

In-Confidence

Office of the Minister of Housing

Chair, Cabinet Economic Development Committee

Urban Growth Agenda: Revised Programme

Proposal

- 1 This paper seeks Cabinet's confirmation of changes to the Urban Growth Agenda (UGA) programme, including:
 - 1.1 shifting the emphasis of objectives to recognise an increased focus on the response to climate change and its impacts, and;
 - 1.2 shifting the focus of some pillars and associated work programmes to ensure a continued, fit-for-purpose programme.

Relation to government priorities

- 2 Our Government has three overarching objectives; to keep New Zealanders safe from COVID-19, to accelerate our recovery, and lay the foundations for a better future, through reducing inequality and addressing child poverty, reducing carbon emissions and improving housing affordability [CAB-20-MIN-0525 refers]
- 3 A climate change emergency was declared on 2 December 2020. In considering this declaration, the Cabinet Business Committee agreed that climate change "demands a sufficiently ambitious, urgent, and coordinated response across government to meet the scale and complexity of the challenge" [CBC-20-MIN-0097 refers].

Executive Summary

- 4 In 2018, Cabinet agreed to set up the Urban Growth Agenda (UGA) as a cross-portfolio work programme aimed at improving urban outcomes in response to the challenges facing our urban areas [CAB-18-MIN-0244 refers]. The UGA Ministers group was established to govern the programme. The members of this group included the Ministers of Housing, Infrastructure, Transport, Local Government and the Minister for the Environment.
- 5 We have delivered a number of initiatives through the UGA already. There has also been a significant increase in programmes, initiatives and funding, and a growing number of strategies, focused on improving housing and urban outcomes outside of the UGA.
- 6 This Government has also increased its focus on climate change impacts and responses, embarking on major pieces of work including the Emissions Reduction Plan and the National Adaptation Plan.

- 7 The progress of the UGA programme has confirmed the enduring importance of having strong Ministerial champions across urban portfolios with a shared view of the challenges, opportunities, and priorities. However, to reflect an increased focus on climate change impacts and responses, UGA Ministers consider it is important to shift the emphasis on how UGA objectives are considered. We propose updating the objectives to lift the focus on emissions reduction, liveability and resilience, alongside housing affordability. Proposed revised objectives are:
- 7.1 **Affordable housing:** giving people more and better options for housing locations and types, to improve housing affordability in urban areas.
 - 7.2 **Emissions reductions:** encouraging, enabling, and incentivising lower emission urban form and construction.
 - 7.3 **Liveable and resilient cities:** making urban areas more accessible and inclusive, and increasing resilience to natural hazards and climate change impacts.
- 8 We also recommend minor revisions to four of the UGA programme pillars and supporting work programme:
- 8.1 Infrastructure Funding and Financing pillar to be renamed as the *Infrastructure Funding, Financing and Delivery pillar*, to reflect the forward work programme to support a more stable and certain infrastructure funding system; while continuing to ensure the effective implementation of existing tools, including the Infrastructure Funding and Financing Act;
 - 8.2 Spatial Planning pillar to be renamed as the *Urban Growth Partnerships pillar* to more accurately reflect the forward work programme focusing on partnerships between central government, local authorities, and Māori and iwi in key urban areas;
 - 8.3 The Transport Pricing pillar to be renamed as *Levering and Integrating Transport pillar* to reflect the forward work programme focus to leverage and integrate transport investment and land use across the pillars to avoid carbon emissions and ensure that all development is well-connected by public and active transport;
 - 8.4 The Legislative Reform pillar to be renamed as the *System Coherence pillar* to reflect the forward work programme focus on ensuring the Government's urban work programme is integrated and mutually reinforcing, and that an urban development perspective is provided into significant wider government reforms.
- 9 Following your agreement, we will continue to hold quarterly UGA ministers' meetings which ensure alignment across pillars and enable key decisions to be made on matters affecting the UGA programme as a whole. We have extended the membership of this group to include the Minister of Building and

Construction in March 2021, recognising the importance of the building system in underpinning the growth and development of our urban centres. We will also invite other Ministers as relevant to attend meetings.

