Agenda for Meeting No. SG24/03

SmartGrowth Leadership Group

The SmartGrowth Leadership Group meeting will be held at

Bay of Plenty Regional Council
1 Elizabeth Street
Tauranga

Thursday 21 March 2024

8:30am

M Grenfell
Chief Executive
Tauranga City Council – Administering Authority

SmartGrowth Leadership Group

Committee Members

Chairperson:	Andrew Turner
Bay of Plenty Regional Council	Cr. Jane Nees Cr. Stuart Crosby Cr. Paula Thompson Cr. Ron Scott (alternate)
Tauranga City Council Commissioners	Anne Tolley Stephen Selwood Bill Wasley Shad Rolleston (alternate)
Western Bay of Plenty District Council	Mayor James Denyer Cr. John Scrimgeour Cr. Don Thwaites
Tangata Whenua Representatives	Matire Duncan Geoff Rice Whitiora McLeod Riki Nelson Matemoana McDonald (alternate)
Minister for Local Government	Richard Ward (alternate)
Minister for Housing	Brad Ward (alternate)
Minister for Transport	
Waka Kotahi	David Speirs (Non-voting) Jessica Andrew (alternate)
Western Bay of Plenty Transport System Plan	Dean Kimpton (Non-voting) Shaun Jones (alternate)
Priority One	Nigel Tutt (Non-voting)
Te Whatu Ora – Te Manawa Taki	Pauline McGrath (Non-voting) Jeff Hodson (alternate)
Three Waters	
Quorum	11
Meeting Frequency	Quarterly

SmartGrowth Leadership Group - Terms of Reference

Purpose:	The purpose of the Joint Committee (SmartGrowth Leadership Group) is to undertake and implement strategic spatial planning across the western Bay of Plenty sub-region[1] in accordance with the SmartGrowth Strategy and the outcomes from the Urban Form and Transport Initiative. The SmartGrowth Leadership Group carries out its purpose in accordance with the delegations set out in the Agreement.
General Principles:	The SmartGrowth Leadership Group operates under the following principles: • Supporting an integrated approach to urban growth and strategic / spatial planning which incorporates cultural, economic, environmental and social well-being. • Building on the SmartGrowth 'live, learn, work and play' vision. • Reinforcing an integrated planning approach incorporating land use, all infrastructure and funding. • Building on existing SmartGrowth work, including the outcomes from Urban Form and Transport Initiative, and the general SmartGrowth arrangements already in place. • Adopting a shared evidence base so that all parties are using common data. • Recognising and supporting the existing Urban Form and Transport Initiatives which will underpin the development of the 2023 SmartGrowth Strategy. • Having an integrated SmartGrowth Strategy for the sub-region which includes the requirements for a future development strategy under the National Policy Statement on Urban Development. • Taking account of the Western Bay of Transport System Plan and its priorities. • Acknowledging the benefits of a collaborative approach to urban growth and spatial planning, and to share responsibility for such planning between parties. • Supporting the values, and economic and social aspirations of tangata whenua while protecting cultural identity. • Sustaining and improving the natural environment. • Responding to climate change at a strategic level. • Promoting affordable housing.
Monitoring and Review:	The SmartGrowth Leadership Group has responsibility for: • Monitoring and reporting on the implementation of the Urban Form and Transport Initiative, including the key performance indicators. Reviewing and recommending any changes to the SmartGrowth Strategy if circumstances change.

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[1] The 'sub-region' refers to the territorial areas of Tauranga City council and Western Bay of Plenty District Council.

Membership:	That representation of the SmartGrowth Leadership Group be comprised of:
	- Three elected member representatives <u>each</u> as appointed by the contributing local authorities, including the Mayors of Tauranga City and Western Bay of Plenty District – voting - Four representatives to be nominated by tāngata whenua - voting - An Independent Chairperson, to be appointed by the Leadership Group, to chair the Group – voting - Up to three Ministers of the Crown – voting - Additional Ministers, if and when relevant and required – non-voting - One Te Whatu Ora – Te Manawa Taki representative – non-voting - One NZTA representative – non-voting - One Water Services Entity B representative – non-voting - One Transport System Plan representative – non-voting - One Priority One representative – non-voting - One alternate member per voting organisation
	That the standing membership of the Leadership Group shall be limited to 22 members (including the Independent Chairperson), but the SmartGrowth Leadership Group has 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 SmartGrowth Strategy.
Meeting Frequency:	Quarterly, or as necessary and determined by the Independent Chairperson.

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SmartGrowth Leadership Group

Thursday 21 March 2024

8:30am

Bay of Plenty Regional Council
1 Elizabeth Street, Tauranga

Order of Business   Page

Confirmation of the Minutes of the SmartGrowth Leadership Group (SG23/12) dated 18 December 2023.

Recommendation:
That the minutes of the SmartGrowth Leadership Group (SG23/12) held on 18 December 2023 be confirmed as a true and correct record.

13. **Public Excluded Session**

That the SmartGrowth Leadership Group:

1. Agree that the public be excluded from the following parts of this meeting:

   a) Approval of Closed Minutes – 18 December 2023

2. Note that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and that the reports are to be considered under closed in accordance with s7(2)(i) - enables any local authority holding information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

3. Noted that at the end of the closed session the meeting will move back into open.

NB – The agenda for the "Public Excluded session" will be circulated separately.

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Minutes of Open Meeting No. SG23/12 of the SmartGrowth Leadership Group held on 18 December 2023 at Bay of Plenty Regional Council, 1 Elizabeth Street, Tauranga

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Present

Chairperson	Andrew Turner
Bay of Plenty Regional Council	Cr. Jane Nees Cr. Stuart Crosby Cr. Ron Scott (alternate)
Tauranga City Council Commissioners	Anne Tolley Stephen Selwood Shad Rolleston (alternate)
Western Bay of Plenty District Council	Mayor James Denyer Cr. John Scrimgeour Cr. Don Thwaites
Tāngata Whenua Representatives	Matire Duncan Geoff Rice Whitiora McLeod Riki Nelson
Minister for Local Government	Richard Ward (alternate) Caroline Dumas (alternate)
Minister for Housing	Brad Ward (alternate)
Waka Kotahi	David Speirs (Non-voting)
Western Bay of Plenty Transport System Plan	Shaun Jones (alternate)
Priority One	Nigel Tutt (Non-voting)
Quorum	11
Meeting Frequency	Quarterly

In Attendance   **SmartGrowth**
Craig Batchelar – SmartGrowth Strategic Advisor
Nichola Leonard – SmartGrowth Technical Advisor
Te Pio Kawe – SmartGrowth Pou Ārahi Advisor
Elva Conroy – SmartGrowth Kai Arahi Advisor
Juanita Assink – SmartGrowth Coordinator

Bay of Plenty Regional Council
Antoine Coffin – Manager: Spatial Planning
Adam Fort – Principal Advisor: Strategic Planning

Tauranga City Council
Marty Grenfell – Chief Executive
Christine Jones – General Manager, Strategy, Growth & Governance

Western Bay of Plenty District Council
Tracey Miller – Strategic Advisor: Resource Management

Ministry of Housing and Urban Development
John McDonald – Partnership Director, Place-Based Strategy
Rebecca Tong – Principal Advisor

Kainga Ora
Darren Toy – Regional Director: Bay of Plenty

THESE MINUTES ARE YET TO BE CONFIRMED
To be confirmed by the SmartGrowth Leadership Group on 21 March 2024

SG23/12.01 | **KARAKIA TĪMATANGA**

Antoine Coffin opened the meeting with a Karakia.

SG23/12.02 | **APOLOGIES**

Apologies for absence received from Cr. Paula Thompson, Sarah Mitchell, Commissioner Bill Wasley.

Apologies for lateness received from Whitiora McLeod.

Moved: Andrew Turner / Seconded: Matire Duncan

That it be Resolved

That the apologies were accepted.

CARRIED

SG23/12.03 | **DECLARATION OF CONFLICTS OF INTEREST**

No conflicts of interest were declared.

SG23/12.06 | **CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP (SG23/09) – DATED 13 SEPTEMBER 2023 (PAPER A)**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG23/09) dated 13 September 2023 circulated with the agenda.

Moved: Commissioner Anne Tolley / Seconded: Cr. John Scrimgeour

That it be Resolved

That the minutes of the SmartGrowth Leadership Group (SG23/09) dated 13 September 2023 be confirmed as a true and correct record.

CARRIED

SG23/12.07 | **QUARTERLY REPORT (PAPER B)**

Craig Batchelar spoke to the Quarterly Report (Paper B) which was taken as read.

- Programme update noting the focus has been on the SmartGrowth Strategy and FDS development.
- KPI dashboards now uploaded to the SmartGrowth website, ongoing work in progress with changes which may flow out of strategy review, FDS and and Implementation and Funding Plan.

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To be confirmed by the SmartGrowth Leadership Group on 21 March 2024

- Notes industrial land study with the technical work completed. Further Investigations report is uploaded to the SG website, noting will be part of consideration by the Hearings Panel.
- Inter-regional transport work – investment plan across the two regions,
- Notes the completion of the Rotorua FDS who are moving into implementation of the plan.
- New government policy changes which are moving at pace. Working to identify the changes which will influence SmartGrowth work over the next 3-6 months, with close monitoring being required whilst developing the strategy.
- New government policy which may require zoning / plan enabled land in a single stage rather than 3, 10 and 30 year stages. Regardless, the delivery of development is subject to affordable provision of infrastructure.
- Industrial Land Study "Further Investigations" report is for information only. Concern was raised that the report had not been discussed with WBOPDC Elected Members. It was confirmed the Hearings Panel will connect with WBOPDC prior to deliberations.
- Shad Rolleston took the time to remember and reflect on the passing of Jo Gravit who made a significant contribution to the Western Bay, the Te Puna community and to SmartGrowth since its inception.
- Submission was made to the Rotorua FDS addressing cooperation and regional transport – document was reviewed and consistent with what has been seen around land use strategy over several years.
- FDS was signed off by BOPRC and RLDC on 22 November 2023, with limited new land added in in response to submissions. Ngongotaha potential impact on SH36 with SG and Waka Kotahi both putting in a submission on this, with a request for supplementary transport assessment to provide more guidance.
- Transport and housing were areas that came up through the Hearings with the panel needing to consider both areas along with links between both. Both areas are working in silos of their own which need to be better linked into the SG structure ensuring transport and housing are on the radar on a fully integrated way.
- Discussions have been held around potential changes to SG structure, meeting schedules and the way we do things as we move from strategy development to implementation, as well as looking to simplify and declutter. Noted that the scope, structure and processes had grown over time with the purpose of SG becoming less clear.
- Whilst coming to grips with tangata whenua and infrastructure projects – Waiari, TCC Programme Business Case and 15th Avenue to Welcome Bay along with other large infrastructure projects – future proof strategy, Industrial Land Study, can we also look to do a study on servicing Māori land with connections to infrastructures that are going under / over or right next to Māori land?
- Transport and land use integration – need to clearly understand this as at least a 3-way piece – transport, housing & jobs to be integrated, along with link to housing & jobs being fundamental which is a key driver for TCC. 70% of jobs are in the Western Corridor. Work trips generate a lot of traffic.

Moved: Cr. Stuart Crosby / Seconded: Mayor James Denyer

That it be Resolved:

That the SmartGrowth Leadership Group:

1. **Receives** the report.

CARRIED

SG23/12.08 | **TU PAKARI UPDATE (PAPER C)**

Te Pio Kawe and Elva Conroy spoke to Tu Pakari Update (Paper C), which was taken as read.

- A lot of work has been undertaken to endeavour to achieve the priorities of the Combined Tangata Whenua Forum to progress the SmartGrowth strategy, participation in the hearings and deliberations as move towards 2024 for approval / adoption.
- Consistently raising issues around Māori housing and opening of Māori land through infrastructure.
- Progressing national data from MHUD in terms of Māori Housing to create a dashboard, overview and what is the picture of Māori housing over the Western Bay and how this can be progressed.
- Collaboration between TCC and Western Bay as part of pivotal action in moving forward.
- Tu Pakari report is clearly showing the work of communications going through SmartGrowth.
- CTWF is an engagement strategy, is not a replacement for consultation with Mana Whenua.   The onus of the actual engagement and developing those treaty relationships lie between the respective iwi, hapu and SmartGrowth partners. We provide opportunity to raise collective issue and opportunities for Hapu and Iwi to make direct engagement with Toi Moana, TCC, WBOPDC as a way to address their collective issues.
- CTWF met 5 times over 2023. Regular sessions on the strategy across the meetings. A lot more guest presentations in 2023 as way to connect with projects & strategies.
- Personal highlight from Gia Nelson re Hewletts Road rail crossing with the safety improvements now in place.
- Regular E-Panui – May & September – important communication tool to enable forum members to know what is being done.
- Survey conducted amongst forum members to determine forum effectiveness, satisfaction of meetings, outcomes – not acting as collectively as could be with one key reset on what talking about at forums, trialling alternative venues in 2024.
- SmartGrowth strategy – both Advisors have been heavily involved in this, with 80% of time working on the strategy, highlighting ways in development, share aspects of SmartGrowth strategy, informal workshops throughout October 2023.
- Tangata Whenua Spatial Plan. SG Spatial Plan cultural layer provides a picture of where we were and where we are now.   Missing is where tangata whenua wanted to be, which helped to identify the work under the Tangata Whenua Spatial Plan work.

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To be confirmed by the SmartGrowth Leadership Group on 21 March 2024

- Acknowledgement was given to the Tu Pakari team – been very busy at times being very overwhelming. Look to provide more wrap around support for them, looking at how and to better support Tu Pakari in 2024
- Māori Land Trusts – supporting to understand infrastructure required, with Commissioners having undertaken site visits to some Māori Land Trusts.
- Monitoring Government policy changes and how affects the work being undertaken in the region.
- Health initiatives – Māori health authorities (Hauora) removal of anti-smoking legislation, has been a lot of benefits as a result of the legislation. Smoking is now hugely reduced levels in and around marae and other public facilities.
- NPS Fresh water and Te Moana Te Wai – integrated in treaty settlements which recognise all the water ways into the Tauranga Moana / Harbour. High priority for all iwi moving forward.
- Message is what are the hand brakes we have due to lack of resources, what are the risks and opportunities which come out of this?
- Looking to secure strong relationships with both Ministers and officials.
- The Chair thanked the Tu Pakari Advisors, in particular the contribution to the Strategy development, the quality and depth of matters in front of hearings panel.

Moved: Cr. Ron Scott / Seconded: Commissioner Shad Rolleston

That it be Resolved

That the SmartGrowth Leadership Group:

1. **Receives** the report for discussion.
2. **Continues** to support and resource the Tu Pakari and Pou Hononga engagement on the development of the CTWF priorities in 2024/25 to progress:
   a) Māori Housing / papakainga opportunities as connected marae community centres with Māori land trusts;
   b) Engagement on Tangata Whenua Spatial Planning;
   c) The needs and aspirations of tangata whenua in the short-, medium- and long-term actions in the SmartGrowth Strategy and Implementation Plans 2024 to 2074.

CARRIED

SG23/12.09 | **SMARTGROWTH STRATEGY SPECIAL CONSULTATIVE PROCEDURE – UPDATE (PAPER D)**

Craig Batchelar spoke to the SmartGrowth Strategy Special Consultative Procedure - Update (Paper D) which was taken as read.

- The Chair and Strategic Advisor acknowledged the significant support received from Western Bay of Plenty District Council – written issues, options, workshop, deliberations – a huge amount of work.
- Submissions – reasonably good response with 90 submissions, 500 submission points which were detailed and well considered.

THESE MINUTES ARE YET TO BE CONFIRMED
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- Topic leads currently preparing issues and options reports on the themes.
- Submissions - received good spread of ages, demographic, focus on certain sectors, grass root community organisations, many who had been involved in community for a long time with a depth of knowledge and passion, developers. Breadth of information not concentrated on one area, subject matter, etc., level of detail raised, changes being recommended.
- Feeling very positive that there has been a good process of engagement with the community, ready to take forward to helpful and useful discussions.
- A lot of work being undertaken in submissions – workshops in February, days of deliberations late February / early March with good information and advice available and well informed.
- When through deliberations, the hearings panel will be making recommendations. Consideration to changes of environment working in as draft strategy was created in a very different policy environment pre-election – (SLG: 21 March 2024)
- Commissioner Tolley thanked the hearings panel for their involvement.
- In terms of preparing for adoption of the SmartGrowth Strategy to the SLG, will forward a draft which will then provide opportunity at individual partner level to review and consider. Similar to the process when the draft strategy came to SLG for approval for consultation, ensured the "heavy lifting" had been done, will engage appropriately with partners without pre-empting changes which may be recommending, before arriving at decision making.
- Final decision on the Strategy will be made by the full SLG.
- Through hearings process, if an issue is unable to be resolved, as there may be some things that unable to be resolved in the process, these may require actions in the Implementation Plan, for example Industrial Land Study as there is further work to be done on this.
- Process for aligning the strategy and implementation plan with LTP's, should anything drop out of these that need to be considered, will need to come through pre-LTP deliberations.
- Awareness of 3 councils who are running 3 separate LTP processes on 3 different timelines, will need to ensure joined up as don't' want an implementation plan that isn't able to be implemented due to lack of funding.

That it be Resolved

That the **SmartGrowth Leadership Group**:

1. **Notes** the update on the Draft SmartGrowth Strategy SCP process, including the general themes arising from submissions.

CARRIED

SG23/12.10	SMARTGROWTH IMPLEMENTATION AND FUNDING PLAN (PAPER E)

Craig Batchelar spoke to the SmartGrowth Implementation and Funding Plan (Paper E) which was taken as read.

THESE MINUTES ARE YET TO BE CONFIRMED
To be confirmed by the SmartGrowth Leadership Group on 21 March 2024

- Development of the Implementation & Funding Plan is referred to the Strategy to be produced and covers the FDS and actions of SmartGrowth.
- Conscious deliberations in February – if Panel wish to forward key actions into implementation plan hence commencing work early to enable this.
- Looking at mandates which is guiding what we are doing – NPS-UD talks to Implementation Plans however no guidance on content. Spatial Planning Act - structure and content.
- Planning & development programme – dates have been considered.
- SMG – senior staff/managers are across direction of partner LTP's which will assist to shape what we do, along with hold points in programme to ensure those who need to have seen the Implementation & Funding Plan have done so.
- Plan needs to be practical and able to be easily updated. The appended sample plan does not meet this requirement.
- Timing is a concern adopting a delivery plan ahead of the final adoption of LTP's, delivery accountability and signalling where funding will come from. Option to keep Implementation & Funding Plan as draft until Western Bay make their final decisions generally supported.
- No finance in the LTP however may be other ways of funding. This needs to be recognised in the Plan.
- Implementation & Funding Plan need to be integrated with AP's approved each year. Something advisors will need to give further consideration to.
- Critical risk is an Implementation Plan with no funding which that goes nowhere, look to ensure is achievable.
- Role for SmartGrowth to identify the funding gap as a problem statement. A serious discussion around funding decisions otherwise may result in setting up a wish list, without grasping level of alternative approaches. Alternatives include value engineering, deferrals as well as alternative funding sources.
- Will require all partners to communication problem to communities, discussions around generating new ways of capturing funding, with taxpayers / ratepayer /others, paying for the funding of these.
- This isn't just about funding; is also about how we bring these projects to fruition.
- Streamlining is key to improving delivery. Business Case processes are resource hungry - what can the government do to make these easier to navigate?

Moved: Commissioner Anne Tolley / Seconded: Commissioner Stephen Selwood

That it be Resolved

That the **SmartGrowth Leadership Group**:

1. **Receive** the report.
2. **Note** the proposed scope, structure and content for the "Draft Implementation and Funding Plan" to implement the SmartGrowth Strategy and FDS including:
   a) Primarily a corridor-based document structure;
   b) Content that includes:

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   i. Key Actions.
  ii. Prioritisation with a focus on substantive actions / outputs.
 iii. Linkage to Transformational Shifts / Growth Directives.
 iv. Partner role allocation to actions use the PASCI framework from UFTI.
  v. Level of committed funding and resources.
 vi. Progress update.
vii. Monitoring and reporting accountability.
viii. Interdependencies.
 ix. Alternative funding mechanisms
3. **Note** the comments on the draft programme for developing the Draft Implementation and Funding Plan.
4. **Endorse** the directive that the Implementation and Funding Plan process provide for assurance of alignment with:
   a) Central government policy changes;
   b) Partner long-term plans and infrastructure strategies;
   c) Regional land transport plan;
   d) Other plans, including any City Deal.

SG23/12.11	**URBAN PROGRAMMES UPDATE (PAPER F)**

Shaun Jones spoke to the Urban Programmes Update (Paper F) which was taken as read.

- Change from central government on their approach to the urban Programme. Due to direction shift – funding and uncertainties, plans going forward.
- Minister of Transport provided direction to NZTA and Councils to stop work on the VKT Reduction Programme with the exception of anything that has already been contracted.
- Have a substantial amount of work contracted. Currently working through process of what has vs hasn't been contracted. EoI and funding arrangement is in place. Now falls into 2-3 key categories – funding for development of technical work on programme, technical scope on managed land study to understand key transport planning outcomes, Bluetooth sensors approved which are important key monitoring piece of work, travel demand management which supports good outcomes on mode shift.
- Capacity to continue developing work, focusing on practical outcomes.
- Installing sensors, completing managed land study to support behaviour change that will support best outcomes for PT, making best use of assets and making decisions to support SmartGrowth strategy.
- Won't be providing a VKT reduction programme and no community consultation on VKT reduction.
- Very focused transport planning work to support SmartGrowth strategy outcomes in practical way.
- Very clear and categorical in not moving forward with any non-contracted VKT activities, however sympathetic to strong economic case and activities are targeted towards moving freight, moving people, i.e. congestion reduction.

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- Transport System Plan – opportunities and direction of work has changed significantly. Will continue to keep an eye on this as well and to make changes to implementation will do this.
- Key thing being provided is a context in the governance and how TSP fits together with SmartGrowth.
- Transport will be key part of strategy and considerations, with it being better connected with all spatial planning considerations and functions across the Strategy and work being undertaken by partners.
- Conversations in community about VRP, paused priority for buses in peak hours along Cameron Road, we must have social licence to get the mode shift, if don't have the social licence there will be reluctance to consider alternative modes.
- Take feedback received to team as to how achieve social licence, TDM, how to work with communities to understand their needs.
- Very important as to how tell the story, setting the scene for alternative funding mechanisms.
- Important role for SmartGrowth and partners to be communicating both opportunities of doing things right and challenges if we don't.
- Economic impacts of congestion on productivity, combined with lack of housing/expensive housing is a major challenge. SG Role to communicate opportunities and challenges.
- Pre-meeting with SmartGrowth communications team – talking about how the SmartGrowth communications strategy will be forming up.

Moved: Cr. Jane Nees / Seconded: Cr. John Scrimgeour

That it be Resolved

That the **SmartGrowth Leadership Group**:

1. **Receives** the Urban Programmes Update.
2. **Notes** the comments made.

CARRIED

SG23/12.12	**PUBLIC EXCLUDED SESSION**

The SmartGrowth Leadership Group:

1. **Agree** that the public be excluded from the following parts of this meeting: Approval of Closed Minutes – 13 September 2023, Priority Development Areas ("PDA") Tracker and City Deals.

2. **Note** that this resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and that the report is to be considered under closed in accordance with s7(2)(i) - enables any local authority holding information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).

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Moved: Andrew Turner / Seconded: Cr. Stuart Crosby

That it be Resolved

That the meeting moves into closed session.

CARRIED

The meeting moved into closed session at 10:40am.

The closed session was adjourned until 11:00am.

The meeting resumed in open session at 11:30am.

SG23/12.11 | **OTHER BUSINESS** |

No other business.

SG23/12.12 | **KARAKIA WHAKAMUTUNGA** |

Antoine Coffin formally closed the proceedings.

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The meeting concluded at 11:30am
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Confirmed as a true and correct record.

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**Chairperson
Andrew Turner**

Date:

VISION FOR THE FUTURE – LONG TERM PLAN SUBMISSION - MARK WASSUNG REGISTERED ARCHITECT

KUPENGA "FISHING NET" NEW URBAN LINK AND TRANSPORT NETWORK - TAURANGA NEW ZEALAND

KUPENGA is a Proposed New Urban Link and Transport Network enabling Transformational Modal Shift for Tauranga for local residents, visitors and tourists. This would form a Transport Network in a central location of Tauranga. This is a new Mode of Transport for Tauranga that aims to reduce congestion. KUPENGA aligns with the GPS Government Policy Statement for Transport being Safe, Accessible, Affordable and Sustainable.

KUPENGA URBAN LINK AND TRANSPORT NETWORK – TCC LONG TERM PLAN SUBMISSION 2021

KUPENGA will be submitted to the Tauranga City Council TCC Long Term Plan before the 7 June 2021. David Ratcliffe International Specialist on Ropeways/Gondolas and I have put this Concept together. We don't have a Client but we envision this is a Community-Led Project with Cross-Organisational Collaboration of hapu, iwi, 3 Councils TCC, Bay of Plenty District Council BOPRC & Western Bay of Plenty District Council WBOPDC, Port of Tauranga, Quayside, NZTA and Central Government to help with Modal Shift in Tauranga.

KUPENGA – IWI AND HAPU KORERO FOR TAURANGA MOANA MAORI MASTERPLAN HISTORIC OVERLAY

We have reached out to iwi and hapu for korero for Tauranga Moana Maori Masterplan historic overlay and narrative for historic events, waka landing sites, meeting places and travel lines that could inform locations for Stations, Pylons, Lines, Pou and Artwork specific to Tauranga. Future Stages of the Network that we are considering connecting to which could extend the Masterplan and narrative to include all hapu and iwi together, connected and interwoven like a KUPENGA Fishing Net to include future Lines: TE PAPA PENINSULA & CAMERON ROAD, TAURANGA HOSPITAL, GATE PA, GREERTON, THE CROSSING Shopping Centre, PAPAMOA PLAZA Shopping Centre, TE TUMU and OMOKOROA Shopping Centre. We would like to collaborate with all stakeholders on this journey.

KUPENGA DESIGN DESCRIPTION

The Design Concept aims to dematerialise space between the CBD/Strand and The Mount. A futuristic, flying Cabin/Capsule all weather, elevated experience of Tauranga Moana, quiet, fast, accessible with breath taking views. The Cabins will soar like birds over Tauranga's car/truck/bus congested roads, train lines, water, land and buildings. Elevation is an advantage for the Cabins to enter buildings. Sustainable Design elements will be integrated like Solar Arrays on the Stations for generating electricity. Pylons could be up to 80m high but this will allow a ropeway span of up to 3.2km so the Line from CBD/STRAND to BAYFAIR could be without any Pylons required to go into the Harbour seabed. The panoramic views offered from the elevated Cabins will showcase Tauranga and enhance daily commuters lives.

KUPENGA ROUTE STAGE 1

Proposed STAGE 1 is a triangular shaped route that avoids the Tauranga Airport Flight Path, Tauranga Harbour Bridge and Port of Tauranga, it links the CBD/STRAND to BAYFAIR Shopping Centre to CORONATION PARK at the Mount for total ride time of 12 to 14 minutes, 35 person Cabins ALL ACCESS for people, wheelchairs, scooters, bikes, surfboards. Cabins are setup 350m apart (to reduce visual impact) with capacity to move 6000 to 7000 people per hour (equivalent to a Luxury Cruise Liner) into our CBD/STRAND activating our City, visiting the Tauranga Art Gallery, The Elms, Retail Shops, Restaurants and Bars. KUPENGA would also be an Urban Transport Network alternative Mode of Transport for local commuters, school children and visitors providing access to amenities like Blake Park Sporting facilities, Bayfair Shopping Centre, Baywave Aquatic Centre, The Mount Beaches, Mauao and Pilot Bay.

