



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 18 June 2021
Time: 9am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

18 June 2021



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Committee Members

Greater Christchurch Partnership Independent Chair

Jim Palmer

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)

Ian Duncan

Partnership Manager

Anna Elphick
ph 941 5481

Committee Adviser

Nathaniel Heslop
ph 941 6444

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.

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Standing Items

Karakia - Timatanga

Whakataka te hau ki te uru
Whakataka te hau ki te tonga
Kia mākinakina ki uta
Kia mātaratara ki tai
E hī ake ana te atakura
He tio, he huka, he hau hū

Tihei Mauri Ora

Opening Incantation

Cease the winds from the west
Cease the winds from the south
Let the breeze blow over the land
Let the breeze blow over the sea
Let the red-tipped dawn come with a sharpened air.
A touch of frost, a promise of a glorious day

1. Apologies Ngā Whakapāha

At the close of the agenda no apologies had been received.

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 [Friday, 14 May 2021](#) be confirmed (refer page 9).



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee OPEN MINUTES

Date: Friday 14 May 2021
Time: 9am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

Present

Chairperson Jim Palmer
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
Councillor Malcolm Lyall , Selwyn District Council
Mayor Dan Gordon , Waimakariri District Council
Councillor Niki Mealings , Waimakariri District Council
Councillor Neville Atkinson , Waimakariri District Council
Jane Huria , Te Rūnanga o Ngāi Tahu
Gail Gordon , Te Rūnanga o Ngāi Tahu
Sir John Hansen , Canterbury District Health Board
(Non-Voting Member) Ian Duncan , New Zealand Transport Agency

14 May 2021

Nathaniel Heslop
Committee and Hearings Advisor
941 6444
Nathaniel.heslop@ccc.govt.nz
www.ccc.govt.nz

Karakia – Timatanga / Opening Incantation

Karakia Timatanga: Councillor Sara Templeton

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Committee Resolved GCPC/2021/00012

That the apologies received from Mayor Sam Broughton, Councillor Sophie McInnes, Dr Te Maire Tau for absence be accepted.

Mayor Dan Gordon/Councillor Niki Mealings

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Jim Palmer advised the Committee he has been appointed by the Minister of Local Government as Chair of the Future for Local Government review. Should the Future for Local Government review be a matter for discussion by the Greater Christchurch Partnership Committee, Mr Palmer will step away from the table for that item.

3. Deputations by Appointment / Ngā Huinga Whakaritenga

3.1 Addington Te Kura Taumatua

Jo Robertson will speak on behalf of Addington Te Kura Taumatua regarding safer travel across SH76/Brougham Street.

Jo and Ruth Sharr presented to the committee. Key points from the presentation included:

- Traffic from outer suburbs travel through Addington along Brougham Street, Lincoln Road, and Moorehouse Avenue. These transit corridors separate the Addington community and require two-thirds of the Addington school community to cross at Collins Street or Selwyn Street.
- Crossing Brougham Street as a pedestrian can be extremely hazardous with high volumes of commuter and freight traffic during peak times.
- Jo and Ruth requested the Committee consider alternative methods to move freight through the city and to reflect on the typology of housing offered in the city.
- Adding more trees or signage may help signal to commuters that they are entering a suburban zone.

Ian Duncan of Waka Kotahi thanked Jo and Ruth for their deputation and acknowledged that Waka Kotahi has been in consultation with the school and the community and received lots of feedback from the community on Brougham St and its surroundings. This feedback is now being used to guide their concept design process which Waka Kotahi hope to come back to the public later this year to get feedback on these designs. Waka Kotahi also offered to meet with Addington School as

part of this consultation and would be happy to do a presentation and feedback session for the board, staff, parents, and students.

The Committee also requested that Waka Kotahi also present back to the Committee later in the year on these concept designs.

Committee Resolved GCPC/2021/00013

Part B

That the Greater Christchurch Partnership Committee:

1. Thanks Jo Robertson for their deputation.

Councillor Sara Templeton/Councillor Phil Clearwater

Carried

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

Committee Resolved GCPC/2021/00014

That the minutes of the Greater Christchurch Partnership Committee meeting held on Friday, 9 April 2021 be confirmed.

