



**Greater Christchurch
Partnership**

Te Tira Tū Tahī

One Group, Standing Together

Greater Christchurch Partnership Committee AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Friday 7 March 2025
Time: 9.00am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

27 February 2025

To watch the meeting live, go to:

<https://www.youtube.com/@ECanGovt>

To view copies of Agendas and Minutes, visit:

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

Committee Members

Mana Whenua

Dr Te Maire Tau, Jane Huria and Gail Gordon

Christchurch City Council

Mayor Phil Mauer, Councillors Victoria Henstock and Sara Templeton

Environment Canterbury

Chair Craig Pauling, Councillors Grant Edge and Vicky Southworth

Selwyn District Council

Mayor Sam Broughton, Councillors Nicole Reid and Lydia Gliddon

Waimakariri District Council

Mayor Dan Gordon, Deputy Mayor Neville Atkinson and Councillor Niki Mealings

Health

Dr Anna Stevenson

Waka Kotahi (New Zealand Transport Agency - Non-Voting Member)

James Caygill

Director, Greater Christchurch Partnership

Tracy Tierney

Ph 941 6993

Committee Adviser

David Corlett

ph 941 5421

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. Enable Partners to better understand individual perspectives and identify shared objectives and areas of alignment.
- iv. Assist information sharing, efficient and effective working, and provide a stronger voice when advocating to others.
- v. Establish, and periodically review, an agreed strategic framework to support a collective approach to improving intergenerational wellbeing in Greater Christchurch through addressing strategic challenges and opportunities.
- vi. 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.
- vii. Ensure the Partnership proactively engages with other related partnerships, agencies and organisations critical to the achievement of its strategic functions.

1.2. The functions of the Committee are to:

- i. Establish, and periodically review, an agreed strategic framework to support a collective approach to improving intergenerational wellbeing in Greater Christchurch.
- 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 Greater Christchurch Partnership Committee or endorsed by the UDSIC and inherited by this Committee are published on the Partnership's website.
- 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. Waka Toa Ora (Healthy Greater Christchurch)

- b. Canterbury Mayoral Forum
 - c. Tertiary institutions and educational partnerships
 - d. Strategic infrastructure providers
 - e. 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).
- x. For the avoidance of doubt, the Committee's strategic transport functions include:
- a. Consider key strategic transport issues, national policies and public transport associated collaborative business cases.
 - b. Develop the Greater Christchurch component of the Regional Public Transport Plan and recommend to the Canterbury Regional Council for approval, when required.
 - c. Monitor the delivery of the strategic public transport work programme in Greater Christchurch.
- 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

- 1.1. The quorum at a meeting of the Committee consists of the majority of the voting members.
- 1.2. Other than as noted in this Agreement, the standing orders of the administering Council at the time, shall apply.
- 1.3. Voting shall be on the basis of the majority present at the meeting, with no alternates or proxies.
- 1.4. For the purpose of clause 6.2, 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).

3. MEETING FREQUENCY

- 3.1. Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987.
- 3.2. The Committee shall meet monthly, or as necessary and determined by the Independent Chair in liaison with the Committee.

3.3. The Committee welcomes external speakers by deputation however the right to speak at meetings must be in accordance with the adopted public deputation guidelines of 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. Commissioning and publishing reports relevant to the functions of the Committee.

4.4. Undertaking engagement and consultation exercises in support of the terms of reference and functions of the Committee.

4.5. Selecting an Independent Chair and Deputy Chair in accordance with any process agreed by the Committee and the requirements of the LGA 2002.

4.6. Making submissions, as appropriate, on Government proposals and other initiatives relevant to the role of the Committee.

4.7. Appointing, where necessary, up to two additional non-voting observers to the Committee.

5. FINANCIAL DELEGATIONS

5.1. 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, or the LTMA 2003.

AGENDA ITEMS HE RĀRANGI TAKE

Karakia mō te Tīmatataka Opening Incantation	8
1. Apologies Ngā Whakapāha	8
2. Declarations of Interest Ngā Whakapuaki Aronga.....	8
3. Deputations by Appointment Ngā Huinga Whakaritenga.....	8
4. Confirmation of Previous Minutes Te Whakaāe o te hui o mua	8

STAFF REPORTS

5. Secretariat and Work Programme Update	15
6. Mass Rapid Transit - Project Update.....	21
7. Greater Christchurch Transport Plan	31
8. Joint Housing Action Plan Partner Council Briefing Update	
9. Greater Christchurch Partnership Review	63
Karakia Whakakapi Closing Incantation	

Standing Items

Karakia mō te Tīmatataka Opening Incantation

Whakataka te hau ki te uru	<i>Cease the winds from the west</i>
Whakataka te hau ki te tonga	<i>Cease the winds from the south</i>
Kia mākinakina ki uta	<i>Let the breeze blow over the land</i>
Kia mātaratara ki tai	<i>Let the breeze blow over the sea</i>
E hī ake ana te atakura	<i>Let the red-tipped dawn come with a sharpened air.</i>
He tio, he huka, he hau hū	<i>A touch of frost, a promise of a glorious day</i>
Tīhei Mauri Ora	

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

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

Deputations by appointment will be recorded in the meeting minutes.

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, 13 December 2024](#) be confirmed (refer page 9).



Greater Christchurch Partnership

Te Tira Tū Tahī
One Group, Standing Together

Greater Christchurch Partnership Committee OPEN MINUTES

Date: Friday 13 December 2024
Time: 8.34 am
Venue: Council Chamber, Environment Canterbury,
200 Tuam Street, Christchurch

Present

Chairperson Jim Palmer , Independent Chairperson
Members Jane Huria , Mana Whenua
Gail Gordon - Mana Whenua
Mayor Phil Mauger , Christchurch City Council
Councillor Sara Templeton , Christchurch City Council
Chair Craig Pauling , Environment Canterbury
Councillor Grant Edge - Environment Canterbury
Councillor Vicky Southworth , Environment Canterbury - via audio/visual link
Mayor Sam Broughton , Selwyn District Council
Councillor Nicole Reid - Selwyn District Council
Mayor Dan Gordon , Waimakariri District Council
Deputy Mayor Neville Atkinson , Waimakariri District Council
Councillor Niki Mealings , Waimakariri District Council
(Non-Voting Member) James Caygill , Waka Kotahi (New Zealand Transport Agency)

Principal Advisor
Tracy Tierney
Programme Director Greater
Christchurch Partnership
Tel: 941 6993
tracy.tierney@ccc.govt.nz

Meeting Advisor
David Corlett
Democracy Services Advisor
Tel: 941 5421
david.corlett@ccc.govt.nz

Website: www.ccc.govt.nz

Karakia mō te Tīmatataka Opening Incantation

Tūtawa mai i runga	I summon from above
Tūtawa mai i raro	I summon from below
Tūtawa mai i roto	I summon from within
Tūtawa mai i waho	and the surrounding environment
Kia tau ai te mauri tū	The universal vitality and energy to infuse
te mauri ora ki te katoa	And enrich all present
Hāumi e, hui e, taiki e	Unified, connected and blessed

1. Apologies Ngā Whakapāha

Committee Resolved GCPC/2024/00010

That the apologies from Dr Anna Stevenson, Councillors Henstock and Gliddon, and Dr Te Maire Tau and be accepted.

Mayor Sam Broughton/Councillor Nicole Reid

Carried

2. Declarations of Interest Ngā Whakapuaki Aronga

Chair Palmer noted that he will be vacating the chair at the conclusion of Item 8.

3. Deputations by Appointment Ngā Huinga Whakaritenga

There were no deputations by appointment.

Councillor Templeton joined the meeting at 8.38 during the consideration of Item 4.

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

Committee Resolved GCPC/2024/00011

That the minutes of the Greater Christchurch Partnership Committee meeting held on Friday, 9 August 2024 be confirmed.

Deputy Mayor Neville Atkinson/Mayor Phil Mauger

Carried

5. Draft Greater Christchurch Transport Plan 2024 Update

Committee Comment

1. The Committee discussed the importance of securing the corridor for Mass Rapid Transport (MRT) and suggested staff come back with a paper on how best to progress this along with timings.
2. The Committee supported the request that a high-level summary of key transport projects that are aligned to the Greater Christchurch Spatial Plan, be provided as part of the next work programme update.

Committee Resolved GCPC/2024/00012

Officer Recommendations accepted without change

Part C

That the Greater Christchurch Partnership Committee:

1. **Receives** the update on the draft Greater Christchurch Transport Plan.

Mayor Sam Broughton/Mayor Dan Gordon

Carried

Mayor Dan Gordon left the meeting at 9:15 am and returned to the meeting at 9:17 am during consideration of Item 6.

6. Mass Rapid Transit (MRT) Project Update

Committee Comment

1. There was discussion around the benefit, from a communications and certainty perspective, of committing to undertake the whole project, rather than committing on a stage by stage basis. This should be considered as part of the report back to the Committee on how best to progress the MRT.
2. Mana whenua representatives noted they were looking forward to the project and clarifying their role in the future.

Committee Resolved GCPC/2024/00013

Officer Recommendations accepted without change

Part C

That the Greater Christchurch Partnership Committee:

1. **Receives** the update on the Mass Rapid Transit (MRT) project.

Mayor Dan Gordon/Councillor Sara Templeton

Carried

Gail Gordon left the meeting at 9.46 am and returned at 9.53 am during the consideration of Item 7.

7. Secretariat and work programme update

Committee Comment

1. Mana whenua would like to be included in any conversations on potential Regional Deals with the Crown, in whichever forum these are occurring.
2. The suggestion was made that consideration be given to the 10% proposed savings in operational budget being redirected to the programme delivery budget to help fund projects the partnership are keen to advance.

Committee Resolved GCPC/2024/00014

Officer Recommendations accepted without change

Part C

That the Greater Christchurch Partnership Committee:

1. **Receives and notes** the Greater Christchurch Partnership secretariat and work programme update.
2. **Endorses** investigating further opportunities with the collective Urban Growth Partnerships to work together on common issues and to advocate collectively where it would be advantageous to do so.
3. **Notes** savings of 10% on the operational budget for the 2025/26 financial year.

Chair Craig Pauling/Deputy Mayor Neville Atkinson

Carried

Mayor Mauger left the meeting at 10.42 am during Item 8 and did not return.

8. Joint Housing Action Plan – Phase 1 Findings and Options Committee Comment

1. Staff were thanked for the information provided to inform opportunities to support increased delivery of affordable housing.
2. There was general support for initiatives as presented.
3. It was noted that if inclusionary housing was to be advanced it would be need to be delivered simultaneously by all partner Councils.
4. There was interest from members in making land available at low or no cost for affordable housing kept in perpetuity.
5. Mana whenua are keen to see the work progress at a faster pace. Also that actions and policies support development of housing to support whānau to return home.
6. Important to discuss the findings and options at individual partner level to canvass which options partners are interested in pursuing or investigating further. Workshops have been booked with partner Councils in February 2025.

Committee Resolved GCPC/2024/00015

Officer Recommendations accepted without change

Part C

That the Greater Christchurch Partnership Committee:

1. **Receives** and notes this report.

Deputy Mayor Neville Atkinson/Councillor Nicole Reid

Carried

Election of a Chair

Committee Resolved GCPC/2024/00016

The Greater Christchurch Partnership Committee resolved that James Caygill be appointed Chairperson of the Greater Christchurch Partnership Committee for the consideration of Item 9.

Mayor Dan Gordon/Mayor Sam Broughton

Carried

James Caygill assumed the Chair for the consideration of Item 9.

9. Greater Christchurch Partnership Review

Committee Comment

1. Members of the Committee expressed their gratitude for the contribution that Jim Palmer has made to the Partnership over many years including as the Independent Chair.
2. Mana whenua expressed their preference for the Committee to retain an Independent Chair which has been their consistent position since being a partner of the Committee.
3. It was agreed that recommendations 2 and 3 be reconsidered at the next Committee meeting.
4. Members are supportive of a review to consider if the Partnership is fit for purpose to meet future needs and opportunities.

Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Agrees** to undertake a review of the form, function and focus of the Greater Christchurch Partnership to ensure it remains fit for purpose going forward.
2. **Agrees** to use voting system [A or B] in the election of an Interim Chair.
3. **Appoints** [insert name] to Chair the Greater Christchurch Partnership Committee in the interim until the review is concluded, and the committee has considered the recommendations. Noting this is a temporary variation of the Memorandum of Agreement.
4. **Delegates** to the Chief Executives Advisory Group preparation of a draft Terms of Reference for the review of the form, function and focus of the Greater Christchurch Partnership and the appointment of a suitable, independent reviewer to conduct the review, with the Terms of Reference adopted by the Committee at its March 2025 meeting and inform recommendations to the Committee. The expectation is that the report will be received by the committee in the first half of 2025.
5. **Acknowledges** Jim Palmer for his contributions to the Greater Christchurch Partnership.

Committee Resolved GCPC/2024/00017

Part C

That the Greater Christchurch Partnership Committee:

1. **Agrees** to undertake a review of the form, function and focus of the Greater Christchurch Partnership to ensure it remains fit for purpose going forward.
2. **Delegates** to the Chief Executives Advisory Group preparation of a draft Terms of Reference for the review of the form, function and focus of the Greater Christchurch

Partnership and the appointment of a suitable, independent reviewer to conduct the review, with the Terms of Reference adopted by the Committee at its March 2025 meeting and inform recommendations to the Committee. The expectation is that the report will be received by the committee in the first half of 2025.

3. **Acknowledges** Jim Palmer for his contributions to the Greater Christchurch Partnership.

Mayor Dan Gordon/Mayor Sam Broughton

Carried

Secretarial note: Recommendation 1, 2 and 3 were moved by Mayor Gordon and seconded by Mayor Broughton with recommendation 3 being put separately.

Karakia – Whakakapi Closing Incantation

Ka whakairia te tapu	Restrictions are moved aside
Kia watea ai te ara	So the pathway is clear
Kia tūruki whakataha ai	To return to everyday activities
Kia tūruki whakataha ai	
Hui e, tāiki e	Enriched, unified and blesses

Meeting concluded at 11.32 am.

CONFIRMED THIS 7th DAY OF March 2024

CHAIRPERSON

5. Secretariat and Work Programme Update

Reference Te Tohutoro: 25/275322

Responsible Officer(s) Te Pou Matua: Tracy Tierney, Director Greater Christchurch Partnership

Accountable ELT Member Pouwhakarae: Tracy Tierney, Director Greater Christchurch Partnership

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide the Greater Christchurch Partnership Committee (GCPC) with a secretariat update on activities that support the partnership work programme.

2. Relationship to Partnership Objectives Ngā Whāinga Matua ki te hononga

- 2.1 This report is to inform the committee on progress towards delivery of the joint work programme and to support effective dialogue and relationships between partners.

3. Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Receives and notes** the Greater Christchurch Partnership secretariat and work programme update.

4. Secretariat Update

Urban Growth Partnership (UGP) Collaboration Meeting

- 4.1 Tracy attended a UGP collaboration meeting in Wellington on Tuesday 11 February 2025. This was a combined meeting of UGP Chairs and senior staff to progress the discussions around shared learning and opportunities. Key agenda items included:

- Progress with regional deals – *Futureproof, Smartgrowth & Queenstown are all actively pursuing the opportunity.*
- Priority Development Area (PDAs) challenges & opportunities – *others significantly more advanced with PDAs, key discussion topic when meeting with ministers, GCP connecting with programme leads in other areas to advance our work with PDAs*
- Health's role in partnerships – *most keen to have closer relationship with the right people in health both to inform PDA work in term of building healthy communities, planning future facilities and working from the same growth projections, proving challenging for some to connect due to reviews within Health.*
- Early thinking around approach to Housing and Business development capacity assessments (HBA) – *most holding off until detail available on the updated NPS-UD being made available as part of the next tranche of RMA reform. Everyone keen to see if there is potential to work together for consistency and maybe share service/providers.*
- Housing initiatives – *Partnerships shared where they are at, some interest in making a collective case to the government for legislative tools to capture value uplift of development to help fund affordable housing.*

- 4.2 The Chairs and staff found the meeting valuable and are keen to continue on a three monthly basis with the next one to be held online.

Regional Housing Steering Group (Canterbury Mayoral Forum)

- 4.3 Tracy was invited onto the steering group and is acting as a conduit between the regional and sub-regional housing work streams. All GCP work to date on housing has been shared to avoid duplication. An initial workshop was held to try and establish the gaps (and drivers) between current and anticipated housing needs across the region, which are diverse. The consultant team from the Urban Advisory will use the information to help inform a regional action plan. The indicative timeframe for delivery is May 2025.

Te Waipounamu Community Housing Provider Network

- 4.4 The network brings together community housing providers and their partners operating in the South Island. Its members' primary activity is to provide community housing solutions for people in housing need. GCP staff attend two monthly meetings to stay current on community needs and programmes being delivered by a wide range of providers including CHP's and government agencies.
- 4.5 At the meeting on 13 February key takeaways were that the need across affordable, social, transitional and emergency housing continues to outstrip supply, most believe this situation has worsened over the past 12 months. Of concern is the observed sharp increase in homelessness including families. This reinforces the need for the Joint Housing Action Plan with phase two focusing on implementation.





Canterbury Regional Energy Inventory Workshop

- 4.6 Tracy attended this workshop. This project was initiated through the Canterbury Mayoral Forum. The Energy Inventory is intended to provide an evidence base of the energy system in Waitaha / Canterbury. The workshop was well attended by representatives from across the energy system who collectively considered energy types, supply and demand, industry growth, resilience and climate change, system shifts/legislation and regulation.
- 4.7 From a GCP perspective it was helpful to raise the work commencing on Priority Development Areas which was of high interest to some providers and to make connections that will help moving forward with the PDA programme.

