



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee AGENDA

Notice of Meeting:

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

Date: Friday 14 February 2020
Time: 9am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

5 February 2020



To view copies of Agendas and Minutes, visit:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>

Committee Members

Greater Christchurch Partnership Independent Chair

Bill Wasley

Christchurch City Council

Mayor Lianne Dalziel, Councillors Mike Davidson and Sara Templeton

Environment Canterbury

Chair Jenny Hughey, Councillors Phil Clearwater and Grant Edge

Selwyn District Council

Mayor Sam Broughton, Councillors Malcolm Lyall and Sophie McInnes

Waimakariri District Council

Mayor Dan Gordon, Councillors Niki Mealings and Neville Atkinson

Te Rūnanga o Ngāi Tahu (Te Ngāi Tūāhuriri and Ngāti Wheke)

Dr Te Maire Tau, Jane Huria and Gail Gordon

Canterbury District Health Board

Sir John Hansen

New Zealand Transport Agency (Non-Voting Member)

Jim Harland

Department of the Prime Minister and Cabinet (Non-Voting Member)

Anne Shaw

Regenerate Christchurch (Non-Voting Member)

Thérèse Arseneau

Partnership Manager

Keith Tallentire
ph 941 8590

Committee Adviser

Aidan Kimberley
ph 941 6566



1. TERMS OF REFERENCE / NGĀ ĀRAHINA MAHINGA

1.1. The role of the Committee is to:

- i. Foster and facilitate a collaborative approach between the Partners to address strategic challenges and opportunities for Greater Christchurch.
- ii. Show clear, decisive and visible collaborative strategic leadership amongst the Partners, to wider stakeholders, agencies and central government and to communities across Greater Christchurch.
- iii. Establish, and periodically review, an agreed strategic framework to manage growth and address urban development, regeneration, resilience and long-term economic, social, cultural and environmental wellbeing for Greater Christchurch
- iv. Oversee implementation of strategies and plans endorsed by the Committee and ratified at individual partner governance meetings, including through the adoption and delivery of an annual joint work programme.
- v. Ensure the Partnership proactively engages with other related partnerships, agencies and organisations critical to the achievement of its strategic goals.

1.2. The functions of the Committee are to:

- i. Establish an agreed strategic framework to manage growth and address urban development, regeneration, resilience and long-term wellbeing for Greater Christchurch. This is currently expressed through the Greater Christchurch Urban Development Strategy (2007) and the associated Strategy Update (2016).
- ii. As required, develop new and review existing strategies and plans to enable Partners to work more collaboratively with each other and to provide greater clarity and certainty to stakeholders and the community. Existing strategies and plans endorsed by the UDSIC and inherited by this Committee are:
 - a. Greater Christchurch Urban Development Strategy (2007)
 - b. Greater Christchurch Travel Demand Management Strategy and Action Plan (2009)
 - c. Greater Christchurch Urban Development Strategy Action Plan (2010)
 - d. Greater Christchurch Transport Statement (2012)
 - e. Greater Christchurch Freight Study and Action Plan (2014/15)
 - f. Greater Christchurch Urban Development Strategy Update (2016)
 - g. Resilient Greater Christchurch Plan (2016)
- iii. Recommend to Partners for ratification at individual partner governance meetings any new or revised strategies and plans.
- iv. Adopt and monitor the delivery of an annual joint work programme to deliver on strategic goals and actions outlined in adopted strategies and plans.
- v. Undertake reporting on the delivery of adopted strategies and plans, including in relation to an agreed strategic outcomes framework.

- vi. Identify and manage risks associated with implementing adopted strategies and plans.
- vii. Establish and maintain effective dialogue and relationships (through meetings, forums and other communications) with other related partnerships, agencies and organisations to the support the role of the Committee, including but not limited to:
 - a. Healthy Christchurch (and any similar arrangements in Selwyn and Waimakariri Districts) and other health partnerships
 - b. Safer Christchurch (and any similar arrangements in Selwyn and Waimakariri Districts)
 - c. Greater Christchurch Public Transport Joint Committee
 - d. Canterbury Mayoral Forum
 - e. New Zealand Police and other emergency services
 - f. Tertiary institutions and educational partnerships
 - g. Regeneration agencies, including Ōtākaro Limited and Development Christchurch Limited
 - h. Strategic infrastructure providers
 - i. Government departments
- viii. Undertake wider engagement and consultation as necessary, including where appropriate seeking submissions and holding hearings, to assist the development of any strategies and plans.
- ix. Advocate to central government or their agencies or other bodies on issues of concern to the Partnership, including through the preparation of submissions (in liaison with the Canterbury Mayoral Forum as necessary).