Councillor Malcolm Lyall/Councillor Neville Atkinson

Carried

5. Greater Christchurch Spatial Plan Project

Committee Comment

Anna Elphick, Andrew Parrish, and Jim Harland introduced the report and made the following comments:

- This report provides detail on the proposed Greater Christchurch Spatial Plan programme of work and how it aligns with the Greater Christchurch Partnership's, local councils', and central government's priorities.
- The Greater Christchurch Spatial Plan is time critical to inform and maintain alignment with the Mass Rapid Transit Indicative Business Case, signal commitment and generate confidence ahead of presenting an Urban Growth Partnership proposal to central government, and deliver on the Councils' requirements under the National Policy Statement on Urban Development.
- Once partners have agreed to the high-level programme of work and associated funding the next steps are to recruit a Greater Christchurch Spatial Plan Project Lead and deliver on the Housing Development Capacity Assessment.

During the discussion that followed the Committee raised the following points:

- Members noted the geographic scope of spatial planning is being discussed with central government officers. The Chair confirmed this is a live issue.

- Spatial planning integrates work undertaken by separate partner Councils including, Environment Canterbury's Coastal Plan review, and Christchurch City Council's Coastal Hazards Adaptation Planning.
- In relation to the table at paragraph 4.4 of the report members:
 - noted that food production and versatile soils should be identified as areas to be protected from development in perpetuity.
 - suggested affordable as well as social housing be included.
 - suggested buffers between economic activities e.g. quarrying and residential zones be included.
 - queried whether coastal plan integration is included in the spatial planning.

Original Staff Recommendation accepted without change

Committee Resolved GCPC/2021/00015

That the Greater Christchurch Partnership Committee:

1. **Agree** the objectives of the Greater Christchurch Spatial Plan project.
2. **Note** the strategic importance and alignment of the Greater Christchurch Spatial Plan project to deliver on the priorities of the Greater Christchurch Partnership, local councils and central government.
3. **Agree** the proposed approach and high-level phases for the development of the Greater Christchurch Spatial Plan, as outlined in the report.
4. **Note** that the detailed work programme for the development of the Greater Christchurch Spatial Plan is subject to finalisation in partnership with the Ministry of Housing and Urban Development and central government agencies.
5. **Note** that work will commence immediately in order to deliver on the work programme and satisfy National Policy Statement on Urban Development timeframes.
6. **Note** to deliver on the Greater Christchurch Spatial Plan project, the total funding envelope for this project is up to \$1,450,000 for the two-year work programme.
7. **Note** that in addition to the external funding requirement, the Partners will contribute in-kind resource in the form of staff time and technical expertise.
8. **Note** that \$400,000 funding for the Greater Christchurch Spatial Plan project can be met through:
 - i. Funding from the existing Greater Christchurch 2050 budget of up to \$200,000; and
 - ii. Funding from the Greater Christchurch project budget of up to \$100,000 per annum for 2021/22 and 2022/23 financial years.
9. **Note** that the cost share arrangement for funding the Greater Christchurch Partnership is as follows; Christchurch City Council (37.5%), Environment Canterbury (37.5%), Waimakariri District Council (12.5%), and Selwyn District Council (12.5%).
10. **Recommend** that Christchurch City Council, Waimakariri District Council, Selwyn District Council, Canterbury Regional Council, the Canterbury District Health Board, and

Te Rūnanga o Ngāi Tahu agree the proposed approach and high-level phases for the development of the Greater Christchurch Spatial Plan project, as outlined in the report.

11. **Recommend** that Canterbury Regional Council, Christchurch City Council, Selwyn District Council, and the Waimakariri District Council fund the additional investment required to deliver the Greater Christchurch Spatial Plan work programme according to the current cost share arrangement (Christchurch City Council \$393,750, Environment Canterbury \$393,750, Selwyn District Council \$131,250 and Waimakariri District Council \$131,250) for the two-year work programme.

Mayor Dan Gordon/Councillor Mike Davidson

Carried

6. COVID-19 Recovery (Fast-track Consenting) Act 2020

Committee Comment

Anna Elphick presented the report to the Committee which ensures the Committee is able to respond to requests from the Ministry for the Environment within the ten working day window.