5. Work Programme Update

- 5.1 A summary of the GCP work programme is attached [Attachment A]. It provides a brief update on the progress and status of projects progressed year to date.
- 5.2 Of note is the Mass Rapid Transit (MRT) project which has transitioned from NZ Transport Waka Kotahi to Christchurch City Council as the lead. A report on the next steps for MRT is included in the meeting agenda.
- 5.3 At the 13 December 2024 a request made as part of the Greater Christchurch Transport Plan item and noted in the minutes:
- The Committee supported the request that a high-level summary of key transport projects that are aligned to the Greater Christchurch Spatial Plan, be provided as part of the next work programme update.*
- 5.4 A summary of the Greater Christchurch Transport Work Programme [Attachment B] has been provided for the committee's information in response to the request.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	GCP Work Programme Summary 2025-02-12	25/277976	18
B  	Greater Christchurch Transport Work Programme	25/376712	19

Greater Christchurch Partnership Work Programme Update

Project status summary as at 12 February 2025

Priority	Project / Initiative	Project lead	Timeframe	Key milestones
High	Joint Housing Action Plan - To deliver a collaborative, effective and achievable Housing Action Plan that increases the provision of housing that matches demand of a type, at locations and prices that people can afford in Greater Christchurch	John Bartels	Mid 2025	December 2024: Phase 1 to be completed - Completed Early/Mid 2025: Determine scope of Phase 2 actions of JHAP - Underway To be determined: Implement Phase 2 of JHAP – timing & funding dependent on actions agreed by partners
High	Kāinga Nohoanga Strategy - The development of self-governing Kāinga Nohoanga on Māori Reserve land enabling and providing for Kāinga Nohoanga within urban areas .	Mana Whenua	TBC	Kāinga Nohoanga Strategy Developed - Underway Support by partners for the implementation of the strategy
High	Greater Christchurch 2050 - Set a vision and strategic plan for Greater Christchurch to achieve intergenerational wellbeing	Secretariat	TBC	Early 2025: Committee endorsement of GC2050 framework - Revised framework to be considered by the committee early 2025
High	Priority Development Areas (PDA) and Priority Regeneration Areas (PRA) - To enable aligned and coordinated action across multiple agencies to inform and prioritise investment to achieve change and growth that will not be delivered by the market on its own.	John Bartels	TBC	June 2024: Key potential projects identified for each PDA - Complete December 2024: Project programme and leadership agreed - Underway
Medium	PT Futures - Implementation of the endorsed investment programme for improving the public transport network	Sonia Pollard, Jacob Bradbury Sarah Thorne Chad Barker	TBC	October 2023: GCP briefing on the PT Future Acceleration - Completed October 23 onwards: Technical work for both infrastructure and PT service improvements for core routes is progressed and are considered for inclusion in draft 2024-27 LTP's - Completed Early 2024: PT Futures improvements to be included in Council LTPs and NLTP funding bids, PT Futures Infrastructure detailed business case for CCC finalised, Route 7 Single Stage Business Case submitted to Waka Kotahi. Complete Mid 2024: LTP's are approved. Completed September 2024: Funding approved through NLTP (in principal funding for service improvements as detailed business case required). Route 7 funding confirmed through NLTP. Complete
Medium	Mass Rapid Transit – Detailed Business Case	Jane Cameron (CCC)	Pre-DBC investigations to end of 23/24	March 2024: Land use and staging investigations drafted - Complete Early 2024: MRT to be included in NZTA's SHIP, Ecan's RLTP, and CCC's LTP for DBC funding in the 24-27 NLTP - Complete Mid - late 2024: Approvals of RLTP, LTP, NLTP – Complete Mid - late 2024: Finalisation and sharing of land use and staging investigations - Complete Late 2024: MRT Hand over, route protection and next step planning - Complete
Medium	Regional Public Transport Plan - Set out the objectives and policies for delivering public transport and describes the services provided in the future to meet the needs of new and existing customers and the policies which those services will operate by	Len Fleete	March 2025	December - July 2024: Draft Greater Christchurch chapters to Partners for feedback to develop a final draft for consultation - Complete September 2024: RPTP will be released for public engagement and consultation - Complete March 2025: RPTP Hearing and deliberations - Underway May 2025: GCP Hearing Panel report to GCPC for endorsement of recommendations June 2025: ECan presented with RPTP for approval
Medium	Greater Christchurch Transport Plan - Set the strategic case and transport interventions required to give effect to the strategic direction for transport in the Spatial Plan and other transport objectives	Jesse Burgess	May 2025	March 2024: Rescope of the Greater Christchurch Transport Plan. Complete May - October 2024: Develop the draft Greater Christchurch Transport Plan - Completed March 2025 - Present draft Greater Christchurch Transport Plan to GCPC for review - Underway May 2025: Finalise the draft Greater Christchurch Transport Plan and present to GCPC for endorsement
Medium	Greater Christchurch Spatial Plan Monitoring and Reporting Framework - a framework that meets the reporting requirements of the NPS UD and the commitments made in the GCSP itself, enabling well-informed, timely decision-making for Governors.	GCP Secretariat	December 2024	July 2024: Reporting timeframes established for GCSP and NPSUD - Underway December 2024: Delayed. First monitoring report due May 2025.
Projects to give effect to implementation of the Greater Christchurch Spatial Plan				
Other	Blue-Green Network Opportunities - To develop an integrated blue-green network strategy reflecting the blue-green network principles and environmental directions. This strategy will also include investigating options to establish a Green Belt Action Plan.			
Other	Economic Development Opportunities - To ensure there is a comprehensive approach to economic development that integrates and coordinates existing strategies and plans to realise the Spatial Plan's aspirations for economic prosperity			
Other	Spatial Plan Implementation – statutory tools - To assess, propose and implement the suite of statutory tools that will give effect to the Spatial Plan and enable delivery of the joint work programme.			
Other	Spatial Plan Implementation non-statutory tools - To assess, propose and implement the suite of non-statutory tools that will give effect to the Spatial Plan and enable delivery of the joint work programme.			
Watching Brief: New Government Policy Direction, Local Water Done Well and RMA legislation changes, Regional Deals				

Greater Christchurch Transport Programme 2024/25

Project status updates as at 26 February 2025

Context	Project / Initiative	Project lead	Stage of Project (Plan, Design, Delivery, Review)	Timeframe	Key milestones
National	National Ticketing	NZTA/ECan	Plan	Mid 2025	June 2024: National Ticketing Programme Rollout Plan for Canterbury developed. Underway Mid 2025: National Ticketing Programme implementation to commence.
Transport Plans					
Regional	Regional Public Transport Plan - Set out the objectives and policies for delivering public transport and describes the services provided in the future to meet the needs of new and existing customers and the policies which those services will operate by	Len Fleete	Review	June 2025	December - July 2024: Draft Greater Christchurch chapters to Partners for feedback to develop a final draft for consultation - Complete September 2024: RPTP will be released for public engagement and consultation - Complete March 2025: RPTP Hearing and deliberations - Underway May 2025: GCP Hearing Panel report to GCPC for endorsement of recommendations June 2025: ECan presented with RPTP for approval
Greater Christchurch	Greater Christchurch Transport Plan - Set the strategic case and transport interventions required to give effect to the strategic direction for transport in the Spatial Plan and other transport objectives	Jesse Burgess	Plan	May 2025	March 2024: Rescope of the Greater Christchurch Transport Plan. Completed May - October 2024: Develop to Greater Christchurch Transport Plan - Completed March 2025: Present draft Greater Christchurch Transport Plan to GCPC - Underway May 2025: Finalise the draft Greater Christchurch Transport Plan
Local	CCC Draft Ōtautahi Christchurch Transport Strategy	Jane Cameron	Plan	June 2025	July 2024: CCC to review approach after the adoption of the 2024-34 LTP - Completed August 2024: Seek Council feedback on approach to the CCC Draft Ōtautahi Christchurch Transport Strategy - Completed September/October: CCC Draft Ōtautahi Christchurch Transport Strategy developed - Completed November 2024: 6 November Council Meeting Consultation with the community Nov to early December. Completed March 2025: Present consultation feedback to Council - Underway April - May: Finalise the Ōtautahi Christchurch Transport Strategy June 2025: Ōtautahi Christchurch Transport Strategy Implementation
Local	Moving Forward: Waimakariri Integrated Transport Strategy 2035+ (ITS)	Joanne McBride	Deliver	February 2024	February 2024: Waimakariri Integrated Transport Strategy 2035+ (ITS) adopted by Council - Completed February 2024 Onward: ITS implementation - Underway
Local	SDC Draft Transport Strategy as input in Future Selwyn	Andrew Mazey	Deliver	Late 2025	October 2024: Future Selwyn Strategy Adopted - Completed January 2025: Local area planning and PDA development to consider transport requirements to give effect to the future selwyn strategy - Underway
Key Projects					
Greater Christchurch	PT Futures - Implementation of the endorsed investment programme for improving the foundations and rest of network public transport system	Sonia Pollard, Jacob Bradbury, Sarah Thorne, Chad Barker	Plan/Deliver	TBC	October 2023: GCP briefing on the PT Future Acceleration - Completed October 23 onwards: Technical work for both infrastructure and PT service improvements for core routes is progressed and are considered for inclusion in draft 2024-27 LTP's - Completed Early 2024: PT Futures improvements to be included in Council LTPs and NLTP funding bids, PT Futures Infrastructure detailed business case for CCC finalised, Route 7 Single Stage Business Case submitted to Waka Kotahi - Completed Mid 2024: LTP's are approved - Completed September 2024: Route 7 funding confirmed through NLTP. Completed March 2024: Land use and staging investigations drafted - Completed Early 2024: MRT to be included in NZTA's SHIP, Ecan's RLTP, and CCC's LTP for DBC funding in the 24-27 NLTP - Completed Mid - late 2024: Approvals of RLTP, LTP, NLTP - Completed . Finalisation and sharing of land use and staging investigations - Completed Late 2024: Subject to funding, DBC scoping and procurement preparation - Underway
Greater Christchurch	Mass Rapid Transit – Detailed Business Case	Jane Cameron	Plan	Pre-DBC investigations to end of mid 2025	Post June 2024: Terms of reference to be updated, which will include description of the long term solution to the ongoing maintenance of the models. Completed January - June 2025: Transport model review, needs assessment- Underway
Greater Christchurch	Freight	tbc		tbc	tbc
Local	Rangiora Eastern Link Road Project	Joanne McBride	Plan	2024/25 to 2029/30	June 2025: Business case under development - Underway
Local	Rolleston Freight Access Improvements	Andrew Mazey	Plan	mid 2025	December 2024: Business case and designs, coordination with NZTA SH1 Rolleston Access Improvements - Underway
Local	Lincoln Town Centre Upgrade	Andrew Mazey	Plan/Deliver	2025/26-2029/30	January 2025: Stage 1 design and initial construction start on some components - Underway . Stage 1 full construction start early 2026
State Highway Projects					
Greater Christchurch	Rolleston Access Improvements	NZTA	Plan	2024/25 - 2029/30	Funding approved for all phases in Transport Investment Online
Greater Christchurch	SH75 Halswell Rd Impts	NZTA	Deliver	2024/25 - 2025/26	Funding approved for all phases in Transport Investment Online
Greater Christchurch	SH1 Belfast to Pegasus & Woodend Bypass	NZTA	Plan	2024/25	Investment Case endorsed and proceeding to detailed design and consenting phase.
Greater Christchurch	SH76 Brougham St Corridor Improvements	NZTA	Plan	2024/25 - 2028/29	Included in 2024-27 NLTP for completion of detailed design and consenting phase. Implementation phase now agreed with the Government.
Greater Christchurch	SH1/73 Intersection Improvements	NZTA	Plan	2025/26 - 2031/32	Included in 2024-27 NLTP as "possible" project; important to complete SH1 Hornby Access and Development PBC first to set the framework/programme for improvements
Greater Christchurch	SH1 Hornby Hub and corridor	NZTA	Plan	2025/26 - 2029/30	Included in 2024-27 NLTP as "possible" project; important to complete SH1 Hornby Access and Development PBC first to set the framework/programme for improvements
Greater Christchurch	SH1 Hornby Access and Development PBC	NZTA	Plan	2024/25 - 2025/26	Included in 2024-27 NLTP and will start in 25/26 financial year.
PT Service improvements					
Greater Christchurch	Route 7 frequency improvement	ECan	Deliver	Apr-25	NLTP funding was approved. Route 7 frequency uplift should be in place by April 2025.
Greater Christchurch	Route 5 frequency improvement	ECan	Plan	Sep-24	
Greater Christchurch	SDC direct services frequency improvement	ECan	Plan	Sep-24	
Greater Christchurch	Route 1 frequency improvement	ECan	Plan	Sep-24	
Greater Christchurch	WDC direct services frequency improvement	ECan	Plan	Sep-24	
Greater Christchurch	Orbiter frequency improvement	ECan	Plan	Sep-24	
Greater Christchurch	Rest of Network Detailed business case	ECan	Plan	Sep-24	
Greater Christchurch	Low Cost low risk programme	ECan	Plan	Oct-24	CCC and Environment Canterbury are working on a plan for low cost low risk infrastructure delivery aligned with PT futures.

6. Mass Rapid Transit - Project Update

Reference Te Tohutoro: 25/156704

Responsible Officer(s) Te Pou Matua: Jane Cameron, Team Leader Strategic Transport, CCC
John Bartels, Strategic Projects Lead, GCP
Greater Christchurch Transport Managers Group

Accountable ELT Member Pouwhakarae: Tracy Tierney, Director Greater Christchurch Partnership

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide an update on the Mass Rapid Transit (MRT) project in response to the action of the 13 December 2024 Greater Christchurch Partnership Committee (the Committee) meeting. An update on the wider Greater Christchurch Public Transport Improvement programme of which the MRT is a component is also provided.

2. Relationship to Partnership Objectives Ngā Whāinga Matua ki te hononga

- 2.1 The MRT project was committed to as a key move as part of the Greater Christchurch Spatial Plan, with public transport improvements part of the strategic response to managing urban growth by the Partnership.

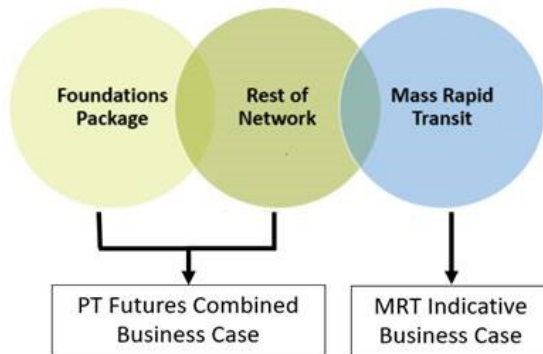
3. Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Receive** the update on the Mass Rapid Transit (MRT) project next steps
2. **Notes** that the initial focus of the MRT project development now being led by Christchurch City Council remains consistent with the Hornby to Belfast extents included in the MRT Indicative Business Case (MRT-IBC) and endorsed by the Whakawhanake Kāinga Komiti in May 2023 as the preferred option
3. **Endorses** the 2025-27 MRT work programme approach outlined in this report which proposes a focus, for this first stage of work, being on:
 - a. Route protection of the preferred MRT corridor endorsed in the Indicative Business Case
 - b. Alignment with related Greater Christchurch and Crown work programmes
 - c. Maintaining a national profile
4. **Notes** that the preferred option in the MRT-IBC includes proposed improvements to Waimakariri and Selwyn District (District) public transport connections and this alongside longer-term considerations will be included in the next stage of the detailed business case development programme.
5. **Notes** that consideration of how these future District public transport outcomes will be achieved, will require further actions and tasks to be outlined, timelines developed and a development pathway (including responsible agencies) to be agreed by the Partnership.
6. **Notes** that a subsequent progress update on the delivery of the MRT and wider Greater Christchurch Public Transport Improvements Programme is intended to be provided to the Greater Christchurch Partnership Committee in late 2025.

4. Background Te Horopaki

- 4.1 Following the completion of earlier strategic work, in 2017 a Greater Christchurch [public transport programme business case](#) was developed and endorsed by the Committee, which is made of three interlinked 'building blocks':
- Foundations (core bus routes);
 - Rest of network (other bus routes); and
 - Mass rapid transit.



- 4.2 In 2021 an indicative business case for the first two of these components - foundations and rest of network - was developed and endorsed by the Committee. Some of these improvements have now been implemented (such as, improvements to the Port to Port (Airport to Lyttelton) route 8), but the majority remain undelivered as funding is yet to be secured.
- 4.3 The Indicative Business Case for the MRT (MRT-IBC) was endorsed by the Whakawhanake Kāinga Committee on 12 May 2023, and partner Councils and approved by the NZTA – Waka Kotahi Board in July 2023.
- 4.4 The MRT-IBC identifies a preferred MRT proposal with a route connecting the central city with the key centres of Riccarton, Papanui, Hornby and Belfast. It incorporates connections between the districts and the Central City and MRT network using direct and express bus services including:
- Better intra-district public transport connections;
 - Direct bus services from the districts to the central city, principally using the motorway corridors;
 - Express bus connections from the Districts to the MRT system (via interchanges at each terminus i.e Hornby and Belfast); and
 - Enhanced park-and-ride facilities.
- 4.5 The MRT proposal for Greater Christchurch, inclusive of the components listed in dot points above, is shown diagrammatically in **Attachment A**.
- 4.6 The MRT-IBC found that travel times for direct bus services to and from the Districts to the City Centre would be faster and offer a better customer experience compared to just connecting District services to the Christchurch City MRT system. This would be similar to an extended MRT system to the Districts but at a significantly lower cost until other responses were justified. There are beneficial reasons why additional District direct and express services connecting to the City MRT are proposed to increase in frequency and destination options as part of an integrated system. This is over and above the planned levels to be initially delivered

through PT Futures. However, as it stands this initial uplift in services identified in PT Futures for the Districts, as well as the further work required to support MRT, all remain unfunded through the current National Land Transport Programme (NLTP).

