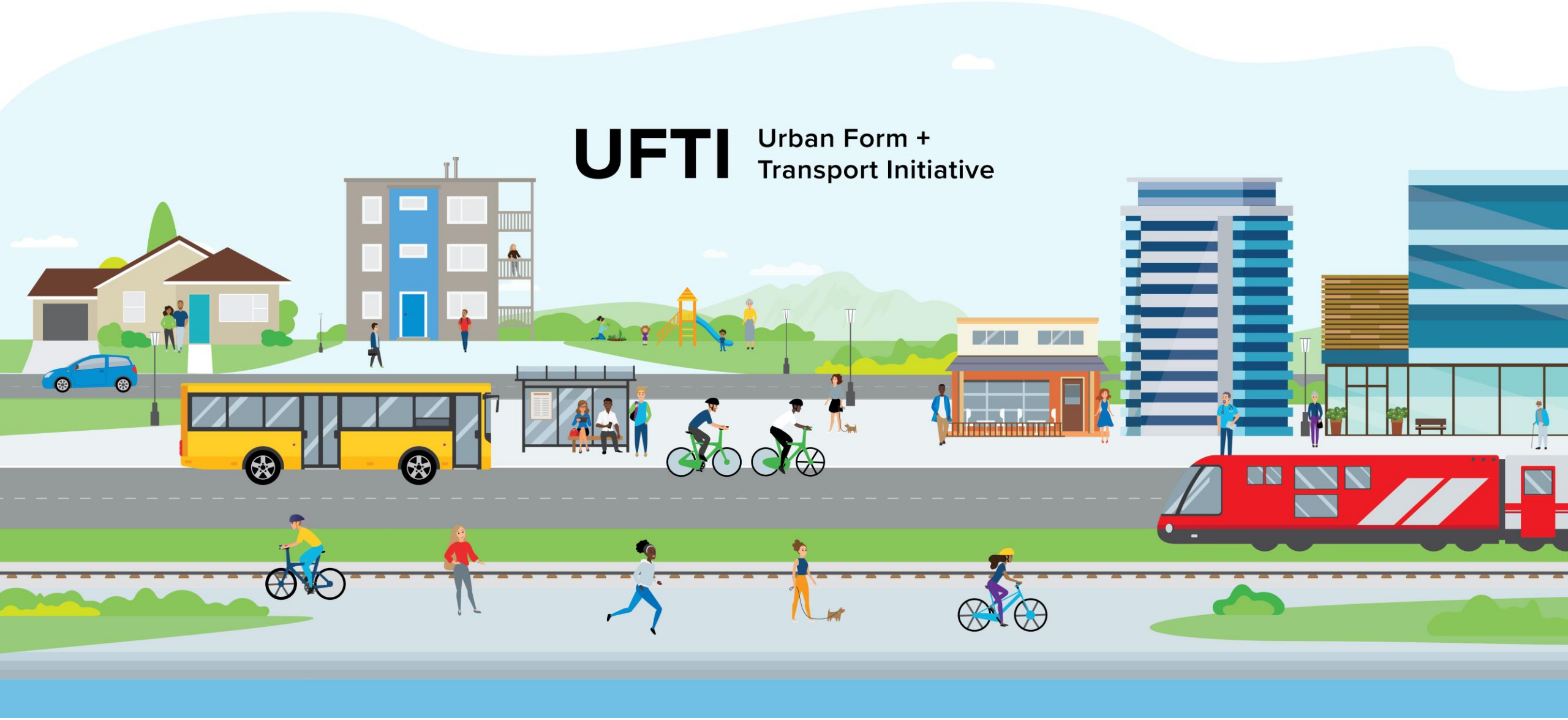
UFTI

Urban Form + Transport Initiative



SmartGrowth
Managing Growth in the Western Bay

BAY OF PLENTY REGIONAL COUNCIL TOI MOANA

Western Bay of Plenty District Council

Tauranga City

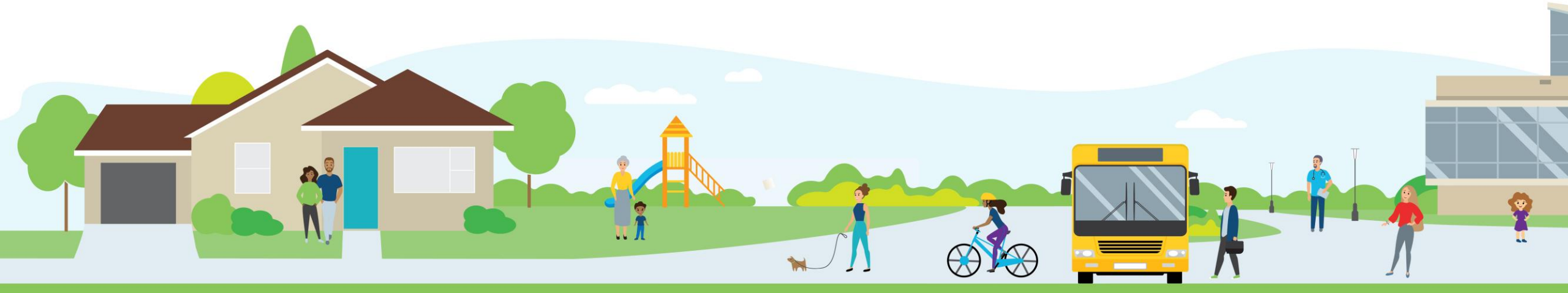
Kia Tu Pakari ai Tatou

NZ TRANSPORT AGENCY WAKA KOTAHI

New Zealand Government

The plan for today

- Recap – what is UFTI? How did it come about? What will it achieve?
- Where are we at with our process?
- What we know so far?
- What kinds of land use and transport programmes are we developing?
- What happens next?



