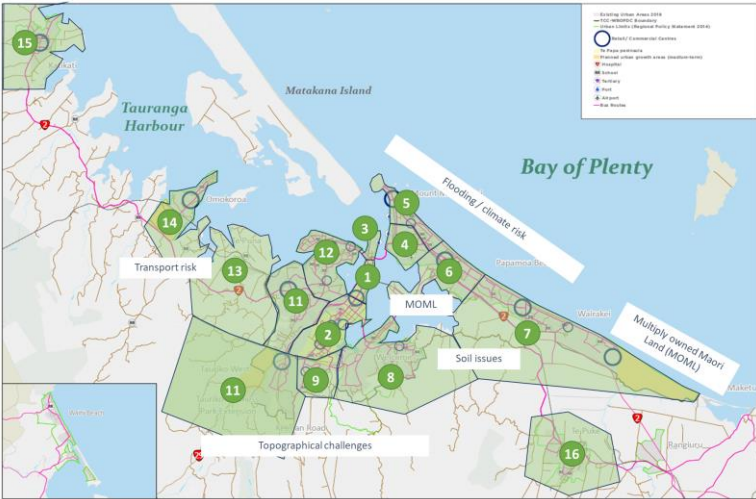


Example of the spatial planning activity: What is our vision for the future

1

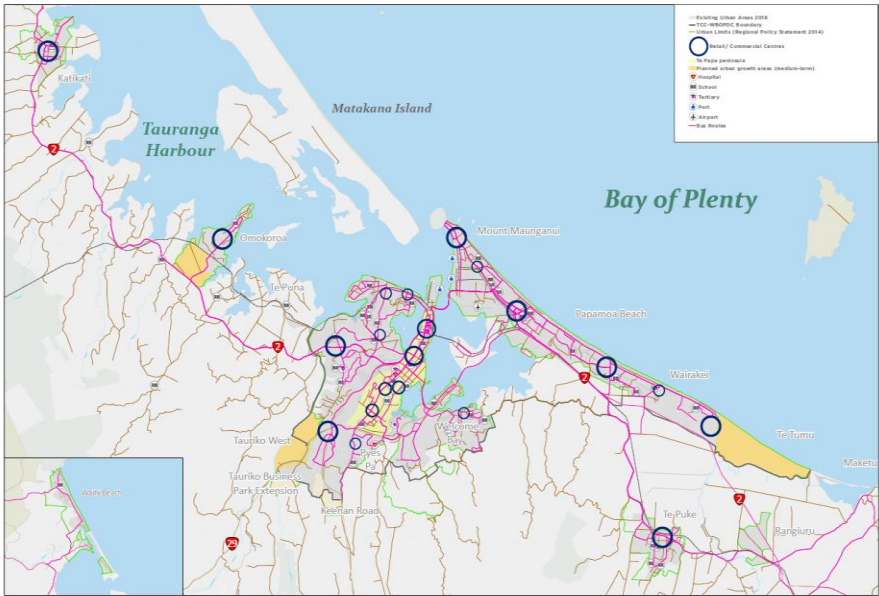
Use your small map and table to place an additional 65,000 dwellings across 16 sectors

Number	Sector	Current Housing	Additional Housing
1	Te Papa Peninsula	1,000	
2	11th to Greerton	6,000	
3	Sulphur Point	-	
4	Hewletts / Airport	-	
5	Mt Maunganui	4,000	
6	Bayfair - Matapihi	5,000	
7	Papamoa to Te Tumu	9,000	
8	Welcome Bay	8,000	
9	Pyes Pa	3,000	
10	Western Corridor	3,000	
11	Bethlehem	4,000	
12	Otumoetai to Brookfield	10,000	
13	Te Puna	2,000	
14	Omokoroa	4,000	
15	Katikati	2,000	
16	Te Puke	6,000	
TOTAL		67,000	65,000



2

Use your large map to draw the transport solutions required to support the urban form



The UFTI Foundation Report

A draft Foundation Report has been prepared. Feedback is sought before finalise the draft.

- We are seeking your feedback on the draft Foundation Report, before finalising the draft.
- The Foundation Report set out the initial evidence base, and is catering to multiple audiences. A significant one is the government and government officials, and telling the western Bay of Plenty story (Not all officials and agencies are necessarily familiar with the sub-region).
- The story is tailored around high-level urban form and transport outcomes, to reflect the UFTI objectives.
- The demographics and statistics used are based on SmartGrowth material unless stated otherwise.