Background

- 10 In 2018, Cabinet agreed to set up the UGA as a cross-agency work programme aimed at improving urban outcomes in response to the challenges facing our urban areas [CAB-18-MIN-0244 refers].
- 11 The overall objective of the UGA was agreed as improving housing affordability, underpinned by affordable land. This would be supported by wider objectives to:
 - 11.1 improve choices about the location and type of housing
 - 11.2 improve access to employment, education, and services
 - 11.3 assist emissions reductions and build climate resilience
 - 11.4 enable quality-built environments, while avoiding unnecessary sprawl.
- 12 To deliver these objectives five pillars of work were established:
 - 12.1 *infrastructure funding and financing* – enabling responsive infrastructure provision and appropriate cost allocation, including the use of project financing and access to financial capital;
 - 12.2 *urban planning* – allowing cities to make room for growth (both up and out) by addressing planning rules methods and practices that can restrict development, enable strategic integrated planning, and understand and measure the wider cost and benefits of growth;
 - 12.3 *spatial planning* – building a stronger partnership with local government as a means of developing pro-growth and integrated spatial planning to achieve urban growth at pace and scale, with an initial focus in Auckland and the Waikato;
 - 12.4 *transport pricing* – pricing transport infrastructure to efficiently manage demand across the network and promote access and efficient urban form;
 - 12.5 *legislative reform* – ensuring the UGA pillars are mutually reinforcing and that the regulatory, institutional and funding settings are collectively supporting the UGA’s objectives.
- 13 The UGA was established as a cross-portfolio programme with governance provided by the UGA Ministers group. The members of this group included the Ministers of Housing, Infrastructure, Transport, Local Government and the Minister for the Environment.

Significant progress has been made through the Urban Growth Agenda and other programmes

- 14 Since 2018 we have delivered a number of initiatives through the UGA, including the Gazettal of the National Policy Statement on Urban Development (NPS-UD), delivery of the Infrastructure Funding and Financing Act (IFF Act) and establishment of growth partnerships and spatial plans with several Tier one cities. This progress is outlined in Appendix one.
- 15 There has also been a significant increase in programmes, initiatives and funding focused on improving housing and urban outcomes outside of the UGA. This includes the Kāinga Ora–Homes and Communities and Urban Development Acts, the Housing Acceleration Fund, Three Waters reform and reforms to the resource management system.
- 16 In September 2021 we released the first Government Policy Statement on Housing and Urban Development (GPS-HUD), which will communicate the long-term vision and change required for housing and urban development in New Zealand.

The Government has increased focus on climate change impacts and responses

- 17 In addition to the housing and urban development programmes outlined above, this Government has an increased focus on climate change impacts and responses, embarking on major pieces of work including the Emissions Reduction Plan (ERP) and the National Adaptation Plan (NAP).
- 18 In light of this, it is important to revisit the UGA to better achieve urban outcomes through integrating the UGA into wider government work programmes, and to align with the Government's wider climate objectives.

Reflecting increased focus on well-connected urban form and climate change in our urban areas

The Urban Growth Agenda remains an important tool

- 19 The progress of the UGA programme has confirmed the enduring importance of having strong Ministerial champions across urban portfolios with a shared view of the challenges, opportunities, and priorities. In particular, the UGA programme remains a critical vehicle to achieve:
 - 19.1 collaboration across portfolios to achieve shared objectives
 - 19.2 alignment across portfolios on wider reforms and implementation on the ground
 - 19.3 evaluation and monitoring of progress to ensure urban development tools are being applied effectively
 - 19.4 maintained momentum by addressing policy tensions and issues

- 19.5 influence of other reforms that have an impact on the urban environment.
- 20 The UGA objectives agreed in 2018 have supported progress toward long-term outcomes of well-functioning urban environments, while complementing and informing a range of other housing and urban development objectives developed through other programmes outside of the UGA.