- 1.3. In undertaking its role and performing its functions the Committee will consider seeking the advice of the Chief Executives Advisory Group.

2. QUORUM AND CONDUCT OF MEETINGS

- 2.1. The quorum at a meeting of the Committee consists of the majority of the voting members
- 2.2. Voting shall be on the basis of the majority present at the meeting, with no alternates or proxies.
- 2.3. For the purpose of clause 2.2, the Independent Chairperson:
 - i. has a deliberative vote; and
 - ii. in the case of equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- 2.4. Other than as noted in this Agreement, the standing orders of the administering Council at the time, shall apply.

3. MEETING FREQUENCY

The Committee shall meet monthly, or as necessary and determined by the Independent Chair in liaison with the Committee.

4. DELEGATIONS

- 4.1. Establishing, and where necessary amending, protocols and processes to support the effective functioning of the Committee, including but not limited to those relating to the resolution of conflicting views, communications and public deputations.
- 4.2. Preparing communication and engagement material and publishing reports relevant to the functions of the Committee.
- 4.3. Undertaking engagement exercises in support of the terms of reference and functions of the Committee
- 4.4. Making submissions, as appropriate, on Government proposals and other initiatives relevant to the role of the Committee.
- 4.5. Selecting an Independent Chair and Deputy Chair in accord with any process agreed by the Committee and the requirements of the LGA 2002.
- 4.6. Appointing where necessary up to two additional non-voting observers to the Committee.

5. FINANCIAL DELEGATIONS

- 1.1 The Committee can make financial decisions within an agreed budget envelope and as long as the decision does not trigger any change to the statutory plans prepared under the LGA 2002, the RMA 1991, and the LTMA 2003.

AGENDA ITEMS

1. Apologies / Ngā Whakapāha 9
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Standing Items

1. Apologies / Ngā Whakapāha

Apologies were received from Bill Wasley, Mayor Lianne Dalziel and Sir John Hansen.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment at the time the agenda was prepared.

4. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

That the minutes of the Greater Christchurch Partnership Committee meeting held on [Wednesday, 27 November 2019](#) be confirmed (refer page 10).



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee OPEN MINUTES

Date: Wednesday 27 November 2019
Time: 10.38am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

Present

Chairperson Bill Wasley
Members Mayor Lianne Dalziel, Christchurch City Council
Councillor Mike Davidson, Christchurch City Council
Councillor Sara Templeton, Christchurch City Council
Chairperson Jenny Hughey, Environment Canterbury
Councillor Phil Clearwater, Environment Canterbury
Councillor Grant Edge, Environment Canterbury
Mayor Sam Broughton, Selwyn District Council
Councillor Malcolm Lyall, Selwyn District Council
Councillor Sophie McInnes, Selwyn District Council
Mayor Dan Gordon, Waimakariri District Council
Councillor Neville Atkinson, Waimakariri District Council
Jane Huria, Te Rūnanga o Ngāi Tahu
Gail Gordon, Te Rūnanga o Ngāi Tahu
(Non-Voting Member) Jim Harland, New Zealand Transport Agency
(Non-Voting Member) Thérèse Arseneau, Regenerate Christchurch

25 November 2019

Aidan Kimberley
Committee and Hearings Advisor
941 6566
aidan.kimberley@ccc.govt.nz



Unconfirmed

The agenda was dealt with in the following order.

Appointment of Additional Non-Voting Member

At the commencement of the meeting the Independent Chair recommended to the Committee that it appoint Thérèse Arseneau to sit on the Committee as a non-voting member representing Regenerate Christchurch. This would also see Ivan Iafeta, Chief Executive of Regenerate Christchurch, stepping back from his role as a non-voting member.

Committee Resolved GCPC/2019/00027

That the Greater Christchurch Partnership Committee

1. Appoints Thérèse Arseneau, Chair of Regenerate Christchurch, as a non-voting member of the Committee until such time as the Committee's membership can be updated through a revised Memorandum of Agreement.

