

Agenda

Chief Executives Forum

- Date:** Monday 6 August 2018
- Time:** 9:00am–12:00pm
- Venue:** Selwyn District Council Chamber, 2 Norman Kirk Drive
- Attendees:** Jim Palmer (Waimakariri), Angela Oosthuizen (Kaikōura), Bill Bayfield (Environment Canterbury), Bede Carran (Timaru), David Ward (Selwyn), Fergus Power (Waitaki), Hamish Dobbie (Hurunui), Dr Karleen Edwards (Christchurch), Stuart Duncan (Waimate), Suzette van Aswegen (Mackenzie)
- In attendance:** Warren Gilbertson (CREDS Project Manager) – agenda item 5
Sam Elder and Lorraine Johns (ECan) – agenda item 6
Caroline Hart (CWMS) – agenda item 8
Secretariat: Simon Fraser, David Bromell, Louise McDonald (Minutes)
- Apologies:** Jane Donaldson (Ashburton - Acting), Arihia Bennett (TRONT)

Time	Item	Paper	Person
9:00	1. Welcome, attendance and apologies		Chair
	2. Confirmation of Agenda	✓	Chair
	3. Minutes from the previous meeting	✓	Chair
	a. Confirmation of meeting minutes, 12 February 2018		
	b. Action points		
WORKSHOP			
9:10	4. 3 Waters review – implications for Canterbury	✓	
	a. Stocktake of 3 Waters		Bede Carran
	b. Next steps for Canterbury		Chair
FOR DISCUSSION/DECISION			
10:10	5. CREDS implementation		
	a. 3-year work programme	✓	Chair
	b. CREDS quarterly project report	✓	Warren Gilbertson
	c. Provincial Growth Fund update	✓	
10:30	<i>Morning tea</i>		
10:40	6. Regional Transport update	✓	Sam Elder
	a. CREDS work programme update		
	b. Government Policy Statement for Land Transport		
11:20	7. Report from Corporate, Operations and Policy Forums	✓	Forum chairs
	a. Forum attendance		
	b. Corporate Forum paper: Opportunities for shared services		
VERBAL UPDATES / TAKEN AS READ			
11:40	8. CWMS quarterly update	✓	Caroline Hart
11:50	9. Draft agenda for Mayoral Forum meeting, 6-7 September 2018	✓	David Bromell
11:55	10. Any items of general business		Chair
12:00	Close		
	<i>Next meeting: 5 November 2018</i>		

- Note* 1). Papers for item 4 have been withheld under LGOIMA s17(d). These papers were provided as drafts, and will be finalised for upcoming Canterbury Mayoral Forum meeting on 7 September
- 2). Paper for item 5(c) has been withheld under LGOIMA s(7)(2)(b)(ii)

Chief Executives Forum

Confirmed

Minutes

Date:	30 April 2018, 9.12am	
Venue:	Selwyn District Council Chamber	
Attendance:	<p>Jim Palmer (Chair), Bill Bayfield, Andrew Dalziel, David Ward, Fergus Power, Hamish Dobbie, Suzette van Aswegen, Stuart Duncan</p> <p>Abby Cheeseman (Ministry of Business Innovation and Employment); Helen Wyn (Senior Regional Official); Elizabeth Heeg, Jo Buckner (Ministry for Primary Industries); Warren Gilbertson (CREDS Project Manager), Stefanie Rixecker (Environment Canterbury)</p> <p>Secretariat: David Bromell, Simon Fraser, Vivienne Ong (minutes)</p>	
Apologies:	Bede Carran, Angela Oosthuizen,	
AGENDA ITEM	KEY POINTS DISCUSSED / RESOLVED	ACTION POINTS (Who will action, when?)
1.	<p>Welcome, Attendance & Apologies</p> <p>The Chair welcomed everyone to the meeting and the apologies were noted. A special welcome was extended to Abby Cheeseman, Helen Wyn, Jo Buckner and Elizabeth Heeg.</p>	
2.	<p>Confirmation of the Agenda</p> <p>The agenda was confirmed.</p>	
3.	<p>Minutes from 12 February 2018 were confirmed, with all actions either completed or to be completed at today's meeting.</p> <p><i>Stuart Duncan joined the meeting at 9.14am</i></p>	
4.	<p>Provincial Growth Fund and One Billion Trees</p> <p>Abby Cheeseman, Elizabeth Heeg and Jo Buckner presented on the Provincial Growth Fund and One Billion Trees programme criteria, and how to apply for funding.</p> <p>Discussion focused on how to coordinate and align applications from Canterbury and neighbouring regions. The Chair, Secretariat and MBIE will develop a proposed process to circulate amongst CE's before discussion with Mayors.</p> <p><i>Abby Cheeseman and Elizabeth Heeg left the meeting</i></p> <p><i>Stefanie Rixecker joined the meeting</i></p>	<p>Secretariat to circulate PGF coordination proposal to all CEs for agreement prior to discussion at Mayoral Forum on 25 May 2018 - Complete</p>

5.	<p>CREDS implementation: mid-term review</p> <p>David Bromell spoke to the report and outlined progress made, it was noted:</p> <ul style="list-style-type: none"> • The three-year work programme needed a better term for 'Items that are complete or continuing as business as usual' • the Government Policy Statement for Transport proposes significant modifications that would impact on Canterbury. It was requested that the next CEs Forum focus on transport. 	<p>Secretariat to amend three-year work programme as discussed - Complete</p> <p>Secretariat to highlight to Mayoral Forum that transport will be the focus at next CEs meeting - Complete</p>
6.	<p>Valuation and rating services – technology platform options</p> <p>David Ward spoke to the report. The Valuation and Rating Services working group commissioned EY to investigate potential options for a shared ratings service. It was noted that these options required significant investment, and that more work was required.</p> <p>Resolved: That the Chief Executives Forum:</p> <ol style="list-style-type: none"> 1 Note the findings of the EY investigation 2 Agree that the Ratings Officers Group continue to work together on identifying, sharing and establishing best practice to reduce risk and improve cost-effectiveness, and that the Group, through the Corporate Forum, report back with suggested pathways forward. <p style="text-align: right;">David Ward/Stuart Duncan CARRIED</p>	
7.	<p>Civil Defence and Emergency Management reviews</p> <p>Bill Bayfield spoke to the report on next steps on the 2017 Woods review. It was proposed that:</p> <ul style="list-style-type: none"> • ECan staff and the CEs group will work on a paper outlining how a recommended option could be aligned with annual plan processes in 2019, for implementation in 2019/2020 • the paper to include options allowing for TAs to opt-in or opt-out. <p>Resolved: That the Chief Executives Forum:</p> <ol style="list-style-type: none"> 1 Approve further work to explore details of how the recommended option could potentially be implemented to align with annual plan processes for the 2019/2020 year. <p style="text-align: right;">Bill Bayfield/Jim Palmer CARRIED</p>	

<p>8.</p>	<p>CWMS fit for future Bill Bayfield presented the report which was taken as read.</p> <p>Resolved: That the Canterbury Chief Executives Forum:</p> <ol style="list-style-type: none"> 1 Agree to initiate a project under the auspices of the Canterbury Mayoral Forum to ensure the CWMS is fit for the future needs of the region 2 note that the CWMS vision and principles have legislative status, and that the CWMS strategic framework continues to provide a good foundation for the future management of freshwater in Canterbury 3 agree that the focus of the project be on: <ol style="list-style-type: none"> 3.1 identifying what is required to maintain and build momentum for implementation of the strategy and ensure that it can and will be delivered 3.2 developing intermediary goals for 2025 and 2030 to ensure that the CWMS continues to provide meaningful guidance for action 4 agree that Environment Canterbury be the lead agency, with the CWMS Regional Committee being responsible for development of advice on intermediary goals, and the active involvement of territorial authorities 5 agree that work get started as soon as possible, with a view to obtaining key decisions from the Mayoral Forum by April 2019. <p style="text-align: right;">Bill Bayfield/David Ward CARRIED</p>	
<p>10</p>	<p>Three Waters review Helen Wyn provided an update on central government progress on the Three Waters review. It was noted that:</p> <ul style="list-style-type: none"> • Central government notes the challenges for local authorities in managing water, and that there is significant variation in the management of water services • Cabinet has agreed to work on the management and regulation in partnership with Local Government • advice needed to go to Ministers in October to obtain funding for the next financial year. <p>CE's noted that:</p> <ul style="list-style-type: none"> • The Water summit is happening at June, which will provide an opportunity to discuss issues • The need to seek the voice of rural Canterbury/South Island for their point of view • All Reference/Working groups related to Three Waters should amend their Terms of Reference on the back of any upcoming announcements on the Three Waters review as required. 	

10a	<p>Drinking Water Reference Group</p> <p>Stefanie Rixecker presented the report. Stefanie noted that the group had developed a risk assessment tool that was being used by Councils to assess water supplies, which includes elements of the Havelock North recommendations.</p> <p>The Forum asked the Drinking Water Reference Group to take the lead on supporting Canterbury through the Three Waters review as a priority, reporting to CEs through the Operations Forum.</p>	<p>Drinking Water Reference Group to take lead on the Three Waters review for Canterbury (Stefanie Rixecker) - Underway</p>
9	<p>Report from Corporate, Operations and Policy Forums</p> <p>The Forum reports were presented. It was agreed the regional forum Chairs (David Ward, Bede Carran, Jim Palmer and Bill Bayfield) will review the structure and reporting lines of the regional forums and report back.</p> <p>Resolved: That the Canterbury Chief Executives Forum:</p> <ol style="list-style-type: none"> 1 Approve the Terms of Reference for the Canterbury Public Records Act (PRA) Executive Sponsors working group 2 discuss the concept paper for a potential Canterbury Councils app 3 thank Leonie Robinson for her work as outgoing Chair of the Canterbury Records and Information Managers working group 4 approve the Terms of Reference for the Compliance, Monitoring and Enforcement working group 5 review the structure and reporting lines of the Canterbury Regional Forums and working groups. <p style="text-align: right;">Bill Bayfield/David Ward CARRIED</p>	<p>Regional Forum Chairs to review structure and reporting lines of the Regional Forums</p>

9a	<p>Proposal for Canterbury Councils app David Ward presented the report as a potential shared service idea from the Corporate Forum.</p> <p>Agreed:</p> <ol style="list-style-type: none"> 1 Approve the establishment of a working group, and nominates a member from each of the interested Councils to determine the primary requirements for a Canterbury-wide App, and develop a RFP to be tendered 2 note that the primary purpose of the App would be to aid in the suite of methods used to communicate events such as water outages and other information that would enhance the reputation of Council and quality of service that is provide 3 note that the working group would recommend back to the CE Forum the outcome and/or recommendations and future actions. 	David Ward to contact CEs to seek nominations of staff to form working group - Complete
11	<p>Development of common engineering standards for Canterbury Simon Fraser reported on the three-year work programme item on common engineering standards on behalf of the Engineering Managers Working Group. The Forum asked the Engineering Managers to note that Plan Change 4 was operative, and that there was no requirement for a further plan change.</p>	
12.	<p>Climate change update Stefanie Rixecker presented the report. The Climate Change Working Group wanted to ensure CEs had oversight of the groups work programme, particularly with the upcoming releases from the Productivity Commission and Interim Climate Change Commission.</p> <p>Resolved: That the Canterbury Chief Executives Forum:</p> <ol style="list-style-type: none"> 1 Confirms the attached annual work programme for the Canterbury Climate Change Working Group, approved by the Policy Forum 2 agrees to support the delivery of the work programme 3 approves the terms of reference as confirmed by the Canterbury Climate Change Working Group and the Policy Forum. <p style="text-align: right;">Stuart Duncan/Jim Palmer CARRIED</p>	
13.	<p>CWMS quarterly update Report was taken as read with no discussion.</p>	

14.	<p>Draft agenda for Mayoral Forum meeting, 24-25 May 2018</p> <p>David Bromell presented this item.</p> <p>The Forum noted that the working dinner the night before will include Minister of Tourism, Hon Kelvin Davis. Mayor Winston will facilitate discussion on regional visitor strategy.</p> <p>It was suggested that timings for the Mayoral Forum be adjusted given the full agenda.</p>	<p>Secretariat to adjust proposed agenda as per CEs suggestions - Complete</p>
15.	<p>General Business</p> <p><u>LGOIMA Requests</u></p> <p>Simon Fraser provided an updated on previous discussions around LGOIMA requests. A paper had gone to the Policy Forum in 2016, which resulted in an informal working group being set up between councils. At the time, charging policies for councils were in line with national policy.</p>	
	<p>As there was no further business the meeting closed at 12.15pm.</p> <p>Next meeting: 6 August 2018</p>	

Mayoral Forum three-year work programme 2017–19 – as at 30 July 2018 (updates in red)

Key to acronyms

ADC	Ashburton District Council	CIAL	Christchurch International Airport Ltd	CREDS	Canterbury Regional Economic Devlpt Strategy	NPS	National Policy Statement
CCC	Christchurch City Council	CMF	Canterbury Mayoral Forum	ECan	Environment Canterbury	SDC	Selwyn District Council
CECC	Canterbury Employer's Chamber of Commerce	CNZ	ChristchurchNZ	LGNZ	Local Government New Zealand	TDC	Timaru District Council
CEF	Chief Executives Forum	COF	Canterbury Operations Forum	MBIE	Ministry of Business, Innovation & Employment	UC	University of Canterbury
CEMG	Canterbury Engineering Managers Group	CPF	Canterbury Policy Forum	NES	National Environmental Standard	WMK	Waimakariri District Council

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
CANTERBURY REGIONAL ECONOMIC DEVELOPMENT STRATEGY					
1. Integrated regional transport planning and infrastructure investment.					
<i>Objective – Integrated transport planning across modes (air, rail, shipping and road transport) that:</i>					
<ul style="list-style-type: none"> prioritises a resilient transport network enables the efficient movement of people and freight into, out of and within the Canterbury region improves social connectedness and wellbeing, supports visitor strategies and improves road safety. 					
a. Strategic policy analysis and advice, regional transport	30 Sep 2018	<ul style="list-style-type: none"> accelerate progress on the four work programme priorities co-ordinate a stocktake of the resilience of the roading network in Canterbury 	Winton Dalley	ECan	<ul style="list-style-type: none"> funding agreement signed Darren Fidler appointed from 25 Sep 2017 monitoring indicators agreed with RTC resilience stocktake scoping underway freight modal shift phase 1 (scale of opportunity) complete; phase 2 (assessment of opportunity and development of action plan) underway engagement with South Island RTCs and NZTA in progress re. understanding visitor flows
2. Digital connectivity: extension and uptake of fast broadband in rural areas					
<i>Objective – A fully connected Canterbury, so the whole region can achieve the best possible results in health, education, social connectedness, economic growth and the environment</i>					
a. Mobile and broadband coverage mapping and analysis	30 June 2019	<ul style="list-style-type: none"> identify and GIS map remaining gaps in mobile and broadband coverage work with stakeholders to analyse coverage gaps for economic and social significance support lead Mayor's advocacy for solutions 	Damon Odey	TDC	<ul style="list-style-type: none"> initial project scoping 28 Jul 2017 preparation of business case and funding agreement Aug 2017 funding agreement received Dec 2017 project scope agreed with lead Mayor contract awarded and work underway for completion by 30 Sep 2018
b. Promote uptake and use of digital technology	31 Dec 2018	<ul style="list-style-type: none"> identify and publicise uptake and use of digital technology to improve productivity in rural Canterbury 	Damon Odey	TDC	<ul style="list-style-type: none"> initial project scoping 28 July 2017 preparation of business case and funding agreement August 2017 funding agreement received Dec 2017 contract awarded and work underway – sources and publication outlets/portals confirmed digital hero case studies under development
3. Freshwater management and irrigation infrastructure					
<i>Objective – Development of water infrastructure and environmental restoration initiatives to achieve the Canterbury Water Management Strategy vision: To enable present and future generations to gain the greatest social, economic, recreational and cultural benefits from our water resources within an environmentally sustainable framework</i>					
a. Continue to monitor implementation of the CWMS	Ongoing	<ul style="list-style-type: none"> CWMS report quarterly to CMF 	CMF	ECan	<ul style="list-style-type: none"> ongoing CWMS Targets Progress Report 2017 approved by CMF Aug 2017; published Sep 2017 agenda item 8
b. Refresh the CWMS	30 Apr 2019	<ul style="list-style-type: none"> ensure the CWMS is fit for the future needs of the region <ul style="list-style-type: none"> identify what is required to maintain and build momentum for implementation of the strategy and ensure it can and will be delivered develop intermediary goals for 2025 and 2030 to ensure that the CWMS continues to provide meaningful guidance for action 	CMF	ECan	<ul style="list-style-type: none"> as agreed by the Mayoral Forum on 25 May 2018 – report due April 2019