Staff Recommendations

That the Greater Christchurch Partnership Committee:

1. **Delegate** to the Greater Christchurch Partnership Committee sub-group to respond to any future invitations from the Minister for the Environment or expert consenting panel to provide comments on an application made under the COVID-19 Recovery (Fast-Track Consenting) Act 2020, on behalf of the Greater Christchurch Partnership.

Committee Resolved GCPC/2021/00016

That the Greater Christchurch Partnership Committee:

1. **Delegate** to Mayor Lianne Dalziel, Mayor Dan Gordon, Mayor Sam Broughton, Chair Jenny Hughey, and Dr Te Maire Tau or their delegate to respond to any invitation from the Minister for the Environment or expert consenting panel to provide comments on an application made under the COVID-19 Recovery (Fast-Track Consenting) Act 2020, on behalf of the Greater Christchurch Partnership.

Councillor Malcolm Lyall/Mayor Lianne Dalziel

Carried

Karakia – Whakakapi / Closing Incantation

Karakia Whakakapi: Sara Templeton

Meeting concluded at 10.04am.

CONFIRMED THIS 18th DAY OF JUNE 2021

**JIM PALMER
CHAIRPERSON**

Unconfirmed

Item 4 - Minutes of Previous Meeting 14/05/2021

5. Greater Christchurch Partnership submission on the review of the public transport operating model (PTOM)

Reference Te Tohutoro: 21/805646

Report of Te Pou Matua: GCP Transport Managers Group and Anna Elphick, Partnership Manager

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Greater Christchurch Partnership Committee to approve the draft submission on the review of the public transport operating model (PTOM).

2. Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. Approve the draft submission on the review of the public transport operating model (**Attachment B**).

3. Context/Background Te Horopaki

- 3.1 PTOM governs that way that regional councils and Auckland Transport plan and contract public transport services.
- 3.2 In mid-2019, the Minister of Transport commissioned a review of PTOM to assess whether it had met the original objectives and whether it remains fit for purpose to support the Government's objectives.
- 3.3 In May 2021, the Ministry of Transport released a discussion paper¹ seeking feedback on issues and opportunities relating to the review. An overview of the review is included in **Attachment A**.
- 3.4 Submissions close by 5pm on Friday 18 June 2021.

4. Key submission points

- 4.1 A draft Greater Christchurch Partnership submission is included as **Attachment B**. Key submission points are:
 - Supports the reintroduction of a focus on the environmental and health impacts of land transport however seeks that the PTOM objectives should more explicitly address the role public transport can (and should play) in providing equity of access to education, employment and amenities.
 - Desire for PTOM to support the Partnership's aspirations for a fully integrated public and active transport system.
 - Supports the strong emphasis placed on decarbonising the public transport bus fleet.
 - Seeking greater emphasis on the alignment, integration, and coordination of the many national transport-related policies to achieve holistic outcomes.

¹ <https://www.transport.govt.nz/assets/Uploads/Discussion/PTOMReview-DiscussionPaper-v2.pdf>

- Supports the broadening definition of public transport in PTOM to include on demand services, but the need to go further to take account of evolution and innovation in the public transport space.

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	Public Transport Operating Model (PTOM) review overview	17
B ↓	Draft Greater Christchurch Partnership Committee submission on the Public Transport Operating Model review	19

Review of the Public Transport Operating Model

Have your say on how public transport is planned and contracted

81%

Percentage of New Zealanders who live within 500m of a bus stop



The Review of the Public Transport Operating Model

The Public Transport Operating Model (PTOM) governs the way regional councils and Auckland Transport plan public transport services and purchase them from bus and ferry operators.

Under PTOM, which was introduced in 2013, councils must decide what bus and ferry services their regions need, and contract transport operators to provide those services. Councils also set fares, timetables and ticketing systems.

We are now reviewing the PTOM framework to understand how it is working and whether it can be improved.

Although we know that there have been improvements to public transport services since PTOM was introduced, including an increase in services and more integrated networks, the Government wants to ensure that drivers' wages and conditions are protected when a council contracts services.

