



Agenda for Meeting No. SG19/12

SmartGrowth Leadership Group

**The SmartGrowth Leadership Group will meet in the
Bay of Plenty Regional Council, 87 First Ave, Mauao Room,
Tauranga**

on

Wednesday, 18 December 2019

at 1:00pm-3:30pm

**M Grenfell
Chief Executive
Tauranga City Council – Administering Authority**



SmartGrowth Leadership Group

Committee Members

Independent Chairperson:

Bill Wasley

Bay of Plenty Regional Council:

Chairman Cr Doug Leeder
Cr Jane Nees
Cr Stuart Crosby

Tauranga City Council:

Mayor Tenby Powell
Deputy Mayor Cr Larry Baldock
Cr Kelvin Clout

Western Bay of Plenty District Council:

Mayor Garry Webber
Deputy Mayor Cr John Scrimgeour
Cr Don Thwaites

Tangata Whenua Representatives:

Maru Tapsell
Irene Walker
Buddy Mikaere
Puhirake Ihaka

Bay of Plenty District Health Board

Ron Scott

New Zealand Transport Agency

Ross l'Anson

Quorum:

9

Meeting Frequency:

At least bi-monthly

Role

Pursuant to Clause 30 Schedule 7 of the Local 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 Implementation Committee 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



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SmartGrowth Leadership Group

Wednesday 18 December 2019

1:00-3:30pm

**Bay of Plenty Regional Council, 87 First Ave, Mauao Room,
Tauranga**

Apologies

Part A

- | | |
|---|-------------|
| 1. Appointment of Deputy Chair Report | Pages 5-7 |
| 2. Urban Form & Transport Initiative Interim Report | Pages 8-62 |
| 3. Bi Monthly SmartGrowth Update Report | Pages 63-79 |
| • Urban Growth Partnership Presentation | |

Part B

- | | |
|------------------------------|-----------|
| • Partnership Update Reports | Pages 1-5 |
|------------------------------|-----------|



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	18 December 2019
Author (s)	Ken Tremaine – SmartGrowth Strategic Advisor
Purpose	To elect a Deputy Chair for the SmartGrowth Leadership Group

1. Process for Electing a Deputy Chair

The SmartGrowth Leadership Group Agreement and the associated Terms of Reference specify that “A Deputy Chairperson is also to be appointed by the Committee from the existing membership.”

Clause 30A(2)(b), Schedule 7 of the Local Government Act 2002, requires the constituting agreement of a joint committee to specify how the deputy chairperson is appointed. The constituting agreement states that the committee has delegated authority to elect the deputy chairperson. Clause 30A(6)(c) of the same schedule allows the agreement to vary the process for appointing the deputy chairperson, but this committee’s agreement does not specify any such variance.

Accordingly, the appointment must be made by a resolution of the committee.

Therefore, the committee must follow the procedure for electing the deputy chairperson prescribed in clause 25, Schedule 7 of the Local Government Act 2002. It states that the Committee must determine by resolution that the deputy chairperson be elected or appointed by using one of the following systems of voting:

System A—

- (a) requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and*
- (b) has the following characteristics:*
 - (i) there is a first round of voting for all candidates; and*
 - (ii) if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and*
 - (iii) if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and*

- (iv) *in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.*

System B—

- (a) *requires that a person is elected or appointed if he or she receives more votes than any other candidate; and*
- (b) *has the following characteristics:*
- (i) *there is only one round of voting; and*
- (ii) *if two or more candidates tie for the most votes, the tie is resolved by lot.”*

In simpler terms, under System A, a candidate is successful if he or she receives the votes of the majority of the members of the Committee present and voting. If no candidate is successful in the first round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded. If no candidate is successful in the second round, there is a third and if necessary subsequent round of voting from which each time the candidate with the fewest number of votes in the previous round is excluded until a candidate is successful. In any round of voting if two or more candidates tie for the lowest number of votes the person to be excluded from the next round is resolved by lot.

System B is first past the post except that a tie for the most votes is resolved by lot.

The committee is required to select a voting system even if it is likely that only one candidate will be nominated for the role.

Practical application of clause 25

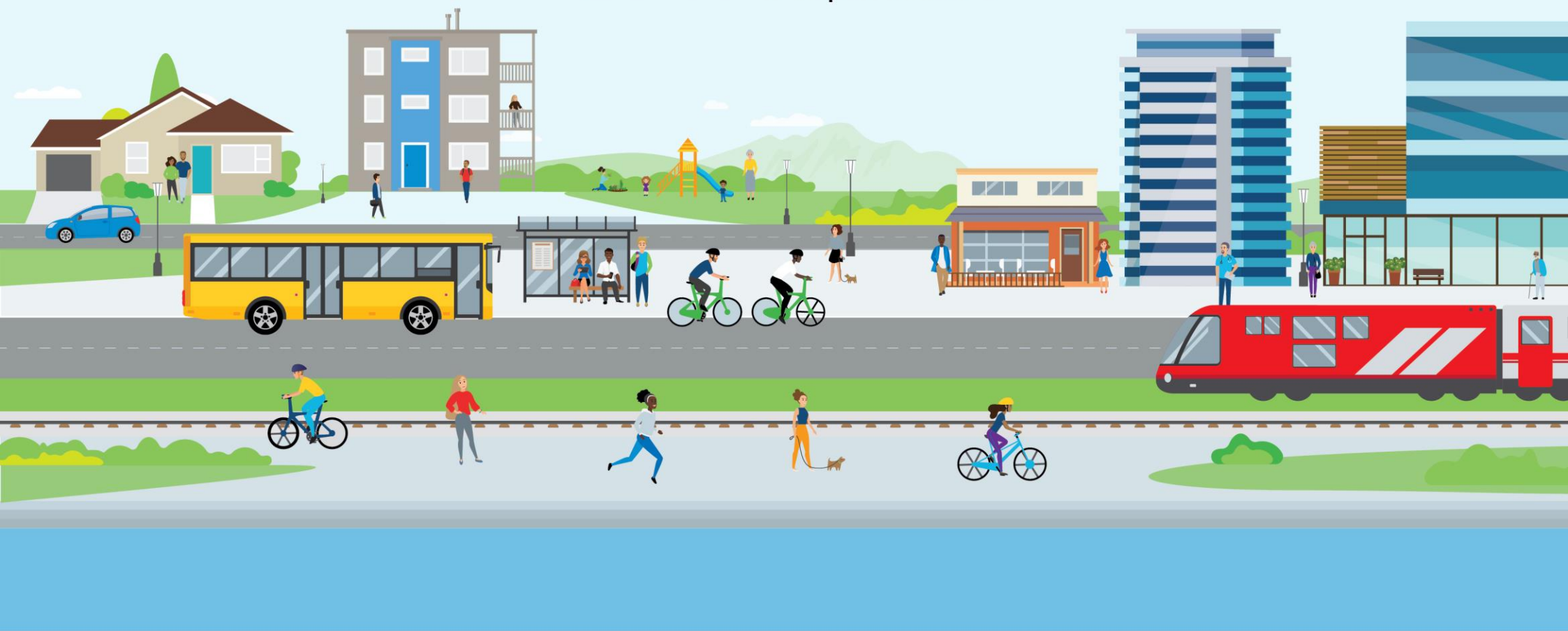
- Each Committee must first determine, by resolution, which system of voting it will use, that is System A or System B.
- Nominations for the position of Deputy Chairperson are called for.
- If there is only one candidate, then the Committee may resolve that that person be elected.
- If there is more than one candidate the committee must then put the matter to a vote according to the system it has adopted. The members are then asked to vote on each candidate.

2. Recommendations

That the SmartGrowth Leadership Group:

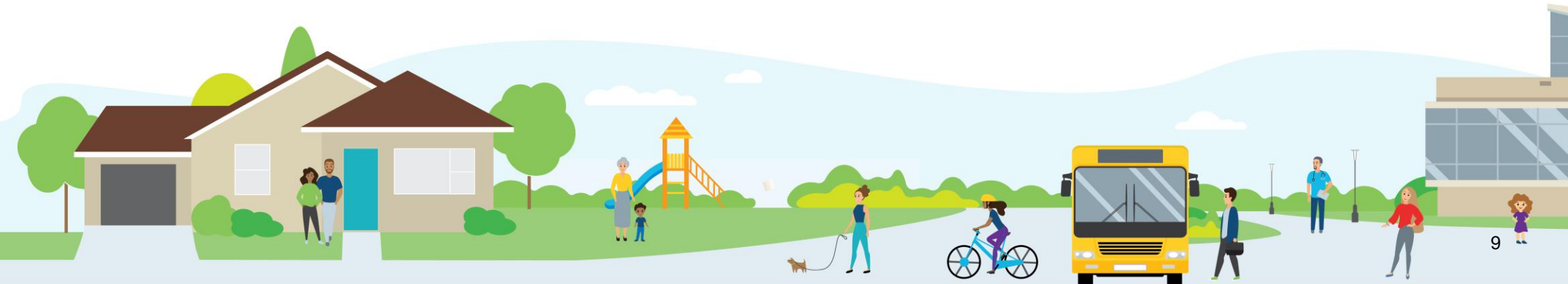
1. **Receive** the Election of Deputy Chair report.
2. **Adopt** System A or System B to elect a Deputy Chairperson.
3. **Elect** ---- as Deputy Chairperson of the SmartGrowth Leadership Group.

UFTI Urban Form + Transport Initiative



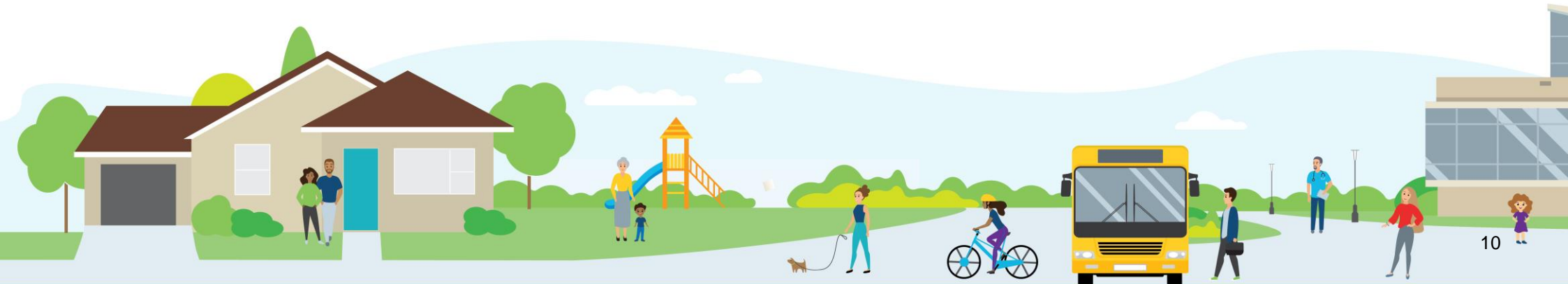
It is recommended that the SmartGrowth Leadership Group:

- Receive the Urban Form and Transport Initiative Draft Interim Report
- Note that the Draft Interim Report is to be published for informal stakeholder and partner engagement
- Note that the Chief Executive Officers and partners have agreed a revised budget for the Urban Form and Transport Initiative



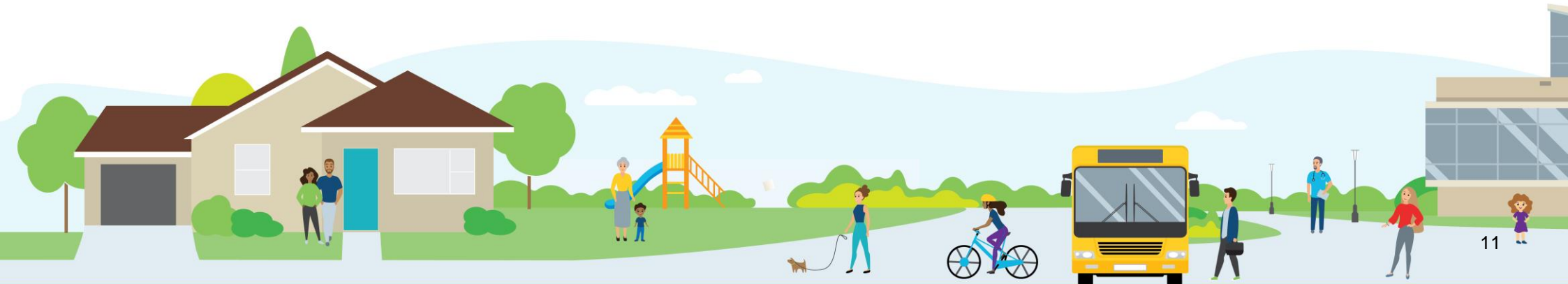
The Draft Interim Report is ready for release

- The attached Draft Interim Report presents four possible future scenarios for urban form and transport in the Western Bay of Plenty
- The Programmes presented in the Report will now be evaluated by further detailed analysis and stakeholder and partner engagement
- This testing process will allow development of a final recommended urban form and transport programme business case.
- Additional resources have been set aside to ensure tangata whenua are involved as a full partner in the next stages of the project



The stakeholder engagement process includes extensive opportunities for input

- One or possibly two stakeholder workshops will occur in February
- The UFTI team is available to speak to stakeholder groups and the UFTI website has been designed to enable stakeholder input
- No formal submission process will be conducted but stakeholders are invited to provide thoughts and evidence at any time prior to the end of March via the UFTI website
- Planning is underway for a formal public engagement process (to be recommended to SLG) following completion of the UFTI Final Report.



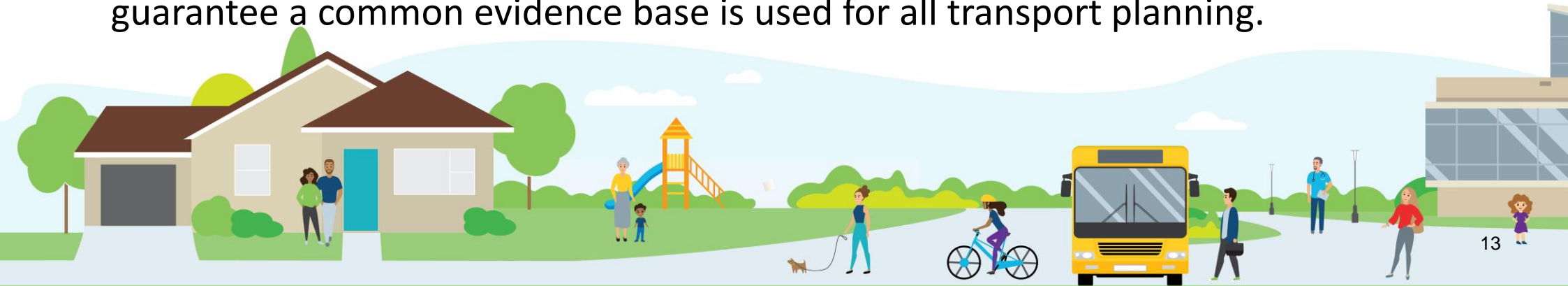
The budget variance reported in September has been resolved by Chief Executives

- NZTA have accepted a recalculation of the funding splits based on revised allocations of effort between land use and transport, lifting their contribution from 43% to 49% for the UFTI Programme.
- The Local Government share is 51%.
- The budget difference for local authorities is to be met by the agreed partner investment splits :
 - Tauranga City Council 40%
 - Bay of Plenty Regional Council 40%
 - Western BoP District Council 20%
- The total budget for phases 2,3,4 as agreed in the UFTI project plan in August is \$2.425 million
- The project is currently operating well within that budget.

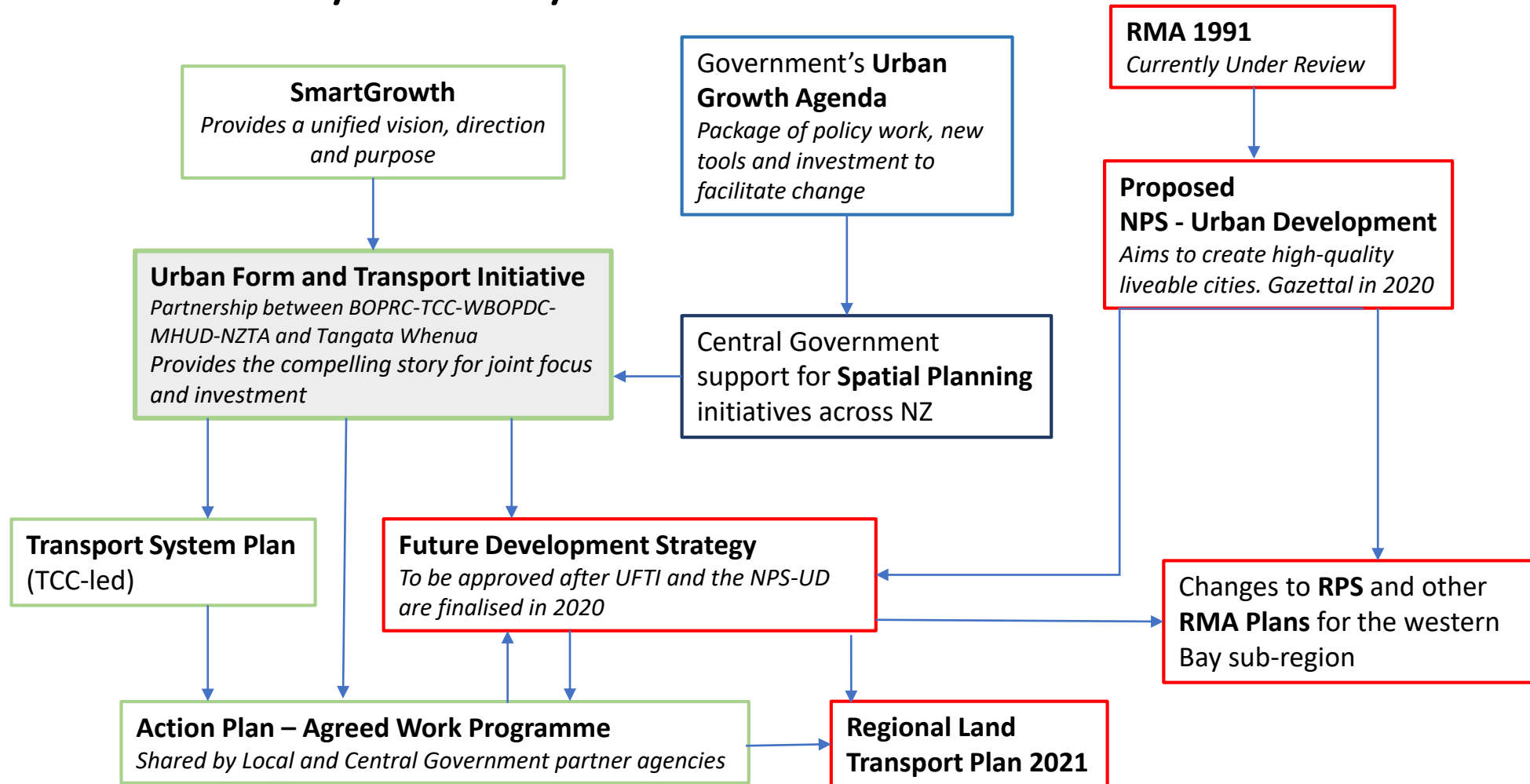


There are a number of parallel but integrated initiatives underway

- UFTI is the overarching strategic planning exercise that creates the Programme Business Case for all investment in transport in the Western Bay of Plenty
- Each partner Council and NZTA are undertaking more detailed planning exercises to enable us to move from strategy to delivery as efficiently as possible
- These projects include the Tauranga System Plan, the PT Blueprint, the Te Papa Spatial Plan, the Cameron Road Multi Modal Plan as well as other work
- All of these projects are aligned via the strategic directions emerging from UFTI
- All of these projects use the Tauranga Transport Model and a common and agreed evidence base
- A clear protocol has been agreed for use of the Tauranga Transport Model to guarantee a common evidence base is used for all transport planning.