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
4. Education and training for a skilled workforce Objectives: <ul style="list-style-type: none"> business, education and local government sectors are aligned, working together to make Canterbury a great place to study, live and work Canterbury has an appropriately skilled and educated workforce education and training institutions deliver an integrated education programme that maximises benefits to the institutions and to Canterbury 					
a. Youth transitions	31 Dec 2018	<ul style="list-style-type: none"> facilitate, in partnership with MSD and MoE, expansion (with evaluation) of programmes piloted by Aoraki Development in South Canterbury to support youth transitions to further education, training and employment 	David Ayers	Aoraki Development	<ul style="list-style-type: none"> initial scoping with MSD July 2017 negotiation of funding agreement with MSD underway August 2017, with additional funding offered by MSD Southern for web and app development contract signed with MSD Dec 2017 project update provided to CMF 25 May 2018 significant commitment to date from schools, businesses, mentors and students website design underway for launch by mid-Nov 2018 operational funding for 2018/19 confirmed from MSD Southern Employment Day with local careers advisors and industry in Timaru 28 Aug 2018
b. Job Ready Programme	30 June 2019	<ul style="list-style-type: none"> Expand the programme to South Canterbury (40 students per year, for 2 years) 	David Ayers	CNZ	<ul style="list-style-type: none"> for discussion with ChristchurchNZ and preparation of business case and funding agreement August 2017 funding confirmed October 2017 – project broadened to all of region, targeting graduates at NZQF L7+ contract let to ChristchurchNZ first interim report to 30 June 2018 received – 38 students have been placed in regional Canterbury to date
c. Canterbury story	31 Dec 2018	<ul style="list-style-type: none"> further develop 'the Canterbury story' – validation nationally and internationally production of a video fund-raising for ongoing assets library development, hosting and use 	David Ayers / Jim Palmer	Secretariat / CNZ	<ul style="list-style-type: none"> for discussion with ChristchurchNZ and preparation of business case and funding agreement August 2017 Jim Palmer and David Bromell working with ChristchurchNZ (steering and working groups respectively) to progress Christchurch and Canterbury stories funding agreement received Dec 2017 project scope and contract agreed with ChristchurchNZ asset library being developed (Christchurch and Canterbury brand story, images and videos) video projects are being progressed by ChristchurchNZ presentation being prepared for Mayoral Forum Sep 2018

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
5. Newcomer and migrant settlement: Skilled workers, cohesive communities					
<i>Objectives – Skilled workers, cohesive communities: newcomers and migrants are attracted to Canterbury and feel welcomed and supported to settle quickly and well, contribute in the workforce and call Canterbury home.</i>					
a. Welcoming Communities	31 Dec 2018	<ul style="list-style-type: none"> participate in Immigration New Zealand pilot programme, Welcoming Communities 	Donna Favel Sam Broughton	ADC with SDC	<ul style="list-style-type: none"> funding agreement signed Jun 2017 programme co-ordinator employed Sep 2017 framework for each district's Welcoming Plan development agreed by Governance Group combined district Advisory Group and separate district Steering Groups formed and engaged ongoing detailed project scoping, design and research design and roll out of community engagement processes and activities including region-wide website design for Welcoming Communities Canterbury survey/feedback analysis and consolidation, and peer review of draft Welcoming Plan sections complete drafting, completion and submission of separate district Welcoming Plans to Immigration NZ (30 April) Ashburton District's Welcoming Plan approved and published May 2018
b. Policy development	31 May 2018	<ul style="list-style-type: none"> develop constructive policy options that have potential to work for Canterbury and the South Island without compounding Auckland challenges 	Lianne Dalziel	Secretariat with ADC, CECC, CNZ	<ul style="list-style-type: none"> policy framework developed with CECC and CNZ policy framework circulated to Mayors, CEs and Policy Forum for comment CECC hosted Minister of Immigration 23 Apr 2018 engagement with officials occurred in June 2018 in July 2018, Ministers declined to meet with a Canterbury deputation at this time discussion paper published on Mayoral Forum website
6. Value-added production					
<i>Objective – Planning and consenting processes, and infrastructure managed by local government enable value-added production in Canterbury</i>					
a. Improve productivity (demand side)	30 Sep 2022	<ul style="list-style-type: none"> investigate new value-add, market opportunities that Canterbury is placed to take advantage of – e.g. niche markets, particularly in China and SE Asia consult and engage with South Island economic development agencies on creating a virtual economic policy unit/function, to support economic development strategy and implementation across the South Island 	Craig Rowley	CNZ	<ul style="list-style-type: none"> for discussion with ChristchurchNZ and preparation of business case and funding agreement August 2017 funding agreement received Dec 2017 project scoped and agreed with MBIE and ChristchurchNZ contract agreed with ChristchurchNZ and work underway contract for stage 1 research awarded; first report completed and district workshops underway with regional workshop confirmed for 17 Oct 2018

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
b. High-value manufacturing (supply side)	30 Sep 2021	<ul style="list-style-type: none"> Co-ordinate across the Canterbury Tertiary Alliance and with the Lincoln Hub, CRIs, Callaghan Innovation and NZ Trade and Enterprise to connect industry needs to research and accelerate knowledge translation to high-value production and manufacturing for export 	Craig Rowley	UC	<ul style="list-style-type: none"> for discussion with UC and preparation of business case and funding agreement August 2017 funding agreement received Dec 2017 project scoped and agreed with MBIE and UC contract let with UC and work underway contract for stage 1 research awarded; first report completed and district workshops underway with regional workshop confirmed for 17 Oct 2018
7. Regional visitor strategy					
<i>Objective – Grow sustainable tourism that focuses on the high-end market, encourages a wider seasonal ‘spread’, disperses visitors across the region and South Island, and keeps them here longer.</i>					
a. Business case for rail passenger services south of Christchurch	31 Dec 2018	<ul style="list-style-type: none"> work with KiwiRail on assessment of the business case for reintroducing rail passenger services south of Christchurch 	Damon Odey	Aoraki Development	<ul style="list-style-type: none"> initial project scoping 28 July 2017 preparation of business case and funding agreement August 2017 funding confirmed October 2017 project discussed with KiwiRail and MoT Nov 2017 workshop held with KiwiRail, MBIE, NZTA, MoT and Treasury March 2018; scope refined; looking for a promoter to organise rail journeys to sports fixtures and other major events – KiwiRail will not themselves develop this service but happy to work with charter service operators media story ran in Press 20 April 2018 project refined with agreement of MBIE – contract awarded for research on potential demand and work underway
INFRASTRUCTURE, LOCAL PUBLIC SERVICES AND REGULATORY FUNCTIONS (Chief Executives Forum)					
8. Infrastructure					
a. Strategic assessment of 3 Waters	tbc	<ul style="list-style-type: none"> Picks up and supersedes earlier work initiated in 2016 stocktake current state of 3 Waters management across the region, building on existing work by the Drinking Water Reference Group and Stormwater Forum build consensus on strategic intent – where we want to get to, in relation to national direction and developments identify key risks, challenges and barriers recommend priority actions for CEF consideration 	CEF / Bede Carran	COF	<ul style="list-style-type: none"> (re-)commissioned by CEF 12 Feb 2018 CEF agreed 30 Apr 2018 to extend the terms of reference of the Canterbury Drinking Water Reference Group to lead work on 3 Waters CMF highlighted as a priority May 2018 and wrote to Minister of Health urging release of Government Response to the Havelock North Drinking Water Inquiry
9. Collaboration and shared services					
a. Natural hazard risk management	Ongoing	<ul style="list-style-type: none"> monitor natural hazards management reform (including climate change impacts, mitigation and adaptation) and possible emergence of an NPS in 2018 prioritise tasks and project leads by Dec 2016 and report progress by May 2017 report annually to CEF 	CEF	Bill Bayfield	<ul style="list-style-type: none"> regional approach to risk signed off by all councils in May 2016 reported to CEF 8 May 2017 group is incorporated in and reports quarterly to COF report to CEF by 31 May 2018 – postponed to November 2018
b. Procurement of business inputs, e.g. insurance, digital transformation and ‘infrastructure as a service’	Ongoing	<ul style="list-style-type: none"> identify shared insurance/brokerage options commission a technology working group with Spark, CCL and Revera and refine terms of reference to scope opportunities for a collaborative platform (mobility, networking, cloud services, service management, technology leadership) to deliver better local services (‘infrastructure as a service’) 	CEF	Jim Palmer Hamish Dobbie	<ul style="list-style-type: none"> awaiting outcome of LGNZ review of risk management and insurance arrangements – in abeyance as at 31 July 2017 technology working group met to agree terms of reference 7 Oct 2016; reported to CEF 31 Oct 2016; met 4 Aug 2017 reported to CEF 30 Oct 2017; to report back by June 2018 postponed to November 2018

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
10. Performance of regulatory functions					
a. Engineering services and common standards	Ongoing	<ul style="list-style-type: none"> investigate opportunities to increase consistency of engineering standards across the region (Engineering Codes of Practice), in order to: <ul style="list-style-type: none"> improve consistency across the region, particularly in relation to subdivisions help contain contract prices (more consistent specifications aid designers and contractors) reduce administrative effort/cost of maintaining the standards share knowledge, systems and resources between councils. 	COF	Wayne Barnett / CEMG	<ul style="list-style-type: none"> CEMG discussed 11 Oct 2016 CEF discussed 31 July 2017 and will take up with COF Oct 2017 for report to CEF 30 Oct 2017 commissioning clarified at COF 16 Oct 2017 reported to CEF 30 Apr 2018: CEMG has commissioned an appraisal of Canterbury engineering (subdivision) standards April 2018
ITEMS THAT ARE COMPLETE OR ESTABLISHED AS CONTINUING WORK PROGRAMMES					
CREDS implementation management	Ongoing	<ul style="list-style-type: none"> provide contract management across all work programmes support lead Mayors with CREDS implementation monitoring and reporting 	Lianne Dalziel	ECan	<ul style="list-style-type: none"> funding agreement signed Warren Gilbertson appointed from 8 Jan 2018 continuing work programme
CREDS monitoring	Ongoing	<ul style="list-style-type: none"> design a reporting template to improve communication and impact assessment further develop CREDS outcome indicators (with MBIE, MSD and MoE) 	Lianne Dalziel	Secretariat / ChristchurchNZ	<ul style="list-style-type: none"> template designed and ready for 24 Aug report 2017 preparation of business case and funding agreement August 2017 funding confirmed and received project substantially complete; transport indicators to be developed for Feb 2018 report agreed with ChristchurchNZ to produce this report in Jun and Nov 2018, with added transport indicators design complete continuing work programme
Canterbury Drinking Water Reference Group	Ongoing	<ul style="list-style-type: none"> in response to the Havelock North drinking water contamination incident: report on the vulnerability of drinking water supply in Canterbury, note contingency plans and recommend any amendments to current practice as may be required 	COF	Bill Bayfield	<ul style="list-style-type: none"> interim report to CEF 31 Oct 2016 progress report to CEF 3 Feb 2017 reported to CMF 26 May 2017 submitted to Inquiry 21 July 2017 reporting to COF from 2018 to report to CMF by 31 May 2018 continuing work programme
Stormwater management planning and consenting	Ongoing	<ul style="list-style-type: none"> CEF established a regional stormwater forum in 2014 to improve environmental and community outcomes from urban stormwater network discharges 	COF	Regional Stormwater Forum	<ul style="list-style-type: none"> reported to CEF 31 Oct 2016 reported to CEF 24 Feb 2017 reported to CEF 31 July 2017 group incorporated into and reporting quarterly to COF continuing work programme
Contaminated land shared services	Ongoing	<ul style="list-style-type: none"> deliver contaminated land technical support shared services to all councils monitor development of NES report progress by May 2017 	CPF	Bill Bayfield	<ul style="list-style-type: none"> funding model likely to be reviewed as a result of report to CEAG Oct 2016 ECan submitted on the draft NES 14 Oct 2016 reported to CEF Feb 2018 and revised funding model agreed continuing work programme
Refresh and relaunch the CREDS	30 June 2017	<ul style="list-style-type: none"> re-visit and revise priority actions for 2016 identify opportunities to align and integrate the Strategy with the Christchurch Economic Development Strategy 	CMF	Lead Mayors	<ul style="list-style-type: none"> lead Mayors agreed 27 Jan 2017 workshop with CREDS reference group 23 Feb 2017 funding proposals submitted to Regional Growth Programme Apr 2017 refreshed CREDS launched 23 June 2017 complete