Further changes are planned before finalising

- Note, there are further updates to make including:
 - Additional information and maps, based on the initial gap analysis/stocktake, about the near-term projects that are underway and planned for, that address immediate housing and transport issues.
 - A pepeha or whakatauki that speaks to the purpose of UFTI and the Western Bay of Plenty.
 - Up-to-data information/data i.e. 2019 economic data.
 - A general tidy up, consistency, and editing.
- We will incorporate feedback received from SLG today into the Foundation Report.



The draft Foundation Report has been prepared. Further changes are planned before finalising...continued

- The report is based on three challenges and supporting evidence. These come from a combination of multiple strategies, plans, and business cases from the sub-region, and are consistent with an investment business case format. The challenges were included in the executive summary considered by SLG on 17 June 2019.
- There's a rationale for re-thinking and changing the urban form to support improved access and choice via a multi-modal transport system. This is consistent with the UFTI objectives and broader outcomes.
- The sub-region's traffic congestion is described in the context of other NZ cities. The sub-region's transport system is susceptible to incidents with a few main corridors funnelling traffic in, and there are delays at key connections between routes/corridor, particularly at peak times. Solutions to explore include improving the PT system (network and services) to move more people, along with increased capacity and safety particularly at choke points.
- The Foundation Report will remain in draft, will be publicly available on the UFTI website, and be part of the final UFTI programme completed by April 2020.



Recommendation:

It is recommended the SmartGrowth Leadership Group receive this report for information.



SmartGrowth Partnership Reports July 2019



This report is divided into two sections.

Section 1: SmartGrowth Partnership

Update on actions that are currently led, funded and activated by the Partnership.

Section 2: SmartGrowth Partner Forums

Update on the actions and meetings of the forums including links to minutes from forums meetings.

Western Bay of Plenty District Council

SmartGrowth (and related projects) Monitoring Report

24 June 2019

Project	Current Update (Key Matters)	Next Steps and Identified Risks
Specific SmartGrowth Growth Projects		
<i>Housing Action Plan</i> <i>This project is Council's response to the Housing Demand and Needs Assessment, aligning to the Smart Housing Action Framework.</i>	<ul style="list-style-type: none"> The housing action plan was updated by the Policy Committee on 18th October. 	<ul style="list-style-type: none"> Consideration of council-owned land that may be available for affordable housing development. Scoping for pensioner housing review. Work continues on review of Post-harvest zones in the District Plan (seasonal worker accommodation) Scoping work for understanding social housing needs in Te Puke, with the Te Puke Co-Lab network. Scoping and support of affordable and social housing workstream, as part of UFTI.
<i>Omokoroa Structure Plan</i> <i>Omokoroa has less than 9 years zoned and serviced land for residential development. To meet the requirements of the NPSUDC (10 years supply plus 20%), further land is required. A structure plan is being prepared for the remainder of the peninsula covering the area from SH2 to the railway.</i>	<ul style="list-style-type: none"> A preferred option has been selected which is a combination of the four options consulted on. Currently preparing a detailed structure plan. Components include: review of dwelling yield; staff preparing infrastructure requirements - 3 waters, roading, walkways and cycleways, reserves; Veros investigating options and costings regarding earthworks and retaining walls vs work with landform; RPS preparing more detailed concept of town centre; working with Pirirakau to reflect Cultural Overlay Report; MoE undertaking due diligence on a preferred site. 	<p>Next step is to bring all information together to check development feasibility and whether any adjustments need to be made.</p>
<i>Residential Zone Review</i> Project in parallel with Omokoroa Structure Plan. Review of the rules as they relate to residential development particularly addressing urban design and housing typologies.	<ul style="list-style-type: none"> Workshop held with developers (TCC attended). Two main streams of work at present are amenity and affect of earthworks, and housing typologies. 	<ul style="list-style-type: none"> Issues and options papers to be consulted with stakeholders.
<i>Housing Affordability Forum</i>	<ul style="list-style-type: none"> No change since last report. 	<ul style="list-style-type: none"> Council has entered into an agreement with HAF

Western Bay of Plenty District Council
SmartGrowth (and related projects) Monitoring Report
24 June 2019