4.7 In 2024 further work was done following the completion of the MRT-IBC to explore the feasibility of staging the MRT system within Christchurch City to stagger the funding required to deliver the project and to better understand the risk associated with urban change and redevelopment potential along the preferred route.

4.8 The MRT- IBC preferred option also noted key steps, that were beyond the scope of the IBC, which are required to support improved public transport servicing into the Districts:

- *“Consideration of bus service interconnectivity within the districts, including any proposals under PT Futures, should also be reviewed, and optimised in the context of the MRT offering, to ensure suitable internal district connectivity (Intra-district) and connectivity to MRT”.*

- *“A service plan should be reviewed to consider if higher frequencies and or higher capacity vehicles would be required beyond the ten-year horizon considered under PT Futures”.*

In terms of Park and Ride Facilities:

- *“Given the extent of park and rides proposed, ratification of these should be considered beyond this IBC to ensure they are still optimal in context of MRT and the GCSP”.*

4.9 As such, further consideration of these key steps will be undertaken.

5. Wider public transport improvement programme – progress update

5.1 The MRT project is one part of a broader public transport improvement programme and supporting pipeline of work. Completing the foundational work in the PT Futures work programme is a critical precursor to grow patronage along core routes to support the case for investment in delivering a MRT system connected to the broader public transport network across Greater Christchurch.

5.2 The PT improvement programme is focused on the delivery of funded improvements and refreshing the investment cases for the next stage of developments to be in a good position when the next National Land Transport Programme (NLTP) is determined in 2027.

5.3 CCC and ECan staff have recently initiated work on establishing more structured governance arrangements to guide the coordinated development and delivery of the PT programme in Christchurch. This includes looking to improve the way communications and reporting to Governors on the overall PT infrastructure improvement pipeline is undertaken.

5.4 Public transport improvement programmes which have received funding in the 2024-27 NLTP and are now being implemented are:

- Funding for the Route 7 (Halswell to Queenspark) frequency uplift (from 15 minutes to 10 minutes) was confirmed at the end of 2024
- National ticketing system (Motu Move) rollout

5.5 Completion of SH75 Halswell Road bus priority lanes, the progression of a CCC low-cost-low-risk infrastructure improvement programme (including, intersection signalling upgrades, enforcement, shelter installations, bus stop upgrades) is being considered through the CCC Annual Plan process. And as noted above, officers are developing a more coordinated programme of work which includes a refresh the investment case for the remainder of the PT Futures Foundations programme. This includes remaining frequency uplifts (routes 1, 5, Orbiter, and direct services to Rolleston, Rangiora and Kaiapoi); and infrastructure

improvements (bus lanes and park and ride facilities). Funding was not approved in the NLTP to implement the majority of the planned PT infrastructure upgrades initially proposed.

- 5.6 **Attachment B** provides an overview and indicative timing for the Greater Christchurch Public Transport improvement programme pipeline.

6. Alignment to the Greater Christchurch Spatial Plan

- 6.1 The Greater Christchurch Spatial Plan (GCSP) was developed and extensively consulted on, resulting in the GCSP being endorsed by the Greater Christchurch Partnership Committee on Friday 16 February 2024. In March 2024, all Partner Councils also adopted the GCSP as their Future Development Strategy.
- 6.2 The GCSP recognises that improvements to the transport system are essential to support housing growth and strong economic performance, to achieve emissions reduction targets, and improve accessibility.
- 6.3 The purpose of the Greater Christchurch Transport Plan (GCTP) focuses on implementation and identifies the changes required to deliver the opportunity and directions of the Greater Christchurch Spatial Plan. It also outlines the key strategic partnership actions that require a collaborative approach and commitment to succeed.
- 6.4 The Mass Rapid Transit Project and Public Transport Futures are key components included with the GCTP which will be a key document that will help to deliver the partnership transport changes required to implement the GCSP vision. If the GCTP is endorsed, it supports the more detailed public transport improvement programme and would also likely be reported upon to the Committee as part of the ongoing monitoring and reporting framework.

7. Mass rapid transit project – next steps

- 7.1 The development of the MRT-IBC phase of this project was funded and led by NZTA-Waka Kotahi. As noted at the 13 December 2024 GCPC meeting, the project has now been transitioned to CCC to lead the next phase as the work becomes more grounded within Christchurch City.
- 7.2 In taking on the project leadership role for the MRT project, CCC officers are seeking to develop a programme of work which strikes the right balance between:
- Continuing to deliver what has been endorsed by the Partnership to date in the MRT-IBC along the preferred corridor within Christchurch City boundaries; and
 - Working with Greater Christchurch and Crown partners to maintain a national profile for project as a whole.

8. Proposed 2025-27 MRT work programme approach

- 8.1 CCC staff are scoping up a work programme focused on the following proposed components:
- Detailed Business Case development with an initial focus on route protection of the preferred MRT corridor
 - Alignment with related Greater Christchurch and Crown work programmes
 - Maintaining a national profile
- 8.2 The next stage of MRT planning will include consideration of District connections. This is considered to a separate phase of the overall MRT Project that will need its own specific response to be determined by the Partnership beyond 2027, including any additional detailed business case development.

<p>Detailed Business Case development: route protection</p>	<ul style="list-style-type: none"> Progressing work on the Detailed Business Case for route protection and progressing work on a District Plan designation to protect the land required along the Hornby to Belfast corridor as per the approved MRT-IBC. Detailed scoping of this work is progressing. Two technical hand-over workshops were held with NZTA’s MRT consultants at the end of last year. The initial planning phase will focus on what technical work CCC (as the road controlling authority) needs to prepare to progress a District Plan Notice of Requirement process. The initial stage will also involve establishing the resources available to us within existing baselines and what can be achieved within the budget. This includes, confirming the extent to which additional technical work is required to confirm land acquisition requirements. For example, the hand-over workshops with NZTA and the MRT consultant group has established that there are ‘higher risk’ parts of the corridor where work needs to be completed (such as, the route through Hornby and a confirmed route around the bus exchange in the central city).
<p>Alignment with related work programmes</p>	<ul style="list-style-type: none"> The MRT work programme will be closely aligned with the: <ul style="list-style-type: none"> Wider Greater Christchurch Spatial Plan implementation, specifically the Priority Development Area programme with the purpose of unlocking growth in the key centres across the sub-region. The development of Greater Christchurch’s transport network in the future must also not isolate or preclude or prevent the development of Māori land and settlements to their fullest extent possible. This includes, ensuring Māori Land is not used or taken for public infrastructure required to service development on adjoining or proximate land. NZTA State Highway improvement programme for Hornby and Airport Access. Roll-out of the underpinning ‘building blocks’ of the PT Futures foundations programme and connections to the Districts.
<p>Maintaining a national profile</p>	<ul style="list-style-type: none"> Maintaining the profile of the MRT project nationally in the lead-up to the next funding triennium will be critical. Refreshed communications material will be prepared to support this as well as make clear the community benefits of delivering the PT Improvements Programme. As a starting point, the project was recently submitted jointly with NZTA to Te Waihanga Infrastructure Commission for consideration in the Infrastructure Priorities Programme, which if successful, will significantly increase its national prominence.

8.3 To support the operational delivery and continued building of the investment case for the MRT project, CCC propose establishing a project steering group to guide the programme comprising membership across Greater Christchurch and Crown investment partners.

- 8.4 Technical advice prepared by AECOM in late 2023 to assist in scoping the next stage of project development following the MRT-IBC, highlighted recent experience from proposed route protections elsewhere in New Zealand that the maximum lapse period for route protection designation in urban areas is generally limited to 20 years. Proposals for longer than 20-year lapse periods have not been favoured by Commissioners due to the imposition it places on landowners.
- 8.5 This means that delivery of the MRT route between Hornby and Belfast within a 20-year route protection lapse period is achievable, if funding is secured. It is expected the uplift in the Districts PT services and infrastructure could also occur over this period to align with this. Future expansion of the MRT route, including the potential for extending into the Districts is anticipated to occur beyond this 20 year 'window'. Progressing route protection for any future MRT extensions now is unlikely to be supported by Commissioners and considered high risk due to the imposition on landowners. Rather route protection should be progressed as part of a future business case once there is funding certainty for both PT Futures and MRT.

9. Strengthening Services to the Districts

- 9.1 Officers note that urban development and population growth and demand for public transport services in the Selwyn and Waimakariri Districts in particular continues at pace. This is creating pressure on existing bus services into the City Centre and connections to other destinations.
- 9.2 While currently unfunded, progressing the initial service uplifts to existing PT services in the Districts is part of the next steps for the PT Futures Foundations work noted above. Securing the funding for PT Futures will deliver significant service uplifts for direct services from Rangiora, Kaiapoi, Rolleston and Lincoln to the City Centre in response to changes in demand. This will be confirmed through the PT Futures detailed business case for service improvements.
- 9.3 We note the Partner Councils desire to ensure the long-term public transport opportunities and connections with the Districts are preserved. This will be well coordinated with the wider MRT project to ensure that services and infrastructure are well aligned and provide good connectivity outcomes for Greater Christchurch.
- 9.4 The Transport Managers Group will consider and plan how the work on bus service inter-connectivity within the districts, frequency improvements, network optimisation, future connectivity to MRT and stations, and requirements for supporting infrastructure such as Park & Ride can be included and delivered within the current sequencing of proposed Business Cases for public transport.
- 9.5 District officers will consider longer term aspects of district development (e.g. route identification and protection) that may be led by the individual Council. This could relate to opportunities identified through the Districts own strategic and spatial planning endeavours. This would be subject to support from the Districts governors.
- 9.6 Coordination will continue to be through the Greater Christchurch Partnership. Officers will continue to update the Committee as this work progresses.
- 9.7 While it is acknowledged that in the long term once the MRT system is established along the preferred route that it could ultimately extend further into Selwyn and Waimakariri. This is beyond the preferred option identified in the MRT-IBC and the next steps proposed by this report, which reflects the agreed Partnership approach to date on transport and MRT.

10. Current Funding Available to Progress the MRT Project

- 10.1 As the Committee is aware, there is no funding available for MRT prioritised in the 24-27 NLTP. In the absence of NLTP prioritisation in this funding cycle a staged approach is being taken to progress the project.
- 10.2 To progress the project over FY25/26 and FY26/27 will require a mix of utilising in-house capability and the re-allocation of OPEX funding from existing baselines for supplementary professional advice that cannot be sourced internally. Staff are in the process of establishing the level of OPEX funding and internal capability that can re-prioritised to progress this work over this period.
- 10.3 CCC and ECan have allocated LTP funding to progress MRT detailed business case development between FY27/28 and FY29/30:





	FY27/28	FY28/29	FY29/30
CCC	\$166,140	\$2.883 mill	\$1.813 mill
ECan	\$3.2 mill	\$2.6 mill	\$1.6 mill

- 10.4 The scoping currently underway is with a view to devising an approach to the detailed business case development and progressing the designation process to protect the preferred route that keeps the annual funding requirements within acceptable limits but maintains the momentum on the MRT project's development
- 10.5 It is acknowledged that all Partners are operating in a fiscally constrained environment. Given the lack of funding available for this city shaping initiative, the next phase needs to involve all Partners identifying the funding and staff resourcing opportunities each can contribute to support making progress on the MRT project development, and pursuing advocacy opportunities for external funding, particularly across the next five years.

11. Next Steps

- 11.1 The proposed next steps from this report are:
 - CCC Officers will scope and begin to implement the proposed 2025-27 MRT work programme, in consultation with Partners.
 - The Greater Christchurch Transport Managers will determine the response needed to advance the Districts component of the MRT-IBC related to enhanced PT services and infrastructure to complete the future Greater Christchurch PT network identified by the endorsed MRT-IBC preferred option. This is in addition to that already Identified by PT Futures which will continue to progress.
 - A more structured PT delivery work programme will be implemented, using the indicative MRT and PT Futures Programme as a base, across partner agencies to guide and deliver the wider PT Improvement Work Programme. This will include a refresh of communications messaging and collateral.
 - Provide a subsequent progress update to the Greater Christchurch Partnership Committee on the above next steps in December 2025.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	The Greater Christchurch MRT Proposal from MRT IBC	25/261361	29
B  	Indicative Greater Christchurch Public Transport improvement programme pipeline and timeframes	25/268862	30

The MRT proposal

What is Mass Rapid Transit (MRT)?

It is quicker, more frequent, more reliable and have higher capacity than the conventional public transport service. It operates on a permanent route (road or rail) that is separated from other traffic.



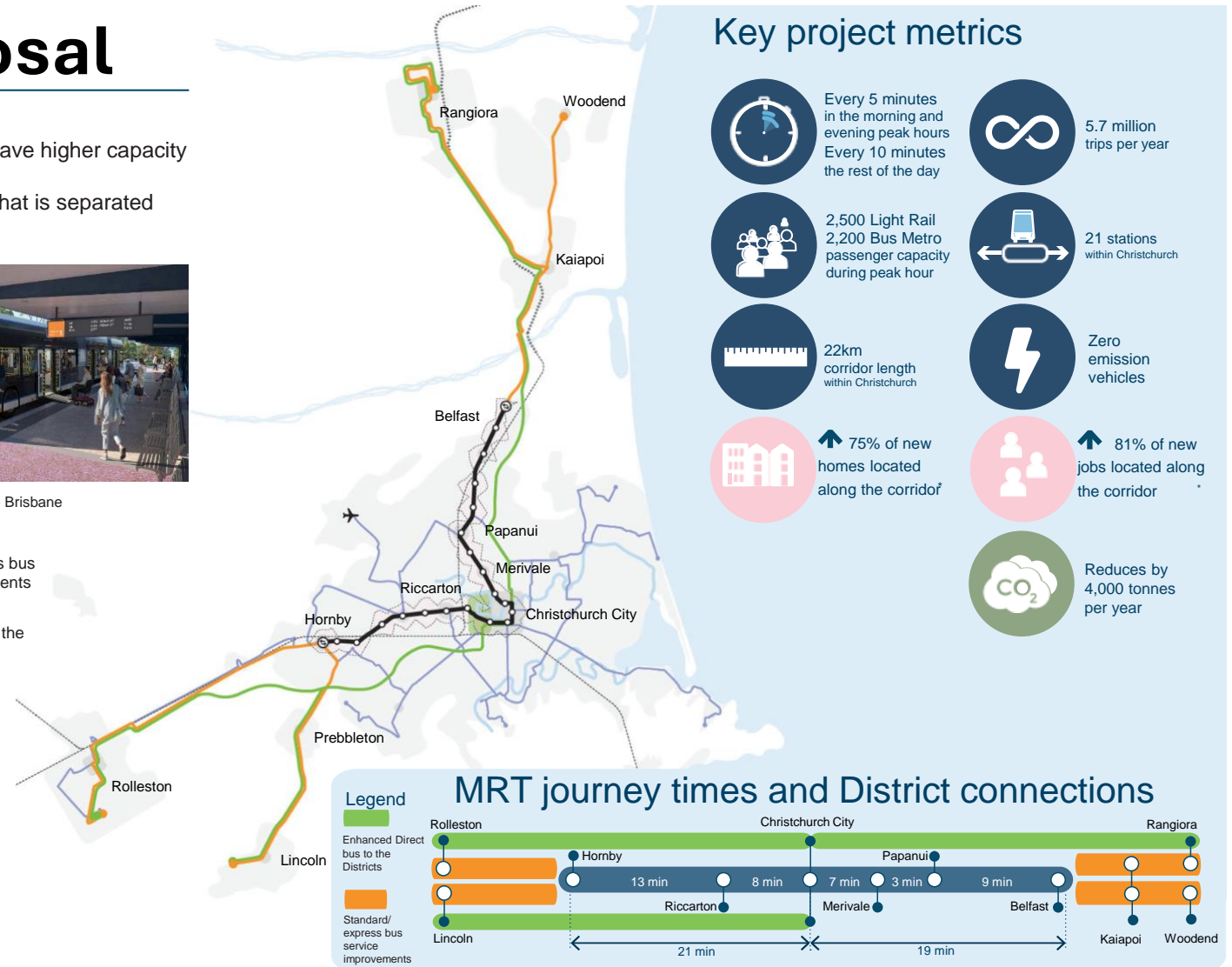
George Street Light Rail - Sydney



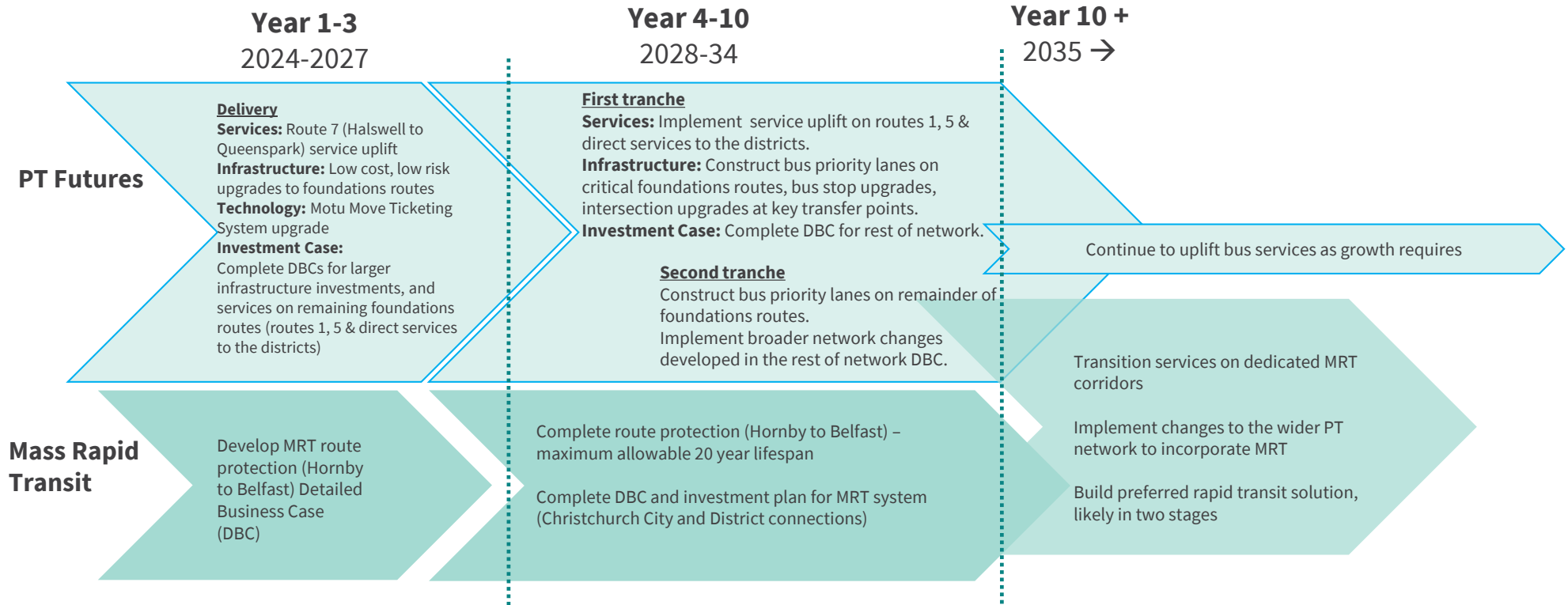
Brisbane Bus Metro - Brisbane

Legend

- Street running MRT
- Standard/ express bus service improvements
- Direct bus enhancements to the Districts
- Core bus network
- MRT station
- Station walkable catchment
- District interchange



