



# **Canterbury Passenger Rail Workshop**

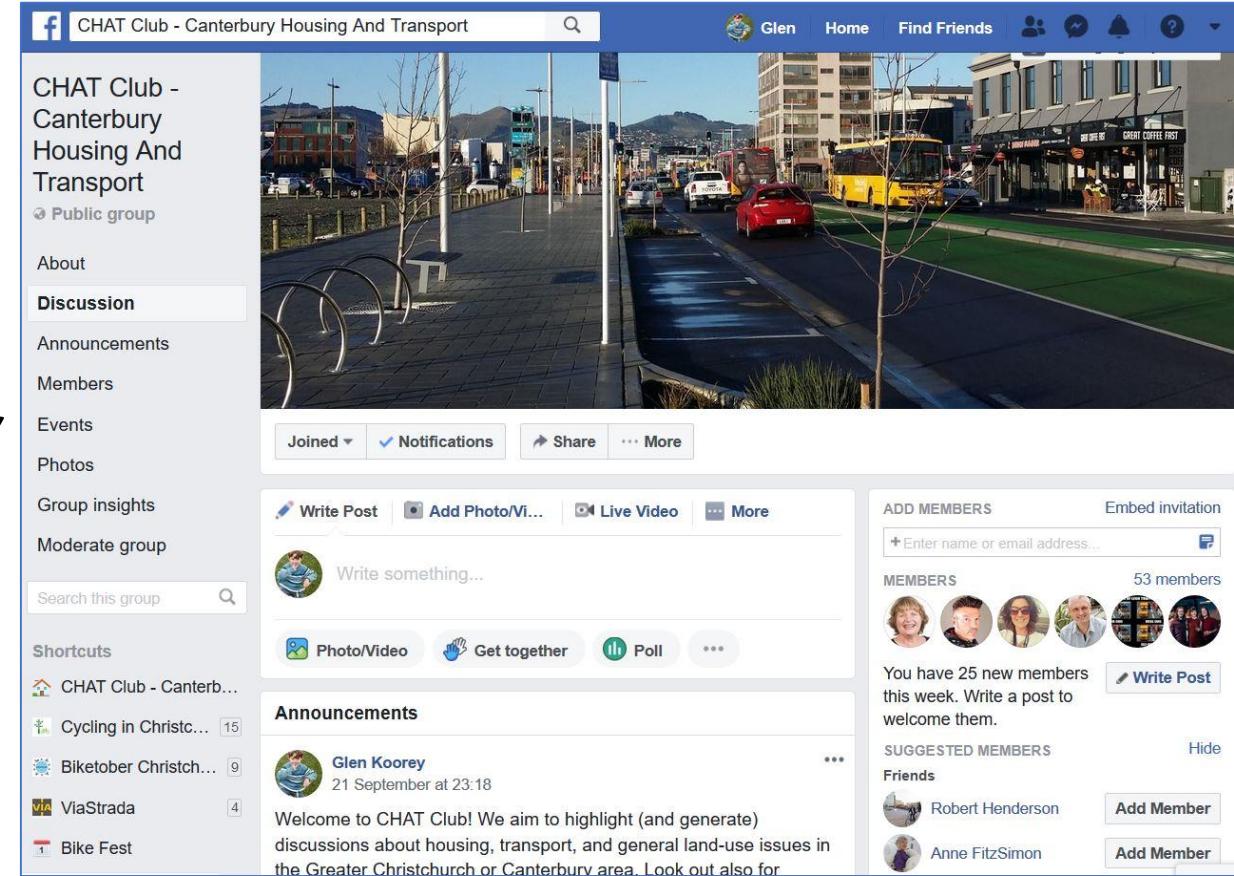
**Axel Wilke  
CHAT Club**

**25 March 2019**

# This forum brought to you by CHAT Club

*CHAT = Canterbury Housing And Transport*

- Discussions about housing, transport & general land-use in Greater Christchurch
- Facebook discussion group  
[fb.com/groups/248229305886431/](https://www.facebook.com/groups/248229305886431/)
- [www.talkingtransport.com](http://www.talkingtransport.com)
- Meetings and workshops



# Housekeeping



# Programme for tonight (6.00 – 7.30)

{subject to change...}

- Report back on previous workshop (25 Feb)
- What are the **problems** we are trying to solve here?
  - Group discussion / feedback
- Guest speaker: How could a Housing & Urban Development Authority (HUDA) help us? – **Hon Phil Twyford** (incl. questions)
- ***Chch Northern Corridor – Downstream effects package***
- ***What are the Objectives for proposed options? (exercise)***
- Wrap-up / next steps

# Previous workshop

Chris Morahan

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- 25 February 2019
- About 60 people
- 3 background presentations
- Workshop discussions
  - Maps of possible routes
  - Responses to various questions



Previous workshop responses

## 1. Use existing railway lines or build new ones?

Every group said use the existing railway lines

- With some groups saying we can complement this with new lines as well
- Some concerns about impact on freight trains
- Mentions about the need for track upgrades
  - Double tracking and passing loops



## 2. Tram-trains or separate systems?

Tram-trains = mixed lines | separate systems = have light & heavy rail

Very mixed answers on this:

- Concerns about cost/technology of tram-trains
- Some answers to the effect of “*we need more information before we can say anything meaningful*”
- Comment that transport is always a mixture of different systems (e.g. buses, scooters, bikes etc)
- Suggestion that Bus Rapid Transit is better

### 3. Start with Bus Rapid Transit (BRT) corridors before doing rail there?

Again there were mixed answers:

- Some thought this was prudent
  - Others raised issues with transitioning from BRT to rail
- Some suggested this could be resolved through use of parallel corridors during construction
- Some thought just securing the corridors was the most important thing to do now

# 4. Should land-use guide transport choices or should transport guide land-use?

There was a strong theme that transport should guide land-use more than what it does now

- Need to intensify development around public transport corridors
- Should be funded using value-capture