The Western Bay of Plenty sub-region is changing and will continue to change

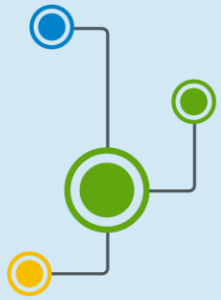
- In 50+ years how do we fit an extra 150-200,000 people, 70-100,000 more homes, create more than 70-100,000 new jobs, and manage the 2 million+ additional transport movements per day safely and efficiently?
- How do we manage this growth and other changes in a way that enhances our communities, embraces our cultural identities, is sustainable and safe, and maintains what we all enjoy about the sub-region? How do we plan for the future, together?
- How do we achieve the urban form, multi-modal transport system, and place making necessary for a thriving sub-region.?

UFTI Project Objectives – what we're setting out to achieve

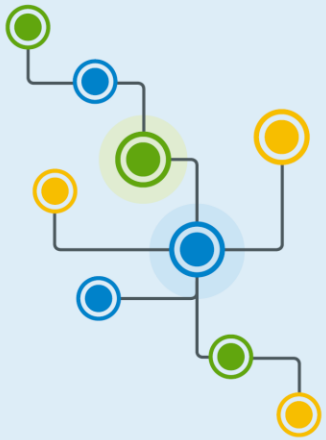
- To enable and shape a sustainable, vibrant, efficient and more liveable urban form
- To enable and support sufficient housing supply in existing and new urban areas to meet current and future needs
- To support access to economic and social opportunities as the western Bay of Plenty's population and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

UFTI is part of the SmartGrowth response to these challenges

Smart growth and UFTI initiative ‘Transformational Layer”



UFTI



District/City Strategies/TSP

Land Use

- Future Western Bay sub-region land use and settlement pattern
- Identification of transformational initiatives.

- Function of place in western Bay of Plenty and principles for future landuse/urban form.

- Update relevant strategies and plan ie District Plans, RPS, etc
- Develop masterplans/structure plans to support function.

Transport

- Identify core transport corridors and transformational initiatives.

- Function of transport corridors and transport system in the western Bay of Plenty to support movement across all modes.

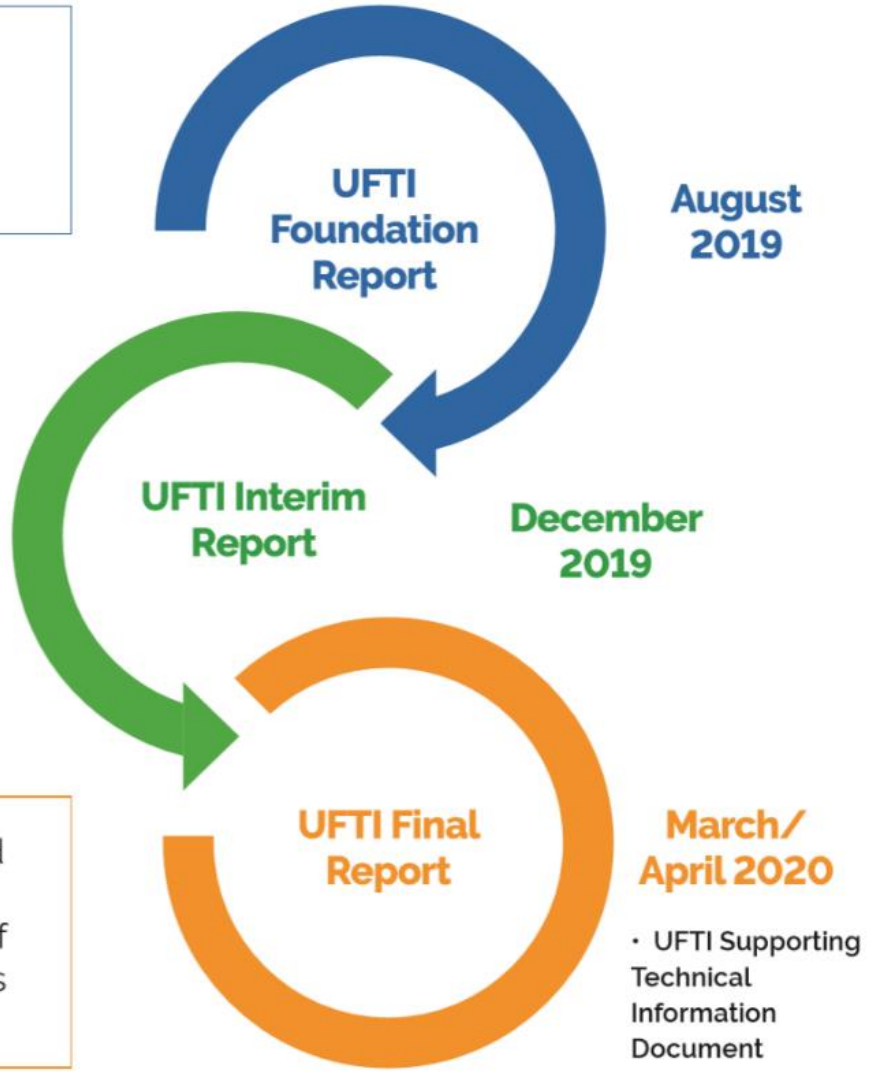
- Update relevant strategies and plans ie: Regional Public Transport Plan, PT Blueprint, Western Bay Transport System Plan, cycling programmes.

UFTI is developing a 30 year settlement and infrastructure plan supported by a 50+ year view on strategic transport corridors to support mass transit and future land use

Outlines the case for change and the challenges faced to achieve this.

Outlines the list of programmes assessed to best address the challenges identified.

Outlines the preferred programme, and the suite and sequence of strategic interventions to achieve it.