CONSTRUCTION COST, TIMEFRAME AND COMMERCIAL CASE

Estimated Construction Cost at NZ$100 million, Construction timeframe 9 to 12 months with a payback period of 7 years with income potential thereafter.

PROCUREMENT

KUPENGA could be a Public Private Partnership PPP. We anticipate a target of being subsidy free within 7 years of opening would be achievable based on forecast visitor levels and revenue modelling. We propose to engage with the PPP specialists at NZ Infrastructure Commission, NZTA and the Treasury to ensure the PPP is structured in accordance with best practice.

ADVANTAGES

Advantages of Ropeways in the Urban Environment: Safe, Barrier Free, High Capacity, Short Construction Time, Use of Free Transport Level, Low Total Cost of Ownership, Low Environmental Impact and all weather. KUPENGA can be designed, built and commissioned quickly. Reliability for the Network is forecast to exceed Rail or Bus Modes. On-time performance punctuality is at 99%. Low space requirements, extremely low operating noise and 100% electric drive. They offer the greatest energy efficiency per passenger of any mode of public transport. Life Cycle analysis demonstrates extremely low lifecycle carbon emissions from construction and operation relative to other modes of transport. KUPENGA will greatly enhance the potential for Active Modes of travel like bikes and scooters.

CALL TO ACTION

We would like Tauranga City Council as part of their Long Term Plan 2021-31 deliberations to consider providing Funding of $70,000.00 for a Business Case to be prepared. We encourage the Commissioners to show bold leadership "Now for the future" to enable a Transformational Project for Tauranga that provides a Urban Transport Network and a must do Tourist Attraction.

KUPENGA Design Copyright: Mark Wassung Design Engine Architects Ltd & David Ratcliffe Lift Line Service Company

VISION FOR THE FUTURE - TRANSFORMATIONAL TAURANGA PROJECTS ALIGNED WITH LONG TERM PLAN

20 Transformational Projects for Tauranga and the Bay of Plenty attached as Brief Summary, Architect's Drawings and Design Descriptions that align with Long Term Plan. Now for the Future Projects with summary of key elements. We have decided to focus on Project 1 for LTP due to time constraints.

1. **KUPENGA - URBAN TRANSPORT NETWORK – STAGE 1 – CBD/STRAND TO BAYFAIR TO MOUNT**

   Safe, accessible, all weather transport mode for 7000 people per hour from the Mount to Bayfair to CBD. Construction time 9 months. Payback 7 years. International provider, prefabricated parts. 35 Person Cabins allow wheelchair and bike access, cable span up to 3.2km. Suggest Historic Maori Masterplan as inspiration for the geometry of Stations/Meeting Points and Lines/Routes. Future Stages to The Crossing, Papamoa Plaza and Omokoroa Future Shopping Centre.

2. **TAURANGA CONNECT MULTIMODAL TRANSPORT NETWORK VISION 2020 to 2030 – RED, GREEN AND BLUE BOOKS**

   Aligns with the GPS Government Policy Statement for Transport 2021 to 31 Safe, Accessible, Affordable, Sustainable. Looks at existing Railway lines for Passenger Service, New Electric Technology, Transport corridors, park and rides, safe and separate cycleways, connecting the Port, Airport and CBD. We have built a 3D Model of the Tauranga with the New Modes of Transport shown. We propose an interactive public interface like online gaming platform where Councils and the public can interact and add their ideas keying into local Resident knowledge. Example shown. Overlap the Transport Staff from all 3 Councils for joined up thinking. $50 million CIP Crown Infrastructure Funding has been secured for Cameron Road.

3. **RANGIURU INLAND PORT - ROAD TO RAIL TRANSFER STATION & METHYL BROMIDE TREATMENT – MODAL SHIFT**

   Scaling and weighing facility, Methyl Bromide Treatment Sheds, Debarking Facility, Road to Rail Transfer to get 1600 Log Trucks off the road per day to decongest the Port of Tauranga and Hewletts Road. $20 million CIP Crown Infrastructure Funding for the New Interchange with The Eastern Link which will move Rangiuru Stage 1 along. We presented recently to the 2021 RLTP Regional Land Transport Plan at BOPRC Bay of Plenty Regional Council.

4. **CORONATION PARK - MULTIMODAL TRANSPORT STATION, I-SITE AND OCEAN TERMINAL – DIVE CRESCENT CITY STATION**

   Modular structure easily expanded or relocated. Similar could be built at Dive Crescent for a City Station. Connects the CBD with the Mount. Allows for Ship Passengers to walk on secure overhead walkways through Customs in the Station without going onto Port of Tauranga land.

5. **TAURANGA TABLE - TANEMAHUTA - FOREST AND LAKE PARK - 1000 YEAR VISION – FUTURE CENTRAL PARK**

   Stage 1 on Westminster Drive Site Tree Planting start before August 2021. Previously submitted to the Annual Plan July 2020. Example of successful community-led project, funding Tauranga Table. NEDU Ngai Tamarawaho hapu walked with us. Tauranga City Council enabler.

6. **MARS EVENTS CENTRE – MATAHUI AVOCADO RESORT SPA, HOTEL AND ATTRACTIONS**

   2500 Seat Events Centre must see attraction. Avocado and Kiwifruit orchards 70 hectare peninsula behind Matakana. Opportunity to connect the Port with Matahui by hovercraft or ferry ride. A 25 minute bus ride from Tauranga. Maori Cultural Building with Waka landing beach. My Client owns the land and would like to open communication with all 3 Councils.

7. **BAY OF PLENTY INTERNATIONAL AIRPORT - TRADE PORT - INDUSTRIAL DEVELOPMENT – PAENGAROA**

   Trade Port similar to King Shaka Trade Port in South Africa. Passenger Airport that allows A320 Planes. Opportunity to free up existing Airport for development similar to Hobsonville North Shore.

8. **NEW 4 LANE BRIDGES FOR TURRET ROAD AND MAUNGATAPU**

   Unblock the pinch points in Tauranga Roading Network by New 4 Lane Bridges for Turret Road and Maungatapu Bridges.

9. **PORT TRUCK FLYOVER NETWORK**

   A combined Project for the Port of Tauranga, 3 Councils and NZTA to provide New Network of Flyover Roads to Trucks to get faster and more directly to the Port. This would separate Trucks from cars and cycles.

10. **DEVONPORT CYCLE SUPER HIGHWAY - MEMORIAL PARK TO CITY**

    Commissioned by local Devonport Road residents in 2018. Provided Detailed Drawings for alternative to water edge cycleway and Cameron Road cycleway. Been costed by Quantity Surveyor and presented to Tauranga City Council.

11. **SUSTAINABLE DESIGN SUBDIVISIONS – OBLIGATORY SOLAR PANELS, RAINWATER STORAGE, BLACK WATER RECYCLE**

    We have designed Sustainable Subdivisions like St. Kilda Cambridge and currently in South Island. This would take pressure off Council to provide the 3 Waters infrastructure.

12. **RING FENCE SUBURBAN SPRAWL – INTENSIFICATION OF TRANSPORT CORRIDORS - CONNECTED NODES WITH AMENITIES**

I don't support Tauriko West and Te Tumu New Suburban Developments. We should be intensifying our CBD and Nodes which have established amenities, then connecting them with a Multimodal Transport Network that gives residents options and is safe, accessible and affordable.

13. **3D PRINTED BUS SHELTERS AND HOUSING – 50% to 70% SAVINGS**

We are currently going through Testing of Prototypes and will be starting production as soon as this is completed and approved. This will be a gamechanger in the Bay of Plenty.

14. **PAPAMOA EMERGENCY DEPARTMENT - POLICE STATION – FIRE AND AMBULANCE**

We have reached out the Todd Muller, District Health Board, Developers, Land Owners and Residents and need to get Council as an enabler.

15. **MOUNT HOT POOLS REVITALISATION PROJECT**

Upgrade of Existing Amenity with hapu collaboration for Pou Design, New Signage, Colours, Branding/Themeing.

16. **HOTEL ARMITAGE – CITY REVITALISATION PROJECT**

Successful in getting Resource Consent Approval for New Alfresco Dining/Restaurant/Bar Deck on Willow Street plus increasing Conference Facilities, upgrading the Pool Area, providing Accessible Units and 12 New Rooms.

17. **TAURANGA TOGETHER TOWERS – SENIORS AND STUDENTS INTERGENERATIONAL**

Will bring 700 plus people into the CBD using the Art Gallery, Library, Restaurants and Bars.

18. **MAUNGATAPU PENINSULA INTENSIFICATION – LIKE TE PAPA INTENSIFICATION PROJECT**

Propose Council look at Maungatapu Road as an Intensification potential similar to Cameron Road and Te Papa Peninsular.

19. **TAURANGA MULTIMODAL STATION – MODULAR SIMILAR TO CORONATION PARK ON DIVE CRESCENT**

A mixed-use development with Multimodal Station for Buses, Trains and Cable Car with Museum above and Grand Ramp connecting the Redoubt, Rose Gardens and The Elms with the Strand and CBD.

20. **PROPOSED DIGITAL 3D MODEL OF TAURANGA CITY TO ENABLE COMMUNITY ENGAGEMENT**

An online digital 3D Model that is live and shows new developments, proposed ideas from Council and Developers, allows local Community to provide their ideas and comments in digital format. The 3D Model is already underway at TCC and includes the CBD to 15th Avenue and is progressing. I would like to see this progressed faster as a Community Engagement tool.

See Dropbox link to below to Projects for download and inclusion in my submission to LTP:

https://www.dropbox.com/sh/mg4979yex9uy7nm/AAC_heqZnqIWjCfANSdSg1pqa?dl=0

MARK WASSUNG
Registered Architect / Urban Designer / Eco-Futurist
B.Arch, PG DipArch, PG Law/Prof.Prac
Managing Director **Design Engine Architects Ltd**
Multi-Award Winning Architect

T. 07 849 2935 / M. 021 138 3739

Registered Architect NZRAB 3229

KUPENGA
FISHING NET
**NEW URBAN LINK AND TRANSPORT NETWORK
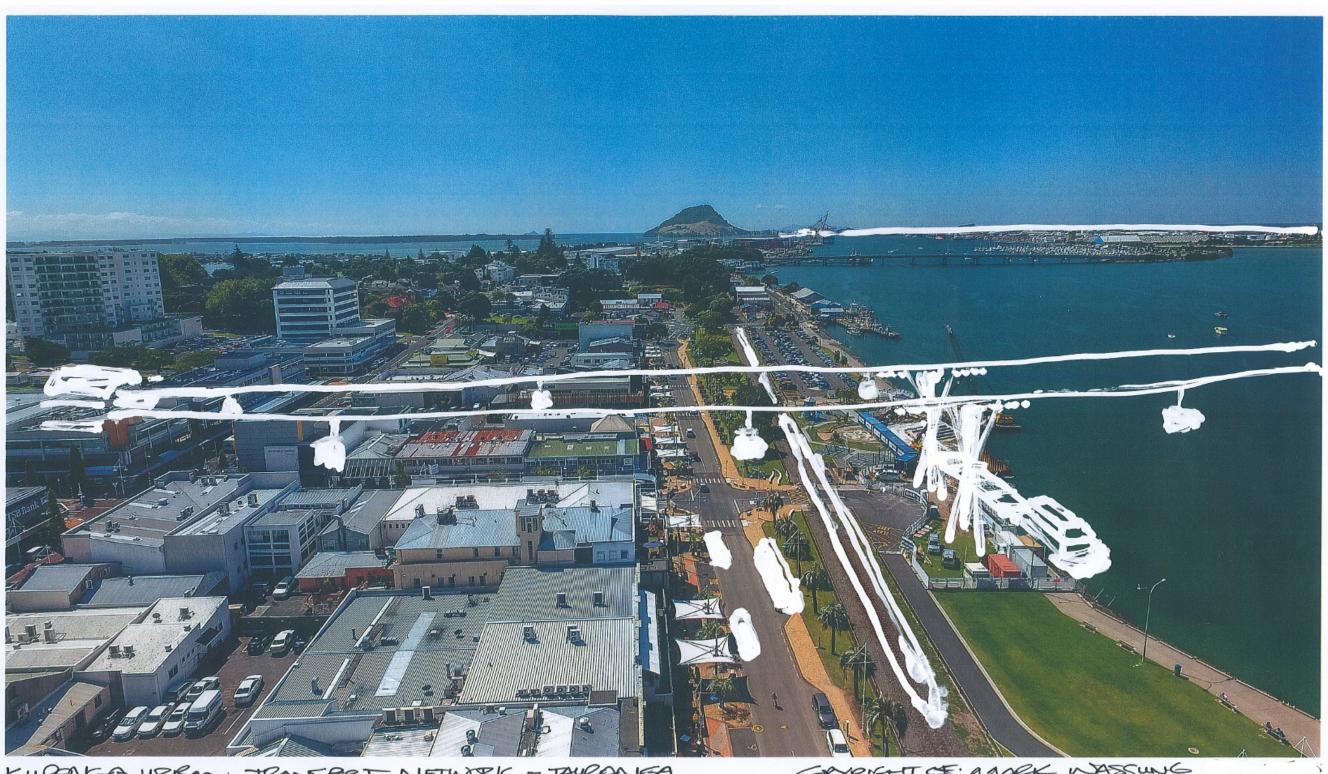TAURANGA NEW ZEALAND**

LIFT LINE SERVICE COMPANY

DE
DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN

KUPENGA URBAN TRANSPORT NETWORK - TAURANGA
TCC LTP 2021

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JUNE 2021

22

KUPENGA CABLES SOARING OVERHEAD

INTERIOR OF CABIN SHOW PEOPLE IN GONDOLA CABINS + CYCLES

35 CABIN ROPEWAY

MULTIMODAL STRAND
• ROPEWAY
• TRAIN
• BUS
• FERRY

STATION

NEW TALL BUILDING

NEW STATION

TRAIN

FERRY

BUS

LOTS OF PEOPLE

PASSENGER TRAIN METRO SERVICE

CYCLISTS

FERRY LIKE AUCKLAND FULLERS MULTI DECK

"YELLOW BAYHOPPER" BUS

KUPENGA URBAN TRANSPORT NETWORK
STRAND STATION - WHARF ST.
TCC LTP 2021

9 JUNE 2021
MARK WASSUNG
COPYRIGHT : DESIGN ENGINE ARCHITECTS

KURENGA URBAN TRANSPORT NETWORK - TAURANGA   TCC LTP 2021   COPYRIGHT OF: MARK WASSUNG 9 JUNE 2021

THE LOCATION

01 LINE
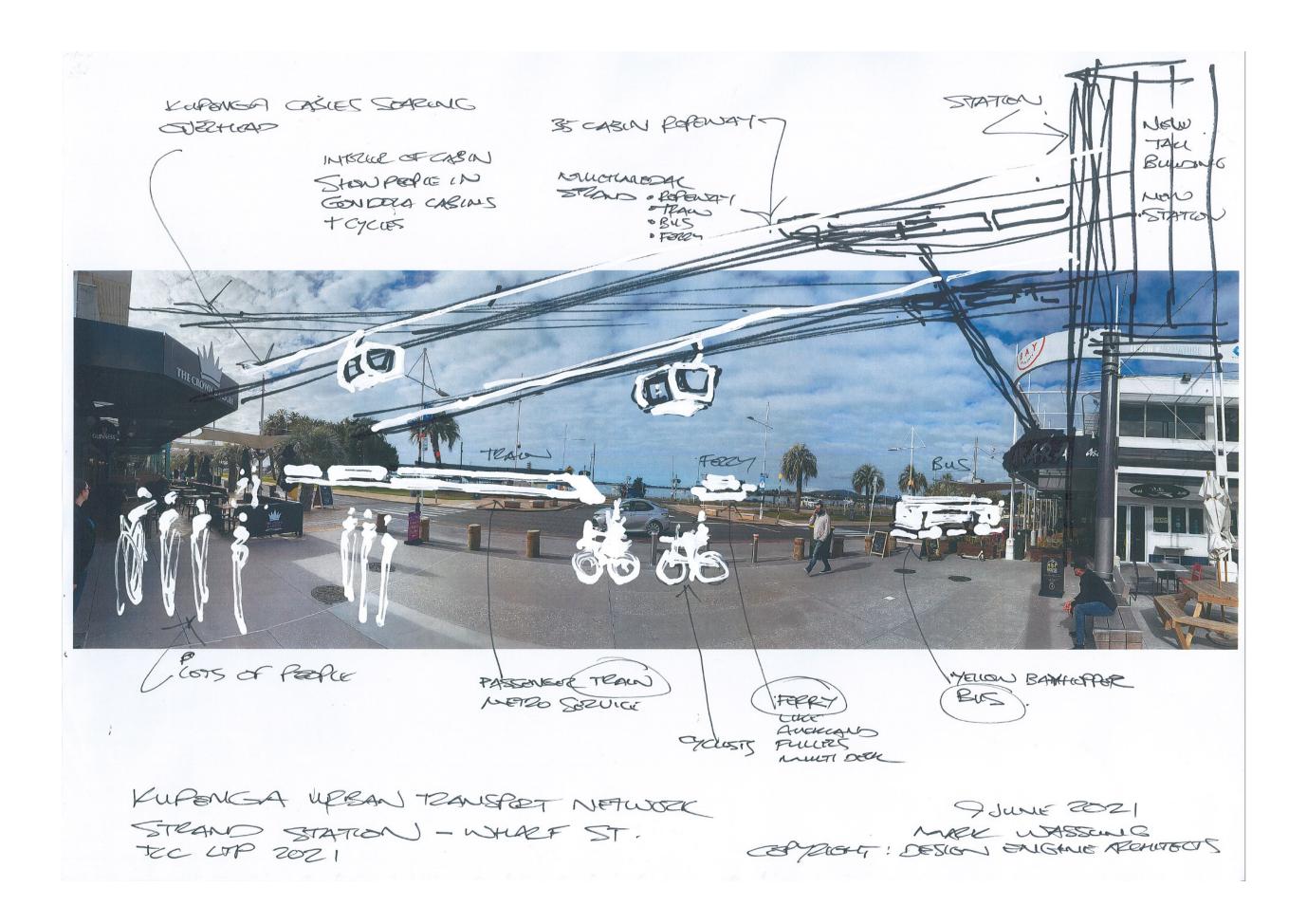
From Tauranga To Bayfair In 10 Min

WAY BY FOOT
45 MIN
WAY BY CAR
16 MIN

02 LINE

From Mt Maunganui To Bayfair In 12 Min

WAY BY FOOT
45 MIN
WAY BY CAR
9 MIN

25

The ropeway - AN URBAN MEANS OF TRANSPORT

Overview

Low space requirement

A great view

Clearing obstacles

Exclusive route

Continuous transportation

Short construction time

Handle steep gradients

Connection to recreation areas

Central drive and positive energy footprint

Environmentally sustainable

Small capital investment and operating costs

Accessibility

Comfortable cabins

Safety

Social impact

Architecture

Accessibility/Safety

Cabin Entry
Boarding and deboarding is easy in all cabins (level walk-in).

Stop-and-go technology also allows cabins to be stopped completely for short periods of time.

Bicycles and **baby strollers** can be carried in all cabins.

Safety
State of the art electronic monitoring and design to the highest world standards.

Wheelchair-accessible

Baby stroller

Family
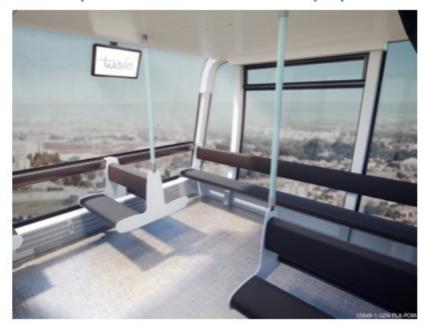

Bike

Comfortable cabins

Modern ropeway cabins can be fitted with seat heating, WiFi as well as offering air-conditioning and lighting functionality.

Cabins can be **tailored** to customer requirements.

Example of multimedia equipment: Screen

Example of an urban cabin

Example: Exterior lighting

Multiple cable ropeways (TD and BD)

Bi- and Tri-cable ropeways have one hauling rope and run on one or two carrying ropes.

They have detachable grips and a very high transport capacity, are particularly wind-resistant, and can bridge large spans.

3S Cabin

System capacity up to 6,000 p/h

Line speed up to 8.5 m/s

Carrier capacity up to 35 pers.

3S Renon – Bolzano, IT

Boarding area

Technical data: Tauranga CBD-Bayfair

Capacity	6.000 p/h
Operating speed	8,50 m/sec
Distance between vehicles	236,25 m
Time interval between vehicles	31,50 sec
Number of vehicles	30
Travel time Approx	8:30
Number of towers	3

Type and height of towers are variable

- **GD10:**

Footprint: 1.2 – 3.5 m
Span field   100 – 500 m

- **TD35 (3S):**

Footprint: 10 x 10 m
Span field:up to 3,000 m

Short construction times

Ropeways can be constructed within a short period of time. This is mainly possible thanks to the use of **modular components**.

Ropeways are easily incorporated into the existing environment.

Example: GD10 Whakapapa has been realised in only one year.

Low space requirement

Ropeway towers and stations take up relatively **limited space**, and the ropeways optimally integrate into the cityscape.

Bottom station of the Renon ropeway - Bolzano city center

Architecture

Architects have plenty of creative scope in **designing the ropeway** stations, and have a say in the **design and coloring** of the towers and the appearance of the cabins.

One impressive example of this is the Hungerburgbahn in Innsbruck, the stations for which were designed by star **architect Zaha Hadid**.

Zaha Hadid, Innsbruck, Austria

Vinzens & Ramos, Zaragoza, Spain

Zaha Hadid – Hungerburgbahn, Innsbruck, Austria

3S PROJECT IN GÖTEBORG - SWEDEN

Summary

Goal
Aim to have cable transport passenger systems included in the (NLTP).

Aerial Ropeways
Meet the requirements of the GPS and in general the government policy on Infrastructure development.
Identify Ropeways as a **"Transitional Transport System - infrastructure"**
(To provide a temporary 10 - 20 year solution to allow for the construction of permanent infrastructure)

CBA greater than 1.5x.
Aerial ropeways cost effective and easily configurable for any environment.(connecting hubs separated by a body of water or extreme terrain is ideal)

Construction.
Design, build and delivery within 2 years. Easily integrated into the existing environment.

Environmental
Very small environmental impact with a typical tower foundation measuring10m x10m. Towers spaced Km apart and cabins 300m plus.
Energy Efficiency is high due to low friction coefficient.

Accessibility.
Level walk in cabins paused for loading/unloading and accessible for all public. (Wheelchairs, bikes ,prams)

Safety.
Protected by sate of the art monitoring. Has a history of safe operation. Designed to the Highest standards of operation around the world.

Commercial Transport.
Commercial road transport will see an immediate improvement with the reduction in bus transport on roads and bridges. (100 plus buses per hr).

Tourism
Offers options for public transport as well as tourism.

Capacity
Ropeways have the ability to increase and decrease the rider capacity at the push of a button.(Capacity can increase or decrease from 35 - 6,000 pax per hour (PPH) as required)

Swift non interrupted travel.
Tauranga CBD to Bay Fair bus hub 7.5 mins
Takapuna Bus Hub to Wynard/ Auckland CBD 11 mins

CBD
The ropeway will bring the CBD back into focus.

https://www.youtube.com/watch?v=vQha7CWMa24

https://www.youtube.com/watch?v=W5quqDOLd5s

Enhanced Circulation And Reduced urban Impacts
Faster than street level traffic; eight and a half minute ride, moving up to 6,000 individuals per hour per direction
Safer than individual traffic
Less obtrusive for cargo and cruise ship traffic
Flexible placement for urban planning
Reliable and well-tested technology
Cost Effective
Cheaper than a bridge or tunnel
Green/Sustainability Benefits Electrically powered; can be driven by any renewable power sources available in the region
Will not increase or slow ground-based traffic
No point-source emissions
Uses less energy than any other form of fixed link transportation
Typically has less carbon foot impact than more traditional modes of transport

EXAMPLES OF AERIAL CABLEWAYS

Citadel of Namur gondola lift

BELGIQUE – NAMUR – 2021

In Namur, Belgium, the ropeway connects the city centre to the Citadel Esplanade, flying over the river Sambre and the ramparts. Tourists and locals alike enjoy the experience of a silent trip with a breathtaking viewpoint. An ecological mode of travel, it blends harmoniously into its environment, by virtue of its modern architecture that respects the uniqueness of the site, and discreet line structures.

View more

EXAMPLES OF AERIAL CABLEWAYS

URBAN MOBILITY

Tizi Ouzou

ALGERIA – TIZI OUZOU – 2019

POMA has developed a three-section aerial transport line with a total length of 5 km consisting of two gondola lifts and an aerial ropeway in Tizi Ouzou, a town located 100 km from Algiers.

EXAMPLES OF AERIAL CABLEWAYS

Santo Domingo

DOMINICAN REPUBLIC – SANTO DOMINGO – 2018

The oldest city in the New World, Santo Domingo, has a modern public transport system; the first Caribbean urban gondola lift line! 195 cabins criss-cross the sky
net/en/work/santo-domingo-urban-cable-car/ etween Line 2 of the metro

Airtram New York

USA – NEW YORK – 2010

With the installation of this ultra-modern aerial tramway, POMA has provided New Yorkers with the most advanced technology in urban ropeway transportation. It is 960 m long and connects

EXAMPLES OF AERIAL CABLEWAYS

URBAN MOBILITY

Téléo

FRANCE – TOULOUSE – PROJECT IN PROGRESS

More than 8,000 passengers will board the cabins of the Téléo tricable ropeway every day. Part of the Toulouse Agglomeration's transport network, it crosses a river and travels over a hill to link three major hubs of activity in the south of Toulouse: the University Cancer Institute, Rangueil Hospital and Paul Sabatier University.

URBAN MOBILITY

Aerovia

EQUATEUR – GUAYAQUIL – ONGOING PROJECT

In order to improve the flow of daily traffic between Duran and Guayaquil, Ecuador's economic capital, and offer an alternative solution for crossing the estuary, the local authorities have opted for ropeway transportation. Ecuador's first urban gondola lift links Duran and Guayaquil, providing fast, smooth travel throughout the transport network for 40,000 passengers a day.

URBAN MOBILITY

M Line – Metrocable

COLOMBIA – MEDELLÍN – 2019

Lien social et économique, le Metrocable de Medellin est l'emblème d'une ville en mouvement. La 5e ligne de métrocâble a pris son envol début 2019 afin d'étendre son réseau de transport public, au service d'une mobilité durable et douce.