Greater Christchurch PT Improvement Programme – indicative roll-out*



*timing and pace of delivery is funding dependent

12 February 2025

7. Greater Christchurch Transport Plan

Reference Te Tohutoro: 24/1577183

Responsible Officer(s) Te Pou Matua: Jesse Burgess, Chair of the Transport Managers Group

Accountable ELT Member Pouwhakarae: Tracy Tierney, Director Greater Christchurch Partnership

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present the Greater Christchurch Partnership Committee (GCPC) with the draft Greater Christchurch Transport Plan for their review. It also provides an overview of the development process for the plan itself and next steps.

2. Staff Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Receive** the Draft Greater Christchurch Transport Plan for review.
2. **Note** the next steps for the Greater Christchurch Transport Plan.
3. **Confirm** if further wider Partner Governance briefings are required.

3. Background

- 3.1 In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch. This partnership of central government, local government and mana whenua is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas.
- 3.2 The Greater Christchurch Spatial Plan¹ (GCSP) was developed and extensively consulted on, resulting in the GCSP being endorsed by the Greater Christchurch Partnership Committee on Friday 16 February 2024. In March 2024, all Partner Councils also adopted the GCSP as their Future Development Strategy.
- 3.3 The GCSP recognises that improvements to the transport system are essential to support housing growth and strong economic performance, to achieve emissions reduction targets, and improve accessibility.
- 3.4 The GCSP highlights the transformational shift required to achieve long-term outcomes for Greater Christchurch. The transport shift is encompassed within Opportunity 6: *Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.*
- 3.5 The partnership developed a Joint Work Programme² which identifies the development of a Greater Christchurch Transport Plan as a key initiative, to plan and coordinate the development of an integrated transport system.

¹ [Greater-Christchurch-Spatial-Plan-2024.pdf \(greaterchristchurch.org.nz\)](https://www.greaterchristchurch.org.nz/greater-christchurch-spatial-plan-2024.pdf)

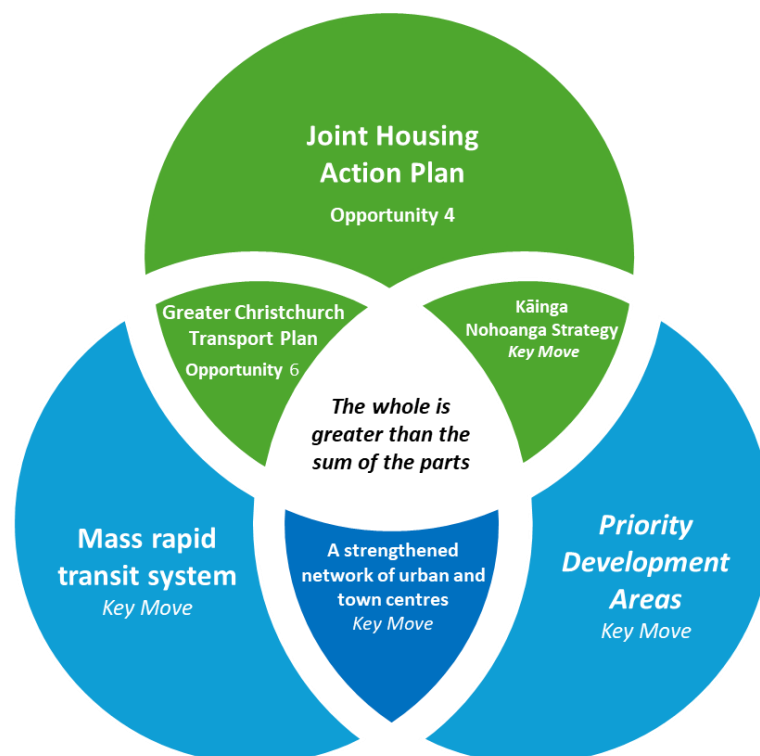
² [Greater-Christchurch-Spatial-Plan-2024-Joint-Work-Programme.pdf \(greaterchristchurch.org.nz\)](https://www.greaterchristchurch.org.nz/greater-christchurch-spatial-plan-2024-joint-work-programme.pdf)

4. Development approach

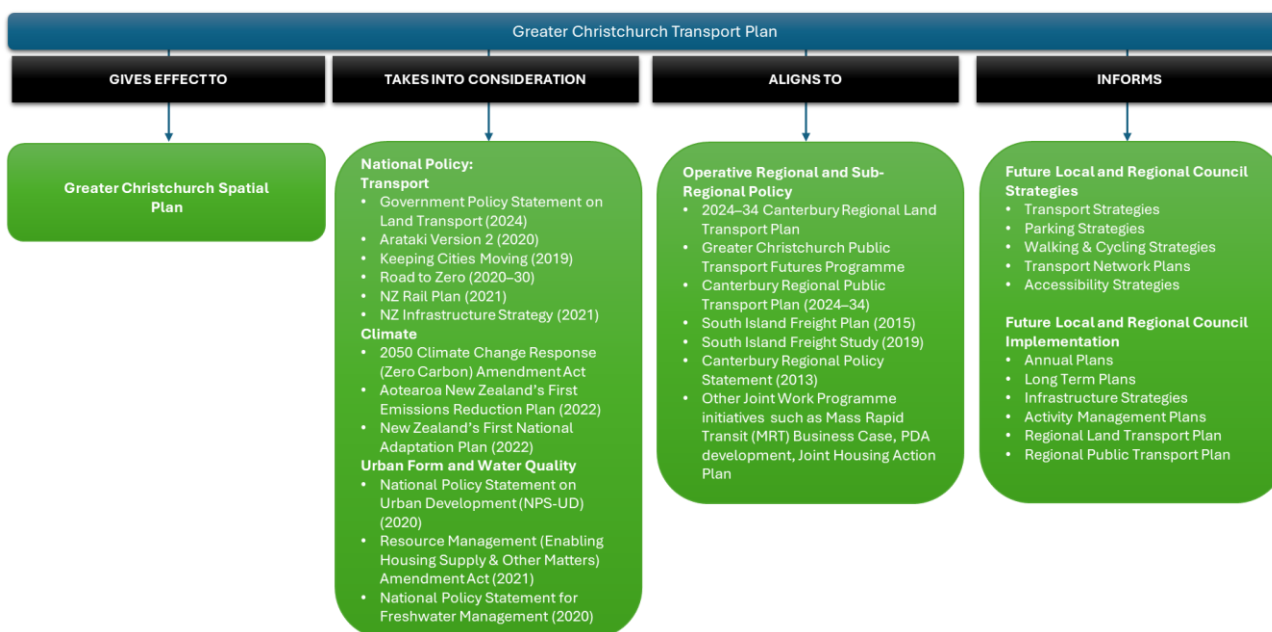
- 4.1 A working group, including staff from partner Councils, have developed the draft GCTP, reporting into the Transport Managers Group (TMG) and Senior Officials Group (SOG).
- 4.2 The scope agreed to focus on:
 - 4.2.1 Building on the narrative of the Spatial Plan by describing what is meant by each direction under Opportunity 6.
 - 4.2.2 Grouping existing and planned transport activities by the directions of the Spatial Plan
 - 4.2.3 Putting emphasis on foundational and high priority actions that will occur in the next 3 years, as planned for in the Regional Land Transport Plan/ Long Term Plan/ National Land Transport Plan.
 - 4.2.4 Signalling changes and investment that we should undertake in the 4 to 10 years horizon to realise the vision of the Spatial Plan.
- 4.3 The drafting of the document is a result of a collaborative partner approach, based on feedback throughout the development process to shape the plan and ensure it takes a best for Greater Christchurch perspective.

5. Greater Christchurch Transport Plan

- 5.1 The purpose of the Greater Christchurch Transport Plan focuses on implementation and identifies the changes required to deliver the opportunity and directions of the Greater Christchurch Spatial Plan (GCSP).
- 5.2 It also outlines the key strategic partnership actions that require a collaborative approach and commitment to succeed.
- 5.3 The GCTP focuses largely on achieving the outcomes of opportunity six of the GCSP, however it is intrinsically link to all other projects and initiatives within the joint work programme and as such will be a key document to inform other projects as shown in Figure 1:



- 5.4 While this Transport Plan focuses on delivering the GCSP (Figure 2), it is important to note that there are regional and local transport priorities that sit outside the Spatial Plan. The GCTP has been developed so that it provides a set of principles, actions and sub actions to guide partners in implementation. It doesn't preclude partners from progressing their own aspirations or priorities that sit outside the scope of this document.
- 5.5 These wider transport aspirations respond to the safety, resilience, environmental, operational, and maintenance needs of the network. They overlap and build upon the actions within this plan, and add further value to Greater Christchurch, its communities, and the economy. These are reflected within their respective local Council and regional strategies and lie outside of the scope of this plan.
- 5.6 Figure 2:



- 5.7 Through the development process partners identified four principles that provide the foundation for guiding the partnership as we travel towards achieving the Greater Christchurch Transport Vision for 2050. These are:
- 5.7.1 Work in partnership, committed to achieving the spatial plan vision.
- 5.7.2 Seek sustainable funding and investment solutions to deliver transport infrastructure and services.
- 5.7.3 Prioritise the safety of our communities and transport users.
- 5.7.4 Deliver a fit for purpose road and transport network.
- 5.8 Changes required to implement the transport opportunity for both the directions and principles are outlined throughout the full document and as standalone action plan. These are presented as high-level actions with a set of sub-actions supported by indicative timeframes, agency involvement, any key dependencies, level of funding that may be required.
- 5.9 It is also important to note that this document is not a statutory document. Rather than overriding any decision-making processes within central, regional or local government, it is intended to be used as an input into each partner's processes.
- 5.10 The intention is for the full draft GCTP to be endorsed by the GCPC at the May 2025 meeting without the requirement to further consult with the community or have partner governance


adopt the plan. This is due to the plan giving effect to the GCSP without proposing any matters of wider significance or committing partners to funding.

- 5.11 While formal adoption is not being proposed, we are interested to understand if the GCPC see value in the wider partner governance receiving briefings on the GCTP to raise awareness and a shared understanding of its role and purpose.
- 5.12 It is understood that not all transport changes identified in the GCTP will align with central government priorities as set out in the Government Policy Statement on Land Transport 2024-27. It is intended for the GCTP to demonstrate how the partnership plans to realise the opportunities identified in the GCSP through implementation of transport changes over the next 10 years. As such, the GCTP has been prepared in a way to allow flexibility to accommodate shifts in political priorities while maintaining a core focus on the partnerships long-term transport aspirations and what is required to deliver on these.
- 5.13 The Plan identifies key partner actions that will require a partnership approach to implementation. Should the Plan be endorsed the GCPC, the Senior Officials Group will oversee the progress with the implementation of the GCTP that will be operational coordination delivered through the Transport Manager Group.
- 5.14 Progress reporting to the committee would be aligned to the broader GCSP monitoring and reporting framework that is currently under development.
- 5.15 The Spatial Plan will be reviewed every five years, incorporating the latest release of census information from Stats NZ. In accordance with the NPS-UD 2020, the Future Development Strategy component of the plan will be reviewed every three years. The joint work programme should be reviewed and updated at least every three years to coincide with council’s long term planning processes to ensure the partnership prioritises and adequately resources the delivery of the Spatial Plan (and its future iterations).
- 5.16 This will ensure that future iterations of the plan can respond to changing demographic, social, economic and cultural factors facing the partnership.

6. Next Steps

- 6.1 We seek the Committee’s feedback on the desire for wider partner governance to be briefed on the GCTP prior to May 2025, noting we are not proposing the plan to be formally adopted by partner governance.
- 6.2 Subject to the review by the GCPC in March 2025, the full draft GCTP document will be designed (using in-house resource). The final plan will be provided to the May 2025 GCPC meeting for their endorsement. Subject to the plan being endorsed it will be made publicly available through the Greater Christchurch Partnership and partner Council websites, where appropriate.
- 6.3 The implementation progress will be coordinated through the Transport Managers Group and overseen by the Senior Officials Groups. Progress reporting to the committee would be aligned to the broader GCSP monitoring and reporting framework.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Draft Greater Christchurch Transport Plan 2025	25/278109	35

Greater Christchurch Transport Plan



**Greater Christchurch
Partnership**

Te Tira Tū Tahī
One Group, Standing Together

Table of Contents

Purpose.....	2
Introduction.....	2
Background.....	3
Context.....	4
A People-centric Transport System.....	5
A Resilient Transport System.....	5
A Low-emission Transport System.....	5
Principles.....	6
Greater Christchurch Transport Plan.....	7
Direction 6.1.....	8
Direction 6.2.....	11
Direction 6.3.....	15
Direction 6.4.....	19
Direction 6.5.....	21
Key Partnership Opportunities.....	24
Greater Christchurch Transport Plan Action Plan.....	25

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Greater Christchurch Transport Plan

Purpose

The Greater Christchurch Transport Plan identifies the transport system changes needed to implement the 30 year vision of the Greater Christchurch Spatial Plan. The transport plan focuses on strategy – the key things partnership members need to do together, and the commitments needed for success.

Introduction

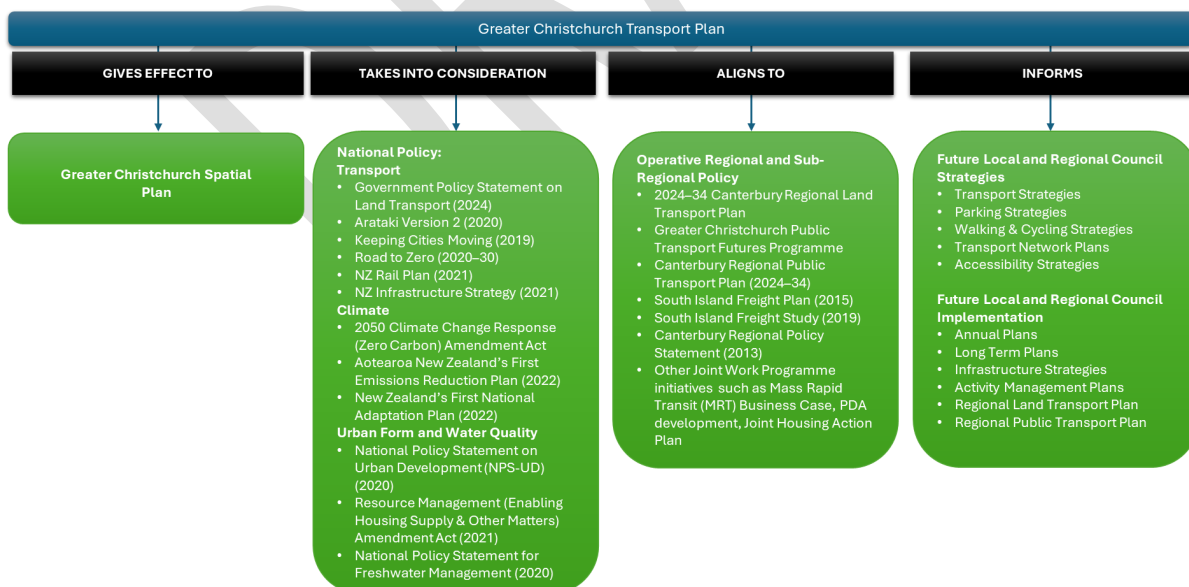
The spatial plan sets out a shared vision for the future of Greater Christchurch. It shows how we will accommodate new housing and business in a way that enhances the environment, integrates with transport and other infrastructure provision, builds greater community resilience to natural hazards, and contributes to a sustainable future that meets the needs and aspirations of communities now and in the future.