Councillor Phil Clearwater/Mayor Sam Broughton

Carried

1. Apologies / Ngā Whakapāha

The Independent Chair welcomed new representatives to the Committee and acknowledged the contributions of former members Kevin Felstead and Mark Alexander.

Committee Resolved GCPC/2019/00028

That the apologies from Councillor Niki Mealings, Dr Te Maire Tau, Anne Shaw and Tā Mark Solomon be accepted.

Councillor Malcolm Lyall/Councillor Neville Atkinson

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Committee Memorandum of Agreement and Terms of Reference

Committee Comment

The Committee noted that there are various aspects of the current Memorandum of Agreement that would be worth updating and requested a revised Memorandum of Agreement to come to its April 2020 meeting.

Councillor Phil Clearwater requested the revised Agreement to refer to non-voting observers as non-voting members.

Committee Resolved GCPC/2019/00029

Part C

That the Greater Christchurch Partnership Committee:

1. Note the Committee's Memorandum of Agreement, reproduced in Attachment A, remains in place until such time as this Committee seeks to amend it.
2. Note the process for seeking a variation to the Memorandum of Agreement.
3. Agree that the Memorandum of Agreement will come for consideration to the Committee's April meeting.

Mayor Sam Broughton/Mayor Dan Gordon

Carried

5. Election of Deputy Chairperson

Committee Resolved GCPC/2019/00030

Part C

That the Greater Christchurch Partnership Committee:

1. Adopts System A for the election of the Deputy Chairperson.

Mayor Sam Broughton/Councillor Sara Templeton

Carried

Committee Resolved GCPC/2019/00031

That the Greater Christchurch Partnership Committee:

2. Elects Mayor Dan Gordon as Deputy Chair.

Mayor Lianne Dalziel/Councillor Neville Atkinson

Carried

6. Partnership Overview and Context

Committee Comment

The Committee watched a video titled 'What's next for the Greater Christchurch Partnership'.

The Committee discussed whether it should review its vision and strategic goals. Staff advised this discussion was pertinent to item 8.

Committee Resolved GCPC/2019/00032

Part C

That the Greater Christchurch Partnership Committee:

1. Receive the Greater Christchurch Partnership Overview, included as Attachment A.
2. Receive the Waka Toa Ora, Canterbury Wellbeing Index and Health in all Policies summaries, included as Attachment B
3. Receive the Urban Development and Regeneration Update annual summary for 2019, included as Attachment C.

Councillor Malcolm Lyall/Councillor Mike Davidson

Carried

7. Greater Christchurch Partnership Committee meeting dates 2020

Committee Resolved GCPC/2019/00033

Part C

That the Greater Christchurch Partnership Committee:

1. Adopt the Greater Christchurch Partnership Committee meeting dates for 2020 set out in the report, delegating to the Independent Chair and Partnership Manager the ability to amend the schedule as required.

Councillor Neville Atkinson/Mayor Dan Gordon

Carried

8. Greater Christchurch Strategic Framework

Committee Comment

Joanna Norris, Bill Bayfield and Dawn Baxendale presented to the Committee on the strategic framework. Key points raised in the presentation include:

- The Greater Christchurch Urban Development Strategy was a ground-breaking document for Local Government in New Zealand and its core principles remain robust. However it needs to be updated to respond to new challenges and opportunities.
- The Partnership needs to work more effectively in its relationship with central government.
- The plan is to complete the project in two phases. The first phase is to identify the current state, including challenges and opportunities and scope phase 2. This is intended to be completed by May.

During the Committee's discussion the following points were raised:

- The Committee agreed it will be important to engage the community to ensure the proposals resonate with them. Preferably this will happen early in the process so their input can be factored into building the draft. Staff advised the Committee that this would be particularly relevant for phase two and will be discussed further in February.
- The Committee also agreed that the wider governance bodies of all Partners, including Community Boards, should be involved early in the process to ensure they are comfortable with the process, and there needs to be a process for identifying if there is an appropriate level of buy-in. Staff advised the Committee that this is appropriate and will likely happen part-way through phase one.
- The Committee expressed caution at the timing. Given Councils are already building their draft Long Term Plans and other significant projects such as Public Transport Futures are ongoing, it will be difficult to link them all together. Staff acknowledged the concerns and advised that they are working as quickly as possible to allow synergies between the projects, but it likely will not be possible to synchronise them perfectly.
- The Committee discussed whether each Partner needs to develop their own framework first before contributing to a 'global' Greater Christchurch strategy, or whether it is better for the Partnership to agree common guiding principles that each Partner can respond to in their own way.
- The Committee discussed the importance of clarity around which projects are contingent on the other, and what this project is and is not intended to achieve. Staff agreed and

advised that they see this as an opportunity to add value to existing work, not create duplication.