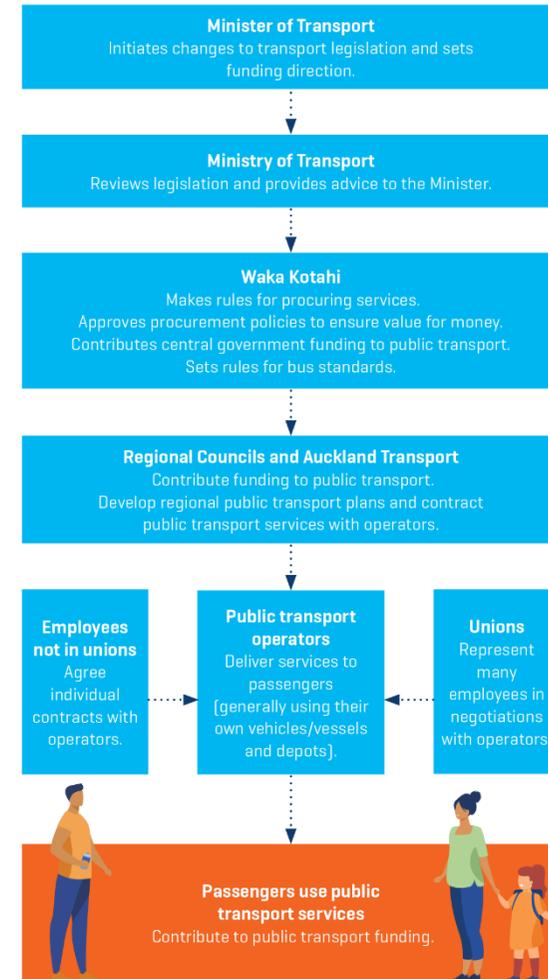
The Government has also set targets to decarbonise the public transport bus fleet and it wants to make sure the PTOM framework supports these goals.



764,421,694

The number of km travelled by passengers on public transport buses in New Zealand in 2019 – that's almost to the moon and back!

How the current system operates



What's in scope?

The PTOM objectives

The Government wants to introduce new objectives for PTOM that are more in line with its objectives for the transport system. Its proposed objectives are:

- Competitors have access to public transport markets
- Public transport is an attractive transport option
- Public transport services are sustainable, including a sustainable workforce
- Public transport services reduce the environmental and health impacts of land transport

Decarbonising the public transport bus fleet

The Government has committed to:

- Require only zero-emission public transport buses to be purchased by 2025
- Target the decarbonisation of the public transport bus fleet by 2035
- Support regional councils to achieve these outcomes through a \$50 million fund over four years

We know that there are barriers to decarbonising the fleet under the existing system. The PTOM Review will help us understand those barriers and develop ideas to reduce or remove them.

2,600

Number of public transport buses in New Zealand



Roles, responsibilities and relationships

PTOM requires lots of different players in the system to work together to create good public transport services, from Waka Kotahi and regional councils to road controlling authorities and bus operators.

The PTOM Review will consider how well these existing roles and relationships work and how they might be improved.

The labour market

Bus driver wages are relatively low, which can make it difficult for bus operators to recruit and retain drivers. Without enough drivers, operators cannot run buses and services are cancelled. The Government wants to ensure that drivers' wages and conditions are protected when councils contract services, and that operators cannot win contracts by paying their drivers less.

The PTOM Review will consider how drivers' wages and conditions can be protected when councils contract bus services.

Services not covered by PTOM

When PTOM was introduced, some public transport services were exempted. This included services that were not receiving any government subsidy and inter-regional services, such as some ferry services, Auckland SkyBus and InterCity bus services. Operators of exempt services can set their own fares and timetables.

The PTOM Review will consider whether the reasons for the exemptions still hold and whether requirements for exempt services are appropriate.

On-demand services

Since PTOM was introduced, new technology has enabled new types of transport services, such as on-demand services. These often use app-based booking systems and are of particular interest to those councils where demand for public transport is currently too low to run conventional, timetabled services.

The PTOM Review will consider how on-demand services should be treated by PTOM.

What's not in scope?

Under PTOM, regional councils and Auckland Transport are responsible for providing public transport services. They make their own decisions about how those services operate. If you have any questions or views on the following topics, please contact your local regional council or Auckland Transport.