It recognises that transport system improvements are essential if we are to support housing growth and strong economic performance, to achieve emissions reduction targets, and improve accessibility. The Joint Work Programme identifies the development of a Greater Christchurch Transport Plan as a key initiative, to plan and coordinate the development of an integrated transport system.

While this transport plan focuses on delivering the spatial plan, there are other regional and local transport priorities. These wider transport aspirations respond to the safety, resilience, environmental, operational, and maintenance needs of the network. They overlap and build upon the actions in this plan, and add further value to Greater Christchurch, its communities, and the economy. These are reflected in local and regional council strategies and are not in the scope of this plan.

The transport plan is not a statutory document. Rather than overriding decision making processes of central, regional or local government, it should be seen as one factor in each partner’s processes.

Figure 1: Strategic Context



Background

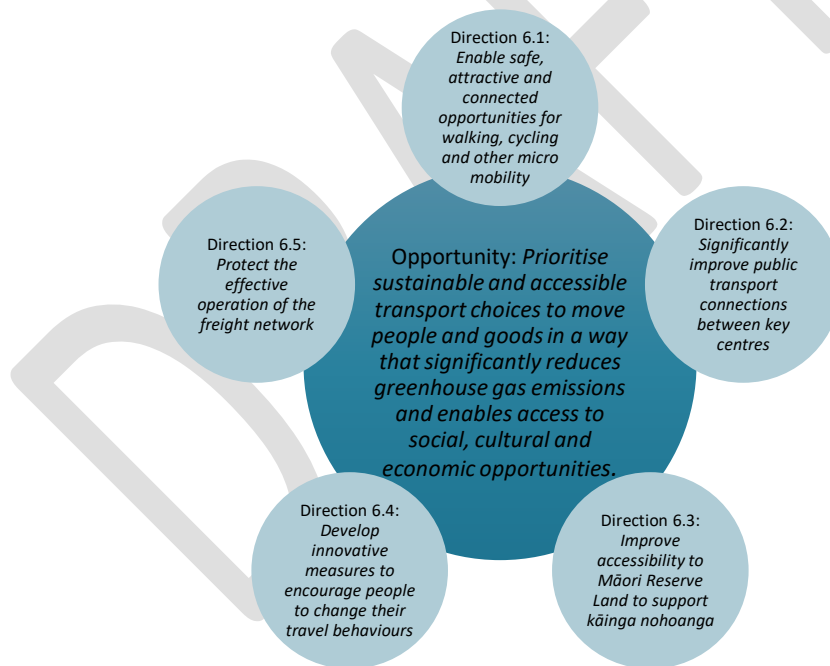
In 2022, the Greater Christchurch Partnership¹ and the Crown established an Urban Growth Partnership for Greater Christchurch². This partnership between central government, local government and mana whenua focuses on shared objectives for affordable housing, emissions reduction, and liveable, resilient urban areas.

The partnership's first priority was to prepare the Greater Christchurch Spatial Plan³. It is a plan for action, for starting now to make the transformational shifts needed to secure the future of Greater Christchurch. Its overarching directions include targeted intensification in centres and along public transport corridors, along with the prosperous development of kāinga nohoanga on Māori Reserve Land and in urban areas.

The spatial plan was developed in 2023, with more than 7000 people sharing their future vision for Greater Christchurch. There was overwhelming support for the plan, with 86% agreeing that growth should be focused around key urban and town centres and along public transport routes.

The spatial plan identifies six key opportunities to help shape the future of Greater Christchurch. One of these is to “prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities”.

It also identifies five directions needed to achieve this opportunity. The Greater Christchurch Transport Plan sets out the changes needed to meet these five directions.

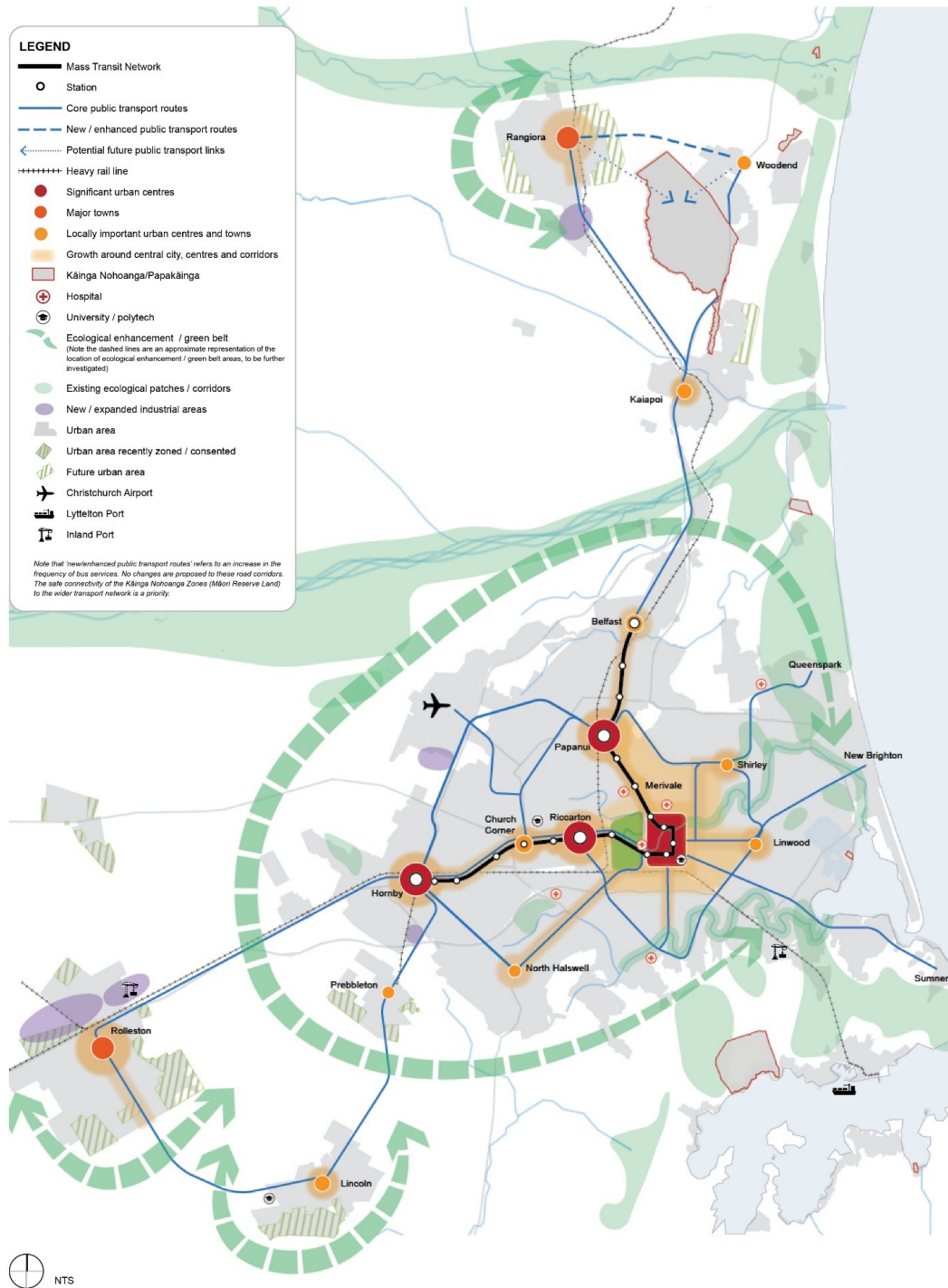


¹ The Greater Christchurch partners include Environment Canterbury, mana whenua, Christchurch City Council, Selwyn District Council, Waimakariri District Council, Te Whatu Ora – Waitaha, Waka Kotahi NZ Transport Agency.

² Greater Christchurch is found at the meeting point of the Canterbury Plains, the Pacific Ocean, and the volcanic remnants of Whakaraupō Lyttelton and Te Pātaka a Rākaihautū Banks Peninsula. It extends from Rangiora in the north to Lincoln in the south, and from Rolleston in the west to Sumner in the east. It includes the flat lands and Port Hills areas of Ōtautahi Christchurch.

³ [Greater-Christchurch-Spatial-Plan-2024.pdf \(greaterchristchurch.org.nz\)](#)

Greater Christchurch Spatial Plan Map



Context

An overarching direction of the spatial plan is targeted intensification in urban and town centres and along public transport corridors. Some other important considerations for the Greater Christchurch transport system relating to the spatial plan are explained below.

An Urban Form Shaping Transport System

Transportation systems exist to service land-use, but they also play a large part in shaping that land-use. When changes are made to the transport system, there is a corresponding change in land-use activities. Major transport projects such as mass rapid transit prompt significant changes in the urban form and are city shaping. Improving access to dispersed areas will tend to disperse activity in the long run, while improving access in and around centres will concentrate activity.

Changes to urban form can increase or reduce the demand for travel, and influence demand for public transport, vehicle use, walking and cycling. They can also have broader social and environmental impacts in areas like road trauma, public health, emissions, and energy efficiency. Road infrastructure directly correlates to the demand for vehicle travel; expansions in road capacity tend to be largely offset by increased demand. Urban transport corridors need to balance mobility and amenity to achieve optimal social and economic outcomes. Residential and commercial land use activities tend to be more competitive and result in land value up lift which improves the desirability of investing in development for locations close to transport corridors that offer both amenity and mobility.

A People-centric Transport System

Good urban design, with communal spaces that are liveable, walkable, safe and attractive, with good connectivity and accessibility, enables neighbourhoods and urban centres to thrive.

Transport initiatives that align with the principles of urban placemaking provide streets, squares, and parks that are not just thoroughfares but destinations in themselves. This approach helps prioritise pedestrian-friendly environments, efficient public transport, and cycling infrastructure that support local businesses and enhance the overall urban experience. Integrated transport and placemaking helps to create a sense of place, improve quality of life, and support sustainable urban development in Greater Christchurch.

Integrating transportation planning with urban placemaking is an important opportunity that can be realised through local area planning to support the development of the mass rapid transit system and the priority development areas referenced in the spatial plan. This focus on human experience and quality public spaces aims to foster community interaction, economic vitality, and environmental sustainability.

A Resilient Transport System

Although not specifically highlighted within Opportunity 6, resilience is a focus of the broader spatial plan. The transport system is vulnerable to the effects of sea-level rise and more frequent and extreme weather events. Improving the resilience of the transport system is critically important to ensure reliability, protection and economic growth. A resilient transport system will enable communities and the economy to withstand and absorb the effects of unplanned disruptive events, perform effectively during disruptions, and respond and recover quickly. This is particularly relevant in protecting the effective operation of the freight network and the wider local roads.

A Low-emission Transport System

Transport is responsible for 54 per cent of Ōtautahi Christchurch's gross greenhouse gas emissions, with 38 per cent being attributed to road transport. A transformational shift in how people travel is needed to reduce dependence on private car travel and to support reductions in transport emissions. This will require significant investment in public and active transport improvements, including through PT Futures and investment in a mass

rapid transit system, measures to encourage behaviour change, and a shift towards an urban form that better supports shorter trips to meet more of people’s daily needs and activities. It will also require investment in infrastructure to support the transition to low or zero emission vehicles. Acknowledging that beyond compact metropolitan and urban areas there can be challenges to provide public transport due to the distances involved.

Achieving the public transport improvements (as identified in Direction 6.2) and progressing a mass rapid transit system will bring an opportunity to shape the land use and urban form of Greater Christchurch. Higher density residential and commercial development in the walkable catchments around mass rapid transit stations would encourage higher use of public transport, which would in turn support frequency and capacity improvements. The design of the urban environment significantly affects accessibility and transport choices, especially influencing the feasibility of walking, cycling, and public transport. Compact urban centres with pedestrian-friendly streets enhance the appeal of shared and active transportation modes.

We encourage and support local area planning to prioritise people-centric planning and urban design, aligning with community aspirations to ensure positive wellbeing benefits for residents and the environment.

Principles

We’ve identified four principles to provide a guiding foundation to drive us to achieve the Greater Christchurch Transport Vision for 2050

Work in partnership, committed to achieving the spatial plan vision.



Foster and facilitate a collaborative approach between the partners to address strategic challenges and opportunities for Greater Christchurch.

Show clear, decisive and visible strategic leadership to wider stakeholders, agencies and central government and to communities across Greater Christchurch.

Seek sustainable funding and investment solutions to deliver transport infrastructure and services.



Investigate a range of funding and financing tools, including local and central government and the private sector.

Partner with and advocate to central government to enable more influence on government policy and funding decisions.

Prioritise the safety of our communities and transport users.



Ensure all new projects are safe and support our growing communities.

Retrofit the existing network for safety.

Deliver a fit-for-purpose road and transport network.



Monitor key metrics and be agile to respond to emerging situations.

Greater Christchurch Transport Plan

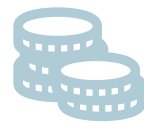
Purpose: The Greater Christchurch Transport Plan identifies the transport system changes needed to implement the Greater Christchurch Spatial Plan. The transport plan focuses on strategy – the key things partnership members need to do together, and the commitments needed for success.

Opportunity 6 of the Greater Christchurch Spatial Plan: Prioritise sustainable and accessible transport choices to move people and goods in a way that significantly reduces greenhouse gas emissions and enables access to social, cultural and economic opportunities.

Principles:



Work in partnership, committed to achieving the spatial plan vision.



Seek sustainable funding and investment solutions to deliver transport infrastructure and services.

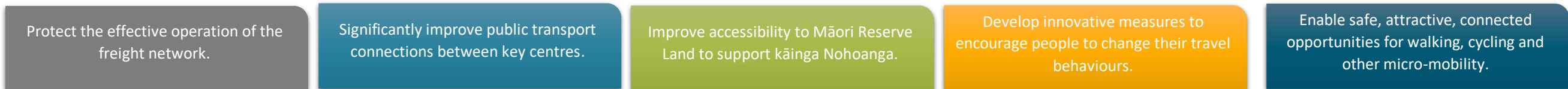


Prioritise the safety of our communities and transport users.



Deliver a fit for purpose road and transport network.

Directions of Opportunity 6: Transport directions toward achieving Greater Christchurch’s future transport vision in 2050



Actions



It is important to note that there is no hierarchy given to the directions. This is a long term plan, aligned to the 30 year Greater Christchurch Spatial Plan. The order of implementation actions will be driven by the work programmes and funding priorities of partners including central government through the National Land Transport Programme and Local Government through Long Term and Annual Plans.

Direction 6.1

Enable safe, attractive, connected opportunities for walking, cycling and other micro mobility.

What do we mean?

A key component of the focus on targeted intensification is the creation of an urban form that supports and encourages as many trips as possible being made by active travel – walking, cycling and other modes of micro mobility (such as scooters). Achieving this requires not only an increase in density of development in centres, but also a commitment to urban design that prioritises active travel within and between communities – making it safe and convenient.

Some ways that active travel could be supported include ensuring good walking and cycling access within local communities and to local centres; extending the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations; creating low speed zones and limited access streets in residential areas; and rebalancing the use of roads and streets to reflect the functions of place and movement.

What have we done?

Since the Canterbury earthquake, we have been transitioning streets in some areas into higher quality public realm to better support high density land uses. Post-earthquake street upgrades have been completed in most of the central city. This has dramatically improved amenity, with more accessible footpaths, slower vehicle speeds, and more space for outdoor dining, street furniture, trees, landscaping, and public events. Town centre upgrades in Rolleston, Lincoln, Kaiapoi, Rangiora, and Woolston, have similarly improved the public realm to make these spaces greener, easier to walk around, and more conducive to vibrant, urban life.

Many of these areas are now connected by a sub-regional network of cycleways. We've completed 15 cycleways across the sub-region, from Rangiora to Rolleston, and along the way connecting much of the population, including across the wider districts. The network within Christchurch is around two thirds complete and has already contributed to a 40% uplift in cycling across the city, while also providing safer travel for people using e-scooters, mobility scooters and other micro-mobility devices.

What are we planning to do?

Short and medium term

We'll continue these programmes in the short term. As the final anchor projects Te Kaha, Parakiore, and Whitireia Cathedral Square are completed, the surrounding streets will be upgraded to better serve an influx of people. Public realm upgrades are also planned for many of the smaller suburban centres.

The network of cycleways will continue to expand, with a particular focus on completing key gaps in connectivity between different parts of the network.

Longer term

These investments are a strong start, but they won't be enough on their own to achieve the 30-year vision of the spatial plan. Once the planned cycleway network is completed, it should be reviewed to assess its performance, and identify any new growth areas or significant destinations that need to be connected in. The six priority development areas identified in the spatial plan will need significant investment to support growth. The first step is to start local area planning for each of these areas. Outside of the priority development areas our existing road network needs to be retrofitted to ensure it

is safe and efficient. We anticipate this would need a lower level of investment, such as such as safer speed limits and pedestrian crossings. It should however be noted that it may occur that higher levels of investments are needed where roads and intersections need upgrading.

Actions

1. Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.
 - 1.1. Complete cycleway networks.
 - 1.2. Extend the network into new growth areas as needed.
 - 1.3. Continue to invest in cycleways and cycle lanes in the districts
2. Through urban placemaking, balance the use of roads and streets to reflect the functions of place and movement.
 - 2.1. Start local area planning in the priority development areas.
 - 2.2. Ensure the network policy and design standards of road environments prioritise walking, cycling and micromobility.
 - 2.3. Ensure adequate networks and infrastructure are provided in new subdivisions and growth areas by developers.