Relationship of UFTI to urban growth planning in Western Bay of Plenty



UFTI (the 'Plan')

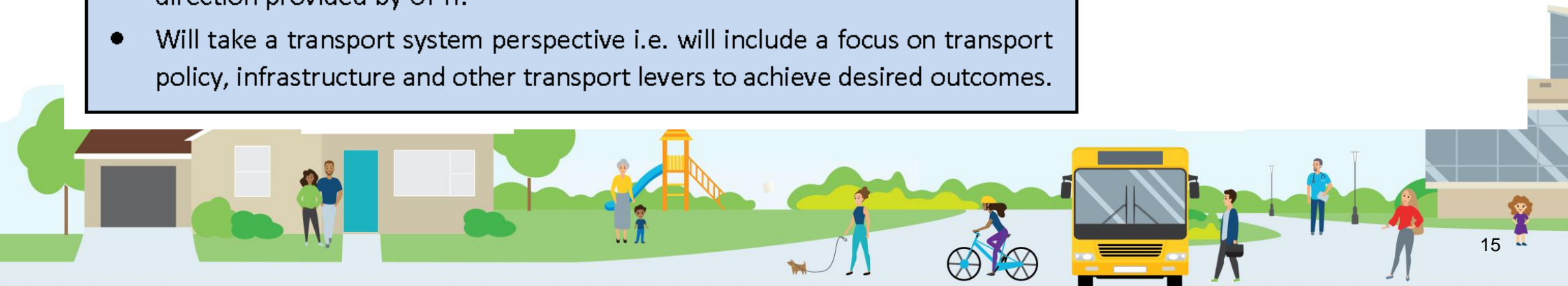
- Develops a strategic vision and indicators for SmartGrowth to utilise further.
- 0-50 year programme with focus on large activities blending land use and transport actions over 1-10, 10-30 and 30-50 year periods.
- Sets the transport system functions, objectives, outcomes and levels of services at a corridor level.
- Develops and agrees funding and financing for implementation programmes.

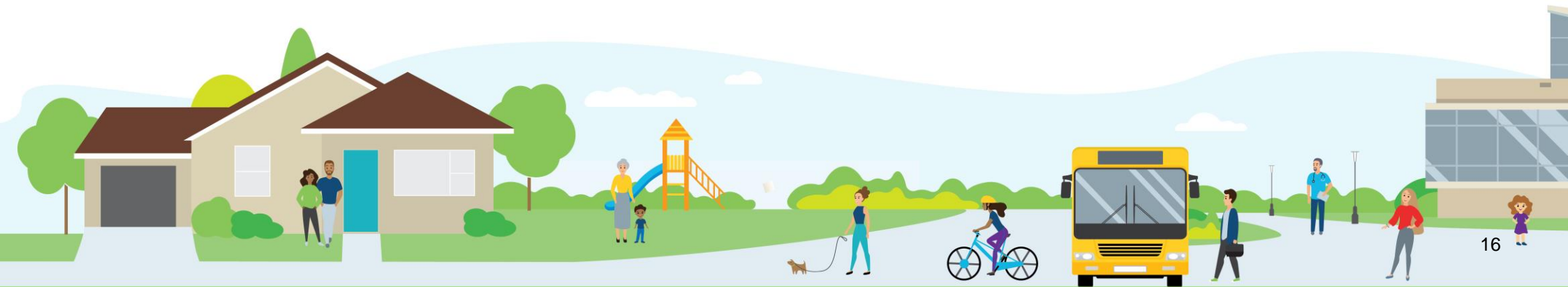
Transport System Network Plan feeds into ('Implementation'):

- LTP / RLTP development and Annual Plan
- 30-year Infrastructure Strategy
- Land use planning like the Te Papa Spatial Plan

Transport System Plan (the 'Design')

- Finer grained direction of how to manage, maintain and improve the performance of the transport system.
- A focus on key places and corridors and how they enable the strategic direction provided by UFTI.
- Will take a transport system perspective i.e. will include a focus on transport policy, infrastructure and other transport levers to achieve desired outcomes.





UFTI Urban Form + Transport Initiative

Urban Form and Transport Initiative (UFTI) Interim Report

Key things to note:

- There will be further changes made to help refine the report a little more. These are editorial with no substantial changes planned at this stage.
- There will be typos, spelling, grammar throughout and sentences that might not make sense. We are reviewing for all of these and will be fixed before publishing on the UFTI website.
- We are preparing a foreword and this is yet to be completed.



Contents

Introduction	1	Connected urban villages - programme description	24
Report Structure	1	Connected urban villages – how people live, learn, work and play	26
UFTI challenges, benefits, and investment objectives	3	Connected urban villages - personas	27
Investment objectives	4	Connected urban villages - map	28
Developing the UFTI Programmes	5	Connected urban villages - schematic	29
Overview	5	Two urban centres - programme description	30
Existing asset commitments	5	Two urban centres – how people live, learn, work and play	32
SmartGrowth (via the Draft Future Development Strategy)	6	Two urban centres - personas	33
Bay of Plenty Regional Council	6	Two urban centres - map	34
Western Bay of Plenty District Council	6	Two urban centres - schematic	35
Tauranga City Council	6	Dispersed growth (base case) - programme description	36
New Zealand Transport Agency	7	Dispersed growth (base case) – how people live, learn, work and play	38
Ministry of Education	7	Dispersed growth (base case) - personas	39
The programmes and summary assessment	7	Dispersed growth (base case) - map	40
What is important to communities and stakeholders	10	Dispersed growth (base case) - schematic	41
Involvement from the SmartGrowth forums, and key stakeholders	12	Next Steps	42
Incorporating the technical reports and other pieces of work into the UFTI programmes	15		
The UFTI programmes	16		
Personas	17		
Rail enabled growth – programme description	18		
Rail enabled growth – how people live, learn, work and play	20		
Rail enabled growth - personas	21		
Rail enabled growth - map	22		
Rail enabled growth - schematic	23		

Introduction

Through the Urban Form and Transport Initiative (UFTI) we are considering our future urban form and transport needs for the western Bay of Plenty sub-region over the next 50 years. In doing so we are choosing and planning how we (and future generations) will live, work, play, learn and move in now and in the future.

Our sub-region is one of New Zealand's fastest growing regions, with our GDP has grown by 28% in the last 10 years and our population by 18%¹. In 50 plus years², we can expect an additional 200,00 people to call the western Bay home. This means we will need 80,000-100,000³ more homes, create more than 50,000 jobs, and manage more than 2 million additional transport movements per day safely and efficiently.

To maintain and improve our quality of life, as the sub-region continues to grow, we need to plan for and undertake some transformations change now. These transformational changes will redefine how we and our future generations will live, learn, work and play.

This Report summarises a series of envisioned programmes that recast where we might grow and live, and how we will move to get to the places that are important to us as we live our lives. The programmes are based on integrated planning of land use, urban form, and transport movement to accommodate our forecast and potential growth. The programmes explore different ways to maintain and enrich our wonderful lifestyle as we grow up and out and move around in different ways.

In considering these envisioned and future programmes it is important to recognise that tangata whenua are SmartGrowth Partners and have interests in the western Bay of Plenty's urban form and transport system as mana whenua, kaitiaki, and

landowners with development aspirations of their own. The UFTI project team are aware the Interim Report does not capture or reflect tangata whenua views and perspectives. A process is underway to explore mana whenua and tangata whenua perspectives on urban form and transport. This process has not yet been completed and is therefore not reflected in the UFTI Interim Report. The project team are continuing to engage with mana whenua and tangata whenua to ensure the final report reflects their cultural layer, inputs, and aspirations.

Report Structure

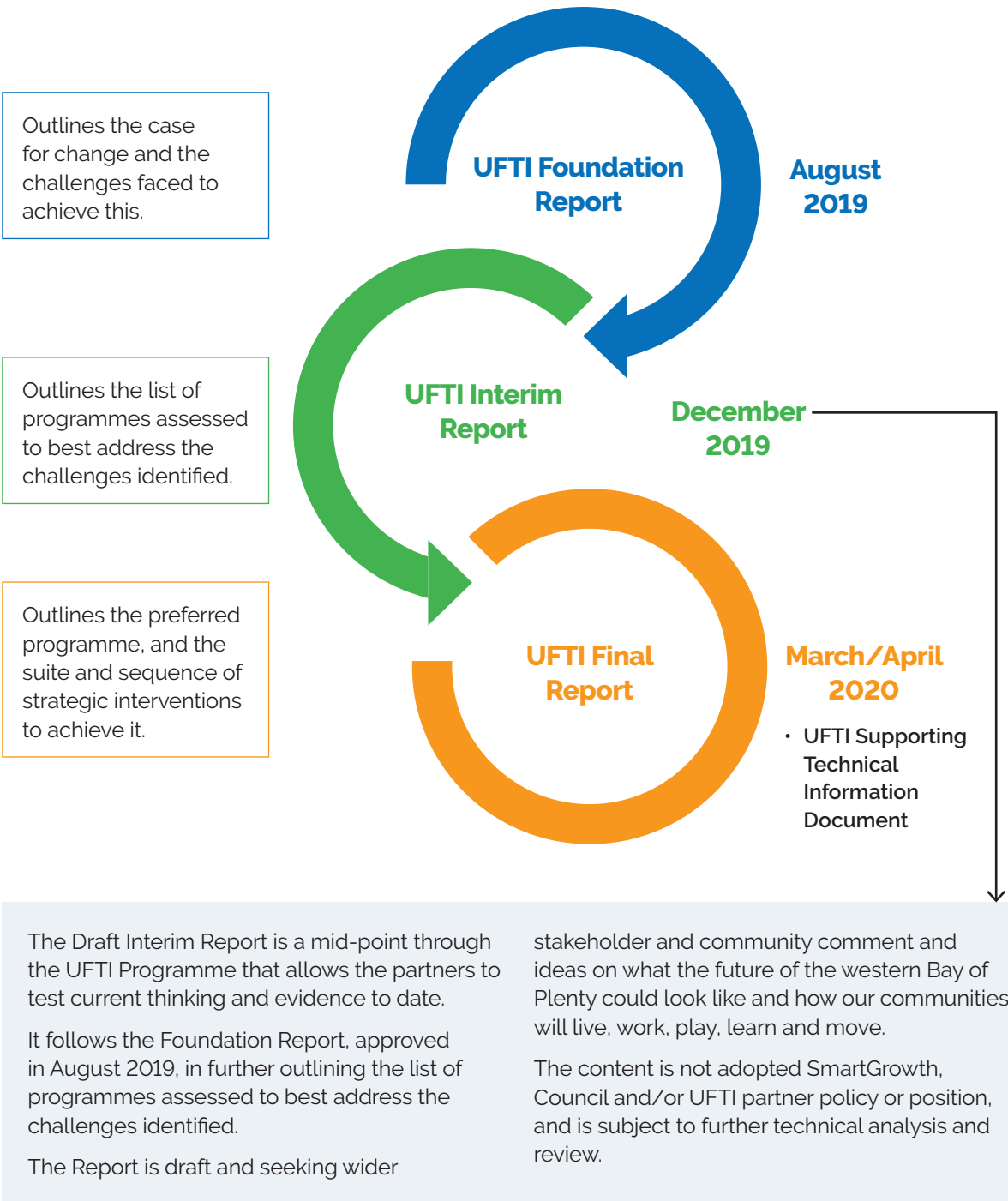
The *UFTI Interim Report* builds on the UFTI Foundation Report⁴ which set out our context, our challenges, and the benefits and outcomes we expect to achieve from transforming our urban form and transport system. The Interim Report provides a top-level summary of the short-listed programmes and the assessment undertaken to identify those expected to best deliver the benefits and outcomes. A more detailed document being developed alongside the UFTI Interim and Final Reports, *UFTI Supporting Technical Information*, provides more information on how programmes were developed, assessed, and the methods proposed to measure success. Initial components of the *UFTI Supporting Technical Information* will be available on the UFTI website in the new year.

¹ <https://www.priorityone.co.nz/our-economy>

² Because of the inherent uncertainty around projections, a range is provided to cover likely possibilities. Even if a particular figure is not achieved in the timeframe given, it is still likely that such a figure will be reached sometime in the future. Thus, it is the projection figure that is important, not the year.

³ Assuming 2.4 persons per unit average

⁴ Available at www.ufti.org.nz



UFTI challenges, benefits, and investment objectives

The UFTI Foundation Report⁵ outlined three key challenges as a sub-region we want to resolve going forward. These challenges are:

Challenge 1

The lack of housing supply, suitable housing, transport choice, and a high dependency on private vehicles in the western Bay of Plenty restricts access to social and economic opportunities and is leading to poor social environmental outcomes..

Challenge 2

The ability to access community facilities, and infrastructure levels of service are not aligned with community needs and expectations and are impeding the ability of people to fully enjoy the Bay of Plenty lifestyle.

Challenge 3

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

The benefits of addressing these challenges are significant. If we address the challenges identify, we can expect:

We can move and enjoy our live, learn, work, and play lifestyle

Our economic productivity and prosperity is improving for all

The quality of our environment is improving

We have the housing we need and can afford

⁵ The UFTI Foundation Report is available at www.ufti.org. The Foundation Report summarises the support evidence for each of the challenges.

To help ensure the programme achieve the benefits and address the challenges identified, investment objectives have been designed. The investment objectives are used to assess the option and alternatives, and programmes designed. The UFTI investment objectives are:

Investment objectives

Inclusive access

Proportion of population living within travel thresholds (15, 30, or 45 minutes) of key social and economic opportunities (including education, health care, supermarkets) by different modes (walking, cycling, public transport, private motor vehicle) as benchmarked against the main NZ cities

Economic prosperity

Housing affordability (as measured by the ratio of average income to average dwelling purchase price/rent) in the WBOP is improving

The efficiency and effectiveness of the core freight network in the WBOP is improving

Environmental sustainability

Transport emissions in the western Bay of Plenty sub-region have reduced by 80% below 2005 levels by 2070 (30% below 2005 levels by 2030)

These investment objectives have been developed to be SMART (specific, measurable, attributable, results orientated, and time bound) as much as possible. A 50-year timeframe has been used deliberately within the investment objectives because of the long-term time horizon that UFTI is working towards. For most of the investment objectives such as improving access, improving housing affordability, and reducing emissions, the longer timeframe is likely to be necessary to allow for adjustment and change.

The investment objectives need to be considered as a set rather than focus on one or two in isolation of the others. Within the investment objectives there is a deliberate tension that requires the best programmes to achieve the optimal balance. For example, it would be possible to achieve the emission target by pricing vehicles in a way that makes travel expensive; however, doing so would also reduce people's access to key social and economic opportunities. Likewise, it is possible to potentially improve housing affordability by making significantly more land available for

housing, however, without a transport system providing travel choice and options both access and transport emissions would decline thereby reducing the effectiveness of that programme.

Supplementing the investment objectives will be a number of KPIs and measures associated to monitor progress and guide investment and delivery decisions to deliver the final UFTI programme. These KPIs will be developed as part of the Final Report and support the final UFTI programme. The KPIs and measures are an important tool to help the UFTI partners and the sub-region know when parts of the programme need to be prepared for delivery and what might need to be adjusted to optimise the timing for implementation. Through the triggers and KPIs the sub-region can have confidence in delivering the final programme and achieve the benefits, albeit with adaptive timing to suit different conditions and the pace of growth. SmartGrowth and the Regional Transport Committee will monitor the UFTI KPIs.

Developing the UFTI Programmes

Overview

To develop the high-level programmes, common themes were identified from the initial mud maps and options refined further to develop a consolidated core set of nine programmes. The inputs used to develop the programmes are described more fully in this section. The programmes were then reviewed by a technical review group with strong urban form and transport experience before being assessed via the multi-criteria analysis. Based on a further review, two of the metro rail-based programmes were merged together leaving seven new programmes and one base case premised on extending the SmartGrowth settlement pattern out.