WHAT	DUE	TASK	SPONSOR	LEAD	STATUS / NEXT STEPS
Long-Term Plan working group	Jun 2018	<ul style="list-style-type: none"> identify opportunities to work together in developing 2018–28 Long-Term Plans (e.g. population analysis, infrastructure strategies, financial strategies, levels of service, consistency of presentation) – building on collaboration on 2015–25 LTPs 	CPF	David Ward	<ul style="list-style-type: none"> working group met 22 Nov 2016 and reported progress to CPF 2 Dec 2016 reported to CEF 3 Feb 2017 reported to CEF 8 May 2017 reported to CEF 31 July 2017 complete
Build on Canterbury Maps shared service	Ongoing	<ul style="list-style-type: none"> continue bi-annual survey to inform future development and improvements from users improve data sharing and update methods for TAs and other partners contributing data to combined datasets build of 3D tools to enhance user experience by September 2017 build an all-of-Canterbury e-Plan application to include all regional and district plans build property search tool – phase II by June 2017 identify and develop TA-specific applications 	CEF	Bill Bayfield	<ul style="list-style-type: none"> this work programme is well established as 'business as usual' and now reports quarterly via Chief Information Officers to the CCF continuing work programme
Health and safety collaboration	Ongoing	<ul style="list-style-type: none"> re-constitute the 'virtual team' as a regional working group reporting to CEF the existing team to prepare terms of reference for consideration by CEF 	CEF	David Ward	<ul style="list-style-type: none"> interim report to CEF 31 Oct 2016 ToR agreed by CEF 3 Feb 2017 reported to CEF 8 May 2017 reported to CEF 31 July 2017 continuing work programme
Valuation and rating services	30 Jun 2018	<ul style="list-style-type: none"> establish a valuation and rating programme management group to develop and lead a programme of work to further evaluate opportunities for shared valuation and rating services and progress them 	CEF	David Ward / Bede Carran	<ul style="list-style-type: none"> initial investigation (Ernst & Young) reported to CEF 29 August 2016 and funding approved for stage 2 reported to CEF 31 Oct 2016, 3 Feb 2017, 31 July 2017, 30 Oct 2017, 12 Feb 2018, 30 April 2018 CEF agreed 30 Apr 2018 not to proceed with expanding an existing system or introducing a new system; Rating Officers Group (ROG) to take a collaborative approach to enhance valuation and rating services and mitigate identified risks Mayoral Forum agreed May 2018 that ROG report to Corporate Forum continuing work programme
Public Records Act (PRA) Information and Records Management	Ongoing	<ul style="list-style-type: none"> establish a regional PRA Executive Sponsors Working Group to facilitate regional leadership and support for strategic information and records management across the Canterbury region <ul style="list-style-type: none"> establish working group structure and administration, and finalise draft ToR for report to CCF by 12 March final ToR approved by CEF 30 April 2018 raise the profile of PRA obligations across CMF and CEF by 31 July 2018, develop a continuing work programme for 2018–19 for information and records management by Canterbury councils 	CCF	David Ward	<ul style="list-style-type: none"> proposal and draft terms of reference discussed and endorsed by CCF 29 Jan 2018 and CEF 12 Feb 2018 working group established and meetings underway final terms of reference approved by CEF 30 Apr 2018 now a continuing work programme
Building control and regulatory co-ordination	Ongoing	<ul style="list-style-type: none"> investigate and progress joint processing and shared resourcing standards, and shared regulatory provision (including food and alcohol licensing) 	COF	Hamish Dobbie / Andrew Dalziel	<ul style="list-style-type: none"> this is being progressed in the north and south of the region, with MBIE MBIE has discontinued this project CEF reviewed 31 July 2017 and will discuss with Operations Forum in Oct 2017 for report to CEF 30 Oct 2017 CEF agreed 30 Oct 2017 to establish a working group of senior regulatory managers (RMA) reporting to the Policy Forum Compliance, Monitoring and Enforcement working group met 2 Feb 2018 and reported to CPF (non-RMA regulatory managers report to COF) now a continuing work programme

CANTERBURY REGIONAL ECONOMIC DEVELOPMENT STRATEGY

CANTERBURY MAYORAL FORUM

PROGRESS REPORT: June 2018

VISION A STRONG REGIONAL ECONOMY WITH RESILIENT, CONNECTED COMMUNITIES AND A BETTER QUALITY OF LIFE FOR ALL

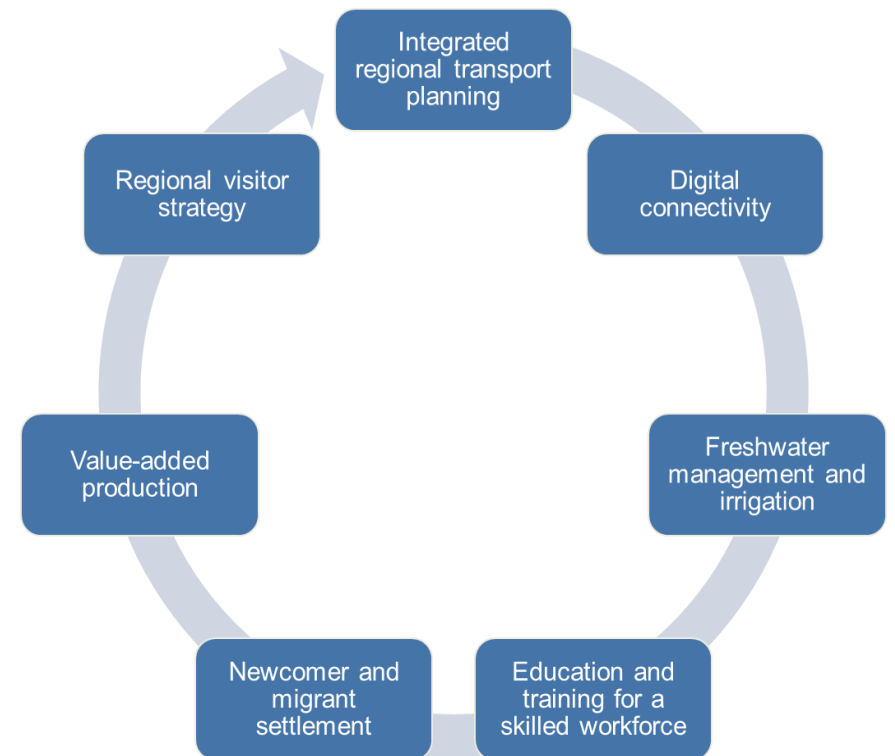
Objectives: 2017 - 19

- Position the Canterbury region for long-term, sustainable prosperity
- Complete/progress earthquake recovery and rebuild in greater Christchurch and in North Canterbury, attract and retain businesses, capital, skilled workers, students and visitors
- Strengthen and capitalise on interdependencies between the Christchurch and Canterbury economies.

The story of the CREDS

Advocating on economic and social development opportunities for Canterbury was a commitment in the Canterbury Local Authorities' Triennial Agreement for 2013–16. This commitment has been re-affirmed in the Triennial Agreement for 2017–19.

Key drivers are demographic trends, particularly the region's ageing population, and a sense of urgency about positioning the region's underlying economy for when earthquake recovery and rebuild cease to inflate economic activity and employment.



Seven priority work programmes

In February 2017, the Mayoral Forum and CREDS reference group re-affirmed the relevance and strategic importance of the seven CREDS work programmes initiated in 2015.

INFRASTRUCTURE, REGULATION AND INVESTMENT

- 1. Integrated regional transport planning and infrastructure investment**
- 2. Digital connectivity: extension and uptake of fast broadband in rural areas**
- 3. Freshwater management and irrigation infrastructure.**

HUMAN AND SOCIAL CAPITAL




- 4. Education and training for a skilled workforce**
- 5. Newcomer and migrant settlement: skilled workers, cohesive communities.**


WORKING WITH INDUSTRY


- 6. Value-added production**
- 7. Regional visitor strategy**




Please note that all updated information since the last CREDS Progress Update (May 2018) is highlighted in red.


Project overview: 11 total projects, 10 projects have commenced, 1 project completed, 0 projects parked, 0 projects yet to commence.


Indicator:  On Track  Some issues but not critical  Substantive issues with remedial action required.


PROJECT	LEAD AGENCY / AMOUNT	KEY OUTCOMES / DELIVERABLES	UPDATE AND NEXT STEPS (UPCOMING MILESTONES)	INDICATOR	RECOMMENDED ACTION
<p>1. REGIONAL TRANSPORT</p> <p>Strategic policy analysis and advice to accelerate progress on work programme priorities and co-ordinate a stocktake of the resilience of the roading network in Canterbury</p> <p>TIMELINE 30 September 2018</p>	<p>Environment Canterbury</p> <p>\$100,000</p>	<p>The CREDS Regional transport work programme objective is to ensure that integrated transport planning occurs across all modes (air, rail, shipping and road transport) that:</p> <ul style="list-style-type: none"> prioritises a resilient transport network enables the efficient movement of people and freight into, out of and within the Canterbury region improves social connectedness and wellbeing, supports visitor strategies and improves road safety. 	<ul style="list-style-type: none"> Darren Fidler appointed Sep 2017 Monitoring indicators agreed with Regional Transport Committee (RTC) and are now published quarterly on the Environment Canterbury website (https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/regional-land-transport-scorecard/) Freight modal shift phase 1 (scale of opportunity) complete. Freight modal shift phase 2 (assessment of opportunity and development of action plan) underway with project awarded to Stantec led consortium, project completion due December 2018. Project co-funded across South Island regional councils. Resilience stocktake – initial information gathering underway. The RTC will continue to explore how to fully implement the GPS, once finalised, and the second stage GPS, once released. Considerations include the balance of transport activities across the region and the fit with the strategic priorities in the GPS. NZTA has taken up South Island Chairs tourism initiative, and has commissioned a visitor flows study, aiming to complete this work in the current financial year. 		Not required.

<p>2. YOUTH TRANSITIONS</p> <p>Expand pilot programmes developed by Aoraki Development to support youth transitions to further education, training and employment in South Canterbury and Ashburton</p> <p>Timeline 31 December 2018</p>	<p>Aoraki Development</p> <p>\$130,000 plus up to \$100,000 for web/app</p>	<p>The CREDS Education and training work programme objectives are:</p> <ul style="list-style-type: none"> ▪ <i>business, education and local government sectors are aligned, working together to make Canterbury a great place to study, live and work</i> ▪ <i>Canterbury has an appropriately skilled and educated workforce</i> ▪ <i>education and training institutions deliver an integrated education programme that maximises benefits to the institutions and to Canterbury.</i> <p>Funding has been used to engage a contractor for 12 months to facilitate and co-ordinate (in partnership with MSD and MoE) an expansion (with evaluation) of programmes piloted in Timaru to at least one other centre, working with the region's businesses, Aoraki Development and other economic development agencies in Canterbury, secondary schools, tertiary education organisations, chambers of commerce, and businesses, and leveraging MSD's existing work with Te Rūnanga o Ngāi Tahu on NEET issues.</p>	<ul style="list-style-type: none"> ▪ Contract with Ministry of Social Development agreed December 2017. Milestone reporting occurs directly between fundholder Ministry of Social Development and supplier Aoraki Development. <p>Achievements</p> <ul style="list-style-type: none"> ▪ Significant commitment to date from schools, businesses and other agencies. ▪ In total, an initial 22 "priority" yr 12-13 students have now been matched with inducted mentors for one-on-one targeted discussions and guidance on their important next step. ▪ Website design underway with delivery and launch by end Oct/Mid Nov. ▪ Additional media coverage received to date: https://www.stuff.co.nz/timaru-herald/news/102390587/transport-and-logistics-open-day-at-levels-raceway-ahead-of-new-ara-course ▪ Food Processing and Manufacturers have developed a brochure promoting the sector to schools (aimed at breaking down stereotypes, clearly communicating the variety of roles and pathways and listing local businesses in this sector. Others such as Trades, Transport and Logistics, Professional Services sectors are progressing similar initiative. ▪ Operational Funding for 2018/19 confirmed (funded by MSD Southern – Dunedin). ▪ Valued relationships established with Ara, Ministry of Social Development, Ministry of Education, and Skills. <p>Upcoming Events</p> <ul style="list-style-type: none"> ▪ Employment Day with local Careers Advisors and Industry to be held in Timaru – 640 students attending (28 Aug). 		<p>Not required.</p>
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<p>3. CONTRACT MANAGEMENT – CREDS PROJECT MANAGER</p> <p>Provide contract and project management across all work programmes and support lead Mayors with CREDS implementation</p> <p>Timeline 31 March 2019</p>	<p>Environment Canterbury</p> <p>\$150,000</p>	<p>Key outcomes:</p> <ul style="list-style-type: none"> Provide contract and project management across all Canterbury Mayoral Forum work programmes and Support lead Mayors with CREDS implementation. 	<ul style="list-style-type: none"> CREDS Project Manager commenced role on 8 January 2018. 		<p>Not required.</p>
<p>4. INDICATORS MONITORING REPORTING</p> <p>Develop outcomes / indicators and create a publication design that can be maintained and updated for further publications</p> <p>Timeline 31 December 2017</p>	<p>Christchurch NZ</p> <p>\$10,000</p>	<p>This funding will be used to achieve the following:</p> <ul style="list-style-type: none"> further develop indicators for CREDS work programmes, specifically for Regional transport (with NZTA) design a template for more effective presentation and communication of CREDS indicators. 	<ul style="list-style-type: none"> Complete. 		<p>Not required.</p>
<p>5. DIGITAL CONNECTIVITY: 4G MOBILE AND BROADBAND MAPPING and</p> <p>6. UPTAKE PROJECTS</p> <p>a. Mapping remaining coverage gaps in rural Canterbury</p>	<p>Timaru District Council</p>	<p>Rural Canterbury generates much of the prosperity for the region but has suffered from a ‘digital divide’ between town and country. Fast broadband and addressing mobile ‘black spots’ is critical to the economic and social development of our region. For Canterbury to be fully connected, the following needs to be put in place:</p> <ul style="list-style-type: none"> infrastructure – an integrated, resilient network that provides 	<ul style="list-style-type: none"> Funding Agreement between ECan (acting on behalf of the Canterbury Mayoral Forum) and MBIE signed. Project scope and approach methodology for “Mapping remaining coverage gaps” confirmed. Contract awarded to SQUIZ Limited – project manager is well known to Timaru District Council and is also an appointee to the Ministerial Advisory Group for the Digital Economy and Digital Inclusion alongside Mayor Damon Odey. Work underway. 		<p>Not required.</p>


<p>b. Analysing gaps for economic / social assessment</p> <p>c. Promotion of benefits to businesses through take up of digital technology – by way of case studies published through various media channels</p> <p>d. Supporting lead Mayor with advocacy / facilitation</p> <p>Timeline 31 December 2019</p>		<p>fast broadband and mobile phone coverage to every farm and community in Canterbury</p> <ul style="list-style-type: none"> ▪ retail packages that are fit for purpose and affordable ▪ uptake and use of digital technologies and online services to increase economic productivity and improve social and environmental outcomes. 	<ul style="list-style-type: none"> ▪ Project scope for “Promotion of benefits to businesses through take-up of digital technology” confirmed with contract awarded to former STUFF South Canterbury editor Stuart Oldham. ▪ First interim report received. Key matters for noting: <p>Sources</p> <ul style="list-style-type: none"> • There is broad support for this project from key sources in the rural and business sectors. Among others, Federated Farmers, local chambers of commerce, Irrigation NZ, Lincoln University, WISPS, economic development agencies and RTOs have indicated a willingness to assist. <p>Publication support</p> <ul style="list-style-type: none"> • There is in-principle support to publish work associated with the project from these multi-platform media organisations: <ul style="list-style-type: none"> ➢ Stuff (principally Timaru Herald. The Press (TBC) ➢ Allied Press (Rural Life, Timaru Courier, Ashburton Courier, Oamaru Mail, The News North Canterbury) ➢ Ashburton Guardian (Dairy Focus, Guardian Farming, Selwyn App, Timaru App, Oamaru App) • Kaikoura Star (now owned by The Greymouth Star, has also indicated an interest in using copy for advertising features) • Rural News. <p>Next Steps</p> <ul style="list-style-type: none"> • Development of digital hero case studies for publication. 		
<p>7. JOB READY – PROGRAMME EXPANSION</p> <p>Expand programme to match and mentor international students trained in New Zealand to employment in export-facing businesses – all of</p>	<p>Christchurch NZ</p> <p>\$40,000</p>	<p>The CREDS Education and training work programme objectives are:</p> <ul style="list-style-type: none"> ▪ <i>business, education and local government sectors are aligned, working together to make Canterbury a great place to study, live and work</i> ▪ <i>Canterbury has an appropriately skilled and educated workforce</i> ▪ <i>education and training institutions deliver an integrated</i> 	<ul style="list-style-type: none"> ▪ Contract for Services with Christchurch NZ signed 23 February 2018. <p>FIRST INTERIM REPORT (DUE 30 JUNE 2018)</p> <p>KPI's</p> <ul style="list-style-type: none"> • 160 students have completed the Job Ready Programme by end of first as at 30 June 2018. From those 160, 55 are in internships with 80 in paid employment. • 38 International Students have been placed in regional Canterbury as part of the CREDS Funding Agreement (KPI target is 40). However, there remain two unfilled 		<p>Not required.</p>