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Greater Christchurch Cycleway Network Map



Direction 6.2

Significantly improve public transport connections between key centres.

What do we mean?

Reducing the reliance on cars means providing opportunities for people to use public transport more often. This requires significant improvements to public transport services to ensure they offer an attractive alternative to cars for a broader range of trips, particularly those less suited to active travel.

An important first step to improving Greater Christchurch's public transport network is to accelerate the implementation of planned improvements to the existing bus network, as set out in the Greater Christchurch Public Transport Futures programme. This involves frequency improvements coupled with infrastructure investments that will support faster and more reliable journey times on core bus routes. These core routes provide connections to Christchurch's Central City and other key centres where more intensive development is planned. The programme includes reallocation of road space on core routes to enable priority way for buses.

A key feature of the future public transport network in Greater Christchurch is the proposed mass rapid transit service that would offer a high frequency and capacity 'turn-up-and-go' service on the strategic growth corridors along Papanui Road and Riccarton Road, linking with the Central City. The delivery of this service would involve a phased implementation. As the population in the districts grow, the mass rapid transit system or other high frequency public transport improvements may be extended to the districts.

Higher density residential and commercial development within the walkable catchments of mass rapid transit stations would support a higher share of trips being made using public transport, which would in turn support frequency and capacity improvements.

What have we done?

In 2020, the Greater Christchurch Partnership committed to further improving public transport to cater for growth in the region and address customer needs. Some of this is happening already, and some will take more time, depending on funding.

The investment programme for public transport in Greater Christchurch was developed by the Greater Christchurch Partnership. The programme is referred to as Public Transport Futures (PT Futures). It is a 10-year investment programme that will bring higher-frequency services, realignment of routes, improved routes, and better supporting infrastructure such as bus lanes, shelters and park-and-ride sites. The focus is on improving journey times and reliability, improving access to growth areas and destinations, and removing the barriers for people using public transport. The implementation of PT Futures is expected to deliver a range of benefits including reduced congestion, improved air quality, increased accessibility and more options for travel.

The first stage of PT Futures is already under way, providing high-frequency public transport, reducing wait times and improving management systems to regulate the intervals between buses. This includes the delivery of service improvements, new park and ride facilities, bus priority tools (such as repurposing road space for bus lanes and prioritising buses at intersections) to improve journey times and reliability, upgraded bus shelters, and new technology (such as real-time information displays at key bus stops).

High-frequency (turn up and go) schedules are now in place for three core routes in Christchurch city. Selwyn and Waimakariri peak time express services have also been introduced to ensure a fast and direct trip to and from the city for residents who commute into Christchurch for work.

Over the last decade Christchurch City Council has invested approximately \$30 million into public transport infrastructure improvements, including bus stop upgrades, and real-time information. Bus lanes and bus priority enhancement at intersections have also been installed, to assist bus movements during the most congested periods along key routes.

Park and ride facilities have been introduced in Rangiora, Kaiapoi, and Rolleston. These support the direct bus services, providing peak-hour commuters with faster trips into Christchurch city and parking for residents who wish to carpool.

The result of this investment has been rapid growth in public transport patronage, with Christchurch now leading the country in its post-Covid 19 bounce-back – patronage is at the highest levels seen in a decade. Approximately 14.5 million passenger trips were taken on the Greater Christchurch network in the 2023/24 financial year, up 25% from the previous financial year.

What are we planning to do?

The Canterbury Regional Public Transport Plan sets out how public transport services and infrastructure will be delivered in Waitaha Canterbury over a 10-year period. It describes the public transport system that the Canterbury Regional Council (ECan) plans to fund and operate in partnership with local councils, who provide the infrastructure, and the NZ Transport Agency Waka Kotahi.

A refresh of the 2018-2028 Canterbury Regional Transport Plan is under way. It is anticipated that the new 2025-2035 plan will be in place in 2025. It will detail the programme of improvements to deliver on the spatial plan direction to significantly improve public transport connections between key centres.

Short term

Halswell Road SH75 improvements are under construction. This is part of broader improvements to connect the rapidly growing southwest area to the city centre, providing residents with new travel choices along this key corridor. Bus lanes will make it faster and more reliable for people to take the bus and will eventually connect to completed bus lanes through Addington. Off-road shared paths and new pedestrian crossings will make it safer for people to walk and cycle. Traffic signals and median kerbs will make it simpler and safer for drivers.

The following core routes will be improved (or moved) to turn up and go frequencies (10 minutes or less):

- 2024/25 - Route 7 (Halswell to Queenspark)
- 2025/26 - Route 1 (Rangiora to Cashmere) and Route 5 (Rolleston to New Brighton)

Enhanced frequencies are also planned on existing city-bound services from Lincoln, Rolleston, Rangiora, and Kaiapoi subject to funding.

Motu Move, a new way of paying for public transport (National Ticketing Solution), making payments easier and more convenient, the new ticketing system will help to improve access, encouraging more people to use public transport more often. Christchurch, Selwyn and Waimakariri districts will transition to the new system as soon as practical in 2025.

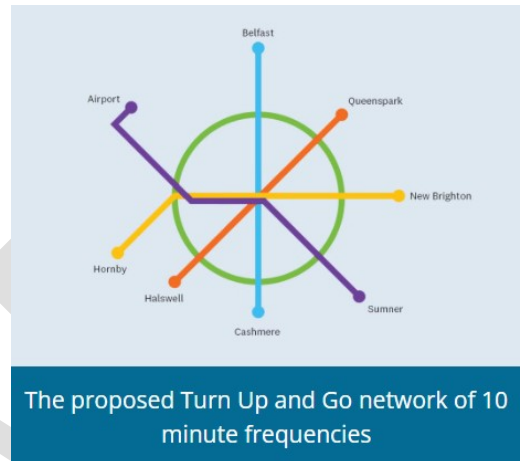
Medium term

PT Futures will continue to be implemented over years four to 10 of the 10-year plan, subject to funding. Travel options between the city centre and outer suburbs will be expanded, with more frequent connections and improved weekend schedules. The programme will also enhance cross-city connectivity throughout the day and at weekends.

A review of the connector and local services is scheduled for completion by 2025 and will identify network improvements for implementation by 2031. Subject to funding, this review will be completed through a business case process, exploring service improvements outside of the core network. This is called the Rest of Network Business Case.

Targeted improvements or “quick wins” that respond to demands on the public transport network include route changes and increased bus frequency, subject to long-term plan funding.

The scaling up of bus services on key routes in Greater Christchurch is foundational to further improvements in the region. While initial changes are rolled out, detailed planning and design work for the high frequency mass rapid transit can be undertaken.



Longer term

The spatial plan anticipates a transformation of the land transport system that will foster much higher rates of public and active transport use, including through the development of a mass rapid transit system. Mass rapid transit is a high-frequency, high-capacity public transport service that runs on a dedicated transport corridor, using modern high-quality vehicles. This system will be a ‘city shaping’ initiative and is fundamental to the shift in urban form needed to help achieve a net zero emissions future.

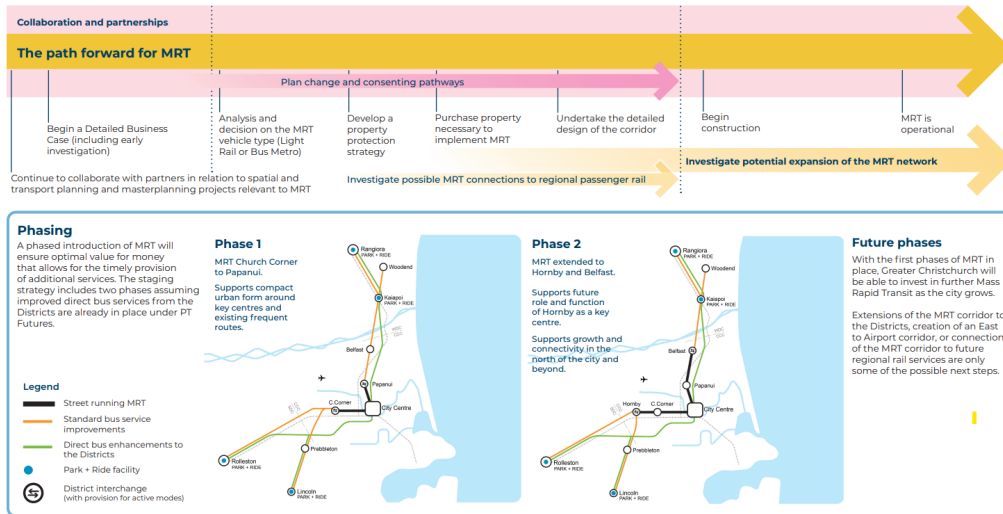
Mass rapid transport will run on dedicated transport corridors where public transport and active modes are prioritised. These routes will connect the Christchurch city centre with key centres in the north and west. Separated public transport corridors and park-and-ride facilities will enable a high-speed service. In the long term, it will further influence the shape of the city as growth is focused on key corridors.

The preferred route identified through the mass rapid transit indicative business case would connect Christchurch’s central city with the key centres of Riccarton, Papanui, Hornby and Belfast. Connections between Selwyn and Waimakariri districts would include bus connections from the terminals to Rolleston, Lincoln, Rangiora and Kaiapoi, and improved direct bus services to the city centre.

The preferred route would likely be constructed in two phases, to align with population growth and demand. Phase One would focus on the inner section between Church Corner and Papanui to support intensification along highly accessible centres. Phase Two would extend the route to interchanges in Belfast and Hornby.

The Indicative Business Case was approved by the Whakawhanake Kāinga Committee, partner councils and the Waka Kotahi Board in July 2023. The next step will be to investigate in more detail the design of the corridor and stations along the route, and to protect the corridor.

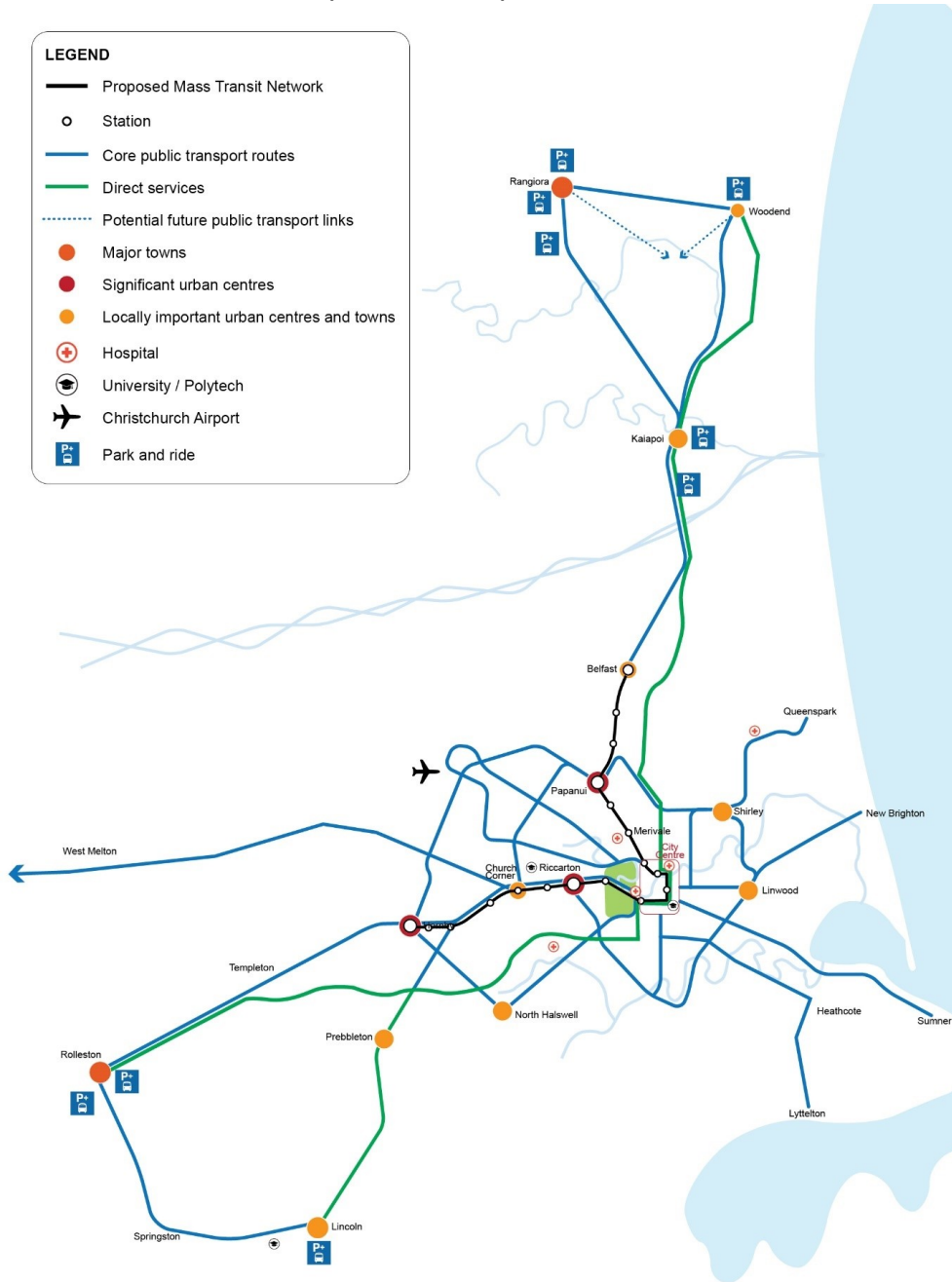
As the population in the districts and their town centres grow, the mass rapid transit system or other high frequency public transport improvements may be extended to the districts. This will require further investigation and strategic consideration of the district’s needs. These potential extensions will require development of its own investment case to be undertaken.



Actions

1. Progress delivery of fast and frequent public transport services to connect Greater Christchurch communities.
 - 1.1. Continue investment in and implementation of infrastructure improvements set out in the PT Futures programme.
 - 1.2. Continue investment in and implementation of service improvements set out in the PT Futures programme including the Rest of Network Business Case.
2. Complete mass rapid transport route investigation, protection and investment.
 - 2.1. Prioritise investment for the route protection phase in the State Highway Investment Programme.
 - 2.2. Ensure the route is protected in District Plans. Complete design and detailed investigations for the Notice of Requirement (NOR) for designation
 - 2.3. Progress investigation and implementation of MRT connecting and complementary services to the districts.
 - 2.4. Scoping the strategic case for further connections from the MRT system into the districts.
3. Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport stations.
 - 3.1. Start local area planning in the priority development areas.
 - 3.2. Influence key local and regional planning documents.
 - 3.3. Monitor development along the corridor, and the preferences for public transport.
4. Reducing barriers to accessing public transport.
 - 4.1. Improve first and last km connectivity with Public Transport (including walking/cycling connections, park-and-ride lots)

Greater Christchurch Public Transport Network Map



Direction 6.3

Improve accessibility to Māori Reserve Land to support kāinga Nohoanga.

What do we mean?

Planning and investing in improved accessibility to Māori Reserve Lands by public and active modes of transport is necessary to support the prosperous development of kāinga nohoanga in Greater Christchurch. Delivering better connections to Māori Land, as well as supporting kāinga nohoanga within urban areas with improved accessibility, will involve a partnership approach between mana whenua, councils and NZTA Waka Kotahi.

The development of Greater Christchurch's transport network in the future must also not isolate or preclude or prevent the development of Māori Reserves as settlements to their fullest extent possible. This includes ensuring that Māori land is not used or taken for public infrastructure required to service development on adjoining or proximate land.

What have we done?

There are significant barriers to the development of some Māori Reserves, including MR873 at Tuahiwi in the Waimakariri District. While changes to district plans have been made to remove zoning impediments to the development of Māori Reserves, this has not, in all cases, been supported with investment in infrastructure.

The spatial plan sets out a commitment by partners to deliver on mana whenua priorities and expectations regarding kāinga nohoanga, including enabling the development of kāinga nohoanga on Māori Reserves, supported by infrastructure and improved accessibility to transport networks and services.⁴

The Canterbury Regional Land Transport Plan 2024-34 identifies a range of transport priorities for mana whenua, drawn from Iwi Management Plans and discussions with Papatipu Rūnanga representatives through Te Paiherenga.⁵ These are:

- Accessibility and connectivity of kāinga nohoanga and papakāinga; improved transport network infrastructure and services to support development aspirations (including at MR873 Tuahiwi and MR875 Rāpaki)
- Public, shared and active transport options including PT Futures and mass rapid transport in Greater Christchurch.
- Early engagement with rūnanga on major transport proposals.
- The protection of wāhi tapu, wāhi taonga and ngā wai, and indigenous biodiversity.
- Opportunities for the enhancement of environmental values, through initiatives such as roadside plantings of indigenous species and use of sustainable materials in creating and maintaining the network.

⁴ Greater Christchurch Spatial Plan, p. 26.

⁵ Te Paiherenga is a technical Papatipu Rūnanga/Canterbury Regional Council working group which advises staff on work programmes, projects, and processes.

- Support for innovative technology (including through Tāwhaki – a unique partnership focused on aerospace and environmental outcomes at Kaitorete)
- Support for a green energy transport system including alignment to Te Runanga o Ngāi Tahu Green Energy Strategy, which includes solar, wind and/or battery power for marae; and
- Consideration of the better use of waterways in the future transport system, for example river based local travel, or coastal/sea-based long-distance travel.⁶

The implementation of PT Futures has improved access to Rāpaki, with a high-frequency schedule now in place for the Route 8 ‘Port to Port’ service, which connects Christchurch Airport with Central Christchurch and on to Lyttelton, with some trips extending to Rāpaki.