EXAMPLES OF AERIAL CABLEWAYS

K line – Metrocable

COLOMBIA – MEDELLÍN – 2004

This urban gondola lift incorporated into a public transport system was a world first and quickly became a model for many large cities in terms of sustainable transportation and social inclusion. With
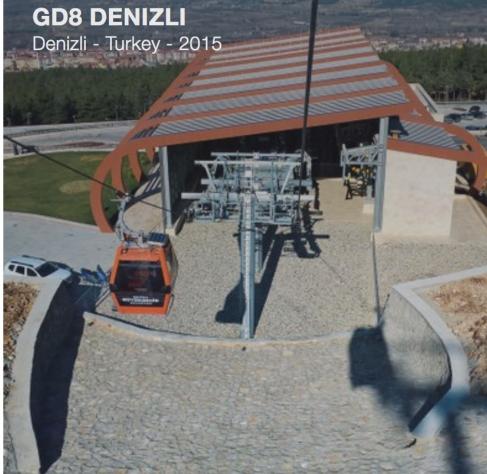
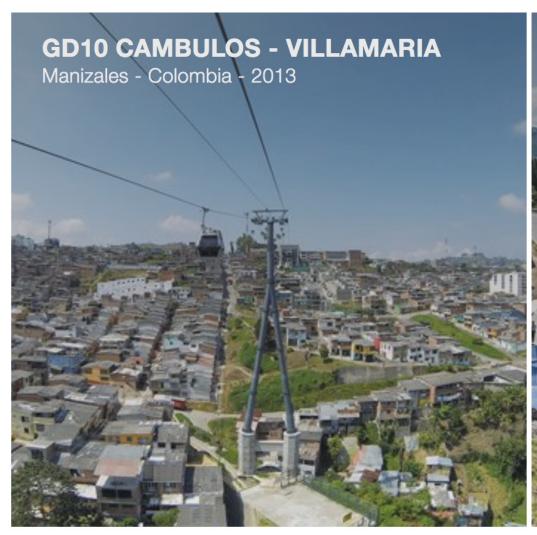net/en/work/line-j-metrocable/
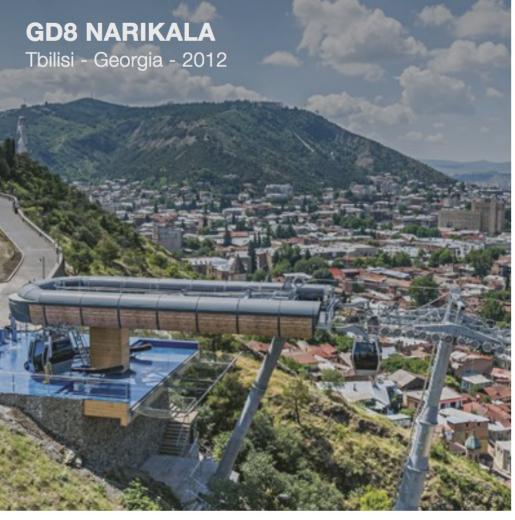
J line – Metrocable

COLOMBIA – MEDELLÍN – 2007

In 2007, Metrocable's second line initiated the urbanisation of an area to the west of the city. Unlike its predecessor, line K, the objective of commissioning line J was to support urban development in that area,
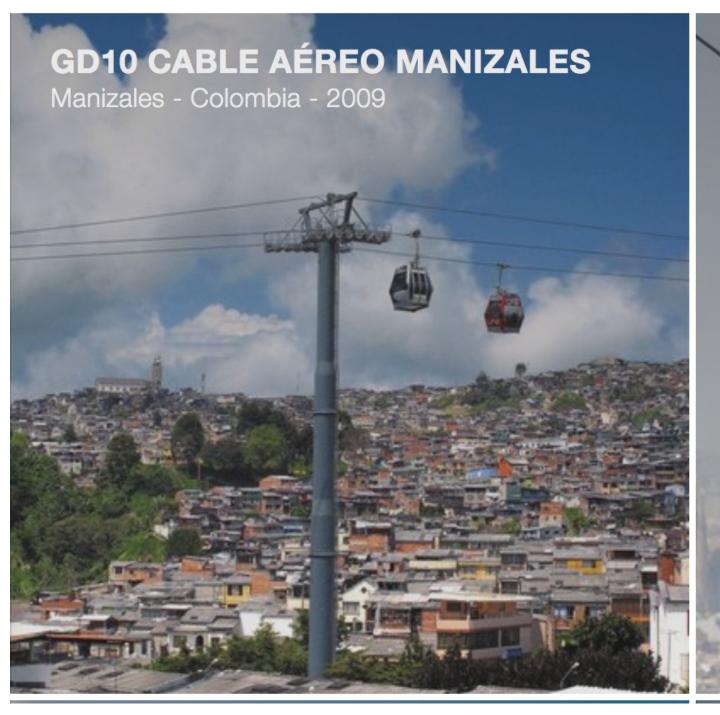
EXAMPLES OF AERIAL CABLEWAYS

GD10 MIO CABLE
Santiago de Cali - Colombia - 2015

GD10 YENIMA HALL III
Ankara - Turkey - 2015

GD8 DENIZLI
Denizli - Turkey - 2015

EXAMPLES OF AERIAL CABLEWAYS

GD10 CAMBULOS - VILLAMARIA
Manizales - Colombia - 2013

GD8 NARIKALA
Tbilisi - Georgia - 2012

GD8 ORDU-BOZTEPE
Ordu - Turkey - 2011

EXAMPLES OF AERIAL CABLEWAYS

GD10 CABLE AÉREO MANIZALES
Manizales - Colombia - 2009

GD8 TELEFÈRIC DE MONTJUÏC
Barcelona - Spain - 2007
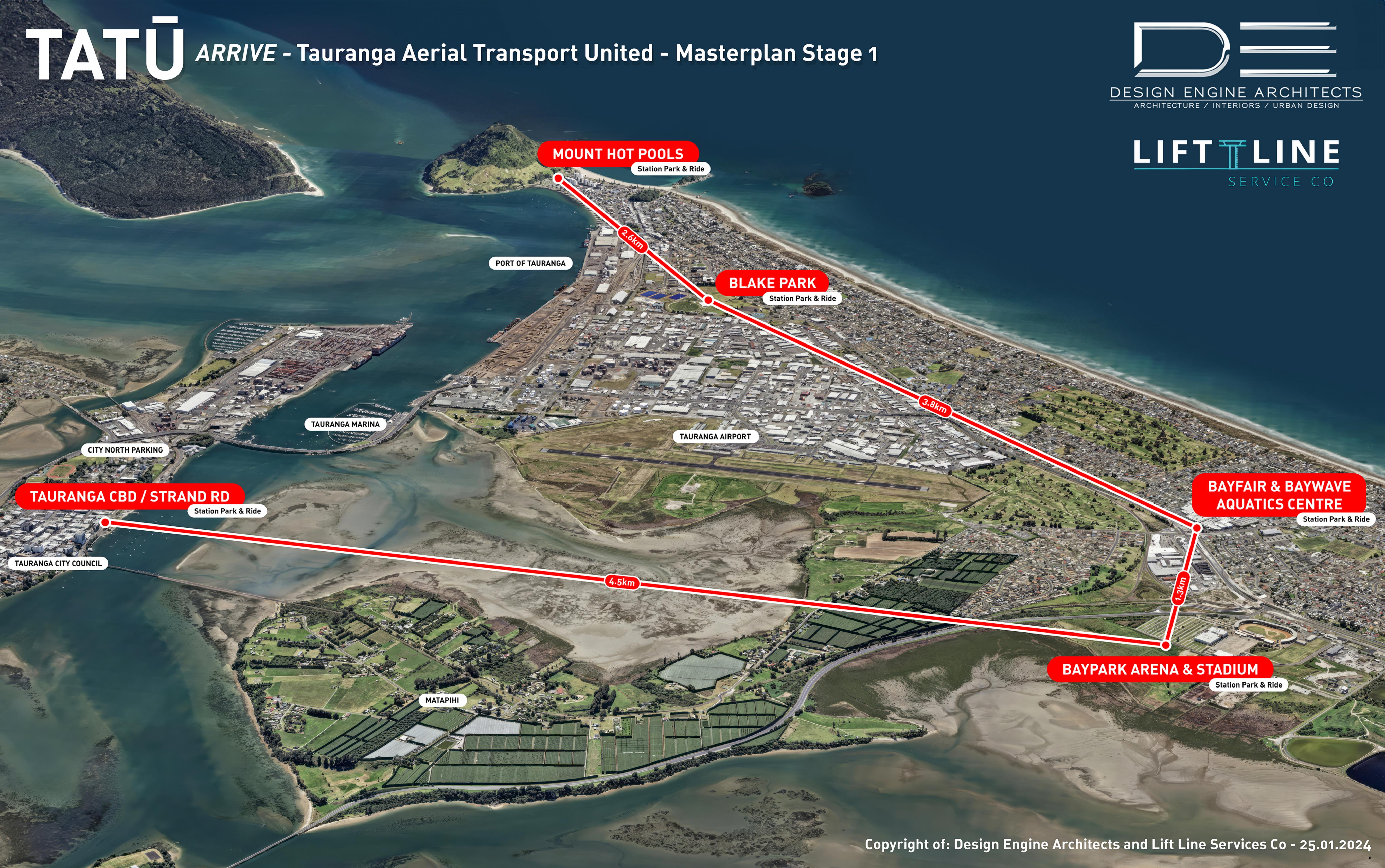
EXAMPLES OF AERIAL CABLEWAYS – YEOSU SOUTH KOREA

EXAMPLES OF AERIAL CABLEWAYS – YEOSU SOUTH KOREA

EXAMPLES OF AERIAL CABLEWAYS – YEOSU SOUTH KOREA

TATŪ
ARRIVE - Tauranga Aerial Transport United - Masterplan Stage 1

DE
DESIGN ENGINE ARCHITECTS
ARCHITECTURE / INTERIORS / URBAN DESIGN

LIFT LINE
SERVICE CO

MOUNT HOT POOLS
Station Park & Ride

BLAKE PARK
Station Park & Ride

PORT OF TAURANGA

TAURANGA MARINA

CITY NORTH PARKING

TAURANGA CBD / STRAND RD
Station Park & Ride

TAURANGA CITY COUNCIL

TAURANGA AIRPORT

BAYFAIR & BAYWAVE AQUATICS CENTRE
Station Park & Ride

BAYPARK ARENA & STADIUM
Station Park & Ride

MATAPIHI

2.6km
3.8km
4.5km
1.3km

TATŪ ARRIVE – TAURANGA AERIAL TRANSPORT UNITED - MASTERPLAN DESIGN DESCRIPTION

TATŪ ARRIVE - Tauranga Aerial Transport United - Masterplan Stage 1 proposes an Aerial Cableway Transport Network that connects the existing Bay Venues Public Facilities: CBD Waterfront/Strand to Bay Park to Bay Wave to Blake Park to Mount Hot Pools. The Concept proposes active use of the existing parking facilities as Park & Ride. This network has the potential to take up to 6 thousand cars per hour off the road with 25 seat multimodal accessible cabins that allow people/bikes/scooters/sports equipment which would be a "gamechanger "for Tauranga congestion. The Concept will be SAFE, SEPARATE, FAST, FREQUENT, RELIABLE, ACCESSIBLE, AFFFORDABLE and ALL WEATHER so COMFORTABLE. Imagine the potential of this for AIMS Games, School Children/Parents/Sports People/Bay Venues Staff and Tourist Attraction. We are compiling infrastructure costs for Base Stations, Towers and Cabins and will share this with you when completed.

The Design Concept aims to dematerialise space between the CBD/Strand and The Mount. A futuristic, flying Cabin/Capsule all weather, elevated experience of Tauranga Moana, quiet, fast, accessible with breath taking views. The Cabins will soar like birds over Tauranga's car/truck/bus congested roads, train lines, water, land, and buildings. Elevation is an advantage for the Cabins to enter buildings. Sustainable Design elements will be integrated like Solar Arrays on the Stations for generating electricity. Pylons could be up to 80m high but this will allow a ropeway span of up to 1.0 km so the Line from CBD/STRAND to BAY PARK could be installed with minimal Pylons required to go into the harbour seabed. The panoramic views offered from the elevated Cabins will showcase Tauranga and enhance daily commuters' lives.

Estimated Construction Cost at NZ$130 million, Construction timeframe 9 to 12 months with a payback period of 10 years with income potential thereafter. TATŪ could be a Public Private Partnership PPP. We anticipate a target of being subsidy free within 10 years of opening would be achievable based on forecast visitor levels and revenue modelling. We propose to engage with the PPP specialists at NZ Infrastructure Commission, NZTA and the Treasury to ensure the PPP is structured in accordance with best practice.

Advantages of Aerial Cableways/Ropeways in the Urban Environment: Safe, Barrier Free, High Capacity, Short Construction Time, Use of Free Transport Level, Low Total Cost of Ownership, Low Environmental Impact, and all weather. Ropeways can be designed, built and commissioned quickly. Reliability for the Network is forecast to exceed Rail or Bus Modes. On-time performance punctuality is at 99%. Low space requirements, extremely low operating noise and 100% electric drive. They offer the greatest energy efficiency per passenger of any mode of public transport. Life Cycle analysis demonstrates extremely low lifecycle carbon emissions from construction and operation relative to other modes of transport. TATŪ will greatly enhance the potential for Active Modes of travel like bikes and scooters.

Call to action: We would like Smartgrowth Leadership Group to consider supporting this Concept for next step Business Case to be prepared. We encourage Smartgrowth to show bold leadership "Now for the future" to enable a Transformational Project for Tauranga that provides an Urban Transport Network and a must do Tourist Attraction.

Compiled by David Ratcliffe and Mark Wassung Design Engine Architects Ltd

From: Anne Tolley Anne.Tolley@tauranga.govt.nz 📎
Subject: Reply to Mark Wassung regarding KUPENGA Aerial Cableway for Tauranga - Stage 1 - CBD to BAYPARK to
BAYWAVE/BAYFAIR - Linking BayVenues Facilities/Carparks
Date: 19 December 2023 at 4:36 PM
To: mark@designengine.co.nz

Dear Mark

Thank you for your emails of 8 December regarding the Kupenga aerial cableway project.

I have discussed this with our Infrastructure team and although we think the idea could have considerable merit, its proponents will need to undertake considerable additional work to allow the value and likely costs of such a project to be considered.

One suggestion you might like to follow-up would be to approach the SmartGrowth and Transport System Plan governance groups to discuss a way forward and, potentially, gain support for the concept.

Wishing you a merry Christmas and a happy new year.

Kind regards

Anne

Anne Tolley | Commission Chair
Tauranga City Council | 07 577 7000 | Anne.tolley@tauranga.govt.nz | www.tauranga.govt.nz

From: mark wassung <mailto:mark@designengine.co.nz>
Sent: Friday, 8 December 2023 11:47 am
To: Anne Tolley <mailto:Anne.Tolley@tauranga.govt.nz>
Subject: KUPENGA Aerial Cableway for Tauranga - Stage 1 - CBD to BAYPARK to
BAYWAVE/BAYFAIR - Linking BayVenues Facilities/Carparks

CAUTION:External Email.

Hi Anne

Please find attached latest KUPENGA Aerial Cableway Stage 1 Concept Design Drawing for your information compiled by David Ratcliffe Lift Line Company and Mark Wassung Design Engine Architects for your information, review and consideration. The Concept - Linking existing BayVenues Existing Facilities/Carparks over stages/time to easily enable PARK/RIDE to tackle congestion.

This Stage 1 - CBD to BAYPARK to BAYWAVE/BAYFAIR could be extended to include Stage 2 - BAYFAIR to BLAKE PARK to MOUNT HOT POOLS. Then Stage 3 - CBD to DOMAIN STADIUM along CAMERON ROAD to HOSPITAL to GREERTON to RACECOURSE to THE CROSSING. The Concept connects the 2 big Retail Centres of BAYFAIR and THE CROSSING with their free carparks. This would be a 10 to 25 to 50 year Vision. Working with pylons, towers, cables and aerial cable cars, there are small pylon footprint requirements and flexibility of the cable network to be changed if required. This has the potential to take 5 to 10 thousand people per hour of the roads. Could the Commission encourage a 50 year Aerail Cableway Vision for this? Our beautiful

peninsulas, estuaries and harbour would be enhanced and showcased by this transformational infrastructure.

Below - Stage 1 - CBD to BAYPARK to BAYWAVE/BAYFAIR.

Please confirm that you have received.

Kind Regards,
MARK WASSUNG
Registered Architect - Urban Designer - Eco Futurist
B.Arch, PG DipArch, PG Law/Prof.Prac
Managing Director Design Engine Architects
Multi Award Winning Architect
T: 07 849 2935   /   M: 021 138 3739

website: http://www.designengine.co.nz
Head Office: 11 Moiri Place, Maungatapu, Tauranga, 3112
Post: PO.Box 4237 Hamilton East 3247

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Craig Batchelar – SmartGrowth Strategic Advisor
Purpose	Quarterly Report on SmartGrowth

Quarterly Report

SmartGrowth Work Programme

1. An updated SmartGrowth Work Programme is attached as Appendix 1. There are no major new or emerging variances from the work programme or status changes noted.

2. The Work Programme focus remains on Strategy and FDS development and adoption, with the hearing of submissions in December, deliberations in February 2024 and decisions on adoption of the Strategy and FDS by SmartGrowth Leadership Group ("SLG") in April 2024. (See separate report on this Agenda).

3. Once the Strategy and FDS work is completed the focus of the work programme will shift to the development of the Implementation and Funding Plan.

4. The PDA tracker has been deferred to the next quarter due to timing and capacity issues and will be reported on.

5. Separate Quarterly Reports are provided on this Agenda from TSP and Tu Pakiri.

Industrial Land Study

6. Work on the Industrial Land Study has now been completed with the Hearings Panel considering the report in its deliberations on submissions on the draft Strategy in February/March 2024. The outcomes will be reported as part of the recommendations on the Strategy to SLG on 23 April 2024.

7. Taking the current high-level direction forward to delivery will need to be addressed in the Implementation and Funding Plan.

MDRS Plan Changes

8. Changes to the Resource Management Act 1991 are proposed in the Coalition Agreement to enable Councils to opt out of the Medium Density Residential Standards ("MDRS"), with the need for councils to ratify any use of MDRS, including existing zones. The government needs to pass legislation that hasn't been introduced yet, and the ramifications of scope and timing are not known.

9. Western Bay of Plenty District Council have received and accepted the recommendations on Proposed Plan Change 92 from the Independent Hearing Panel in March with Council decisions in April. There is small number of localised matters that weren't accepted that will require the Minster to determine.

10. Tauranga City Council are expecting recommendations on Proposed Plan Change 33 from the Independent Hearing Panel in March with Council decisions in April.

11. While the Draft SmartGrowth Strategy residential allocations includes the MDRS housing numbers, the Strategy states that the housing supply provided through infill and intensification may change depending on the outcomes of Plan Change 33 (Tauranga City) and Plan Change 92 (Western Bay of Plenty District Council).

Draft Bay of Plenty Regional Land Transport Plan

12. The Regional Land Transport Plan is being reviewed to consider changes in the national, regional and local operating environment and in accordance with the Land Transport Management Act (LTMA). The review follows an 18-month formal policy process including development, consultation, implementation, and evaluation.

13. Public consultation on the Draft Regional Land Transport Plan 2024-2034 is open until 24 March 2024.

14. The RLTP team have also worked closely with SmartGrowth and Transport System Plan ("TSP") in the course of developing the Strategy throughout. There is good alignment between SmartGrowth, the TSP and the Draft RLTP in terms of transport projects and the settlement pattern.

15. SmartGrowth, RLTP and the TSP need to undertake further work together in terms of the deliverability of the transport programme. This will be a key focus for the Implementation and Funding Plan.

16. The RLTP is addressed in more detail in the TSP Quarterly Report.

Key Performance Indicators (KPIs)

17. Annual reporting to SLG of KPI data is attached as Appendix 2.

18. The SmartGrowth monitoring framework and KPIs will be reviewed and potentially changed as part of the SmartGrowth Implementation and Funding Plan to ensure that KPIs are relevant.

New Government Policy Changes

19. An information report was provided to the last SLG meeting setting out the Coalition Agreement Policy changes that could impact on the SmartGrowth Strategy, FDS and Implementation and Funding Plan.

20. The Hearings Panel requested an assessment of whether any of the proposed policy changes presented a risk that might affect decision making, including whether deliberations and recommendations should be deferred to allow time for greater certainty on policy implications. A copy of the report provided to the Panel is attached as Appendix 2.

21. In summary, the implications of policy changes were assessed as presenting low to moderate risk to the Strategy and its implementation. There were no high or critical risks that supported a case for deferring deliberations on submissions or recommending amendments for Strategy approval.

22. Further policy announcements have been made since the Panel Deliberations.

Government Policy Statement on Land Transport (Draft GPS 2024)

23. The Draft GPS 2024 outlines the Government's plan for investing in land transport over the next 10 years by directing $7 billion per year in expenditure from the National Land Transport Fund.

24. The Draft GPS 2024 prioritises economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure. It also reintroduces the Roads of National Significance programme that was started under the previous National Government in 2009.

25. Following consultation, the Ministry of Transport will use the feedback to provide advice to the Minister of Transport on the final GPS 2024. The final GPS will come into effect by July 2024. Consultation will close at 12pm on 2 April 2024.

26. The Roads of National Significance include Tauriko West State Highway 29 and Takitimu Northern Link Stage 2 as signaled previously in the Coalition Agreement. The Government expects that the NZTA will prioritise these strategic corridors in the development of the National Land Transport Programme.

27. The intended emissions reduction policies foreshadowed by the previous Government are being reassessed and GPS 2024 has not undertaken the alignment exercise as anticipated in ERP1.

28. The policy will be assessed with a further update to be provided at the SLG meeting.

Housing Policy

29. The government previously announced Going for Housing Growth plan:

    a) Unlocking land for housing – Councils in major towns and cities will be required to zone land for 30 years' worth of housing demand immediately. Councils will have more flexibility about where houses are built by being able to opt-out of the Medium Density Residential Zone law, however central government will reserve powers to ensure councils set aside enough land to meet demand targets.

    b) Infrastructure financing tools – The Infrastructure Funding and Financing (IFF) Act will be reformed to reduce red tape for developers to fund infrastructure. Combined with targeted rates to fund greenfield developments, this will remove the need for councils to fund greenfield infrastructure from their balance sheets. Housing growth will also become a priority for transport funding through NZTA.

    c) Housing performance incentives for councils – A $1 billion fund for Build-for-Growth incentive payments for councils that deliver more new housing – funded by stopping existing programmes like KiwiBuild.

30. A recent Cabinet Paper has confirmed:

    a) Increasing the supply of land was key to lowering housing costs and improving living standards, productivity, wages, social housing, and restoring "the dream of homeownership".

    b) The first element of the package would be requiring councils to zone enough land for 30 years of housing growth.

c) Councils will be allowed to opt out of the bi-partisan Medium Density Residential Standards but only if they are able to zone enough housing in other ways.

d) There will also be changes made to the National Policy Statement on Urban Development to allow more mixed-use zoning—for homes and businesses—around transport nodes.

e) Legislation to give effect to these policies will be introduced in the coming months.

Fast Track Approvals Bill

31. The Fast Track Approvals Bill would enable a fast-track decision-making process for infrastructure and development projects that are considered to have significant regional or national benefits. Submissions on the bill are due on Friday, 19 April 2024.

32. The bill would establish a separate process for the following approvals:

a) resource consents, notices of requirement, and certificates of compliance (Resource Management Act 1991)

b) concessions (Conservation Act 1987)

c) authority to do anything otherwise prohibited under the Wildlife Act 1953

d) archaeological authority (Heritage New Zealand Pouhere Taonga Act 2014)

e) marine consents (Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012)

f) land access (Crown Minerals Act 1991)

g) aquaculture activity approvals (Fisheries Act 1996)

33. To access the fast-track approvals process, project owners would need to apply to the joint Ministers. A project would then be referred to an expert panel to assess the project and make a recommendation to the joint Ministers, who would then determine whether the approvals should be granted or declined.

General Matters

34. The ramifications of these and other Central Government policy changes for the Strategy, FDS, and Implementation and Funding Plan will continue to be monitored, assessed, and reported in a timely manner to appropriate levels within the SmartGrowth Partnership. At this stage, no consideration is being given to submissions being made from the SmartGrowth Partnership given the diversity of partner interests and resourcing. However, there would be benefit in partners sharing any submissions they may make.

35. The Independent Chair is scheduled to meet with Minister Chris Bishop (Minister for Housing, Infrastructure, Resource Management Reform) in mid-April to discuss his ongoing engagement with the SmartGrowth Partnership and has requested a meeting with Minister Simeon Brown (Minister for Transport, Local Government). Letters have been sent to the offices of both Minsters inviting their attendance at future SLG meetings, and discussing reinstatement of the previous arrangements for Mayors, Chairs and Ministers informal discussions between formal SLG meetings.

Future Proof Strategy

36. The draft Future Proof Strategy was notified for submissions in December 2023. Hearings will be held 21 and 22 March and deliberations will take place in early May. The final Strategy will be adopted in early June 2024.

37. The Hamilton to Tauranga Investment Programme "plan on a page" is included in the Future Proof Strategy giving effect to the agreement with Smartgrowth to undertake collaborative development of an agreed transport package of proposed priority works. Mirror provisions will be included in the smart Growth Strategy and FDS.

Rotorua Future Development Strategy - Te Rautaki Whakawhanake i te Āpōpō o Rotorua

38. The FDS was adopted by both Councils last year on 22 November 2023.

39. RLC are currently working on the FDS Implementation Plan and information is being shared.

Our Places - Eastern Bay of Plenty Spatial Plan

40. An update on Our Places is attached as Appendix 3.

41. The Project Leadership group has determined that a combined project team will be formed from pooled resources across all four Councils. This cross-council spatial planning team will have primary responsibility and be the primary leads for delivering the Spatial Plan.

42. The indicative programme is:

2024:

a) Conclude project delivery review / Establish seconded project team from Council staff;
b) Confirm sub-regional economic development opportunities and related spatial plan actions;
c) Community engagement on priorities and options;
d) Friends of Our Places involvement;
e) Select a development option and transformative broader outcomes for wellbeing;
f) Begin to draft an implementation programme.

2025:

a) Writing the spatial plan and implementation programme;
b) Engagement to wrap up loose ends, if required;
c) Final approvals by Councils and Iwi authorities.

Te Waihanga – NZ Infrastructure Commission

43. Te Waihanga is an autonomous crown entity that works to raise the performance in infrastructure planning, delivery and operations. Te Waihanga is building a dataset of infrastructure project information, the "National Infrastructure Pipeline".

44. The Pipeline supports planning and coordination by providing a forward view of infrastructure projects and intentions to infrastructure providers and the construction sector. The information includes three waters, transport, energy, social (including public housing), telecoms and water management. The next update is planned for release at the end of March 2024.

45. The potential to provide a "Subregional Infrastructure Pipeline" to form part of the Implementation and Funding Plan is currently being explored with Te Waihanga.

Recommendations

That the SmartGrowth Leadership Group:

1. Receives the report.

Appendix 1: SmartGrowth Work Programme

SmartGrowth Work Programme – March 2024

	Key Actions	Status/KPIs[1]
PPT 1	**SmartGrowth Management**	
PPT 1.1	KPI Monitoring: Develop a monitoring framework for the Key Performance Indicators and Measures to form part of SmartGrowth Leadership Group's portfolio monitoring and reporting.	Development of SmartGrowth KPI monitoring dashboard framework to capture and monitor the identified 21 KPIs. All UFTI and TSP KPIs included with the capacity to include KPIs identified as part of the SGS23. The initial set of dashboards are completed with the remaining KPI dashboards in development. The SmartGrowth KPI monitoring dashboards are now embedded on the SmartGrowth website and updated quarterly. There are some limitations in the data that is available, and this affects what can be measured. The intention is to review the KPIs as part of the SmartGrowth Implementation and Funding Plan.
PPT 1.2	Communications and Engagement. Implement SmartGrowth Comms and Engagement Strategy 2022 SGS23 comms and engagement to be the current focus.	SG Strategy 2023 communications and engagement has been the singular focus over the last quarter. The next significant communication will occur on release of decisions on the Strategy following the SLG meeting in April.
PPT 1.3	Inter-regional Planning and Engagement: Commitment to learn and share inter- regionally. Strengthen relationships with the Upper North Island	SGS23 Working Group making these connections through engagement with neighbouring councils. Urban Growth Partnerships across NZ are continuing to meet on a regular basis, with the following topical issues: - Impact of the central government policy changes; - Future of UGPs vs City Deals; - Structures (governance and management) to effectively support programme implementation vs strategy development; - PDAs and how they are being implemented by each UGP - Implementation Plans - National Infrastructure Pipeline - Consistent approach to monitoring and reporting on KPIs
PPT 2	**Finance and Funding**	
PPT 2.1	Finance and Funding review: Finance and Funding review: Investigate collaborative funding options. The KPMG / Mafic work is, and must remain, on SmartGrowth's critical path. Link to the SmartGrowth Infrastructure and Financing Plan. Funding and Planning alignment and integration – Partnership lead funding and financing approach.	Ascari report complete. Funding and financing issues to also be considered as part of SGS23/Implementation Plan in 2023. Funding mix and issues being addressed at project level) as reported in the PDA Tracker.