Common to all of the nine programmes developed are a number of base assumptions including:

- 1 The current Regional Policy Statement (RPS) and agreed SmartGrowth land use pattern to be delivered (including Te Tumu, Tauriko, Omokoroa, Rangiuru, and intensification). These areas only include 'planned urban growth areas (medium term)' which allow for the first 10-20 years of development
- 2 Improvements to the Omokoroa intersection, and Papamoa East and Rangiuru interchanges are designed to support public transport access and are constructed
- 3 The public transport network will be refined further i.e. frequency, routes, and other aspects to support the main public transport spines developed in each programme
- 4 The Tauranga Northern Link (Te Puna to SH29) improvement with high occupancy vehicle lanes (as per the re-evaluation direction endorsed by the NZTA Board) is constructed
- 5 The strategic cycle network for the western Bay of Plenty sub-region and within Tauranga is completed
- 6 The Tauriko Long Term Connections multi-modal improvements (local roading, public transport, and state highway) as per the yet to be finalised Detailed Business Case are constructed to support the current agreed Tauriko industrial and residential estate as per SmartGrowth. Further development of Tauriko beyond the current is not included as a base assumption.
- 7 All other assumptions (such as the Omokoroa to Te Puna capacity improvements, Katikati bypass, Elizabeth St grade separation) are options for testing
- 8 For the majority of the programmes, the function of 15th Avenue and Turret Road is to support local movements and is not for providing a SH29 to SH29A connection unless otherwise stated
- 9 The Te Papa Peninsula intensification and the proposed Te Papa multi-modal transport system improvements will be incorporated into the preferred UFTI programme

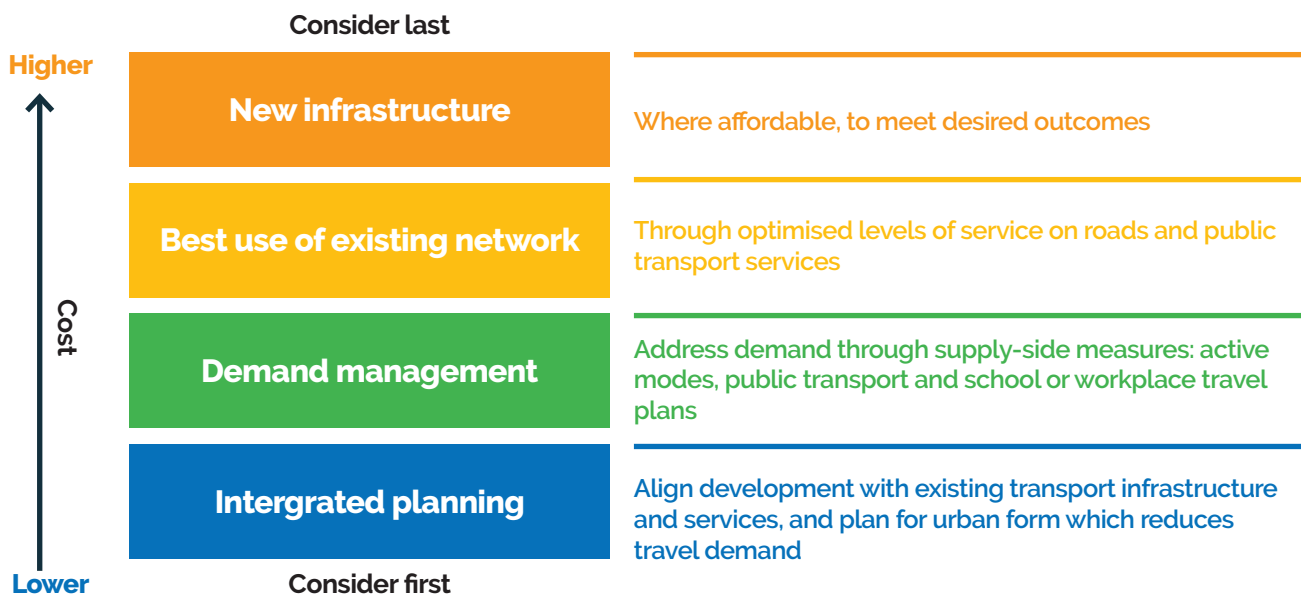
Existing asset commitments

The UFTI partners have made significant infrastructure asset investments in different parts of the Western Bay of Plenty and these investments (and their existing capacity) need to form part of our thinking when evaluating potential urban form and transport programmes. This will happen in the next stage of the UFTI process.

A key principle of urban, asset, and transport planning is to optimise the use of existing infrastructure before committing to constructing new infrastructure. The NZ Transport Agency call this the intervention hierarchy and diagram 1 outlines the core principles and provides transport related examples.

Each of the SmartGrowth and UFTI partners have a number of prior investments in current infrastructure and the planning for new infrastructure. The programmes developed in the interim report need to have regard to already committed plans and investments such as:

DIAGRAM 1: Intervention hierarchy



SmartGrowth (via the Draft Future Development Strategy)

The SmartGrowth settlement pattern defined the shape of growth over the next 20–30 years with a focus on intensification of Tauranga (especially Te Papa) and new communities of Te Tumu, Tauriko West, Keenan Road, as well as Omokoroa in the Western Bay District, plus the ongoing expansion of Te Puke, Katikati and Waihi Beach. Supporting these developments is the development of the Rangiuuru Business Park near Te Puke.

Bay of Plenty Regional Council

The Bay of Plenty Regional Council have existing and planned investment in:

- Providing public transport bus services within sub-region (\$14M annual cost)
- Providing electric buses for Tauranga Urban PT network to reduce transport emissions
- Completing passenger ferry investigations for commuter services between Ōmokoroa, Mount Maunganui and Tauranga CBD.
- The development of Rangiuuru Business Park, through Quayside Investments Ltd

Western Bay of Plenty District Council

The Western Bay of Plenty District Council has existing and ongoing investment in infrastructure required to meet the future growth needs of the

District. In particular investment is being made and planned for:

- Katikati wastewater treatment plant upgrade.
- Omokoroa water reservoir, stormwater reticulation, wastewater reticulation, road upgrading, reserves purchase, and new community facilities.
- Te Puke wastewater treatment plant upgrade and reticulation, and stormwater reticulation.
- In association with Quayside Ltd provision of infrastructure for the Rangiuuru Business Park
- Provision of new roading, and cycleways, throughout the District to meet growth and community expectations.

Tauranga City Council

Tauranga City Council has existing and ongoing investment in infrastructure to meet the future growth need of the City. In particular investment is being made and planned for:

- Completion of the \$107m southern pipeline wastewater project to provide for both intensification and greenfield development on the city centre side of the harbour for the next 50 years
- The transport network to support continued growth of both residential and industrial land uses in the western corridor (Pyes Pa/Tauriko area) particularly corridor protection through strategic land purchases. Similar investment in transport

infrastructure is occurring in Papamoa East such as the construction of Te Okuroa Dr and land purchase / design for the future Papamoa East Interchange

- Building off the southern pipeline, significant additional water supply and wastewater investment is required in the western corridor to service planned growth in Tauriko West, Tauriko Business Estate extension and Keenan Road. Council are currently investigating these solutions in a broader 50-100 year growth context for the corridor. Capital investment is required in the next 5 years and is provided for in Council's current Long-Term Plan.

New Zealand Transport Agency

The NZ Transport Agency has existing and ongoing investments:

- Focusing on five key step changes namely tackling climate change, transforming urban mobility, improving urban form, significantly reducing harms, and supporting regional development
- Optimising the use of the existing transport system and significant previous infrastructure investments such as the Tauranga Eastern Link
- Improving State Highway 2 corridor via:
 - the delivery of an integrated Tauranga Northern Link that supports the city's transport network and prioritises public transport and high occupancy vehicles.
 - The Safe Networks Programme - \$101million of safety upgrades between Waihi and Omokoroa. The upgrades include wide centrelines, side barriers and safety improvements to every intersection along the route. The improvements

for the full 40km of highway between Waihi and Omokoroa are expected to be finished in 2023.

- The Safe Network Programme between Tauranga and Omokoroa
- Improving to the State Highway 29 corridor via:
 - The Tauriko Network Connections – Working with TCC and BOPRC to investigate a package of short-term improvements (Infrastructure, services, TDM and Urban form) to enable housing development to commence in Tauriko West and ensuring that it achieves good urban form and transport outcomes. When funding becomes available and prioritised the Transport Agency plans to complete a business case identifying future initiatives for a safe multi-modal transport system which increases the attractiveness of public transport and walking, cycling and other active modes, connecting residential housing to wider Tauranga.

Ministry of Education

The Ministry of Education has a "Blueprint for Growth" which anticipates:

- Provision of a new secondary school and second primary school for Omokoroa (2022 – 2030)
- Papamoa College stages 3 and 4, Te Okuroa Drive Primary School (2019 – 2022)
- Potential new primary school Papamoa East and secondary school Papamoa East (2022 to 2030)
- Possible relocation of Tauriko Primary School, potential new southern Tauranga primary, potential new Pyes Pa/Tauriko secondary school (2022 to 2030)

The programmes and summary assessment

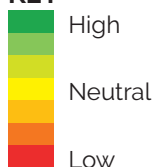
The UFTI programmes developed integrate urban form and transport together – they are a vision for a possible future. The envisioned programmes focus on the function of place, urban form, and the primary transport movements for people and freight. All of the programmes have been assessed using a multi-criteria assessment, based on the UFTI investment objectives, and high-level success factors. A summary





























of the multi criteria assessment is below in Table 1. The full multi-criteria assessment available on the UFTI website.

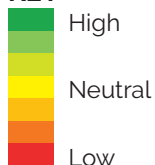
The key aspects of the high ranked programmes and the base case are described in more detail, along with a brief outline of the look and feel and how people could experience the live, work, learn and play aspects of the sub-region in the future.

Table 1: MCA Summary

<div> <div>Summary criteria</div> <div>Programmes</div> </div>	Programme ranking	UFTI investment objectives				Success factors - summarised		
		Accessibility	Housing affordability	Freight efficiency and effectiveness	Transport emissions	Adaptability	Implementability (financial, technical, regulatory)	Potential Effects (safety, environment, amenity, community)
Dispersed growth along corridors (base case) Continuation of an 85:15 greenfield:infill development scenario, with growth in Tauriko, out to Waihi Beach to the north and Paengaroa to the East Public transport system developed where it can to assist in movement of people and goods. Investment for significant additional roading capacity and infrastructure to manage growth	Base case							
Rail enabled growth Urban 'villages' based around the key transport hubs (rail and bus) Additional housing and liveable communities via mix of infill and greenfield development High frequency and convenient public transport via passenger rail and bus spines, supported by easy active transport provides access to, and through the 'villages' Investment for intersections improvements, community amenities and facilities, PT prioritisation, passenger rail, and some new transport connections	Higher ranked programmes							
Connected urban villages Distinct urban villages along core prioritised public transport corridors. Convenient and frequent bus access between Omokoroa-Te Puna-Bethlehem-CBD-Mount-Papamoa-Wairakei/Te Tumu-Te Puke and from the CBD to Tauriko Low carbon buses (including double deckers) and easy cycling, walking and active transport access to, in and through the villages Investment for intersection improvements, PT prioritisation, community amenities and facilities, and some new transport connections								
Two main urban centres New communities in Tauriko up to the Kaimais and in the East (Wairakei, Te Tumu, Te Puke, Rangiuru), with infill in the Te Papa Peninsula Core public transport spines provide frequent services, and the active transport network enable safer active mode access Investment for intersection improvements, PT prioritisation, community amenities and facilities, and additional transport connections and freight capacity								

KEY

<div>Summary criteria</div> <div>Programmes</div>	Programme ranking	UFTI investment objectives				Success factors - summarised		
		Accessibility	Housing affordability	Freight efficiency and effectiveness	Transport emissions	Adaptability	Implementability (financial, technical, regulatory)	Potential Effects (safety, environment, amenity, community)
Eastern growth centre All new growth located in Te Puke City with a new city developed, supported by some infill development within the Te Papa Peninsula High frequency and rapid express public transport operates to enable people to travel between Tauranga and Te Puke Cities Investment for infrastructure (all types) and community facilities to support the development of Te Puke City and make liveable	Lower ranked programme							
Northern growth centre All new growth in the north of Tauranga City and extensive development in Te Puna along with some infill in the Te Papa Peninsula Public transport connection between Te Puna and the CDB enables access with high frequency services operating, along with a new cycling super connection Inter-regional passenger rail enable excellent access to Hamilton and Auckland Investment for infrastructure (all types) and community facilities to support the development of Te Puna and make liveable								
Compacted and connected City All new growth occurs in the Te Papa and Otumoetai Peninsulas to create a very compact city and urban form, based on apartment living A highly prioritised public transport system along with walking and cycling networks provide highly easily accessible communities Investment for enabling urban development, upgrading existing infrastructure, and developing community facilities including urban parks, streetscaping, and green space to support liveability and urban form								
Respond to hazards New growth is directed away from known hazards and area with less infrastructure resilience. Growth and infill occurring on the higher points within the City. PT system copes with the gradual land use changes, and is difficult to get reliability due to limited available transport corridors Investment across the board to support the movement from the coast and improve liveability for communities that have moved								

KEY

What is important to communities and stakeholders

The hopes, vision and aspirations of people are at the foundation of every community. UFTI used many existing sources of engagement and consultation results to inform the development of programmes and supporting evidence, as well as undertaking targeted stakeholder engagements. As a significant planning and investment process that will impact on people and places, it is important to work with relevant community data, insight, and knowledge to ensure that decisions accurately reflect the values of the community.

Engagement on the SmartGrowth Future Development Strategy

Engagement with the community and stakeholders is a cornerstone of the work undertaken by the SmartGrowth partners. In 2018 they engaged the community to help develop the Draft Future Development Strategy (FDS). This strategy sets out how the partners planned to manage and guide the expected growth in the western Bay of Plenty over the next 30 years. The UFTI programme has used this engagement information as a key input to develop the reports, programmes and supporting evidence.

Spatial Plan Workshops

Workshops were held with stakeholders in June and July 2019 to help identify a future 50-year vision for the western Bay of Plenty sub-region. The workshops were based on an inquiry by design format where participants shared their urban form and transport ideas. Many maps were developed at these workshops that were then consolidated into five 'key theme' maps⁶ and supporting principles. The results of the workshops underpinned the development of programmes.

Targeted Community Insights Technical Report

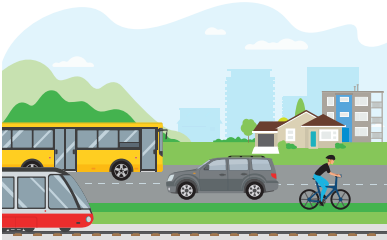
The *Targeted Community Insights Report* provides an important connection to people and communities that is particularly relevant for UFTI. The Report analysed over 30 recent UFTI partner processes and documents to better understand what people and communities' value in terms of how they like to live, work, play, learn and move. Six key themes were identified through this work. These key themes have been critical in developing the UFTI programmes.

⁶ These summary maps are available to view on the UFTI website at <http://ufti.org.nz>



Lively and vibrant communities for people

Public spaces should be vibrant, well designed, human scaled, safe and inclusive. People want areas to play, have a picnic and where they can access the natural environment. Integrate cultural and imagery into areas in the city centre. Places for pedestrians only where there can be events and family outings and are connected to other destinations.



Communities that are inclusive and prepared for growth

People want more safe, convenient, reliable and accessible transport options. Shifting to sustainable modes would help reduce congestion, travel time and futureproof the transportation network. Public transport should be affordable, connect rural communities and have priority. Mobility can be improved by implementing universal design and enhancing pedestrian and bicycle connections to neighbourhoods, schools and community hubs. Transport infrastructure should be built before development.



Environmentally responsive communities

People value green space, trees, coastal reserves and want to protect natural landscapes and conservation land. Future development should be away from the coast, consider environmental impacts and be resilient in the face of environmental changes. People are concerned about the impacts of stormwater runoff. Coastal erosion, rising sea levels and climate change on water quality, native bird, flora and fauna habitat.



Communities that are inclusive and prepared for growth

People are concerned about the form of current growth and would like to see higher density, intensification and infill near the city centre. New development should include a range of housing types that are warm, dry, affordable and close to parks, services and public transport. People feel councils should prepare for higher levels of renter occupied housing by considering apartments, homes for elderly, co-housing and other non-traditional housing options to accommodate future demographics.



Healthy, social and culturally supportive communities

People would like increased interaction and connections with others in their community which will help social and mental wellbeing. There is a shared sense of pride in being part of a culturally rich and diverse community. People believe there is opportunity to better elevate the history and culture of local Tangata Whenua. Rural centres and new development need community hubs and a supportive environment to encourage interaction and physical activity particularly for vulnerable populations.



Future focused communities that engage with people

People want communities to plan for future generations. Future focussed communities should prioritise balance between lifestyle, the environment and innovative and visionary approaches to economic development, transport and growth management. People seek genuine public engagement, transparency and decision making that is in the interest of the wider community. There is a desire for councils to listen to the community and then take action to improve liveability now and in the future.

Involvement from the SmartGrowth forums, and key stakeholders

Key stakeholders across the western Bay of Plenty have been involved in helping develop the UFTI programmes for the Interim Report. This primarily includes existing SmartGrowth Forums: Strategic Partners; Combined Tangata Whenua; Social Sector, Property Developers; Housing Affordability; Population Ageing Advisory; and Environment and Sustainability, as well as the SmartEconomy forum and Priority One. The engagement has occurred via a mixture of one on one meetings, organised workshops, correspondence, a website, and the introduction of a regular newsletter. The key points from these engagements are summarised below.

Stakeholder Workshops

Two workshops were held with stakeholders to support the development of the Interim Report. The first workshop, held in September, focussed on the Foundation Report. Participants identified benefits

and measures they wished to see in the Interim Report and helped make decisions regarding the UFTI programmes. Around 40-50 stakeholders attended that workshop. The stakeholders identified the following topics that they expect UFTI to include as measures:

Table 1: Potential Investment objectives and benefit measures/KPIs for consideration

<ul style="list-style-type: none"> • Enhancements in biodiversity • CO2 emission reduction • Transport access for vulnerable population (e.g. elderly) • Tangata whenua wellbeing measures • Corridor specific transport efficiency and safety measures, including by mode • Uptake of technology • Accessibility and supply of community infrastructure (play facilities, health facilities, etc) 	<ul style="list-style-type: none"> • Housing supply, land supply • Population indicators and measures • Attitude/behavioural measures • Different KPIs to reflect needs of different age groups • Degree to which regulatory regime encourages density • Level of commitment and buy-in from partners 	<ul style="list-style-type: none"> • Implementation actions • Level of certainty for developers • Achievement of community objectives and place objectives • Completion of networks (e.g. cycling network) • Quality of urban environment • Labour market needs – access to jobs
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With these in mind, the UFTI team is continuing to develop the measures and KPIs that will be used for monitoring implementation and defining triggers.

Stakeholders also identified potential topic areas for consideration in develop the UFTI investment objectives, namely:

- Transport accessibility
- Housing affordability
- Transport efficiency
- Emissions

These topic areas relate well to the benefits identified in the UFTI Foundation Report. They are included in the investment objectives used to help assess the options, alternatives, and programmes developed.

A second stakeholder workshop, held in November, focused on testing four of the urban form and transport programmes that were being developed. These included dispersed growth, a new town to the north or east, a compact city, and development along transport corridors. Around 30-40 stakeholders participated in this workshop. They helped identify non-infrastructure themes and ideas that will be tested as the programmes are refined in preparation for the UFTI Final Report. These ideas will be incorporated into the UFTI Final Report. Many have also been included in the programmes presented in this report, in places such as the user experience stories and personas. As the programmes are refined further these ideas will be further woven into programmes as specific interventions, or incorporated into an urban design philosophy focused on ensuring the UFTI outcomes are achieved.

The non-infrastructure themes and ideas collected were:

Adopt an overarching philosophy

- Consider Māori concepts such as Kotahitanga, Whanaungatanga, Korero, Mauri, Wairua, Oranga Taiao, Organga Tangata
- Consider sustainability concepts such as quadruple bottom line or biophilic design
- Partnerships for community infrastructure between health, education, Councils and iwi/hapu. No facilities without partnerships.