Shifting the emphasis of the UGA objectives to reflect climate change focus

- 21 To reflect an increased focus on climate change impacts and responses, UGA Ministers consider it is important to shift the emphasis on how UGA objectives are considered. We therefore propose updating the objectives to lift the focus on emissions reductions, liveability and resilience objectives alongside housing affordability.
- 22 Proposed revised objectives are:
- 22.1 **Affordable housing:** giving people more and better options for housing locations and types, to improve housing affordability in urban areas.
 - 22.2 **Emissions reductions:** encouraging, enabling, and incentivising lower emission urban form and construction.
 - 22.3 **Liveable and resilient cities:** making urban areas more accessible and inclusive, and increasing resilience to natural hazards and climate change impacts.
- 23 The new objectives align well with Cabinet's intention for the UGA to respond to pressing urban challenges and to improve urban outcomes, while recognising that the Government is also addressing housing demand and supply issues through additional initiatives (outlined in Appendix one). Recognising the need to support reductions in emissions as a core aspect of the UGA reflects the need to making housing more affordable while also prioritising emissions reductions.
- 24 We consider the reframed objectives are not a trade-off to housing affordability but a complement. For example, the UGA has delivered the NPS-UD which enables development of more housing in areas of good public transport connections and near jobs– this is good for affordability (by enabling more and differing types of housing and reducing ancillary costs such as long commute times) as well as climate objectives (by enabling more development in existing areas and reducing car emissions by enabling access to active and public transport routes).

Revising the five 'pillar' framework and work programme

- 25 The UGA programme will achieve benefits by continuing in its current form. The key reasons for this are:

- 25.1 much of the programme is in the implementation phase so has become business-as usual within agencies and has resourcing already allocated
 - 25.2 retaining the initiatives within the governance of the UGA helps to enable co-benefits, achieve the UGA objectives, and ensure continued alignment through to delivery.
- 26 We do recommend minor revisions to four of the UGA programme pillars and supporting work programme, however, to ensure the programme reflects progress made and ensures the UGA continues to address key issues in our urban system. These revisions are:
- 26.1 Infrastructure Funding and Financing pillar to be renamed as the *Infrastructure Funding, Financing and Delivery pillar*, to reflect the forward work programme supporting a more stable and certain infrastructure funding system; further identifying and addressing infrastructure constraints within the system while continuing to ensure the effective implementation of existing tools, including the IFF Act;
 - 26.2 Spatial Planning pillar to be renamed as the *Urban Growth Partnerships pillar* to more accurately reflect the forward work programme focusing on partnerships between central government, local authorities, and Māori and iwi in key urban areas;
 - 26.3 The Transport Pricing pillar to be renamed as the *Leveraging and Integrating Transport pillar* to reflect the forward work programme focus to leverage and integrate transport investment and land use across the pillars to avoid carbon emissions and ensure that all development is well-connected by public and active transport;
 - 26.4 The Legislative Reform pillar to be renamed as the *System Coherence pillar* to reflect the forward work programme focus on ensuring the Government’s urban work programme is integrated and mutually reinforcing, and that an urban development perspective is provided into significant wider government reforms.
- 27 The table below summarises the key forward programme. More detail is provided in Appendix 2.

Pillar	Forward work programme
<p>New title: Infrastructure Funding, Financing and delivery</p>	<p>Implement</p> <p>Enable infrastructure projects that support housing and urban development through the IFF Act.</p> <p>Evolve</p> <p>Continue work to create a more stable and certain infrastructure funding system, and address institutional barriers and incentives which limit the uptake of existing tools.</p>