	Key Actions	Status/KPIs[1]
PPT 3	**Tāngata whenua participation, Māori social and economic outcomes**	
PPT 3.1	Tāngata whenua participation and engagement Enhance the active participation and engagement of tāngata whenua, facilitated through the CTWF, in the implementation of SmartGrowth.	• Tū Pakari e-pānui circulated in December 2023 (available online) • CTWF meeting held 7 March 2024. Introduced a new interactive engagement app "Menti.com" which allowed members to use their cell-phone, PC or laptop to enter responses to questions, see their ideas on screen anonymously and in real-time to ensure an effective and efficient use of our collective meeting time. • Work continuing to improve engagement with the next three CTWF hui being hosted on Marae in each of the 3 Council forum areas.
PPT 3.2	Tāngata whenua research, mapping and planning Support tāngata whenua-led research, mapping and planning to inform SmartGrowth projects and decision making.	Tāngata Whenua Issues and Opportunity paper for the draft SmartGrowth Strategy has been completed.
PPT 3.3	Realise Māori housing aspirations Work with tāngata whenua to actively identify opportunities to increase housing for Māori. This includes new papakāinga, leasehold arrangements and upgrading existing housing stock.	• Tū Pakari inputs to City Deal on Māori Housing work stream for the next 10 years is progressing with Priority One. • The first Ara Rau Tāngata Inc conference will be hosted on Monday 15 April 2024 at the Tauranga campus of the University of Waikato. • Capacity limited for direct engagement with hapū, Iwi and Māori Land Trusts. Work is being undertaken on ways to optime use of Tū Pakari resourcing to support "bottom up" engagement.
PPT 3.4	Cultural heritage and identity Work with tāngata whenua to identify opportunities to protect cultural heritage and enhance cultural identity through implementation of SmartGrowth.	Tāngata Whenua components of the draft SmartGrowth Strategy completed.
PPT 4	**SmartGrowth Strategy 2023 (Including FDS)**	
PPT4.1	Industrial Land Study Study to consider long-term sub-region industrial land needs – informed by the results of the HBA. Study findings will feed into SGS23.	Work on the Industrial Land Study has now been effectively completed with the Hearings Panel considering the report in its deliberations on submissions on the draft Strategy in February 2024. The outcomes will be reported as part of the recommendations on the Strategy to SLG on 19 April 2024. Taking the current high-level direction forward will need to be addressed in the Implementation Plan.
PPT 4.2	SmartGrowth Strategy – (incl FDS and Joint Spatial Plan) Ensure Future Development Strategy requirements can be met and are incorporated into the SmartGrowth Strategy. Incorporate Draft SG Joint Spatial Plan.	Strategy Hearings , deliberations and recommendations are on track for recommendation to the SLG in April 2024.
PPT 4.3	Future Development Areas. *High level assessment of future development areas:*	WBOPDC have initiated Eastern Corridor (Te Kainga) investigations. Strategic Case work is underway. Reported through PDA tracker.

	Key Actions	Status/KPIs[1]
	Eastern Corridor (New Town) Western Corridor (excludes Tauriko West)	Kāinga Ora invited public feedback on the Tauranga Western Corridor Specified Development Project. Public feedback was sought on the proposed key features: the proposed project area, project objectives and governance body. The feedback collected will be considered by Kāinga Ora, including if any changes to the proposed key features are required. Reported through PDA tracker.
PPT 4.4	Responding to the Emissions Reduction Plan – work on Emissions Reduction Pathways	Being considered through the SGS23 and the TSP. TSP are progressing
PPT 4.5	Municipal water availability and demand.	Joint Working Group has been set up to address this. Water Study underway.
PPT 4.6	Economic development Align Sub Regional Economic Strategy with SGS23	Priority One have aligned and incorporated the sub-regions economic development strategy within the economic wellbeing chapter of the SG2023.
PPT 4.7	Implementation and Funding Plan To set out the details of priority actions over three year that are required to give effect to the Strategy, including assigning roles and responsibilities and timeframes. This will be a separate document to the Strategy.	Once the Strategy and FDS work is completed the focus of the work programme will shift to the development of the Implementation and Funding Plan. Government policy changes will likely impact on implementation and there are uncertainties as result of this.
PPT 5	TSP Transport	
PPT 5.1	Dynamic Road Pricing Study The sub-regional PT, mode shift, and emission reduction initiatives package. Mode shift – walking and cycling, enhancements to PT network and infrastructure, behaviour change Facilitate introduction of low carbon fuel infrastructure network.	Initial Reporting complete. Waiting for commencement of next steps. Feedback from initial public consultation provides substantial feedback which raised concerns. Central Government are also considering how road pricing will be implemented and western Bay of Plenty will be involved in these discussions with the community feedback in mind to ensure the solutions will be fit for purpose in this region.
PPT 5.2	UFTI Actions not addressed in TSP	89 UFTI Actions noted, and status updates provided. Waka Kotahi to be kept informed re updates of actions and progress.
PPT 5.3	Inter-regional Transport Strategies Working with FutureProof, Rotorua and Eastern Bay of Plenty UGPs on aligned inter-regional transport planning.	A draft Subregional Transport 'Plan on a Page' for critical enabling infrastructure has been prepared for signoff by SLG, via the Independent Chair. Now being incorporated into the draft Strategy through an internal submission
PPT 6	Priority Development Areas	
PPT 6.1	Accelerate The Priority Development Areas Quarterly Tracker Updates	The PDA tracker has been deferred to the next quarter due to timing and capacity issues and will be reported in April.

	Key Actions	Status/KPIs[1]
PPT 7	**Housing Liveability, Growth and Affordability**	
PPT 7.1	Increasing the public housing stock Merivale / Gate Pa: *Continue to work with Kāinga Ora and Accessible Properties through a place-based approach. Investigate and facilitate redevelopment opportunities.*	Public Housing Stock action to be rescoped as Merivale & Gate Pa are no longer the only priorities. All housing actions will be reconsidered as part of the development of the SGS23.
PPT 7.2	*Investigate and progress opportunities on Crown and Council owned land*	Housing Actions tracked as part of Housing Action Plan Tracker.
PPT 7.3	Reduce Rental Stress *Data on subsidised rental housing requirements, build to rent investigations, progressive home ownership scheme work, development and financial incentives for market rental developments.*	Housing Actions tracked as part of Housing Action Plan Tracker.
PPT 7.4	Housing System Plan Scope	HWG are currently progressing this. HWG to provide updates to SGIG and SLG.
	Risks and Mitigation	
	Visionary Leadership and Collaboration	Seek a co-ordinated and aligned partnership approach between central and local government to funding, financing and delivery of all growth-related infrastructure, with the objective being to fund growth, rather than just specific infrastructure upgrades.
	Funding and Finance	Looking forward, in the context of the proposed reform environment, identify significant new or changed funding and financing mechanisms to sustainably finance and fund growth infrastructure.
	Programme Resourcing	Ensuring the management of the priority areas is sufficiently resourced to deliver on expectations.
	Regulatory Risk	The new Strategic Planning Act may offer the potential to assist in addressing SmartGrowth challenges, via mandatory strategic long-term planning for land use, infrastructure and environmental with a formal role for central government. This needs to be considered further as details emerge.
	Elections	Central Government 2023; Commissioners 2024

Status Key

No issues
Emerging / manageable issues
Critical issues

Appendix 2:   Central Government Policy Strategy Implications

Committee Name	SmartGrowth Hearings Panel
Committee Meeting Date	29 February 2024
Author (s)	Craig Batchelar – SmartGrowth Strategic Advisor Nichola Lennard – SmartGrowth Technical Adviser
Purpose	To assess implications of the Government's proposed and actual policy and legislative changes for the draft SmartGrowth Strategy

New Government Policy Changes

Introduction

1. Following the hearings of submissions, the Hearings Panel requested that specific consideration be given to the possible implications and risks to the SmartGrowth Strategy from following the recent change in government and policy changes signaled in the Coalition Agreement, and any recent changes to local and regional policy.

2. A raft of significant policy changes is proposed, and some have already been initiated, under the National Policy Programme and Coalition Agreements between the National, New Zealand First and ACT Parties that are likely to have a direct influence on the SmartGrowth Strategy, FDS, and Implementation and Funding Plan.

3. The policy changes identified below will need to be monitored and addressed as their implications become clearer over the next few months.

SmartGrowth Partnership

4. The Spatial Planning Act 2023 (SPA) was repealed in December 2023. The Spatial Planning Act (SPA) required each region to develop a regional spatial strategy that sets out the long-term issues, opportunities and challenges for development and the environment in the region. It worked alongside the Natural and Built Environment Act, the main replacement for the Resource Management Act 1991.

5. While the SPA has been repealed, the NPS UD remains in place and is supported by the new government. The NPS UD clearly mandates a joined-up approach to long term planning by defined Tier 1 and 2 authorities, with requirements for a Future Development Strategy and Implementation Plan.

6. The SmartGrowth partnership has Ministers currently appointed to the SLG:

- Minister of Transport, Local Government: Simeon Brown

- Minister for Housing, Infrastructure, Resource Management Reform: Chris Bishop

7. It is not known whether these arrangements will continue. However, for all other roles there is a reasonable expectation that the partnership will continue in its current form.

8. A MHUD briefing to incoming Ministers included the following Priority Action:

   "Require joint regional spatial planning that is robust and has weight in council land-use decision-making and investment, to ensure enough land and infrastructure is available to support housing growth objectives."

9. Central government partners have a major role in the provision of growth infrastructure, and engagement through the partnership will continue to support effectiveness.

10. There is a low risk that the SmartGrowth Partnership will be affected.

Resource Management System

11. The Natural and Built Environment Act 2023 (NBA) was repealed in December 2023.

12. The temporary fast-track consenting regime has been retained. The next phase will be to introduce a permanent fast-track consenting process for locally, regionally, and nationally significant infrastructure and developments. This will be delivered through a bill introduced before 7 March 2024. The process will include a referral by Ministers for suitable projects. Referred projects will go to an Expert Panel, which will have limited ability to decline a project once referred. The proposed Bill would contain specific protections for Treaty settlements and other Treaty-related arrangements and commitments. The proposed Bill will set out a 'one-stop shop' process for approvals under a range of legislation, including the RMA.

13. Changes to the RMA are proposed to enable Councils to opt-out of the MDRS, with the need for councils to ratify any use of MDRS, including existing zones. The timing for this is unknown.

14. Changes in National Policy Statement direction under the RMA:

    - Cease implementation of new Significant Natural Areas and seek advice on the operation of existing Significant Natural Areas as part of the Government's programme to reform the Resource Management Act. (#31 of 49 prioritised actions)

    - Review and replace the National Policy Statement for Freshwater Management 2020 in this parliamentary term. This will be done through the RMA process for developing and amending national direction. The Government has extended the statutory deadline for councils to notify freshwater planning instruments to implement the NPS-FM by three years.

    - In the interim the Government has signaled its intention to progress changes to how the hierarchy of obligations contained in the Te Mana o te Wai provisions of the NPS-FM applies to consent applications and consent decisions. The intention is that these changes will be made through a separate RMA amendment bill this year.

    - Commence an urgent review into the implementation of the National Policy Statement on Indigenous Biodiversity before any implementation.

    - Re-focus the NPS-HPL by maintaining protection of the most productive soils (LUC 1 & 2), while excluding LUC-3 category land.

15. Although the details are not known, the general thrust of the RM systems changes is to remove or reduce constraints to development.

16. There is a low risk that the SmartGrowth implementation will be negatively affected by RM systems changes.

17. However, some SmartGrowth partners and stakeholders may have apprehension about the potential lowering of environmental bottom lines, which may affect decision making processes and relationships.

Housing

18. Under the "Going for Growth" policy, Tier 1 and 2 councils will be required to zone enough developable land (housing capacity) for housing to meet their 30-year long-term demand estimates but make it available over the short-term (0-3 years), not long term. Greater development of greenfields land on city fringes, which is intended to bring down land prices and increase the supply of affordable housing prioritised actions).

19. Facilitation of housing growth will become an explicit goal of the Government Policy Statement on Land Transport, and one of the funding criteria in the National Land Transport Plan.

20. Enable more density in transit corridors with the requisite infrastructure to support growth, with more flexibility for councils to reduce intensification in suburbs without infrastructure capacity.

21. Housing performance incentives for councils – A $1 billion fund for 'Build for Growth' incentive payments for councils that deliver more new housing (extra houses built in a Tier 1 and 2 Council above the long-term average for the Council). This includes considering sharing a portion of GST collected on new residential builds with councils.

22. Build for Growth is funded by stopping existing programmes including KiwiBuild, the Affordable Housing Fund, Kāinga Ora land acquisition programme, and remaining funding from the Housing Acceleration Fund.

23. The details of these policy changes are currently unknown, but likely to be known in the short term.

24. The policy shift on zoning of land for housing may require the FDS to be amended to remove the current short-, medium-, and long-term staging of land release. However, infrastructure provision and staging will still be needed to manage funding and finance, which will influence the realisable supply of land for development.

25. Some SmartGrowth partners and stakeholders may have apprehension about the potential for reduced focus on intensification of existing urban areas, although there are a range of views on this issue within the community.

26. The Strategy already has a policy position that balances intensification and greenfield development and seeks to provide certainty on long term delivery of zoning.

27. There is a moderate risk to SmartGrowth housing policy delivery, principally in relation to rework in reframing policies, and reconciling land zoning and infrastructure provision and funding.

Infrastructure

28. Establish a National Infrastructure Agency under the direction of relevant Ministers, to coordinate government funding, connect investors with New Zealand infrastructure, and improve funding, procurement, and delivery to:

    • Prioritise regional and national projects of significance.

- Facilitate or procure funding for regional and national projects of significance.

- Procure from government agencies for appropriate Crown projects.

- Oversee procurement from the private sector.

29. Institute long-term city and regional infrastructure deals, allowing PPPs, tolling and value capture rating to fund infrastructure.

30. Build infrastructure with 13 new Roads of National Significant and four major public transport upgrades, including:

- Tauriko West State Highway 29: $1.9 billion - expected commencement 4-10 years

- Tākitimu Northern Link Stage Two: $277 million - expected commencement 1-3 years

31. A fast-track consents process to make it easier to build the infrastructure New Zealand needs for the future.

32. Facilitate the development and efficiency of ports and strengthen international supply networks.

33. A 30-year infrastructure pipeline to deliver long-term certainty, enable more effective planning, and reduce project costs: The plan will signal what is required for the future, both in terms of the better use of existing assets, and new investment required. The plan will be broken down by city and region, reflecting the intention to develop City and Regional Deals.

34. There is a low risk that the SmartGrowth implementation will be negatively affected by the changes in infrastructure. The focus on enhanced infrastructure delivery presents more of an opportunity than a threat to overall Strategy implementation.

35. As with the RM System changes, some SmartGrowth partners and stakeholders may have apprehension about the potential for reduced local participation in decision-making, which may affect decision making processes and relationships.

Funding and Finance

36. The Infrastructure Funding and Financing (IFF) Act will be reformed to reduce red tape for developers to fund infrastructure. Combined with targeted rates to fund greenfield developments, this will remove the need for councils to fund greenfield infrastructure from their balance sheets.

37. Councils will be required to declare that infrastructure for new greenfield development will be funded from rates and levies applied to the new development, instead of being subsidised by other communities.

38. Proposed value capture tools for New Zealand, mean that new state highways facilitating housing growth could be partly financed by levies on land unlocked by the road. The same could be true of major new public transport projects in urban centres.

39. Standardised Development Contributions would explore whether there is merit in standardising the methodology that local authorities can use when charging development contributions.

40. There is a low risk that the SmartGrowth implementation will be negatively affected by the changes in funding and financing. The focus on enhanced infrastructure delivery presents more of an opportunity than a threat to overall Strategy implementation.

Climate Change – Emissions Reduction

41. In December 2023, the Climate Change Commission provided advice on the second emissions reduction plan. The Commission's report is under consideration by the Government. The second emissions reduction plan is due to be published by the end of 2024 under the legislation.

42. The Transport System Plan (TSP) has been working on a "Vehicles Kilometres Travelled" (VKT) Reduction Programme as part of the Emissions Reduction Plan. This has been funded from the Climate Emergency Response Fund by Waka Kotahi.

43. With the change in Government and associated transport priorities, Waka Kotahi has been advised that work will end on these programmes and there will be no further funding committed. The TSP is pivoting to a Transport System Optimisation programme.

44. The revised Transport GPS is due for release in the near future, and this should provide more certainty on the way forward.

45. There is a moderate risk to the SmartGrowth Strategy from, principally in relation to rework in reframing policies and engagement with the community. Some SmartGrowth partners and stakeholders may have apprehension about the potential for reduced focus on emissions reduction, which may affect decision making processes and relationships.

Conclusion

46. In summary, the implications of policy changes are assessed as presenting low to moderate risk to the Strategy and its implementation:

- Smart Growth Partnership: There is a low risk that the SmartGrowth Partnership will be affected;

- Resource Management System: There is a low risk that SmartGrowth implementation will be negatively affected by RM systems changes;

- Housing: There is a moderate risk to SmartGrowth housing policy delivery, principally in relation to reframing policies, and reconciling land zoning and infrastructure provision;

- Infrastructure: There is a low risk that the SmartGrowth implementation will be negatively affected by the changes in infrastructure policy. The focus on enhanced infrastructure delivery presents more of an opportunity than a threat overall to Strategy implementation;

- Funding and Financing: There is a low risk that the SmartGrowth implementation will be negatively affected by the changes in funding and financing. The focus on enhanced infrastructure delivery presents more of an opportunity than a threat overall to Strategy implementation;

- Climate Change – Emissions Reduction: There is a moderate risk to the SmartGrowth Strategy, principally in relation to potential work in reframing policies and engagement with the community.

47. Some SmartGrowth partners and stakeholders may have apprehension about the potential for:

- the lowering of environmental bottom lines;

- reduced focus on intensification of existing urban areas;

- reduced local participation in decision-making;

- reduced focus on emissions reduction.

which may affect decision making processes and relationships.

48. The policy changes identified will need to be closely monitored and addressed as their implications become clearer over the next few months.

49. At this stage, there are no high or critical risks that support a case for deferring deliberations on submissions or recommending amendments for Strategy approval.

Appendix 3: KPI Monitoring Report

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Monique Etherington - SmartGrowth Programme Manager
Purpose	Updated SmartGrowth UFTI & TSP KPIs and the SmartGrowth Monitoring Framework

SmartGrowth KPI Monitoring

UFTI & TSP KPI Background

1. In late 2021, Beca Limited was commissioned by SmartGrowth to develop a framework to monitor KPI's identified in both the Urban Form and Transport Initiative (UFTI) and Transport System Plan (TSP).

2. The objectives of the KPI monitoring framework were:
   a) To have an accessible and easily understood framework for monitoring UFTI and TSP KPIs.
   b) To provide effective communication with SmartGrowth governance in terms of trends and meeting of the UFTI/TSP measures.
   c) To provide independent monitoring that takes an impartial and transparent approach.
   d) To provide comfort to Waka Kotahi with the framework and how it is reported.

3. The KPI monitoring framework identified 21 KPIs in four categories (Housing; Movement; Environment; and Prosperity), that would provide SmartGrowth a snapshot of outcomes influenced by delivery of UFTI and the TSP.

5. The monitoring framework's purpose is to inform decision making and monitor the effectiveness of interventions overtime.

6. The KPIs are monitored and reported back to the SmartGrowth Leadership Group annually. See Appendix 1.

What is being measured?

7. The UFTI KPIs are as follows:

UFTI benefits	UFTI investment objectives	UFTI key performance indicators
Housing We have the housing we need and can afford	Housing affordability (as measured by the ratio of median gross (before tax) annual household income to the median dwelling house price/ rent) in the western Bay of Plenty sub-region is increasingly better than the national New Zealand average by 2070	**KPI:** Infrastructure costs per new dwelling/business as a proportion of the property costs compared to national average → **KPI:** % of households with housing costs greater than 30% of income ↑ **KPI:** Proportion of average household income spent on transport →
Movement We can move and enjoy our live, learn, work, and play lifestyle	Proportion of population living within travel thresholds (15, 30, 45 minutes) of key social and economic opportunities (including education, health care, supermarkets etc.) by different modes (walking, cycling, public transport, vehicles)	**KPI:** % of jobs that are accessible within a 30–45-minute travel threshold by private vehicles (currently 80%; 2070 ~67%), PT (currently 22%; 2070 ~58%) ↑, and cycle ↑, in morning peak **KPI:** Percentage of people living in an urban area within 500 metres of frequent PT services (≤ 15–10 minutes) ↑ **KPI:** Number of DSIs and FSI crashes within western Bay of Plenty sub-region by mode ↓
Environment The quality of our environment is improving	Transport-related greenhouse gas emissions in the western Bay of Plenty sub-region reach net zero by 2050 and maintain this level into the future	**KPI:** Tonnes of harmful emissions emitted per year from transport ↓ **KPI:** Mode share for people (% of travel by SOV/HOV/PT/Active modes) in AM peak period ↑
Prosperity Our economic productivity and prosperity are improving for all	The efficiency and effectiveness of the core freight network (road and rail tonnes per km) in the western Bay of Plenty sub-region is maintained	**KPI:** Predictability of interpeak travel times on freight priority journeys → **KPI:** Mode share of domestic freight (% of freight moved by, rail, and coastal shipping) ↑

8. As discussed later in this report, there are some limitations in the data that is available, and this affects what can be measured. The intention is to review the KPIs as part of the SmartGrowth Implementation and Funding Plan.

KPI Highlights

9. The KPI findings are presented in Appendix 1 of this report.

10. The main highlights from the KPI monitoring are as follows:

    a) Housing typology is trending upwards in Tauranga City with an increase in duplexes, attached dwellings, apartments and retirement villages. These now make up 50% of all new housing.
    b) Median house prices are trending back up after two years of volatility. Average house prices remain very high for the sub-region.
    c) Average rent prices have continued to increase year on year.
    d) The number of people on the housing register has stabilised but is still high at 975 for the sub-region.
    e) Passenger journeys on public transport are trending upwards.
    f) There has been a significant increase in the number of electric vehicles in the sub-region between 2017 and 2022/23. The numbers have started to decline for 2023.

11. Data has been sourced for all KPIs with available data. The emphasis has been on obtaining data from sources that ensure reproducibility and accessibility.

12. As part of the monitoring framework and to ensure accessibility of data to the public, SmartGrowth has developed digital dashboards to measure and display regional trends. These dashboards are detailed in Appendix 2 and are available on the SmartGrowth website:

https://www.smartgrowthbop.org.nz/news/western-bay-of-plenty-regional-trends

13. It is important to recognise that future monitoring needs to balance keeping SmartGrowth abreast of any changes, whilst not creating a burden that is difficult to monitor and expensive. The monitoring framework and future reporting will be reviewed as part of the SmartGrowth Implementation and Funding Plan (post adoption of the SmartGrowth Strategy).

Limitations in Data and Methodology

KPI External Influences

14. There are external influences that influence trends and KPI that are not in control of SmartGrowth such as government policy, interest rates and petrol prices. These are noted in Appendix 1.

Baseline data inconsistency

15. At the time of the initial report, it was noted that the data's baseline year varied between 2018-2021. This was due to the availability of data, how it was obtained, and the frequency (quarterly, annually) that it was obtained. This remains a limiting factor for the collection of data for some KPIs. Appendix 2 outlines details of data sources and frequency of updates for reference.

Ability to obtain data

16. Some specific data is not available automatically and other data requires interpretation (detailed as grey dashboards). The required approach must be applied consistently to ensure data is meaningful.

Historical Data

17. Establishing a baseline through historical data has not been possible for all KPIs.

18. Appendix 3 outlines the background, challenges, and limitations of KPI data. It also outlines a suggested future approach to be considered as part of the monitoring framework review.

Appendix 1: SmartGrowth KPI Monitoring Dashboards

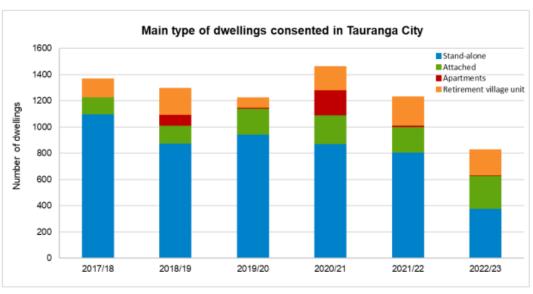# Appendix 1: SmartGrowth KPI Monitoring Dashboards
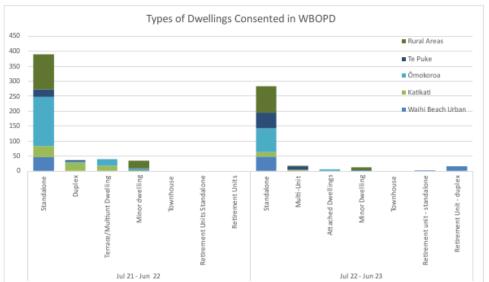
Housing: We have the housing we need and can afford.

Key Performance Indicator: 1 – Change in housing typology in the sub-region by annual dwelling consents (dwelling type).

Desired Trend: Up | Actual Trend: Up   Source: TCC and WBOPDC dwelling consent data. Development Trends Report and Statistics NZ.

Commentary: Housing typology is continuing to trend upward in Tauranga City with increases in duplexes, attached dwellings, apartments, and retirement village units, now being half of all houses.

There was less variety in housing typology in Western BOP in 2022/2023 with standalone dwellings decreasing by 27% compared to the previous year (2021/2022). Consents for standalone dwellings are still the most prevalent type of dwelling however the proportion has declined across the sub-region. This suggests that intensification maybe increasing however standalone houses remain the norm. Please note - dashboard shows data from 2023.
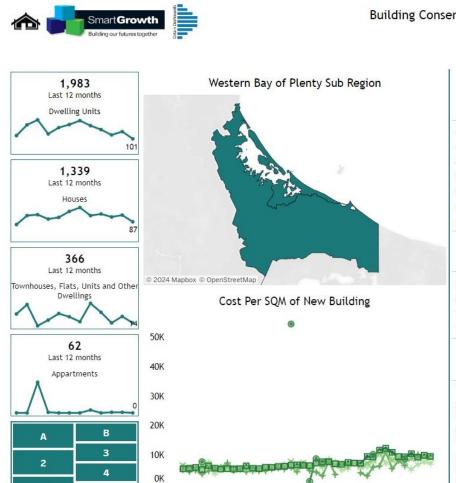
Building Consents Issued by Territorial Authority
2020 to 2023

Western Bay of Plenty Sub Region

© 2024 Mapbox © OpenStreetMap

1,983
Last 12 months
Dwelling Units
101

1,339
Last 12 months
Houses
87

366
Last 12 months
Townhouses, Flats, Units and Other Dwellings

62
Last 12 months
Appartments
0

A	B
2	3
3	4
	5

Cost Per SQM of New Building

Number of New Building Consents

	Apartments	Houses	Retirement Village Units	Total Dwelling Units	Townhouses, Flats, Units, And Other Dw..
June 2023	0	132	33	194	29
July 2023	0	149	54	220	17
August 2023	5	114	6	187	62
September 2023	0	121	0	161	40
October 2023	1	108	3	126	14
November 2023	1	116	1	148	30
December 2023	0	87	0	101	14

Floor Area of New Building Consents
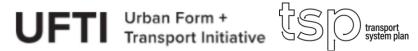
	Apartments	Houses	Retirement Village ..	Total Dwelling Units	Townhouses, Flats, ..
September 2023	0 sqm	6,155 sqm	0 sqm	9,249 sqm	3,094 sqm
October 2023	0 sqm	7,682 sqm	170 sqm	9,214 sqm	1,362 sqm
November 2023	0 sqm	7,259 sqm	0 sqm	10,416 sqm	3,157 sqm
December 2023	0 sqm	6,051 sqm	0 sqm	7,820 sqm	1,769 sqm

Value of New Building Consents

	Apartments	Houses	Retirement Village U..	Total Dwelling Units	Townhouses, Flats, U..
August 2021	$0	$77,522,352	$30,540,214	$129,010,998	$20,948,432
September 2021	$0	$94,189,492	$13,910,154	$123,213,856	$15,114,210
October 2021	$0	$155,401,780	$8,363,970	$180,463,922	$16,698,172
November 2021	$0	$165,603,908	$1,095,000	$179,193,294	$12,494,386
December 2021	$0	$133,434,954	$11,963,254	$155,569,448	$10,171,240

Housing: We have the housing we need and can afford.