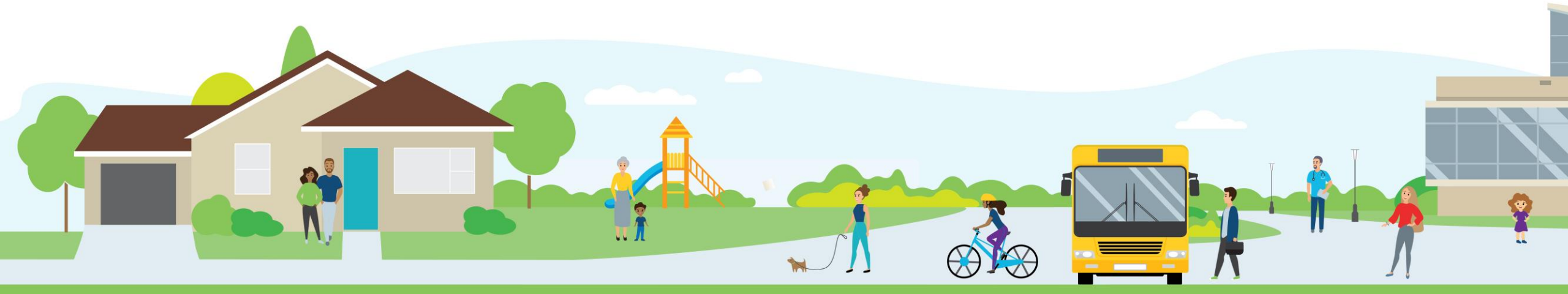
The Draft Interim Report is a mid-point through the UFTI Programme that allows the partners to test current thinking and evidence to date.

It follows the Foundation Report, approved in August 2019, in further outlining the list of programmes assessed to best address the challenges identified.

The Report is draft and seeking wider stakeholder and community comment and ideas on what the future of the western Bay of Plenty could look like and how our communities will live, work, play, learn and move.

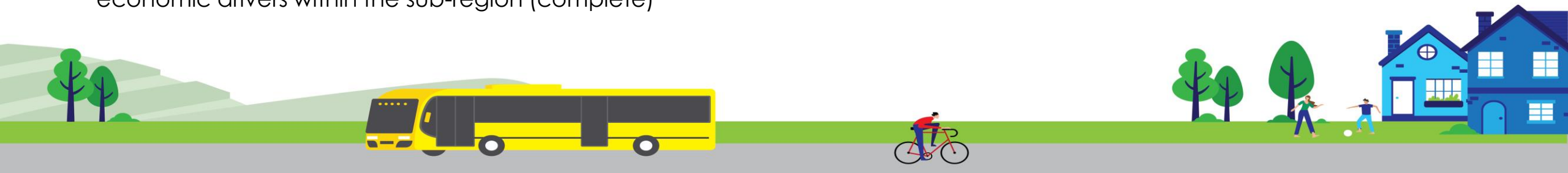
The content is not adopted SmartGrowth, Council and/or UFTI partner policy or position, and is subject to further technical analysis and review.

What we know so far?



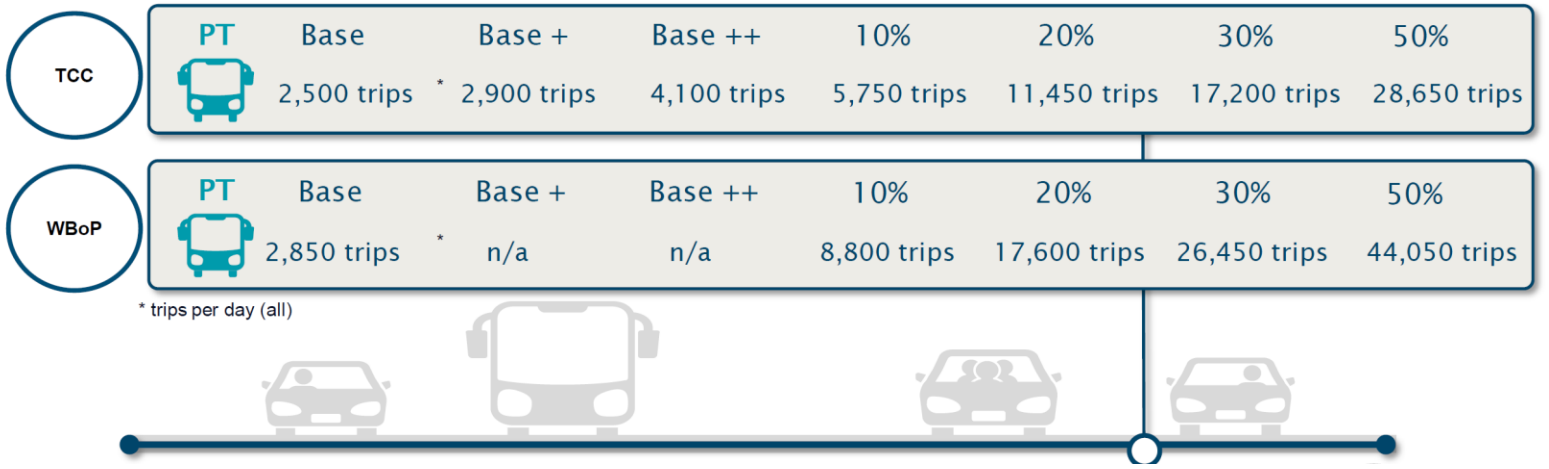
We are undertaking some targeted research to help develop the UFTI programmes