Make use of existing infrastructure

- Develop along existing transport corridors (both road and rail)
- Where growth is in greenfield areas, build on existing settlements with communities and infrastructure rather than creating new towns – especially where those existing settlements are not at risk of sea level rise or tsunami
- Encourage intensification around existing nodes (e.g. shops, PT interchanges, destinations)

Transport Oriented Design Philosophy

- Start with getting the basics right (e.g. covered bus shelters)
- Changing the design manual for roads to

make them neighbourhoods including whole streetscapes (i.e. infrastructure development, free Wi-Fi, Healthy Streets approaches)

- The CBD needs to be the core transport hub supported by intensive development and active public investment to make it a desirable place to be
- Use public facilities to deliver high amenity (e.g. at the transport hub – bring in green/garden roofs, public art, retail shops).
- Public spaces, meeting places, seating, street trees, shade, community gardens, toilets
- Create safe and welcoming urban environments that people want to be in
- Consider new transport modes (e.g. scooters, personal mobility, etc) and make sure the transport network is flexible to respond to technology changes

Include community infrastructure in early planning decisions

- Ensure social infrastructure initiatives such as parks, reserves, community facilities, and healthcare are considered before change occurs
- Develop social infrastructure guidelines for developers (to address for example provision of reserves, green space, multipurpose facilities, pre-schools and primary schools, community gathering spaces, health care)
- New sporting facilities to reduce cross city trips (e.g. on Te Papa peninsula and close to CBD)

Passenger Transport and mode shift

- Increase public transport investment; focus on service delivery that is reliable and direct.
- Co-ordinated behavioural change initiatives – including trials for things like free buses, higher frequencies and better routes, link to micro-mobility or other shared services, longer operating hours

Environmental Sustainability

- Enable community-led or individual biodiversity and environmental programmes (e.g. planting berms, community gardens, community pantries, native tree planting programmes)
- Reserves are integral to ecological corridors – adopt biophilic principles.

- Adopt green infrastructure for Council projects (e.g. park development, stormwater networks)
- Provide for urban recreation – deliver this as a core part of master planning and land use strategy
- Factor in constraints such as sensitive environments, areas at risk of hazards or high-quality productive soils
- Think about blue-green biodiversity corridors

Housing choice

- Ensure new developments provide mixed typologies
- Include a plan for social housing, and also pathways from social to rent-to-own/buy-to-own, private housing
- Social housing should not be last resort solution for housing
- New housing must also be affordable to operate (e.g. heating and electrical costs, maintenance costs, transport costs)

A vibrant CBD

- Create vibrancy and a reason for people to come to the CBD (e.g. learning hubs, theatre, museums, public art, gardens)
- Requires a multi-purpose aquatic / recreational hub at Memorial Park connected to CBD via walkway and cycleway
- Prioritising pedestrian spaces in CBD (micro-mobility enabling too)
- Prioritise the waterfront as a special plan – get rid of carpark, add green space, consider how to connect CBD to water better

- Provide for youth culture based around the university, consider moving all or part of Te Oho Mai into CBD as well
- Increased indigenous biodiversity – bird life and predator free
- Car free zones / people zones
- Better services for cyclists
- Good access to health services in CBD (visible and community based)

Economics

- Identify the types of jobs that support live, work, and play in communities and encourage them to come here (e.g. CBD or Wairakei)
- Enabling planning rules to encourage density – change rule framework to encourage and incentivise. Rules are currently not fit for purpose.
- Lead development with amenity (e.g. create event space, amphitheatre for civic events)
- Recognise what drives our economy e.g. horticulture, agriculture, forestry, port and the services to support those industries.

Pricing

- Include pricing for Park and Rides, T3 lanes, congestion charges, toll road
- Review parking policies to incentivise mode shift

Incorporating the technical reports and other pieces of work into the UFTI programmes

In developing the UFTI initiative, a number of technical reports were commissioned including:

- The Eastern Corridor Study which identifies the potential for development in the eastern aspect of the sub-region
- Social and affordable housing think piece which discusses potential tools to be applied to encourage more social and affordable housing within the sub-region
- Future industrial land options which helps identify the future business land demand and capacity
- The mode shift and multi-modal study which helps identify potential mode shift options to increase access and reduce transport emissions
- Regional freight flows which updates the evidence based for regional freight flows within the sub-region
- A Hewletts Road study which identifies and considers different options to optimise the existing corridor to help improve throughput
- A regional economics report which identifies the key economic drivers within the sub-region
- A high-level urban form scenarios report which helps define the different options for infill development and developing/extending new growth areas within the sub-region

The technical reports help identify aspects of the UFTI programmes where additional information is required. While much of the information from the technical reports has been used, discretion has been applied to ensure the programmes developed are grounded and balanced in a way that best integrates the land use and urban form planning with transport and movement improvements.

In addition to the technical reports, other piece of work were also used as input into the programme development, including:

- GIS constraints mapping which defines known constraints with the sub-region and has been used to identify the areas which are not suitable for potential development. The constraints mapping and the layers use is consistent with the work that has been completed in the Waikato Region, and being used a based to provide national consistency
- The Draft SmartGrowth Future Development Strategy and the draft Tauranga Transport Programme Business Case both of which have explored different options prior to UFTI
- Tauranga City Council's and Western Bay of Plenty District Council's cycling and walking plans and strategies
- Bay of Plenty Regional Council's Public Transport Blueprint and associated transport work
- Te Papa Spatial Planning projects and associated City Plan Changes to support infill development in this part of the City
- Tauranga City Council's carparking strategy work

As the UFTI programmes are further tested and refined, other additional pieces of work could also be included to support the final UFTI programme

The UFTI programmes

Four of the UFTI programmes (including three of the higher ranked programmes and the base case) are described in more detail in this section. The four programmes are:

- Rail enabled growth is a programme based on developing urban 'villages' based around the key transport hubs (rail and bus). Additional housing and liveable communities are enabled via mix of infill and greenfield development. High frequency and convenient public transport via passenger rail and bus spines, supported by easy active transport provides access to, and through the 'villages'.
- Connected urban villages is a programme based on developing distinct urban villages along core prioritised public transport corridors. Convenient and frequent bus services provides access for people between Omokoroa-Te Puna-Bethlehem-CBD-Mount-Papamoa-Wairakei/Te Tumu-Te Puke and from the CBD to Tauriko. The 'villages' allow for safe, easy, and close distances to local shops and services.
- The Two urban centres programme is based the development of the Tauranga centre (including Tauriko), and the new Eastern centre. The envisioned programme would develop new communities in Tauriko up to the Kaimais and in the East (Wairakei, Te Tumu, Te Puke, Rangiora) with infill in the Te Papa peninsula A core public transport spine that provides frequent services to connect the two main centres. Convenient buses provide access between Katikati and Maungatapu, and the active transport network enables safe access and improved choice
- The base case of an envision Dispersed growth programme is based on the continuation of the 85% greenfield : 15% intensification infill development currently occurring. Greenfield development would continue east, south, and west, with a moderate amount of infill, mainly in the Te Papa peninsula and the Mount. New transport connections would enable access and commuter bus services would enable access for those that use them during the peak periods. The sub-regional community centres and facilities are likely to be located in the main urban area, resulting in increased cross city trips from east, south, and west.

Each programme described includes:

- Programme description envisioning the key characteristics of the programme
- How people might live, learn, work, and play in the future because of the programme
- A programme map outlining main functional aspects of the programme (n.b. the maps do not show everything)
- A schematic diagram showing the possible place scale, balance of function, and connection of centres.

Combined, these descriptions and diagrams help identify the main aspects of the envisioned programmes and the differences between them. The programme descriptions are high level and designed to show a flavour of the programme. They are not exhaustive and do not show every aspects of the programmes. Descriptions of the form of infrastructure (for example, a statement like "grade separating Barks Corner intersection to prioritise public transport" is about form) are not included in the programmes. This level of detail will come after UFTI as the SmartGrowth partners deliver the programme.

Personas

Four personas have been developed to articulate what the sub-region experience could be like in the year 2070+, with the delivery of each programme. They offer either a live, work, play or learn perspective.



Aroha (Live)

Aroha is a mid-20s student who studies medicine at the University of Waikato. Outside of her study time, she likes social activities with her friends, going to the beach, and getting out and about on weekends.



Thomas and Frances (Work)

Thomas and Frances are parents with three young kids living in the suburbs, in their first home. Frances is an electrician and travels around the Bay of Plenty region to visit clients. Thomas is a financial professional working in the urban centre. As a family they like surfing and hiking. The kids go to school near home and travel most days to music practice, sports trainings and events via bus and e-scooter.



Mila (Learn)

Mila is a teenager who loves to play with her friends, go shopping and the movies, and on the weekend is active in sports and hanging out with friends. She attends high school during the week.



Bill and Grace (Play)

Bill and Grace are retirees with an active social life. They have recently downsized with the selling of their avocado orchard. Their grandchildren come to visit regularly, and they have a full social agenda visiting with friends. They spend a lot of time exploring the Bay of Plenty through outdoor activities in their spare time.



Rail enabled growth – programme description

- o Urban villages based around key public transport hubs
- o Additional housing and liveable communities are enabled with infill and greenfield developments.
- o Passenger rail from Omokoroa to Paengaroa
- o Bus priority corridors between the CBD, Greerton, Tauriko and the Mount provide high frequency and convenient public transport access
- o Feeder bus routes and biking/micro-mobility infrastructure

This programme is based on using the existing rail corridor to move people (ultimately via 10-15 minute service frequency in peak periods), enabling the sub-region to go both up (infill) and out (new growth areas). The rail service provides people with sustainable access to the sub-region's social and economic opportunities. Use of the rail corridor frames where new future communities are likely to develop (namely in and around the Te Puke area, and potentially Te Puna). These are integrated around rail stations and bus hubs to enable efficient movement. Intensification along the Te Papa peninsula is supported by frequent bus transport along Cameron Road connecting between Tauriko and the CBD rail station.

New and expanding communities provide for new housing supply to be brought onto the market over the next 50 plus years. This helps to address the current housing affordability issues experienced in the sub-region. To support the additional housing, rail hubs along the corridor where people can access the regular train services (in places such as Omokoroa, Matua, Otumoetai, Arataki, and Papamoa) will be in place. Around the rail hubs, there is more residential and employment density (e.g. terraced housing

and mixed-use development) than in areas with less public transport service. This reflects people's preference to live and work where there is excellent and frequent access to the rail system.

Supporting the rail corridor is a high frequency bus corridor between Tauriko Park and Ride, Greerton, Gate Pa, Tauranga South, and the Central Business District. This critical public transport spine provides access for those choosing to live and work in Tauriko and the Te Papa peninsula. The strategic location of bus hubs on the Te Papa corridor will support the continued development of existing centres such as Greerton as well as provide access to Tauranga Hospital. To help ensure people have transport options, multi-modal (cars, bikes, personal mobility) park and ride facilities will be provided to enable easy access to public transport services when moving beyond the local centre. The 15th Avenue and Turret Road corridor provides a local movement function, with public transport moving up and down the Te Papa peninsula prioritised. The rail/bus corridor also addresses needs of those that live along the rail to access employment and services along the Te Papa peninsula and Tauriko.

With the significantly improved access to the CBD via rail and bus services, the opportunity for more mixed commercial and residential uses (in both horizontal and vertical format) to occur will increase – particularly as tertiary students, professionals, retirees and others want easy walking and biking access to the amenities provided. Increasing inner city living (and easy access to the harbour, green spaces, and other features drawing more visitors) will lend the CBD a vibrant feel during the day and into the evenings.

With increasing public transport and personal mobility trip mode shares, the need to provide space for car parking reduces. Parking is concentrated to multi-purpose buildings which are designed to be converted to other uses if the uptake of public transport and personal mobility means there are higher value uses. Where parking is provided, it is managed in a way to support parking turn-over rather than all day parking. This policy focuses on enabling customer access to shops and encourages the use of public transport for longer stay trips. On-street and off-street parking areas provide charging options to support for a significant uptake in electric vehicle use.

For those choosing to live along the Papamoa Coast, frequent bus services (between Te Tumu, Wairakei, and Papamoa) will allow good access to the City and other amenities by linking to the passenger train services during morning and evening peaks. Bus hubs will include multi-modal park and ride facilities to enable people to travel the first and last kilometre conveniently. Local bus networks and safe facilities for cycling support travel to other destinations on secondary corridors will be provided.

For those living in Waihi Beach, Katikati and along the State highway 2 corridor, regular bus feeder services to the public transport hub near Apata are provided. These bus services enable access into Tauranga and other centres along the route. While there is likely to be some coastal development, the corridor will continue to remain rural in feel beyond Omokoroa. Access to State highway 2 for lifestyle developments will continue to be managed with safety as the priority.

The use of the rail corridor to move people from Apata to Paengaroa means the State highway 2 corridor between Waihi Beach and Te Puna will continue to remain a regional corridor. This means the corridor is safe to use for those who need to drive but no additional lane space would be enabled unless required for public transport prioritisation.

To support the use of the rail and Te Papa peninsula public transport spine as the main commuter and education corridors, a sub-regional economic development strategy will attract a greater concentration of jobs in the CBD. Growth of industrial centres at the Rangiuru business park, Tauriko business estate, and other existing areas will support employment diversification. In addition to these industrial centres, the existing horticulture, agricultural, and primary sectors in Te Puke, along the Waihi to Omokoroa coast and other areas within the sub-region will continue to play a critical part in developing and enhancing the sub-region's economy.

The freight loop (from State highway 29, Takitimu Drive, Hewletts Road, and State highway 29A, and east along the Tauranga Eastern Link) provides important access between Auckland, Hamilton, Rotorua, Eastern Bay of Plenty, the sub-region's industrial areas, and the Port of Tauranga. With the majority of commuters choosing to access their jobs and learning opportunities via the enhanced public transport system, the journey times on this network are generally predictable. Corridors are still prone to some delays when incidents occur, but these incidents are generally fewer as the corridors are safe, well managed with maintenance outside of peak time, and most people choose to use the public transport system. Additionally, freight continues to use the East Coast Main Trunk (ECMT) rail line and travel demand management and demand pricing is in place on the road corridors to ensure that freight continues to access the inner-city port. The need for double tracking the urban parts of the ECMT is a near certainty, and is planned for, as the rail corridor serves the purpose of moving both people and freight.

The delivery of this programme is phased over time. Planning to use the rail corridor takes place immediately, with high frequency road-based public transport providing access initially until demand warrants rail commuter services. In terms of land use, the Omokoroa and Tauriko growth areas continue, along with Te Tumu (subject to normal and current requirements). Planning for development at Te Puke and Paengaroa will take place. This will enable Omokoroa, Tauriko, and Te Puke/Paengaroa to essentially set the urban boundary for the sub-region and enable high quality urban development to occur around the rail and Te Papa public transport hubs and spines.



Rail enabled growth – how people live, learn, work and play

Welcome to the Western Bay of Plenty in the year 2070+. We are a vibrant sub-region of 400,000 residents, a centre for international businesses, and host to 500,000 tourists annually. People visit for our stand-out natural environment and stay for our lifestyle. Our culture and identity shine through in distinctive architecture and public spaces.

The CBD is a vibrant high-density urban centre. People mainly work, learn, and play here. Some also enjoy living here with parks, harbour side, and other conveniences of city life at their doorstep. Western Bay's famous lifestyle attracts a sophisticated workforce. Large companies are headquartered here, with buildings towering over Tauranga Harbour, employing thousands. At night The Strand lights up as a stylish magnet for dining and nightlife activities. Streets, while always busy, are safe and inviting places for people to traverse, linger, and enjoy the CBD's energy. The Mount Maunganui recreation district is a short ferry ride away. It is a renowned North Island destination for locals and tourists alike.

Te Puke and Omokoroa are the two other major urban centres. They are home to many small to medium scale businesses. Centrally located civic plazas are handy to train stations and flanked by retail and office buildings. These are the hearts of the urban centres where concerts, parades and festivals take place. High-quality housing with lots of choice in type and cost provide affordable options for families through to retirees. Three to six-storey apartments punctuate neighbourhoods of townhouses and detached homes. A rural or coastal feel permeates these communities. Residents enjoy good access to schools, pathways, parks, and sports fields. Streets are friendly places where children are safe to play and explore. Walking and biking in these areas is a great way to get around for short trips.

Urban villages centred on rail stations dot the rail corridor at Te Puna, Matua, Otumoetai, Baypark, and Papamoa. These villages are great places to live, play, and learn. There are new low-rise apartments and town-houses nestled amongst detached homes. A mix of local shops and employment allow some people to

work locally and it's easy to pop out to the local shops or to walk to the local café. These are great places to explore by walking, biking, and to relax with friends and family along tree lined low-speed streets.

Frequent trains and buses now move lots of people quickly to and from work and school in the busiest times of the day. Getting around is easy for all ages and abilities. Many people that live outside of the CBD or the other centres can drive, but e-bikes and e-scooters are a part of a normal day to go between public transport and to home, work, or school. Most can travel from home to work or school in 30 minutes or less. Seasonal workers enjoy the ability to move around the City to their different places of work without owning a car. While we pay more for car parking than we used to, it is available when we need it and charging the electric car is easy because of the number of charging options available.

Throughout the City, street trees, urban parks, and rooftop gardens are part of the urban landscape – especially along the Te Papa and Otumoetai peninsulas. These features invite many birds, bees, and wildlife to share our city as they travel along the green belts connecting the Kaimai Ranges to Waihi Beach and Pukehina/Maketu via the City, Matakana Island and Mauao.

While the sub-region has seen a great amount of growth in the past 50 years, the changes in the way we can use our City have kept up. New parks, schools, and open spaces have maintained and grown our lifestyle. We still enjoy the amazing fishing, lovely walks and parks, amazing people, and gorgeous landscapes that brought us here in the first place.



Rail enabled growth - personas



Aroha

I live in a terraced house in Omokoroa with my three student roommates. I love catching the frequent trains to the CBD and University campus where I get to enjoy the City life during the week. On the weekends I hang out in my local urban village, via my e-bike, where I can access services, enjoy the outdoors, and buy everything I need day-to-day.



Thomas and Frances

We have just purchased our first home in Te Puke, via a first home buyers government programme. Thomas catches the high frequency train or bus services to his job in the city centre. The kids can get the train, safely and easily, to the new regional recreational facilities near Arataki, and e-scooter locally to sports and music after school. As an electrician, Frances is on the road a lot driving to see clients. While there is a lot of traffic it is helpful that the travel times are relatively consistent.



Mila

My family lives in Papamoa East but I have friends all over the City and go to school at Papamoa College. The buses, safe streets, and bike lanes mean that we have lots of freedom to go places without needing my parents to drive us. I love the compact village feel of my community but also love that the vibrant city centre is only a quick train trip away.



Bill and Grace

We live in a newly built apartment building on Cameron Road near the city centre, overlooking the harbour. We recently moved from our house to here to downsize. We walk and cycle everywhere. During the day we enjoy stepping out to the shops or nearby cafes as well as relaxing in the urban parks and community gardens that are peppered all along Cameron Road. And when our grandkids come to visit there are many new parks and playgrounds that we like to explore.