Committee Resolved GCPC/2019/00034

Part C

That the Greater Christchurch Partnership Committee:

1. Receive the presentation on the Greater Christchurch Strategic Framework.

Gail Gordon/Councillor Malcolm Lyall

Carried

Meeting concluded at 12.15pm.

CONFIRMED THIS 14TH DAY OF FEBRUARY 2020

**BILL WASLEY
CHAIRPERSON**

5. Greater Christchurch Mode Shift Plan

Reference / Te Tohutoro: 20/120790

Report of: Jim Harland, New Zealand Transport Agency
(on behalf of the Chief Executives Advisory Group)

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 This report outlines the purpose behind preparation of a Mode Shift Plan for Greater Christchurch and seeks Committee endorsement for this work ahead of a draft plan being presented to the Committee later this year.
- 1.2 The Mode Shift Plan will support the case for further transport investment in Greater Christchurch by combining the travel demand elements of current transport work such as the Public Transport Futures business case; implementation of cycling and walking initiatives (Major Cycleways and An Accessible City). It will help inform the next Regional Land Transport Plan and support better integrating transport planning and urban form.

2. Officer Recommendations / Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. Note the development of a Greater Christchurch Mode Shift Plan.
2. Agree that a draft of the Plan be presented to this Committee for endorsement to provide a clear and succinct case for further transport investment in Greater Christchurch to support mode shift.
3. Note the link to preparation of a transport business case for travel demand management to inform funding through the Regional Land Transport Plan.

3. Context/Background / Te Horopaki

- 3.1 Mode shift entails encouraging people from predominantly using single occupancy vehicle (i.e. 1 person per vehicle) to other forms of travel such as active and public transport, rideshare and establishing a foundation for future transport technologies. Travel demand management encompasses mode shift but also considers a wider range of behavioural change, including the time that people travel (peak/off peak), route choice, and ways to reduce the need to travel in the first instance.
- 3.2 Approximately 83% of all vehicle trips in Greater Christchurch are single occupancy. This has implications for the efficiency of the transport network, impacts the environment and increases the transport sector's share of total carbon emissions. Transport environmental impacts will likely increase in future with anticipated population and economic growth.
- 3.3 Partners have already initiated significant programmes to support mode shift. These include An Accessible City, the Regional Public Transport Plan (RLTP), constructing major new cycleways and development of a high occupancy vehicle lane on the new Northern Corridor, to name just a few.

- 3.4 This range of mode shift work and other travel demand management measures has not however been brought together into a single, concise document¹. A Greater Christchurch Mode Shift Plan would be valuable in summarising mode shift activity when communicating with Government and wider stakeholders. The Mode Shift Plan would provide a clear and succinct case for further transport investment in Greater Christchurch to support mode shift.
- 3.5 It could be incorporated and advanced within future transport planning processes, such as the next Regional Land Transport Plan and would also meet the government objective to create regional mode shift plans in high growth areas. This follows recent Ministerial announcements and the release of a national mode shift plan, *Keeping Cities Moving*, by Waka Kotahi NZ Transport Agency (NZTA) in September 2019. As outlined in the diagram included as **Attachment A**, the Greater Christchurch Mode Shift Plan is intended to be one of 5 modes shift plans drafted in partnership with local government.²

4. Preparation of a Mode Shift Plan

- 4.1 The preparation of a Greater Christchurch Mode Shift Plan is a relatively simple exercise, pulling together existing work into a single document to summarise the strategic case and identify the suite of integrated packages planned or signalled in current transport plans.
- 4.2 A draft scope has been prepared and extracts relating to the problem statement, project objectives and document structure are included as **Attachment B**.
- 4.3 The Mode Shift Plan would not have a direct impact on the immediate transport programme (as it will not introduce new programmes) but it would influence the nature and timing of future programme delivery and related consideration in upcoming Long Term Plans and Regional Land Transport Plan (RLTP) and Regional Policy Statement (RPS) development in order to align investment opportunities.
- 4.4 These links to related processes are shown in **Attachment C**. For example, it could inform future decisions that may impact on mode shift arising from the PT Futures programme, parking strategy reviews and land use processes.
- 4.5 To provide measurable strategic direction it would be beneficial to that the Mode Shift Plan include relevant targets, identifying potential additional projects for further consideration should gaps in the current transport programmes to achieve targets be found. This aspect of the Plan will require further consideration and testing amongst partners.
- 4.6 NZTA has agreed to resource and fund the preparation of the Plan, seeking guidance and direction where necessary in liaison with partner staff. It will be important for the Partnership to own a final Plan however, so it is recommended a draft is considered by the Chief Executives Advisory Group (CEAG) and partner councils and then brought to this Committee for endorsement in mid-2020.