- The Eastern Corridor Study which identifies the potential for development in the eastern aspect of the sub-region (complete)
- Social and affordable housing toolbox which discusses potential tools to be applied to encourage more social and affordable housing within the sub-region (in progress)
- Future industrial land options which helps identify the future business land demand and capacity (in progress)
- The mode shift and multi-modal study which helps identify potential mode shift options to increase access and reduce transport emissions (final draft, awaiting approval)
- Regional freight flows which updates the evidence based for regional freight flows within the sub-region (final draft, awaiting approval)
- A Hewletts Road study which identifies and considers different options to optimise the existing corridor to help improve throughput (final draft, awaiting approval)
- A regional economics report which identifies the key economic drivers within the sub-region (complete)
- A high-level urban form scenarios report which helps define the different scenarios for infill development and developing/extending new growth areas within the sub-region (in progress)
- The community insights study which identifies priorities the community wishes to see (complete)
- Comparator cities which identifies the common traits across growing cities and achieve their strategic vision (in progress
- Passenger feasibility study commissioned by Priority One investigating the commercial feasibility of ferry services
- Passenger rail feasibility study (commissioning)
- GIS constraints mapping identifying areas where development is not suitable or needs to proceed carefully (final draft, awaiting approval)



Some PT factoids to consider

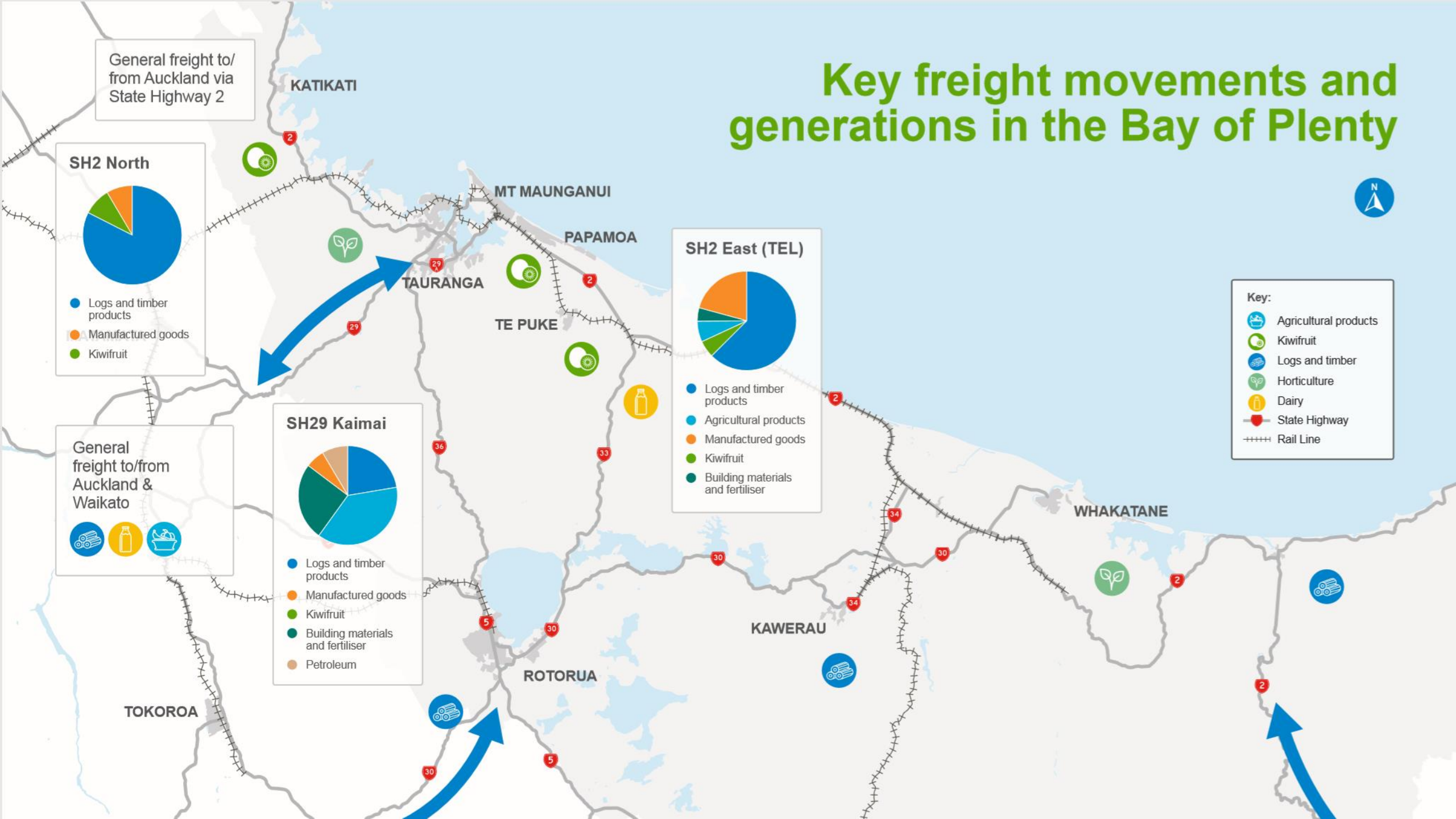
- The current public transport mode share in Tauranga is approximately 2% for journeys to work (census)
- The base (2018) transport model gives a figure of 1.4% for public transport in the morning peak hour for all trips
- The future base case for 2063 gives the AM peak figure for the Tauranga City Council area as 4.4% of all trips. The corresponding figure for the WBoP area is 3.2% of all trips.
- The image above demonstrates the number of people that would need to be moved by public transport in the TCC and WBoP areas respectively to achieve 10, 20, 30 and 50% public transport mode share scenarios in 2063. This demonstrates the significant level of uptake in public transport use that would be required to achieve higher mode share scenarios by 2063.