Project	Current Update (Key Matters)	Next Steps and Identified Risks
<i>(HAF) Pilot Project</i> <i>This is a SmartGrowth project being facilitated by HAF. The purpose is to showcase an affordable housing development that can be done within the current market using innovative design and construction. Land is being made available at market price within the Omokoroa SHA. The project involves going to the market and selecting a partner to undertake the development.</i>	<ul style="list-style-type: none"> • The original site in the first stage of the SHA is not being pursued because of the requirement for retaining walls. • Alternative site B (adjoining the railway) is now being progressed. • Analysis and research is being undertaken to assess the financial viability of the alternative site. 	<p>and SHA developer to facilitate access and services to the new site.</p> <ul style="list-style-type: none"> • Council is working with HAF to facilitate an affordable housing development.
<i>Katikati Urban Growth area review</i> <i>In theory Katikati has sufficient land to meet the requirements of the NPSUDC. However, two of the remaining landowners do not wish to sell or develop their land. Thus there is only 3 years supply remaining and further land is required. Although land on Busby Road is within the RPS Urban Limits, this may not be the best option. This project is to look at all the options before deciding on the preferred location.</i>	<p>Currently preparing a structure plan for the Pukakura Road area. Council direction is to prepare the structure plan to notification stage, but not to notify. This is in order to have something ready to go if the dairy farmer continues to hold out, and pending what might happen with UDAs.</p>	<ul style="list-style-type: none"> • Pukakura Road option is outside the current urban limits, and will need a change to the RPS in due course if the decision is to proceed with this option. • There is a risk on the level of support from Pukakura Road landowners. • There is a challenge to balance the current population projections with the capacity of and cost of upgrades to the wastewater treatment plant.
<i>Tauriko West TLA Boundary Change</i> <i>This project is part of the overall Tauriko for Tomorrow workstream to establish a new urban growth area at</i>	<ul style="list-style-type: none"> • Application is with LGC. Submissions have been called for and received. LGC now considering what alternative (if any) they will take out for consultation. The Council staff meet with the LGC (and key submitters) in June to consider options. Council staff 	<ul style="list-style-type: none"> • LGC to consult on their proposed alternative.

Western Bay of Plenty District Council

SmartGrowth (and related projects) Monitoring Report

24 June 2019

Project	Current Update (Key Matters)	Next Steps and Identified Risks
<i>Tauriko West. The project follows the change in the RPS Urban Limits line and is to alter the Western Bay/Tauranga City territorial boundary so that the whole of the growth area is within the City boundary for planning, servicing and administrative purposes.</i>	are to provide more detail relating to Belk Road (orchard on the plateau) and Keenan Road (cemetery side of SH36).	
Papakāinga Development (Joint Agency Group) <i>Facilitate the development of papakainga.</i>	<ul style="list-style-type: none"> The Ara Rau Tangata conference held in 28 March focused on Papakainga development in the Western Bay of Plenty. A report from that conference will be available soon. Based on the feedback received at the conference JAG have been considering how best to deliver support to landowners and trustees in the development of Papakainga. JAG has proposed a stocktake of work done with participants in the Papakainga workshops delivered in recent years by the Western Bay Māori Housing Forum and Papakainga Solutions Ltd. JAG has proposed a review of the Papakainga Toolkit to ensure it is still relevant to current practices. JAG will seek some detailed research into Māori housing need in the Western Bay sub-region which was identified as a risk in the previous report. Based on the finding of the stocktake, review and research, the JAG will look at how to deliver workshops to support the Papakainga toolkit. 	<ul style="list-style-type: none"> A proposal is being prepared regarding the stocktake, review and research work which will commence in the 2019/20 financial year.

Western Bay of Plenty District Council
SmartGrowth (and related projects) Monitoring Report
24 June 2019