Pillar	Forward work programme
Urban Planning	<p>Implement</p> <p>Continue to implement and monitor the NPS-UD to ensure it achieves the desired outcomes.</p> <p>Evolve</p> <p>Investigate other land use constraints that would hinder making room for growth.</p>
New title: Urban Growth Partnerships	<p>Implement</p> <p>Complete establishing partnerships with high growth urban areas and developing joint spatial plans.</p> <p>Focus on implementing key transformative initiatives from the joint work programmes, focussing in particular on achieving increased pace and scale in the agreed priority development areas.</p>
New title: Leveraging and Integrating Transport	<p>Initiate</p> <p>Cross-agency work needs to focus on leveraging transport investments to drive and shape urban development (e.g.. through transit-oriented developments) and ensure that transport/urban planning supports transport mode shifts and emissions reductions. Transport pricing mechanisms should play a role in this, both to support mode shifts and to deliver efficient and equitable use of transport networks.</p>
New title: System Coherence	<p>Implement</p> <p>This pillar needs to continue to ensure the urban work programme is integrated and mutually reinforcing.</p> <p>Evolve</p> <p>Contribute to significant wider government reforms to ensure integrated system outcomes for housing supply, urban development and planning.</p> <p>Initiate</p> <p>Investigate ways to address the high costs of construction.</p>

28 Additionally, we expect the ERP to provide high-level direction that could inform the UGA work programme in the future. Following the delivery of the ERP in May 2022, we will evaluate the forward work programme and report back to Cabinet on any necessary changes to the work programme.

Implementation

29 We will continue to hold quarterly UGA Ministers’ meetings which ensure alignment across pillars and enable key decisions to be made on matters affecting the UGA programme as a whole. We extended the membership of this group to include the Minister of Building and Construction in March 2021, recognising the importance of the building system in underpinning the growth and development of our urban centres. We will also invite other Ministers as relevant to attend meetings.

30 Quarterly meetings will be supported by programme updates from officials and tracker updates on key measures to indicate progress toward objectives in our growth partnership areas, including proxy climate change measures.

- 31 UGA agencies will also continue to play a role in advising on consideration of urban objectives within other key Government programmes, including the development of the ERP, NAP, GPS-HUD, and reforms to the resource management system.

Financial Implications

- 32 There are no financial implications arising directly from this paper. Work across the UGA pillars will be undertaken within departmental baselines. Proposals identified through this work may have financial implications. Where appropriate, funding will be sought through Budgets 2022 and 2023 to give effect to policy decisions.

Legislative Implications

- 33 There are no legislative implications arising from the proposals in this paper.

Te Tiriti o Waitangi Implications

- 34 I acknowledge the status of iwi and hapū as tangata whenua and that Māori disproportionately feel the impacts of challenges faced in urban areas, while climate change produces disproportionate impacts on Māori communities, businesses and their relationship with the natural environment.
- 35 Upholding Te Tiriti o Waitangi partnership, engaging with iwi, hapū and Māori, and providing greater recognition of te ao Māori, including mātauranga Māori, in our urban growth and climate change policies is critical.
- 36 Māori and iwi were engaged through development of policy under the UGA, in particular the National Policy Statement on Urban Development (NPS UD) and our urban growth partnerships. We will continue to undertake early engagement with iwi and Māori on development of policy through UGA pillars, and the subsequent implementation of policy.
- 37 The implementation of UGA pillars will have benefits for Māori. For example, the IFF Act provides opportunities for Māori and iwi and developers to partner and deliver infrastructure, free of the council's debt limits or from charging high upfront costs to developers. The NPS-UD emphasises local authority obligations under the Resource Management Act, including providing minimum requirements for local authorities in taking into account the principles of the Treaty in relation to urban environments. This includes consulting with hapū and iwi in a way that is early, meaningful, and in accordance with tikanga Māori. Urban growth partnerships under the UGA create an enduring forum (and governance structure) for central government, local government and mana whenua to collaborate on the strategic direction for New Zealand's high growth urban areas. Māori aspirations (environmental, social, and economic) are realised through joint spatial planning and implementation programmes, such as capacity building and joint housing plans. This includes mana whenua participants in the governance structures and project teams for developing joint-spatial plans and implementation work programmes.