<p>region, focusing on South Canterbury and graduates at NQF L7+</p> <p>Timeline 30 June 2019</p>		<p><i>education programme that maximises benefits to the institutions and to Canterbury.</i></p> <p>This funding will be used to expand the Job Ready Programme in Timaru (40 students per year, for two years).</p>	<ul style="list-style-type: none"> opportunities (as of 30 June) so target may be met. Christchurch NZ remain confident it will be able to make up the shortfall in the second year of the contract. <p>Key Learnings</p> <ul style="list-style-type: none"> Collaboration with universities - trialled seminars at tertiary in collaboration with careers services at Lincoln University. Highly successful and planning on more at Lincoln/Ara and University of Canterbury (UC). Business capability - SME's in the region consistently not capable of engaging with tertiary and young graduates. When engaging one on one through the Job Ready Programme, they learn to become capable. South Canterbury SME's - While placements were achieved in Fonterra and Oceania through the Chamber relationship, Christchurch NZ weren't able to gain a foothold in the SME market in a region with low unemployment. <p>Changes to implement</p> <ul style="list-style-type: none"> General - moving from Job-Ready to Talent Hub involving 1) Internship Programme similar to Job-Ready 2) Business Capability Building 3) Student Capability Workshops and Seminars 4) Tertiary Capability Consulting and 5) a Digital Platform. South Canterbury - need to spend more time gaining the trust and advocacy of member and regional organisations in order to create a lasting talent pipeline between the public tertiaries and SME's in the region. 		
<p>8. IMPROVING PRODUCTIVITY</p> <p>a. Investigate new value-add market opportunities that the region is well placed to take advantage of, to improve productivity and create higher living standards; e.g. niche markets, particularly in</p>	<p>Christchurch NZ</p> <p>\$1,000,000</p>	<p>A specific objective for the Value-added production work programme is that planning and consenting processes, and infrastructure managed by local government enable value-added production in Canterbury; i.e. focusing on what local government can contribute to value-added production.</p> <p>The funding will be used to:</p>	<ul style="list-style-type: none"> Funding Agreement between ECan (acting on behalf of the Canterbury Mayoral Forum) and MBIE signed. Project scope descriptions and deliverables within the MBIE Funding Agreement, have been redrafted with input from ChristchurchNZ and University of Canterbury as the key organisations driving the delivery of these projects. Contract for Services scope and deliverables agreed with ChristchurchNZ and University of Canterbury. As the project duration is over a four – five-year 		<p>Not required.</p>

<p>China / South East Asia, and b. consult and engage with South Island economic development agencies on creating a virtual economic policy unit/function, to support economic development strategy and implementation across the South Island</p> <p>Timeline 30 September 2022</p>		<ul style="list-style-type: none"> investigate further the global demand side of regional value-add opportunities, to improve productivity and create higher living standards. N.B. this is not engaging with CRIs or Public Research Organisations around commercialisation or supply side initiatives, which is the domain of the Lincoln Hub and other entities, but rather an outward-looking investigation of niche market opportunities for the region, particularly in China / SE Asia. consult and engage with other South Island EDAs, councils and Mayoral Forums – with central government mandate and support – for the creation of a virtual economic policy unit/ function, to support economic development strategy and implementation across the South Island. There are some critical common issues where the South Island is best viewed as a single market (e.g., tourism, transport, infrastructure, water). Three joint South Island EDA sessions were held last year – this proposal builds on that, and on the experience of the Mayoral Forum in creating the Canterbury Policy Forum in 2013. 	<p>duration, the project scope has been redrafted to ensure that the project working groups are not constrained with regard to exploring opportunities around different products and markets.</p> <ul style="list-style-type: none"> The Steering Groups will be convened by Mayor Rowley. Following an open RFP process, David Rendall & Associates have been awarded the contract for Stage I of the project. (Contract for Services signed). First Inception Report completed. Project brief and approach methodology confirmed. Monthly meetings between Working Group and consultants confirmed – first meeting held 19 June. District Workshops confirmed. Purpose of workshops is to Identify key challenges and opportunities to increase sustainable productivity and value add in the agriculture (including agri tech) sector. Scheduled dates as follows: <ul style="list-style-type: none"> South Canterbury: 23 July - Waimate District Council (confirmed), 14 August - Timaru (confirmed), 13 August – Fairlie (confirmed), 8 August – Ashburton (TBC), 13 Aug – Rolleston (TBC). North Canterbury: 30 July – Hurunui District Council (confirmed), 22 August – Kaikoura (confirmed), 28 August – Rangiora (confirmed), 15 August – Lincoln (TBC), Regional Workshop: 17 October – Selwyn District Council (confirmed). 		
<p>9. HIGH VALUE MANUFACTURING</p> <p>Work across the</p>	<p>University of Canterbury</p>	<p>A specific objective for the Value-added production work programme is that planning and consenting processes, and infrastructure managed</p>	<ul style="list-style-type: none"> Refer “Improving Productivity”. 		<p>Not required.</p>


<p>Canterbury Tertiary Alliance and with the Lincoln Hub, CRIs and Callaghan Innovation to connect industry needs to research and accelerate knowledge translation to high-value production and manufacturing for export Timeline – June 2017 to June 2018</p> <p>Timeline 30 September 2021</p>	<p>\$450,000</p>	<p>by local government enable value-added production in Canterbury; i.e. focusing on what local government can contribute to value-added production.</p> <p>This investment will part-fund a co-ordination position (based at the University of Canterbury), to work across the Canterbury Tertiary Alliance (Canterbury University, Lincoln University (including the Lincoln Hub) and Ara Institute) and with CRIs as appropriate to connect industry needs to research and to accelerate knowledge translation to high-value production and manufacturing for export.</p> <p>This project will be driven by industry engagement, but two indicative examples of potential areas for connection and co-ordination are:</p> <ul style="list-style-type: none"> ▪ under the Montreal Protocol, the use of methyl bromide is to be banned for log exports from 2020 (phase-out of ozone-depleting substances), so industry urgently needs alternative methods of pest control – this also relates to biosecurity and climate change adaptation and mitigation generally ▪ new generation fertilisers are needed that comply with nutrient limits set by Environment Canterbury through the Canterbury Water Management Strategy in RMA regional and sub-regional 			
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		plans – this has both regional and national application.			
<p>10. VISITOR STRATEGY</p> <p>Work with KiwiRail and other relevant agencies to develop a robust assessment of the business case for reintroducing tourism passenger services south of Christchurch – and to support the regional visitor strategy</p> <p>Timeline 31 December 2018</p>	<p>Timaru District Council / KiwiRail</p> <p>\$50,000</p>	<p>A specific objective for the Visitor strategy work programme is to grow sustainable tourism that focuses on the high-end market, encourages a wider seasonal ‘spread’, disperses visitors across the region and South Island, and keeps them here longer.</p> <p>This also relates to the CREDS Regional transport work programme, with its objective of integrated transport planning across modes (air, rail, shipping and road transport) that:</p> <ul style="list-style-type: none"> • <i>prioritises a resilient network</i> • <i>enables the efficient movement of people and freight into, out of and within the Canterbury region</i> • <i>improves social connectedness and wellbeing, supports visitor strategies and improves road safety.</i> <p>This funding will be used to engage a consultant to work with KiwiRail on an indicative business case for reintroducing tourism passenger services south of Christchurch (Christchurch–Invercargill rail corridor) with initial emphasis on the Christchurch–Dunedin sector.</p> <p>The business case will refer to and build on earlier work, including:</p> <ul style="list-style-type: none"> • a report on National passenger rail network development (Kiwirail, 2010) undertaken by Boulter Consulting and • MBIE’s 2016 review of Tourism infrastructure – highlighting 	<ul style="list-style-type: none"> ▪ Project scoping workshop on 8 March 2018 with KiwiRail, NZTA, Ministry of Transport, Treasury facilitated by MBIE. Key message: KiwiRail has advised that apart from the existing TransAlpine, TransCoastal and Northerner services, they are not in the businesses of developing new passenger routes where they take on the role of marketer, operator, and network provider i.e. carry the full end to end risk. KiwiRail will maintain the existing passenger service routes and will work with event managers and charter operators who are prepared to take on the financial risk of promoting an event and where KiwiRail’s role would be as a “service for hire” only i.e. provide the engine and passenger carriages, drivers etc, and the access to the rail network. ▪ Project scope has needed to be reviewed a number of times pending buy-in from Kiwirail and MBIE on the final project scope. ▪ New project scope confirmed – signed off with MBIE. Despite reporting record passengers on its TransAlpine and Northerner services indicating that there is a growing segment of the visitor and travel market that prefers this slower mode of travel, KiwiRail has no intention of introducing additional scheduled passenger services without hard evidence that there is a market and a viable proposition. The new project scope will provide tangible evidence on whether there is a market for passenger rail services south of Christchurch, be it predominantly tourism driven and possibly at a scale which might support say, two return trips to Dunedin each week. If this market segment does exist, research would be undertaken to see the barriers for putting such an operation in place. ▪ Following a closed RFP process, Visitor Solutions has since commenced project work. (Contract for Services 		Not required.

		limitations including lack of long distance passenger rail capacity.	signed).		
<p>11. CANTERBURY BRAND STORY</p> <p>Work with ChristchurchNZ to deliver a validated Canterbury story, integrated and aligned with the Christchurch story, the production of a promotional video for Canterbury story, and develop a network of committed funders for ongoing asset development</p> <p>Timeline 31 December 2018</p>	<p>ChristchurchNZ</p> <p>\$110,000</p>	<p>Key outcomes:</p> <ul style="list-style-type: none"> • <i>promoting a shared, region-wide brand story</i> • <i>greater efficiencies by leveraging the marketing resources of the region as a whole</i> • <i>responding more powerfully as a region to increased competition from other place brands</i> • <i>helping to accelerate the transition from a traditional to a broader and more progressive economy</i> • <i>enhancing the value of what the region produces through a Canterbury source-of-origin association (provenance marketing).</i> <p>Funding is for the following:</p> <ul style="list-style-type: none"> • development of media images and video production – particularly of Canterbury business / industry. • video production to tell the story, in a style aligned to the video of the Christchurch story. 	<ul style="list-style-type: none"> ▪ Funding Agreement between ECan (acting on behalf of the Canterbury Mayoral Forum) and MBIE signed. ▪ Project scope and draft Contract for Services now confirmed with ChristchurchNZ. Canterbury Employers Chamber of Commerce (CECC) has offered to work with the project team during the third phase of project – promotion and leveraging the brand with businesses. ▪ Canterbury brand story will align and leverage off the Christchurch story process. <p>Asset Library</p> <ul style="list-style-type: none"> ▪ The asset library project is progressing. This is where all Christchurch and Canterbury brand story images for all audiences will be housed. ▪ The software Brand Kit is being used (can house imagery, video, presentations, infographics etc.) as per Canterbury Story requirements. This is the same software used by Tourism NZ, and EDA/RTO agencies. <p>Images</p> <ul style="list-style-type: none"> ▪ As the asset library project is progressed, an audit of the images for Christchurch and Canterbury brand stories will be done to identify gaps. <p>Video</p> <ul style="list-style-type: none"> ▪ A number of video projects are being progressed within ChristchurchNZ including the Christchurch 		Not required.

		<ul style="list-style-type: none"> Contracting a resource for 6 months to work and fundraise for the ongoing development and use of both the Christchurch and Canterbury brand stories to promote Canterbury as the preferred destination to work, live and invest. 	<p>Narrative video. ChristchurchNZ is working to achieve significant cost efficiencies by doing Canterbury brand story filming concurrently.</p>		
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NEW INITIATIVES UNDER DEVELOPMENT

<p>1. SOUTH ISLAND EVENTS CALENDAR</p> <p>Development of an integrated and centralised event calendar accessed through a unique portal but available to all destination marketing and regional tourism organisations (RTO's) to promote all South Island major events</p> <p>Timeline 31 December 2018</p>	<p>ChristchurchNZ / Christchurch Airport</p>	<p>Key outcomes:</p> <ul style="list-style-type: none"> Ensure that at a regional level, tourism initiatives, strategies and products can be planned around major events Inform infrastructure planning ensuring optimization of regional tourism marketing investments Encourage collaboration and partnerships between tourism marketing and economic development organisations throughout the South Island Development and implementation of an event by event planners, can be done in a coordinated manner and avoid competition occurring between major events happening on the same date. 	<ul style="list-style-type: none"> Business case approved by MBIE in June. Draft Funding Agreement received Project scope and approach methodology confirmed with ChristchurchNZ. Investigation into whether EventFinda could host and manage a shared event website has identified a number of issues which discount this option i.e. cost, coordination of events. Web design specifications and costings agreed with likely service provider ARLO (with support from ECan web and digital services team). Proposal also includes training and on-going IT help desk support. On-line South Island event website concept is being introduced to a number of South Island RTO's / EDA's as part of the work being done to develop a South Island destination management plan. 		
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<p>2. NZ AGRICULTURAL SHOW – AGRISCIENCE AND INNOVATION PAVILION</p> <p>Work with NZ Agricultural Show (formerly Canterbury A&P) to establish an Agri-science and Innovation Pavilion which is able to draw together a number of key industry stall holders to promote and showcase innovative technology initiatives and has the ability to grow the profile of Canterbury as a high-tech region. This becomes the opportunity to attract highly specialist individuals, business and investment into the region</p> <p>Timeline 31 December 2019</p>	<p>NZ Agricultural Show</p> <p>\$50,000</p>	<p>Key objectives for Canterbury Mayoral Forum</p> <ul style="list-style-type: none"> Grow the profile of Canterbury as a high-tech region by showcasing innovative technology initiatives promoting the region as the preferred place to work, live and invest. Provides the Canterbury Mayoral Forum to build the profile of the Canterbury Water Management Strategy, along with highlighting some of the innovative and collaborative solutions for sustainable freshwater management. <p>Approach</p> <p>ECan facilitates the implementation of the Canterbury Water Management Strategy (CWMS) and the Mayoral Forum will work with mayors and industry partners to provide a programme of practical demonstrations, presentations of best practice case studies, and hands-on exhibits to tell the CREDS and CWMS stories over the three-day duration of the Show.</p>	<ul style="list-style-type: none"> Scope of project agreed with Canterbury A&P event management. Business case approved by MBIE in March. Draft Funding Agreement received with funding conditional on the confirmation of the other anchor tenants in the pavilion, and confirmation all funding required for delivery of the project is secured. Other key pavilion site-holders approached include MPI, Lincoln Hub and KPMG. While we understand that verbal confirmation from the above has been provided to Event Management, we are yet to evidence formal confirmation from the event management. Following consideration by ECan Executive to the resourcing of a key site within the Pavilion, it has been determined that this is not optimal forum to showcase ECan / Mayoral Forum key projects. 		
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Glossary

MBIE	Ministry of Business, Innovation and Employment
MfE	Ministry for the Environment
MPI	Ministry for Primary Industries
NZTA	New Zealand Transport Agency
RTO	Regional Tourism Organisation
EDA	Economic Development Agencies

Canterbury Chief Executives Forum Item 6a

Date: 6 August 2018

Presented by: Sam Elder, Programme Manager, Environment Canterbury

CREDS work programme update

Purpose

1. This paper updates Chief Executives on progress on the Transport Workstream of the Canterbury Regional Economic Development Strategy (CREDS).