## 5. Ultimately, where should rail go?

- Blue lines – one line per group
- Red areas – darker if mentioned more often



## 6. Are there opportunities for staging certain corridors (i.e. building piece by piece)?

Many groups incorporated this into their maps

- Some said to design network early and secure corridors, even if nothing is built for a while
- Build to key destinations like hospital first
- Build link along Riccarton Ave and Oxford Terrace
- Use existing lines first, then gradually build new lines

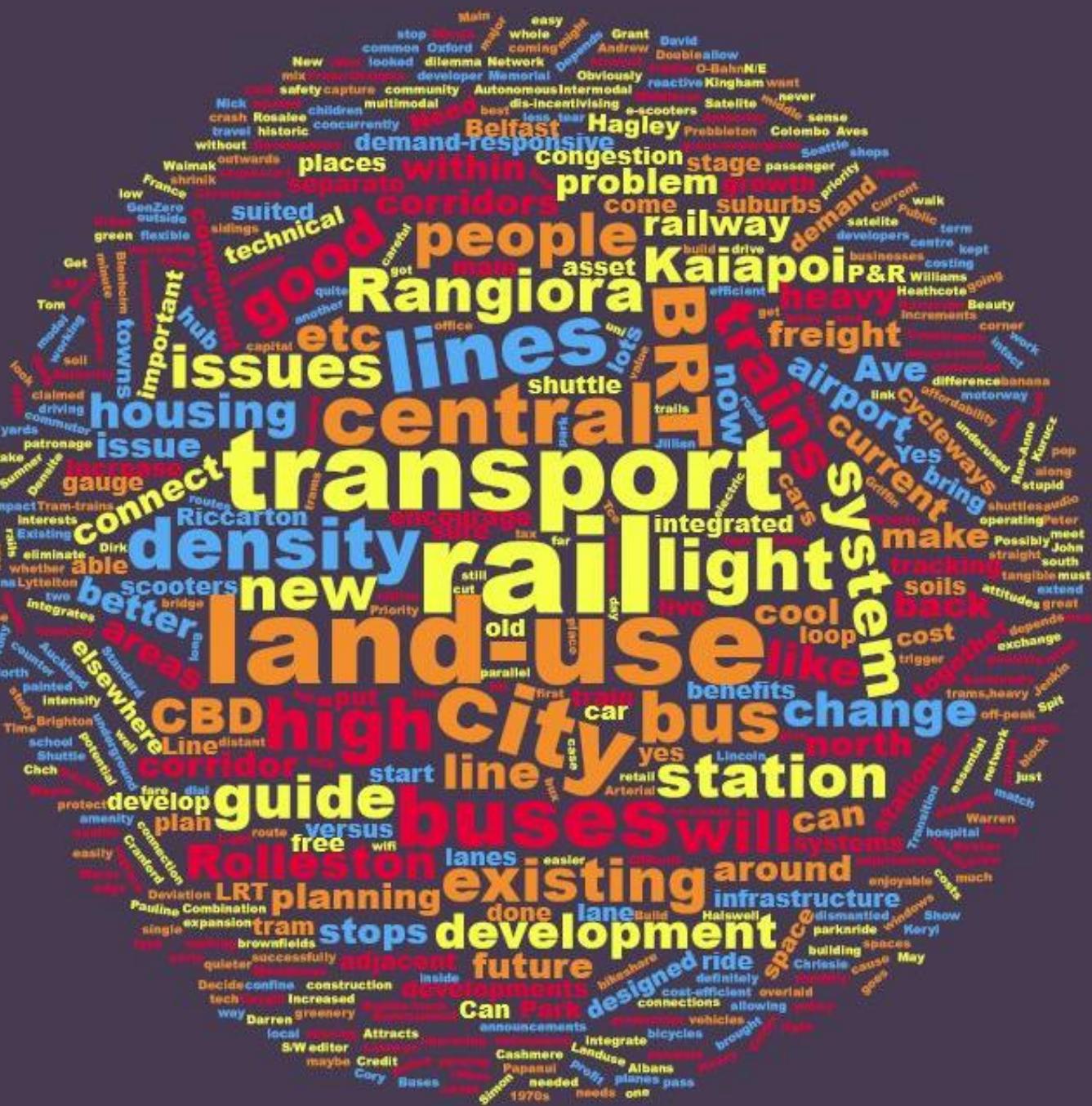
## 7. What would be your priority order for construction of corridors? How soon?

Mixed ideas:

- Some thought concentrate on the city first, expanding to satellite towns later
- Others thought go to Rangiora and Rolleston as the first step, and only later progressively build up the city network
- Many said get existing lines running first, then build out from them
- Amberley service should be first

## 8. Any other thoughts?

- Rail through Hagley Park in grass/glass/water
- Build an O-Bahn (guided busway)
- Lots of calls for higher-density development integrated with rail corridors
- Rail loop around 4 Avenues
- Build stations that can be dismantled and moved or adjusted in future
- Demand-responsive buses feeding trains
- Some mentions of integrating the tourist trams
- Free public transp. or monthly fares
- Comment on existing lines not being in optimal locations
- Integration with cycleways, scooters, buses
- If we do a central city link it should be a loop not spur (*a la* Auckland)



# What are the Problems we are trying to solve here?

Glen Koorey

Transport Engineer/Planner

# Let's take one step back...

*If the answer is "passenger rail", what was the question?*

- Need to identify existing (or future) **problems** with the *status quo* (or "Business as Usual") in Greater Chch
  - These might be direct/immediate impacts, or
  - They might be long-term consequences