Impact Analysis

Regulatory Impact Statement

38 A regulatory impact statement is not required for the proposals in this paper.

Climate Implications of Policy Assessment

- 39 The Climate Implications of Policy Assessment (CIPA) team has been consulted and confirms that the CIPA requirements do not apply to this proposal as there is no direct impact on emissions.
- 40 Proposed changes in objectives to the UGA are designed to align with the increased focus on emission reduction and climate adaption. Concerted effort and focus across UGA agencies on climate change through the ERP, NAP and GPS-HUD will continue.
- 41 With a refocus of climate objectives, the UGA programme will, over time, consolidate how to measure the impact of planning and urban growth on climate change, incorporating work from wider programmes focusing on climate change.
- 42 This will likely have an indirect impact on the climate by informing decisions related to urban areas in the future and enabling more direct change through implementation and policy decisions under UGA pillars.

Population Implications

43 The objectives of the UGA and supporting pillars and work programmes should benefit the following groups by improving housing affordability, liveability and environmental outcomes in our urban areas:

Population group	Implications
Māori	<p>Māori are much less likely to live in their own home than Pakeha and make up 37 per cent of public housing tenants despite comprising just under 17 per cent of the general population. Māori are at least four times more likely than Pākehā to be homeless. Overcrowding and multi-generational housing pressures are also more likely to be felt by whānau Māori.</p> <p>Māori communities are more sensitive to climate impacts on ecological systems due to the impacts of climate change on cultural and spiritual wellbeing, as well as on coastal mahinga kai, wāhi tapu and urupā, and proximity of housing, marae and infrastructure to processes such as erosion and inundation.</p>

IN CONFIDENCE

<p>Women</p>	<p>Women are disproportionately affected by the housing crisis. For example, sole parents, especially single mothers, are over-represented in homelessness statistics.</p> <p>There are also gender disparities in how people travel in urban areas. Women use public transport to get to work about 50% more than men (according to 2013 data). In cities without safe cycling networks, men are also two to three times more likely to travel by bike compared to women. Over time, stronger alignment between urban planning and transport planning/investments will improve transport options for all people and improve transport equity.</p>
<p>Disabled people</p>	<p>The UGA objectives and work programme would benefit those living with disabilities, by improving housing affordability and security and by supporting accessible built environments in our urban areas.</p> <p>Over time, stronger alignment between urban planning and transport planning/investments will lead to better travel options for many disabled people who cannot drive or do not own a private vehicle.</p> <p>For disabled people, there are other implications which make resettlement due to climate change consequences more difficult. These include (but are not limited to) the suitability of new community locations, the limited supply of accessible housing and higher costs of relocation than might apply to non-disabled people.</p>
<p>Children</p>	<p>Will benefit children by lifting the access families have to good quality (dry, warm and well-located) housing. The independent mobility of children has also reduced significantly in recent decades as a result of built environments that are dominated by cars.</p> <p>Over time, the UGA will also support the development of more walkable and bikeable neighbourhoods, and better options for travelling by public transport. This will support more active travel and better health, and will increase the ability of young people to travel independently.</p>
<p>Pacific peoples</p>	<p>Nearly forty percent of Pacific peoples are living in overcrowded housing in New Zealand, and Pacific peoples have very low and declining rates of home ownership.</p> <p>These factors likely mean that Pacific peoples will be more vulnerable to climate related risks and have less capacity to adapt.</p>

Human Rights

- 44 There are no inconsistencies between these proposals and the New Zealand Bill of Rights Act 1990 or the Human Rights Act 1993.

Consultation

- 45 Agencies consulted in the development of this paper were: the Treasury; Ministry of Transport; Department of Internal Affairs; Ministry for the Environment, Ministry of Business Innovation and Employment; Ministry of Social Development; Te Arawhiti; Te Puni Kōkiri; Ministry of Primary Industries; Ministry of Education; Department of the Prime Minister and Cabinet. Feedback received from agencies is reflected in this paper.