Rail enabled growth

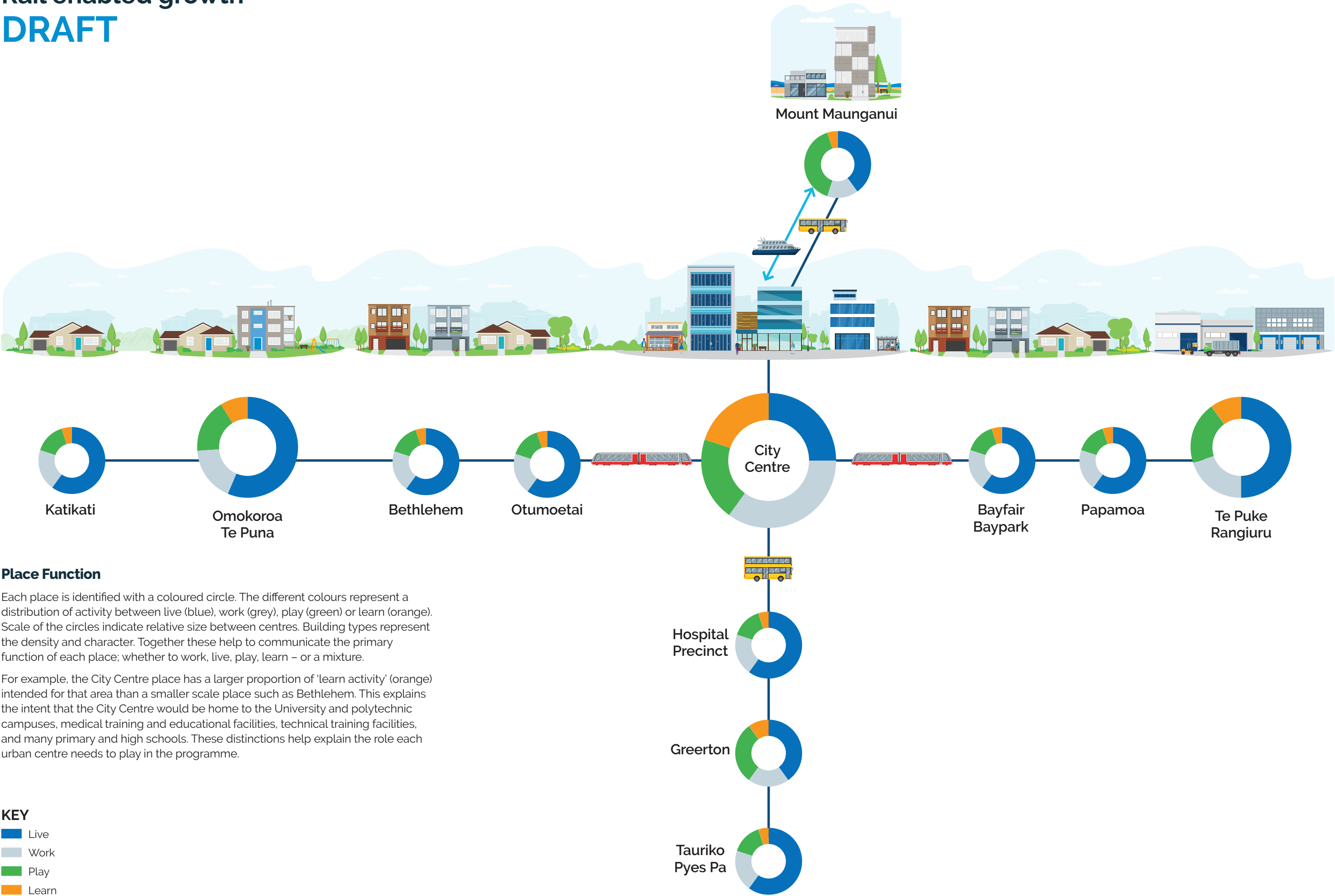
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Rail enabled growth

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Connected urban villages - programme description

- o Distinct urban villages along core prioritised public transport corridors
- o Convenient and frequent buses provide for access between Omokoroa-Te Puna-Bethlehem-CBD-Mount-Papamoa-Wairakei-Te Tumu and from the CBD to Tauriko
- o Low carbon buses (including double deckers)
- o Easy cycling, walking and active transport access to, in and through the villages with safe, easy, and close distances to local shops and services.

This programme is based on developing prioritised PT spines along the existing road corridors to support growth, provide affordable housing, and connect people throughout the sub-region. The PT spines going into the CBD from Omokoroa in the north, Tauriko in the west and Te Tumu and Te Puke in the east, enable people to have sustainable and convenient access to the abundant social and economic opportunities throughout the sub-region. The transport spines provide the frame for the sub-region's land use pattern and enables greater infill development along the core PT corridors where the key transport hubs are located.

The transport hubs provide a focal point for a series of distinct urban villages. These villages are located adjacent to the main PT road corridor and park and ride transport hubs. The villages provide communities with access to food, amenities, and the various urban public spaces that help create the village's identities. Enhanced e-hubs located at the nodes, allow more people to work locally in shared office spaces and co-location of companies. Mixed use and terraced housing surround the transport hubs and enable people easy access to community facilities and recreational areas important in achieving the live, learn, work, and play vision for the sub-region.

Supporting the urban villages along the transport spines are a series of larger communities in Wairakei, Te Tumu and Te Puke areas along with additional development in Tauriko. These newer neighbourhoods and communities provide for bigger more self-contained centres within the sub-region. They also allow for additional land supply to come onto the market over the next 50 plus years to help improve housing affordability.

The sub-region's approach to economic development means wages have increased as more skilled labour is required to support the high value technology manufacturers and other higher wage sectors that are attracted to the area's coastal lifestyle, warm climes, and easy access to the Port from the Rangiuru Business Park and Tauriko. Most of the office-based jobs are in the CBD where the central PT hub is conveniently located. For those travelling to other employment areas within the sub-region the frequent and convenient public transport system enables most places to be reached within 30-45 minutes. In addition to these industrial areas, the existing horticulture, agricultural, and primary sectors in Te Puke, along the Waihi to Omokoroa coast and other areas within the sub-region will continue to play a critical part in developing and enhancing the sub-region's economy.

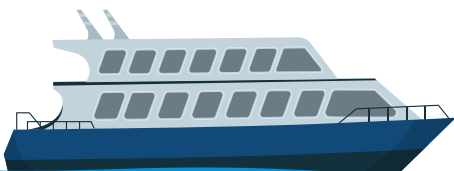
With the significantly improved access to the CBD via the efficient rapid bus services, the opportunity for greater mixed use commercial and residential buildings to occur will increase. Particularly as more tertiary students, professionals, retirees and others want easy walking and biking access to the amenities offered. With the increase of inner city living, and easy access to the harbour, green spaces, and other amenities, the CBD will have a vibrant feel during the day and evenings.

With a significant increase in personal mobility and public transport services coming through the main centres there is less need to provide spaces for car parking in the CBD. Further the numerous park and ride facilities within the urban villages and main centres intercept commuters and feed into the public transport system. Parking costs are targeted to encourage uptake of public transport and walking or micro mobility for short trips. In commercial areas, an appropriate level of turnover is the focus of parking management activities. Plenty of electric vehicle charging is offered in key locations such as parking buildings, park and ride sites and shopping centres.

The freight loop from State Highway 29, Takitimu Drive, Hewletts Road, and State highway 29A, and going east along the Tauranga Eastern Link, plays an important function in providing access between Auckland, Hamilton, Rotorua, Eastern Bay of Plenty, the sub-region's industrial areas, and the Port of Tauranga. With most commuters choosing to access their jobs and learning opportunities via the enhanced public transport system, the journey

times on this network are generally predictable. With PT services using the same transport corridors as other users when incidents do occur, the impact can be significant; however, incidents are considerably fewer as the corridors are safe and well managed. Additionally, freight continues to use the East Coast Main Trunk (ECMT) rail line and travel demand management supports freight access the port.

The delivery of this programme is phased over time. Planning to use the road corridor takes place immediately, with staged public transport priority and service improvements providing access initially until demand is enough to warrant a high frequency public transport service with right-of-way priority. Planning for the Matapihi bridge improvements to improve bus access to the CBD will occur in the first decade to enable the PT connections to be completed. In terms of land use, the Omokoroa and Tauriko growth areas continue, along with Te Tumu (subject to normal and current requirements). Planning for development at Te Puke and Paengaroa will take place. This will enable Omokoroa, Tauriko, and Te Puke/Paengaroa to form urban limits for the sub-region and enable high quality urban development to occur around the villages and Te Papa public transport hubs. The urban villages and corridors approach towards planning for intensification underpins land use strategy from the outset, as does renewed emphasis on enabling biking and micro mobility infrastructure for short trips.



Connected urban villages - how people live, learn, work and play

Welcome to the Western Bay of Plenty in the year 2070+. We are known for our great lifestyle and many urban villages, each with a unique character. The urban villages are centred around public transport stations. A frequent and rapid bus service moves people easily between work, play, home, and school. As a City we used to drive a lot more, and still do sometimes. But taking the bus or e-bike is often easier and quicker.

Urban villages have grown around Omokoroa, Te Puna, Matua/Otumoetai, Arataki, Papamoa, Wairakei, Te Puke, and to a lesser extent Paengaroa. Each village is a place where the buildings and spaces reflect our culture in unique ways and tell the story of the Western Bay. They are typically focused around a core of denser retail shops and offices with a nearby bus stop next to an urban plaza. Streets are busy places that welcome people to linger and enjoy watching urban life unfold. Residents and visitors alike recognise the excitement that the variety of experiences across the different villages creates. Many people play, learn, visit, and live in these places. Cars, micro-mobility vehicles and pedestrians can move freely within the busy urban spaces, through good design, without requiring too many lines, signs, and rules. In the CBD there are apartments rising above offices and retail shops on the ground floors – a fun and vibrant place focused firstly on work and play with an offering of residential apartments.

Employment has changed. While agriculture and logistics are still a mainstay, we are home to a thriving start-up culture backed by a highly educated and creative workforce. Our diverse lifestyle, coastal setting, and family-focused City draw people to invest their capital and energy here. In some villages, boutique professional services and IT firms have located in communal office space allowing people the flexibility to work close to home.

Housing choice is diverse. In the CBD there are apartments above ground floor offices and shops. In contrast, the villages offer a quieter yet trendy city vibe and are known for a mix of low-rise apartments, town houses, and semi-detached homes. Tree-lined people-friendly streets and local parks are well used by families, dog walkers, and workers enjoying the sunshine. Outside of the villages there are a mix of lower density housing types such as detached homes and semi-detached, as well as small apartment complexes. These areas are well connected for bikes and walking to schools, parks, and access into the villages.

Frequent buses now move lots of people quickly to and between the villages and CBD for work or school in the busiest times of the day. Getting around is

easy for all ages and abilities. Many people that live outside of the CBD or the urban villages can drive, but e-bikes and e-scooters are a part of a normal day to go between public transport and to home, work, or school. Most of us can travel from home to work or school in 30 minutes or less. Seasonal workers have easier access to their many locations of work across the subregion, and visitors enjoy the access to the many highlights the sub-region provides via the bus network. While we pay more for parking than we used to, it is available when we need it. Electric cars are popular, and a network of public charging stations support electric vehicle use.

Mount Maunganui has continued to grow as a recreation district for the City and is a stunning setting for many cultural festivities. Lots of people still live here, and it is the place to be seen on a weekend and best accessed on the bus or e-bike as it is so popular. Papamoa East, Te Papa peninsula, and Greerton down to Pyes Pa / Tauriko have also changed and grown. They are well served by frequent and reliable buses which can zip past queued traffic, especially in the morning and afternoon peaks. Buses are the choice for commuters living here.

Throughout the City, street trees, parks, and public gardens are part of the urban landscape – especially along the Te Papa and Otumoetai peninsulas, the CBD and in the urban villages. These features invite many birds, bees, and wildlife to share our city as they travel along the green belts connecting the Kaimai Ranges to Waihi Beach and Pukehina/Maketu via the City, Matakana Island and Mauao. We have many places to play and explore in the sub-region, and we have the freedom to choose how we travel.

While the sub-region has seen a great amount of growth in the past 50 years, the changes in the way we can use our City have kept up. New parks, schools, and open spaces have maintained and grown our lifestyle. We still enjoy the amazing fishing, lovely walks and parks, amazing people, and gorgeous landscapes that brought us here in the first place. Because we chose a compact type of City, we have been able to maintain the rural landscape and preserve natural areas for everyone to appreciate.

Connected urban villages - personas



Aroha

I live in a low-level apartment in the new Tauranga Hospital precinct with my partner and my dog. I study pre-med at the CBD University campus and find the high frequency bus services, day and night, perfect for accessing home, study and late-night events in the city centre. On weekends we like to run with the dog on the pathways and trails around the City and go for a bike-ride to the beach.



Thomas and Frances

We live in a new townhouse development in Pyes Pa village. Our kids attend Pyes Pa school and access their sport and after school activities within the village. Thomas works at a new IT start-up company that has co-located into one of the new incubator shared office spaces popping up in the Tauriko business estate. He is a quick trip on his e-bike from home to work via the cycleways. As an electrician, Frances uses the highway network to access her many client sites and supply companies. Although the roads are very busy, she usually arrives on time as the travel times are reliable.



Mila

My family lives in Omokoroa in a side-by-side duplex, just a couple of blocks from the main urban village and transport hub. I attend the new high school, which I can walk or bike to safely and easily through the many community shared paths. I can also visit my friends in other urban villages or the city through the rapid bus network which is safe and has free Wi-Fi.



Bill and Grace

We live in a medium rise apartment down by the Mount main beach. Our views of the harbour and urban village are wonderful. We don't own a car anymore as get around everywhere by foot or on our e-bikes or rapid bus services. If we do need to travel outside of the sub-region, then we can hire an e-car from the apartment block's shared carpool. We love taking the grandkids surfing or crab finding when they visit as is an easy walk to the beach and shops afterwards for a well earned ice cream.

Connected urban villages

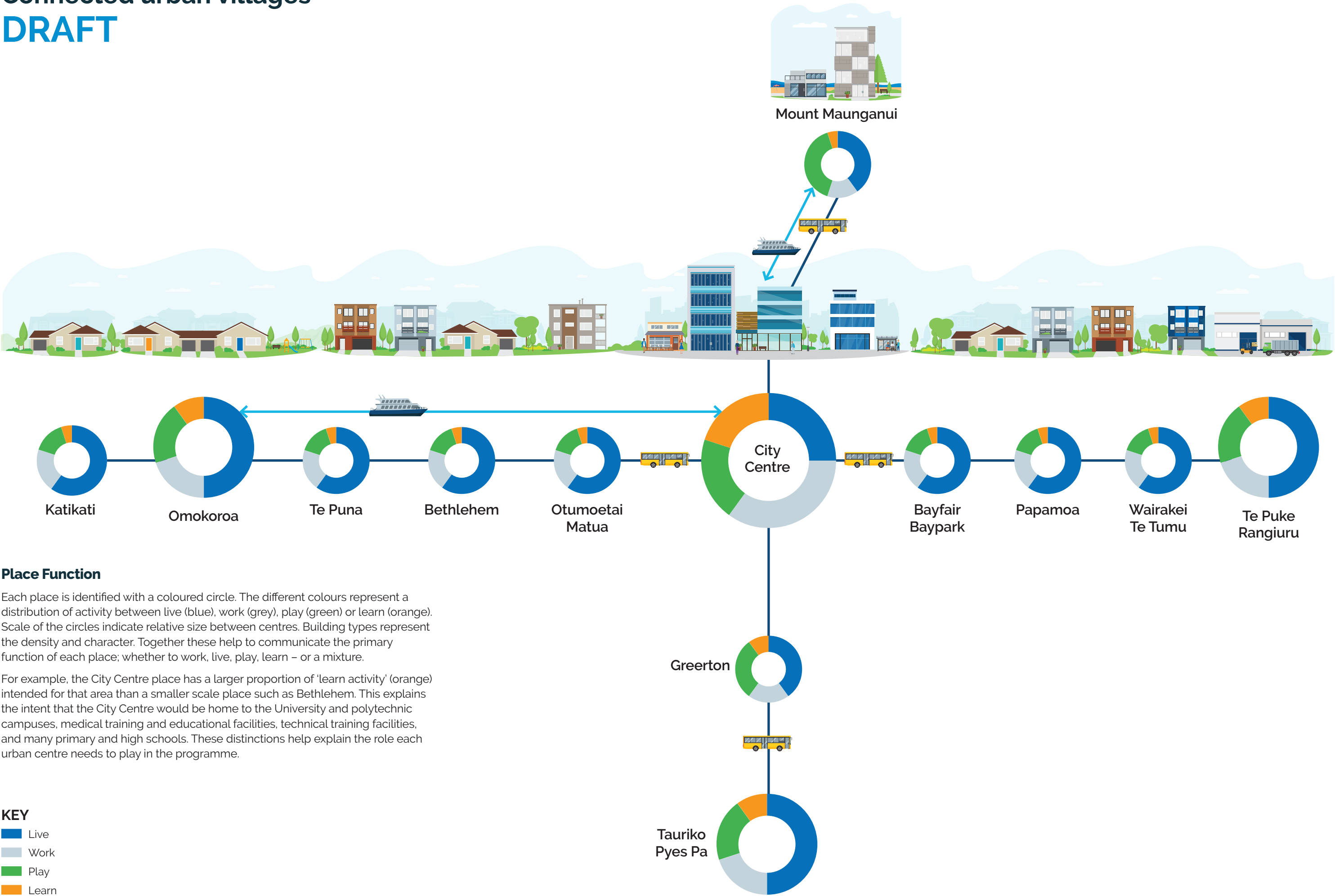
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Connected urban villages

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Two urban centres - programme description

- o Two main urban centres – Tauranga centre, Eastern centre
- o Core public transport spine enables provides frequent services to connect the two main centres and Tauriko
- o Convenient buses provide access between Katikati and Maungatapu, and the active transport network enables safe access and improved choice
- o New communities in Tauriko up to the Kaimais and in the East (Wairakei, Te Tumu, Te Puke, Rangioru) with infill in the Te Papa peninsula
- o Investment for intersection improvements, PT prioritisation, community amenities and facilities, and additional transport connections and freight capacity.

This programme is based on the western Bay of Plenty sub-region having two main centres – the Eastern and Tauranga centres. A newer centre to the east with development building upon the Wairakei/Te Tumu growth and expanding out to Te Puke has been developed, while growth in Tauranga has developed out with a considerable expansion of Tauriko, along with infill development along the Te Papa peninsula. Core public transport spines connect the two main centres via the CBD and enable people to enjoy their live, learn, work, play lifestyle.

The additional land supply brought to market in Tauriko along Omanawa and Belk Roads, along with new developments in the east means the sub-region can adequately manage the growth that has occurred and continues to occur as people are attracted to the Bay of Plenty. The additional land supply in Tauriko and in the East means that less infill development is required. Supporting the two main centres is small lifestyle developments along the Omokoroa to Waihi Beach coast. These developments are small in scale and enable those that can afford it, a rural coastal lifestyle.