- Routes
- Timetables
- Fares
- Integrated ticketing
- Bus stops or train stations

1.28m

Number of journeys taken on public transport bus services in 2019



Have your say:

Find the documents here:

We have published a Discussion Paper to support engagement with stakeholders and members of the public. The paper contains more information about the PTOM Review and sets out options under consideration. It is available on the Ministry of Transport website. [Click here](#)

Take part in the consultation:

You can make a quick submission using a short online survey on the Ministry of Transport website. [Click here](#)

Sector stakeholders and those wishing to make a longer written submission are encouraged to email their submission to PTOMReview@transport.govt.nz

Submissions close at 5pm on Friday 18 June 2021.

18 June 2021

PTOM Review
Ministry of Transport
PO Box 3175
Wellington, 6140

PTOMReview@transport.govt.nz

Tēnā koutou

Greater Christchurch Partnership Submission on the Public Transport Operators Model (PTOM) Review, 2021

Introduction

1. Thank you for the opportunity to submit into the PTOM review 2021 by the Ministry of Transport.
2. The Greater Christchurch Partnership is a collaborative partnership of the Councils in the Greater Christchurch area (Christchurch City Council, Environment Canterbury, Selwyn District Council, Waimakariri District Council), Te Rūnanga o Ngāi Tahu, the Canterbury District Health Board, and central government, represented currently by Waka Kotahi (NZ Transport Agency). The Partnership has been in existence since 2007 and is focused on integrated transport, infrastructure, and land use planning in the context of intergenerational wellbeing.
3. Our submission responds to the PTOM in general and to the experience of PTOM in Greater Christchurch.
4. PTOM is still relatively new to Canterbury, having been introduced in 2019. While we have achieved good tender results, any longer-term impacts of PTOM have yet to be seen.

The contribution of public transport to wellbeing

5. The Partnership supports the reintroduction of a focus on the environmental and health impacts of land transport but believes that the PTOM objectives should more explicitly address the role public transport can (and should play) in providing equity of access to education, employment, and amenities.
6. We note there are other models for public transport provision internationally, and we think there is merit in regularly evaluating whether the current commercial model continues to provide us with the best overall outcomes.

PTOM in the context of the Greater Christchurch Partnership's priorities

7. The Partnership seeks clearer understanding of how PTOM can be both more future focused and integrated into wider transport outcomes. In particular, the Partnership would like to understand how PTOM can support the Partnership's appetite to delivering a fully integrated public and active transport system. The Partnership has expressed its desire and

commitment to a future focused integrated system in the [Canterbury Regional Public Transport Plan 2018](#) (RPTP).

8. Some of the key directions that the Partnership has committed to are:
- a. *Moving towards a wider view of public transport* – emerging technology, coupled with environmental and economic factors, are driving public transport (and transport in general) toward becoming a more diverse and multi-modal system once again. Rather than public transport simply referring to a publicly subsidised network of buses, it is evolving toward becoming a system comprised of multiple transport options and modes – some of which will be provided publicly, and some privately.
 - b. *Integrating land use and public transport planning* – Greater Christchurch faces some significant challenges transitioning from high dependency on private cars and single occupancy vehicles – our urban form is highly dispersed (both in terms of population and employment) and we currently have relatively low levels of congestion, which translates into relatively low public transport patronage.

We have learnt the lessons of other urban centres of the importance of the importance of forward planning and lead investment to prevent crises in our urban system.

In order to achieve a transport system which supports sustainability and accessibility, we need to focus on integrating transport planning with land use/growth planning so we can better align and coordinate policy and investment tools to improve overall sustainability of our urban system. A fully integrated public and active transport system is the only way to meet the challenge of reliance on private cars and particularly the single occupancy vehicle, which is also the biggest threat to reducing the environmental and health impact of land transport.

- c. *Embracing emerging technology* – disruptive technologies have already arrived and are changing the way people travel. New technology is also presenting better ways to operate our transport system by optimising use of our assets, managing the network efficiently, and gathering useful data about problems and opportunities across the network. The Regional Land Transport Plan (RLTP) sets out the strong appetite from the partner councils to be open to new technologies, proactively seek out opportunities and constantly look to implement the best solution including through the use of trials.