Project	Current Update (Key Matters)	Next Steps and Identified Risks
Other growth related projects		
<i>Omokoroa Special Housing Area (SHA)</i> <i>This is a Joint Venture between Council and Classic Builders on Council-owned land at Omokoroa.</i>	<ul style="list-style-type: none"> • No change since last report. • There are 20 homes under construction at this point in time, in various stages of completion. • New homeowners are moving into their houses every month. 	<ul style="list-style-type: none"> • Further Stages will be opened in response to the market.
<i>SH2 Safety Reviews: Waihi to Omokoroa, Omokoroa to Te Puna</i> <i>This project is NZTA lead and is to provide safety improvements for SH2 from Te Puna to Waihi.</i>	<ul style="list-style-type: none"> • Project is now progressing. 	<ul style="list-style-type: none"> • Contracts let for the various components. Currently undertaking Waihi to Athenree, and Katikati south.
<i>Project Wai Ora</i> <i>Multi-agency initiatives to assist 5 identified communities with water and wastewater solutions.</i>	<ul style="list-style-type: none"> • WBOPDC and Otawhiwhi Marae Committee submitted to BOPRC's Long Term Plan, requesting a funding contribution towards the reticulation of Otawhiwhi Marae and kohanga reo, in accordance with BOPRC's Third Party Infrastructure Funding Policy. The funding request was approved, with BOPRC committing \$100,000 towards the work. 	<ul style="list-style-type: none"> • Council is now working with Otawhiwhi Marae to progress the reticulation. • There will be further issues to resolve around the rates impact – as the Marae and Kohanga Reo will come under Council's 'multiple pan' rate.

BOPRC Update to SmartGrowth Leadership Group – 17 July 2019

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
Tauranga Moana programme	<p>BOPRC is the administering authority for the Tauranga Moana Advisory Group. Meeting agendas and minutes can be found at this link: http://www.boprc.govt.nz/your-council/council-and-region/council-and-committees/tauranga-moana-advisory-group/</p> <p>BOPRC Land Management Officers are focusing on four Tauranga Moana tributaries with water quality issues that need attention: Uretara Stream, Te Mania Stream/Project Parore, Kopurererua Valley and the Waitao/Kaiate Streams. Kaimai Mamaku Catchments Forum Biodiversity Group progressing a pest animal management plan for the Kaimai Mamaku with help from pest control experts.</p>	<p>Project planning for the next Happy Harbour Fun Day is progressing (March 2020 date). A report on the outcome of an investigation into the status of wastewater treatment services at marae around Tauranga Moana has been considered by the Regional Direction and Delivery Committee. The report is confidential as it involved complex and highly sensitive issues, particularly with respect to Māori obligations to kaitiakitanga in freshwater.</p> <p>Kaitiaki in Tauranga Moana were recently engaged to undertake a cultural flow checklist on ten streams of significance. Tauranga Moana State of the Environment Report 2019 released: https://atlas.boprc.govt.nz/api/v1/edms/document/A3268441/content</p> <p>As part of the BOPRC Annual Plan 2019/20 submissions process, Regional Council had received a request for the capital purchase of land on Matakana Island for use as a regional reserve, to be potentially co-managed. A paper on that proposal will go to a future Council meeting to be considered outside the Annual Plan process.</p> <p>Biodiversity Management Plans for the protected sites on Te Tumu 14 and 7B2 are in the process of being updated.</p> <p>Discussions between staff from TCC, WBOPDC, DOC and BOPRC will soon restart on the potential for a joined-up approach to managing open space and recreational opportunities on land available for public access at Te Tumu and around the Kaituna River mouth.</p>	<p>Coast Care planting days are being held at Waihi Beach and Pāpāmoa Beach on 28 July. See the Facebook page for Coast Care Bay of Plenty.</p> <p>Marae wastewater - as a next step, staff intend to engage with trustees from relevant marae in Tauranga Moana to discuss ways in which Regional Council could facilitate discussions on wastewater matters.</p>