With the Rangioru Business Park and Tauriko Industrial Estate developed and where many of the industrial and manufacture workplaces are located, a number of jobs are within the new growth areas which helps to reduce the need for people to travel long distances for work. These employment areas supplemented by employment in the CBD and Mount Maunganui, and other areas throughout the sub-region. Manufacturing, healthcare and social services, construction, and real estate continue to be the core industries for the sub-region ably supported by the growing horticulture, fisheries, and agricultural sectors

Frequent buses (double deckers where necessary) travelling along the core PT spines enable most people living in the Tauranga and Eastern Centres, to travel to work and school. The main bus hubs have good park and ride facilities which increase access to public transport. The core PT spines are supported by additional bus services that link via the bus hubs and provide connections to key destinations.

The upgrade of the Matapihi rail bridge enables uncongested access for buses, pedestrians and

cyclists to the Te Papa peninsula from the Eastern Centre, and express feeder services and a ferry during peak times provide good travel choices for those living in Omokoroa and beyond. For those living in terraced and multiplex homes within the Te Papa and Eastern CBDs, and the shorter travel distances, mean that walking, cycling and e-modes are attractive options particularly when the sun is shining.

For those that choose to drive to work and education facilities, some of the key corridors are congested during peak times, particularly with the growth experienced. Whilst some improvements, particularly intersection improvements and enabling the public transport spines to operate well, the corridor constraints mean that further investment to provide capacity is costly and difficult to align to national transport outcomes. Instead, to help alleviate the congestion and encourage more modal shift, travel demand management tools are used and the cost of travel, including some external costs, are transparent, and people have the information available to make a clear choice.

Complementary parking policies encourage good parking turn over in the two Centres, enabling access to shops and services within the shopping areas, and also supports greater use of public transport and active transport modes for longer stay trips. With most people choosing to travel via bus and active modes, the space required for car parking in the main shopping and commercial areas is less, and the available space has been repurposed for cafe tables and plazas in the CBDs. These areas also enhance the streetscape and make both Centres attractive places to live and visit.

To help reduce the sub-region's transport emissions, low carbon vehicle technology is strongly encouraged and supported through numerous charge stations throughout the two main centres. Additionally, there are numerous public behaviour change campaigns encouraging people to bus, cycle, scooter, or walk to work, schools and the shops where they can. Whilst these campaigns are successful, the sub-region is having to carefully manage the emissions balance sheet as people still drive, particularly when they are travelling less than 5 kilometres.

The inter-regional freight loop from SH29, Takitimu Drive, Hewletts Road, and going east along the Tauranga Eastern Link has an important movement function of providing access between Auckland, Hamilton, the industrial areas within the two Centres, Rotorua, and the Eastern Bay of Plenty. The loop provides good access to the Port of Tauranga and also encourages cross trips from the East to the Waikato and beyond to go via SH29A and away from the heavily utilised Hewletts Road corridor. The inter-regional loop, particularly SH29, SH2, and SH29A, can be frustrating at peak times to travel on where the number of commuters increase traffic volumes on these corridors. Many freight operators choose to travel outside of peak periods to avoid the delays that can occur. While there are safety improvements to the State Highway network, the constraints (cultural significance, terrain, waterways etc), make the proposed capacity complicated, complex and costly. Further, the convergence of traffic onto the Takitimu interchange from the local network and SH29 and SH36 makes the management of the transport system complex and prone to failure every now and again reducing journey predictability.

To deliver the programme, further infrastructure (three waters and local roading) is made in Tauriko and planning for a connected Eastern Centre starts. The Te Papa public transport spine is developed first, and the other public transport spines are phased in as further development occurs in the Eastern Centre between Wairakei, Te Tumu, and Te Puke. Delivery of roading improvements to support the two Centres land use and development pattern occurs as the various triggers are met. One of the major projects required is the improvements to the Matapihi rail bridge to enable bus and active mode access to the CBD.



Two urban centres – how people live, learn, work and play

Welcome to the Western Bay of Plenty in the year 2070+. We are a sub-region of two main urban centres, Wairakei / Te Puke and the CBD / Te Papa peninsula, connected by high-quality frequent public transport. Residents and visitors value the culture and character present in the architecture and public spaces of these two centres. Especially the CBD which has developed around pedestrianised principles and taken advantage of the waterfront aspect. These are busy places with office workers, retail, and a mix of residential building types. Omokoroa, Paengaroa, and Tauriko have also continued to expand, with Tauriko consolidating into Pyes Pa as a single urban area in the south.

Outside the two main centres the public transport network is focused around nodes, corridors, and park and rides along key parts of the road network. Biking and micro-mobility networks mean that most of our trips to the local park, shops or café for a Sunday coffee are as convenient on a bike as the bus.

The CBD and Te Papa peninsula provide a diverse range of housing types. The CBD is a vibrant people-place with tall and low-rise apartments clustered around public transport stops and busy streets. Those in the CBD and peninsula enjoy great views and amenity afforded by the harbour. These are a draw card for residents to enjoy the plazas and parks which dot the waterfront. The Brookfield, Bellevue, Matua and Otumoetai public transit loop has spurred substantial investment from developers into a variety of infill residential types. The proximity of these areas to the CBD, and the ease of a short e-bike trip, mean that this is a popular area for many families to live where they can work nearby in the CBD. While intensification has taken place over the years, the renewal of parks and open spaces has improved our connection with the coast and there are many new places to play and relax. The Strand has become a night-time hotspot for entertainment and draws people across the region as well as tourists who appreciate the city on the harbour atmosphere. It complements the Mount as a place to see and be seen.

Cameron Road is a trendy neighbourhood, popular with first time home buyers and those downsizing. As development has taken place, the street has been redesigned to offer a welcoming space for people to spend time enjoying an urban atmosphere and traveling between different sections of the corridor. With careful attention from developers and Council, nodes of 3-4 storey offices and apartments have developed around bus stops. These nodes have each developed a rich character and benefit from investment into open spaces and urban parks.

Residents from as far as Paengaroa and Katikati regularly take the bus to work in the CBD or at the offices and shops situated along Cameron Road.

Many also take the opposite commute and head to work in Tauriko or Te Tumu, which both host a wide range of employment types – from high value horticulture servicing facilities to specialist niche manufacturing and IT start ups. These areas have seen significant growth in the past 50 years. Te Puke and Te Tumu are a substantial community, benefiting from both a coastal aspect as well as a rural context. People living here benefit from access to Papamoa Beach, can easily take a bus to Mount Maunganui, and have choice of local employment opportunities or a direct bus ride to the CBD. Many new parks, a school, libraries and other civic facilities have made this into a complete community with its own social scene. Tauriko has similarly grown into a distinctive place, with its own community and public spaces. A local bus feeder route connects into the priority bus network, and there are several park and ride options.

Frequent buses now move lots of people quickly to and between the two main centres for work or school in the busiest times of the day. Getting around is easy for all ages and abilities. Many people that live outside of an easy connection to public transport can drive to a park and ride, but e-bikes and e-scooters are a part of a normal day to go between public transport and to home, work, or school. Most of us can travel from home to work or school in 30-45 minutes or less. While we pay more for parking than we used to, it is there when we need it. Electric cars are popular and a network of charging facilities supports electric vehicle use.

Throughout the City, street trees, parks, and public gardens are part of the urban landscape – especially along the Te Papa and Otumoetai peninsula and Cameron Road. These features invite many birds, bees, and wildlife to share our city as they travel along the green belts connecting the Kaimai Ranges to Waihi Beach and Pukehina/Maketu via the City, Matakana Island and Mauao.

While the sub-region has seen a great amount of growth in the past 50 years, the changes in the way we can use our City have kept up. New parks, schools, and open spaces have maintained and grown our lifestyle. We still enjoy the amazing fishing, lovely walks and parks, amazing people, and gorgeous landscapes that brought us here in the first place. The bus network means most days we can leave our cars in the garage. The safety and convenience of biking means that the shared paths are crowded on sunny days, and even when it rains.

Two urban centres - personas



Aroha

I live in a student apartment building overlooking the harbour inlet, just behind the University in the CBD. It is a quick walk to my lectures at the campus and my friends are always bouncing between The Strand and The Mount on the weekend. Tauranga has grown into a metropolitan City, and I'm excited to start my career. I start my internship with a leading manufacturer next week and I can't wait!



Thomas and Frances

We live at Greerton with our three school age children in a side-by-side duplex. We are just far enough from Cameron Road that Frances can easily catch a bus to work in Tauriko. Thomas usually takes the kids to school on a cycling school bus before continuing onto his work at the Hospital. Because public transport and biking is convenient, even with our large family we manage to get by with just one car. On weekends we can often be found shuttling kids around to sports events or heading for a walk at one of the regional parks. We often choose to drive when these are farther away, but when close enough the bike or bus make good use of our time too.



Mila

My friends and I are often found at the beach when I'm not in school. My school is close to home and I enjoy the independency of being able to safely walk or cycle there on my own. I live in Wairakei with my family and our dog. It's great to take the bus to meet my friends at Bayfair mall, and mom and dad don't have to drive me around all the time. It's also fun to take the dog for a swim on the weekend at Papamoa, and to wander around our many local parks and reserves.



Bill and Grace

We used to live rurally but when Grace retired, we moved into an apartment in Papamoa for the lifestyle. Being able to take our e-bikes to the beach is a real plus, as are the cafés and retail available nearby at the Papamoa Beach shops. Our kids and grandkids are often taking turns staying in our spare bedroom on weekends when they visit from out of town. Between the beach, great parks, and restaurants this place has everything we want. If we want to go somewhere different, we can pop into the CBD on the bus or head up to the Mount too. We can spend a happy day in either place enjoying the parks and watching the people go by.

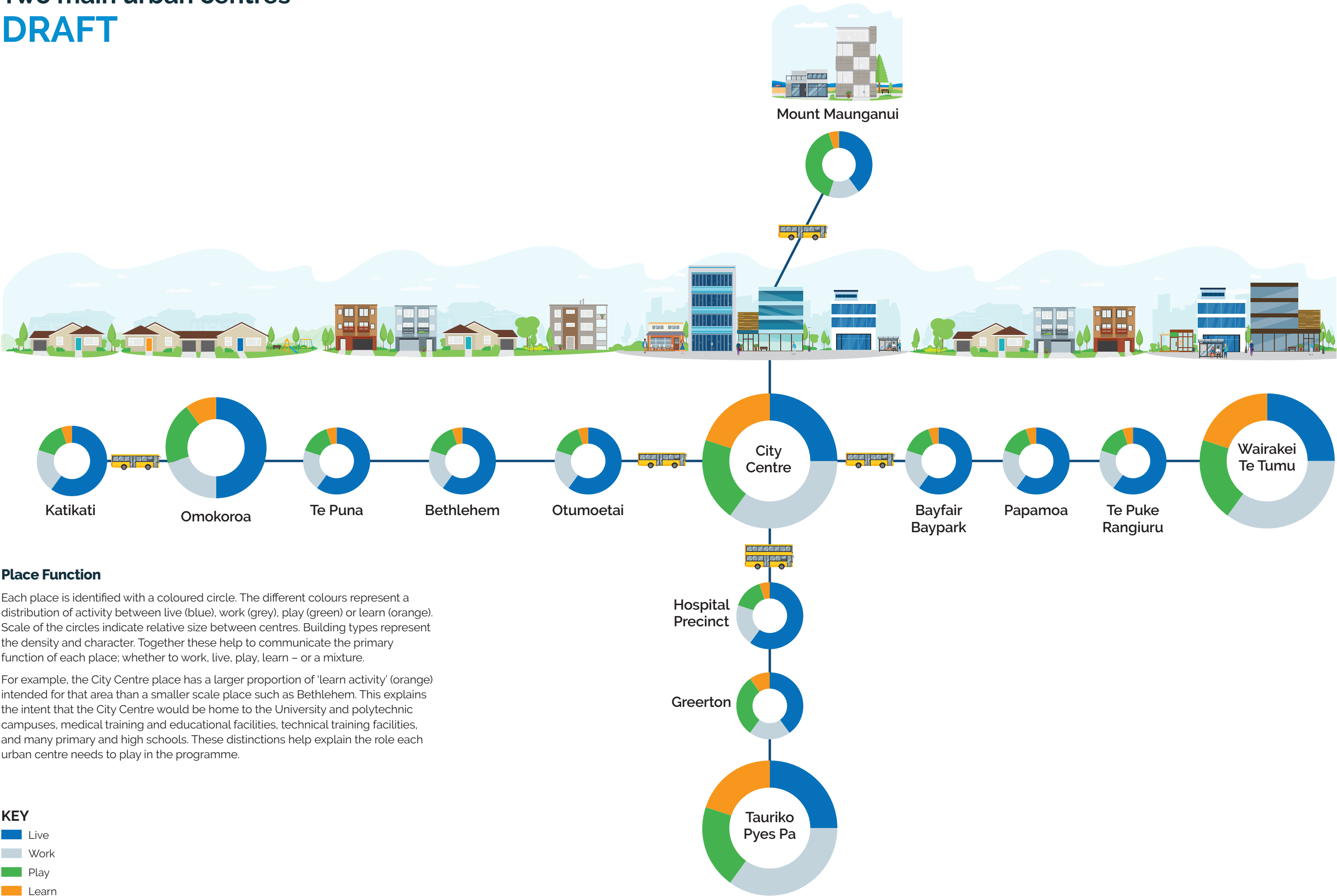
Two main centres

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Two main urban centres
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Dispersed growth (base case) - programme description

- o Continuation of the 85% greenfield : 15% intensification infill development scenario
- o Continued expansion out east, south, and west, with a moderate amount of infill, mainly in the Te Papa peninsula and Mount
- o Significant new roading investment to connect urban expansion areas in the east, south and west
- o Frequent bus services from Katikati, CBD, to Paengaroa and Te Tumu in peak hours with low carbon buses, including double decker on high patronage routes
- o Sub-regional community centres and facilities primarily located in the main urban area, resulting in increased cross city trips from east, south, and west.

Based on expanding the existing settlement pattern, the Western Bay of Plenty sub-region continues to grow out further in Tauriko, Pyes Pa and Oropi onto the foothills of the Kaimai Range. On the eastern side of the city, growth spreads out into Ohauiti and Welcome Bay, and further east to Wairakei, Te Tumu and Te Puke. The dispersed growth helps reduce the cost of housing with the supply of land made available, and most people can still enjoy a large plot for their garden and outdoor spaces. Within the Te Papa peninsula some infill development has taken place. These enable housing choice for those preferring a CBD lifestyle, but infill developments are not widespread in the sub-region.

Rangiuru Business Park and Tauriko Industrial Estate have been developed, and many of the industrial and manufacturing workplaces have since located in greenfield growth areas. Although nearby housing is not affordable for many, the location of these employment areas near to housing helps to reduce the need for people to travel long distances for work. These areas are supplemented by employment in the CBD and Mount Maunganui, and other areas throughout the sub-region. Manufacturing, healthcare

and social services, construction, and real estate continue to be the core industries for the sub-region ably supported by the growing horticulture, fisheries, and agricultural sectors. However, it seems that attracting new economic growth is harder now than it was previously.

To support growth of new greenfield communities, new transport connections are required to provide access to social and economic opportunities within the sub-region. These improvements are costly and reduce the overall ability for the authorities to invest in other community facilities and types of infrastructure. Despite the transport improvements and new connections, traffic congestion seems to get worse each year.

Buses are available and more people are using them. The dispersed and low-density nature of the housing within the sub-region means the public transport network needs to service a large area to achieve adequate catchment coverage. The network is focused on coverage, not frequent services. Because the PT system does not offer a frequent service, people are still reluctant to leave their cars at home.

Councils have been successful in encouraging the uptake of electric vehicles. Micro-mobility and cycling has increased significantly as a proportion of active mode trips. Particularly e-bikes and e-scooters are prevalent for short trips.

Due to the continued reliance on carbon vehicle technology, the sub-region is only just meeting its transport related emissions. It is not unusual to have to offset its transport emissions. To help reduce the sub-region's transport emissions, low carbon vehicle technology is strongly encouraged and supported through numerous vehicle charge stations. Additionally, there are numerous public behaviour change campaigns encouraging people to bus, cycle, scooter, or walk to work, schools, and the shops where they can. These campaigns are not particularly successful because people still find travelling by bus to be relatively slow and indirect when getting to some places within the sub-region. As a result, the sub-region is having to carefully manage the emissions balance sheet as people still drive, particularly when they are travelling to work and school.

For those driving to work and schools, many of the key corridors are congested during peak times. Network improvements have been undertaken, particularly at intersections and to enable the public transport spines to operate well. Corridor constraints mean that further investment to provide capacity is costly and difficult to align to national transport outcomes. Travel demand management tools are used to help pay for the required capacity improvements, alleviate congestion, and encourage more modal shift. The cost of travel, including some external costs, are transparent and people have the information available to make a clear choice. Low income families and retirees are most sensitive to the increasing cost of travel.

Parking policies encourage parking turnover in the various commercial centres located throughout the sub-region. Additional parking space is required to help manage the number of people who choose to travel by car, and to compete with the free parking offered in the many privately developed shopping centres on the outskirts of the CBD.

The inter-regional freight loop from SH29, Takitimu Drive, Hewletts Road, and going east along the Tauranga Eastern Link have an important movement functions of providing access between Auckland, Hamilton, the industrial areas within the sub-region, Rotorua, and Eastern Bay of Plenty. The loop provides good access to the Port of Tauranga and also encourages cross trips from the East to the Waikato and beyond to go via SH29A and away from the heavily utilised Hewletts Road corridor. However, the inter-regional loop (particularly SH29, SH2, and SH29A) is compromised by all-day traffic congestion. Many freight operators choose to travel outside of peak periods to avoid the frequent delays that occur. Overall the management of the transport system is complex and highly susceptible to failure when incidents occur. This reduces confidence in journey-time and makes reliable freight delivery difficult.

To deliver the programme, further infrastructure (three waters and local roading) is made in Tauriko, and planning for further development in Oropi, Ohauiti, Welcome Bay and further out east is undertaken. Planning of the Te Papa peninsula allows for infill development and the initial stages of the multi-modal improvements for the Te Papa public transport corridor take place. Other PT corridors are developed as funding permits, with funding priority being new transport connections and capacity improvements.



Dispersed growth (base case) – how people live, learn, work and play

Welcome to the Western Bay of Plenty in the year 2070+. The western bay has continued to grow outwards into rural areas of the sub-region and there are now lots of new distinct communities based along the eastern, western, and northern corridors. We are known for our great beaches, proximity to recreation in the Kaimai hills and other regional parks, and the diversity of our communities. As we have grown outwards, we have taken the opportunity to integrate open spaces through our new communities, meaning we are well connected by off-street pathways and green networks.

The city centre has a higher density of housing with a mix of three to five storey apartments and townhouses amongst the commercial developments. Te Papa peninsula has a wide range of housing choice, from stand-alone homes to townhouses, and walk-up apartments. The areas that are most intensively developed are located at certain points of the peninsula, primarily in the CBD and around the hospital precinct. Most new development over the last 50+ years has occurred in rural greenfield areas such as Tauriko, Pyes Pa, Ohauti and out east in Wairakei, Te Tumu and Te Puke. These areas are now fully developed with a mix of detached and semi-detached housing and townhouse developments. The new communities provide a range of housing types from detached homes, semi-detached homes, and row houses. There are a few low-rise apartments near the suburban shopping centres.