Recommendations

That the Canterbury Chief Executives Forum:

- 1. note progress toward objectives in the Transport Workstream of the Canterbury Regional Economic Development Strategy.**

CREDS Transport Workstream overview

2. The objective of the CREDS transport workstream is integrated transport planning and investment across modes that:
 - prioritises a resilient transport network
 - enables the efficient movement of people and freight into, out of and within the Canterbury region, and
 - improves social connectedness and wellbeing, supports visitor strategies and improves road safety.
3. Mayors agreed on the following priorities for action in 2017–19:
 - work with sector partners to turn data into information to support transport planning and investment
 - work with the Ministry of Transport, the New Zealand Transport Agency and the sector steering group to develop resilient, multi-modal transport solutions for Canterbury and the South Island, including secondary roads and coastal shipping
 - encourage the Regional Transport Committee with its expanded mandate to develop a detailed work plan for multi-modal transport planning and investment, including a statutory review (2017) of the Regional Land Transport Plan
 - with the South Island Regional Transport Committee Chairs Group, advocate for a stronger central government focus on multimodal transport strategy in the 2018 and 2021 Government Policy Statements on Land Transport (GPS).

CREDS progress report

4. In May 2017, the Regional Transport Committee adopted a new work programme to implement the CREDS transport workstream. The key projects outlined below give effect to the CREDS priorities and will also help to provide a basis for territorial authorities to take up investment opportunities in the GPS 2018.

Statutory review of the Regional Land Transport Plan

5. In accordance with the Land Transport Management Act 2003, the Regional Transport Committee completed a review of the Regional Land Transport Plan on 28 June 2018. The revised Plan positions the region to take up opportunities in the GPS 2018, as discussed in the accompanying paper on the GPS.

Advocacy on GPS

6. Alongside the South Island Regional Transport Committee Chairs Group (RTC Chairs Group),¹ the Regional Transport Committee has advocated strongly for Government to enable freight mode shift. The GPS 2018 includes a theme of mode neutrality, which will be further developed through a signalled second-stage GPS. The RTC Chairs Group and Committee will continue to advocate for mode shift in the South Island, as discussed below.

Freight mode shift

7. Substantial freight growth is projected in the South Island, with an extra 47.7 million tonnes of freight being carried in 2042 compared with 2012.² This equates to an additional 1.7 million truck trips in 2042 compared with 2012. This also means an additional 4,667 truck trips (based on 44 tonne trucks) per day across the network. Canterbury accounts for approximately half of the total freight moved, and this will continue into the future.
8. The Mayoral Forum has been advocating for freight mode shift from road to rail or coastal shipping due to the multiple adverse impacts of road freight. Moving freight off roads offers many potential benefits, including reducing congestion, infrastructure costs and environmental impacts, and improving road safety.
9. Environment Canterbury is leading work on a CREDS-initiated project to identify the opportunity for freight mode shift. Analysis of existing data by Environment Canterbury suggests that it may be possible to shift up to a maximum of 17% of the current total tonne-km of freight travelling to or from the South Island, which comprises approximately 2 billion tonne-km.

¹ The South Island Regional Transport Committee Chairs Group was established in 2016 for the purpose of significantly improving transport outcomes in the South Island through collaboration and integration. For more information see <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/south-island-regional-transport-committee-group>.

² Draft South Island Freight Plan (2015) <https://www.nzta.govt.nz/assets/resources/draft-south-island-freight-plan/docs/draft-south-island-freight-plan.pdf>.

10. The Chairs Group has agreed to progress this work for the whole South Island. Stantec has been engaged to further the initial analysis undertaken by Environment Canterbury, in consultation with stakeholders and partner organisations, and develop a practical action plan as to how an optimal mode split might be achieved. Stantec is due to report back in December 2018.

Resilience

11. The North Canterbury earthquakes highlighted the vulnerabilities of Canterbury's transport network and the associated social and economic cost of disruption. There are, however, gaps in our knowledge about the resilience of the transport network to natural hazards, and associated community resilience implications. Moreover, there is no common source of reliable data to support action.
12. In terms of adaptation to climate change, a 2015 report by NIWA showed that Canterbury has approximately 300km of roads that are exposed to a sea level rise of 1.5m.³ Only Waikato (with approximately 800km of roads) has a greater exposure. All other regions have less than 200km of exposed roads. The vast majority of these 300km of roads are local, meaning that the cost of their maintenance and renewal falls on local authorities.
13. A resilience stocktake is therefore being undertaken by Environment Canterbury, in partnership with NZTA and the Ministry of Business, Innovation and Employment, to synthesise transport resilience work already undertaken or underway for Canterbury, so there is a common body of knowledge. Future work might include ascertaining the level of risk and potential disruption to a range of users of the Canterbury transport network and the extent to which this can be mitigated.

Regional road safety

14. Canterbury had 53 road deaths in the 12 months to July 2018 – an increase from 45 in 2016/17 and 40 in 2015/16. The number of deaths and serious injuries on Canterbury roads is unacceptably high and we need to collectively identify how we can improve and align the approach across our region to lower this number.
15. The focus of work is on identifying regional actions to improve road safety outcomes. This currently includes looking at improving access to consistent and robust data and information (including analysis of that data), accelerating implementation of the new Speed Management Approach,⁴ and considering the case for a Regional Speed Management Plan.
16. In December 2017, the Associate Minister, Hon Julie Anne Genter, wrote to councils to instigate action to improve road safety in New Zealand, including how to accelerate the implementation of the new speed management approach to ensure there are safe and

³ NIWA (October 2015) National and regional risk exposure in low-lying coastal areas: Area extent, population, buildings and infrastructure (Prepared for the Parliamentary Commissioner for the Environment). <https://www.pce.parliament.nz/media/1384/national-and-regional-risk-exposure-in-low-lying-coastal-areas-niwa-2015.pdf>

⁴ See <https://nzta.govt.nz/safety/speed-management-resources>.

appropriate speeds on local roads. NZTA subsequently convened an internal working group to look at supporting local councils with accelerating the implementation of the new speed management approach, particularly focusing on the Waikato, Auckland and Canterbury regions as they are where the highest road safety benefits will be achieved from speed management.

Visitor journeys

17. As noted above, the Canterbury region is part of the South Island Regional Transport Committee Chairs Group. We are supporting a visitor journeys initiative being led by the Otago Regional Council, on behalf of the Chairs Group.
18. This work arose due to a need to better understand visitor pressures, specifically the anticipated visitor numbers and travel flows in the South Island. Research was commissioned to pull together a stocktake of visitor flows, with the following findings.
 - Strong tourism growth is expected in the South Island, as it is nationally.
 - The number of international visitor arrivals to the South Island by 2045 is likely to be in the order of two to three times the arrivals in 2016/17 (around 1.9 million in that year). Domestic tourism will also increase but is harder to measure and forecast. However, the uncertainties around these numbers are significant.
 - The impact of the predicted increased tourist numbers will be felt along routes – traffic flows on key routes will increase significantly – and at destinations. In the South Island, physical constraints at destinations are likely to create issues before physical constraints on routes.
 - At many key sites such as Milford Sound, Aoraki Mt Cook and the West Coast glaciers, there will be physical constraints on accommodating this number of visitors.
19. These findings highlight the need to:
 - act on the component of the national tourism strategy that seeks better regional dispersal of visitors and tourism benefits, in order to accommodate forecasted visitor numbers
 - better plan the infrastructure required to accommodate these forecasted numbers, and to make best use of the South Island's transport network.
20. As you are aware, the Mayoral Forum has invited South Island Mayors to work together to improve resident and visitor outcomes in the South Island, through the development of a South Island destination management plan. This is intended to leverage central government investment in regional mixed-used infrastructure through the Provincial Growth Fund.
21. These two initiatives are complementary, and we are working to ensure they align.

Regional Transport Scorecard

22. The Regional Transport Committee has approved a Regional Transport Scorecard⁵ to track progress towards the strategic objectives and outcomes for regional transport in Canterbury. Regular reporting on the Scorecard provides the Committee with:

- a clear sense of the key performance trends for the regional transport network
- support to make robust, evidence-based planning and investment decisions reflecting the latest available data and information.

⁵ The Scorecard is available at the following link: <https://www.ecan.govt.nz/your-region/living-here/transport/regional-transport-planning/regional-land-transport-scorecard>.

Canterbury Chief Executives Forum Item 6b

Date: 6 August 2018

Presented by: Sam Elder, Programme Manager, Environment Canterbury

Government Policy Statement on Land Transport 2018

Purpose

1. This paper briefs Chief Executives, as requested by the Forum Chair, on the Government Policy Statement on Land Transport (GPS) 2018. The paper:
 - summarises the key features of the Government Policy Statement on Land Transport (GPS) 2018, issued on 28 June 2018
 - outlines changes from the draft GPS released in 2017 under the previous government
 - discusses how the Regional Land Transport Plan (RLTP) aligns with the GPS
 - outlines the potential implications for councils and the region
 - seeks feedback on proposed next steps to implement the GPS in Canterbury.

Value proposition

2. The GPS defines the strategic direction and associated priorities for land transport. It provides guidance to local government and the NZ Transport Agency (NZTA) on the type of activities that should be included in RLTPs, together with the funding available for each class of activity.
3. GPS 2018 represents a major shift in strategic direction. It is important for Chief Executives to be aware of this new direction and consider associated implications and opportunities for councils and the region.

Recommendations

That the Canterbury Chief Executives Forum:

1. **note the new direction signalled by the Government in the Government Policy Statement on Land Transport (GPS) 2018 and implications for Canterbury**
2. **provide feedback on next steps, including how Chief Executives wish to be engaged on this work in the future.**

Key points

3. The Government undertook a major revision of the draft GPS 2017, which had been developed by the previous government and informed the development of RLTPs across New Zealand (which were being reviewed at the same time).
4. GPS 2018 represents a fundamental shift in strategic direction for transport in New Zealand, including the transition to a mode-neutral, holistic approach to transport investment; a greater focus on social and environmental outcomes; and an increase in government funding of \$2.2 to 3.3 billion over the next three years (compared to GPS 2015).
5. The Government has signalled an intention to develop a second stage GPS in 2019, which will provide greater clarity on the more significant policy changes, including those arising from a review of rail; local and central government agreement on transport's role in the future development of Greater Christchurch; input from the Climate Change Commission; and a new national road safety strategy.
6. The Land Transport Management Act 2003 requires RLTPs to be consistent with the GPS. The review of Canterbury's RLTP was completed on 21 June 2018 and the overarching strategy in the RLTP is highly aligned with the GPS.
7. Due to the nature and extent of the changes signalled in the GPS, however, many of the implementation details are still to be worked through. This, coupled with the incongruent timing of the GPS, RLTP, and Long-term Plan processes, indicates a lag of at least a year for alignment to be achieved between the investment priorities in the GPS and the funding requested through RLTPs and allocated in councils' annual plans.
8. Strong leadership and alignment at the national, regional, and district level will be critical to delivering the ambitious outcomes envisaged in the GPS. It is important for Canterbury councils to demonstrate strong alignment with the Government's strategic direction, to ensure that Canterbury benefits from the new investment priorities and funding allocations, with corresponding social, environmental and economic benefits for our region. Of particular note is the opportunity to secure major investment to create a fit-for-the-future, innovative transport system for Greater Christchurch.
9. Some councils may be in a position to use their reserves to respond quickly to the GPS; however, many Canterbury councils are not in this position, having used their reserves over recent years to maintain transport service levels, despite the disruption posed by the earthquakes.
10. Given the extent of the Government's ambition and expectations for rapid action, there may be an opportunity to work with the Government to identify funding and other mechanisms that will enable Canterbury to overcome these constraints and respond rapidly to the GPS, including innovative, 'quick-win' initiatives and pilots that will demonstrate the potential offered by this new policy direction for transport.

Summary of the GPS

11. A Ministry of Transport (MoT) summary of the GPS is included as Appendix One.
12. GPS 2018 signals a major step change in strategic direction for transport in New Zealand, with a greater focus on the potential of transport investment as a powerful enabler of safe, liveable communities.
13. The GPS identifies four strategic priorities (Figure 1):
 - **safety** – delivering a land transport system free of death and serious injury
 - **access** – improving people’s ability to connect with people, goods, services and opportunities; in particular:
 - using transport to shape urban form and create liveable cities, and thereby reduce the need to travel long distances, and support mode shift from private, single-occupant vehicles to walking, cycling and public transport
 - creating nationally important freight and tourism connections
 - increasing the resilience of the transport system.
 - **environment** – shifting to lower emission forms of transport, and recognising the public health benefits of a well-designed transport system, including through active transport
 - **value for money** – accounting for a full range of benefits and costs over whole-of-life investments, and greater emphasis on robust decision making and reporting.



Figure 1: GPS 2018 Priorities

14. The GPS recognises the importance of a holistic and adaptive approach. Effective delivery of the priorities is underpinned by three themes:
- transitioning to a mode-neutral approach to transport planning and investment
 - using transport to shape urban form and create liveable cities
 - greater leverage of technology and innovation (Figure 2).

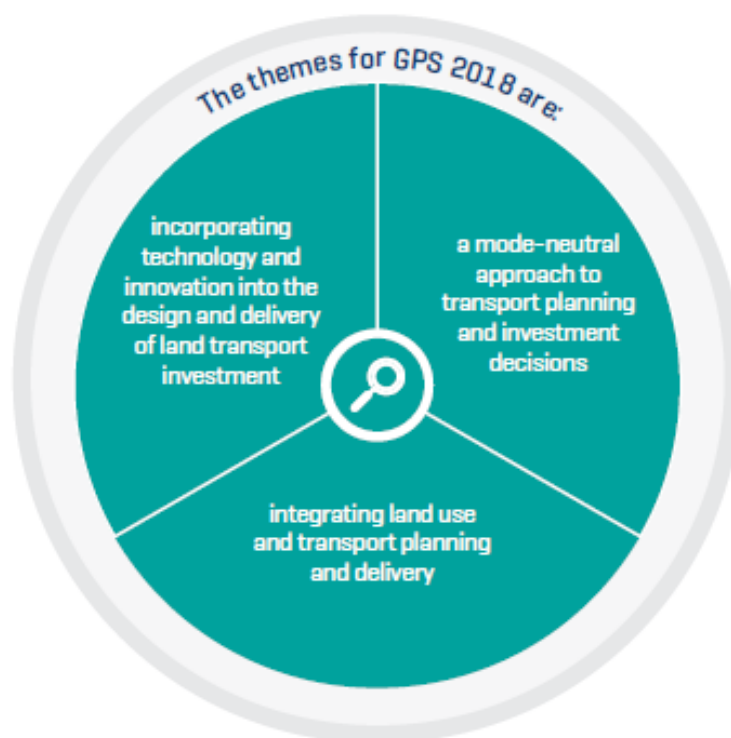


Figure 2: Underlying themes for GPS 2018

15. The GPS proposes an **increase of approximately 25% or \$2.2 to 3.3-billion** in government funding for transport over the next three years. Funding is allocated across 12 activity classes, with increases in the maximum funding for all activity classes except State Highway Improvements. Up to \$2 billion of government funding is allocated to a new Rapid Transit activity class, which is initially focused on public transport in Auckland, with the potential to extend this to other urban centres including Wellington and Greater Christchurch. The changes to the minimum and maximum funding across the 12 activity classes between GPS 2015 and GPS 2018 are shown in Appendix Two.
16. Due to the ambitious extent of change signalled in the GPS, a second stage GPS is signalled for mid-2019 to fully implement new policies such as the mode-neutral approach; a more strategic approach to improving road safety outcomes; and developing local and central government agreements on transport's role in the future development of Greater Christchurch, including rapid transit options.