What are we planning to do?

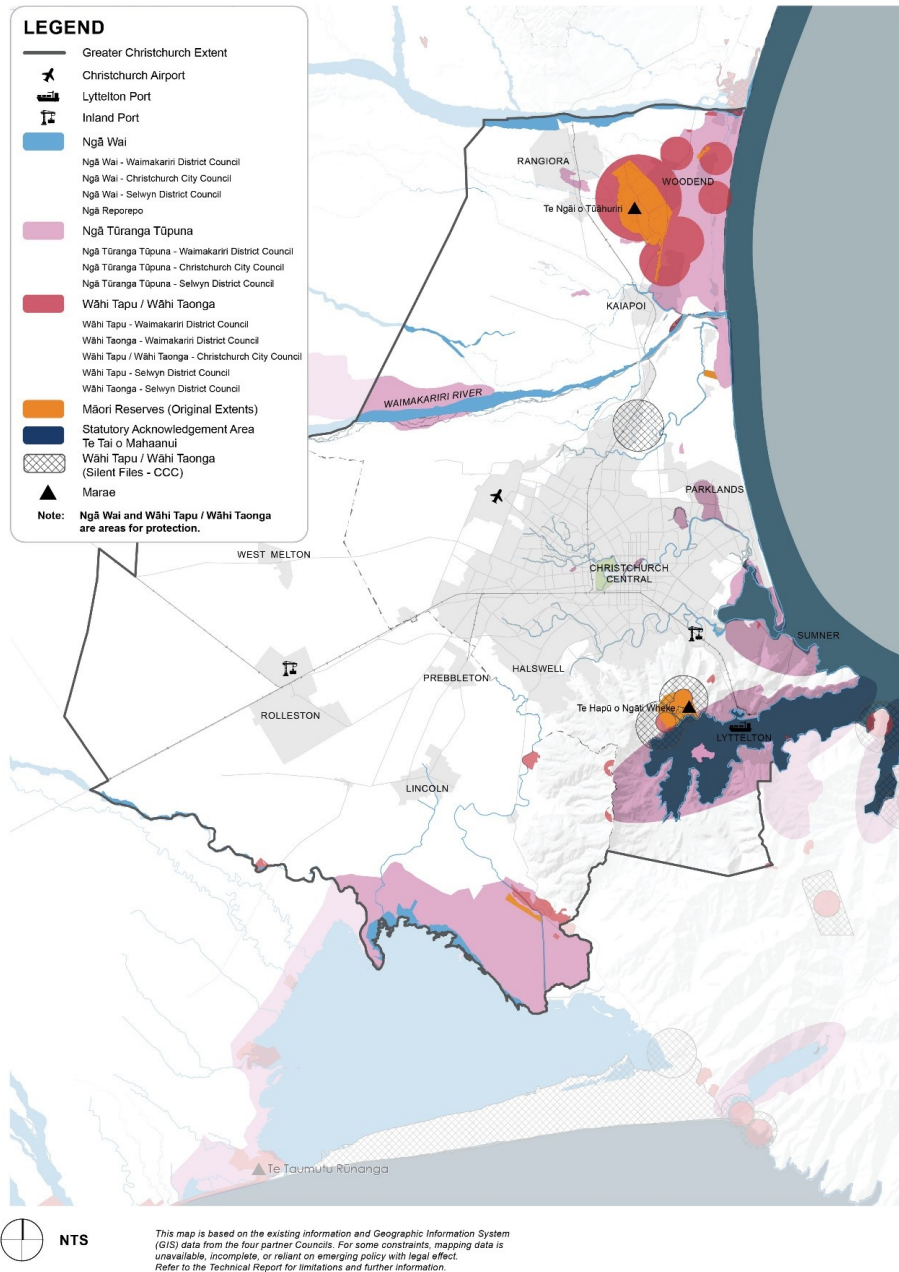
Partnership between mana whenua, councils, and NZTA Waka Kotahi is needed to remove residual barriers to the development of Māori Reserves. Direct engagement will be essential to determine the local transport requirements, priorities, and aspirations of mana whenua, and to identify and respond to the specific infrastructure needs of Māori Reserves. This could include improved transport network infrastructure and services to enhance accessibility and connectivity, including by public and active modes, to support the development priorities and aspirations of mana whenua, and to promote wellbeing and empower whānau to be socially and economically successful.

Councils and NZTA Waka Kotahi undertake to also engage early with mana whenua to identify options and alternatives for roading projects where there is encroachment and/or effects on wāhi tapu, wāhi taonga, ngā wai, and indigenous biodiversity

A Kāinga Nohoanga Strategy is being developed. It will provide direction to partners on support for transport connections to kāinga nohoanga on Māori Reserves and within urban areas.

⁶ Canterbury Regional Land Transport Plan 2024–34, p. 22.

Sites and areas of significance to Māori



Direction 6.4

Develop innovative measures to encourage people to change their travel behaviours.

What do we mean?

A significant change in travel behaviour needs to occur to meet the objective for a more sustainable, accessible and equitable transport system in Greater Christchurch. Achieving mode shift from cars to public and active modes of transport will be particularly important for reducing vehicle kilometres travelled by cars and other light vehicles, and contributing to emissions reduction targets.

The focus on targeted intensification in urban and town centres, and along public transport corridors, together with the proposed improvements to public and active modes of transport, will provide a strong platform for the shift away from cars. However, reducing the reliance on cars will also need to be supported by planning and investing in systemic changes in travel behaviours, recognising the massive shift that needs to occur largely within the next decade (by 2035).

Some ways that effective travel demand management and behaviour change initiatives could be delivered include building awareness and understanding about the range of low emissions travel options through information and education initiatives; incentivising the use of public and active transport through appropriate pricing and promotions; managing car parking policies; and supporting central government investigations into future road pricing options.

What have we done?

The partners deliver travel demand management programmes to schools, businesses and the community. These programmes focus on promotion and education to encourage behaviour change and help people make more informed travel decisions. This also helps partners identify and remove the barriers to change. Practically this involves workplace travel planning, school travel planning, adult cycle skills training and personalised journey planning and customer research.

Targeted travel demand management is delivered to support specific investments in the transport system, such as the Christchurch Northern Corridor, central city investments, Lincoln Road bus lanes, and the Uni-cycle Major Cycle Route. Work is also underway to reduce commuter single occupant vehicles from the Districts by providing other options such more frequent and direct public transport services along with supporting infrastructure like Park and Ride facilities.

What are we planning to do?

Short Term

We will continue to deliver our programmes, refining them to improve efficiency and expanding them where possible to broaden their effects.

Medium and Longer Term

To support the more transformational behaviour changes envisaged in the spatial plan, we will need to significantly broaden the behaviour change programme. Current programmes have proven successful where applied, so we will continue to deliver them but with a greater reach.

Changes to the transport system need the support of traffic demand management programmes to ensure affected residents are well-informed about the new options available to them, and that obstacles

to behaviour change are minimised. Examples could include distributing free bus cards to support public transport improvements, or free cycle skills training to support major cycleways.

In addition, new approaches will be necessary to remove financial obstacles for people trying to travel in sustainable ways. Transport modelling indicates that current pricing structures are a barrier to meeting emissions reduction targets, and to achieving other outcomes, such as reduced congestion. Changes to pricing structures could ensure that environmental and social effects influence pricing, so that it sustainable modes are cheaper. Such changes could be done at a local or national level, or a combination of both. Existing mechanisms such as fuel excise duties, road user charges, emissions trading scheme, road user charges, parking charges, developer contributions and rating structures could be strengthened. Changes may also include new systems, such as toll roads, congestion (time-of-use) charging, or parking levies. More investigation is needed to clarify scope and ensure that the potential effects of suggested changes are well understood, especially their effects on marginalised communities.

Actions

1. Support and enable the national ticketing solution.
 - 1.1. Implement national ticketing.
2. Coordinate at a sub-regional level to explore appropriate pricing and promotions; manage car parking policies; and support central government investigations into future road pricing options.
 - 2.1. Evaluate pricing options to identify how they could contribute to the outcomes sought in the spatial plan.
3. Expand travel demand management programmes to broaden their effects.
 - 3.1. Implement expanded travel demand management programmes. This needs to be developed in unison with walking, cycling and public transport strategies, in order to ensure viable alternatives are available.

Direction 6.5

Protect the effective operation of the freight network.

What do we mean?

As the main freight and logistics hub for Te Waipounamu South Island, it is essential that the development of Greater Christchurch continues to support a well-functioning freight network. This means ensuring that the strategic road and rail connections to key freight and logistics hubs, including the Port of Lyttelton, Christchurch Airport and the inland ports at Rolleston and Woolston, are not compromised by development and uncontrolled growth in travel demands on the network.

This is likely to require steps in the future to prioritise the use of road space on strategic freight routes, primarily the state highways, and to direct housing development away from those routes to ensure that the amenity of residential areas is not compromised. In some cases, it may be necessary to consider relocating strategic freight routes to reduce the potential conflict with residential and commercial intensification.

Shifting freight from road to rail and coastal shipping will help to reduce emissions from freight, as well as reduce the pressure on the road network in Greater Christchurch.

What have we done?

Over the past 10 years, significant investment has gone into upgrading the highway network throughout Greater Christchurch. New motorways were built south to Rolleston and north to Kaiapoi, the western corridor was upgraded to an expressway with grade-separated access into the airport business park, and a new bypass was constructed around Belfast. Freight logistics for imports and exports has changed significantly with construction of two new inland ports at Rolleston to service Lyttelton and Timaru ports.

What are we planning to do?

Short term

The Rolleston Access Improvement Project is programmed to start in late 2025. This will give the wider Rolleston industrial zone including the inland ports safer and more efficient access to the State Highway and the connecting local arterial network and includes a broader range of benefits for people accessing Rolleston by car, bus, bike or on foot.

Medium term

In the 2027-34 period, the planned SH1 motorway from Belfast to Pegasus and the Woodend bypass will create an efficient and reliable connection between Belfast and Pegasus, support economic growth and reduce negative effects on the Woodend community.

The eastern arterial link to Rangiora is scheduled to start and will provide a second arterial route into Rangiora from the south.

Plans to improve the reliability of freight movement on Brougham Street will be developed to assist trucks travelling to and from Lyttelton Port and reduce the effects of heavy transport and congestion on

residents. There is also the opportunity to improve freight logistics and optimise the transfer of freight between modes.

Longer term

New motorways dramatically improved freight travel times initially but has not been sustained as traffic volumes have risen. These freight routes will need to be protected through some form of road pricing, or extensive use of managed lanes such as freight-only or T2/T3 lanes. Managed lanes are in use on part of the northern motorway and are being investigated for Brougham Street.

In some areas of Greater Christchurch, key freight routes may need to move onto bypasses. For example, Hornby is a priority development area with increasing levels of residential and commercial land use. State Highway 1 creates significant severance issues which are unlikely to be resolvable through operational changes.

In the longer term the Greater Christchurch rail network will likely need a substantial upgrade, as volumes of freight and/or road traffic increase. The Main Trunk lines are mostly single track within and connecting to Christchurch, double tracking this line and introducing grade separations at intersections will take commitment and significant investment.

As areas across Greater Christchurch become more compact through higher density living and the retail shifts to online markets accelerates, the nature of deliveries will change. Smaller vehicles will replace larger ones, and more inner city deliveries will be by cargo bikes. There may be demand for publicly owned freight hubs to enable efficient operations.

Actions

1. Monitor and review the Greater Christchurch freight network operation, including the supporting local roads network, to better understand where improvements are needed.
 - 1.1. Begin review of freight operations across Greater Christchurch.
 - 1.2. Engage and strengthen transport coordination with relevant key stakeholders, such as Kiwirail to improve transport outcomes.
2. Continue to improve the safety and reliability of the State Highway and local roads network, and minimise effects on communities.
 - 2.1. Design and plan for the Belfast to Pegasus & Woodend Bypass
 - 2.2. Implement Brougham Street improvements.
 - 2.3. Implement Rolleston access improvements.
 - 2.4. Investigate options for Hornby through the local area planning process.

Freight Network Map



Key Partnership Opportunities

The success of this plan relies on leadership and cross-agency collaboration between all Greater Christchurch Partnership partners.

Areas for closer collaboration include:

- Transport funding:
 - More stable long-term funding arrangements would bring improvements in certainty, infrastructure sustainability, transport planning and delivery efficiency.
 - New legislation to allow time-of-use charging, and any changes to legislation relating to toll roads, need to consider how these might be applied in Greater Christchurch.
 - New Zealand is transitioning away from fuel excise duty towards road-user charging: as this continues, there's a need to review the system to ensure suitability and identify opportunities for improvement.
 - The emissions trading scheme affects the travel choices made by individuals; any changes to the scheme must consider transport planning effects.
- Partnership collaboration and coordination
 - Stronger transport coordination would help align delivery and seamless operations. Alternative governance models, such as those seen in Auckland and Wellington, may warrant investigation, particularly as the mass rapid transit project nears implementation.
- Enforcement
 - Legislation needs to reflect modern enforcement techniques such as cameras, and modern road layouts such as T2/T3 lanes. Legislation relating to emerging electric and other technologies needs regular review.
 - Legislation setting maximum fines needs regular review to ensure they are appropriate.
 - Collaboration with police is essential to encourage safe driving behaviours.
- Clarity of Roles
 - It needs to be clear what each partner's roles and responsibilities are. Legislation needs to support this and empower organisations to fulfil their roles effectively.
 - Identification of all relevant stakeholders and strengthening relationships as required to achieve better transport outcomes.




















Greater Christchurch Transport Plan Action Plan

Timeframe setting: **Short** 2024-2027 **Medium** 2027-2034 **Long** 2034 - 2054

Funding setting \$ less than \$10 million \$\$ more than \$10 million \$\$\$ more than \$100 million \$\$\$\$ over \$1 billion

Direction	Action	Sub Actions	Timeframe	Agencies	Depend-encies	Funding required ⁷	Action Type
Protect the effective operation of the freight network	Monitor and review the Greater Christchurch freight network operation, including the supporting local roads network, to better understand where improvements are needed.	Begin review of freight operations across Greater Christchurch	Short	NZTA	-	\$	Investigate
		Engage and strengthen transport coordination with relevant key stakeholders, such as Kiwirail to improve transport outcomes.	Short	All	-	-	Ongoing
	Continue to improve the safety and reliability of the State Highway and local roads network and minimise effects on communities.	Design and plan for the Belfast to Pegasus & Woodend Bypass	Medium	NZTA	-	\$\$\$	Implement
		Implement Brougham Street improvements	Medium	NZTA	-	\$\$\$	Implement
		Implement Rolleston access improvements	Medium	NZTA	-	\$\$	Implement
		Investigate options for Hornby through the local area planning process	Medium	NZTA/ CCC	PDA planning	\$	Investigate
Significantly improve public transport connections between key centres	Progress delivery of fast, frequent and reliable public transport services to connect Greater Christchurch communities	Continue investment in and implementation of infrastructure improvements set out in the PT Futures programme	Short - medium	Councils	-	\$\$	Implement
		Continue investment in and implementation of service improvements set out in the PT Futures programme including the Rest of Network Business Case.	Short – medium	ECan	-	\$\$	Implement
	Investigate mass rapid transport, route protection and investment.	Prioritise investment for the route protection phase in the State Highway Investment Programme	Short	CCC	-	\$	Plan
		Ensure the route is protected in District Plans. Complete design and detailed investigations for the Notice of Requirement (NOR) for designation.	Short – medium	NZTA/ CCC	-	\$	Plan
		Progress investigation and implementation of MRT connecting & complementary services to the districts	Short – medium	Councils	-	\$	Plan
		Scoping the strategic case for further connections from the MRT system into the Districts	Short – medium	SDC, WDC	-	\$	Plan
		Encourage high-density residential and commercial development within the walkable catchments of high-frequency public transport routes and stations.	Start local area planning in the priority development areas	Short - medium	Councils	-	\$
	Reducing barriers to accessing public transport	Influence key local and regional planning documents	Ongoing	All	-	-	Ongoing
		Monitor development along the corridor, and the preferences for public transport.	Ongoing	CCC/ Ecan	-	-	Ongoing
		Improve first and last km connectivity with Public Transport (including walking/cycling connections, park-and-ride lots)	Ongoing	Councils	-	-	
Improve accessibility to Māori Reserve Land to support Kāinga Nohoanga,	This includes enabling the development of kāinga nohoanga on Māori Land, supported by infrastructure and improved accessibility to transport networks and services	To be determined					
	Ensure that Māori land is not used or taken for public infrastructure required to service development on adjoining or proximate land.	To be determined					

⁷ Funding signals are high level indications only and are not based on detailed cost estimates. They indicate funding required in the first decade, for the sub-action only (not necessarily the full project).