Link to a travel demand management transport business case and investment

¹ The Greater Christchurch Travel Demand Management Strategy 2009 pre-dates the earthquakes and subsequent recovery planning work and associated transport programmes.

² Others being Auckland (Completed); Hamilton; Tauranga; Wellington and Queenstown.

- 4.7 The draft Government Policy Statement on Land Transport (due for release in March) is likely to continue and enhance the national focus on mode shift. The value of such a Mode Shift Plan is demonstrated by the Auckland Mode Shift Plan which received government support and facilitated the further transport investment recently announced by Government.
- 4.8 Locally, Partners have scoped a streamlined travel demand management single stage business case to inform RLTP funding discussions. The Mode Shift Plan and travel demand management single stage business cases are complementary pieces of work, with the Mode Shift Plan essentially providing the front-end strategic business case of the travel demand management single stage business case.
- 4.9 The travel demand management single stage business case would further develop the identified programmes and additional potential projects outlined in the Mode Shift Plan to form a consolidated and prioritised list of projects for implementation and funding through the RLTP. The scope of the travel demand management single stage business case work is broader with a focus on developing a programme that can support on-going investment into the 'soft measures' i.e. education/ marketing. These programmes would complement any short-term travel demand management measures that are timebound and tied to specific infrastructure projects. It would therefore make sense to run the two pieces of work concurrently and consider then as a single programme.
- 4.10 The CEAG has supported this approach and Partners have recently agreed a funding arrangement to progress the travel demand management single stage business case sequentially with the Mode Shift Plan to meet RLTP timeframes. This additional work to complete the travel demand management single stage business case would require partner contribution with eligibility for NZTA subsidy (51%). The details of drafting the application to NZTA are being worked through with partner staff.

Attachments

No.	Title	Page
A ↓	Keeping Cities Moving national mode shift plan	20
B ↓	Greater Christchurch Mode Shift Plan draft scope - problem statement, project objectives and document structure	21
C ↓	Links to associated transport planning and related work	23

Keeping Cities Moving

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/keeping-cities-moving/>

Shape urban
form

Make shared and
active modes
more attractive

Influence travel
demand and
transport choices

Position the Transport
Agency to deliver mode
shift

Spatial and
place-based
planning

Policy and
regulatory
settings

Network
design,
management
and
optimisation

Investment in
infrastructure,
platforms and
service

Economic
tools (pricing
and
incentives)

Education and
awareness

Partner in
mode shift
plans

Develop a
robust mode
shift
evaluation
framework

Capability
development

Auckland
(completed)

Hamilton

Tauranga

Wellington

Christchurch

Queenstown

Greater Christchurch Mode Shift Plan draft scope

Problem definition

The following issues have been identified that could potentially be addressed through a Mode Shift Plan, particularly if accompanied by the completion of the travel demand management single stage business case:

- There is no one document that summarises mode shift strategy, outlines actions and how they fit together, and prioritises work. Currently, projects are identified through the business case process and then included in the long term planning process, but there is no means of aligning and prioritising all relevant projects (for example, which to focus on first and how they fit together).
- There is no overarching target for mode shift; different strategies and plans have different targets, with limited clarity in definition or baseline.
- Greater Christchurch has struggled with resourcing the development of a comprehensive and co-ordinated travel demand management programme.
- There has not been an assessment of the current programme or an analysis of where specifically in Greater Christchurch are the more successful locations for mode shift.
- Investment to date has been predominantly focused on developing infrastructure plans, whereas best practice for achieving mode shift also requires significant focus on service improvements and behaviour change initiatives.