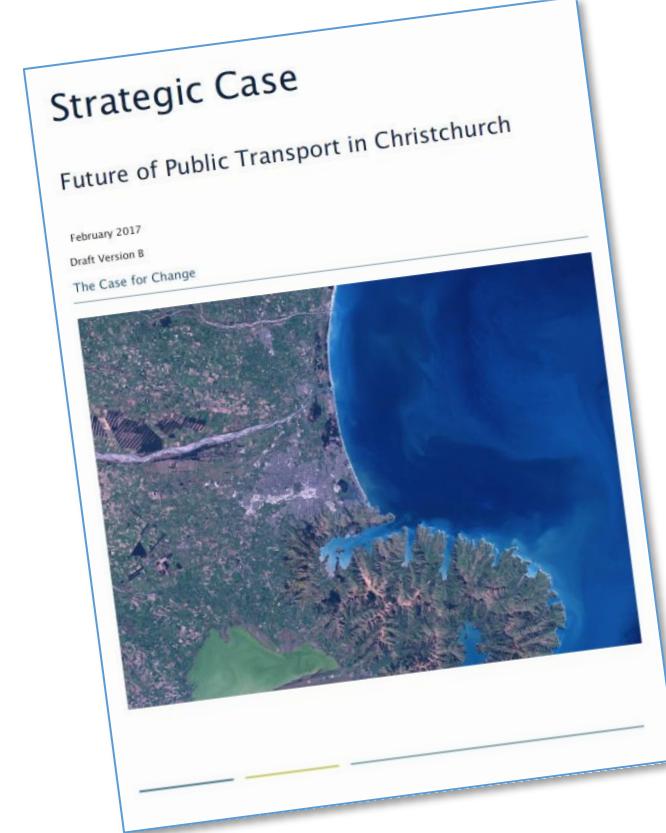


# Identifying Problems

We have used:

- Your feedback from the previous workshop
- Information from recent ECan public transport Business Cases
- Our own experience and judgment

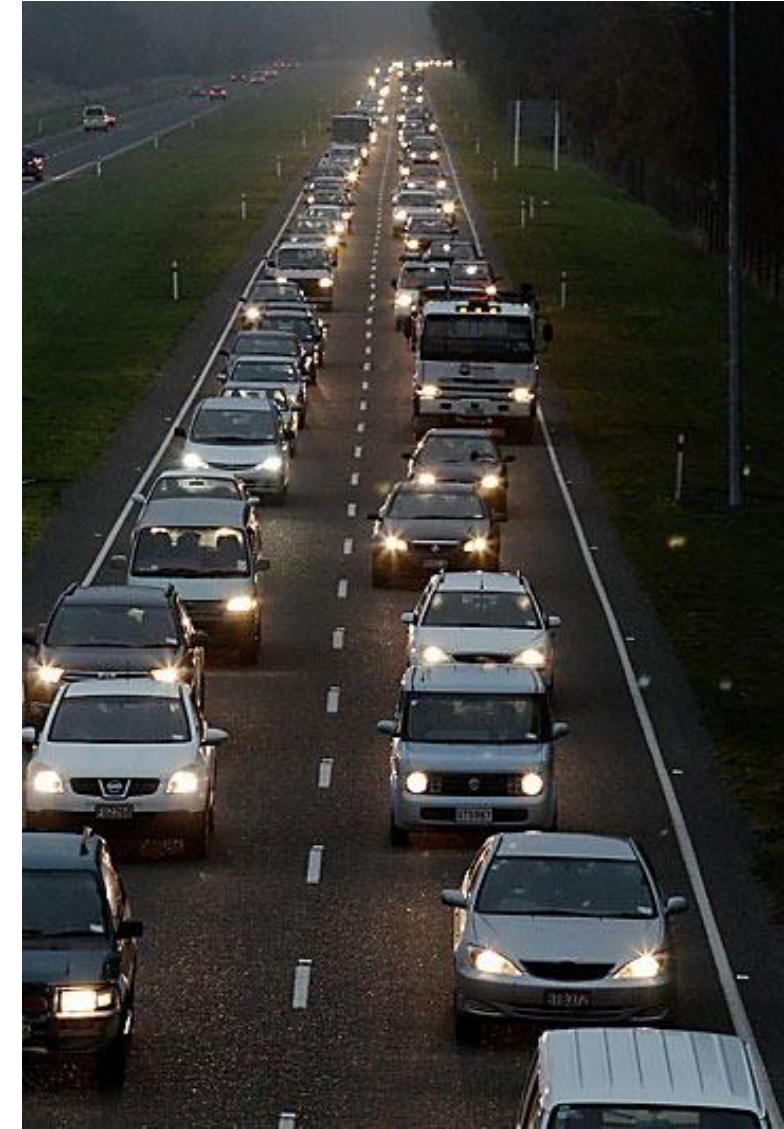
*To keep things manageable, we have tried to capture multiple issues within single problem statements where possible*



# Problem 1: Continued unreliable travel times

## Explanation:

- As city continues to grow (esp. outwards):
  - More people → more cars → more congestion
- Likelihood of unexpected delays grows
  - Bus services get caught in traffic too
- All lead to a loss in productivity



## Problem 2: Increasing difficulty providing housing that has good access to key destinations

Explanation:

- People need good access to
  - Employment & education (productivity)
  - Retail, entertainment, recreation (social exchange)
  - Medical services, civic amenities, etc (wellbeing)
- Cost of housing & transport to access these both need to be
  - Reasonable
  - Widely available to all
- Increased sprawl/congestion make it difficult to achieve this



# Problem 3: Continued poor perception and experience of public transport

Explanation:

- Existing public transport system has real and perceived problems associated with:
  - Network coverage & connections
  - Travel time reliability (lack of transit priority)
  - Frequency
  - Comfort
  - Cost?



# Problem 4: Continued reduced wellbeing for society

## Explanation:

- Continued reliance/prioritisation of motor traffic leads to:
  - Worsening road safety
  - Reduced physical activity = poor health
  - Reduced wellbeing due to traffic noise, vibration, etc
  - Increased mortality due to vehicle emissions
  - Community severance



## Problem 5: Continued degrading of environmental outcomes

Explanation:

- Continued expansion/prioritisation of roading network leads to:
  - Growing carbon emissions = climate change impacts
  - Increasing pollutants into environment (rubber, oil, etc)
  - Reducing bio-diversity



# In summary...

1. Continued unreliable travel times
2. Increasing difficulty providing housing that has good access
3. Continued poor perception/experience of public transport
4. Continued reduced wellbeing for society
5. Continued degrading of environmental outcomes

*Have we got them right? Are we missing anything?*

# Over to you! Group-work (~15 mins)

In your tables (*move around if you wish*):



- **Group discussion** about Problems identified
  - Have we got everything?
  - How important is each one?