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
Kaituna catchment operational works	Details of the Kaituna River Re-diversion and Te Awa o Ngatoroirangi / Maketu Estuary Enhancement Project can be found at the following link: http://www.boprc.govt.nz/kaitunarediversion Community Update meeting on the Kaituna River Re-diversion held Wednesday 12 June.	Kaituna River re-diversion project is ahead of schedule, with a forecast completion date of December 2019, six months ahead of schedule.. The Pari Tukino (Gnarly gorge) section of the Kaituna River closed to recreational users from 1 May 2019 for 6 months due to significant danger risk to kayakers.	Other options to improving safety in Pari Tukino (Gnarly gorge) being explored.
Kaituna he taonga tuku iho – a treasure to be handed down (the Kaituna River Document)	The Kaituna River Document was prepared by Te Maru o Kaituna River Authority (the joint co-governance committee pursuant to treaty settlement legislation).	Change 5 to the Regional Policy Statement is being developed to recognise and provide for the Objectives and Desired Outcomes of the Kaituna River Document in planning documents. A working draft Action Plan to implement the Kaituna River Document has been developed.	Public notification of draft Change 5 is expected in either late 2019 or early 2020. Targeted engagement to refine the working draft Action Plan.
Natural Hazards	A natural hazards charter working group operates in the western Bay of Plenty with staff from WBOPDC, TCC and BOPRC. Note there is some overlap with Climate Change (see below) in relation to sea level rise and coastal erosion.	Various studies are underway to quantify natural hazards in the SmartGrowth area. This includes tsunami inundation. This work is aligned with the City and District RMA planning requirements and the TCC Infrastructure Resilience Project.	Sea level rise and coastal inundation information for Tauranga Harbour to be released to affected landowners on 19 August 2019. Results of natural hazards studies to be incorporated into urban planning.
Climate Change	The BOPRC Long Term Plan 2018-2028 process considered climate change as a strategic issue. Council has also made commitments under the Local Government Leaders Climate Change Declaration. The Deep South Challenge is undertaking various studies around climate change risks. One study on withdrawal of insurance uses Tauranga as a case study. The results of the studies are due to be released in mid-2019. Climate change response (Zero Carbon) Bill released on 28 May 2019. Annual Plan consultation on climate change received 230 responses on potential focus areas (these are the focus areas in the	Council has declared a Climate Emergency. BOPRC Climate Change Action Plan has been adopted. It is structured around four focus areas: <ul style="list-style-type: none"> • Our house in order • Decision making • The work we do • Working with our communities Establishment of a reserve for future use as a Climate Change fund being progressed.	Submissions on Climate Change Bill due 26 July. Implementation of the Climate Change Action Plan (internal and external actions). Climate Change fund to be established by BOPRC.

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
	Climate Change Action Plan).		
Regional planning			
Regional Policy Statement	Proposed Change 4 (Tauriko West Urban Limit) become operative on 30 October 2018.	Change 5 (Kaituna River) is being developed (refer to Kaituna he taonga tuku iho – a treasure to be handed down above).	Future changes as a consequence of UFTI and the Future Development Strategy.
Regional Coastal Environment Plan	There are two remaining appeals to be resolved (Matakana Island and Marine Spatial Planning), which are awaiting Court decisions. The remainder of Plan has been sent to the Minister of Conservation for approval to make operative.	Environment Court decision on Matakana Island attributes received 21 June 2019. Court of Appeal hearing on jurisdictional issues between RMA and Fisheries Act heard 9 July 2019 in Wellington. Awaiting approval of the majority of plan from the Minister of Conservation (expected in the next few weeks).	The Regional Coastal Environment Plan will become operative once Minister of Conservation's approval is received.. Compliance and public awareness of Court imposed protection areas near Motiti Island.
Plan changes to Regional Natural Resources Plan (RNRP)	A number of region-wide changes to the RNRP are underway. Many of these affect the SmartGrowth area: PC 9 (Region-wide Water Quantity) PC 11 (Geothermal) PC 13 (Air) PC 14 (on-site effluent treatment systems) PC 16 (Tauranga WMA) – refer to Freshwater Futures project Note PC 10 (Lake Rotorua nutrient management), 12 (Rangitāiki and Kaituna WMAs), 15 (Rotorua WMA) and 17 (Awatarariki Fanhead) are not applicable to the SmartGrowth area.	PC 9 - pre-mediation meetings have been held and will be discussed with the appeals sub-committee on 5 July. PC 11 - Tauranga Geothermal Reservoir Model reviewed by GNS, engagement with iwi and community scheduled for later in 2019, aim to develop system management plan for Tauranga geothermal system by 2020, will be co-ordinated with Freshwater Futures Tauranga Harbour project. PC 13 – appeals have been received and initial work done to assess the appeals prior to resolution processes. Appeals sub-committee has been formed. PC 14 - work progressing on developing the proposed plan change, which is expected to be publically notified late 2019.	Resolution of appeals on PC 9 and PC 13. Community consultation of Tauranga Geothermal in late 2019. Public notification for submissions of PC 14 in late 2019/early 2020.
Freshwater Futures (NPS Freshwater Management implementation)	The two Water Management Areas (WMAs) of interest to SmartGrowth are: <ul style="list-style-type: none"> • Kaituna-Pongakawa-Waitahanui Water Management Area (ongoing meetings with community group) • Tauranga Harbour Water 	Kaituna-Pongakawa-Waitahanui – work on policy options progressing (particularly around potential ways to reduce nutrient loads reaching the estuaries. Tauranga Harbour – the project is in the	Government is expected to release the Essential Freshwater proposed policy changes package for public feedback in late July 2019. BOPRC staff continue to provide advice to MfE on freshwater changes.