Treasury comment

- 46 The Treasury supports the need to ensure the UGA has objectives to assist in reducing emissions and building climate resilience in our urban areas and the way our urban areas develop and grow. We also agree that it is necessary for the UGA work programme to more clearly identify how it is supporting the government's climate change ambitions, as well as integrating with programmes such as the ERP.
- 47 However, the Treasury consider it remains important to retain a clear, primary objective for the UGA on improving housing affordability. The UGA is the only system-level, cross-agency, Cabinet-mandated programme which has housing affordability as its key objective, and we are concerned that if emissions reductions is on an equal footing within this programme, this will dilute accountability and focus from the core housing objective.
- 48 Treasury consider that these objectives are best balanced by Ministers at an aggregate whole of government level, across programmes including the UGA, resource management reform, ERP (which has a planning chapter) and the National Adaptation Plan. Given the significant amount of work still to do to improve housing affordability, we consider the UGA objectives as agreed by Cabinet in 2018 should remain in place and officials' focus on bringing the wider climate objectives through into the work programme.

Communications

- 49 There will continue to be widespread stakeholder interest in this work, including from local government. We will continue to engage with local government and other interested stakeholders on the UGA through each pillar.

Proactive Release

- 50 I propose that this paper is proactively released on the Ministry for Housing and Urban Development website within 30 business days of decisions being confirmed by Cabinet, subject to redactions as appropriate under the Official Information Act 1982.

Recommendations

The Minister of Housing recommends that the Committee:

- 1 **note** that in 2018, Cabinet agreed to set up the Urban Growth Agenda as a cross-agency work programme aimed at improving urban outcomes in response to the challenges facing our urban areas [CAB-18-MIN-0244 refers]
- 2 **note** that a number of initiatives have been delivered through the Urban Growth Agenda, including the Gazettal of the National Policy Statement on Urban Development, delivery of the Infrastructure Funding and Financing Act and establishment of growth partnerships and spatial plans with several Tier one cities
- 3 **note** the Urban Growth Agenda has confirmed the enduring importance of having strong Ministerial champions across urban portfolios with a shared view of the challenges, opportunities, and priorities
- 4 **note** that the Minister of Building and Construction has joined Urban Growth Agenda Ministers group to ensure connections with the building system
- 5 **confirm** the shift in objectives to reflect an increased focus on climate change impacts and responses:
 - 5.1 **Affordable housing:** giving people more and better options for housing locations and types, to improve housing affordability in urban areas.
 - 5.2 **Emissions reductions:** encouraging, enabling, and incentivising lower emission urban form and construction.
 - 5.3 **Liveable and resilient cities:** making urban areas more accessible and inclusive, and increasing resilience to natural hazards and climate change impacts.
- 6 **confirm** the revised pillar focus and work programme:
 - 6.1 Infrastructure funding and financing pillar be renamed *Infrastructure Funding, Financing and Delivery pillar*, to reflect the forward work programme supporting a more stable and certain infrastructure funding system; identifying and addressing infrastructure constraints within the system while continuing to implement the Infrastructure Funding and Financing Act
 - 6.2 Urban Planning pillar continues its focus, allowing cities to make room for growth (both up and out) by addressing planning rules methods and practices that can restrict development, enable strategic integrated planning, and understand and measure the wider cost and benefits of growth
 - 6.3 Spatial Planning pillar be renamed *Urban Growth Partnerships* to more accurately reflect the forward work programme focusing on

partnerships between central government, local authorities, and Māori and iwi in key urban areas

- 6.4 The Transport Pricing pillar be renamed the *Leveraging and Integrating Transport* to reflect the forward work programme focus to leverage and integrate transport investment and land use across the pillars to avoid carbon emissions and ensure that all development is well-connected by public and active transport.
 - 6.5 The Legislative Reform pillar be renamed *System Coherence* to reflect the forward work programme focus on ensuring the Government's urban work programme is integrated and mutually reinforcing, and that an urban development perspective is provided into significant wider government reforms.
- 7 **invite** Urban Growth Agenda Ministers to report back to Cabinet in mid-2022, following the delivery of the Emissions Reduction plan, on any necessary changes to the Urban Growth Agenda work programme.