*We will go around to figure out whether the problem list is complete*
- We will **report back** on what we hear
  - Add any extra problems to the list and discuss what they mean
- **Individual rating** of each Problem – how important are they?
  - Menti.com exercise using your smartphone (*explained later*)
  - Brief look at results and comment

# In summary...

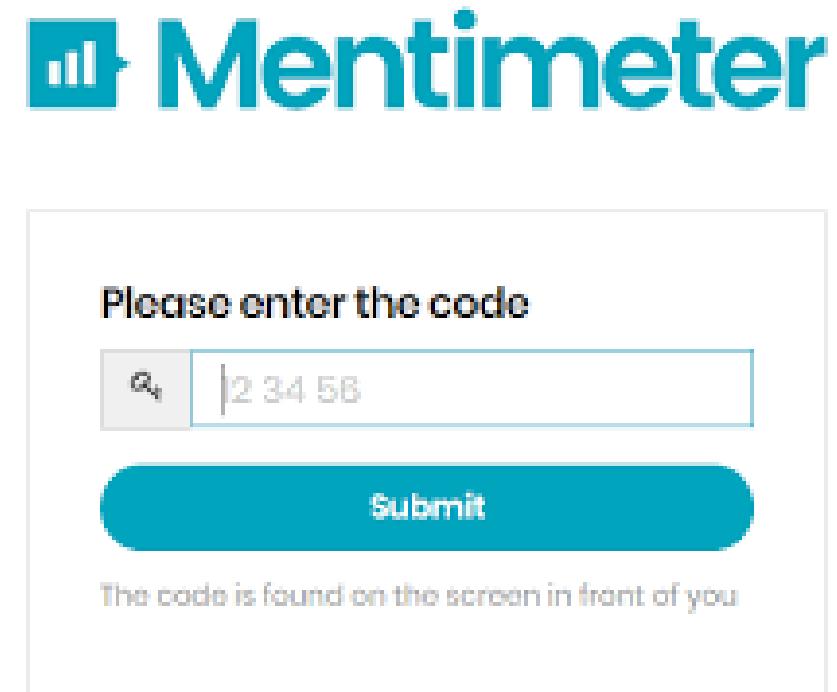
1. Continued unreliable travel times
2. Increasing difficulty providing housing that has good access
3. Continued poor perception/experience of public transport
4. Continued reduced wellbeing for society
5. Continued degrading of environmental outcomes
6. Poor/inefficient use of land

*Have we got them right? Are we missing anything?*

# Menti exercise: How important is each Problem?

You will use your smartphone to do a live rating of Problems

- Go to [www.menti.com](http://www.menti.com)
- Enter code number: **33 44 05**
- Rate the importance of each Problem
  - From 1 to 10
  - Ratings can be same or different
- Click "Submit"
- Overall group results will then be shown





# Our guest speaker

## CHAT Club

Menti exercise:

# Do you have any questions for the Minister?

Use your smartphone to suggest questions

- Go to [www.menti.com](http://www.menti.com)
- Enter code number: **23 78 32**
- Write a question (up to 250 characters)
  - What wasn't clear? What else do you want to know?  
*(You can submit more than one question if you wish)*
- Click "Submit"
  - We will put some selected questions to the Minister



Please enter the code

The code is found on the screen in front of you

# Our guest speaker

Hon Phil Twyford

- Minister for
  - Transport
  - Housing & Urban Development

*"How could a  
Housing & Urban Development Authority  
help Greater Christchurch?"*

Go to [www.menti.com](http://www.menti.com)

Enter code number: 23 78 32



# Christchurch Northern Corridor Downstream Effects Management Plan

2<sup>nd</sup> Passenger rail workshop

25 March 2019

Axel Wilke – transport planner

# Growth scenarios until 2048

- Greater Christchurch population ca. 485,000
- Historic growth is 1.5% pa
  - since WW2
- Current growth rate 2.1%
  - + 10,000 people / year
- 1.8% growth will see 750,000 population by 2048