Direction	Action	Sub Actions	Timeframe	Agencies	Depend-encies	Funding required ⁷	Action Type
Develop innovative measures to encourage people to change their travel behaviours	Support and enable the national ticketing solution.	Implement national ticketing	Short	ECan	-	\$	Implement 
	Coordinate at a sub-regional level to explore appropriate pricing and promotions; manage car parking policies; and support central government investigations into future road pricing options	Evaluate pricing options to identify how they could contribute to the outcomes sought in the spatial plan	Short	GCP	-	\$	Investigate 
	Expand travel demand management programmes to broaden their effects.	Implement expanded travel demand management programmes. This needs to be developed in unison with walking, cycling and public transport strategies, in order to ensure viable alternatives are available.	Short - medium	Councils	-	\$	Implement 
Enable safe, attractive, connected opportunities for walking, cycling and other micro-mobility.	Extend the network of dedicated cycleways and cycle lanes to create a comprehensive network that connects key centres and destinations across Greater Christchurch.	Complete cycleways networks	Short - medium	Councils, NZTA	-	\$\$\$	Implement 
		Extend the network into new growth areas as needed	Long	Councils, NZTA	Major cycleways	\$\$	Implement 
		Continue to invest in cycleways and cycle lanes in the districts	Short – medium	Councils	-	\$	Plan 
	Invest in urban placemaking to balance the use of roads and streets to reflect the functions of place and movement.	Start local area planning in the priority development areas	Short - medium	Councils	-	\$	Plan 
		Ensure the network policy and design standards of road environments prioritise walking, cycling and micromobility.	Short - medium	Councils	-	\$	Implement 
		Ensure adequate networks and infrastructure are provided in new subdivisions and growth areas by developers	Short - medium	Councils	-	\$	Implement 
Collective partnership commitment towards achieving the vision.	Foster and facilitate a collaborative approach between the Partners to address strategic challenges and opportunities for Greater Christchurch.	Projects structures are established to support partner collaboration as required	Short	All	-	-	Plan 
	Show clear, decisive and visible collaborative strategic leadership amongst the Partners, to wider stakeholders, agencies and central government and to communities across Greater Christchurch.	Prepare joint communications such as media release etc	Ongoing	All	-	-	Ongoing 
Sustainable funding and investment solutions to maintain infrastructure and service delivery into the future.	Investigate a range of funding and investment tools from different sectors such as local and central government, private sector and user pays.	To be determined	Short	All	-	-	Investigate 
	Partner with and advocate to central government to enable better influence on government policy and funding decisions.	Develop joint submissions as required Meeting jointly with Ministers and Central Government Agencies	Ongoing	All	-	-	Ongoing 
The safety of our communities is a priority in all the work we do.	Ensure all new projects are safe and support our growing communities	Incorporate safety audits and vision zero principles into all new projects	Ongoing	All	-	-	Ongoing 
	Retrofit the existing network to be safe	Continue to develop and implement consistent regional speed management plans.	Short-medium	Councils, NZTA	-	\$	Implement 
		Prioritise safety around schools and for school travel	Short-medium	Councils, NZTA	-	\$	Implement 
		Plan for and implement safety interventions targeting high risk roads and intersections	Ongoing	Councils, NZTA	-	-	Plan 
We will continue to plan and deliver a fit for purpose road and transport network	Monitor key metrics and be agile to respond to emerging situations as they arise.	Include key metrics in the GCSP monitoring framework that will identify changing travel demands and emerging problem areas on the transport network.	Ongoing	All	-	-	Ongoing 
		Continue to regularly maintain and upgrade strategic sub-regional transport models to ensure they provide robust outputs.	Ongoing	All	-	\$	Ongoing 

9. Greater Christchurch Partnership Review

Reference Te Tohutoro: 25/122896

Responsible Officer(s) Te Pou Matua: Chief Executive Advisory Group

Accountable ELT Member Pouwhakarae: Tracy Tierney, Director Greater Christchurch Partnership

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is to consider and approve the Terms of Reference for a review of the form, function and focus of the Greater Christchurch Partnership to ensure it remains fit for purpose going forward.

2. Relationship to Partnership Objectives Ngā Whāinga Matua ki te hononga

- 2.1 The Partnership is a joint committee formed to take a collaborative approach to address strategic challenges and opportunities for Greater Christchurch. The review provides an opportunity for partners to reflect on the efficiency and effectiveness of the committee in meeting their collective objectives now and in the future.

3. Officer Recommendations Ngā Tūtohu

That the Greater Christchurch Partnership Committee:

1. **Approves** [Option 1 or 2] as the Terms of Reference for the Greater Christchurch Partnership Review (Attachment A).
2. **Agrees** to the appointment of an Interim Chair until the review is concluded, and the committee has considered the recommendations. Noting this is a temporary variation of the Memorandum of Agreement.
3. **Agrees** that if more than one nomination is received for the Interim Chair, to use voting system [A or B] in the election of an Interim Chair.
4. **Appoints** [insert name] to the role of Interim Chair the Greater Christchurch Partnership Committee until the review is concluded.

4. Context/Background Te Horopaki

Terms of Reference for the Greater Christchurch Partnership Review

- 4.1 The Partnership has effectively been in place for 20 years. There have been significant changes over that period that will continue into the future, so it is timely and healthy to review the Partnership to see if it is set up to succeed to meet the outcomes that Partners are seeking.
- 4.2 The committee at its meeting on 13 December 2024 agreed to undertake a review of the form, function and focus of the Greater Christchurch Partnership to ensure it remains fit for purpose going forward.
- 4.3 The committee delegated to the Chief Executives Advisory Group (CEAG) preparation of a draft Terms of Reference for the review, subject to the committee's approval. Subsequent to approval of the Terms of Reference, CEAG has the delegated authority to appoint a suitable, independent reviewer to conduct the review with the expectation that the report will be received by the committee in the first half of 2025.

- 4.4 A similar review undertaken by the Greater Wellington Urban Growth Partnership took approximately three months for the reviewer to complete all interviews, consider findings, identify options and prepare a draft report for the Chief Executives initial review. For the GCP review, subject to when an independent reviewer is confirmed, the draft report would likely be available by mid to late June. This would mean the report would be included in the committee agenda for the 8 August meeting (agenda circulated on 31 July).
- 4.5 Given the timing of receiving the report will be nearing the end of the joint committee's triennium meeting cycle, the committee could choose to either receive the report, consider the findings and agree subsequent actions or provide recommendations for consideration of the incoming committee after the October local body elections. These options can be considered once the report is received.
- 4.6 Draft Terms of Reference are provided for the committees' consideration (Attachment A).
- 4.7 Option 1 (**preferred**) - is based on the current Memorandum of Agreements stated purpose, role and functions. However, it does provide wide enough scope to consider alternate organisational models if it is considered by the reviewer that they would more efficiently and effectively deliver partner outcomes.
- 4.8 Option 2 – is a wider review. It proposes additional inclusions that consider the foundational value proposition of the Greater Christchurch Partnership and more directly considers Canterbury wide outcomes including the interplay with the Canterbury Mayoral Forum. Noting that neither mana whenua nor the crown are represented at the Canterbury Mayoral Forum.
- 4.9 Mana whenua support the review and have highlighted the importance of whichever option is approved by the committee, that they are engaged with in a meaningful way. Mana whenua have provided key questions in the Terms of Reference that they would like addressed as part of the review.

Appointment of an Interim Chair

- 4.10 As the current Chair stood down from the role as of 31 December 2024, it is recommended that an interim chair be appointed until the review is completed and the committee has considered the recommendations.
- 4.11 The alternative is that a Chair is appointed at the start of each committee meeting. This is not recommended as it does not allow the Chair time for input into the agenda prior to the meeting or provide continuity between meetings.
- 4.12 Nominations for an Interim Chair can be called for at the meeting. If more than one nomination is received, then the committee must first agree which voting system to adopt [A or B] before a vote takes place.
- 4.13 System A
 - requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
 - has the following characteristics:
 - i. there is a first round of voting for all candidates; and
 - ii. if no candidate is successful in the round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and



iii. if no candidate is successful in the second round there is a third, and if necessary subsequent round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and

iv. in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.

4.14 System B

- requires that a person is elected or appointed if he or she receives more votes than any other candidate; and
- has the following characteristics:
 - i. there is only 1 round of voting; and
 - ii. if 2 or more candidates tie for the most votes, the ties is resolved by lot.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	GCP Review Draft Terms of Reference	25/321458	66

Terms of Reference – Greater Christchurch Partnership Review

<p>Option 1 – Review based on current Memorandum of Agreements stated purpose, role and functions.</p>	<p>Option 2 – Include a First Principles Review to consider the foundational value proposition of the GCP</p>
<p>1. Background – Greater Christchurch Partnership</p>	
<p>Vision: One Group, Standing Together for Greater Christchurch</p> <p>Purpose: To take a collaborative approach to address strategic challenges and opportunities for Greater Christchurch. The Partnership is built on a strong foundation of mutual respect and trust, transparency, and a strong commitment to achieving best for community, now and into the future.</p> <p>Since 2004 the Greater Christchurch Partnership has been a voluntary coalition of local government, mana whenua and government agencies that has successfully worked collaboratively to address strategic challenges and opportunities for Greater Christchurch. Members are:</p> <ul style="list-style-type: none"> • Environment Canterbury • Mana whenua • Christchurch City Council • Selwyn District Council • Waimakariri District Council • Te Whatu Ora - Waitaha • Waka Kotahi NZ Transport Agency (<i>Non-voting member</i>) • <p>The Partnership has effectively been in place for 20 years. There have been significant changes over that period and with the endorsement and adoption of the Greater Christchurch Spatial Plan the Committee has agreed that it is timely and healthy to review the Partnership to see if it is set up to succeed into the future.</p>	
<p>2. Purpose of the Review</p>	
<p>a. Assess the effectiveness of the Greater Christchurch Partnership in achieving its purpose, role and functions.</p> <p>b. Evaluate the efficiency of the partnership's operations and decision-making processes.</p> <p>c. Identify areas for improvement and provide recommendations for enhancing the partnership's performance including alternate organisational models, if appropriate.</p>	<p>Option 2 - additional purpose:</p> <ul style="list-style-type: none"> • Explore the organisational models that could deliver the greatest value for the future of Greater Christchurch.

3. Scope of the Review	
<p>a. Analyse the alignment, outcomes and impacts of key focus areas and work programme initiatives undertaken over the past three years.</p> <p>b. Identify the best model(s) to advance Greater Christchurch’s strategic priorities with government, iwi, Canterbury local authorities and the community.</p> <p>c. Consider whether the GCP’s governance, operational arrangements and funding are fit for purpose, and if not recommend suitable alternatives.</p> <p>d. Consider if the role of Independent Chair is still required, and if not recommend a suitable alternative.</p> <p>e. Assess the effectiveness of collaboration and communication among partner organisations.</p>	<p>Option 2 - additional scope inclusions:</p> <ul style="list-style-type: none"> • Analyse the similarities and differences between the purpose, role and functions of the Greater Christchurch Partnership and the Canterbury Mayoral Forum. • Consider whether there are opportunities to work differently (both at governance and operational levels) that would likely enhance the outcomes for Greater Christchurch and wider Canterbury including mana whenua, across the four wellbeing’s of social, economic, environmental and cultural.
4. Methodology	
<p>a. Conduct interviews¹ with each of the member organisations (governance committee members, chief executive and senior officer levels, mana whenua advisor) the former Independent Chair, Secretariat Director and staff and observer organisations (ie government agencies).</p> <p>b. Review strategic plans, agendas/minutes and the joint work programme in the context of the Memorandum of Agreement.</p> <p>c. Analyze quantitative and qualitative data to assess the partnership's effectiveness against its stated purpose, role and functions.</p> <p>d. Consider comparison with other similar joint committees, mayoral forums and best practice examples from within New Zealand and if appropriate internationally.</p>	<p>Option 2 - Additional methods:</p> <ul style="list-style-type: none"> • Invite the Chair of the Canterbury Mayoral Forum (CMF), Chair of Chief Executive group and the Principal Advisor, Regional Forums Secretariat for the CMF to share their views. • Review relevant CMF documents including the Plan for Canterbury, agendas/minutes. • Review the Memorandum of Agreement and make recommendations on any variations, inclusive of rationale and alternatives considered.

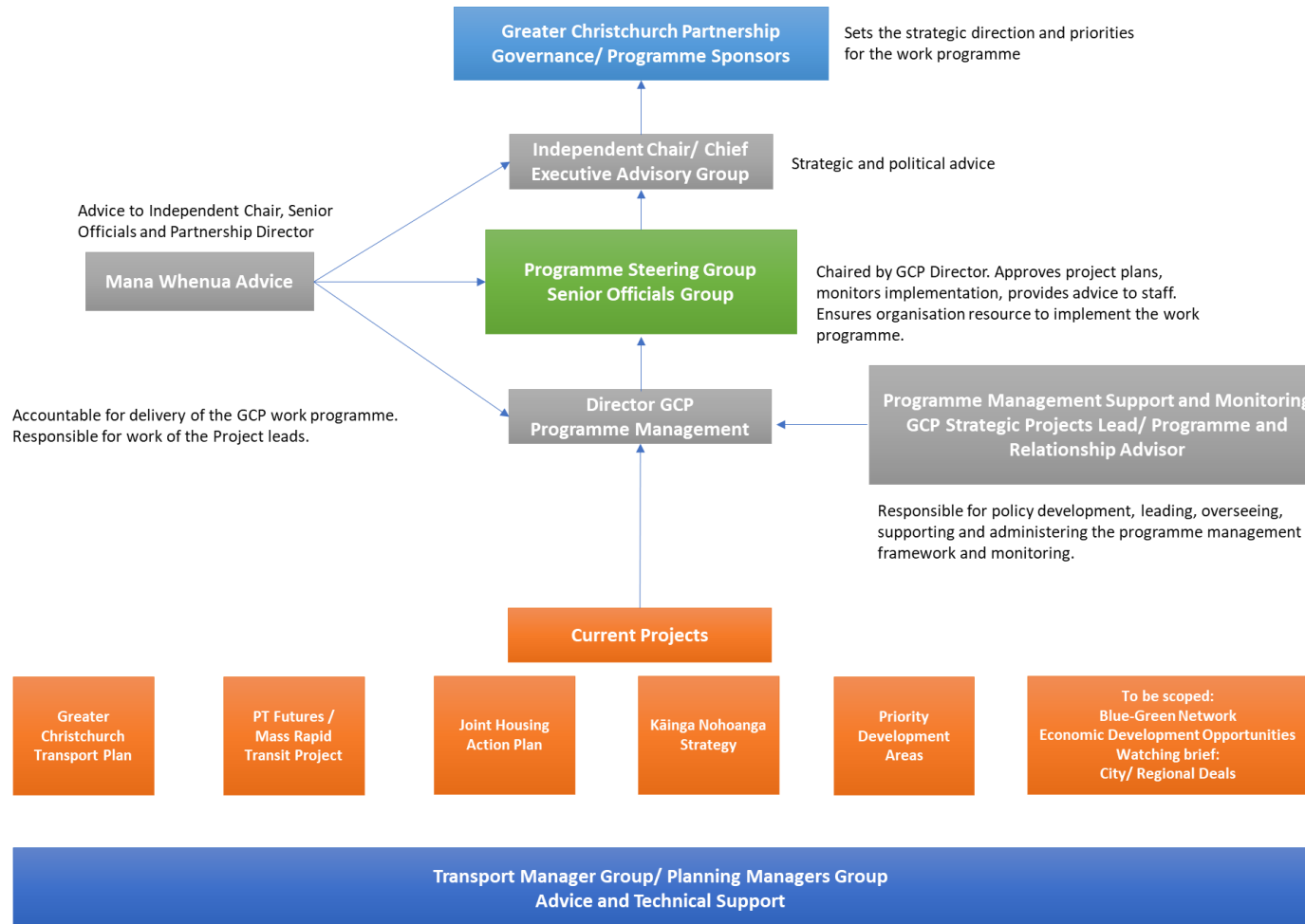
¹ The Secretariat can assist with scheduling interviews and booking meeting rooms.

5. Key Questions	
<ul style="list-style-type: none"> a. What have been the key outcomes achieved for mana whenua by the partnership? b. What improvements can be made to the partnerships governance and operational structures that would enable greater outcomes for mana whenua? c. What can the partnership do to reflect the appropriate resourcing and mandate that is required for genuine Te Tiriti Partnership, in the most effective, efficient way? d. How effectively has the partnership achieved its strategic goals? e. What should the partnerships focus areas be going forward? f. What are the strengths and weaknesses of the partnership's governance and operational structures? g. How well does the partnership engage with key stakeholders? h. What opportunities are there and what improvements can be made to enhance the partnership's efficiency and effectiveness? 	<p>Option 2 - Additional questions:</p> <ul style="list-style-type: none"> • What opportunities are there to enhance the combined work of the GCP and CMF to advance Canterbury's diverse interests?
6. Deliverables	
<ul style="list-style-type: none"> a. A comprehensive report detailing the findings of the review. b. Specific recommendations for improving the partnership's efficiency and effectiveness. c. An action plan outlining steps to implement the recommendations. d. Supporting presentation to the Chief Executives Advisory Group and the Greater Christchurch Partnership Committee. 	

7. Timeline	
<p>a. Terms of Reference to be approved by the GCP Committee on 7 March 2025</p> <p>b. Independent reviewer confirmed by 14 March 2025.</p> <p>c. Draft report to be provided to Chief Executives Advisory Group meeting on 29 July 2025 (<i>agenda circulated 24 July 2025</i>)².</p> <p>d. Final report and presentation to the GCP Committee on 8 August 2025. (<i>agenda circulated on 31 July 2025</i>)</p>	<p>Option 2 – Amended time frame:</p> <ul style="list-style-type: none"> A longer time frame would likely be required.
8. Reviewer	
Independent reviewer to be confirmed.	

² This time frame is comparable to a similar review of the Greater Wellington Urban Growth Partnership which took 12 weeks to complete all interviews, consider findings, identify options and prepare a draft report for Chief Executives to review. Cost was approximately \$40K.

Appendix 1



Karakia – Whakakapi Closing Incantation

Ka whakairia te tapu	Restrictions are moved aside
Kia watea ai te ara	So the pathway is clear
Kia tūruki whakataha ai	To return to everyday activities
Kia tūruki whakataha ai	
Hui e, tāiki e	Enriched, unified and blessed