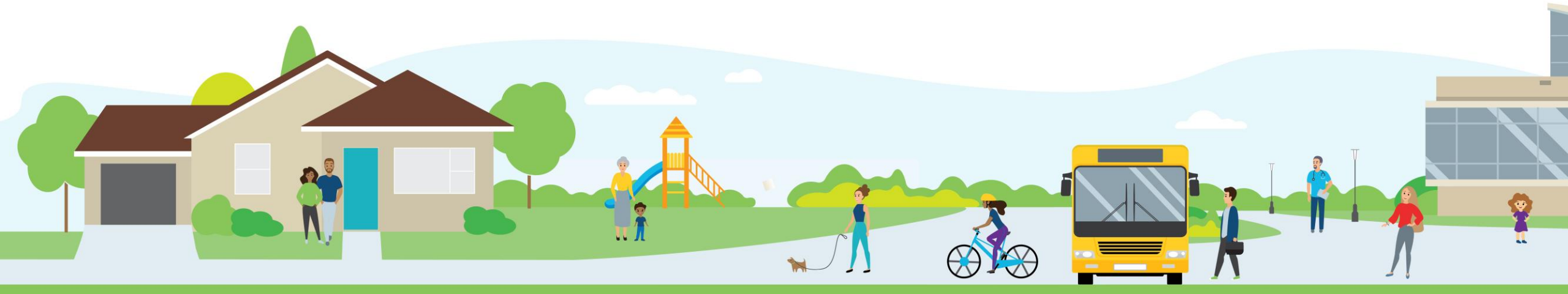
A further test has been undertaken to determine the mode shift required to achieve net zero increase in vehicle emissions. This has been assumed to mean no increase in traffic between 2018 and 2063 and could be achieved:

- If excess car trips divert 50% to walking and cycling and 50% to public transport. A PT mode share of 18% in 2063 is required. This scenario is achievable if land use changes promote densification reducing the average commuting distances and making active modes and PT more attractive to people.
- If car occupancy increases from 1.23 to 1.5, 50% of any excess traffic diverts to walking and cycling and 50% to public transport. A PT mode share of 10.5% is required. Special vehicle lanes (HOV, Bus lanes) are required to achieve this scenario, coaxing more people into ridesharing and/or using PT. Reducing average commuting distances through densification are also required.
- If car occupancy increases from 1.23 to 1.3, and 30% of the fleet is electric powered, and all of the excess traffic diverts to public transport. A public mode share mode share of 6% is required. Increase active mode uptake as well as special vehicle lanes (HOV, Bus lanes) are required

Key freight movements and generations in the Bay of Plenty



The UFTI programmes



form noun

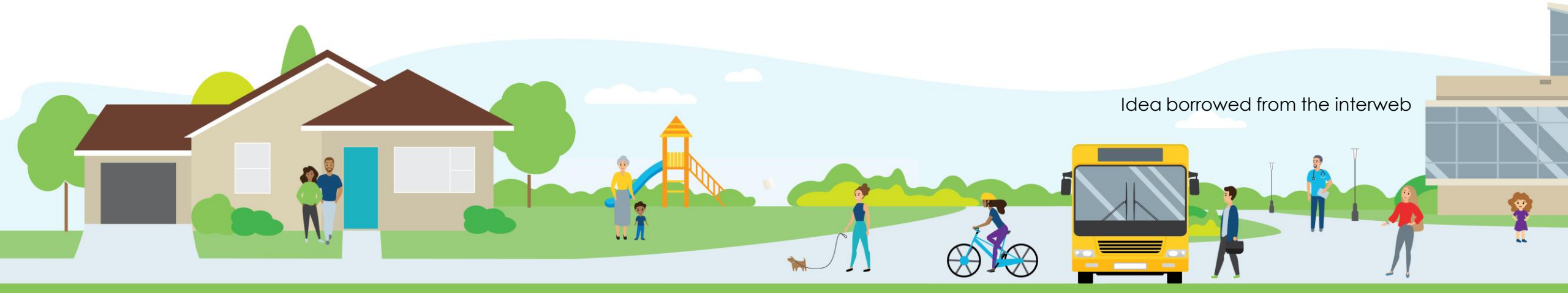
1. External appearance of a clearly defined area, as distinguished from colour or material; configuration: a triangular form.

follows

1. To come after in sequence, order of time, etc. The speech follows the dinner.
2. To go or come after; move behind in the same direction: Drive ahead, and I'll follow you.