Every 10 years under business as usual

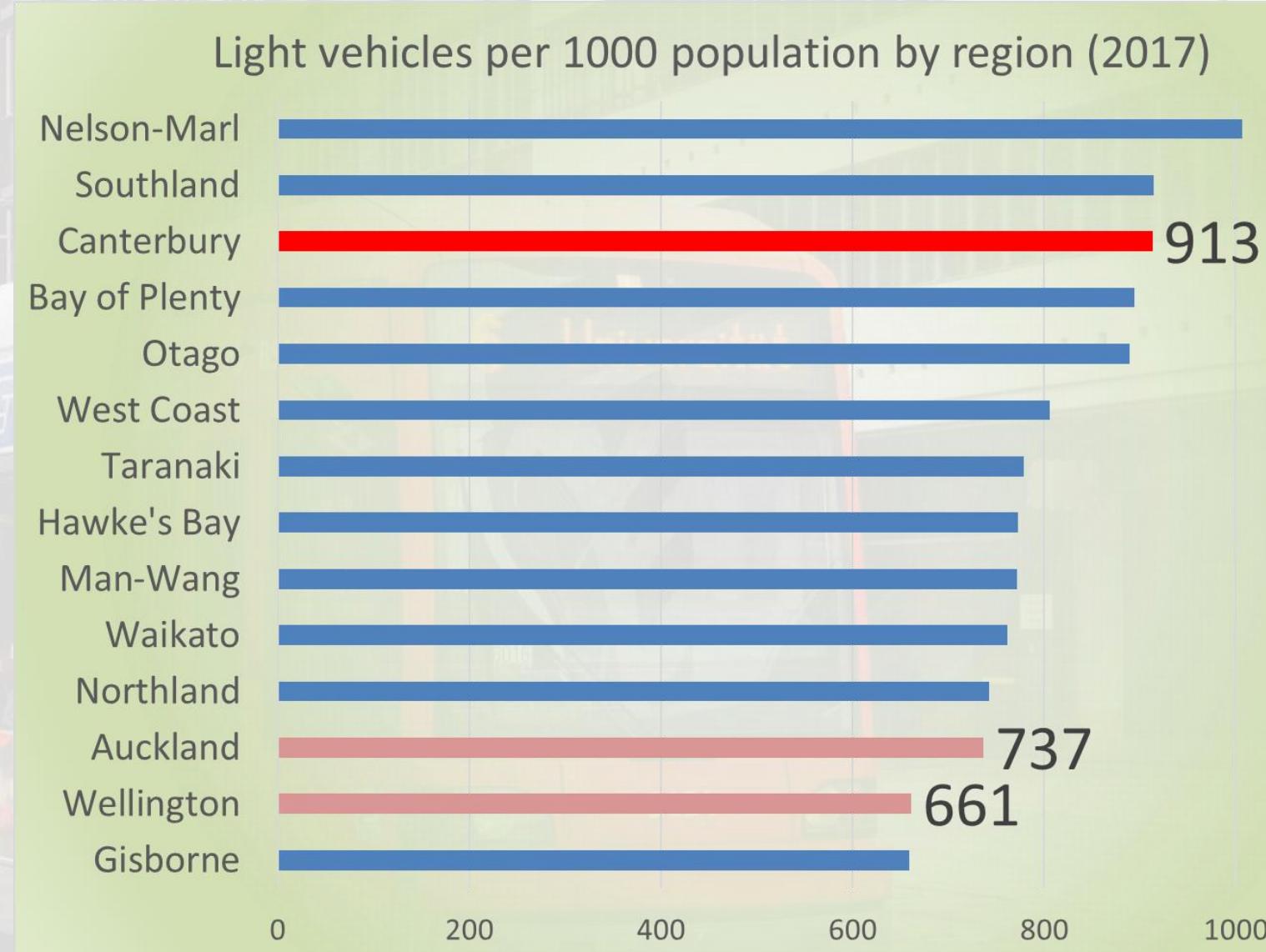
+ 100,000 population

+ 90,000 cars

+ 40,000 houses

# Car ownership

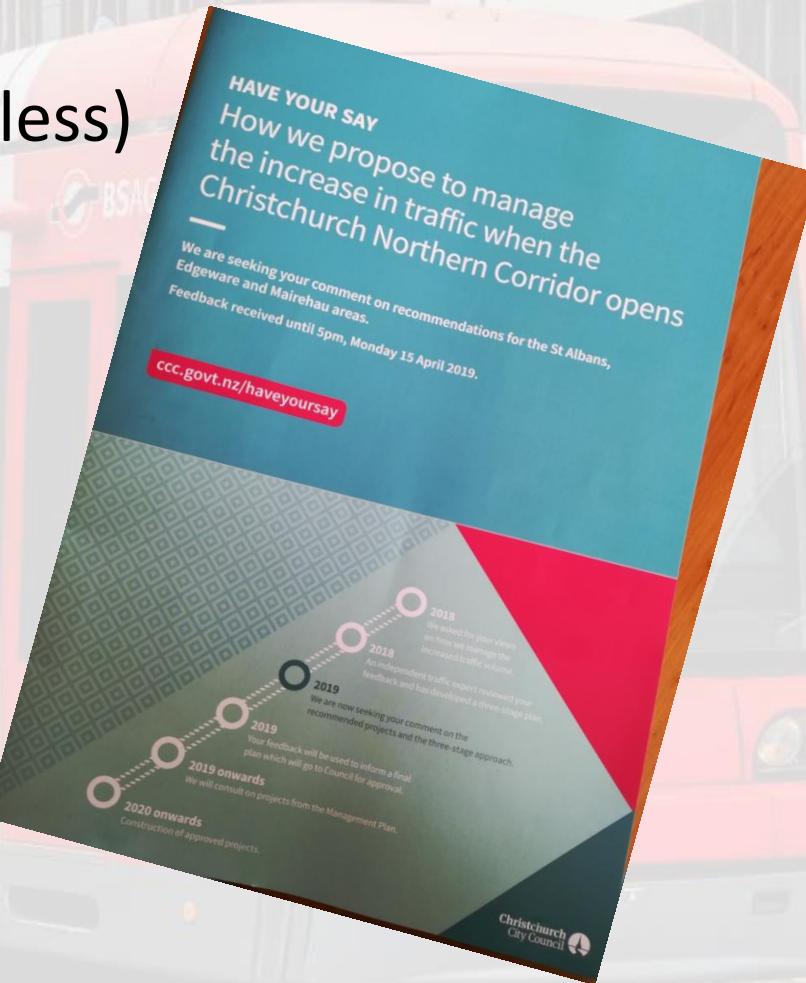
- Canterbury has third highest car ownership rate in NZ
- Significantly higher than Akld or Wgtn regions
- Canterbury car dependence
  - car-centric planning
- Wellington outcomes
  - public transport planning
  - emphasis on passenger rail



We need to dramatically improve public transport provision to reduce the level of driving

# Present situation

- Northern Corridor has (more or less) been built
  - Northern Motorway to QEII Drive (NZTA)
    - Opening in mid-2020
  - QEII Drive to Innes Road (CCC)
    - Finished by December 2019
- Northern Corridor downstream effects consultation open until 15 April



<https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/226>

# Will this even work?

- Southern Motorway
  - 4 lanes of uninterrupted flow trying to fit into
  - **4-lane arterial** with traffic lights
  - Result: Brougham Street is a car park
- Northern Arterial
  - 4 lanes of uninterrupted flow trying to fit into
  - **2-lane arterial** with traffic lights