Project / Work Programme	Previous Update (Key Matters)	Current Update (Key Matters)	Next Steps and Identified Risks
	Management Area (early stages of project)	early stages of collating information. Iwi engagement has also been initiated. Progressing in accordance with schedules.	
Transport			
Western Bay of Plenty Public Transport	The new network has been in place for 6 months. Service disruptions that were apparent in early 2019 have now largely been resolved. Welcome Bay free school bus trial started at the beginning of 2019.	Re-instated services are starting in July 2019 (bus routes 41, 36 and 71). Initial work on Phase 3 review of the Western Bay Public Transport Blueprint network has begun. Regional Council and TCC are working on a joint implementation plan for Western Bay of Plenty Public Transport Blueprint. Welcome Bay free school bus - feedback had been positive in that it eased the burden on financially challenged families. The impact, if any, on traffic congestion appeared to be minimal.	Reviews of the Western Suburbs and Pāpāmoa/Mount buses will be largely complete in August 2019 allowing for consultation to occur between September to October 2019. Options for bus services in Pyes Pa/The Lakes formed part of the wider Phase 3 review. BOPRC staff to continue to work with partner agencies with regards to public transport and an aging population.
Regional Land Transport Plan	Bay of Plenty Regional Land Transport Plan approved by the Regional Council in June 2018 and submitted to NZTA. The Approved Plan and information can be found at https://cdn.boprc.govt.nz/media/760427/bay-of-plenty-regional-land-transport-plan-2018-web.pdf	Bay of Plenty Passenger and Freight Rail Investigation report - Phase 1 completed and reported to 24 May Regional Transport Committee meeting.	Outcomes from UFTI project will need to be incorporated into the Regional Land Transport Plan. Regional Freight Flows research being undertaken by UFTI (July-September)

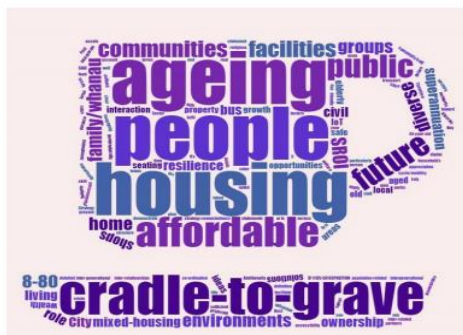


Combined Tangata Whenua Forum



Population Ageing Technical Advisory Group

Strategic Partners Forum



Property Developers Forum

Social Sector Forum



Partner Forum	Update summary / link to minutes on SmartGrowth website	Key messages for SmartGrowth Leadership Group
Strategic Partners	http://www.smartgrowthbop.org.nz/about-us/partner-forums/strategic-partners-forum	Nothing to note.
Social Sector	http://www.smartgrowthbop.org.nz/about-us/partner-forums/social-sector-forum	Please refer to the information on the treasury website. https://treasury.govt.nz/information-and-services/nz-economy/living-standards Interest and support for more discussion at a local level. Great support for inclusivity of UFTI dealing with our concerns around people and place.
Combined Tangata Whenua	http://www.smartgrowthbop.org.nz/about-us/partner-forums/combined-tangata-whenua-forum	Shad resigned as co-chair of CTWF effective 30 June 2019.
Property Developers	http://www.smartgrowthbop.org.nz/about-us/partner-forums/property-developers-forum	Nothing to note.
Population Ageing Technical Advisory Group	http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum	Nothing to note.
Housing Affordability	http://www.smartgrowthbop.org.nz/about-us/partner-forums/housing-affordability-forum	HAF requests that SmartGrowth proceed urgently to set the Housing Action Framework's work plan, targets and responsibilities. HAF would like a report back on this progress at the next HAF meeting.
Environment & Sustainability	http://www.smartgrowthbop.org.nz/about-us/partner-forums/environment-and-sustainability-forum	The E&S Forum will support the Urban Form and Transport Initiative as much as possible.