Decarbonisation

9. It will be critical in our view, that there is suitable procurement, asset ownership and financial mechanisms in place that enable and support acceleration of decarbonisation.
10. The current construct of asset ownership along with contract tenures that do not align with asset lifecycles is a significant constraint on councils and central government ability to fund and facilitate this accelerated transition.
11. The current combination of LTMA and PTOM restrictions must be changed to support and enable investment in what are essentially strategic assets that will support and underline the transport response to climate change.

12. We note that Ministry of Transport has explored several different scenarios or models for ownership and financing of public transport assets. While each has its underlying pros and cons, there is significant merit as noted by Ministry of Transport, in addressing the asset ownership and financial mechanisms available to councils. Without these changes, the price premium and cost risk of the current model, will limit our ability to grow and improve public transport services in support of mode-shift, while at the same time investing in decarbonisation.

An integrated approach

13. The Partnership believes better outcomes could be achieved through greater emphasis on the alignment and coordination of the many national transport-related policies. When these policies are developed without due consideration of their impact on other policies, it can be difficult to achieve desired outcomes. Integration of relevant policies to achieve holistic outcomes is often left to local councils without sufficient national guidance.
14. At a local level, we have seen the value of a strongly collaborative approach to planning and investing in our transport system. The Greater Christchurch joint PT committee (made up of Waka Kotahi, Waimakariri and Selwyn District Councils, the Christchurch City Council and Environment Canterbury) was formed to collaborate on developing the Regional Public Transport Plan 2018, and more recently the comprehensive business cases required to move toward implementation. The Greater Christchurch joint PT committee has been disestablished and its functions have been transferred to the Greater Christchurch Partnership Committee.

On-demand and transport innovation

15. The Partnership supports the expansion of the definition associated with public transport within the current PTOM framework to include on-demand based services but suggest this is taken wider to account for evolution and innovation in the public transport space.
16. The current restrictive definition, focused on fixed route, timetabled services does not enable or support a nimble or innovative response to addressing the transport challenges faced by both our urban and rural communities.
17. Flexible and responsive service delivery models are critical in making public transport offerings more competitive and attractive to our communities and to improve access by enabling public transport to reach more people.
18. As we have mentioned, the need to take an integrated and co-ordinated approach to transport interventions will be strategically imperative to enable our communities to engage with a cohesive and co-ordinated transport eco-system.
19. The broadening of the definition of and funding support for public transport forms an underlying part of a responsive, innovative and progressive transport environment. Transport Policy and Legislation should be an enabler of integrated delivery between public and private delivery.

Thank you for the opportunity to provide this submission. For any clarification on points within this submission please contact our secretariat at secretariat@greaterchristchurch.org.nz.

Nāku, nā

Jim Palmer

GCP Independent Chair

6. Greater Christchurch Partnership submission on the Aotearoa New Zealand Infrastructure Strategy Consultation Document

Reference Te Tohutoro: 21/805939

Report of Te Pou Matua: Anna Elphick, Partnership Manager, Greater Christchurch Partnership

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek a delegation to the Independent Chair to approve, on behalf of the Greater Christchurch Partnership (GCP) Committee, a joint GCP and Canterbury Mayoral Forum submission on the Aotearoa New Zealand Infrastructure Strategy Consultation Document.

2. Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. Delegate to the Greater Christchurch Partnership Independent Chair to approve, on behalf of the Greater Christchurch Partnership Committee, a joint Greater Christchurch Partnership and Canterbury Mayoral Forum submission on the Aotearoa New Zealand Infrastructure Strategy Consultation Document.
2. Agree that the key draft submission points outlined in paragraph 4.2 form the basis of the sub-regional component of a joint Greater Christchurch Partnership and Canterbury Mayoral Forum submission on the Aotearoa New Zealand Infrastructure Strategy Consultation Document.

3. Context/Background Te Horopaki

- 3.1 The New Zealand Infrastructure Commission, Te Waihanga is developing a 30-year Infrastructure Strategy for Aotearoa New Zealand. On 12 May 2021, the Infrastructure Commission released the *Aotearoa New Zealand Infrastructure Strategy Consultation Document*² that sets out a proposed direction for the Strategy. The consultation document sets out a proposed vision, outcomes, decision-making principles, actions areas, and priorities alongside options for change or action.
- 3.2 Following consultation, this information will be used to finalise the draft Infrastructure Strategy that will be provided to the Minister for Infrastructure. Submissions close on 24 June 2021.