Aligning the RLTP to GPS 2018

17. As noted above, the RTC recently completed a review of the RLTP in accordance with the Land Transport Management Act 2003. The Act also requires RTCs to be satisfied that their RLTP is consistent with the GPS, before submitting it to a regional council for approval.
18. Canterbury's transport strategy as articulated in the RLTP is well aligned with the new direction in the GPS. Figure 3 below shows that the six investment priorities in the RLTP (outer boxes) align well with the GPS 2018 strategic priorities (centre). The exception is travel time reliability, which is an RLTP priority but is only referenced briefly in GPS 2018. The shift in priority from travel time to access has major implications, in particular for the design of public transport services in Canterbury. Other RLTP projects which are primarily focussed on improving travel time reliability may not be prioritised for funding from the National Land Transport Fund.

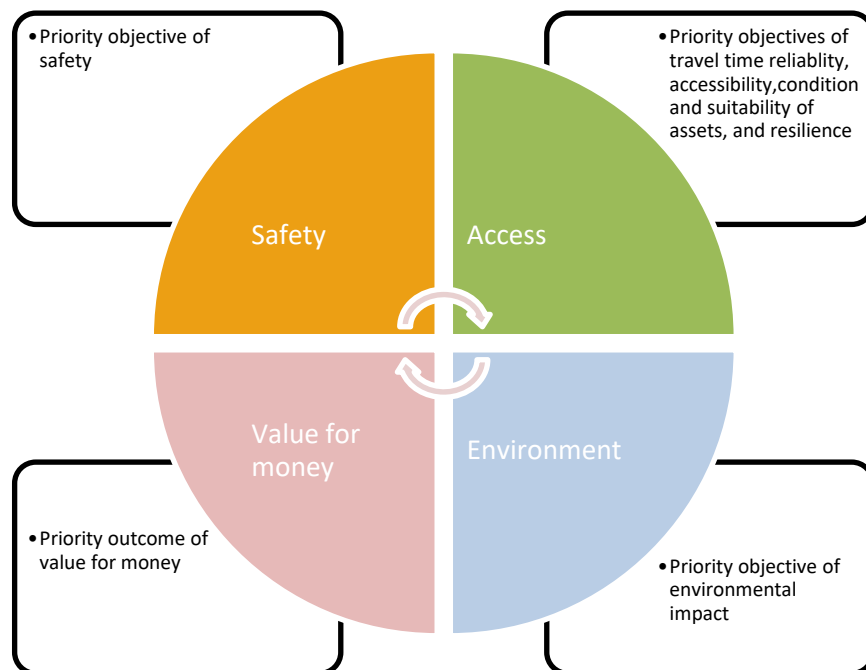


Figure 3: alignment of strategy in the RLTP and the GPS priorities

19. The incongruent timing of the GPS and other regional planning processes (such as long-term plans and the RLTP) means that more time is required to ensure the programme of transport activities in the RLTP fully aligns with the GPS. Additional time is also needed for councils to take up the funding opportunities that have been made available to support the implementation of GPS priorities.

Potential implications of the GPS for Canterbury councils

20. The GPS creates a number of opportunities for Canterbury councils, including:
 - securing major investment to create a fit-for-the future transport system for Greater Christchurch, which shapes urban form and creates a liveable city. The GPS envisages that local and central government develop an agreement on transport's role in the future development of Greater Christchurch, including public transport and rapid transit options, to inform the second stage GPS expected in mid-2019.
 - optimising freight modes to enable the significant freight growth projected for Canterbury without the social and environmental impact associated with road freight
 - increasing the resilience of the regional transport system, particularly to natural hazards and climate change
 - significantly reducing the number of transport-related deaths and serious injuries, particularly on our rural roads
 - accelerating the transition to a low emissions transport system, and reducing other transport impacts on the environment.
21. The GPS also creates some risk for Canterbury:
 - Ministers have outlined that some regions have seen a significant reduction in transport funding over recent years. On the contrary, Canterbury has benefited from significant funding through the Roads of National Significance (RoNS) programme. There is a risk that Canterbury's level of funding may be impacted.
 - Canterbury may not receive sufficient funding from the funds allocated for rapid transit across Auckland, Wellington and Greater Christchurch, given that Auckland and Wellington are more progressed in their partnerships with central government on future urban transport solutions.
22. Strong regional leadership, demonstrated alignment with the strategic direction outlined in the GPS, and a proactive response to delivering to the priorities, will be critical for Canterbury to leverage these opportunities and manage the risks.

Funding mechanisms

23. The Government has announced a number of funding mechanisms to support an improvement in transport outcomes, and in particular, the implementation of the GPS, including Targeted Enhanced Funding Assistance Rates¹ (Enhanced FARs), Regional Fuel Tax Schemes, and the Provincial Growth Fund. Information about these mechanisms is provided in Appendix Three.

¹ When a land transport activity undertaken by a council qualifies for funding from the National Land Transport Fund (NLTF), the FAR determines the proportion of the approved costs of that activity that will be paid from the NLTF (with the remainder being paid through local share).

Next steps

24. The National Land Transport Programme will be released by 1 September 2018 and we expect this will include confirmation of which activities qualify for enhanced FARs and which will be funded at the normal FAR.
25. Councils will then need to determine how any local share freed up through enhanced FARs will be re-allocated, noting that the local share for each council must be maintained at the level defined in the RLTP.
26. Work in the medium term to support the RTC and councils will include the following:
 - providing guidance and support to territorial authorities to respond to the GPS over the coming weeks and months, including the application of funding mechanisms such as Enhanced FARs and the Provincial Growth Fund
 - undertaking further updates to the RLTP to align it (and long term plans and annual plans) to the GPS, in particular through variations
 - providing input to the development of the second stage GPS, including freight mode neutrality
 - working with partners and central government to develop a shared view on transport's role in the future of Greater Christchurch (including integration with land use planning activities) to inform the development of a local and central government agreement as part of the second stage GPS
 - working with the Regional Road Safety Working Group to provide input to the National Road Safety Strategy and implementation of the Strategy in Canterbury.
27. The Canterbury Transport Officers Group will be discussing how councils may take up enhanced FARs at the Group's meeting on 9 August 2018. Following this, the RTC will also consider this at the next RTC meeting on 6 September 2018.
28. We seek guidance on how the Chief Executives Forum wishes to be engaged on this work in the future.
29. Environment Canterbury and Christchurch City Council are members of the NZTA and LGNZ joint Sector Reference Group workshops that were convened to identify how to accelerate delivery of the GPS priorities. We will continue to engage with central government on the GPS through this and other forums.

Appendix 1: GPS 2018 at a glance

New Zealand Government

The GPS 2018 at a glance...

Why do we need a GPS?

New Zealanders pay Fuel Excise Duties and Road User Charges to support investment across the land transport network. This revenue, alongside some other more minor sources, is directed into the National Land Transport Fund (the Fund).

There is a lot of money available for transport investments. The Fund is projected to generate around \$3.7 billion per annum in 2018/19 to \$4.2 billion in 2027/28. It will also be supplemented by about \$1 billion a year of local government transport funding in the form of a local share.

The Government Policy Statement (GPS) on land transport influences how this revenue is spent. It helps guide investment in transport by providing a longer-term strategic view of how we prioritise things in the transport network, and why. Activity classes provide signals about the balance of investment.

The specific detail of which projects or programmes will receive funding is the responsibility of the NZ Transport Agency. The NZ Transport Agency uses the GPS signals to determine how to allocate land transport revenue across the network.

How did we get here?

A draft GPS 2018 was developed after the Government was formed in November 2017. The draft GPS was released for engagement in April 2018.

A series of regional forums, a national Summit and a submission process enabled the public to provide feedback on the draft GPS. Over 900 submissions were received and there was strong support for the direction of the GPS and for the proposed priorities. A Summary of Submissions provides more information on the themes from engagement and how these informed the final GPS 2018 - view the Summary of Submissions at www.transport.govt.nz/gps2018

The GPS has been revised following engagement and has been released as GPS 2018.

VIEW THE GPS IN DETAIL AT:
WWW.TRANSPORT.GOV.TZ/GPS2018



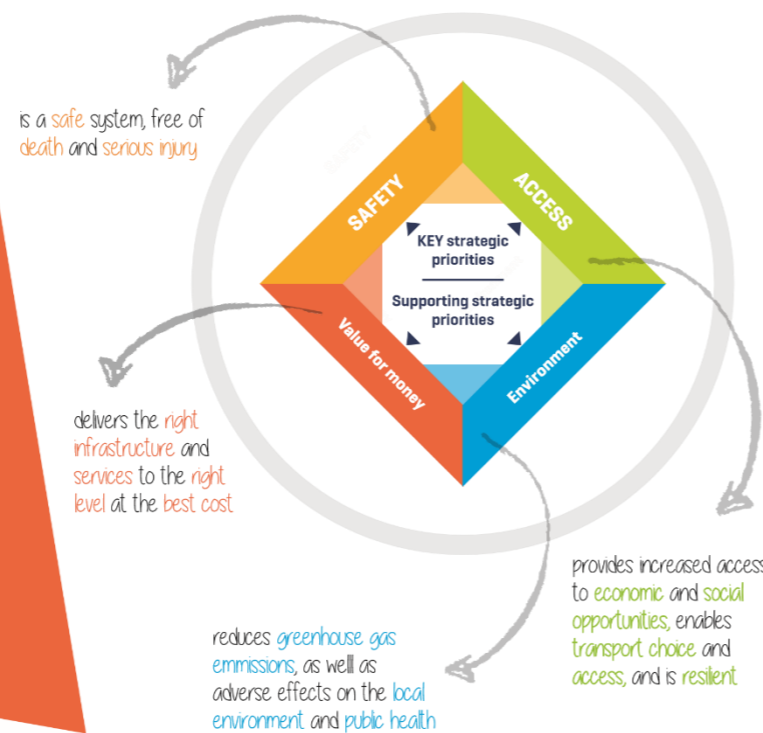
Where we're at

GPS 2018 is one step towards the Government's vision for the land transport system.

GPS 2018 transforms the focus of investment for land transport.

Through the strategic priorities, objectives and themes, GPS 2018 demonstrates our commitment to safety, mode neutrality, liveable cities, regional economic development, protecting the environment, and delivering the best possible value for money.

Strategic direction

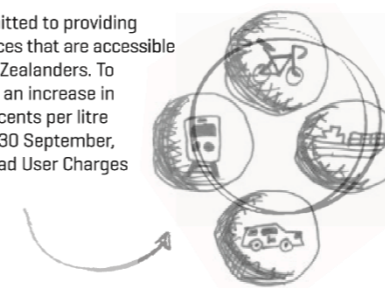


Funding

The GPS 2018 sets funding ranges for 12 activity classes. The funds for each class are:

- | | |
|------------------------------------|--|
| ↑ Public transport | ↑ Promotion of road safety and demand management |
| ↑ Walking and cycling improvements | ↑ Investment management |
| ↑ Local road improvements | ↑ State highway maintenance |
| ↑ Regional improvements | ↑ Local road maintenance |
| ↓ State highway improvements | ○ Rapid transit (new activity class) |
| ↑ Road policing | ○ Transitional rail (new activity class) |

The Government is committed to providing alternative transport choices that are accessible and affordable to all New Zealanders. To support this, there will be an increase in Petrol Excise Duty by 3.5 cents per litre per year for 3 years from 30 September, and the equivalent for Road User Charges from 1 October 2018.



Themes

Themes have been included in the GPS. The themes influence how the priorities should be delivered to ensure the best transport solutions for New Zealand are achieved.

The themes for GPS 2018 are:

- a mode-neutral approach to transport planning and investment decisions
- incorporating technology and innovation into the design and delivery of land transport investment
- integrating land use and transport planning and delivery

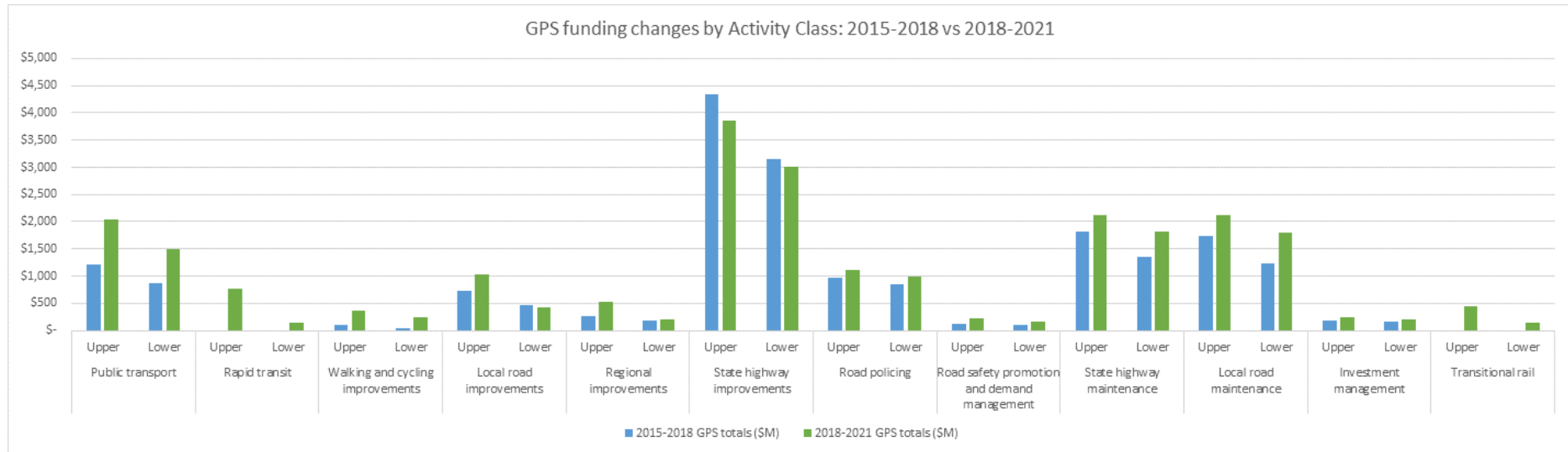
What's next

A second stage GPS.

A second stage GPS is important to fully realise Government direction for transport investment. Inclusion of some things in this GPS has not been possible because they rely on other work, such as the future of rail study and development of a new road safety strategy. We hope to release the second stage GPS in 2019 and will work with the broader transport sector to develop it.



Appendix 2: Comparison of changes in funding by activity class between GPS 2015 and GPS 2018



Appendix 3: Government funding mechanisms

1. This appendix provides information about:
 - Targeted Enhanced Funding Assistance Rates (Enhanced FARs)
 - Regional Fuel Tax Schemes, and
 - The Provincial Growth Fund.