Jobs and work are located all over the sub-region. It takes most people 45 - 60 minutes to get to work, depending on where we live it can be quicker by 5-10 minutes by bus. Small shopping centres in most new communities provide for local services and shopping. A few people work in these places close to home, and because these local shopping centres are in most communities it is never too far for a coffee. Many people work in business parks, like Rangiora Business Park and Tauriko Industrial Estate, or new suburban office business parks. A lot of people bus or drive into the CBD or across town to access work. Because of the traffic congestion quite a few people choose to work from home, work different hours, and telecommute when they can.

We enjoy our backyards and hosting neighbourhood BBQs. Because of the way our city has spread out, our communities can be quite separated and roads connecting them get busy. Although we still chat to our neighbours over the fence or down at the local shops and park, we spend more time driving places than we used to. It is important for our children to be driven or bused to school as most roads are busy and do not feel safe enough for them to walk or cycle on

their own. A lot of the schools are also quite far away from where many people live, making walking or biking hard.

We can usually get to a local shop or petrol station and there is never a park far away to walk the dog or take the kids to play. For regional scale facilities, like sports parks or even the beach, most of us need to travel by car or a bus service. For those living near the coast the beach is accessible, but for those who live inland it can take up to an hour on a busy day to drive to the beach and find parking.

Most larger communities have good access to a reliable and frequent bus service, with multiple bus stops. They can choose from a direct express service that runs in peak times, or a more restricted service outside of peak. There are lots of bike lanes that are very popular, especially for those with e-bikes and e-scooters. It is quite common to see e-bikes and scooters sharing some types of local roads with cars in low speed areas. It seems there is always a new road being built, or a change being done to an intersection, but the traffic never really seems to improve.

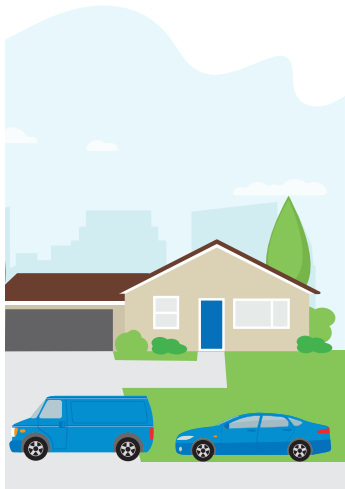
The sub-region has seen a great amount of growth in the past 50 years, and while some areas of the City have kept up, we also spend more time in our cars than we used. Traffic congestion is part of daily life and we have adapted our commuting habits to manage. New parks, schools, and open spaces have helped to maintain our lifestyle. We still enjoy the amazing fishing, lovely walks and parks, amazing people, and gorgeous landscapes that brought us here in the first place.

Dispersed Growth (base case) - personas



Aroha

I live in a shared house in Matua with three flatmates. I have good cycleway connections close to my house that I use most days to access the city centre and University campus and can also catch a regular bus service. Although my e-scooter is the best way to get around for shorter trips. I don't own a car as I'm on a student allowance, so if I want to travel further than the CBD to see friends or go shopping then I need to change buses a few times, and it takes a bit of time to get anywhere.



Thomas and Frances

We live in a small rural house in Whakamarama with a good-sized back yard. It used to be an orchard but has since been subdivided into smaller blocks. The younger kids attend the local primary school and our older child catches the rural school bus to high school in the city. We own two vehicles and do most of our travelling across the subregion by car. Frances needs her van for her electrical job and leaves early, when she is not dropping kids to school, to miss the peak traffic. Thomas also leaves early to travel to the Mount each day for his office job. There is a public transport service to the CBD that we sometimes use when we need to, but it does not work well with picking up kids after school and traveling to extracurricular activities which happen all over the sub-region.



Mila

My family live in Te Tumu in a townhouse development near the local shops. My mum drops me off at school most mornings when she is driving into work. It is too far for me to walk and she does not like me cycling as the roads are too busy with traffic. We have a lovely parks, pathways, and playgrounds that I can walk to nearby. I need mom to drive me (or I catch the bus) when I want to go to bigger shopping malls or Baypark for any of my basketball practices and games.



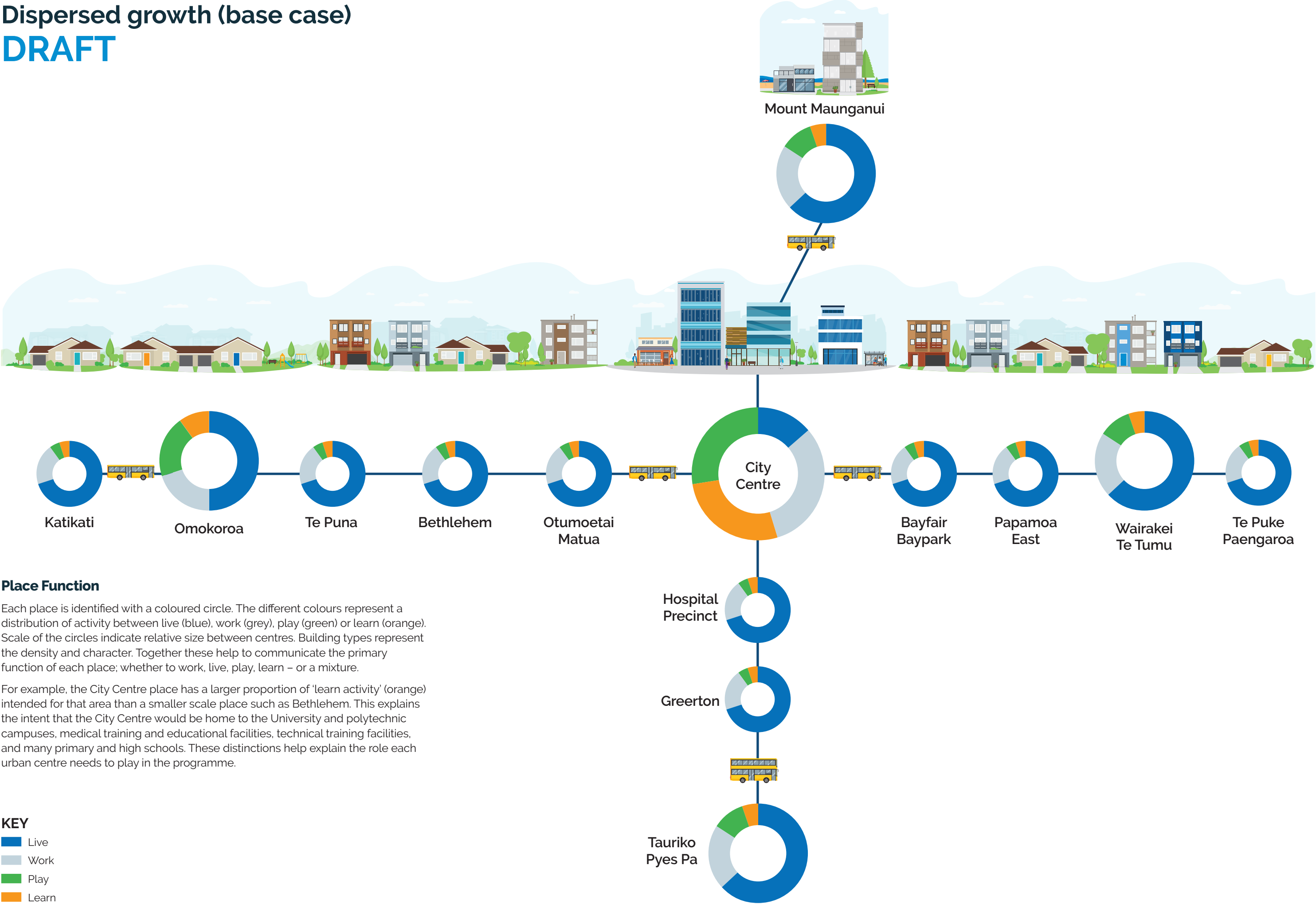
Bill and Grace

We live in a low-rise apartment block in Greerton which is just a block away from the Greerton town centre. We have good access to the bus services that move up and down Cameron Road which is great when we need to visit the hospital precinct or the city centre. Bill plays golf at the Mount, since the Greerton once was redeveloped for townhouses, so he drives over there three times a week. He travels outside of peak time so even though it is still busy the traffic is not too bad. As we only have one car, Grace spends most of her time in her local community which she really enjoys but often thinks it would be great if the town centre had more shops, services, and amenities. Each Saturday she joins her walking group on the local pathways, even driving to get to some of the good ones.



Dispersed growth (base case)

DRAFT



Next Steps

Following the draft UFTI Interim Report being released for partner and stakeholder feedback from late December 2019, the project moves into the development and delivery of the UFTI Final Report.

This will include the following:

Preparing the financial case

A financial case will be developed to assess the economic feasibility and provide assurance that the short-listed programmes and possible funding sources demonstrate that the programme will result in an affordable and fundable investment. The investors (public and private) need to have confidence that the preferred programme can be delivered in practice.

Undertaking transport modelling

The four programmes outlined in this Report will be tested using the Tauranga Transport Model. Transport modelling is used to provide insight into the number of people that will want to move across the transport network in peak periods via different modes, e.g. car, bus, train, truck and cycle. The transport model responds to different land use and/or transport system inputs to predict travel demand by mode based on travel time and cost. This will allow us to examine where travel demands may exceed capacity and weather the impact of this needs to be mitigated, e.g. by putting on extra buses or trains, pricing tools or adjusting capacity.

The results from the transport modelling will:

- Allow us to compare the performance of the transport system under different transport scenarios
- Help us set population and demand-based triggers for when new interventions may be required
- Help define the functions of corridors based on predicted transport volumes, origins, and destinations
- Help to calculate programme level benefit cost ratios, to support selection of the best value for money programme, and to allow comparison with bids for investment from the National Land Transport Fund from other regions.

Completing the fatal flaws analysis

Each of the programmes will be tested and evaluated to identify potential fatal flaws or gaps in evidence

that will need to be filled.

The analysis to be done will include assessment across the following topics:

- Will the spatial pattern proposed be able to accommodate the projected population?
- Do we have enough business land in the right locations to promote a live, work, learn and play lifestyle?
- Will the spatial pattern proposed be technically feasible and affordable e.g. can we operate a rail network that supports both passengers and freight? How much would it cost to build sufficient capacity to do so?
- Can the hazards associated in development in specific areas be adequately mitigated? What is our confidence level in doing so?
- What are the different impacts on the function of different communities (including mana whenua) under each option?
- Are there any additional actions that might be required to make these options work e.g. attracting different employers to the region? How difficult/expensive would those options be to implement?
- What happens if you stress test each option with scenarios such as increased volumes of freight moving through the port, road pricing, or higher than anticipated rates of mode shift?
- How does the option deal with the need for flexibility? What if we applied a "real options" assessment approach? Would that change our thinking?
- How well is the approach aligned with government policy for issues such as protection of high-quality soils, urban growth, biodiversity, climate change adaptation etc?

In each case, the level of analysis will be undertaken only to the level of detail necessary to determine a preferred programme at a sub-regional scale. More detailed analysis will still be required at a site-specific level for each element either via the normal testing of an RMA plan change or through the preparation of Detailed Business Cases for investment decisions.

Finalising the supporting technical document

A Supporting Technical Document is being prepared alongside the UFTI Interim and Final Reports. This Document will include detailed information, process steps and decision points undertaken in the UFTI Programme.

Undertaking further stakeholder engagement

Further engagement will occur with stakeholders including a proposed workshop in February 2020.

Working with Tangata Whenua to undertake an aspirations assessment

Tangata whenua of the Western Bay of Plenty region are partners in the implementation of SmartGrowth.

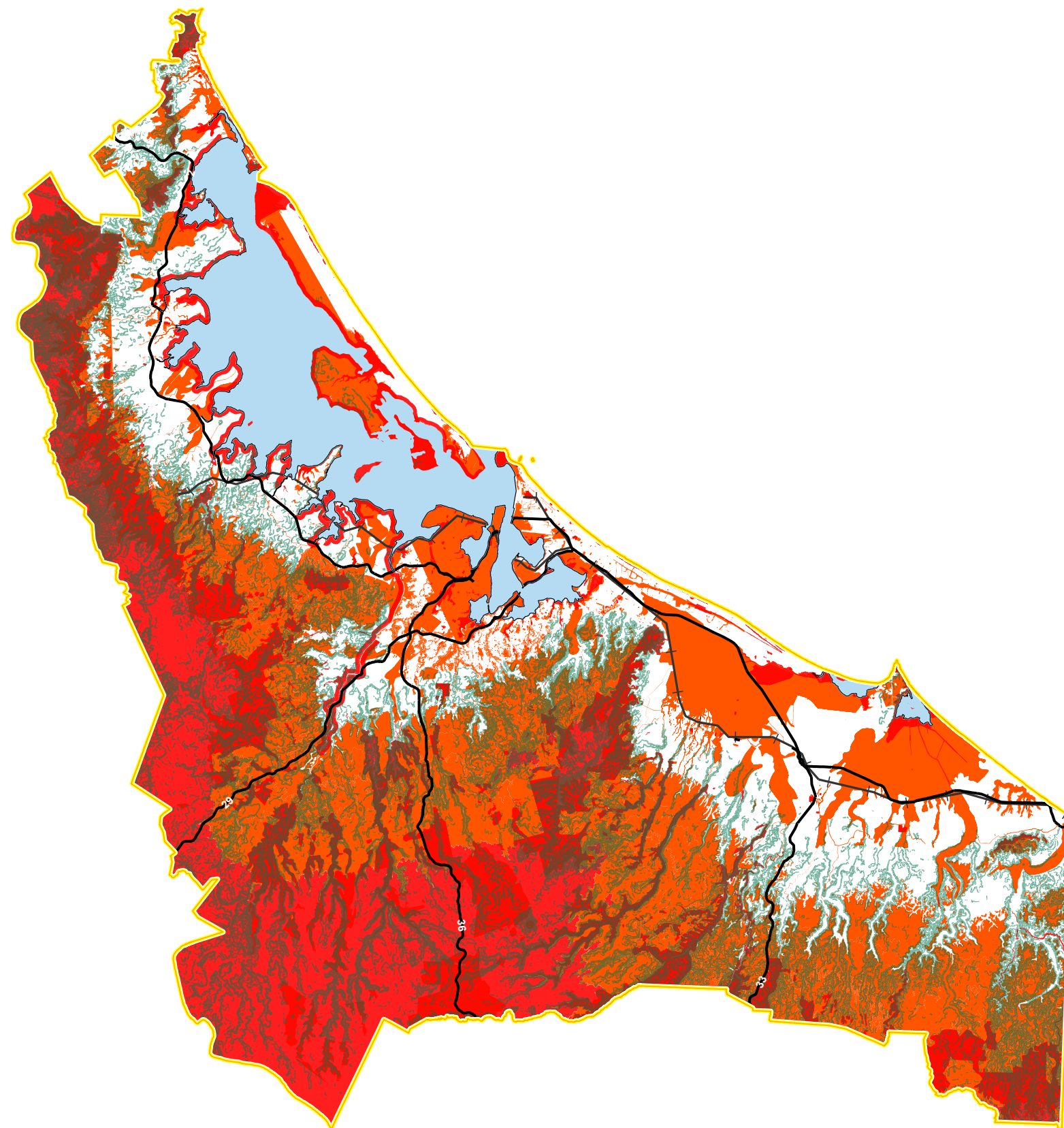
It is critical that the proposed programmes are thoroughly evaluated by tangata whenua, not only as mana whenua, but also in their role as kaitiaki for the regions natural and physical resources, but also as significant landowners in their own right with development aspirations that may impact on both urban form and the transport system.

Through January, February and March 2020, the partners will be working closely with experts in Te Ao Maori and tangata whenua representatives themselves to document and include their aspirations in development of the final programme.

Summary of key steps from Interim Report to UFTI Final Report

December 2019 / January 2020	February 2020	March 2020	April 2020	May 2020 and beyond
<ul style="list-style-type: none"> UFTI Interim Report out for comment and feedback Transport modelling components initiated 	<ul style="list-style-type: none"> Financial Case undertaken Stakeholder workshop held Transport modelling commences. 	<ul style="list-style-type: none"> UFTI Final Report developed and communicated. UFTI Supporting Technical Document developed and communicated. 	<ul style="list-style-type: none"> UFTI Final Report finalised. UFTI Supporting Technical Document finalised. UFTI Project finalised. 	<ul style="list-style-type: none"> UFTI project deliverables transition back into SmartGrowth.

If you would like to share your thoughts on the envisioned programmes outlined in this Interim Report, you can do so by sending an email to info@ufti.otg.nz



- UFTI Area of Interest
- UFTI Mask
- BOPRC Coastline
- Sea Area to Rivers
- State Highway Centreline 15k+
- Railway Network
- No Go - all layers
- Go Carefully - selected layers only as listed below
- WB - Steep land that may be susceptible to landslides

Go Carefully layers included:

- Coastal Environment Zone - Coastal Plan
- Overland Flow Paths
- Flood Hazard
- Slope and Stability
- Parks and Reserves
- WB Protected Lots
- Elevation over 100m
- Peat Soils
- Inner Harbour Coastal Inundation
- Land Use Capability (LUC 2,3)

Note - Not all land use constraints and protected areas are shown on this map. Certain layers are not shown on for the purpose of clarity at this sub-region scale, or due to lack of available data. Layers not shown include susceptibility to liquefaction and Land Use Capability (LUC4-8) layers.

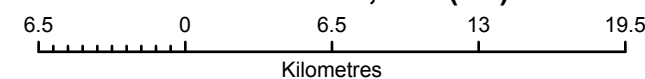


Projection and Grid Information
 HORIZONTAL DATUM: New Zealand Geodetic Datum 2000
 For practical purposes, NZGD2000 equates to WGS84
 VERTICAL DATUM: Moturiki
 PROJECTION: New Zealand Transverse Mercator 2000

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High Level Map of UFTI Layers

Scale 1:335,000 (A3)



593315_UFTIConstraintsMap
 Sheet 1 of 1

Printed 12/12/2019



Committee Name	SmartGrowth Leadership Group (SLG)
Committee Meeting Date	18 December 2019
Author (s)	Ken Tremaine – SmartGrowth Strategic Advisor
Purpose	To inform and update the SLG of various initiatives relevant to the SmartGrowth partnership

Bimonthly Update Report

1. SmartGrowth Briefing Paper and Story

Attached as **Appendix 1** is a short briefing paper that tells the story of the SmartGrowth journey since 2000. It highlights achievements and opportunities going forward.