Authorised for lodgement

Hon Dr M Woods

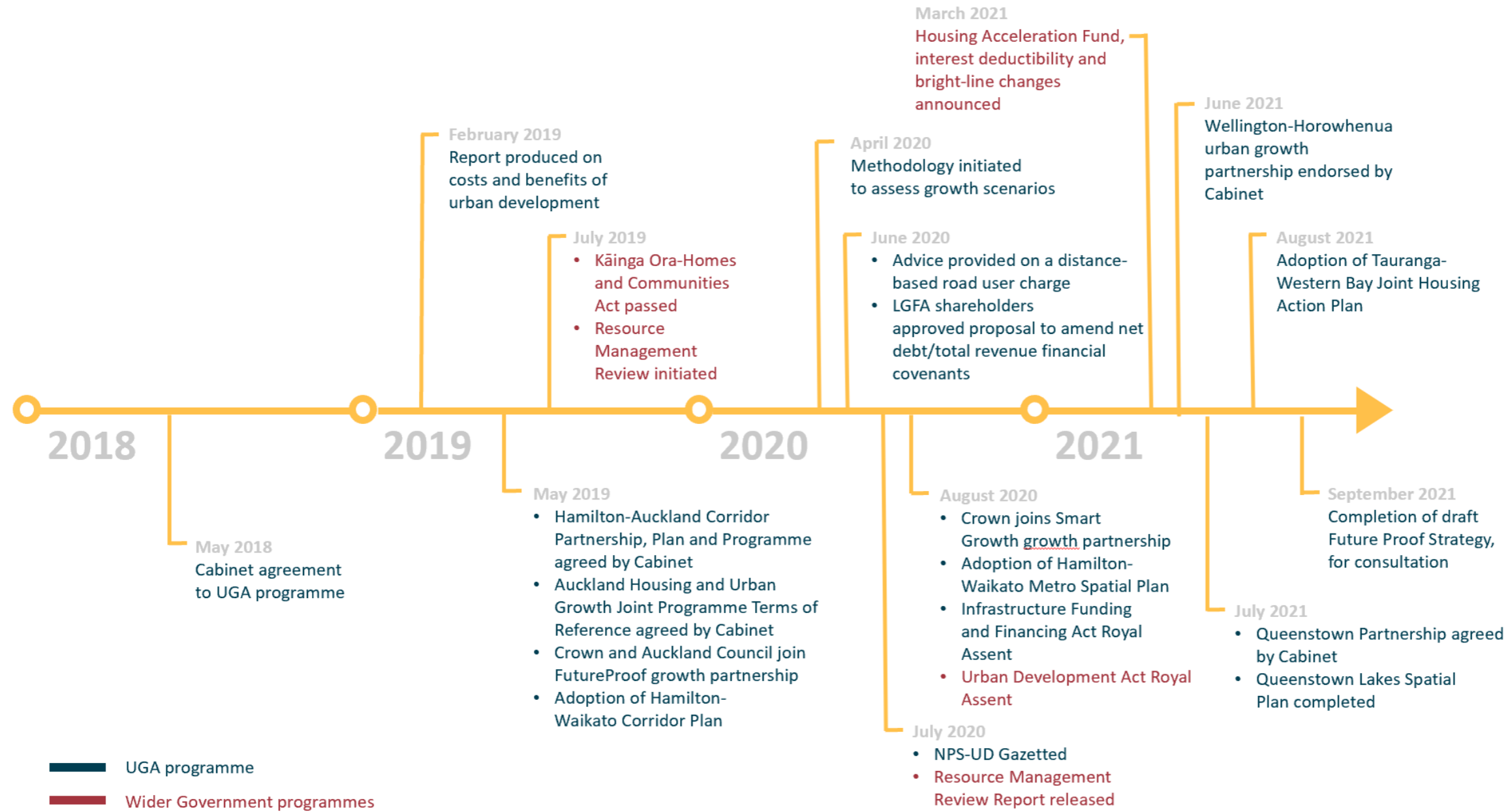
Minister of Housing

Appendices

Appendix One – Key milestones in the UGA

Appendix Two – Revised pillars and work programme

Appendix One – Key milestones in the Urban Growth Agenda



Appendix two – Revised pillars and work programme

Pillar	New purpose	Prior focus areas	Forward work programme
New title: Infrastructure funding and financing and delivery	To enable a responsive supply of infrastructure and appropriate allocation of cost	<p>Introduce an alternative financing system – IFF Act passed August 2020</p> <p>Expand local authority borrowing capacity - LGFA debt covenants increased (from 250 percent net/debt revenue to 300 percent)</p> <p>Leverage existing tools - work has been completed on Development Contributions guidance for the local government sector</p>	<p>Implement</p> <p>Enable infrastructure projects that support housing and urban development through the IFF Act.</p> <p>Evolve</p> <p>Continue work to create a more stable and certain infrastructure funding system, and address institutional barriers and incentives which limit the uptake of existing tools.</p>
Urban Planning	To allow cities to make room for growth, support quality-built environments and enable strategic integrated planning	National Policy Statement on Urban Development (NPS-UD) gazetted in 2020	<p>Implement</p> <p>Continue to implement and monitor the NPS-UD to ensure it achieves the desired outcomes.</p> <p>Evolve</p> <p>Investigate other land use constraints that can hinder making room for growth.</p>
New title: Urban Growth Partnerships	To build stronger partnerships with local government as a means of developing integrated spatial planning	<p>Three urban growth partnerships between central government, local government, and Iwi in place and operating: Auckland, Hamilton-Auckland Corridor (FutureProof) and Tauranga-Western Bay (SmartGrowth)</p> <p>Two joint spatial plans completed and adopted by the partnerships: Hamilton-Auckland Corridor and Hamilton-Waikato Metropolitan area. Draft spatial