Key Performance Indicator: 2 – Average dwelling densities (intensification and new growth areas) in the sub-region.

Desired Trend: Up | Actual Trend: Unknown - Data not updated since 2020. | Source: TCC and WBOPDC dwelling consent data.

Findings:

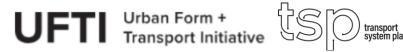- Tauranga City area (2020) - 13.9 dwellings per hectare (ha).
- Western Bay of Plenty – unconfirmed, future monitoring to ascertain densities in urban areas (Katikati, Omokoroa, Te Puke)

Commentary: Intensification areas last monitored in 2020. Change over time should reflect recent emphasis on increasing density, but the UFTI aspiration for urban densities of 30 dwellings per hectare is some way off.

UFTI Benefit: Housing: We have the housing we need and can afford.
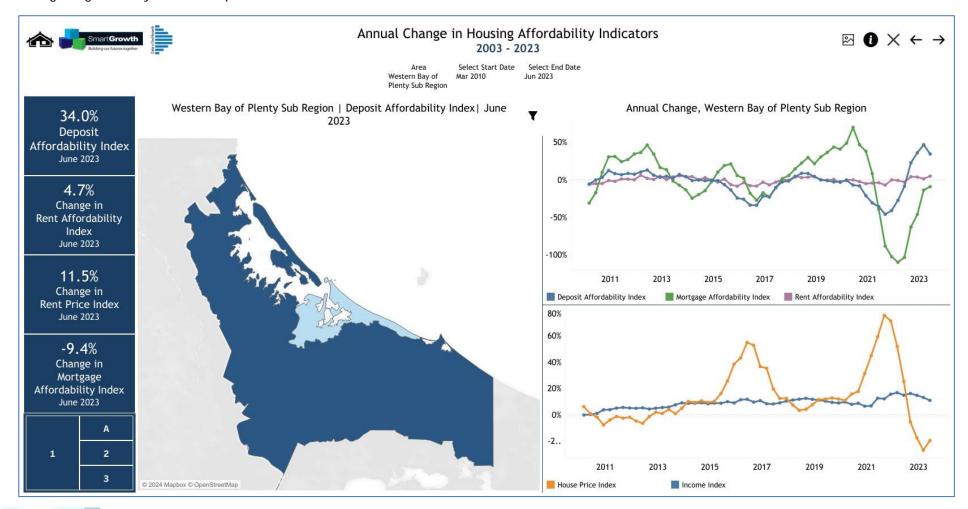
Key Performance Indicator: 3 - Housing Affordability
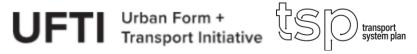
Desired Trend: Up | Actual Trend: Mixed| Source: Ministry of Housing and Urban Development.

Commentary: The dashboard shows how affordability has changed. Increasing incomes and the drop in houses prices in the sub-region have seen an improvement in affordability over the last 12 months however overall mortgage affordability and deposit affordability shows housing affordability in the sub-region changes significantly over short periods due to external factors which are out of SmartGrowths' control.
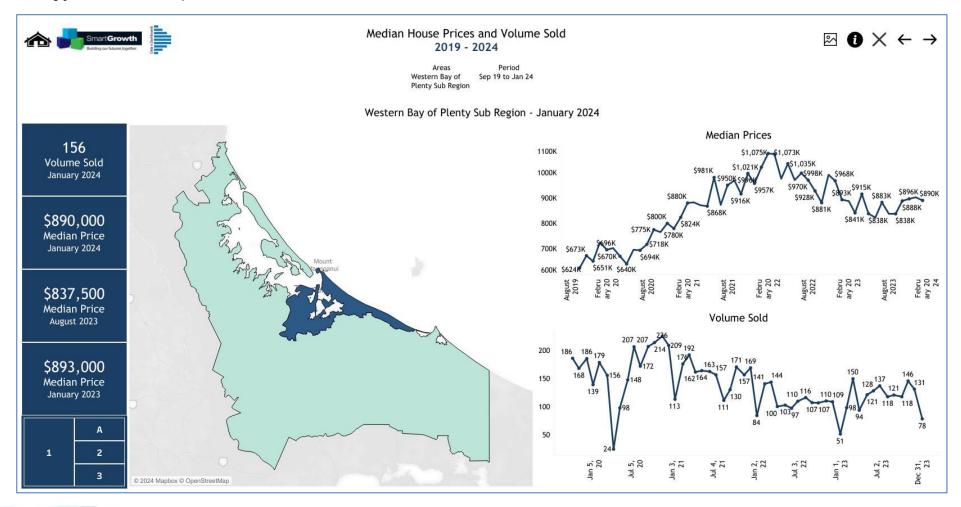
UFTI Benefit: Housing: We have the housing we need and can afford.

Key Performance Indicator: 4a - Average House Price

Desired Trend: Down | Actual Trend: Up |Source: QV

Commentary: See dashboard for the sub region attached below. The last 12 months has seen a fluctuation in house prices. Overall, there has been a downward trend in average houses prices and the volume sold in the Western Bay of Plenty Sub Region. External factors which are out of SmartGrowths' control strongly influence house prices.

Median House Prices and Volume Sold 2019 - 2024

Areas: Western Bay of Plenty Sub Region
Period: Sep 19 to Jan 24

Western Bay of Plenty Sub Region - January 2024

156 Volume Sold January 2024

$890,000 Median Price January 2024

$837,500 Median Price August 2023

$893,000 Median Price January 2023
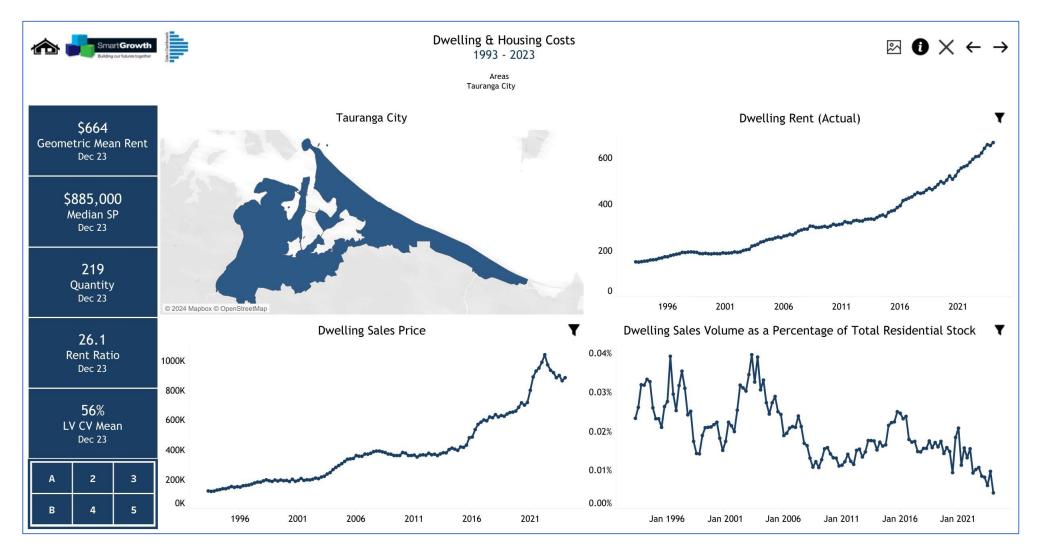
Key Performance Indicator: 4b – Average Rent prices

Desired Trend: Down | Actual Trend: Up | Source: HUD

Commentary: See dashboards attached below for Tauranga City and Western Bay of Plenty Districts. Trends show that rent continues to rise year on year. Due to a lack of supply and external factors, rents have increased in the sub-region over the last 12 months. The below dashboards show both Dwelling & Housing Costs and Lodged Bonds and Rentals data. Detail of data provided in Appendix 2.

Dwelling & Housing Costs
1993 - 2023

Areas
Tauranga City

$664 Geometric Mean Rent Dec 23	
$885,000 Median SP Dec 23	
219 Quantity Dec 23	
26.1 Rent Ratio Dec 23	
56% LV CV Mean Dec 23	

Dwelling & Housing Costs
1993 - 2023

Areas
Western Bay of
Plenty District

$581
Geometric Mean Rent
Dec 23

$775,000
Median SP
Dec 23

72
Quantity
Dec 23

25.8
Rent Ratio
Dec 23

57%
LV CV Mean
Dec 23

A	2	3
B	4	5

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Waikato Region

Dwelling Rent (Actual)

Dwelling Sales Price

Dwelling Sales Volume as a Percentage of Total Residential Stock

Lodged Bonds and Rental Paid
1993 - 2023

Tauranga City - Dec 2023

	A	B
	1	3
	2	4

360 Lodged Bonds	12,441 Active Bonds	375 Closed Bonds	$664 Mean Rent	$680 Median Rent	$600 Lower Quartile Rent	$750 Upper Quartile Rent

Lodged Bonds

Mount
Maunganui

Tauranga City
2023
Lodged Bonds
4,080

© 2024 Mapbox © OpenStreetMap

Median Rent

Mount
Maunganui

Tauranga City
2023
Median Rent
$661

© 2024 Mapbox © OpenStreetMap

Lodged Bonds and Rental Paid
1993 - 2023

Western Bay of Plenty District - Dec 2023

48	2,193	42	$576	$650	$490	$690	
Lodged Bonds	Active Bonds	Closed Bonds	Mean Rent	Median Rent	Lower Quartile Rent	Upper Quartile Rent	

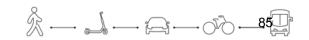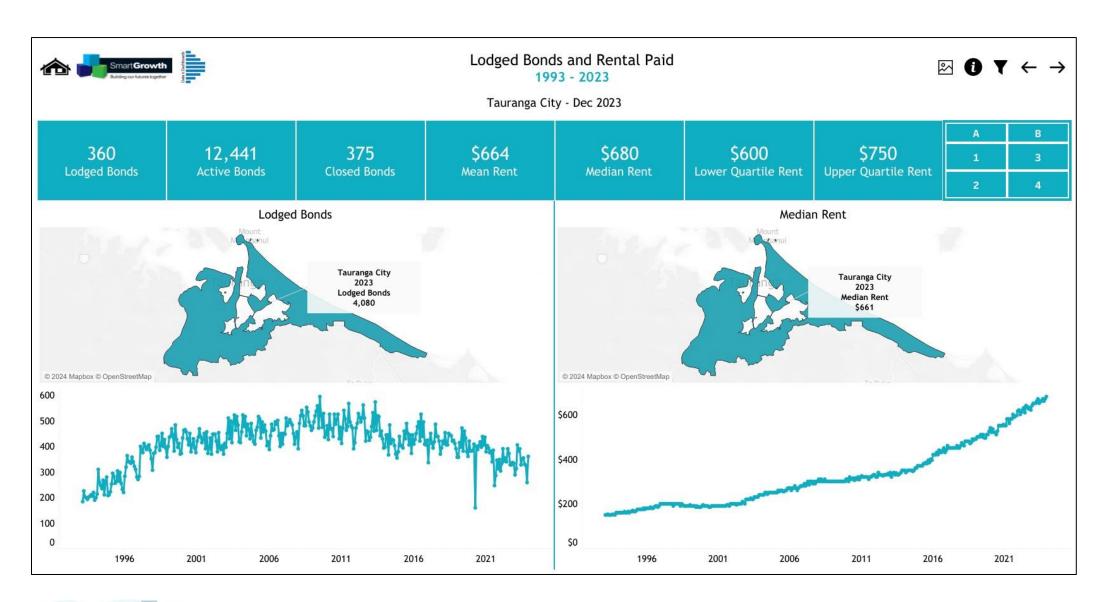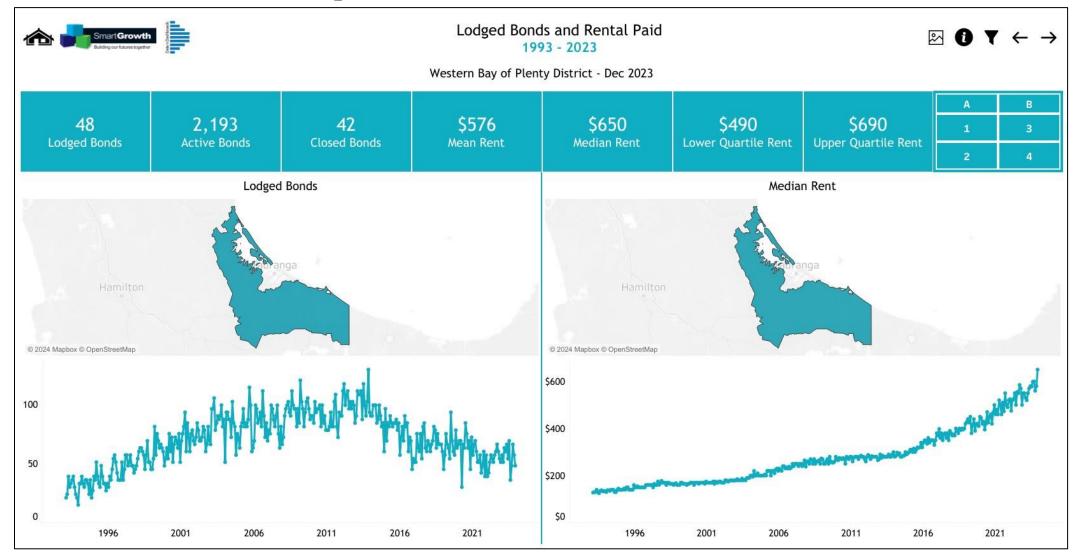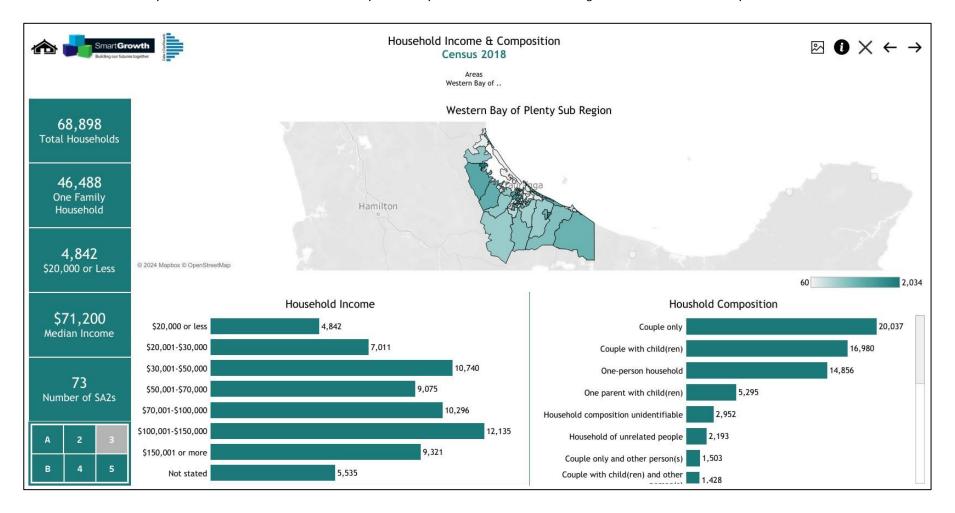|	A	B
1	1	3
2	2	4

UFTI Benefit: Housing: We have the housing we need and can afford.

Key Performance Indicator: 5 – Average Median Household Income

Desired Trend: Up | Actual Trend: Up | Source: Statistics New Zealand and Census 2018

Commentary: See dashboards attached below for Household Income & Composition and Labour market and its relationship to business performance.
NB Household Income & Composition data is outdated as it depicts the picture in 2018. Awaiting census 2023 data to update.
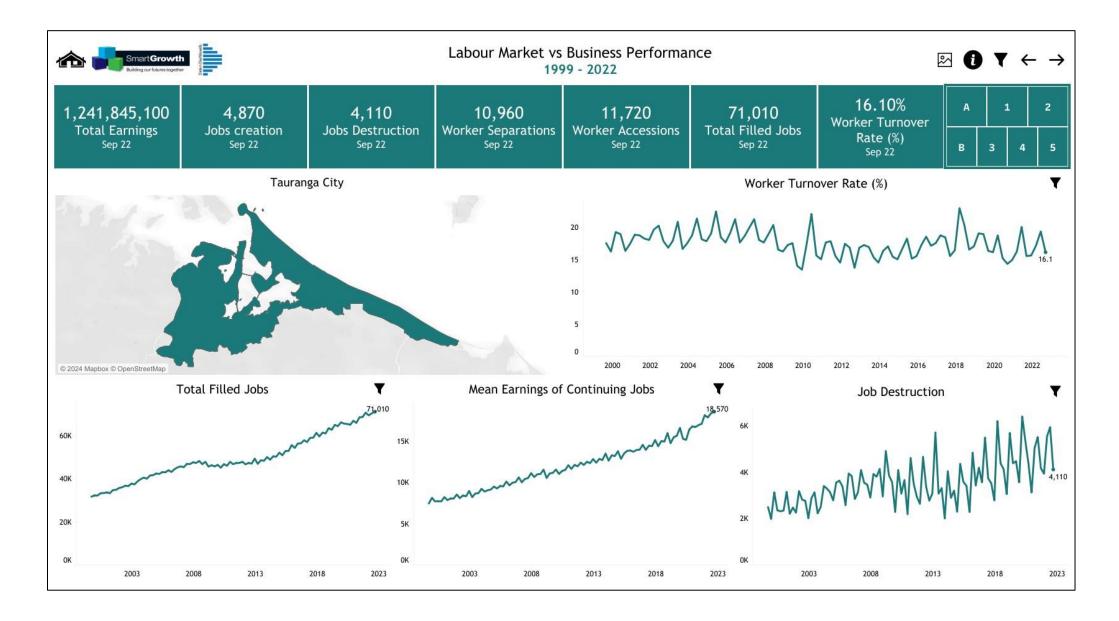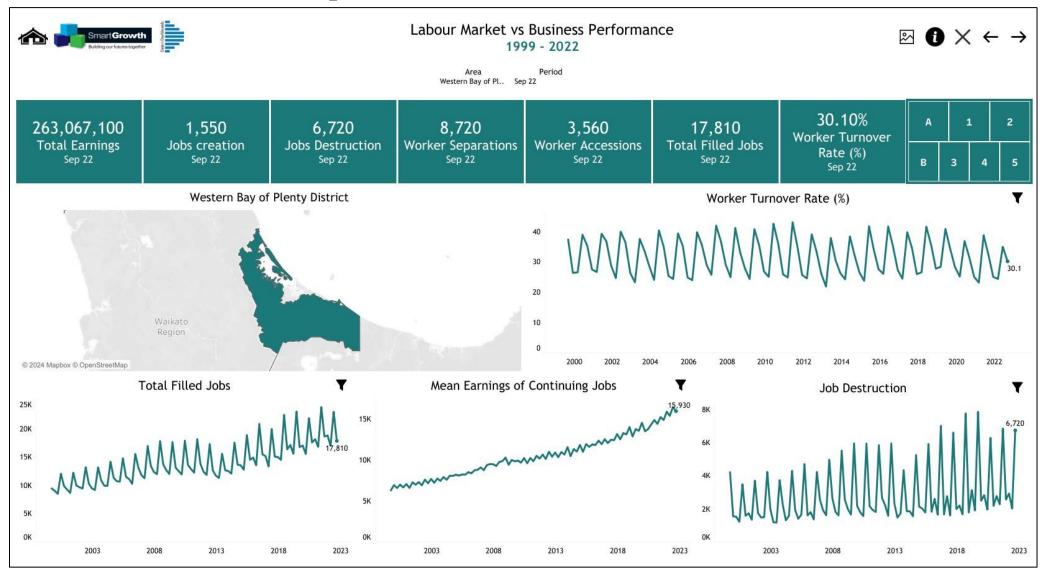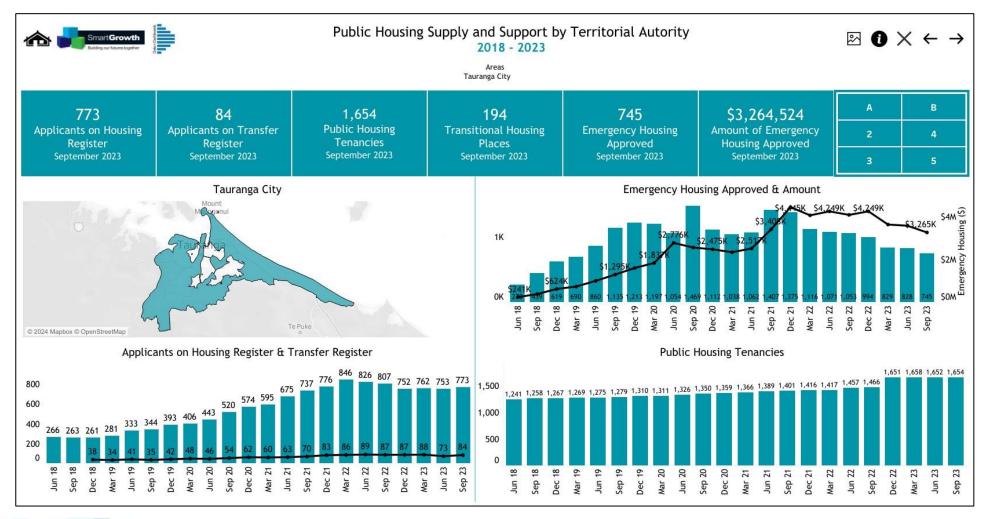

Household Income & Composition
Census 2018

Areas
Western Bay of ..

Western Bay of Plenty Sub Region

60 — 2,034

Total Households	68,898
One Family Household	46,488
$20,000 or Less	4,842
Median Income	$71,200
Number of SA2s	73

| A | 2 | 3 |
| B | 4 | 5 |

Household Income

$20,000 or less	4,842
$20,001-$30,000	7,011
$30,001-$50,000	10,740
$50,001-$70,000	9,075
$70,001-$100,000	10,296
$100,001-$150,000	12,135
$150,001 or more	9,321
Not stated	5,535

Houshold Composition

Couple only	20,037
Couple with child(ren)	16,980
One-person household	14,856
One parent with child(ren)	5,295
Household composition unidentifiable	2,952
Household of unrelated people	2,193
Couple only and other person(s)	1,503
Couple with child(ren) and other	1,428

Labour Market vs Business Performance
1999 - 2022

1,241,845,100 Total Earnings Sep 22	4,870 Jobs creation Sep 22	4,110 Jobs Destruction Sep 22	10,960 Worker Separations Sep 22	11,720 Worker Accessions Sep 22	71,010 Total Filled Jobs Sep 22	16.10% Worker Turnover Rate (%) Sep 22

Tauranga City

Worker Turnover Rate (%)

16.1

Total Filled Jobs — 71,010

Mean Earnings of Continuing Jobs — 18,570

Job Destruction — 4,110

UFTI — Urban Form + Transport Initiative
tsp — transport system plan

Labour Market vs Business Performance
1999 - 2022

Area: Western Bay of Pl..   Period: Sep 22

263,067,100 Total Earnings Sep 22	1,550 Jobs creation Sep 22	6,720 Jobs Destruction Sep 22	8,720 Worker Separations Sep 22	3,560 Worker Accessions Sep 22	17,810 Total Filled Jobs Sep 22	30.10% Worker Turnover Rate (%) Sep 22

A 1 2
B 3 4 5

Western Bay of Plenty District

Waikato Region

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Worker Turnover Rate (%)

30.1

Total Filled Jobs

17,810

Mean Earnings of Continuing Jobs

15,930

Job Destruction

6,720

UFTI Benefit: Housing: We have the housing we need and can afford.

Key Performance Indicator: 6 – Number of people on the Housing Register.

Desired Trend: Down | Actual Trend: Down | Source: HUD & MSD

Commentary: See dashboards below for Tauranga and the Western Bay of Plenty District. Demand for emergency and public housing support remains high. This is a notable risk given the recent growth in interest rates.
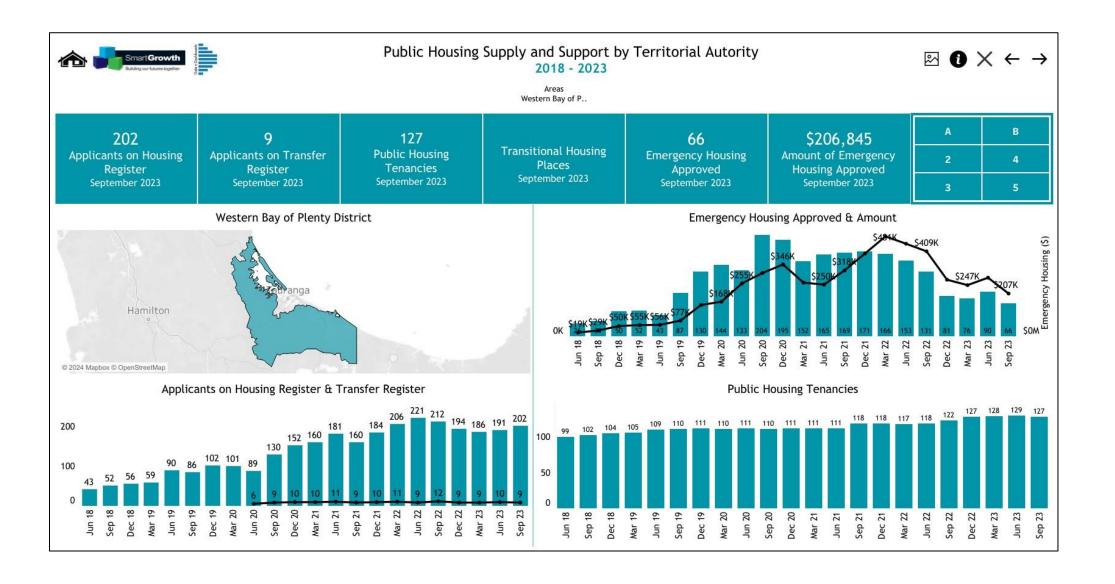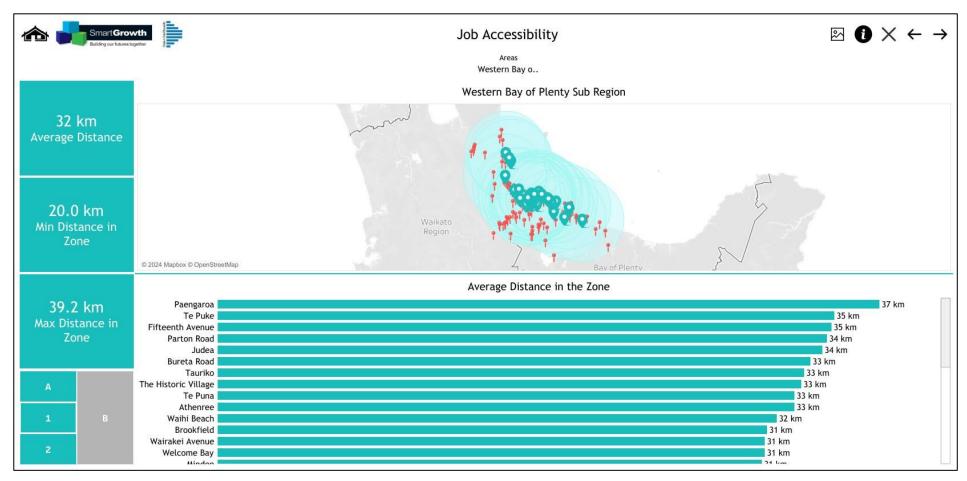

Public Housing Supply and Support by Territorial Autority
2018 - 2023

Areas
Tauranga City

773 Applicants on Housing Register September 2023	84 Applicants on Transfer Register September 2023	1,654 Public Housing Tenancies September 2023	194 Transitional Housing Places September 2023	745 Emergency Housing Approved September 2023	$3,264,524 Amount of Emergency Housing Approved September 2023

	A	B
	2	4
	3	5

Public Housing Supply and Support by Territorial Autority
2018 - 2023

Areas
Western Bay of P..