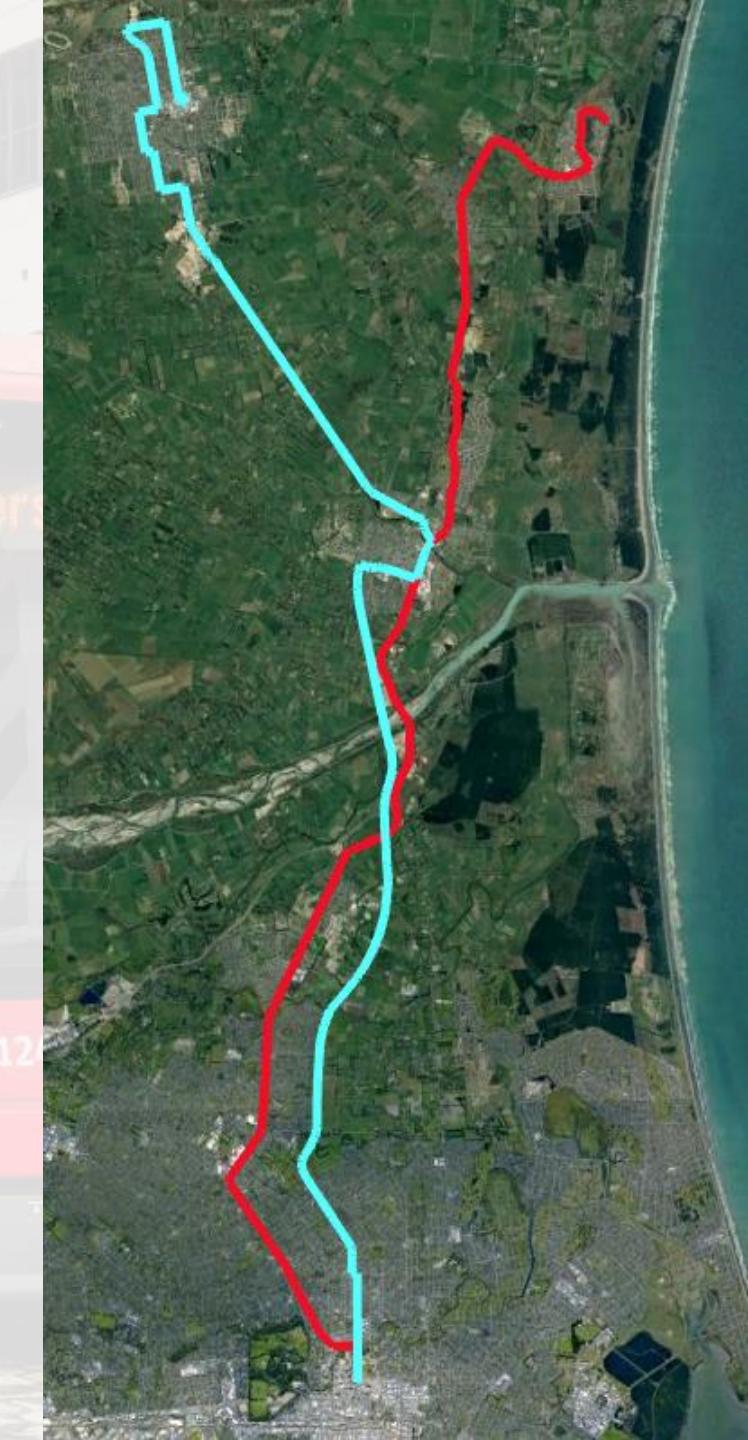
# Can we change how people from the north of Christchurch travel?

- Yes, we can!
- And we can achieve that quickly
- It needs collaboration:
  - ECan to provide a superb bus service
  - NZTA and CCC to provide bus priority lanes
  - Waimak DC to provide bus stops for rerouted service
  - CCC to charge for parking where commuters park for free
- It needs political will; the science is the easy part



# Proposal 1: New bus route

- Limited stop service to Kaiapoi and Rangiora
  - Blue line
  - Via Manchester Street
  - Via Northern Arterial
  - Via SH71 (Lineside Rd)
- Increase frequency on route 95
  - from Belfast south
  - red line