4. Key submission points

- 4.1 It is recommended that the GCP and the Canterbury Mayoral Forum submit a joint submission that speaks to general strategic matters, alongside sub-regional and wider Canterbury specific matters to present a strong unified voice. Note that the Christchurch City Council and Environment Canterbury are also providing their own submissions.

² <https://infracom.govt.nz/assets/Uploads/Infrastructure-Strategy-Consultation-Document-May-2021.pdf>

4.2 In the context of sub-regional matters, key draft submission points are:

4.2.1 Canterbury and Greater Christchurch are an example where forward planning for growth and infrastructure and lead infrastructure provision has enabled affordable housing (relative to NZ). A significant proportion of this initial capital cost (3-waters infrastructure and local roads) has been borne by developers, noting that this does not, however, cover ongoing operations and maintenance costs.

Vision, Outcomes & Principles

4.2.1 We support an integrated national infrastructure strategy, and a te ao Māori perspective on infrastructure, which includes concepts of intergenerational wellbeing, kaitiaki, integration, longevity and connection to place.

4.2.2 We support the importance of a holistic view of infrastructure, recognising that this includes social infrastructure provided by central government (education and health) and local government (community facilities, parks etc).

4.2.3 We would like to see the concept of resilience, both at a local and national level, more explicitly included as an outcome alongside efficient, equitable and affordable.

4.2.4 We would like the concept of innovation to be included in the decision-making principles alongside future-focused, transparent, focused on options, integrated and evidence based. Innovation includes concepts of bravery in the face of significant challenges facing us and a creative approach to delivering outcomes.

Building a Better Future

4.2.5 We acknowledge the importance and urgent need to address climate change in the context of infrastructure for the benefit of current and future generations, but also the importance of encouraging a stronger emphasis on oranga and kaitiaka in all infrastructure decisions.

4.2.6 We advocate for **long-term thinking when planning in the context of climate change and other disruptive change**. Our experience of how forward planning through the Greater Christchurch Urban Development Strategy enabled Greater Christchurch to respond quickly and effectively post-earthquakes has emphasised to us the importance of long-term planning to enable rapid and effective response to shocks and stresses.

4.2.7 We agree that **non-built solutions should be considered ahead of physical changes** to infrastructure in the context of a changing economy, society and environment.

4.2.8 We support **better utilisation and application of infrastructure to improve environmental outcomes** including encouraging public and active modes of transport, better waste minimisation and management and, transitioning to renewable energy sources.

4.2.9 We support an **integrated approach to deliver better outcomes from infrastructure**, which includes integrated infrastructure and land use planning, alongside **tools and policies to encourage behaviour change**, including for example, congestion pricing. We support removal of legislative barriers to implement these tools. However, we recognise these tools may lead to unintended consequences, for example, increased inequalities, which must be factored into their use.

4.2.10 We agree with the **need to embrace emerging technologies**, including better monitoring and open access to data, to deliver better outcomes from infrastructure

and **we advocate for more support for trialling and testing new ideas and technologies.**

- 4.2.11 We encourage a **national view of infrastructure utilisation**, including consideration of how growth could be encouraged in cities and regions where there is infrastructure capacity – and in some cases a need – for additional growth.
- 4.2.12 We support stronger linking of infrastructure decision-making with the National Disaster Resilience Strategy.
- 4.2.13 In response to the specific options identified in the consultation paper, we have specific feedback on the following:

F1.1	Adapt business case guidelines to ensure full consideration of mitigation and adaption.	Support
F1.2	Recognise climate uncertainty in decision-making processes.	Support
F1.4	Ensure non-built transport solutions are considered first.	Support
F1.5	Enable active modes of transport.	Support
F1.6	Require local government to consider information from insurance markets to inform climate-risk-related planning policy	Support³