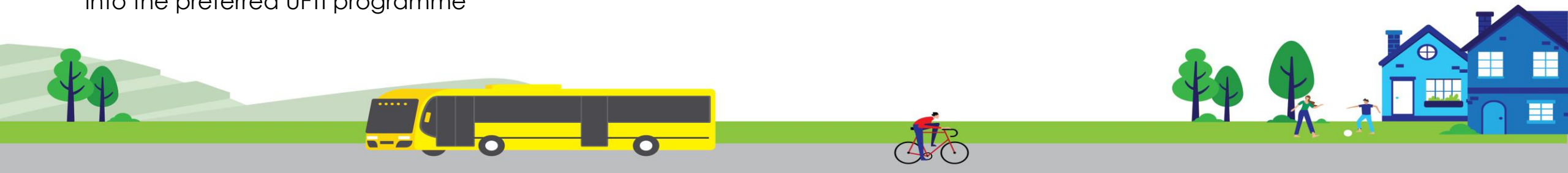
function noun

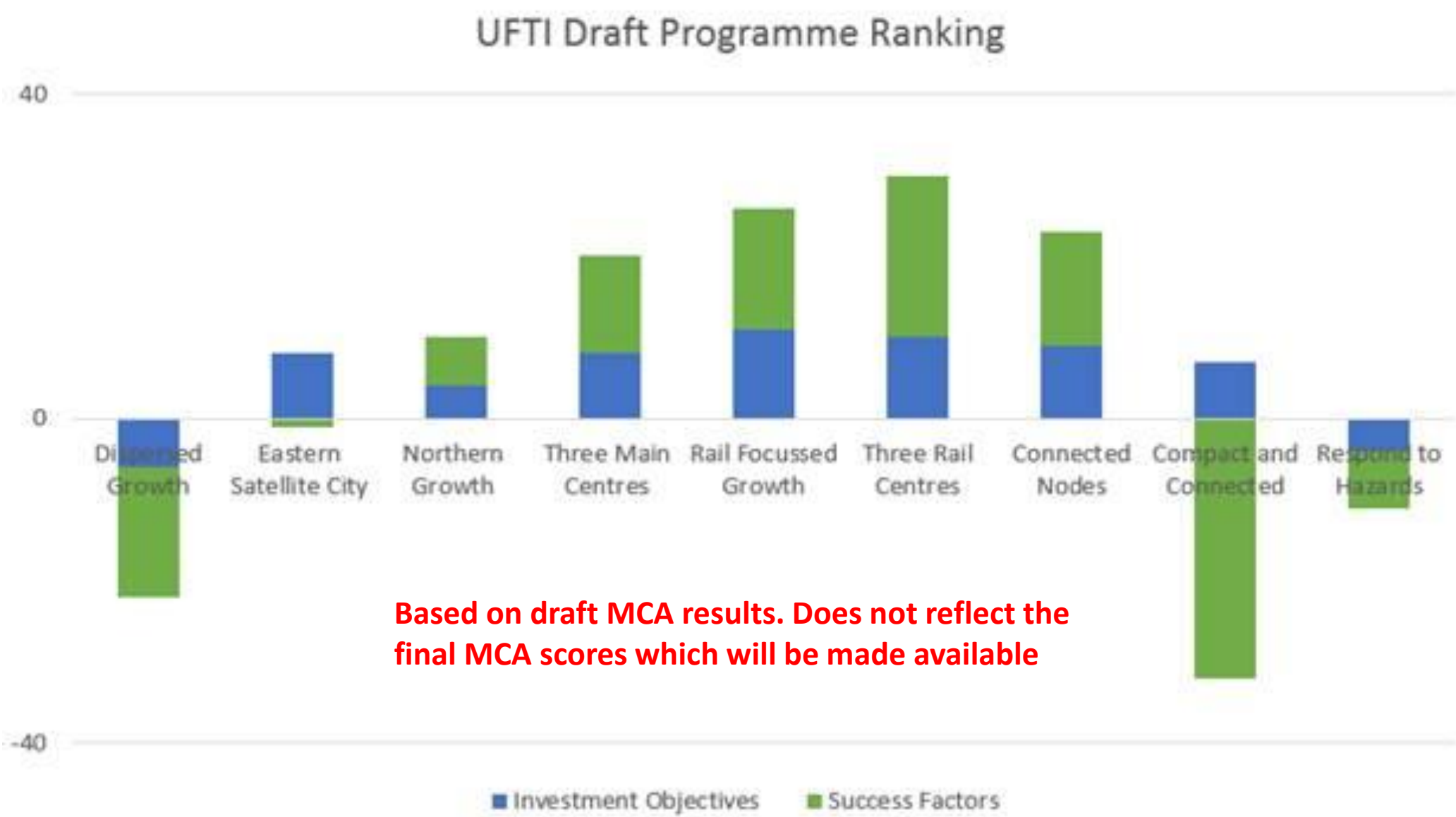
1. The kind of action or activity proper to a person, thing, or institution; the purpose for which something is designed or exists.



The base assumptions common to all programmes

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





Based on draft MCA results. Does not reflect the final MCA scores which will be made available


DRAFT – NOT SMARTGROWTH POLICY
Rail enabled growth
DRAFT
Work in progress, not final.
Conceptual for illustrating a potential and future land use and transport programme
KEY
Existing
Current Urbanised Areas
Current Growth Areas (SmartGrowth)
State Highways
Roads
Railway
Bridge
Shopping Centre
Schools Y9-13
Proposed
Medium Density Housing
Higher Density Housing
CBD Intensification
New Growth Areas
New Transport Connections
Ferry
Inter-regional Freight
Passenger Rail
Bus Feeder
High Frequency Bus
Bus Hub
Park and Ride
Rail Station
Northern Link
N
Waihi Beach
Katikati
Omokoroa
Te Puna
Mount Maunganui
MATUA
OTUMOETAI
BELLEVUE
BROOKFIELD
Tauranga CBD
waikato University
BAYFAIR
Papamoa
BETHLEHEM
MALINGATAPU
SH29A for local trips and regional trips
HAIRINI
WELCOME BAY
15th/Turret Rd to support local trips
PAPAMOA EAST
WAIRAKEI
TE TUMU
Te Puke
Rangiuru Business Park
Paengaroa
GREERTON
Tai ohomai Institute of Technology
OHAUITI
TAURIKO
OROPI
PYES PA
Kaituna River
Te Puke Highway
Welcome Bay Rd
Papamoa Beach Rd
Cameron Rd
Cambridge Rd
Turret Rd
Waiorohi Rd
Omanawa Rd
Ohauiti Rd
Oropi Rd

DRAFT – NOT SMARTGROWTH POLICY

Connected nodes urban village

DRAFT

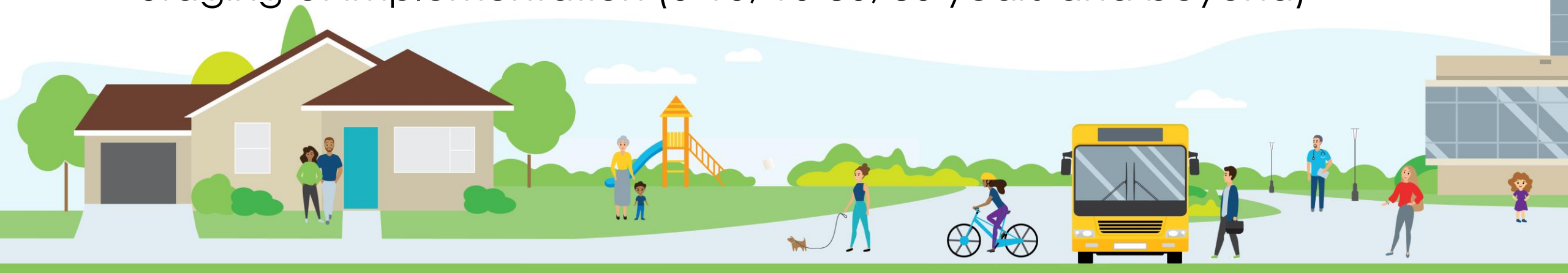
Work in progress, not final. Conceptual for illustrating a potential and future land use and transport programme