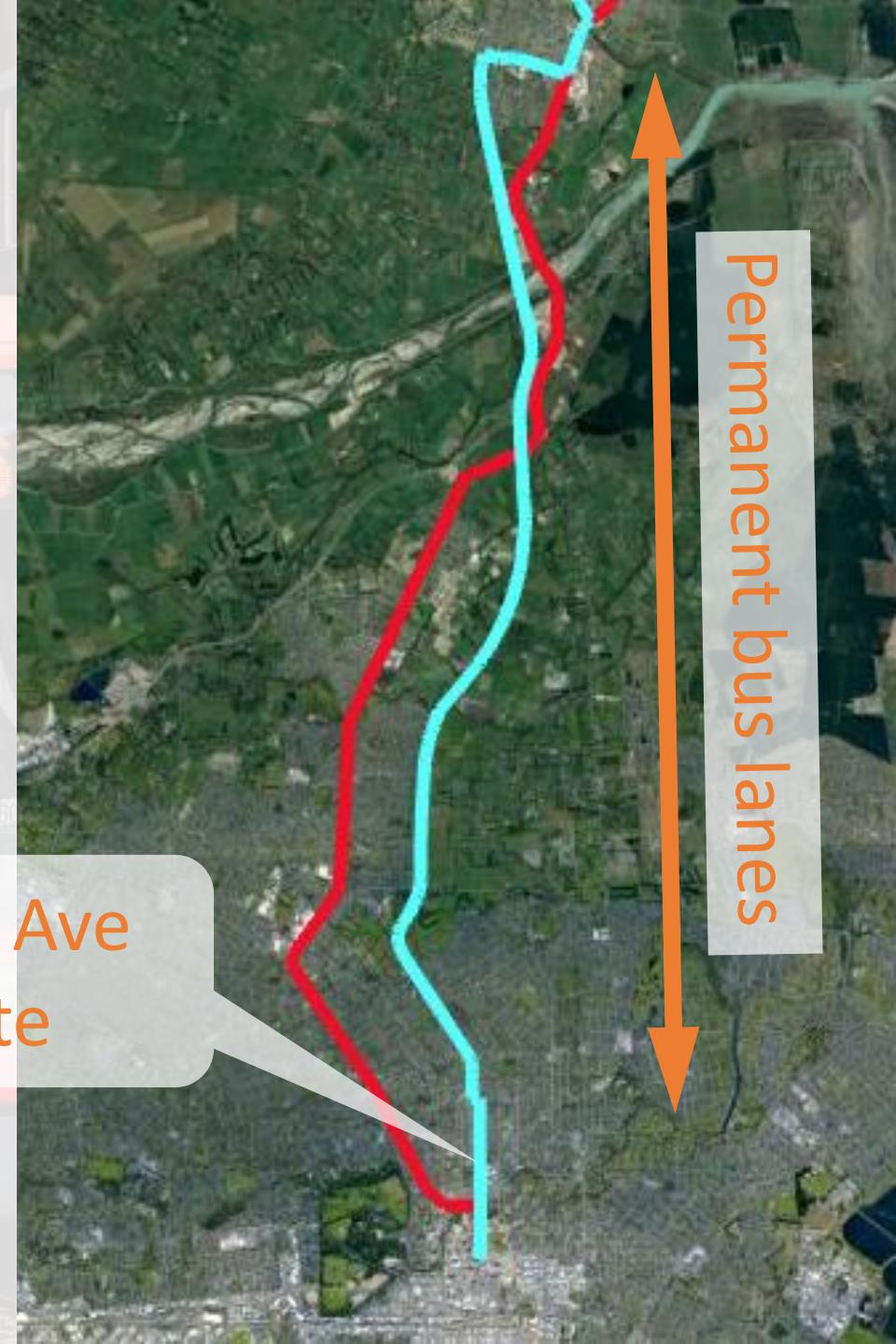


# Proposal 2: Priority measures

- Permanent bus lanes
  - On Northern Arterial
  - Cranford St (to Edgeware Rd)
  - Limited stop service
- Traffic restriction at Bealey Ave
  - To reduce traffic volumes on Manchester Street