2. SmartGrowth Forums

A summary of the SmartGrowth Partner Forum interests and key messages for the SLG is attached to this report as **Appendix 2**. The Forums include:

- Strategic Partners Forum
- Social Sector Forum
- Combined Tāngata Whenua Forum
- Property Developers Forum
- Population Ageing Technical Advisory Group
- Housing Affordability Forum
- Environment and Sustainability Forum

3. Government Engagement & Urban Growth Partnership Proposal

Post the Local Government elections, Minister Twyford has initiated a dialogue with the western Bay of Plenty sub-region regarding an urban growth partnership between Local Government, Central Government and iwi. This potential co-governance arrangement is aimed at providing a more effective means of managing urban growth going forward. It is likely that this new partnership will use the existing SmartGrowth arrangements but with amendments to reflect an expanded partnership.

A press release following the recent visit by the Minister on 27 November is attached as **Appendix 3** for information.

Partner members (BoPRC, WBoPDC, TCC, and Tangata Whenua) have been briefed on the Ministerial visit and the scope of potential government urban growth partnership.

At a high-level, such a partnership would as outlined by Minister Twyford would focus on having a thriving Tauranga and Western Bay of Plenty, that is prosperous, has high levels of economic growth, supports affordable housing and a transport system that can support that growth supported by the following principles;

- Having a high level of collaboration.
- Shared transformational vision and work programme that is co-governed together.
- Planning reform (both legislation and local planning instruments) to encourage growth up and out.
- Invest in all infrastructure, together, through innovative funding and financing tools.
- Quality of the built and natural environments.
- Mana whenua as partner.
- Developing a joint Spatial Plan.

In addition, Ernst Zollner who is the senior official from the Ministry of Housing and Urban Development, will present on the outcomes Government is seeking.

We are now working on a draft of a memorandum of understanding between the existing SmartGrowth partners and Central Government. In parallel there will be a need to amend the existing SmartGrowth Joint Committee Agreement prepared under Clause 30A, 7th Schedule of the Local Government Act 2002.

While there are not exact parallels, there is benefit in drawing on the recently established governance arrangements put in place for the Hamilton to Auckland Corridor Plan. These were adopted by the expanded Future Proof partnership when it was launched in August this year. For illustrative purposes only **Appendix 4** contains the repurposed Future Proof arrangements to accommodate the Hamilton to Auckland Corridor partnership.

The options for future governance in the Waikato were to start over versus repurposing existing structures. It was decided that it was more effective and efficient to repurpose existing structures that are already in place and working well. A similar situation exists in the western Bay of Plenty sub-region.

4. Government Policy Announcements

Urban Development Bill

The Urban Development Bill was introduced on 5 December 2019. The Bill had its first reading on 10 December and has now been referred to a Select Committee.

The Urban Development Bill is the second piece of legislation designed to enable Kāinga Ora – Homes and Communities to transform urban areas and create sustainable, inclusive and thriving communities. It complements the Kāinga Ora-Homes and Communities Act 2019, which established Kāinga Ora on 1 October 2019.

The Bill as drafted enables Kāinga Ora to:

- Enable, lead or facilitate a special type of complex, transformational development – called specified development projects (SDPs)
- Have access to a tool kit of development powers when undertaking SDPs
- Have access to land acquisition powers when undertaking urban development projects (including SDPs)

The Bill is designed to provide the tools, certainty and coordination needed to enable complex, transformational development that will improve the social and economic performance of New Zealand's urban areas.

The Bill is not designed to address wider issues in the urban development and planning system, for example those issues covered by the comprehensive review of the resource management system.

Once we have had a chance to read the Bill in detail, we will report back to the SLG in the New Year on its implications and the scope of any submission that SmartGrowth may wish to make. A date when submissions close is yet to be determined.

Infrastructure Funding Announcements

On 11 December, the Finance Minister Grant Roberson unveiled an extra \$12 billion of infrastructure spend with \$6.8 billion of this to go on transport. This will be a mix of short-term spending over the next two years and medium and long-term projects brought forward. Announcements will be made early next year as to which projects will receive funding.

5. Recommendations

That the SmartGrowth Leadership Group:

1. **Note** the SmartGrowth briefing paper and story.
2. **Receive and note** the update.
3. **Note** the key messages received from the SmartGrowth Forums.

4. **Note** the presentation led by Government officials which further outlines Government's expectations for an urban growth partnership.
5. **Recommend** to the SmartGrowth partners that they support the urban growth partnership with Central Government and iwi as outlined in section 3 of this report.
6. **a. Agree to** the development of an urban growth partnership with Central Government and mana whenua, including the preparation of a Memorandum of Understanding.

b. That the Independent Chair in conjunction with Mayors, Regional Chair and Combined Tangata Whenua Co-chair, be authorised to progress the co-joint development of a MOU as well as an amended Joint Committee Governance Agreement under Clause 30A of the 7th Schedule of the Local Government Act 2002, for reporting back to SLG for consideration and approval, and then recommending to partners for execution/approval.

c. Note that implementation of b. above, is to occur in liaison with government officials.
7. **Note** the recent Government policy announcements and legislation.

Appendix 1: The SmartGrowth Story



Briefing to SmartGrowth Partners

18 December 2019

<https://www.smartgrowthbop.org.nz/>

The SmartGrowth Journey

The SmartGrowth journey began in 2000 and has evolved from a growth management strategy into a comprehensive, four well-beings, spatial plan for the western Bay of Plenty sub-region:

<http://www.smartgrowthbop.org.nz/strategy/2013-strategy/>

SmartGrowth sets the strategic vision and direction for the growth and development of the western Bay, on key issues across the spectrum of social, environmental, economic and cultural objectives.

This is illustrated in the diagram below which sets out the six focus areas of the Strategy.



SmartGrowth is more than the spatial plan document – it is a collaboration that has been working successfully for the past 19 years.

The western Bay of Plenty sub-region has been an area of strong population growth for some time. The sub-region is expected to reach a population of 400,000 in the next 50 years. It is home to the nation's largest port, and a rapidly expanding kiwifruit industry which anticipates a doubling of production in the near future and many other rural and horticulture resources – as well as linking the regions of the North Island.

The value of the SmartGrowth partnership is in its ability to:

- **Offer smart strategic thinking that is evidence-based, collaborative and community-focussed**
- **Deliver, and hold onto, a long-term view of spatial planning and development**
- **Connect with others to deliver strong united advocacy and transformational partnerships**

Over the last 15 years, the SmartGrowth partnership has delivered/facilitated several successful initiatives, including:

- Anchoring and driving a long-term integrated plan for future sub-regional development
- Significant strategic transport network infrastructure investment, for example Takitimu Drive, Harbour Link, and the Tauranga Eastern Link, based on the agreed settlement patterns.
- Adopted land-use pattern with key transport corridors developed on a sub-regional basis which included land for housing and business.
- Secured a \$150 million Crown Grant in 2005 for transport along with a matching local share.
- Co-ordination between Councils, partners, and the private sector to develop agreed greenfield developments and related transport as well as three waters infrastructure investment.
- Rangiuru Business Park to accommodate future industrial opportunities.
- 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 University of Waikato campus (Toi Ohomai and Te Whare Wānanga o Awanuiarangi) in downtown Tauranga 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 and Bay of Plenty District Health Board.
- Agreed approach to the purchase and development of sub-regional parks.



A broad overview of key growth areas, transport connections and facilities set within the context of the four main SmartGrowth Corridors is provided in Appendix 1.

The Western Bay by the Numbers

Years the western Bay has been experiencing positive growth: 80+

Hectares under jurisdiction of Western Bay of Plenty District Council (215,000) and Tauranga City Council (16,800)

1945 population: 16,000.

2001 population: 129,000

2019 population: 190,000.

Tauranga City population: 140,000.

Western Bay of Plenty District population: 50,000.

Projected population growth over next 30 years: 54,000.

Houses needed: 43,000.

Expected additional jobs: 37,800.

Highest growth demographic over next 15 years: age 65+

Highest growth for Māori in same period: age 15 and under.

2048 expected demographic split: 25% of total population will be 65+

2048 expected total Māori population: 44%

Recent GDP growth in WBOP: 4.1% (national average: 3.2%)

One of NZ's least affordable housing markets: \$743,000 is the average house value while average household income is \$101,400

The SmartGrowth Leadership Group

As the governance body for SmartGrowth, the Leadership Group has an important role to play in driving Strategy implementation, developing new plans as well as guiding and supporting the SmartGrowth partnership. The Group has the following roles and responsibilities:

- Providing sub-regional leadership
- Setting sub-regional policy and approaches
- Co-operative decision-making that builds a strong sub-regional consensus and commitment to joint actions
- Dealing with cross boundary matters
- Implementing the Settlement Pattern
- Infrastructure / Facilities – where this affects more than one partner
- Communicating and engaging with key stakeholders
- Joint advocacy and one strong, united voice
- High-level spatial planning and achieving SmartGrowth outcomes.
- Issues which affect multiple partners
- Intra and inter-regional matters
- Matters of Upper North Island or national importance that impact on the sub-region

Key aspects of the SmartGrowth approach include:

- Parties take a co-operative approach to addressing issues
- Implementation through co-operation and consensus
- Issues are considered in a measured, effective and timely manner
- Commitment to act in good faith in meeting SmartGrowth obligations
- Taking a solutions-based approach when raising issues

Partnering with Central Government

Rapid growth has brought with it a specific set of challenges and opportunities for the sub-region. Infrastructure, services and housing have come under pressure faster than expected.

Central Government wishes to establish an urban growth partnership with local government and iwi. It is likely that this will use the SmartGrowth model and existing structures. This co-governance arrangement is aimed at providing a more effective means of managing urban growth going forward.

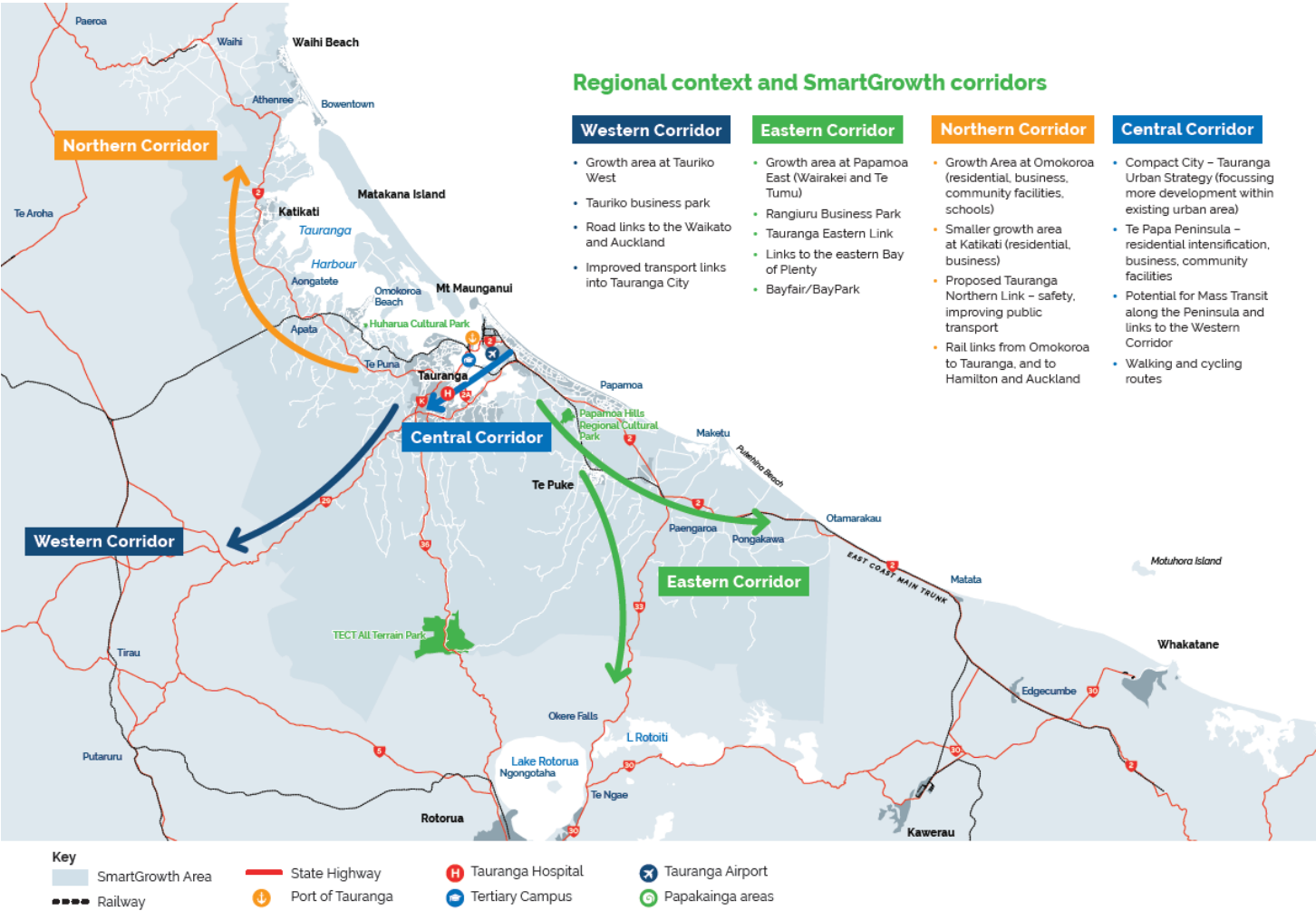
At a high-level, the key messages from the government for the new partnership are as follows:

- The focus is on having a thriving Tauranga and Western Bay of Plenty, that is prosperous, has high levels of economic growth, supports affordable housing and a transport system that can support that growth.
- Having a high level of collaboration.
- Shared transformational vision and work programme that is co-governed together.
- Planning reform (both legislation and local planning instruments) to encourage growth up and out.
- Invest in all infrastructure, together, through innovative funding and financing tools.
- Quality of the built and natural environments.
- Mana whenua as partner.
- Developing a joint Spatial Plan.

SmartGrowth is also working on an Urban Form and Transport Initiative: <https://ufti.org.nz/> This work will feed into the new urban growth partnership and in particular the development of a joint Spatial Plan.



Appendix 1: SmartGrowth Corridors



Appendix 2: Forum Messages



Partner Forums	Progress update / link to minutes on SmartGrowth website	Key messages for SmartGrowth Leadership Group
Strategic Partners	SPF	Kiwifruit – this is a rapidly expanding industry with levels of investment and employment growth, particularly in the East, that needs to be acknowledged and provided for in UFTI/SmartGrowth updated settlement patterns.

Social Sector	SSF	<p>Sector members discussed their key concerns, particularly they noted the lack of action for structure change and the ongoing need of vulnerable people.</p> <p>Topics raised: Data for focused decision making the importance of tax reform to reduce poverty. Local government and SG attention to Housing, supply affordability and focus on alder housing.</p> <p>The meeting expressed real concern over SmartGrowth's connectivity "retreat" and lack of outcomes related to forum input.</p>
Combined Tangata Whenua	CTWF	Noting to note.
Property Developers	PDF	<p>The SmartGrowth Property Developers Forum requests that the SmartGrowth Leadership Group, both pre and post the upcoming Local Government Elections, provides briefing and direction via the Partner Councils', that prioritises the employment of all necessary support and resources to enable the notification of the proposed Tauranga City Residential Intensification Plan Changes in the first quarter of 2020. Specifically, the PDF requests:</p> <ol style="list-style-type: none"> 1. That Tauranga City Council continues to provide the resources required to achieve the timeline above for the notification of these Plan Changes;

		2. The Bay of Plenty Regional Council (BoPRC) appoint a Senior Planner to coordinate the BoPRC inputs and support for these Plan Changes.
Population Ageing Technical Advisory Group	PATAG	Nothing to note
Housing Affordability	HAF	1. Potential intensification and spatial planning changes in the Te Papa peninsular - if council support the accessible properties Pukehinahina project on all levels this will enable this

		<p>development to be a catalyst for change in the Te Papa area in line with the objective of intensification including the provision of alternative dwelling typologies.</p> <p>2. UFTI – HAF would like assurance that the housing supply scenarios are detailed within the housing technical reports this year to ensure decisions on housing are integrated with the transport scenario options. We are continuing to be concerned with the lack of effort that has been put into determining local measures particularly those to support the private sector to solve the housing issue in the sub region. HAF expects the UFTI foundation report must state the number of affordable houses required by typology and catchment but also what measures the councils are going to employ to ensure that the private housing sector is able and willing to provide the vast majority of that housing need.</p> <p>. HAF want a report back on all four aspects of the housing action framework. particularly coordinated advocacy, capacity building and housing development.</p>
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Environment & Sustainability	E&S	Post UFTI interim report being presented on 18 December the E&S forum would like all forums to be given the opportunity to comment and provide feedback in the same format as the Position Paper process and FDS reporting, backed up with a resource - for example- Lisa Hickling.
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Appendix 3: Media Statement

DRAFT

Media statement on behalf of SmartGrowth partnership

DATE: 2 December 2019

Western Bay of Plenty leaders welcome partnership with central government

Western Bay of Plenty leaders are welcoming a proposed urban growth partnership with central government that will further enhance its collaborative approach to planning for the sub-region's future.

The partnership will be similar to the first urban growth agreement announced by the government in the Waikato earlier this year and is strongly connected to the government's urban growth agenda.

During his visit to Tauranga last Wednesday, Transport Minister Phil Twyford met with Tauranga Mayor Tenby Powell, Western Bay of Plenty District Mayor Garry Webber, Bay of Plenty Regional Council Chairman Doug Leeder and mana whenua representative Buddy Mikaere.

During the meeting Minister Twyford initiated discussions about formalising a sub-regional spatial planning partnership between central government, the Western Bay's local councils, and mana whenua, that would include an integrated vision and associated work plan.

Mayor Powell says it was exciting to hear Minister Twyford's appetite for a formal partnership with the sub-region and acknowledged it will require a commitment by all local leaders to look at new and innovative ways of doing things.

"This partnership presents us with an opportunity to really think outside the square as we develop plans for how people can best live, work, learn, play and move in the sub-region over the next 50 years. The commitment and big picture thinking we are applying today will become our legacy for the future generations of tomorrow," says Mayor Powell.

Mayor Webber says these initial steps towards establishing a partnership with central government is positive affirmation that the collaborative approach and commitment being shown by the region's leaders is paying off.

"Through SmartGrowth and the current programme of work being undertaken within the Urban Form and Transport Initiative, all councils in the Western Bay have recognised the need to step back and consider what the sub-region as a whole needs in terms of housing, transport and urban development," says Mayor Webber.

"Having all leaders at the table with Minister Twyford last week really showed our commitment to work collaboratively and focus on solutions, together. Mana whenua play a critical role in this partnership and we remain committed to enhancing the way we are working with local iwi to support their needs as well," he says.

Bay of Plenty Regional Council Chairman Doug Leeder says he is looking forward to discussing details of the partnership further with Minister Twyford and other senior ministers.

“The parties will look to sign a Memorandum of Understanding for the partnership outlining how the government, local councils, mana whenua and other key partners will work together and what the agreed next steps will be,” says Mr Leeder.

ENDS

For more information please contact:

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SmartGrowth Chair

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Appendix 4: Repurposed Future Proof Structure