WORKING DRAFT – NOT SMARTGROWTH POLICY
Two main centres
DRAFT
Work in progress, not final.
Conceptual for illustrating a potential and future land use and transport programme
Waihi Beach
Katikati
Omokoroa
Te Puna
Mount Maunganui
MATUA
OTUMOETAI
BELLEVUE
BROOKFIELD
Tauranga CBD
Waikato University
BETHLEHEM
MAUNGATAPU
BAYFAIR
Papamoa
HAIRINI
WELCOME BAY
PAPAMOA EAST
WAIRAKEI
TE TUMU
GREERTON
OHAUITI
TAURIKO
OROPI
PYES PA
Te Puke
Rangiuru Business Park
Paengaroa
Kaituna River
Toi Ohomai Institute of Technology
Oropi Roundabout
Barkes Corner
KEY
Existing
Current Urbanised Areas
Current Growth Areas (SmartGrowth)
State Highways
Roads
Railway
Bridge
Shopping Centre
Schools Y9-13
Proposed
Medium Density Housing
Higher Density Housing
New Growth Areas
New Transport Connections
Inter-regional Freight
Bus Feeder
High Frequency Bus
Bus Hub
Park and Ride
Northern Link
N
CONFIDENTIAL; NOT FOR DISTRIBUTION


DRAFT – NOT SMARTGROWTH POLICY
Dispersed growth (base case)
DRAFT
Work in progress, not final. Conceptual for illustrating a potential and future land use and transport programme
Waihi Beach
Katikati
Omokoroa
Te Puna
Mount Maunganui
Tauranga CBD
MATUA
OTUMOETAI
BELLEVUE
BROOKFIELD
BETHLEHEM
MAUNGATAPU
HAIRINI
WELCOME BAY
BAYFAIR
Papamoa
PAPAMOA EAST
WAIRAKEI
TE TUMU
Te Puke
Rangiuru Business Park
Paengaroa
GREERTON
TAURIKO
PYES PA
OROPI
OHAUITI
Tauranga Eastern Link
Waiari River
Kaituna River
KEY
Existing
Current Urbanised Areas
Current Growth Areas (SmartGrowth)
State Highways
Roads
Railway
Bridge
Shopping Centre
Schools Y9-13
Proposed
New Growth Areas
New Transport Connections
Inter-regional Freight
Bus Feeder
High Frequency Bus
Park and Ride
Northern Link
N

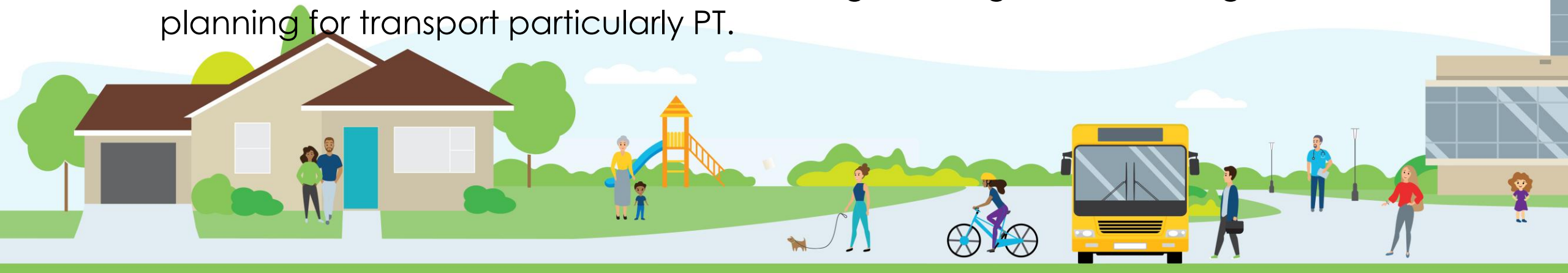
These programmes require further development and evaluation

- Mana whenua review
- Fatal Flaw tests (e.g. capacity, job locations etc)
- Stakeholder input
- Transport Modelling
- High level feasibility testing
- Economic and Financial Modelling
- Staging of implementation (0-10, 10-30, 30 years and beyond)



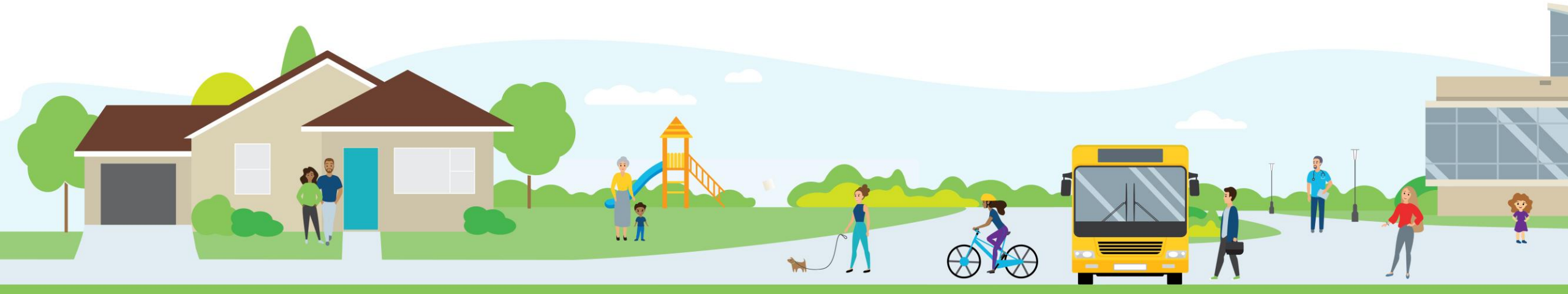
Each of these programmes have inter-regional implications that will need to be weighed up in this process.