202	9	127		66	$206,845
Applicants on Housing Register September 2023	Applicants on Transfer Register September 2023	Public Housing Tenancies September 2023	Transitional Housing Places September 2023	Emergency Housing Approved September 2023	Amount of Emergency Housing Approved September 2023

	A	B
	2	4
	3	5

Western Bay of Plenty District

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Emergency Housing Approved & Amount

Applicants on Housing Register & Transfer Register

Public Housing Tenancies

UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.

Key Performance Indicator: 7 – Percent or number of jobs accessible from all dwellings within the objective travel time thresholds by PT, walk, cycle and private vehicles in the AM peak. Assumes 15min = walk & cycle. 30 and 45min = cycle, PT and private vehicle.
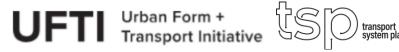
Desired Trend: Up | Actual Trend: Baseline Data | Source: Google Maps

Commentary: Baseline data captured – no historical data. Trend will be evident with subsequent annual monitoring of KPI. Significantly more jobs are accessible by car than cycle or public transport should be evident as the system improves. Accessibility by car is likely to remain high due to changing locations or jobs (more jobs in growth areas will increase overall employment accessibility by all modes).

UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.
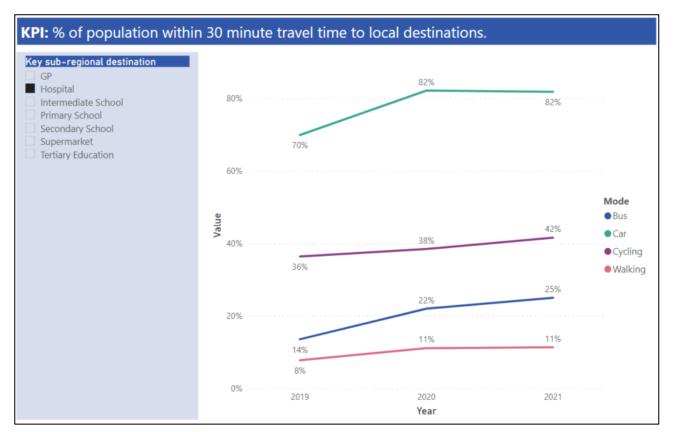
Key Performance Indicator: 8 – Percentage of population or number of people within objective travel time thresholds of 'sub-regional destinations (CBD, town centres, hospital, university, secondary schools, major reserves) by all modes.

Desired Trend: Up | Actual Trend: Unknown | Source: TSP Accessibility Model

Commentary: No historical or reproducible data available. Latest available data shown below. The accessibility model requires updating to update this in future. See Appendix 3 for further information.

KPI: % of population within 30 minute travel time to local destinations.

Key sub-regional destination
- GP
- Hospital
- Intermediate School
- Primary School
- Secondary School
- Supermarket
- Tertiary Education

Mode
- Bus
- Car
- Cycling
- Walking

UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.
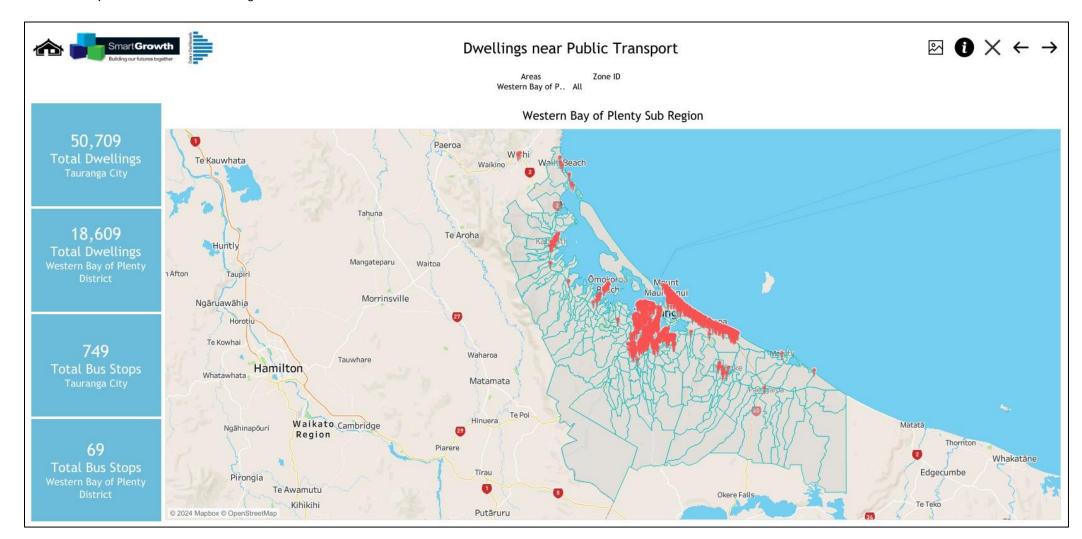
Key Performance Indicator: 9 – Percent of dwellings in an urban area within 500m (or 5min walk) of frequent PT services (combined 15min headway or less).

Desired Trend: Up | Actual Trend: Baseline data | Source: Tauranga City Council, Western Bay Plenty District Council & Stats NZ .
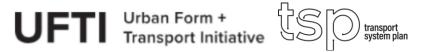
Commentary: Grey Dashboard developed as shown below. See Appendix 3 for challenges, limitations and suggested future approach. Trend will be evident with subsequent annual monitoring of KPI.

Dwellings near Public Transport

50,709 Total Dwellings Tauranga City	
18,609 Total Dwellings Western Bay of Plenty District	
749 Total Bus Stops Tauranga City	
69 Total Bus Stops Western Bay of Plenty District	

Areas: Western Bay of P.. | Zone ID: All

Western Bay of Plenty Sub Region

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UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.
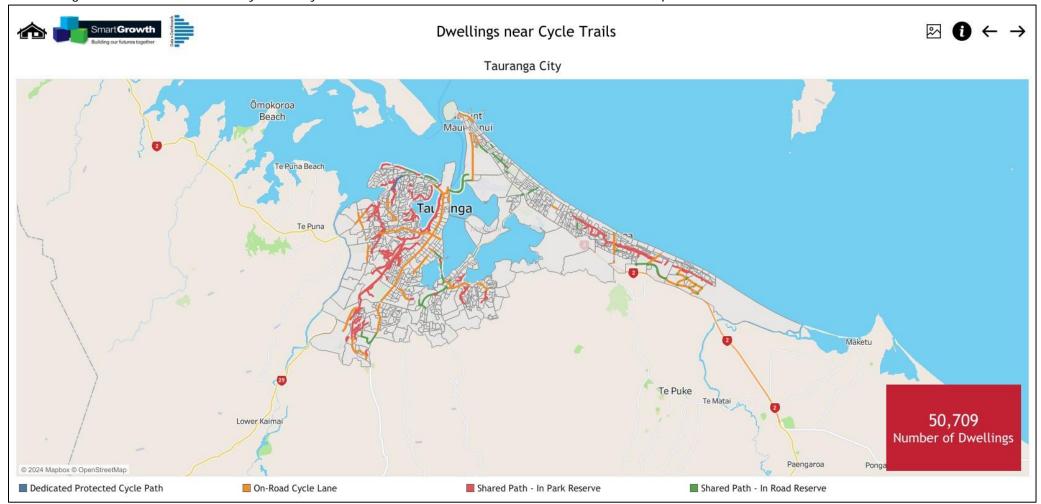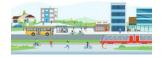
Key Performance Indicator: 10 – Percent of dwellings in an urban area within 1Km (or 5min cycle) of high quality (AAA) cycle facility to key destinations (e.g. protected path, lanes)

Desired Trend: Up| Actual Trend: Baseline Data| Source: Tauranga City Council & Stats NZ

Commentary: Below shows baseline Cycleway GIS data for the Tauranga Region. The value of this data will increase as trends become clearer with future monitoring. Please note - Western Bay of Plenty Data not available at the time dashboard was developed.

Dwellings near Cycle Trails — Tauranga City

Legend: ■ Dedicated Protected Cycle Path ■ On-Road Cycle Lane ■ Shared Path - In Park Reserve ■ Shared Path - In Road Reserve

50,709 Number of Dwellings

© 2024 Mapbox © OpenStreetMap

UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.

Key Performance Indicator: 11 – Total road deaths and serious injuries within the Western BOP sub-region by mode.

Desired Trend: Down | Actual Trend: Down | Source: Road Accidents (Crash Analysis System)

Commentary: Accidents by mode are shown for the sub-region in the two dashboards below. There has been an overall reduction in accidents since the last reporting period.

Road Accidents
1996-2023

Area: Western Bay of Plenty Sub Region   Year: 2023

154 Total Accidents
4 Fatal Crash
22 Serious Crash
125 Minor Injuries
3 Non Injury Crash

| A | 1 | 2 |
| B | 3 | 4 | 5 | 6 |

Western Bay of Plenty Sub Region | 2023

Accidents Via Vehicles
Deaths   Serious Injuries

Road Surface
Sealed 152
Unsealed 2

Light
Bright sun 55
Overcast 49
Dark 45
Twilight 5

Road Character
Bridge 6
Motorway Ramp 3
Overpass 2

Weather
Fine 113
Light Rain 27
Heavy Rain 12
Mist or Fog 2

Road Accidents
1996-2023

Area
Western Bay of
Plenty Sub Region

Year
2023

Western Bay of Plenty Sub Region | 2023

154
Total Accidents

4
Fatal Crash

22
Serious Crash

125
Minor Injuries

3
Non Injury Crash

A	1	2
B	3	4	5	6

Accidents Via Walking & Cycling

Deaths ■ Serious Injuries ■

Road Surface

Sealed	152
Unsealed	2

Light

Bright sun	55
Overcast	49
Dark	45
Twilight	5

Road Character

Bridge	6
Motorway Ramp	3
Overpass	2

Weather

Fine	113
Light Rain	27
Heavy Rain	12
Mist or Fog	2

![UFTI Urban Form + Transport Initiative | tsp transport system plan]

UFTI Benefit: Movement: We can move and enjoy our live, learn, work and play lifestyle.

Key Performance Indicator: 12 – Number of passenger journeys using western Bay of Plenty urban PT services.

Desired Trend: Up | Actual Trend: Baseline Data | Source: Ticket Data Bay of Plenty Regional Council

Commentary: Below shows baseline ticket data for number of passenger journeys using PT. The value of this data will increase as trends become clearer with future monitoring.

Passenger Journeys Using Public Transport
2020 - 2023

| 138,899 Tauranga Urban PT June 2023 | 5,468 Te Puke Urban PT June 2023 | 1,921 Katikati / Omokoroa Urban PT June 2023 | 94 Waihi Town Connector June 2023 |

| A | 1 | 2 | 3 |
| B | 4 | 5 | |

TAURANGA URBAN PT SERVICES — TOTAL PASSENGERS TRAVELLED: 3,791,170

TE PUKE URBAN PT SERVICES — TOTAL PASSENGERS TRAVELLED: 104,969

KATIKATI / OMOKOROA URBAN PT SERVICES — TOTAL PASSENGERS TRAVELLED: 54,374

NUMBER OF PASSENGERS TRAVELLED USING URBAN PT SERVICES — TAURANGA VS NORTHERN CORRIDOR

WAIHI TOWN CONNECTORS URBAN PT SERVICES — TOTAL CONNECTORS: 2,596

UFTI Benefit: Environment: The quality of our environment is improving.

Key Performance Indicator: 13 – Tonnes of harmful emissions emitted per year from transport.

Desired Trend: Down | Actual Trend: Neutral | Source: Air Quality – Land Air Water Aotearoa

Commentary: The dashboard shows the overview of air quality monitoring. Outdoor air is monitored by a range of air pollutants by the BOPRC. The breakdown of data provides trends and highest daily averages. NB – no direct data is available for emissions emitted from transport. Air quality is the best possible proxy.

Air Quality 2016 - 2022

Bay of Plenty Region | 2022

Highest Daily Average | 2022

Seasonal Variation

9	No. of Sites Monitored
80.47	Highest PM Recorded Mount Maunganui at Rata St 12/1/2022
73.05	2nd Highest PM Recorded Mount Maunganui at Rata St 8/19/2022

Exceeded   Not Exceeded

UFTI Benefit: Environment: The quality of our environment is improving.
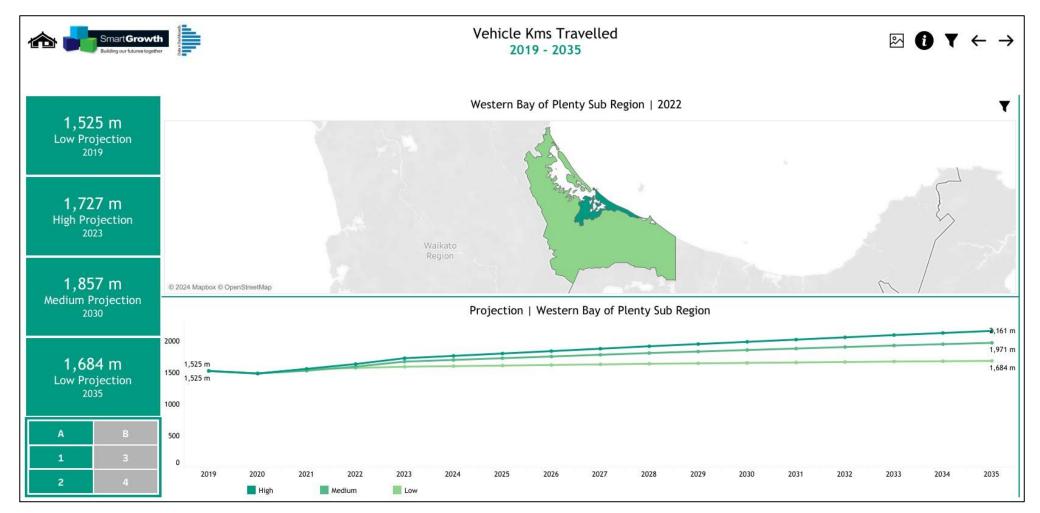
Key Performance Indicator: 14 – Vehicle kilometres travelled (VKT) by cars and light vehicles.

Desired Trend: Down | Actual Trend: Up | Source: NZTA

Commentary: Data was collected from NZTA for cars and light vehicles estimated and projected vehicle kms travelled. Data is available as estimated for recent years and projections for future years. NB - There is no data available for hours vehicle travelled. This data is available only as one-off activity. Future updates of this data is unclear or not confirmed.

Vehicle Kms Travelled
2019 - 2035

Western Bay of Plenty Sub Region | 2022

1,525 m Low Projection 2019	
1,727 m High Projection 2023	
1,857 m Medium Projection 2030	
1,684 m Low Projection 2035	

A	B
1	3
2	4

Projection | Western Bay of Plenty Sub Region

High — 2,161 m
Medium — 1,971 m
Low — 1,684 m

Legend: High, Medium, Low

UFTI Benefit: Environment: The quality of our environment is improving.
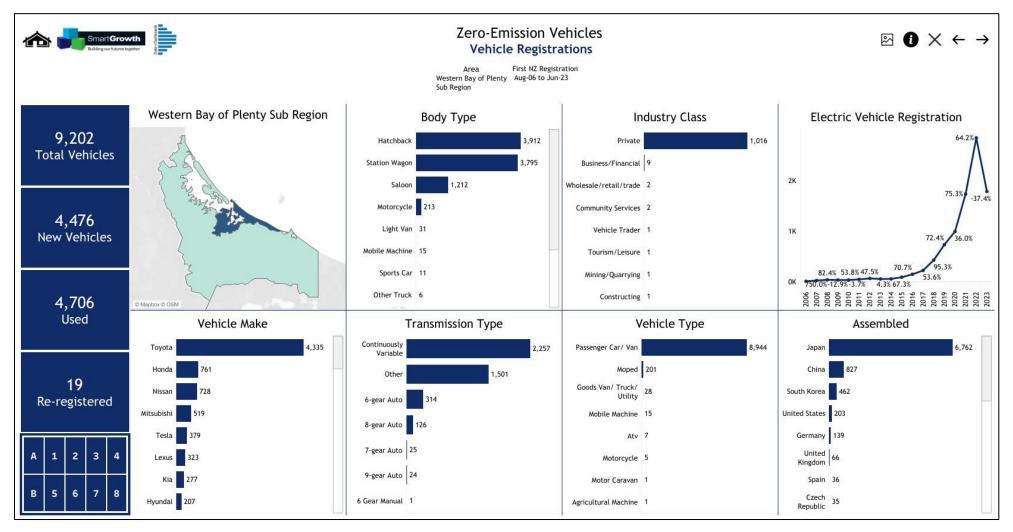
Key Performance Indicator: 15 – Proportion of zero-emission vehicles in the light fleet.

Desired Trend: Up | Actual Trend: Down | Source: Vehicle registration NZTA

Commentary: There has been a decrease in the use of zero-emission vehicles across the sub-region. Government policy including the Clean Car Discount introduction and subsequent repeal has significantly influenced the proportion of zero-emission vehicles in the light fleet.

Zero-Emission Vehicles
Vehicle Registrations

Area: Western Bay of Plenty Sub Region
First NZ Registration: Aug-06 to Jun-23

9,202 Total Vehicles
4,476 New Vehicles
4,706 Used
19 Re-registered

Western Bay of Plenty Sub Region

Body Type
- Hatchback: 3,912
- Station Wagon: 3,795
- Saloon: 1,212
- Motorcycle: 213
- Light Van: 31
- Mobile Machine: 15
- Sports Car: 11
- Other Truck: 6

Industry Class
- Private: 1,016
- Business/Financial: 9
- Wholesale/retail/trade: 2
- Community Services: 2
- Vehicle Trader: 1
- Tourism/Leisure: 1
- Mining/Quarrying: 1
- Constructing: 1

Electric Vehicle Registration
64.2%, 75.3%, -37.4%, 72.4%, 36.0%, 70.7%, 95.3%, 53.6%, 82.4%, 53.8%, 47.5%, 750.0%, -12.9%, -3.7%, 4.3%, 67.3%

Vehicle Make
- Toyota: 4,335
- Honda: 761
- Nissan: 728
- Mitsubishi: 519
- Tesla: 379
- Lexus: 323
- Kia: 277
- Hyundai: 207

Transmission Type
- Continuously Variable: 2,257
- Other: 1,501
- 6-gear Auto: 314
- 8-gear Auto: 126
- 7-gear Auto: 25
- 9-gear Auto: 24
- 6 Gear Manual: 1

Vehicle Type
- Passenger Car/ Van: 8,944
- Moped: 201
- Goods Van/ Truck/ Utility: 28
- Mobile Machine: 15
- Atv: 7
- Motorcycle: 5
- Motor Caravan: 1
- Agricultural Machine: 1

Assembled
- Japan: 6,762
- China: 827
- South Korea: 462
- United States: 203
- Germany: 139
- United Kingdom: 66
- Spain: 36
- Czech Republic: 35

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UFTI Benefit: Environment: The quality of our environment is improving.

Key Performance Indicator: 16 – AM Peak Period mode share in existing urban area.

Desired Trend: Up | Actual Trend: Unknown | Source: TSP - Based on Survey Data

Commentary: See latest available data. This shows car travel dominates mode share at over 80%. The trend for this KPI is unknown as no recent survey data is available. See challenges/limitations as outlined in Appendix 3. There is no data available on shared services e.g., Uber or carpooling.

KPI: AM peak period mode share in the existing urban area.

- Active modes
- Car
- Public transport
- Work from home

(Stacked bar, 2021: Work from home 12%, Car 80%, Active modes 6%)

UFTI Benefit: Environment: The quality of our environment is improving.
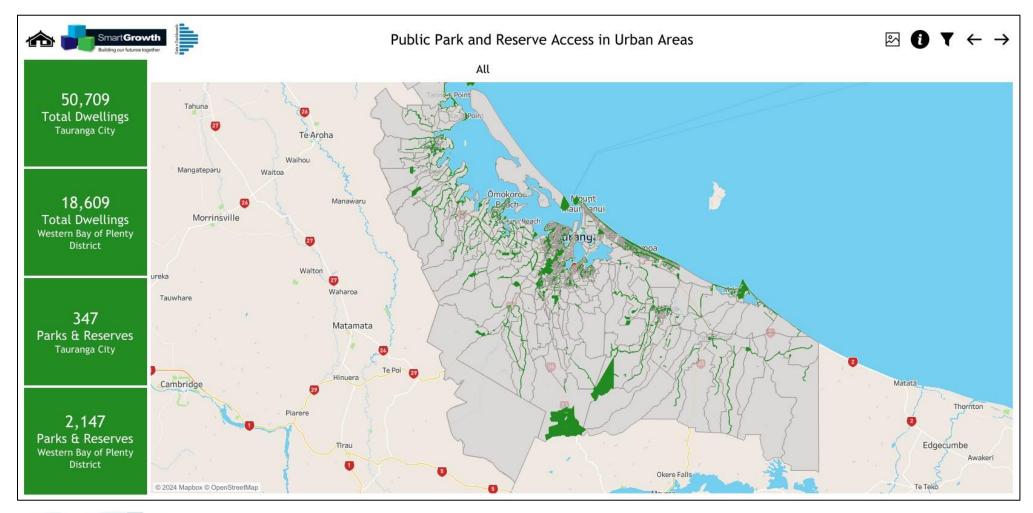
Key Performance Indicator: 17 – Proportion of residential properties in urban areas that have publicly accessible park, reserves, and/or the coastal marine area within 400 meters walking distance.

Desired Trend: Up | Actual Trend: Baseline | Source: Tauranga City Council, Western Bay Plenty District Council & Stats NZ

Commentary: Data was collected from NZTA for accessibility of parks and reserves for urban residents of Tauranga City and Western Bay of Plenty District. The value of this data is dependent on ensuring consistent approach to obtaining data. Data value will increase as trends become clearer with future monitoring.

UFTI Benefit: Environment: The quality of our environment is improving.
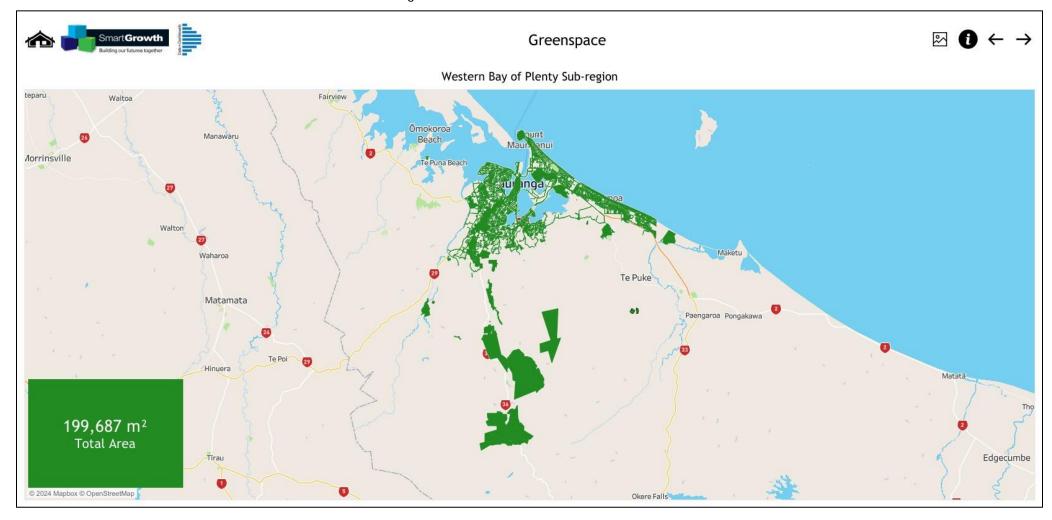
Key Performance Indicator: 18 – Area of greenspace in urban areas per capita in the Western Bay of Plenty sub-region.

Desired Trend: Up | Actual Trend: Baseline | Source: Tauranga City Council, Western Bay Plenty District Council & Stats NZ

Commentary: Grey Dashboard developed. There is no direct data available to give the greenspace per capita information. Combining the park and open spaces data with population needs some detailed working. The value of this data is dependent on ensuring consistent approach to obtaining data. Data value will increase as trends become clearer with future monitoring.