Targeted Enhanced Funding Assistance Rates

2. The policy for FARs is still in development. NZTA's website makes it clear that enhanced FARs are available where the funding is sought for investment in improvement activities and the activity is classified under NZTA's Investment Assessment Framework¹ as having a high or very high results alignment.
3. Enhanced FARs are not available for investment in continuous programmes such as public transport and maintenance and renewals programmes. They are also conditional on councils redirecting funding that would otherwise have been spent on the project to bring forward additional transport-related projects.
4. Enhanced FARs for Canterbury Councils are set out in the table below:

Council	Normal FAR	Targeted Enhanced FAR
Ashburton District Council	51%	75.5%
Christchurch City Council	51%	75.5%
Environment Canterbury	51%	75.5%
Hurunui District Council	51%	75.5%
Kaikoura District Council	51%	75.5%
Mackenzie District Council	51%	75.5%
Selwyn District Council	51%	75.5%
Timaru District Council	52%	76%
Waimakariri District Council	51%	75.5%
Waimate District Council	60%	80%
Waitaki District Council*	55%	75.5%

* Note that Waitaki District Council's transport activities are included in the Otago RLTP.

5. Normal FARs apply to transport activities unless an enhanced or other FAR (such as those for Total Mobility activities) applies. NZTA is fully funded through the National Land Transport Fund.

¹ The Investment Assessment Framework is the process by which approved organisations and NZTA assess and prioritise business cases, programmes, plans, projects and other activities to be submitted to the NZTA Board for funding consideration. The Framework will be used by NZTA in developing the National Land Transport Programme (NLTP) and to make investment decisions during the 2018–21 NLTP.

Regional fuel tax schemes

6. Regional Fuel Tax (RFT) schemes provide a funding tool for regional councils and unitary authorities to raise revenue to fund capital transport projects that would benefit the region but would otherwise be delayed or not funded.
7. Regional councils and unitary authorities (taking their Regional Transport Committee's view into account) can develop a proposal for an RFT scheme. Only one RFT can be in force at any one time within a region. The maximum rate is 10 cents per litre and the maximum duration will be 10 years unless otherwise specified by Order in Council. An RFT can be applied to a whole or part of a region.
8. The enabling legislation was passed on 26 June 2018 and an RFT began to apply to sales of petrol and diesel in Auckland on 1 July 2018 and will continue to do so for a period of 10 years. An RFT cannot be introduced outside of Auckland prior to 1 January 2021.
9. In Canterbury, an RFT could potentially be used in the future to support the delivery of projects that:
 - are critical for resilience and risk management, but are unaffordable on a territorial authority basis
 - support freight mode shift from road to rail and/or coastal shipping
 - enable improved public transport infrastructure in Greater Christchurch and Timaru
 - support New Zealand's post-2020 commitment to reduce greenhouse gas emissions under the Paris Agreement.
10. Looking at total litres of fuel sold across Canterbury in 2016/17, with a 10-cent fuel tax we would, hypothetically, have generated \$90 million in that financial year. Fuel usage has been increasing steadily for the last 20 years and this number could go up or down in future years, as the amount of vehicle kilometres travelled from population growth and greater sprawl is offset with vehicle efficiency (including electric vehicles and mode shift).

Provincial Growth Fund

11. The Government's \$1 billion Provincial Growth Fund aims to lift productivity in the provinces. Its priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach full potential, boost social inclusion and participation, build resilient communities and help meet New Zealand's climate change targets.
12. Individuals, non-government organisations, iwi, companies, charities can all apply to the Fund. The three main metropolitan areas – Auckland, Wellington, and Christchurch – are not eligible.

13. Projects fall into three funding categories:
- **regional projects and capability:** support of economic development projects, feasibility studies and capability building identified within regions
 - **sector investment:** initiatives targeted at priority and/or high value economic opportunities
 - **infrastructure:** regional infrastructure projects that will enable regions to be well connected from an economic and social perspective, including rail, road and communications.
14. The RLTP signalled that agencies are exploring the proposal to develop a cycle trail from Picton to Christchurch and it is likely that funding from the Provincial Growth Fund will be sought to support this initiative. We understand that Ashburton District Council may also apply to the Fund to cover most of the local share for a second Ashburton urban bridge.

Canterbury Chief Executives Forum Item 7

Date: 6 August 2017

Presented by: David Ward, Bede Carran and Bill Bayfield

Corporate, Operations and Policy Forums

Purpose

1. This paper reports on the work of the Corporate, Operations and Policy Forums since April 2018.

Recommendations

That the Chief Executives Forum:

1. **note concerns about lack of attendance at the Corporate Forum**
2. **note that the Operations Forum will discuss Recycling in New Zealand post China's National Sword policy at its next meeting**
3. **endorse the Canterbury Strategic Compliance Framework developed by the Compliance, Monitoring and Enforcement working group and commend its use by member councils.**

Corporate Forum

2. The Corporate Forum met on 9 July 2018. Attendance for this meeting was extremely poor, with only four participants (plus secretariat). Members agreed that the Chair would raise attendance concerns to Chief Executives (see paper 7a on today's agenda).
3. Agenda items included:
 - updates from the second cycle of Chief Executives and Mayoral Forums
 - continuing discussions on customer/citizen focus, identifying opportunities for shared services and collaborative opportunities across Canterbury
 - update on forming a working group to explore the development of a Canterbury App
 - updates from the Finance Managers, Records and Information Managers, Chief Information Officers, and Public Records Act Executive Sponsors working groups.
4. As part of the ongoing discussions on customer/citizen focus, the Corporate Forum has identified opportunities for shared services for further exploration. The Corporate Forum seeks guidance from Chief Executives on which of these opportunities it should prioritise (see item 7b on today's agenda).

Operations Forum

5. The Operations Forum met on 9 July 2018. Agenda items included:
 - updates from the second cycle of Chief Executives and Mayoral Forums
 - continuing discussions on customer/citizen focus, concentrating on how councils can be better informed of ratepayer's expectations of service delivery. The Forum agreed to invite external perspectives to shape this work.
 - further discussion of the 3 Waters stocktake, and the need to give priority to delivering this piece of work to Chief Executives and Mayors so they can be ready to respond to imminent government announcements, including providing a paper to CE's Forum on 6 August (see item 4).
 - discussions on taking a regional approach to waste minimisation through advocating for greater product stewardship
 - updates from the Engineering Managers, Natural Hazards, Stormwater, Drinking Water and Regulatory Managers working groups.
6. The Operations Forum agreed to discuss recycling in Canterbury post China's National Sword policy at its next meeting, recognising the impact this will have on recycling services nationwide.

Policy Forum

7. The Policy Forum met on 20 July 2018. Agenda items included:
 - updates on earthquake recovery, including progress in central government responding to the *Ministerial Review of Better Responses to Natural Disasters and Other Emergencies in New Zealand* and the upcoming *Canterbury Earthquakes: Whole of Recovery Symposium* on 29-30 November 2018
 - a presentation on work undertaken by Environment Canterbury to develop a SharePoint tool for engaging with papatipu rūnanga and documenting this work. The Policy Forum agreed that there is merit in exploring this further to enhance effective working relationships between councils and papatipu rūnanga.
 - an update on biodiversity work across Canterbury to renew focus on the *Canterbury Biodiversity Strategy* in light of the upcoming *National Policy Statement on Biodiversity*. The Policy Forum asked the Planning Managers Group and Environment Canterbury to prepare a report to the Canterbury Chief Executives and Mayoral Forums on this.
 - updates from Canterbury Planning Managers and the Compliance, Monitoring and Enforcement working group.
8. The Compliance, Monitoring and Enforcement working group presented a *Canterbury Strategic Compliance Framework* for adoption by Canterbury councils. The Framework focuses predominantly on environmental law, but also includes guidance for all other

TLA compliance, monitoring and enforcement activities. This makes it a comprehensive strategy relevant and useful for all councils in Canterbury.

9. The Policy Forum agreed to recommend the Canterbury Strategic Compliance Framework to the Chief Executives Forum for adoption by Canterbury councils.

Next steps

10. Follow-up actions from this quarterly round of meetings are:

Action	Who?	By when?
Discuss recycling in Canterbury	Operations Forum	8 Oct 2018
Report to Chief Executives Forum on Canterbury Biodiversity Strategy	Planning Managers Group with Environment Canterbury	5 Nov 2018
Report to Mayoral Forum on Canterbury Biodiversity Strategy	Planning Managers Group with Environment Canterbury	30 Nov 2018

Canterbury Chief Executives Forum Item 7a

Date: 6 August 2018

Presented by: Bill Bayfield

Forum representation

Purpose

1. This paper invites the Chief Executives Forum to amend Terms of Reference for the Corporate and Operations Forums.

Recommendations

That the Canterbury Chief Executives Forum:

1. **approve the addition of new wording to the Corporate and Operations Forums Terms of Reference, requiring representation at meetings**
2. **agree to re-affirm their representatives on the Corporate and Operations Forums.**

Background

2. Chief Executives agreed Terms of Reference for the Corporate and Operations Forums in May 2017 (attached). The Policy Forum has been operating since 2013.
3. The new Forums, set up along the lines of the Policy Forum, were formed to promote alignment and co-ordination, avoid duplication, identify and address gaps and provide a single point of contact.
4. The Terms of Reference for the Corporate and Operations Forums do not include a requirement for councils to be represented.
5. The chairs of the Policy, Corporate and Operations Forums are progressing an issue that has been raised previously about which working groups report to which Forum. We will report verbally on this at the meeting.

Issue

6. There is concern about a lack of representation from some councils, particularly at the Corporate Forum. Lack of representation reduces the ability of the Forums to achieve their objectives.

7. An addition to the Terms of Reference for the Corporate and Operations Forums, to align with the Policy Forum Terms of Reference is recommended. The following wording is taken from the Policy Forum's Terms of Reference:

It is acknowledged that not all Councils will be able to, or need to, contribute resources to considering every issue, but it is expected that every Council will ensure its representative is available to participate in each Forum meeting.

Next steps

8. If Chief Executives agree to the amendment, the secretariat will update and circulate the amended Terms of Reference to all members of the Forums, copying in Chief Executives. The secretariat will also ask councils to re-affirm their representatives at this time.

Attachments

- Corporate Forum Terms of Reference
- Operations Forum Terms of Reference

Canterbury Chief Executives Forum Item 7b

Date: 6 August 2018

Presented by: David Ward, Chair, Corporate Forum

Corporate Forum: Opportunities for shared services

Purpose

1. This paper identifies opportunities for shared services in Canterbury for feedback and prioritisation by Chief Executives.

Recommendations

That the Canterbury Chief Executives Forum:

1. **endorse opportunities for shared services that the Corporate Forum has identified for further exploration.**

Background

2. As part of the ongoing discussions on customer/citizen focus, the Corporate Forum has discussed opportunities for shared services across Canterbury councils. This has included shared services already undertaken by councils and identifying new opportunities for further investigation.
3. By collaborating on shared services, councils are able to reduce duplication in developing solutions to shared problems and create efficiencies in delivering services. Collaboration also allows councils to use their collective bargaining power to leverage better deals from external service providers, further reducing costs.

Shared services already underway

4. The Corporate Forum has identified a number of shared services underway across Canterbury that provide a useful basis for considering additional opportunities for collaboration.
 - Canterbury Maps
 - Shared working groups for Records and Information Management, Public Records Act compliance, and Rating and valuation services
 - Co-ordination of region-wide submissions
 - Snap, Send, Solve for citizens to report issues and faults with council services
 - Canterbury App (currently under investigation)
 - Shared training programmes facilitated by the Policy Forum.

5. The success of these relies upon maintaining good working relationships between councils. The open sharing of skills and experience is a vital component in continuing to work together.

Opportunities for shared services

6. The Corporate Forum has identified the following additional opportunities for shared services in Canterbury:
 - a Canterbury-wide digital strategy (council systems)
 - co-ordinated business continuity planning
 - co-ordinated procurement arrangements for tendering external services
 - a legal advice database
 - a LGOIMA database of requests
 - a LIMs database – including shared training and advice
 - a risk management framework
 - shared cybersecurity services, including shared cyber insurance.
7. The Corporate Forum invites Chief Executives to endorse these opportunities for further investigation, and welcomes any further ideas from Chief Executives on potential shared service opportunities.
8. Following direction on priorities, the Corporate Forum will initiate investigations of these through the various working groups that report to the forum. The Corporate Forum will report back to Chief Executives once opportunities have been developed into proposals for sign-off and implementation.

Canterbury Chief Executives Forum Item 8

Date: 6 August 2018

Presented by: Bill Bayfield, Environment Canterbury

Canterbury Water Management Strategy update

Purpose

1. This paper provides the Canterbury Chief Executives Forum with an update on region-wide progress during May–July 2018 towards implementing the Canterbury Water Management Strategy (CWMS).

Recommendations

That the Chief Executives Forum:

1. **provide any verbal territorial authority updates additional to those identified by Zone Committees in Appendix 1**
2. **note that on 23 August, the Canterbury Regional Council expects to appoint Dr Hugh Logan to the role of Regional Water Management Committee Chair.**

Key points

2. The CWMS committees are all working on specific priorities, with a variety of practical projects underway.
3. There is no shortage of water-related events to attend and publications to read. Water remains a highly important topic for our region and our nation.

Regional and Zone Committee updates

4. Zone managers, facilitators and staff in territorial authorities have summarised the current focus for the CWMS Zone and Regional Committees. The table is included in Appendix 1.

Territorial Authority updates

5. Chief Executives are invited to provide any verbal updates additional to the Zone Committee updates summarised in Appendix 1.

Environment Canterbury updates

6. At its last meeting, the Canterbury Mayoral Forum agreed to sponsor a project to ensure the CWMS is fit for the future needs of the region. Work is now underway.

- A Goals Working Group and task groups have been set up to support the Regional Committee to develop advice on 2025 and 2030 goals for each of the ten CWMS target areas. The groups bring together a mix of council, Ngāi Tahu, industry and NGO perspectives.
 - The Goals Working Group will provide co-ordinated advice to the Regional Committee and first meets on 25 July 2018. Task group workshops to develop draft goals (for one or more target areas) will take place in August 2018.
 - Engagement on the draft goals will occur following a second Goals Working Group in September 2018 – with Zone Committees, Ngāi Tahu, community groups and industry stakeholders.
 - A second round of workshops to refine draft goals and measures, and to identify actions and resources needed for delivery, will take place later in the year.
 - Environment Canterbury is providing project management and analytical support. A Project Steering Group is providing project oversight and comprises the Canterbury territorial authorities and Environment Canterbury.
 - Final advice is due with the Canterbury Mayoral Forum by April 2019.
7. Environment Canterbury adopted its **Long-Term Plan 2018-28 on 21 June**. The strategic direction for the CWMS portfolio (now renamed **Freshwater Management**) reflects the current stage of the CWMS, builds on the now well-established social, collaborative and regulatory frameworks and shifts the Freshwater Management focus towards implementation or action on the ground.
 8. There are now six programmes in the **Freshwater Management** Portfolio:
 - CWMS (Canterbury Water Management Strategy) Facilitation
 - Environmental Monitoring and Progress Reporting
 - Resource Management Act Water Framework
 - Zone and Regional Delivery
 - Regional Water Infrastructure Support
 - Te Waihora Restoration.
 9. For Freshwater Management this includes continued support for the adoption of Good Management Practice (GMP) to help achieve rural water resource targets and includes resourcing three Cultural Land Management Advisors, two Land Management Advisors and further support for the Farm Auditing Programme. Additional resourcing for monitoring river flows and periphyton has also been included.
 10. The overall expenditure in the portfolio increases by \$142,000 in 2018/19, \$597,000 in 2019/20 and \$217,000 in 2020/21, reflecting a greater commitment to resourcing projects under Zone and Regional Delivery. Support for these new activities has been achieved through a combination of savings in other areas, the reprioritisation of resources across programmes and the reallocation of existing budgets.