- Inter-regional freight and people need to be able to get to their destination efficiently
- Kawerau, Opotiki, Rotorua and Rangiuru Provincial Growth Fund projects can be anticipated to create further transport demand that must be provided for in programme analyses
- Rotorua is only a short drive from Paengaraoa/Te Puke – growth in the east will create additional demand particularly in Rotorua that needs to be recognised in future transport investment decisions
- Some of the research will be relevant to neighbouring Council's long term planning for transport particularly PT.



Next Steps

- January – March technical assessments and programme refinement
- Mana whenua workshops in February
- Stakeholder workshops in February
- Inter-regional engagement
- Modelling and Economic analysis (February – March)
- Final Report (April)
- SmartGrowth and government determine next steps



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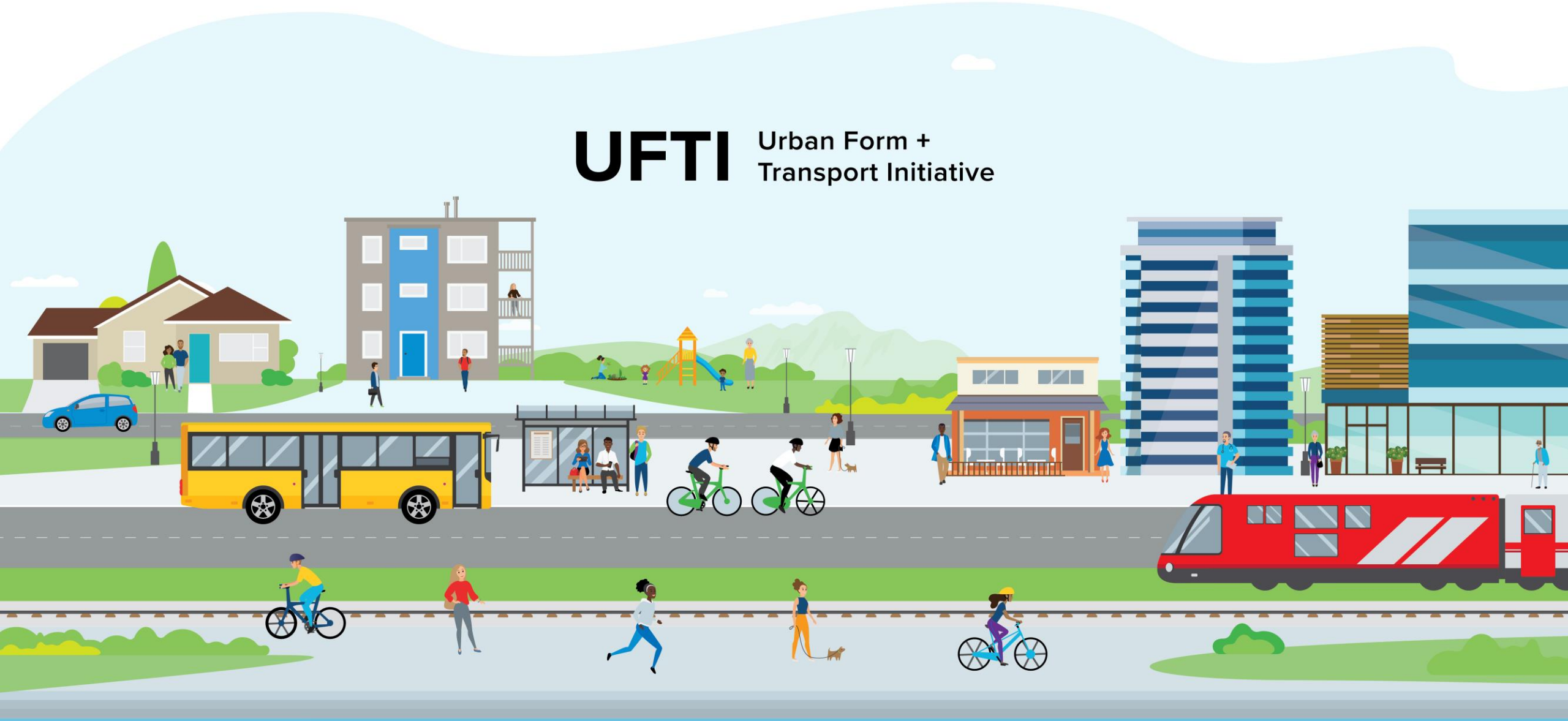

Our big challenges, benefits, and investment objectives

UFTI CHALLENGE STATEMENTS

Challenge 1

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

Challenge 2

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

Challenge 3

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

UFTI OUTCOMES

Our communities can move and enjoy their live, learn, work, and play lifestyle

Our economic productivity and prosperity is improving for all

Our environmental outcomes are improving

We have the housing we need and can afford

UFTI INVESTMENT OBJECTIVES

Proportion of people living within 15, 30, 45 minutes of key social and economic opportunities (incl. education, healthcare, supermarkets) by different modes (active, PT, private vehicle) as benchmarked against the main NZ cities.

The efficiency and effectiveness of the core freight network (road and rail) in the WBOP is improving

Transport emissions in the western Bay of Plenty sub-region have reduced by 80% on 2005 levels by 2070 (Linked to Paris Agreement as advised by BOPRC)

Housing affordability (as measured by the absolute and relative to other high growth centres) ratio of average income to average dwelling purchase (price/rent) in the WBOP is improving to be below the median by 2070.