Appendix 2: SmartGrowth KPI Data

Appendix 2: SmartGrowth KPI Data

UFTI Benefit	Dashboard # Website	KPI #	Key Performance Indicator	Regional Trends Dashboard On Website	Data Set Name	Source	Frequency Of Update	Last Updated by Source
Housing We have the housing we need and can afford.	1.	1.	Change in housing typology in the sub-region by annual dwelling consents (dwelling type).	Change in housing typology in the sub-region by annual dwelling consents (dwelling type)	Building Consents Issued	Stats NZ Development Trends Report 2023	Monthly	Jan-24
		2.	Average dwelling densities (intensification and new growth areas) in the sub-region.			Development Trends Report	Last measured 2020	Report not produced annually.
	2.	3.	% of households with housing rent or mortgage costs greater than 30% of income	% of households with housing rent or mortgage costs greater than 30% of income.	Housing Affordability	Ministry of Housing and Urban Development	Quarterly	Sep-23
	3.	4a.	Average House Price	Average House Price	REINZ Reports	Real Estate Institute of New Zealand	Monthly	Dec-23
	4.	4.b	Average Rent Prices	Average Rent Prices	Bonds Lodge and Rent Mean Monthly	Ministry of Business, Innovation & Employment	Monthly	Jan-24
	5.	5a.	Average and median household income (gross) in Western Bay of Plenty.	Average Median Household Income	LEED Measures by Territorial Authority	Stats NZ – LEED	Quarterly	Jan-24
	6.	5b.		Average Median Household Income	Household Income and Composition	Stats NZ Census 2018	Five Year	Sep-18
	7.	6	Number of people on the Housing Register	Number of people on the Housing Register	Public Housing	Ministry of Housing and	Quarterly	Dec-23

							Urban Development	
Movement We can move and enjoy our live, learn, work, and play lifestyle	17.	7.	Percent or number of jobs accessible from all dwellings within the objective travel time thresholds by PT, walk, cycle and private vehicles in the AM peak. Assumes 15min = walk & cycle. 30 and 45min = cycle, PT and private vehicle.	Percent or number of jobs accessible from all dwellings within the objective travel time thresholds by PT, walk, cycle and private vehicles in the AM peak. Assumes 15min = walk & cycle. 30 and 45min = cycle, PT and private vehicle.		Google Maps	Quarterly	Nov-23
		8.	Percentage of population or number of people within objective travel time thresholds of 'sub-regional destinations (CBD, town centres, hospital, university, secondary schools, major reserves) by all modes.	No Dashboard	TSP Accessibility Model – no historical or reproducible data available. 43% @ 2021 (from Beca report to SLG)			
	18.	9.	Percent of dwellings in an urban area within 500m (or 5min walk) of frequent PT services (combined 15min headway or less).	Percent of dwellings in an urban area within 500m (or 5min walk) of frequent Public Transport (PT) services (combined 15min headway or less).	Primary Parcels and Bus Stop	Tauranga City Council, Western Bay Plenty District Council & Stats NZ	Quarterly	Nov-23 Note - Grey Dashboard – Beca data sourced from TSP Accessibility Model. No historical data
	19.	10.	Percent of dwellings in an urban area within 1Km (or 5min cycle) of high quality (AAA) cycle facility to key destinations (e.g. protected path, lanes)	Percent of dwellings in an urban area within 1Km (or 5min cycle) of high quality (AAA) cycle facility to key	Cycle way GIS data	Tauranga City Council, Western Bay Plenty District Council & Stats NZ		Nov-23

				destinations (e.g. protected path, lanes)			
	8.	11.	Total road deaths and serious injuries within the western BOP sub-region by mode.	Total road deaths and serious injuries within the western BOP sub-region including mode.	Road Accidents (Crash Analysis System)	New Zealand Transport Agency	Monthly	Nov-23
	20.	12.	Number of passenger journeys' using western Bay of Plenty urban PT services.	Ticket Data		Bay of Plenty Regional Council	Monthly	Nov-23	
Environment The quality of our environment is improving	9.	13.	Tones of harmful emissions emitted per year from transport.	Tones of harmful emissions emitted per year from transport.	Air Quality	Land Air Water Aotearoa	Daily	Jun-23
	21.	14.	Vehicle kilometers travelled (VKT) and vehicle hours travelled (VHT) by cars and light vehicles.	Vehicle kilometers travelled (VKT) and vehicle hours travelled (VHT) by cars and light vehicles.	Vehicle kilometers travelled	NZTA	Yearly	Nov-23
	10.	15.	Proportion of zero-emission vehicles in the light fleet.	Vehicle Fleet (Motor Vehicle Register)	New Zealand Transport Agency	Monthly	Jan-24	
		16.	AM Peak Period mode share in existing urban area.	No Dashboard	No reproducible data available – 80% car; 6% active modes;12 WFH (from Beca report to SLG)	Expect significant changes since Covid?		TSP Based on Survey Data last done 2020
	22.	17.	Proportion of residential properties in urban areas that have publicly accessible park, reserves, and/or the coastal marine area within 400 meters walking distance.	Proportion of residential properties in urban areas that have publicly accessible park, reserves, and/or the		Tauranga City Council, Western Bay Plenty District Council & Stats NZ		Nov-23

				coastal marine area within 400 meters walking distance.				
	23.	18.	Area of greenspace in urban areas per capita in the Western Bay of Plenty sub-region.	Area of greenspace in urban areas per capita in the Western Bay of Plenty sub-region.		Tauranga City Council, Western Bay Plenty District Council & Stats NZ		Nov-23
Prosperity Our economic productivity and prosperity are improving for all	10.	19.	Travel time variability for freight movements between Tauriko Business Estate and the Port. Travel time variability for freight movements between Rangiuru Business Estate and the Port.	No Dashboard	No historical or reproducible data available			
		20	Mode share of domestic freight (% of freight moved by, rail, and coastal shipping).	No Dashboard	No historical or reproducible data available			
		21	Length (time) of unplanned road closures due to natural hazard events.	No Dashboard	No historical or reproducible data available			
				Labour Market vs Business Performance		Stats NZ	Quarterly	
OTHER DASHBOARD INCLUDED ON WEBSITE AS REGIONAL TRENDS	11.			Home Ownership	Census 2018	Stats NZ	Five Year	Sep-18
	12.			Tenure of Household	Census 2018	Stats NZ	Five Year	Sep-18
	13.			Number of Kainga Ora rental properties	Housing Statistics Managed Stock	Kainga Ora	Quarterly	Nov-23

14.			Community housing providers		Ministry of Housing and Urban Development	Quarterly	
15.			New dwelling consents compared to household growth. (Housing Under Social Public Transitional Housing)	Urban Development Market Indicators	Ministry of Housing and Urban Development	Quarterly	Oct-23
16.			Dwelling & Housing Cost Housing Under Social Public Transitional Housing)	Urban Development	Ministry of Housing and Urban Development	Quarterly	Oct-23

Appendix 3: Limitations & Future Approach

Appendix 3: Limitations & Future Approach

KPI #	KPI	Source	Dataset Name	Dashboard Weblink	How was the KPI Data and Dashboard Developed	Challenges & Limitations of KPI Data and Dashboard	Suggested Future Approach
1.	Change in housing typology in the sub-region by annual dwelling consents (dwelling type).	Statistics New Zealand	Building Consents Issued	TA: https://public.tableau.com/app/profile/smart.growth/viz/BuildingConsentsIssuedbyTA/BuildingConsentsbyTA SA2: https://public.tableau.com/app/profile/smart.growth/viz/BuildingConsentsIssuedbySA2/BuildingConsentsbySA2	Data was collected from Stats NZ. They provide monthly data on building consents issued. This data is available on SA2 and TA level. Dashboards were developed for both level of granularity i.e. SA2 and TA levels. All types of housing were included in the dashboards, along with floor area and value where available.	No challenge and limitations were faced in developing dashboards for this KPI.	The data from Stats NZ provides information on new building consents issued only. It does not give any information on the buildings in-progress i.e. the development work going on in the city, district or region. It will be good to get data from Local Councils building team to understand if there is any change in housing typology happening within the areas.
2.	Average dwelling densities (intensification and new growth areas) in the sub-region.	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	There is no direct data available for this KPI. The best possible proxy for this KPI could be based on the new building consents data. But the problem in that data is that it is available only on SA2 level, thus the exact nature of intensification or new growth areas cannot be found out.	Development Trends Report monitors greenfield UGA density annually but not intensification areas. Intensification areas last monitored in 2020. This can be done as part of DTR but time intensive. Collect data from Local Councils on individual address level and then develop dashboards from this data. In this way we will be able to understand the new growth areas as well as any

						intensification happening in the area or on the same property.
3.	% of households with housing rent or mortgage costs greater than 30% of income	Ministry of Housing and Urban Development (HUD)	Housing Affordability	https://public.tableau.com/app/profile/smart.growth/viz/HousingAffordabilityIndicators/HousingAffordabilityIndicators	Data was collected from the Ministry of Housing and Urban Development, who provides quarterly data on different indicators related to housing affordability. Three important indicators within this dataset are of rental affordability, mortgage affordability and deposit affordability. Apart from these indicators two other indicators were also of significance i.e. house price index and income index. Dashboard was developed for all of these indicators to address the KPI in discussion.	There is no direct data that gives information on number of households that spend 30% of more of their income in housing rent or mortgage. The housing affordability data used in here gives a proxy for this KPI.	Census data can give this kind of information, but it is available every 5 years. The other possibility is to contact HUD and ask for this specific dataset if they could arrange for it. Other last option could be to make use of IDI from Stats NZ and compile this type of data ourselves. There are different level of challenges and cost involved in these suggested future approach.
4a.	Average House Price	Real Estate Institute of New Zealand	REINZ Reports	https://public.tableau.com/app/profile/smart.growth/viz/AverageHousePrice_17091419825300/REINZMedianHousePriceandVolumeSold	Data was collected from REINZ on a monthly basis for TA level. Along with the price data we also compiled number	REINZ provides the house price data as median house price rather than the requirement of KPI as an average house price.	Data can be compiled from Infometrics that gives information on average house price but on quarterly basis. Else use HUD Urban Development data on quarterly basis. Other option is get this data from Core

				of houses sold in a month.		Logic or QV; which will require purchasing this dataset.
4b.	Average Rent Prices	Ministry of Business, Innovation & Employment	Bonds Lodge and Rent Mean Monthly	https://public.tableau.com/app/profile/smart.growth/viz/RentalAccomodation_16988404506780/BondsLodgedRentalPaid	Data was collected from MBIE on mean rent and number of bonds lodged. Data is also available for median, lower quartile and upper quartile. Similarly, data is available on active bonds and closed bonds.	No challenges or limitations.	No suggestions for future approach.
5a.	Average and median household income (gross) in Western Bay of Plenty.	Stats NZ – LEED	LEED Measures by Territorial Authority	https://public.tableau.com/app/profile/smart.growth/viz/LabourMarketvsBusinessPerformance/LEEDMeasuresbyTA	Data was collected from Stats NZ and its Linked Employer Employee Data. There are various datasets in here. Related to this KPI we have 'median earnings for full quarter jobs'. Data is available on quarterly basis and TA level.	LEED data information is available on a 18 months lag period. Also, the data is available on individual person level, rather than a household income level.	Use other datasets like Infometrics which provides data on earnings, household income and per capita income; but it is available on annual basis. Other possible data source is BERL economic datasets. There is a cost associated with this approach.
5b.	Median Household Income	Stats NZ Census 2018	Household Income and Composition	https://public.tableau.com/app/profile/smart.growth/viz/HouseholdIncomebyHouseholdComposition/HouseholdIncomeComposition	Data was collected from Stats NZ and available on SA2 and TA level. This data is compiled from census 2018 datasets. Data is available for median household income.	It is very detailed data but slightly outdated as it depicts the picture of the year 2018.	Use Census 2023 data when released. Other option is to use Stats NZ IDI and compile this information. There are challenges and cost associated with this approach.

#							
6.	Number of people on the Housing Register	Ministry of Housing and Urban Development	Public Housing	Region: https://public.tableau.com/app/profile/smart.growth/viz/PublicHousingSupplySupportByRegion/PublicHousingSupplyandSupportbyRegion TA: https://public.tableau.com/app/profile/smart.growth/viz/PublicHousingSupplySupportByTA/PublicHousingSupplyandSupportbyTA	Data was collected from HUD on public housing updated on quarterly basis. The data is available on Region and TA level. Information is available for the total number of tenants in public housing. Data is also available for emergency housing approved and the amount. There is also information available on applicants for housing register and transfer register.	No challenges or limitation.	A suggestion that to understand this KPI holistically then we can add number of unemployed people and number of people on job seeker support or other benefits.
7.	Percent or number of jobs accessible from all dwellings within the objective travel time thresholds by PT, walk, cycle and private vehicles in the AM peak. Assumes 15min = walk & cycle. 30 and 45min = cycle, PT and private vehicle.	Google Maps	Google	https://public.tableau.com/app/profile/smart.growth/viz/JobAccessibility/AccessibleDwellings	Data was compiled from Google Maps using main centers where there are most of the offices and workspaces. 45 minutes of distance was then calculated during the peak times in a car for all four sides from the main center i.e., north, south east and west. The data shows the possibility of travel (in kilometers) between the points.	Data is based on Google maps time travel estimates. It does not show how many dwellings are covered under this assumption.	Collect data from Council car travel data to get a more accurate time and duration data. Develop a more sophisticated model and calculations for this KPI. There are few challenges and costs involved in reporting this KPI.

8.	Percentage of population or number of people within objective travel time thresholds of 'sub-regional destinations (CBD, town centers, hospital, university, secondary schools, major reserves) by all modes.	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	The most granular level of population data available is on mesh block level. Identifying the exact destinations and doing calculations from that is a bit complicated. With the change in population as it grows it's hard to update this data as the mesh block level data is available every census only. More regular annual data is available on SA2 and TA level.	If needed, then have to develop a full model from scratch which could estimate the mesh block level data every year and then use google maps to determine the travel time. There are few challenges and cost involved in developing report for this KPI.
9.	Percent of dwellings in an urban area within 500m (or 5min walk) of frequent PT services (combined 15min headway or less).	Tauranga City Council, Western Bay Plenty District Council & Stats NZ	Primary Parcels and Bus Stop	https://public.tableau.com/app/profile/smart.growth/viz/DwellingsnearPublicTransport/DwellingsnearPTServices	Data was collected from the Councils around the bus stops	The most granular level of population data available is on mesh block level. Identifying the exact destinations and doing calculations from that is a bit complicated. Moreover, the Zone Id codes in the data do not indicate the existence of the bus stop either in Tauranga City or in the Western Bay of Plenty district.	Gather data at the SA2 level and then specify the zones associated with each SA2. This will provide greater granularity for understanding the dashboard.
10.	Percent of dwellings in an urban area within 1Km (or	Tauranga City Council, Western Bay Plenty District	Cycle way GIS data	https://public.tableau.com/app/profile/smart.growth/viz/Dwelli	Data was collected from NZTA. It provides insights about the cycle trails in Tauranga City &	Data was available only for Tauranga city. And again, for this dataset, the data is available at the	Collect data for Western Bay of plenty district as well.

	5min cycle) of high quality (AAA) cycle facility to key destinations (e.g. protected path, lanes)	Council & Stats NZ		ngsnearCycleTrails/Dwellingsar oundCycleTrails	categorizes cycle trails based on various attributes including surface type, road type, cycle owner, trail route and trail direction.	mesh block level. Another challenge arose from the lack of available coordinates for each cycle trail, preventing the creation of a 1 km area around the trails.	
11.	Total road deaths and serious injuries within the western BOP sub-region by mode.	New Zealand Transport Agency	Road Accidents (Crash Analysis System)	https://public.tableau.com/app /profile/smart.growth/viz/Road Accidents_16798214681520/Roa dAccidents	Data was collected from NZTA for road crashes and updated annually. It also gives information on different conditions related to the accident e.g. weather, sunlight, road surface etc.	No challenges or limitation.	No suggestions for future approach.
12.	Number of passenger journeys using western Bay of Plenty urban PT services.	Bay of Plenty Region Council	Ticket Data	https://public.tableau.com/app /profile/smart.growth/viz/Passe ngerJourneysUsingPublicTransp ort/WBOPUrbanPT	Data was collected from BOPRC around the tickets sold and updated on monthly basis. The information is available for different routes in the region.	No challenges or limitation.	No suggestions for future approach.
13.	Tons of harmful emissions emitted per year from transport.	Land Air Water Aotearoa	Air Quality	https://public.tableau.com/app /profile/smart.growth/viz/AirQu ality_16798209652500/AirQualit y	Data was collected from LAWA on air quality for TA level. Its updated on annual basis. Data is available for PM2.5 and PM10.	No direct data is available for emissions emitted from transport. Therefore, the air quality data is the best possible proxy for this KPI.	A proper model can be developed in collaboration with Ministry for Environment and NZTA. This model can give the estimated tones of harmful emission emitted per type of vehicle. Then on the basis of registered vehicle in each TA an estimated total emission can be calculated. There are few challenges and cost involved in developing this type of data.

14.	Vehicle kilometers travelled (VKT) and vehicle hours travelled (VHT) by cars and light vehicles.	NZTA	Vehicle kilometers travelled	https://public.tableau.com/app/profile/smart.growth/viz/VehicleKmsTravelled/VKTbyCarsLightVehicles	Data was collected from NZTA around the estimated and projected vehicle kms travelled. The data is available Its for cars and light vehicles only. Data is available as estimated for recent years and projections for future years. The projections are available for three types of population projections i.e. low, medium and high.	There is no data available for hours vehicle travelled. The data is available only as one-off activity. Future updates of this data is unclear or not confirmed.	No suggestions for future approach.
15.	Proportion of zero-emission vehicles in the light fleet.	New Zealand Transport Agency	Vehicle Fleet (Motor Vehicle Register)	https://public.tableau.com/app/profile/smart.growth/viz/ZeroEmissionVehicles/Zero-EmissionVehicles	Data was collected from NZTA for vehicle registration. Its available on monthly basis and gives details on types of vehicles along with other details.	No challenges or limitation.	No suggestions for future approach.
16.	AM Peak Period mode share in existing urban area.	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	There is no data available on shared services e.g. Uber or carpooling.	It's hard to get this type of data. One possibility can be to add carpooling question in Tauranga Vital Update survey and compile an estimate from it. There are few challenges and cost involved in this approach.
17.	Proportion of residential properties in	Tauranga City Council, Western Bay		https://public.tableau.com/app/profile/smart.growth/viz/Public	Data was collected from NZTA for accessibility of parks and reserves for	No challenges or limitations.	No suggestions for future approach.

	urban areas that have publicly accessible park, reserves, and/or the coastal marine area within 400 meters walking distance.	Plenty District Council & Stats NZ		ParksReserves/PublicParkandReserveAccessinUrbanAreas	urban residents of Tauranga city and Western Bay of plenty district.		
18.	Area of greenspace in urban areas per capita in the Western Bay of Plenty sub-region.	Tauranga City Council, Western Bay Plenty District Council	Parks and open spaces	https://public.tableau.com/app/profile/smart.growth/viz/Greenspace_17005661107460/AreaofGreenSpaces	Data was collected from TCC and WBoPDC on parks and open spaces in the area. The dashboards show the greenspaces as they are.	There is no direct data available to give the greenspace per capita information. Combining the park and open spaces data with population needs some detailed working. Starting from the data classification or definition of greenspace and then finding it in the data provided by the Councils.	Model can be developed to calculate the greenspace in urban areas and the population residing in those areas. Cost is involved in this approach.
19.	Travel time variability for freight movements between Tauriko Business Estate and the Port. Travel time variability for freight	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	Do not know of any possible data for this KPI. Had asked Tauranga Port for this type of data but they also do not have anything to address this KPI.	Do not know of any possible data for this KPI.

	movements between Rangiuru Business Estate and the Port.					
20.	Mode share of domestic freight (% of freight moved by, rail, and coastal shipping).	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	Do not know of any possible data for this KPI. Had asked Tauranga Port for this type of data but they also do not have anything to address this KPI.	Do not know of any possible data for this KPI
21.	Length (time) of unplanned road closures due to natural hazard events.	No dataset found	No dataset found	No dashboard developed	No data found and no dashboard developed	Do not know of any possible data for this KPI	Maybe NZTA would have some data for this. But nothing is available at this moment.
22.	Labour Market vs Business Performance	Stats NZ	LEED Measures by Territorial Authority	https://public.tableau.com/app /profile/smart.growth/viz/Labou rMarketvsBusinessPerformance/ LEEDMeasuresbyTA	Data was collected from Stats NZ and its Linked Employer Employee Data. There are various datasets in here which gives a proxy information for this KPI e.g. total filled jobs, jobs creation, mean and median earning for new hires etc. Data is available on quarterly basis and TA level.	LEED data information is available on a 18 months lag period. Also, the data is available on individual person level, rather than for a business.	Use other datasets from Stats NZ which gives information on number of businesses and employees on annual basis.

23.	Home Ownership	Stats NZ	Census 2018	https://public.tableau.com/app/profile/smart.growth/viz/HomeOwnership_16988400288790/Homeownership	Data was collected from Stats NZ on house ownership. The data is based on Census 2018, on SA2 and TA level. It gives information on the number of people living in own house or otherwise. The data is also available for different ethnicity and age groups.	No challenges or limitation.	Data on household level might be more relevant in this KPI.
24.	Tenure of Household	Stats NZ	Census 2018	https://public.tableau.com/app/profile/smart.growth/viz/TenureofHouseholds_17091424893280/TenureofHouseholds	Data was collected from Stat NZ on tenure of household. The data is based on Census 2018, on SA2 and TA level. It gives information on the number of household and their ownership status. Data is also available on number of bedrooms the house have.	No challenges or limitation.	No suggestions for future approach.
25.	Number of Kainga Ora rental properties	Kainga Ora	Housing Statistics Managed Stock	https://public.tableau.com/app/profile/smart.growth/viz/KaingaOraRentalProperties/KaingaOraRentalProperties	Data was collected from Kainga Ora on its managed properties. The data is updated quarterly and is available on TA level. The data also gives details on the number of	No challenges or limitation.	No suggestions for future approach.

					bedrooms for in these rental properties.		
26.	Community housing providers	Ministry of Housing and Urban Development	Public Housing	https://public.tableau.com/app/profile/smart.growth/viz/CommunityHousingProviderTenancies/CommunityHousingProviderCHPTenancies	Data was collected from HUD on public housing. The data is updated on quarterly basis. It comprises of information on the community housing providers.	No challenges or limitation.	No suggestions for future approach.
27.	New dwelling consents compared to household growth	Ministry of Housing and Urban Development	Urban Development Market Indicators	https://public.tableau.com/app/profile/smart.growth/viz/NewDwellingConsentsComparedtoHouseholdGrowth/NewDwellingConsentsComparedtoHouseholdGrowth	Data was collected from HUD on the urban development market indicators. The data is updated monthly for building consents and every quarter for population growth. It shows the number of new dwelling consents issued and the number of new households in TA.	No challenges or limitation.	No suggestions for future approach.
28.	Dwelling & Housing Cost	Ministry of Housing and Urban Development	Urban Development Market Indicators	https://public.tableau.com/app/profile/smart.growth/viz/DwellingHousingCosts/DwellingHousingCosts	Data was collected from HUD on the urban development market indicators. The data is updated quarterly. There are many important information points in here, but the most important is the rent ratio i.e. how many	No challenges or limitations.	Add another data dashboard around the cost of building a new house. This data is available from Stats NZ, building consents data.

					years of house rent would it take versus the house price.		
29.	Population Overview	Stats NZ	Census 2018	https://public.tableau.com/app/profile/smart.growth/viz/PopulationOverview_17091293788030/PopulationOverview	Data was collected from Stats NZ for the population estimates from census 2018. This dataset provides information about population in SA2 and TA level. It also gives information on population by age groups and ethnicity.	No challenges or limitations.	No suggestions for future approach.
30.	Population Estimates	Stats NZ	Census 2018	https://public.tableau.com/app/profile/smart.growth/viz/PopulationEstimates_17091306321510/PopulationEstimates	Data was collected from Stats NZ for the population estimates on annual basis from 1996 to 2023. This dataset provides information around population in SA2 and TA level. It also gives information on population by age groups.	No challenges or limitation.	No suggestions for future approach.
31.	Population Projections	Stats NZ	Census 2018	https://public.tableau.com/app/profile/smart.growth/viz/PopulationProjection_17091305507580/PopulationProjections	Data was collected from Stats NZ for the population projections from 2018 to 2048. This dataset provides information around population in SA2 and	No challenges or limitation.	No suggestions for future approach.

					TA level. It also gives information on population by age groups and projections on three different levels i.e. low, medium and high.		
32.	Point In Time Count	Kainga Tupu	Survey	https://public.tableau.com/app/profile/smart.growth/viz/PointInTimeCount/PiTSurvey	Data was provided by Kainga Tupu, who conducted the survey during census 2023. The survey contains information around homelessness.	No challenges or limitation.	This was a one-off survey. A more regular data is required for KPI reporting.

Appendix 4: PLG Group Newsletter – March 2024

Our Places
Eastern Bay Spatial Plan

Project Leadership Group Update: March 2024
Eastern Bay of Plenty Spatial Plan
Update from the Chair

Project Leadership Group Membership

Project Leadership Group

- Steph O'Sullivan, PLG Chairperson (Whakatāne District Council)
- Stace Lewer (Ōpōtiki District Council)
- Fiona McTavish (BoP Regional Council)
- Morgan Godfery (Kawerau District Council)
- Bev Hughes (Te Rūnanga o Ngāti Awa)
- Reuben Araroa (Te Rūnanga o Ngāti Awa)
- Mere George (Te Rūnanga o Ngāti Whare)
- Maramena Vercoe (Te Rūnanga o Ngāti Manawa)
- Frances Curtis (Te Mana o Ngāti Rangitihi Trust)
- Dickie Farrar(Whakatōhea)
- Robert Edwards(Whakatōhea)
- Graeme Riesterer (Whakatōhea)
- Matt Herewini (Te Whānau ā Apanui)
- Rikirangi Gage (Te Whānau ā Apanui)
- Anaru Vercoe (Ngāitai)
- Darren Toy (Kāinga Ora)
- Rachel Hume (Kāinga Ora)
- Paul Bowman (Kāinga Ora)
- Libby Bevin (Ministry of Education)
- Jacqui Rolleston-Steed (Regional Commission)
- Ezra Schuster (Regional Commission)
- David Speirs (Waka Kotahi)
- John McDonald (MHUD)
- Blair Firmston (Ministry of Education)
- Susan Henderson (Ministry of Education)

Project Control Group

- Antoine Coffin (BoP Regional Council)
- Namouta Poutasi (BoP Regional Council)
- Gerard McCormack (Ōpōtiki District Council)
- Michaela Glaspey (Kawerau District Council)
- David Bewley (Whakatāne District Council)

Our Places
Eastern Bay Spatial Plan

Project team

- Robert Brodnax (Project Director)
- Ben Petch (Project Manager)
- Gemma Benge (Project Co-ordinator)
- Nicholas Woodley (Whakatāne District Council)

Project Leadership Group Meeting of 26 February 2024

The last Project Leadership Group meeting was held on 27 November 2023 from 1pm-2.30pm, attached as **Appendix One** are the minutes from this meeting. They were also circulated to members on 7 December 2023 as a draft for comments, and a finalised copy was sent on 15 December 2023.

The Project Leadership Group meeting scheduled for 26 February 2024 was cancelled to enable the project time to further prepare deliverables and to enable a review of project resourcing to conclude, so that these can be discussed with the Project Leadership Group in March. To keep you updated on the project, we provide an alternative update via this newsletter.

The next Project Leadership Group meeting will be held on 25 March 2024.

A tentative scope for the March meeting includes:
1. Welcome to new PLG members;
2. Programme / project team update;
3. Update on the Development Options Report;
4. Legislative reform opportunities discussion;
5. Next steps;
6. Appointment of Independent Chair: Project Governance Group.

Welcome to new members of the Project Leadership Group

We would like to welcome new representatives to the Project Leadership Group and thank those whose shoes they are filling. This includes:

- Rachel Hume and Paul Bowman, replacing Ernst Zollner and Natalie Van Rossen (Kāinga Ora);
- Susan Henderson, replacing Blair Firmston, (Ministry of Education).

Programme Update

The general programme for the project includes the following tasks by calendar year, which will be updated following review of the project delivery approach.

Our Places
Eastern Bay Spatial Plan

2024
- Conclude project delivery review / Establish seconded project team from Council staff;
- Confirm sub-regional economic development opportunities and related spatial plan actions;
- Community engagement on priorities and options;
- Friends of Our Places involvement;
- Select a development option and transformative broader outcomes for wellbeing;
- Begin to draft an implementation programme.

2025
- Writing the spatial plan and implementation programme;
- Engagement to wrap up loose ends, if required;
- Final approvals by Councils and Iwi authorities.

Technical work

Technical Working Group activities have been focused on the following project elements:

Completed

- Population and land needs assessment;
- Three waters preliminary assessment;
- Friends of our places – group established, and first event held;
- Project website;
- Changes to mapping to reflect the change to a sub-regional scale for the project;
- Interim draft development options report.

Currently underway

- Project plan refresh with respect to seconded team and revised programme;
- Preparing a sub-regional perspective of Iwi aspirations;
- Scope for economic development workstream;
- Draft development options report;
- Transport assessment;
- Friends of Our Places newsletter, webinar, and 1:1 meetings re: development options;
- Areas to protect and avoid report;
- Appointment of the Chair to the Governance Group.

New project alignment opportunities

- An economic development strategy, given the post Provincial Growth Fund environment and new National led Government priorities, may be underway soon and should provide content to this project.
- The Whakatāne District's Iwi Policy Hub is now operating and will be providing inputs to this project on behalf of the four Iwi involved.

Our Places
Eastern Bay Spatial Plan

Review of project delivery approach

The senior management of the four Councils involved in the Spatial Plan have been reviewing how we deliver it. There are a range of practical and cost matters that need to be covered while ensuring the Spatial Plan is developed in a timely, more efficient, and cost-effective manner.

In addition, a plan with this scope and level of participation has not previously been undertaken in the Eastern Bay of Plenty. Those involved recognise the opportunity to build organisational relationships and capacity, and to influence the outcome through local knowledge, to create strong ownership of the work within the organisations.

For these reasons, we plan to move toward a combined project team by pooling resources across all four Councils to second staff to the project team. This cross-council spatial planning team will have primary responsibility and be the primary leads for delivering the Spatial Plan.

The intended benefits of this approach are to increase staff ownership of the product and implementation plans, build staff capabilities, strengthen Council relationships with stakeholders, and reduce the input of consultants to improve project cost affordability.

When we eventually move from development of the plan to implementation of the plan, this approach should result in a well-informed team and stakeholder relationships that transition into implementation, and strong local champions for the project outcomes.