Objectives

The proposed objectives of the mode shift plan are:

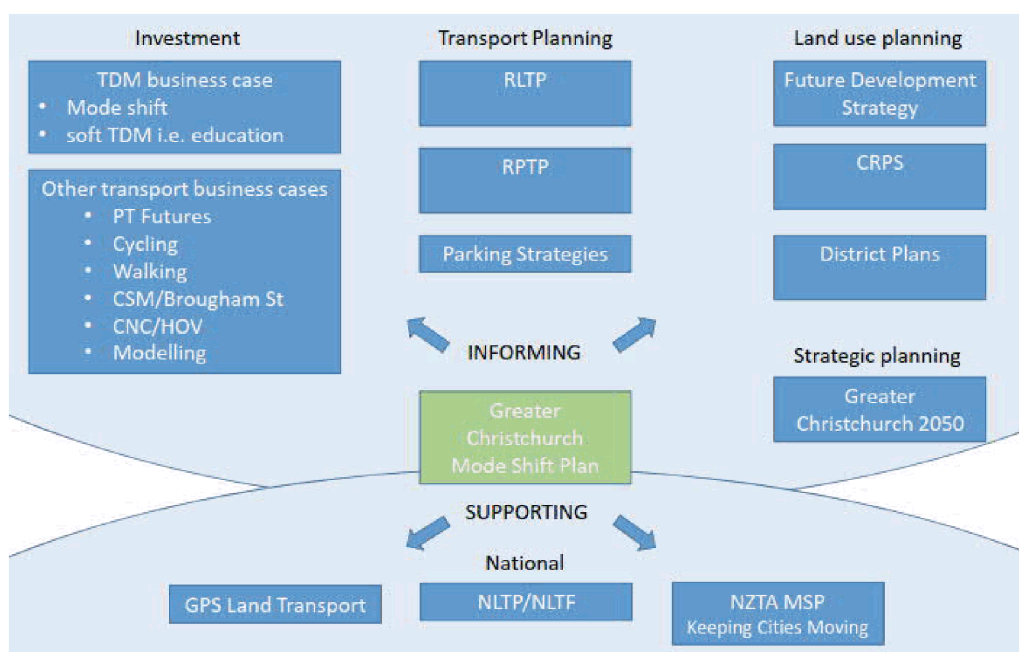
- To support consistency amongst partners regarding overarching objectives and targets, including those relating to mode shift and emissions.
- To support the achievement of the Government's goal of being carbon neutral by 2050 (which has also been adopted by some councils – noting that CCC has a goal of 50% CO₂ reduction by 2030).
- To optimise the proposed programme of activities to maximise the level of and benefits from mode shift, within a given level of resourcing.
- To support and progress the travel demand management single stage business case and ensure travel demand management is integrated within the Mode Shift Plan.
- To develop a shared view amongst partners of any other gaps and how to progress and resource work to address gaps.
- To strengthen the relationship between Greater Christchurch councils and the Government by responding to the Minister's request
- To support further investment through reflecting the Mode Shift Plan in the Regional Land Transport Plan.