Enabling Competitive Cities and Regions

- 4.2.14 While we agree in principle with the need to enable a responsive planning system, we are **concerned about the increased risk of misalignment between development and infrastructure provision** as private sector drivers of development may be towards those areas where infrastructure is not currently planned and away from urban areas where infrastructure is currently under-utilised.
- 4.2.15 Our experience post-earthquakes highlights the **importance of lead investment** in infrastructure to support future growth. We support the mechanisms (policy, legislative and financial) to better enable corridor protection.
- 4.2.16 We are currently developing a Mass Rapid Transit Business Case for Greater Christchurch and integrating this work with spatial planning to ensure we consider opportunities to achieve better land use outcomes (e.g. density) supported by lead investment in ‘city-shaping’ transport infrastructure.
- 4.2.17 We agree **pressures on infrastructure funding could be reduced by increasing development opportunities in areas where there is capacity or low-cost options to upgrade and reducing development opportunities in areas where infrastructure does not exist or is insufficient.** This consideration should apply at a local, regional and national level.

³ Noting (1) this should be broader to include other relevant information sources such as GNS, NIWA; (2) planning can pre-empt withdrawal and price increases made by insurance companies – action taken by local government to adapt to existing exposure to climate change issues could impact the availability, affordability or need for insurance

- 4.2.18 We **support exploring the use of demand management techniques** such as congestion pricing and/or road tolling to improve urban accessibility and the removal of legislative barriers to implement these tools, noting that these should be implemented as enabling tools rather than as punitive measures.
- 4.2.19 As a significant national logistics hub and critical hub for the South Island, Greater Christchurch **supports a long-term national supply chain strategy** for New Zealand.
- 4.2.20 In response to the specific options identified in the consultation paper, we have specific feedback on the following:

C1.3	Set targets for housing development capacity and triggers for release of additional development capacity.	Caution – risk of misalignment between development and infrastructure provision
C2.3	Improve information on infrastructure capacity and costs to service growth.	Support
C2.5	Implement regional spatial planning.	Support central government support of regional spatial plan development
C3.1	Implement congestion pricing and/or road tolling to improve urban accessibility.	Support as an enabler rather than a constraining mechanism
C3.2	Use congestion pricing to plan for new transport infrastructure.	Support
C3.3	Plan for congestion pricing schemes in other NZ cities.	Support, with controls to understand social and economic impact
C4.1	Develop a lead infrastructure strategy, supporting implementation guidance and a corridor protection evaluation methodology.	Support
C4.3	Establish a corridor reservation fund to protect lead infrastructure corridors.	Support
C5.1	Develop a long-term national supply chain strategy.	Support

Creating a Better System

- 4.2.21 Irrespective of the agencies and functions involved with infrastructure and land use planning and delivery, we strongly support an **integrated and aligned approach** which is able to reflect the needs and aspirations of local communities, mana whenua and national interests. We note that local government currently has a lot of drivers that compel and enable coordination of infrastructure and land use planning. There is a risk that the proposed reforms that separate these functions carry a risk of reducing integration. This should be a consideration of reform.

- 4.2.22 We support both the **development of long-term funding principles** (such as ‘funding of depreciation’) of infrastructure assets and consideration of other income streams to support infrastructure needs to reflect the spread of benefits across current and future generations and the ongoing operating costs of infrastructure.
- 4.2.23 **Optimise the use existing infrastructure at a local, regional and national level is a first order priority** in the context of significant infrastructure costs. Optimising use includes considering how existing infrastructure can adapt and respond to a dynamic environmental, economic and social change through the use of technology, data and pricing that reflects value capture.
- 4.2.24 In response to the specific options identified in the consultation paper, we have specific feedback on the following:

S2.1	Fund tourism infrastructure.	Support
S2.2	Rating Crown Land.	Support
S2.3	Develop a transition plan for transport funding.	Support
S2.5	Enable land-value change as a basis for a targeted rate.	Support
S3.1	Consider non-built options	Support
S3.3	Improve pricing to optimise use of existing infrastructure.	Support
S7.3	Develop a planning system that is more enabling for infrastructure.	Support

Attachments Ngā Tāpirihanga

There are no attachments to this report.

Karakia - Whakakapi

Unuhia te pō, te pō whiri mārama
Tomokia te aō, te aō whatu tāngata
Tātai ki runga, tātai ki raro, tātai aho rau
Haumi e, hui e, tāiki e!

Closing Incantation

From confusion comes understanding
From understanding comes unity
We are interwoven, we are interconnected
Together as one!