joint plans completed for Queenstown Lakes, Wellington-Horowhenua and Tauranga-Western Bay</p> <p>Joint Housing and Urban Growth work programmes being progressed by Auckland, FutureProof and SmartGrowth partnerships</p>	<p>Implement</p> <p>Complete establishing partnerships with high growth urban areas and developing joint spatial plans.</p> <p>Focus on implementing key transformative initiatives from the joint work programmes, focussing in particular on achieving increased pace and scale in the agreed priority development areas.</p>
New title: Leveraging and integrating transport	To leverage and integrate transport investment and land use across the pillars to avoid carbon emissions and ensure that all development is well-connected by public and active transport	<p>Develop key transport initiatives within the partnership areas (e.g. Hamilton rapid transit plan)</p> <p>Investigate new transport pricing mechanisms (e.g. congestion pricing)</p>	<p>Initiate</p> <p>Cross-agency work needs to focus on leveraging transport investments to drive and shape urban development (e.g. through transit-oriented developments) and ensuring that transport/urban planning supports transport mode shifts and emissions reductions. Transport pricing mechanisms should still play a role in this, both to support mode shifts and to deliver efficient and equitable use of transport networks.</p>
New title: System coherence	Underpins the programme and focuses on system level policy that cuts across the programme as well as ensuring the pillars are interconnected and mutually reinforcing	<p>Urban Growth Agenda delivered as an integrated framework</p> <p>Measure and attribute wider costs and benefits of growth</p>	<p>Implement</p> <p>This pillar needs to continue to ensure the urban work programme is integrated and mutually reinforcing.</p> <p>Evolve</p> <p>Contribute to significant wider government reforms to ensure integrated system outcomes for housing supply, urban development and integrated planning.</p> <p>Initiate</p> <p>Investigate ways to address the high costs of construction.</p>