Proposed document structure

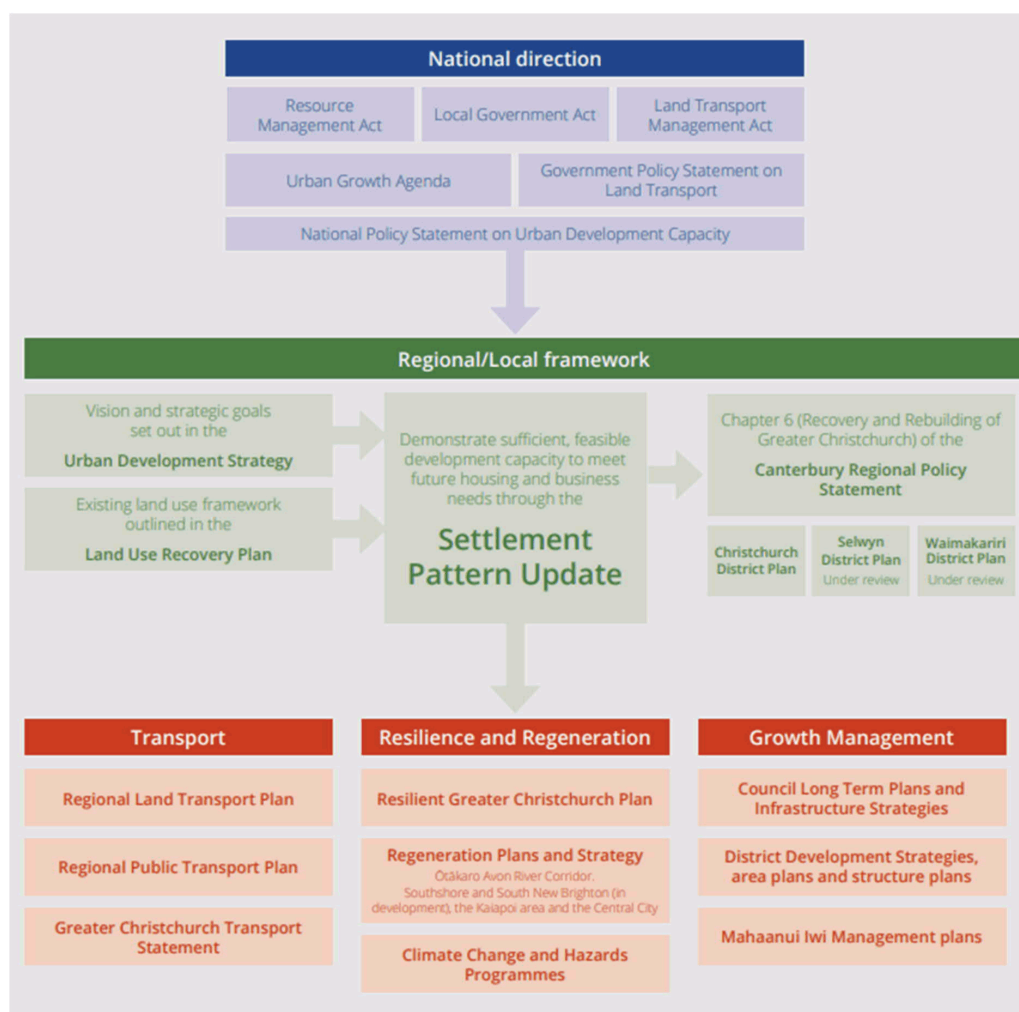
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Links to associated transport planning and related work



National, regional and local context diagram (reproduced from Our Space 2018-2048)



6. Roadmap 2020-2021

Reference / Te Tohutoro: 20/115618

Report of: Keith Tallentire, Partnership Manager

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is present a roadmap, or timeline, of key processes occurring during 2020 and 2021 to assist integration and decision-making by the Partnership.

2. Officer Recommendations / Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. Receive the Roadmap 2020-2021 shown in Attachment A.
2. Note that periodic updates of this Roadmap will be reported to this Committee.

3. Context/Background / Te Horopaki

- 3.1 This first iteration of the Roadmap 2020-2021 has been prepared with input from partner staff and has been reviewed by the Chief Executives' Advisory Group (CEAG). It is included as **Attachment A** to this report.
- 3.2 The Roadmap outlines local (territorial authority or Greater Christchurch), regional (Canterbury-wide) and national activity. Statutory timeframes are normally known sooner and with more certainty and so at this stage the Roadmap appears dominated by such processes.
- 3.3 The Roadmap will therefore need to be a living document, with periodic updates including new initiatives or revised timelines. It is provided to assist an understanding of upcoming activities and milestones that have interdependencies for decision-making.
- 3.4 Some initiatives are shown as projects but it is recognised that implementation will involve some statutory processes (the differentiation is that the need and scope for such projects has largely been determined locally).
- 3.5 Feedback on the structure and content of the Roadmap is welcomed.

Attachments

No.	Title	Page
A ↓	Roadmap 2020-2021 : Key local, regional and national processes (Version 1)	26

