



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee SUPPLEMENTARY AGENDA

Notice of Meeting:

A meeting of the Greater Christchurch Partnership Committee will be held on:

Date: Friday 6 November 2020
Time: 9am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

2 November 2020



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7. Resolution to Include Supplementary Reports

1. Background

- 1.1 Approval is sought to submit the following report to the Greater Christchurch Partnership Committee meeting on 06 November 2020:
 5. Advice on the integration of the key strategic functions of the Public Transport Joint Committee into the functions of the Greater Christchurch Partnership Committee
- 1.2 The reason, in terms of section 46A(7) of the Local Government Official Information and Meetings Act 1987, why the report was not included on the main agenda is that it was not available at the time the agenda was prepared.
- 1.3 It is appropriate that the Greater Christchurch Partnership Committee receive the report at the current meeting.

2. Recommendation

- 2.1 That the report be received and considered at the Greater Christchurch Partnership Committee meeting on 06 November 2020.
 5. Advice on the integration of the key strategic functions of the Public Transport Joint Committee into the functions of the Greater Christchurch Partnership Committee

5. Advice on the integration of the key strategic functions of the Public Transport Joint Committee into the functions of the Greater Christchurch Partnership Committee

Reference / Te Tohutoro: 20/1348743

Report of / Te Pou
Matua:

Chief Executives Advisory Group

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 This paper provides advice to the Greater Christchurch Partnership Committee (GCP) on integrating the key strategic functions of the Greater Christchurch Public Transport Joint Committee (PTJC) into the functions of the Greater Christchurch Partnership Committee.

2. Chief Executives' Recommendations / Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Note** the strategic role of the Greater Christchurch Partnership (GCP) in delivering integrated transport and land-use planning in the sub-region and the significance of Public Transport to the GCP's strategic direction and agenda.
2. **Note** that, with the completion of the Public Transport Futures Foundations business case, it is the appropriate time for the strategic public transport functions to shift to the Greater Christchurch Partnership Committee.
3. **Note** that the Public Transport Joint Committee is expected to be disestablished in late November.
4. **Note** that the Greater Christchurch Partnership Committee will provide governance oversight of:
 - a. key strategic public transport business cases, including the Public Transport Futures Mass Rapid Transit business case;
 - b. development of the Regional Public Transport Plan, when required; and
 - c. delivery of the public transport work programme in Greater Christchurch.
5. **Agree** to incorporate any necessary changes as part of the planned general review of the Greater Christchurch Partnership's Memorandum of Agreement as a result of the shift in responsibility for the strategic public transport functions to the Greater Christchurch Partnership noted above.

3. Context/Background / Te Horopaki

- 3.1 Given the strategic role that the Partnership has in delivering integrated transport and land-use planning in Greater Christchurch, the GCP has been considering how to strengthen and streamline the existing collaborative governance arrangements for public transport in the sub-region.
- 3.2 In recent years, the strategic leadership of public transport has been provided by the PTJC. In 2018, the PTJC developed the Regional Public Transport Plan and then in 2019 it initiated the Public Transport Futures programme and associated business cases. The Public Transport Futures Foundations business case is nearing completion and so it is the appropriate time to

consider the shift of the strategic public transport functions of the PTJC to the GCP. Accordingly, the PTJC has agreed that it should be disestablished. This disestablishment is expected to occur around late November.

- 3.3 In addition to streamlining governance arrangements, the shift in functions will enhance the ability for the GCP to deliver on the Partnership's priority of maintaining focus towards a sustainable urban form for Greater Christchurch which aligns land-use and transport, and enables an integrated and efficient public transport system, including mass rapid transit. Specifically in terms of current work programme programmes, it will also allow for the Mass Rapid Transit component of Public Transport Futures to be considered alongside other key strategic initiatives being carried out by the GCP, such as Greater Christchurch 2050.

4. Key cross-governance public transport matters

- 4.1 We have approached the question of the integration the key strategic functions of the PTJC into the GCP by first considering the key public transport matters that need to be discussed at the cross-governance level.
- 4.2 These matters, and the current status of associated work, are set out in the table below.¹

Matter requiring cross-governance discussion	Current status of associated work
The oversight of key business cases covering public transport in Greater Christchurch (such as the PT Futures work).	The remaining key business case for public transport in Greater Christchurch is the Mass Rapid Transit component of PT Futures. It has been agreed this work will be governed by the GCP.
The development of the Regional Public Transport Plan when required.	No work currently required – there is no need to produce a new Plan in the near future. ²
Progress updates on the delivery of the public transport work programme in Greater Christchurch.	Required at appropriate intervals to provide assurance that projects are on-track and communication is co-ordinated across the partnership.

- 4.3 As set out in the table above, currently, the main Greater Christchurch public transport matter for consideration is the Mass Rapid Transit work.
- 4.4 In the future there may be a need for increased and dedicated cross-governance public transport discussions, for example, when a new Regional Public Transport Plan needs to be developed. Similarly, in the future there may be other key public transport business cases for the sub-region that need to be overseen at the governance level. At such times it can be considered whether it is necessary and appropriate for the GCP to establish a sub-committee to support these phases of work. It is noted that the GCP Committee has the ability to establish a sub-committee if and when required.

¹ Alongside these Governance-level conversations, there is substantial cross-agency collaboration on public transport at the staff level (such as through this Group). These staff-level conversations provide space to discuss operational matters relating to public transport; the cross-governance conversations only need to cover strategic matters.

² Section 126 of the Land Management Transport Act sets out the requirements for preparing Regional Public Transport Plans. In effect, it provides that Canterbury's Regional Public Transport Plan must be reviewed as soon as practicable after the adoption of the Regional Land Transport Plan, which will happen in July 2021.

Other functions in Public Transport Joint Committee Terms of Reference

- 4.5 In recent years, the bulk of the work of the PTJC has been developing the current Regional Public Transport Plan and providing strategic oversight of the Public Transport Futures Foundations business case. As set out in the table above, these are the matters that have required cross-governance discussions.
- 4.6 The PTJC's terms of reference refers to additional functions beyond the key strategic matters listed in the table above. In our view, the current PTJC terms of reference is too broad, covering matters that are no longer relevant, do not require cross-governance discussion or are better handled at the operational level.³ The PTJC has not actively carried these other functions out - they have generally been carried out by Environment Canterbury. These functions are not recommended for transfer to the GCP and will continue to be carried out at the operational level.

5. Next steps

- 5.1 It is noted that the GCP work programme has already been amended to incorporate current strategic public transport projects, specifically the Mass Rapid Transit business case.
- 5.2 As part of the review of the GCP Memorandum of Agreement, which is expected to be completed in early 2021, it is recommended that the key public transport matters that require Greater Christchurch discussion (those listed in the table above) are incorporated. There may also be other consequential changes required to the Memorandum, for example if Environment Canterbury delegates the responsibility for preparing Regional Public Transport Plans to the GCP (it had delegated this responsibility to the PTJC).

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

³ These are: reviewing the Greater Christchurch Metro Strategy, establishing and leading the PT Advisory Group, guide and review the public transport components of the regional Land Transport Plan, make certain decisions relating to fares, managing public transport marketing and promotion, and make recommendations on the operation of Community Vehicle Trusts and the Total Mobility scheme in Greater Christchurch.