A seconded team was confirmed in principle late in 2023 and we are continuing to work with all four Councils to gather and finalise a seconded team with the necessary skills and experience to ensure consistency and continuity of the work on the spatial plan in 2024. We plan to execute procurement for any remaining gaps in fitting with our budget. This is expected to be a more cost-effective way to continue the project for 2024-2025.

Interim Development Options Report

We are currently completing the updated draft of the Development Options Report.

The purpose of the draft report is to set out a recommended 30-year development option(s) showing where demand for residential and business land can be met in the Eastern Bay and some of the major enabling requirements and next steps in planning.

The report considers factors like population change, natural hazards, environment, and infrastructure. It will make a series of recommendations about next steps for decision making, further technical investigations, communications and engagement.

The interim draft report was originally presented to PLG in May 2023, and emerging interim findings were also presented to Friends of Our Places. The updated report contemplates the feedback provided through these forums.

Our Places
Eastern Bay Spatial Plan

There are areas of work that need further input, such as Mātauranga Māori, economic development, and transport before the Development Options Report is completed. These are needed to complete the project, and the project team are currently working to close these gaps in alignment with initiatives, for example, the Toi EDA-led Economic Development Strategy, a Transport Assessment, and the Whakatāne District's Iwi Policy Hub. We recognise the Whakatāne Iwi Policy Hub is commencing work with four local Iwi in that area to bring their views, aspirations and plans to the project.

We plan to have the report available to Councils and Iwi authorities who wish to receive it for consideration towards the end of this financial year. PLG is expected to have two review opportunities, an early first draft in March and then a detailed review with the full draft report before then.

Friends of our Places

The first Friends of our Places Hui took place on 28 August 2023 at Whakatāne District Council Chambers. The Friends of Our Places group is a well-defined group of stakeholders, including representatives from Central Government ministries and agencies, major local industries, local agencies, telecommunications, energy and utility providers, and neighbouring Councils. Their purpose is to inform the Spatial Plan content because of what they do or who they represent and their sub-regional perspective. They are critical partners in the delivery of the outcomes.

Our intention is to hold a webinar and newsletter for the Friends of our Places group in April to brief them on the updated Development Options Report, intending to schedule one on one meetings to provide input into this report for those with the most direct interests in the work (such as utility providers).

Legislative reform: Spatial Planning Act 2023 Repeal

The Spatial Planning Act 2023 required each region to develop a regional spatial strategy that set out the long-term issues, opportunities and challenges for development and the environment in the region.

This Act was repealed in December 2023 by the incoming National led Government. However, this will have no material impact on the need for the Eastern Bay of Plenty Spatial Plan, as our project is grounded firmly in meeting the requirements of the Local Government Act 2002, Resource Management Act 1991 and Central and Local Government investment decision-making processes, which remain unchanged by the incoming Government.

The development of an agreed spatial strategy that is supported by all local authorities and Iwi in the subregion and Government agencies is even more important in the absence of a statutory instrument to guide planning and investment processes. It is reasonable to expect that the incoming Government will be looking at spatial plans to provide evidence-based guidance regarding where investments are required in our communities.

Our Places

Eastern Bay Spatial Plan

The Project Leadership Group will need to continually monitor the emerging Government directions and adjust the scope and pace of the project accordingly. The first signal of the new Government's emerging direction with respect to investment decision making has come with release of the Draft Government Policy Statement for Transport (2024) and the text of the legislation designed to fast-track specified resource consents.

Reporting

We attach as **Appendix Two** the Eastern Bay of Plenty Spatial Plan Project Update, prepared for the Whakatāne District Council Environment, Energy and Resilience Committee held on 22 February 2024.

You are welcome to use this report as the basis for any reporting you are required to prepare in relation to the Eastern Bay of Plenty Spatial Plan.

Permanent Appointment for Independent Chair of Project Governance Group

John Duffy from Beca was appointed last year as the Interim Chair of the Project Governance Group. His term of appointment was six months. In the meantime, as directed by the Project Leadership Group, we have reached out to a range of potential candidates, who have links to the Eastern Bay of Plenty and knowledge of Local and Central Government processes. A number of the candidates we spoke to were interested in the role but are not available until 2024. Discussions with some candidates are ongoing. When available, a recommendation will be presented to the Project Leadership Group.

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Te Pio Kawe, Tū Pakari – Pou Ārahi (Strategic Advisor) Elva Conroy, Tū Pakari – Kai Ārahi (Technical Advisor)
Purpose	To provide an update on the work programme to progress Combined Tāngata Whenua Forum (CTWF) outcomes and priorities.

Tū Pakari Report

1. The Tū Pakari team reported to the SmartGrowth Leadership Group ("SLG") in December 2023 on range of matters, including Māori housing; CTWF activities and review; SmartGrowth Strategy development, tāngata whenua spatial planning, along with Tū Pakari resourcing and budget. These issues are current and applicable in 2024.

2. The report highlighted the importance of CTWF, Tū Pakari and Pou Hononga team members, along with SLG tāngata whenua representatives in the monitoring and integration of the cultural values, priorities and identity of tāngata whenua in the SmartGrowth Strategy.

Māori Housing

Focus for 2024

3. The tāngata whenua representatives will seek the opportunity to meet with Ministers Potaka and Bishop in 2024 to advocate for the CTWF and SmartGrowth growth and development priorities for the next 10 years.

4. The team have been involved in refining the WBOP Māori housing / papakāinga future workstream mahi as part of City Deals subregional economic and infrastructure investment proposal in 2024. The major amendments include duplication of some trust and marae projects, contingency to address feasibility and infrastructure cost estimates collated in August and September 2023, staging developments across consecutive periods.

5. The major change from the December summary table is the assumption that 25% i.e., 35 kāinga will be targeted as social housing homes within papakāinga projects and the remaining 75% (103 homes) are targeted for individual homeownership. These homes will be built with whānau equity and Kiwibank Kāinga Whenua loans or mortgages from other commercial lending institutions.

6. The change to identifying only the social housing government funded new builds reduces the original figure of $61.9 million down to $12.7 million is a more attractive shared equity model for Crown to consider with the estimated feasibility and infrastructure investment required of $14.9 million for 140 new papakāinga homes.

7. In the following 2027-29 period, the social housing costs estimates are $13.1 million for 58 homes with feasibility and infrastructure investment required $13.6 million for a total of 231 new house sites.

	Development Phases 2024			Build / Construction Phases 2025 - 2026/27		
Timeframes: 12 - 18 months, Trusts / whānau host hui and wānanga to establish their collective whenua and papakāinga vision and values during phases 1 & 2.				**12 - 24 months**, the majority of Land Trusts require capital investment support to engage professional advice from consultants to deliver the required technical reports and plans, required to progress each stages of the process.		
Phases:	1	2	3	4	5	6
WBOP Marae, Ahu Whenua / Māori Land Trusts and other Māori Entities. Whānau must work with councils, government agencies, and multiple professionals to progress their housing needs and aspirations.	Establish Ahu Whenua Trust **kaupapa / vision** for **papakāinga**.	**Feasibility** funding to develop concept design and layout plans.	**Structure Plan**: with the appropriate infrastructure services and consents.	**Business case to fund the build of all papakāinga civil infrastructure services.**	**Business case** for **homeownership / rental housing options.**	**Trusts and whānau building homes on their whenua.**
	Funding for WBOP Ara Rau Tāngata Papakāinga workshops.	Concept Plan: future land uses, based on social, eco and taiao values.	Funding for detailed infrastructure design drawings & plans and appropriate consents.	Funding required to construct / build the infrastructure / civil services.	Trusts / individuals seek funding for housing options for rental and or homeownership.	Trust project manager tenders new infrastructure and house builds .
	Whānau / Trust progress key papakāinga development design, orientation, layout, communal areas, and infrastructure options.	Consider the engagement of whānau members with the appropriate project management, trade, and / or contracting building / housing skills and expertise to assist or deliver specific services.				Construction phases may include whānau procurement, employment and training opportunities for whānau.
		Engage local professionals as technical advisors to assist in developing the Trusts plans to meet whānau needs and council planning, development and consent provisions and requirements.		Business case and funding applications are prepared and developed by local consultants and the Trusts project manager.		
Estimated WBOP Māori Housing Investment:	$150,000	$291,464	$1,183,867	$13,315,928	$12,685,000	140
	$150,000	$441,464	$1,625,331	$14,941,260	$27,626,260	
Marae & Māori Land Trusts engaged:	9					
Estimated home builds on Māori Land in WBOP subregion:			STAGE 1	138	STAGE 2	2
Estimated home builds for 2024-2026:			140	Ave Feasability & Infrastructure costs per Whare:		$106,723.28

Ara Rau Tāngata

8. Ara Rau Tāngata are progressing their 4 Pou Oranga of Whenua, Whānau, Whare, and wholistic balance and wellbeing at their first conference on 15 April 2024 at the University of Waikato campus in Tauranga CBD. This is an expression of collective mana motuhake of "for Māori by Māori" to support and address the current and future housing needs and aspirations of Māori communities and Marae across the WBOP subregion.

Combined Tāngata Whenua Forum

CTWF Meetings

9. The first CTWF meeting for the year was held on 7 March. It included two workshop sessions focused on matters raised within the CTWF review survey (October 2023) and submissions received on the draft SmartGrowth Strategy. Elva introduced a new interactive engagement app "Menti.com" which allowed members to use their cellphone, PC or laptop to enter responses to questions (shown in the table below) and see their ideas on screen anonymously and in real-time in the meeting. This ensures that everyone attending the meeting in person and online can have a say in an effective and efficient use of our meeting time.

Kaupapa	Why do we need to talk about this	Key question(s)
(i) Our collective purpose	To ensure we are on the same page.	• What can we do together as a Forum that we cannot do alone?
(ii) Partnership expectations within SmartGrowth	To address feedback within CTWF survey and Strategy submissions	• How do we know that the CTWF is a valued partner of SmartGrowth? What is our measure of success?

Kaupapa	Why do we need to talk about this	Key question(s)
		• What can SmartGrowth do to demonstrate a meaningful partnership with tāngata whenua?
(iii) Where to prioritise efforts	To make tangible progress this year To develop a realistic work plan that aligns with our purpose	• What is the do-e, and what do we focus on and where? • What do you need the Tū Pakari Advisors to do / be for the CTWF?
(iv) 2024 CTWF hui	To reflect feedback in CTWF survey	• We have four more meetings, but where? What is the practicality of offsite hui?

10. At the time of drafting this report, feedback from this workshop was still being assessed.

3. What can SmartGrowth do to demonstrate a meaningful partnership with tāngata whenua?

Take Tangata Whenua views seriously.	Mātauranga Māori = Western Science	Ensure CTWF are adequately resourced to participate	Continue working with Tangata Whenua
Ensure that Tangata Whenua involvement isn't just a box-ticking exercise.	Resourcing to value our time, skills and experience	Equitable funding	Prioritise tangata aspirations with resources.

5. What do you need the Tu Pakari Advisors to do / be for the CTWF?

Project manage and coordinate.	Help educate our whānau on matters involving councils where tangata whenua voices are required	Continue as you are	Accessible to meet with people Trust's and marae
Be the conjuit between SG strategy & CTWF	Support in the development and review of Iwi Planning documents eg HMPs	To be involved and knowledgeable across all of the SmartGrowth work, and to keep the CTWF fully updated	Disseminate information and running information seminars for whānau, hapū and iwi

11. We will provide an update to SLG on the analysis of the CTWF response at the next SLG meeting.

SCP Process for SmartGrowth Strategy

12. The Tū Pakari Kai Ārahi has led the review of the Tāngata whenua issues and option paper and input into other papers as requested in Taiao, Rural, Housing in the Strategy review. This has also involved in a supportive role for the SCP Hearings panel workshops, site visit and deliberations and recommendations that will be presented at a special SLG Hearing Panel meeting on 23 April 2024.

Recommendations

That the SmartGrowth Leadership Group:

1. Receive the report for discussion.

2. Continues to support and resource the Tū Pakari and Pou Hononga engagement on the development of the CTWF priorities in 2024/25 to progress:

   a) WBOP Māori housing / papakāinga workstream opportunities as connected marae community centres with Māori land trusts.

   b) Tāngata whenua partnership-based models of engagement.

   c) the identification of the needs and aspirations of tāngata whenua in a spatial context integrated into the SmartGrowth Strategy and implementation plans 2024 to 2034.

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Craig Batchelar – SmartGrowth Strategic Advisor
Purpose	Update SmartGrowth Leadership Group on the SmartGrowth Strategy development and Special Consultative Procedure

SmartGrowth Strategy Update

Report

1. Hearings on the SmartGrowth Strategy were held on 4 and 5 December 2023. The Hearing Panel heard from 34 submitters.

2. Topic Leads from across the partnership evaluated the submissions and prepared Issues and Options Papers ("IOP's") for each topic area (See Attachment 1).

3. This process involved working across the SmartGrowth partnership to ensure awareness of options being considered and the recommendations being made. The Senior Managers Group ("SMG") met to provide direction on responses to key submissions relating to the FDS.

4. The Hearing Panel held a Workshop on 7 and 8 February 2024. The Hearing Panel Workshop:

   a) Considered the scope of draft IOP's and provided guidance where it was felt that further information was needed for deliberations.
   b) Ensured that "Questions / Matters for Staff to Report back on" arising from submission hearings have been addressed for deliberations.
   c) Confirmed arrangements for a visit to key sites on 20 February 2024. See Appendix 2. (Site visit notes were reported back to the Panel for its deliberations).
   d) Discussed the process for deliberations and SmartGrowth Leadership Group ("SLG") consideration of recommended Strategy changes.

5. Formal deliberations on submissions were held on 29 February and 1 March 2024 in an open meeting. The deliberations meeting was adjourned to address three specific FDS issues, with the meeting reconvened on 19 March 2024. These issues were:

   a) Settlement Pattern – Adding Areas
      - 7(1) – Wairakei South
      - 7(2) – Tara Road
      - 7(7) – Staging of Long-Term Development in the Eastern Corridor and Western Corridor

    b)   Future Development Strategy – Industrial Land Study
        -    Potential Future Business Area – Bell Road / Wairakei South.

6.   The Hearings Panel recommendations on amendments to the Strategy will be reported to the SLG for approval on 23 April 2024[1].

7.   The report to SLG will provide an overview of the strategy changes, as well as the specific and detailed strategy amendments. The Hearings Panel recommendations on amendments to the SmartGrowth Strategy will be captured in a Schedule and will be shown in a "Redline" version of the Strategy. The Schedule and Redline version of the Strategy will form part of the Hearings Panel recommendations to the SLG, supported by a recommendations and reasons document.

8.   Approval of the Strategy is likely to be the only item on the SLG meeting agenda in April. The intention is to release the SLG agenda 10 working days prior to the meeting to provide sufficient time for partners to review and consider the recommendations and, if necessary, to seek further information.

9.   Should the SLG decide that it does not support recommendations from the Hearings Panel, and the matters are unable to be resolved within the SLG meeting, the appropriate response will be to refer the matters back to the Hearings Panel for reconsideration.

10.   Approval of the Strategy by the SmartGrowth Leadership Group will be referred to the SmartGrowth partners for endorsement in accordance with each of the partners' specific mandates.

11.   Submitters will be provided with decisions and reasons after SLG decisions are made.

Recommendations

That the SmartGrowth Leadership Group:

1.   Receives the update on the SmartGrowth Strategy.

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[1] The SLG meeting was rescheduled from 21 March 2024 to accommodate SLG attendance by all Hearings Panel members.

Attachment 1: Topic Leads and Issues

Topic	Topic Lead/s	Issues Evaluated in IOP
Areas to be protected and developed carefully	Barbara-Ann Overwater (BOPRC)	Limiting growth, providing green corridors, sustainability and resilience Constraining development in areas with natural hazard risk Mitigating coastal inundation and flooding
Tangata whenua	Elva Conroy (Tu Pakiri)	Partnership and Participation within SmartGrowth Enabling the Marae as Centres approach
Climate resilience	Manini Abernethy (BOPRC)	Managed retreat Emissions reductions targets Climate resilient development Climate change action
Te Taiao – our environment	Barbara-Ann Overwater (BOPRC)	Poor air quality Impact of growth on the environment Manage and protect freshwater resources
Rural	Tracey Miller (WBOPDC)	Ensuring the protection of rural land, in particular highly productive land Looking after rural communities Opportunities for rural residential / lifestyle living A more enabling approach for housing on rural properties
Urban form and centres	Carl Lucca (TCC)	Support for the proposed urban form and centres approach Open space provision Opposition to the urban form and centres approach Commercial centres
Housing	Simone Cuers Jodie Rickard (WBOPDC)	Incorporate sustainability standards in new homes Use inclusionary zoning to achieve housing outcomes Intensification in existing urban areas Role of local government Māori housing Social / community housing Strengthen focus on housing outcomes in the Strategy Develop monitoring and reporting framework for SmartGrowth sub regional Housing Systems Plan

Topic	Topic Lead/s	Issues Evaluated in IOP
Transport	Sarah Dove (TCC) Peter Siemensma (TCC) Bron Healy (BOPRC) Calum McLean (WBOPDC)	Passenger rail Improved public transport Investment in transport infrastructure Transport for an aging population and planning for all abilities Infrastructure for walking and cycling Car parking Managed Lanes Resilience Ferries Park and ride facilities and services Emissions and air pollution Miscellaneous
Three waters and other infrastructure	Steve Hurley (TCC)	Three Waters Reforms Water Supply Analysis and Availability Electricity Generation and Supply
Social Infrastructure and well-being	Sonya McCall (TCC) Rebecca Gallagher (WBOPDC)	Planning for people Quality of urban spaces in delivery of Connected Centres Location and use of community centres, halls and marae Coordination of provision of community healthcare and education
Economic wellbeing	Greg Simmons (Priority One)	Environmental sustainability Existing industrial activity Region's role in upper North Island Data source for employment figures
Future Development Strategy	Nichola Lennard (Technical Advisor)	Opposition to FDS Infrastructure Readiness Maps Support for the FDS Population Assumptions Settlement Pattern - Changes to Timing • Te Tumu • Keenan Rd • Tauriko West • longer term areas Settlement Pattern - Additional Growth Areas: • Wairakei South and Tara Rd • Residential growth in the East • Residential growth for Welcome Bay and Upper Ohauiti Intensification Long term growth in the Eastern Corridor and Western Corridor

Topic	Topic Lead/s	Issues Evaluated in IOP
		Settlement Pattern – Te Puna and surrounds FDS Implementation
Future Development Strategy – Industrial Land Study	David Phizacklea (Technical Adviser)	General - Potential future industrial land areas General – Providing for existing industrial activities Potential Future Business Area - Bell Road/ Wairākei South Potential Future Business Area – Ōmokoroa/Apata Potential Future Business Area - Te Puna Potential Future Business Area – Te Puke
General	Craig Batchelar (Strategic Adviser)	Oppose Changes to Vision – other UGPs Changes to Vision – Tangata Whenua values Objectives, Challenges, Opportunities Transformational Shifts Implementation Plan – specific actions to be included. Consultation & Engagement/SmartGrowth Partnership

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Craig Batchelar – SmartGrowth Strategic Advisor
Purpose	Provide an update on the programme for developing the "Implementation and Funding Plan" to implement the SmartGrowth Strategy and FDS

SmartGrowth Implementation and Funding Plan

Background

1. Development of the "Implementation and Funding Plan" (the Plan) was reported to the SmartGrowth Leadership Group ("SLG") in December 2023.

2. The proposed scope, structure and content for the Plan was noted. SLG made a specific request to Include "alternative funding mechanisms" in the Plan. SLG also identified the role for SmartGrowth to identify the funding gap as a problem statement in the Plan.

3. SLG members also raised a concern that adopting the Plan ahead of the final adoption of LTP's. The option to keep the Plan as draft until the last partner LTP was finalised (i.e., WBOPDC in September) has been considered by SGIG.

4. SGIG confirmed that they were comfortable with SLG approving the Plan in June and addressing the need for any amendments to the Plan at the SLG meetings either in September or December. The Plan will be a flexible document that can be amended by SLG without the need for extensive formal processes.

Programme

5. A programme and milestones for development and approval of the Implementation and Funding Plan is set out below.

SmartGrowth	Date	Milestone/Task
Hearing Panel	29 February - 1 March 2024	Panel Deliberations and recommendations on Final Strategy and FDS. Consideration of inputs to Implementation and Funding Plan.
SLG	21 March 2024	Progress Report (this report)
SLG	23 April 2023	Adopt Final SmartGrowth Strategy and FDS and recommend to partners.
SMG	7 May	Recommend Implementation and Funding Plan draft.
SGIG	22 May	Endorse Implementation and Funding Plan draft to SLG.
SLG	19 June	Adopt Implementation and Funding Plan. and 2024-2025 SG Programme and Budget
Partners	By 30 June	Partners receive and/or adopt SmartGrowth Strategy and FDS.
SLG	September	First quarterly report on Implementation and Funding Plan.

SmartGrowth Strategy Submissions and Deliberations

6. Several submissions on the Strategy seek specific outcomes that could be addressed as "actions" in the Implementation and Funding Plan rather than changes to the Strategy itself. These submissions are still being considered by the Hearings Panel through deliberations and will be reported alongside the recommended Strategy amendments to SLG on 23 April 2024.

7. Through deliberations the Panel has also provided direction on several matters that they consider will improve the effectiveness of the Plan and assist users to understand the complex delivery mechanisms of the SG partnership.

8. This includes direction that the Plan provide appropriate background information on:

    a) Actions delivered by partners.
    b) Actions delivered by joint mechanisms such as the Transport System Plan, Housing System Plan, Priority Development Areas, "City Deals", and Special Development Projects.
    c) How these delivery arrangements interrelate, using an organisation chart.
    d) Mapping Priority Development Areas, Spatial Planning areas, and other spatial implementation information.
    e) Growth corridor infrastructure requirements and funding gaps.

Recommendations

That the SmartGrowth Leadership Group:

1. Receive the report.
2. Note the revised programme for developing the Implementation and Funding Plan and suggested scope of background information.

Committee Name	SmartGrowth Leadership Group
Committee Meeting Date	21 March 2024
Author (s)	Shaun Jones – Programme Manager
Purpose	Transport System Plan Quarterly Update

Transport System Plan 2024 Q1 Update

Background

1. The following update provides a high-level overview of the key activities Transport System Plan ("TSP") is working on presently.

Alignment of RLTP with GPS

Baselining the TSP Programme

2. Following the release of draft RLTP and GPS, the TSP programme will be revisited to reflect evolving objectives and outcomes.

3. Additional optimisation studies are also underway, including the managed land study and optimisation plan which will be considered.

4. The output will ground the priority program, provide insights into system operation, and inform the development of program management functions.

Informing Deliverability

5. This work will support project development, system-wide prioritisation, and cost-effective outcomes.

6. The proposed work aims to inform intervention hierarchy, sequencing and timing, business case phase and support deliverability.

7. The above work is being carried out by the TSP Partner Management Group ("PMG") as a collaborative effort to support deliverability of the transport infrastructure required over the next 10-15 years. It will not involve significant reanalysis of the priorities, rather is applying professional judgement to the programme from which we anticipate targeted initiatives or interventions will flow.

Impact of Government Changes

8. Note that the draft GPS has now been released and is out for submission. We are currently reviewing and will give a verbal update at the meeting.

9. We are waiting to see how City Deals will be governed and delivered. This is a critical topic as this may be one of the ways in which alternative funding for critical transport infrastructure is unlocked.

Kiwirail Update

10. Rail freight is a critical element of the national freight story and rail freight from Port of Tauranga continues to grow.

11. KiwiRail is working closely with partners, including TSP, to continue making rail freight an attractive option with equal economic incentives to freight on road and to address any potentially constraints to future growth.

12. TSP will continue to explore where strategic opportunities are to support more freight to rail and will report back as this progresses through 2024.

RLTP Update

13. The Regional Transport Committee endorsed the draft RLTP, including a prioritised list of significant activities, at a workshop on 9 February 2024. They also approved public consultation from 23 February to 24 March 2024.

14. Consultation opened on 23 February 2024, and over the next month staff will be attending a number of regional events to engage with the community on the kaupapa. The community will have an opportunity to present their submissions at public hearings in April. A final Plan endorsed by Regional Council has to be submitted to NZTA by 14 June 2024.

15. The Hearings Panel has requested information on whether the Draft SmartGrowth Strategy and the draft RLTP are aligned. Alignment with TSP and SmartGrowth has recently been confirmed through several officer meetings.

16. The SmartGrowth team have met with the RLTP team during the course of developing the Strategy. The team have also worked closely with the Transport System Plan (TSP) team throughout. There is good alignment between SmartGrowth, the TSP and the Draft RLTP in terms of transport projects and the settlement pattern. A number of the same people who are part of the TSP team also form part of the Regional Advisory Group which completes the technical work for the RLTP.

17. TSP programme has been endorsed by the SmartGrowth Leadership Group. It guides the development of transport priorities – all of this has fed into the RLTP.

18. There are some areas of the RLTP which require better alignment with SmartGrowth. For example, the difference in corridors and some updated text around the SmartGrowth Strategy is required. These should be easy to resolve and SmartGrowth can work with the RLTP team on these matters.

19. The prioritised programme contained in the draft RLTP (page 7) aligns well with the SmartGrowth growth areas. For example, it includes Cameron Rd Multimodal, Tauriko West network connections, Tauranga Northern Link Stage 2, Ōmokoroa projects and various projects that enable growth in the Eastern Corridor.

20. SmartGrowth, the RLTP and the TSP need to undertake further work together on the deliverability of the transport programme that underpins the Future Development Strategy (FDS). This will be a key focus for the Implementation and Funding Plan. This includes consideration of constraints of consenting, physical programming and delivery, and funding and finance constraints. The TSP team will be undertaking a significant piece of work on deliverability of the transport system over the next year.

Optimisation Programme

21. The recently elected Coalition Government halted several work programmes funded through the Climate Emission Reduction Fund ("CERF") including the Vehicle Kilometers Travelled ("VKT") Programme. Western Bay work was already procured and well advanced so it was granted approval to pivot and proceed provided the work would still point to the link to emission reduction as this was the basis for CERF.

22. The steering group for the work had foreseen the need to potentially pivot if the Government changed, and so there was little redundant work carried out. The pivot away from VKT is now focused on optimisation which is aligned with our practical option (Option 2).

23. Our NZTA partners are in support of the methodology and are key team members.

24. The work is focused on the optimisation elements of TSP which highlights affordable high benefit solutions.

25. The core of the work involves integration of managed lanes, land-use optimisation (no changes to settlement patterns) and travel choice to highlight where improvements could be made at a strategic level to deliver an optimised transport system outcome.

26. The programme work will be complete and approved by TSP Governance by the end of April 2024.

Comms and Engagement

27. TSP comms and engagement has been a work in progress for some time now with limited success due to the struggle to align with several wide community conversations, including the SmartGrowth Strategy.

28. In late 2023 we agreed to align the SmartGrowth and TSP comms teams so the wider strategic messaging around how the transport system is supporting growth is clear. In recent months we have developed our thinking and it is clear how we will line up the public communications.

29. Amongst other critical transport communications (including for example RLTP) the initial focus will be around the transport pillar of the SmartGrowth strategy. This will draw on the TSP key messages that have previously been developed and will also form the foundation for any communications coming out of Partner organisations around transport.

30. New Zealand Transport Agency, Tauranga City Council, Bay of Plenty Regional Council and Western Bay of Plenty District Council have agreed to a set of protocols around messaging the strategic aspects of TSP/ Connected Centres.

31. Tactical TSP comms are being developed which includes maps and opinion piece for print/digital channels.

SmartGrowth Integration

32. The TSP team is planning to work on integration of the TSP programme with the SmartGrowth Implementation and Funding Plan.

33. This work is in its infancy and will develop through the Q1/Q2 2024.

Recommendations

That the SmartGrowth Leadership Group:

1. Receives the TSP Quarterly Update.