Local-Regional-National	Process	Lead agency	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21	2021/22
					Q1 (FYQ3)			Q2 (FYQ4)			Q3 (FYQ1)		Q4 (FYQ2)			Q1 (FYQ3)			Q2 (FYQ4)			
Local																						
Annual Plans	Statutory	Councils			DEVELOP		CONSULT		ADOPT						DEVELOPED AND ADOPTED THROUGH LTP PROCESS						Prepare 2022/23 Annual Plan	
Annual Planning (Annual Plan/Statement of Intent/ South Island Regional Health Service Plan)	Statutory	DHBs			DEVELOP		CONSULT		ADOPT						DEVELOP			CONSULT		ADOPT		
Long Term Plans	Statutory	Councils		DEVELOP									FINALISE DRAFT			ADOPT DRAFT		CONSULT		ADOPT FINAL		
Selwyn District Plan Review	Statutory	SDC		DEVELOP			NOTIFY					HEARINGS								Decisions released		
Waimakariri District Plan Review	Statutory	WDC		DEVELOP					NOTIFY					HEARINGS						Decisions released		
Change to Canterbury Regional Policy Statement	Project	ECan		APPLICATION		NOTIFY			FINALISE	DECISION												
Greater Christchurch 2050 Phase 1	Project	GCP		ANALYSIS	CONSENSUS BUILD											HEARINGS						Decisions released
NPS on Urban Development (Capacity) Implementation Density, Housing Action Plan, Transport Model, CA methodology	Project	Councils		OUR SPACE ACTIONS					REVIEW NEW NPS			OUR SPACE ACTIONS CONT.				PLANNED CAPACITY ASSESSMENT					Finalise CA and Review FDS	
Public Transport Futures: Foundations SSBC Improvements to existing core high frequency routes	Project	PTJC Councils/NZTA		DEVELOP (SHORT-MED TERM INTERVENTIONS FOR LTP & RLTP)				FEED INTO LTP		DEVELOP (LONG-TERM INTERV.)		FINALISE										
Public Transport Futures: Rest of Network IBC Improvements to the remainder of the network	Project	PTJC Councils/NZTA		DEVELOP (SHORT-MED TERM INTERVENTIONS FOR LTP & RLTP)				FEED INTO LTP		DEVELOP (LONG-TERM INTERVENTIONS)						FINALISE					Detailed Business Cases	
Public Transport Futures: Mass Rapid Transit IBC Identify the preferred Mass Transit route(s)	Project	PTJC Councils/NZTA				DEVELOP					CONFIRM CORRIDOR		CONTINUED DEVELOPMENT		FINALISE					Detailed Business Cases		
Christchurch Southern Motorway 2	Project	NZTA		CONSTRUCT												STAGED COMPLETION AND OPENING						
Northern Arterial opening	Project	NZTA/CCC		CONSTRUCT AND DEMP						STAGED COMPLETION AND OPENING												
Local Elections	Other	Councils																			Election October 2022	
Greater Christchurch Partnership Committee meeting	Meeting	GCP			◊		◊		◊		◊		◊		◊							
Greater Christchurch Public Transport Joint Committee meeting	Meeting	PTJC			◊			◊			◊			◊		◊						
Regional																						
Regional Land Transport Plan	Statutory	RTC		DEVELOP										CONSULT			APPROVE					
Regional Public Transport Plan	Statutory	PTJC/ECan									REVIEW NEW GPS										Review RPTP re PT Futures	
Review of Canterbury Regional Policy Statement	Statutory	ECan								EFFICIENCY AND EFFECTIVENESS REVIEW (Section 35)												Establish Evidence Base
Canterbury Regional Development Strategy	Project	CMF		DEVELOP AND ADOPT (TIMES TBC)																		
Canterbury Mayoral Forum meeting	Meeting	CMF			◊				◊			◊			◊							
National																						
Urban Development Bill	Statutory	Government	INTRO	SELECT COMMITTEE					2nd and 3rd READINGS			ASSENT										
NPS Highly Productive Land	Statutory	Government		FINALISE				ADOPT														
NPS Urban Development	Statutory	Government		FINALISE				ADOPT														
NPS Freshwater Management	Statutory	Government		FINALISE				ADOPT														
NPS Indigenous Biodiversity	Statutory	Government		CONSULTATION DRAFT				FINALISE AND ADOPT														
RMA Reform - Resource Management Review Panel	Statutory	Government		OPTIONS CONSULTATION			FINALISE PANEL REPORT															
GPS Housing and Urban	Statutory	Government		DEVELOP			CONSULT						FINAL									
GPS Land Transport	Statutory	Government		CONSULTATION DRAFT						FINAL												
New Zealand Infrastructure Commission/Te Waihanga	Statutory	Infrastructure Commission	PIPELINE																		First strategy report due by September 2021	
National Land Transport Plan	Statutory	Government																			NLTP 2022-2025	
Arataki NZTA 10-year plan	Project	NZTA	DRAFT	ENGAGE		FINAL																
Greater Christchurch Regeneration Act 2016	Statutory	Government																		ACT EXPIRES		
National elections	Other	Government										◊										