11. The **Canterbury Drinking Water Reference Group** identified community drinking water supplies that require immediate upgrades (high risk) and outlined plans and funding provisions currently in place for such upgrades. The Reference Group has been tasked with leading the co-ordination of a stocktake on the current state of drinking water, wastewater and stormwater across the region and providing an estimate of what will be required to implement delivery of safe drinking water over a five-year period.
12. Environment Canterbury has initiated a **fish screen compliance monitoring campaign** for 2018-2019, beginning with a pilot to ensure the programme is cost-effective and that officers are fully trained and prepared. Fish screens are required wherever a water take could impact fish. There are currently around 14,000 consents to abstract water from our rivers in Canterbury.
13. Environment Canterbury is working with the Christchurch City Council and the Banks Peninsula Zone Committee to **integrate new 2018 National Forestry Standards into local plans and rules**. The unique nature of Banks Peninsula will help councils determine how to implement the new rules.
14. At the Environment Canterbury Council meeting on 22 June 2018, **Dr Andy Pearce was awarded the Outstanding Contribution Award** in recognition of his contribution to natural resource management in Canterbury and New Zealand, including his chairing of the Regional Water Management Committee and leadership of the early stages of the Canterbury Strategic Water Study. With Dr Andy Pearce's departure from the role of Regional Water Management Committee Chair, the Canterbury Regional Council expects to appoint **Dr Hugh Logan** to the role at its meeting on 23 August 2018, and has been consulting with members of the Canterbury Mayoral Forum about this.
15. Environment Canterbury, along with other regional councils in the regional sector, **endorsed the Good Farming Practice Action Plan for Water Quality**, launched by Ministers at the Field days in June 2018. The Action Plan provides national impetus for improvement – different regions are at different stages of improved environmental performance. We have now had a parallel conversation with the Minister of Agriculture, Hon Damien O'Connor, in Canterbury in July 2018.
16. Environment Canterbury's **communications campaign to introduce 'the toughest rules around farming' won the Marketing Communication PR award at the Public Relations Institute of New Zealand (PRINZ) Awards** in May 2018. The campaign was focused on introducing a series of new rules aimed at improving water quality across the region. Between February 2017 and January 2018, 92 per cent of the 1000 farmers targeted had taken the required action.
17. **The Hinds Plan Change, Plan Change 2 to the Land and Water Regional Plan, was made operative on 1 June 2018**. The Plan Change sets limits, targets, timeframes and additional policies and rules on water quantity and quality in the Hinds/Hekeao Plains area.

Community feedback

In the news since May 2018

18. The Co-Governors of Te Waihora/Lake Ellesmere (Environment Canterbury, Te Rūnanga o Ngāi Tahu, Selwyn District Council and Christchurch City Council) announced on 4 July 2018 the start of a **\$3.5 million project for a new wetland and improved habitat to ensure the future of mahinga kai in the Ahuriri Lagoon and downstream Huritini/Halswell River**.
19. Local Government Minister Nanaia Mahuta spoke at the LGNZ Conference in Christchurch about the **3 Waters Review** and that Government was exploring all options, including whether new independent regulators were required and amalgamated dedicated water providers should be established.
20. **Mycoplasma bovis** continues to be investigated and reported on in Canterbury and around the country. The Coalition Government is investing \$30 million over two years in scientific research to support the fight against the disease.
21. Omarama residents are working with the Department of Conservation (DOC) to find solutions to better manage the pressures from **freedom camping** at DOC's Ahuriri river campsite. This forms part of a bigger strategic plan by a number of agencies to address tourism pressures across the entire Waitaki and Mackenzie basins.
22. A 70km **restoration project** stretching from the Waimakariri Gorge to the coast received \$16,000 from the Waimakariri Zone Committee to kick-start natural regeneration next to a kanuka remnant and within a dryland area.
23. **Controversial water-related topics** continue to make the news, including the arrest of 12 Greenpeace supporters who chained themselves to machinery in an attempt to halt construction of an irrigation pipeline in the Mackenzie Basin; the Hurunui District Council's deliberations on its decision to purchase shares in the Hurunui Water Project; the decision made by North Canterbury Fish and Game and the Royal Forest and Bird Society to walk away from the Hurunui-Waiarau Zone Committee; and reports that workshop notes from the Canterbury Water Management Strategy's regional committee suggests the CWMS has failed numerous goals to protect the health of rivers and the environment.

Current challenges and opportunities

24. For verbal discussion.

Meetings and events

25. The following table summarises issues arising at recent meetings and events.

Date/Location	Event	Relevance to CWMS/Event summary
23–25 May 2018 Queenstown	Water New Zealand's 2018 Stormwater Conference Wai Ora – Rising to the Challenge	Summary: The conference explored design construction performance, how to be 'future ready', and governance and planning. Representatives from Canterbury councils attended the conference where key themes included the importance for budgeting for long-term maintenance and training for stormwater treatment solutions, inconsistency between regional councils on approved systems and the importance of collaboration between all parties.
30–31 May 2018 Wellington	Local Government New Zealand Water Summit 2018	Summary: The summit was hosted by LGNZ in conjunction with Water NZ and IPWEA and explored drinking water regulation, infrastructure funding, freshwater management and allocation. Representatives from a number of Canterbury councils attended. Drinking water is one of the CWMS Targets. Drinking water standards and regulation was a substantive topic with Minister Mahuta setting the scene and relaying that the government is looking for a collaborative approach to address these issues which engages central and local government, iwi and the community.
15–17 July Christchurch	Local Government New Zealand (LGNZ) Annual Conference	Theme: We are firmly focused on the future: Future-proofing for a prosperous and vibrant New Zealand. The conference did not contain much of substance on or for water management on the Canterbury Plains. There was considerable discussion on the 3 Waters Reviews and its implications.
1–2 August Auckland	Green Light or Light Green? The Government's environmental reforms. Environmental Defence Society (EDS) Conference	The conference will put new Government's policies under a focused spotlight, including changes to the RMA, freshwater management and climate change.
19–21 September 2018 Hamilton	Water New Zealand Conference and Expo	Water NZ's 60 th conference will include celebration of history and forward-looking action. Brings together 3-waters professionals to share experiences and knowledge.
10-14 December 2018 Nelson	New Zealand Freshwater Sciences Society Conference	The Society celebrates its 50 th annual conference. The theme of the conference is "Ka mua, ka muri: Looking back, moving forward".

Progress reports and publications

26. In an article that pays tribute to the Avon Ōtākaro Network, the chair of the Christchurch West Melton Zone Committee, Arapata Reuben praised the work of volunteers who so willingly give their time to many different projects. Network members and volunteers 'demonstrate that successful projects can be achieved when we work together'.

<https://www.ecan.govt.nz/get-involved/news-and-events/zone-news/christchurch-west-melton/paying-tribute-to-the-avon-otakaro-network/>

27. Allen Lim, Chair of the Selwyn Waihora Zone Committee, describes 'exciting times for Selwyn River/Waikirikiri' in an article that gives an update on projects underway to help cater for multiple values of the river system at the same time – the Targeted Stream Augmentation project, and the Selwyn Near River Recharge project.

<https://www.ecan.govt.nz/get-involved/news-and-events/zone-news/selwyn-waihora/exciting-times-for-selwyn-river-waikirikiri/>

Appendix 1: Zone Committee focus – overview, July 2018

CWMS Committee	Focus of the Zone Committee Work Programme	Highlights of practical work underway
Kaikōura	<p>Earthquake Recovery: The Kaikōura Earthquake and getting practical projects underway</p>	<p>Managing, monitoring and reporting of earthquake-related consents and emergency actions under the Order of Council, and practical checking of septic tanks</p> <p>Remediation planning for past Immediate Steps biodiversity projects</p> <p>Work progressing on three scientific surveys: Clarence weed survey; Lyell Creek NIWA science study and the KK Plains Recovery Project. All projects have several stakeholders and co-funders including government departments, farmers, Kaikōura District Council, Environment Canterbury and industry.</p>
Hurunui-Waiiau	<p>Minimum Flows: Implementing the minimum flow rates in Hurunui and Waiiau Rivers</p> <p>Implementation: A significant environmental enhancement package from Amuri Irrigation Scheme</p> <p>Good Management Practice: Work underway to develop a targeted plan change to permit dryland farming</p> <p>Revising milestones: Building on what has already been achieved in the zone and recognising there is significant scope for more to be done. A new management structure has been put in place for the North Canterbury Zone teams. This will result in more direct support for Hurunui Waiiau with the appointment of a locally based Hurunui Waiiau Zone Lead and a North Canterbury Delivery Manager</p>	<p>Ensuring irrigation companies complete Farm Environment Plan audits</p> <p>Hurunui District LandCare Group is developing information on Good Management Practice</p> <p>Consultation underway for a plan change to fix the 10% rule to enable dryland farmers continuity</p>

CWMS Committee	Focus of the Zone Committee Work Programme	Highlights of practical work underway
Waimakariri	<p>RMA Planning: ZIP addendum forming the basis of water quality and quantity limits for the sub-regional plan. Community engagement underway to help determine an approach to reduce nutrient losses over the next decades. RMA plan due for notification mid-2019</p> <p>Practical actions: Implementing the Waimakariri Land and Water Solutions Programme.</p>	<p>Practical projects in the Ashley/Rakahuri River, Kaiapoi River/Silverstream catchments, and coastal lowlands incorporating Tūhaitara Coastal Park</p> <p>Working with farmers towards Good Management Practices, including communications campaign to encourage priority farms in Waimakariri's red and orange nutrient allocation zones to get a land use consent to farm</p>
Christchurch-West Melton	<p>Stormwater: Stormwater and associated behaviour change issues</p> <p>Working with neighbouring zone: Contributing to Waimakariri Zone Committee's work on nutrient loads</p>	<p>Committee recommended that the Christchurch City Council and Environment Canterbury discuss actions to reduce copper contamination in urban waterways with Central Government as the most effective way to make progress</p> <p>Attending and supporting community events to raise awareness about stormwater quality and the behaviour changes needed. Examples include the Avon Ōtākaro Network's rain garden exemplar site, and the University of Canterbury's development of the 'Storminator' – treating metal contaminants from roof stormwater runoff</p>
Banks Peninsula	<p>Forestry Impacts: Considering options and actions related to increasing concerns about the significant risk that forestry poses to waterways</p> <p>Whaka-ora Healthy Harbour: Working to restore the cultural and ecological health of Whakaraupō/ Lyttelton Harbour</p>	<p>Working on the implementation of the new National Environmental Standards (NES) for Plantation Forestry which will come into effect on 1 May 2018, including setting clear expectations and guidance for industry on deliverables and consent requirements, and assessing whether changes are needed to the Land and Water Regional Plan. Supporting Beef and Lamb NZ with two Farm Environment Plan workshops that help farmers recognise opportunities to improve profitability while protecting their farm environment using good management practice</p>
Selwyn-Waihora	<p>Farming at GMP: Supporting farmers to achieve good management practice and Mahinga Kai outcomes</p> <p>Swimmable Selwyn at Coes Ford: Managing tributary impacts</p> <p>Biodiversity Projects: Coordination and partnership on projects</p>	<p>The Selwyn Waihora Zone Committee has recently reconfirmed the 10 key Outcomes to deliver on the ZIP Addendum in the zone with practical projects underway in each:</p> <ul style="list-style-type: none"> • a healthy Te Waihora (Whakaora Te Ahuriri, GMP, Wetland/wet pasture) • Healthy Lowland streams (Swimmable Selwyn @ Coes Ford, Cultural Landscape Values Management Area (CLVMA) and GMP, Kaituna Valley) • Hororata (Corridor restoration, wetlands and springs and mudfish protection through IMS projects) • Healthy Hill-fed Streams (GMP campaign 4, CLVMA and sediment control) • High Country (Sensitive lakes and wetlands/springs) • access to safe drinking water • Kaitiakitanga (CLVMA, Mahinga kai, Shed talks)

CWMS Committee	Focus of the Zone Committee Work Programme	Highlights of practical work underway
		<ul style="list-style-type: none"> • Biodiversity Protection (wetlands, springs and significant sites and collaboration with NGOs and community groups) • relationship, respect and leadership (Youth Zone Committee, and Community engagement) • Compliance Monitoring Programme (focusing on fish screens, water takes, GMP, and RSC)
Ashburton	<p>Implementing minimum flows: Looking at modelling results of Ashburton/Hakatere River flows to recommend implementation of minimum flows</p> <p>Environmental Infrastructure: Maintaining oversight for two projects as part of Solutions Package for the Hinds catchment</p> <p>Drainage and Food Protection: Focus on Hinds Drains and Carters Creek</p> <p>Farming at GMP: Visiting farms to advise on GMP.</p>	<p>Two new outcomes added to the work programme: 'Compliance' and 'community drinking water protection'</p> <p>New monitoring focus on Carters Creek catchment leading into Lake Hood</p> <p>Follow-up visits with Hinds farmers and those irrigating 50ha or more who require land use consent</p>
Orari-Temuka-Opihi-Pareora	RMA Planning: ZIP addendum forming the basis of water quality and quantity limits for the sub-regional plan	<p>Improving Otipua-Saltwater Creek, providing a link between town and country.</p> <p>Advancing the Good Management Practices advocated by the rural industry alongside better stormwater protection within the city and improved septic tank and livestock management by smallholders</p>
Upper Waitaki	<p>Impacts of tourism on freshwater: Alignment with the district councils</p> <p>Biodiversity projects: Focus on Galaxids.</p> <p>Farming at GMP: Visiting farms to advise on GMP</p>	<p>Relationship building projects include engaging with the Mackenzie Report and its recommendations, exploring better alignment with the district councils, strengthening links with Tourism Waitaki, and alignment with the Geo Park proposal</p> <p>Bignose Galaxid monitoring at Greys Hill (including effects of drain clearance)</p> <p>Supporting the development of Farm Environment Plans and Good Management Practice visits to farms</p> <p>The SHiFT project is examining issues associated with sediment loss and hill farming</p> <p>Planning for summer campaign focused on managing the impacts of tourism on water quality</p>
Lower Waitaki	<p>Wainono Lagoon: Improving water quality and reducing sediment inflows to help restore the culturally significant resource</p> <p>Farming at GMP: Visiting farms to advise on GMP</p> <p>Projects: Collaborative restoration project to improve its water quality</p>	<p>Wainono lagoon projects continue; Committee looking at the implications of the Government's withdrawal of funding for the Hunter Downs Irrigations Scheme</p> <p>Open days with farmers and industry to help get consents in progress where required,</p> <p>Strengthening links with Tourism Waitaki improving water quality and land management in the upper Waihao catchment with the goal of achieving 90% of farms at GMP and 90% of farms completing Farm Environment Plans by 1 July 2019</p>

CWMS Committee	Focus of the Zone Committee Work Programme	Highlights of practical work underway
Regional	<p>Monitoring progress: Tracking the implementation of the CWMS across the Canterbury region</p> <p>Recreation and Amenity: Research project on recreational data</p> <p>CWMS Targets: Fit for Future Project</p>	<p>Regional Committee currently providing oversight of:</p> <ul style="list-style-type: none"> • the introduction of Good Management Practice and the auditing of Farm Environment Plans • “swimmability” of rivers and lakes around the region including the use of the LAWA site for up-to-date information • commissioning of further research on the recreational use of rivers and lakes in the region • impact of the Government’s withdrawal of funding for irrigation projects on the CWMS targets • considering whether the CWMS Targets are fit for the future