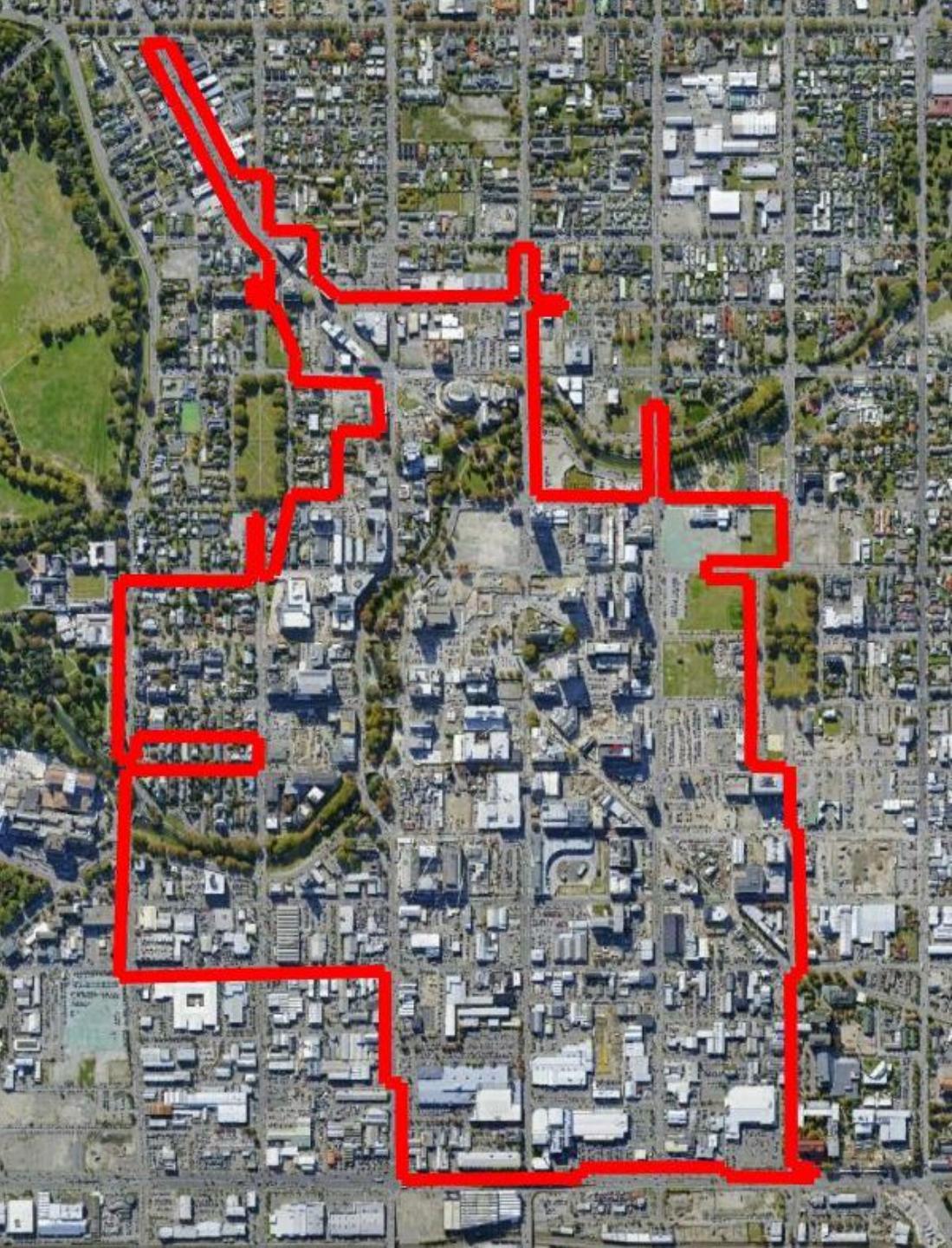


Bealey Ave  
bus gate



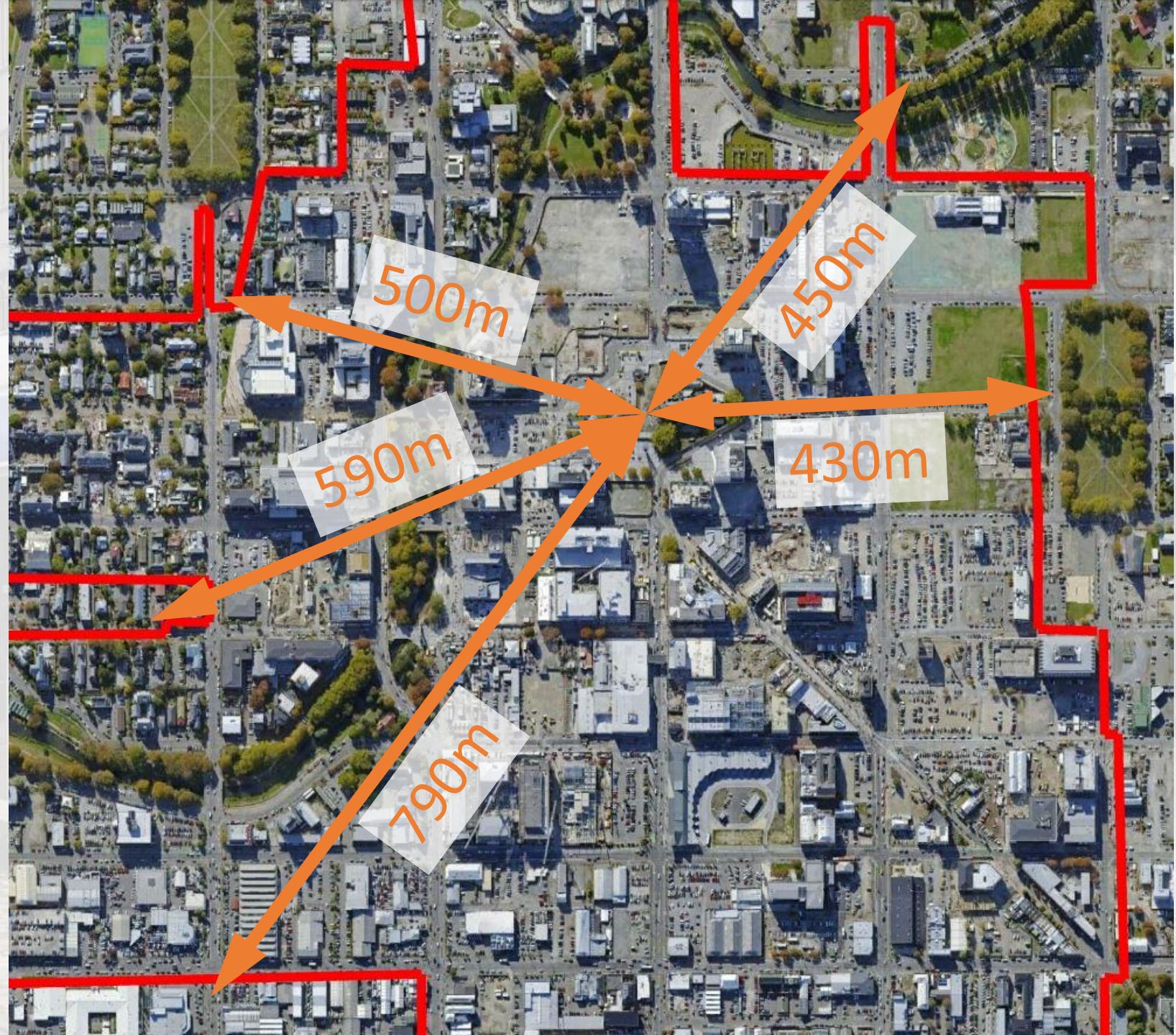
# Proposal 3: Paid parking

- Park & ride
  - charge for P&R from day one (don't repeat Auckland's mistake to make it free)
  - Place strategically near future railway stations
- Need much more paid parking to reduce car commuting
  - Central city (example shown)
  - Area around Riccarton Mall
  - Area around Northlands Mall
  - Other high-parking generators



# Free parking

- Parking management a principal reason for low bus use
- City council stops ECan from being successful



# Time to act is now

- Let's stop and think
- Get key stakeholders together
  - NZTA
  - CCC
  - ECan
  - Waimak DC
- Agree that mode shift should be the target
  - Less driving
  - more public transport use

- Work out details for proposal presented here
- CCC to part-finance ECan's contribution
  - Downstream works not needed
  - Increased parking revenue



# Follow up

- We will collate your workshop contributions
  - Incl. Menti survey feedback
- Report back via
  - Talking Transport: [www.talkingtransport.com](http://www.talkingtransport.com)
  - CHAT Club Facebook page: [fb.com/groups/248229305886431/](https://fb.com/groups/248229305886431/)  
(CHAT Club – Canterbury Housing and Transport)
  - Next event, scheduled for ...

# Next workshop – same venue in 5 weeks

- Monday, **29 April 2019**
- 6:00 to 7:30 pm
- Taurorū / TSB Space at Tūranga
- Key theme: *How do we make this happen in Canterbury?*

Talking Transport:

[www.talkingtransport.com](http://www.talkingtransport.com)

CHAT Club Facebook page:

[fb.com/groups/248229305886431/](https://www.facebook.com/groups/248229305886431/)

# Menti exercise: What did you think of tonight?

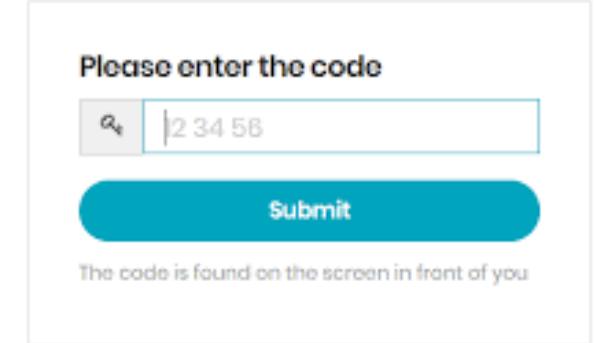
Use your smartphone to give us some feedback



- Go to [www.menti.com](http://www.menti.com)
- Enter code number: **87 45 20**
- Write some comments (up to 250 characters)
  - What did you learn? What did you like?
  - What didn't we cover? What do you disagree with? etc, etc

*(You can submit more than one comment if you wish)*
- Click "Submit"

*(you can wait until the end to do this survey)*

A screenshot of the Menti survey interface. It shows a text input field with the placeholder "Please enter the code" and a code "23456" entered. Below the input is a "Submit" button. A note at the bottom says "The code is found on the screen in front of you".

# Thank you!

- Don't forget to complete your final Menti survey (feedback)
  - Go to [www.menti.com](http://www.menti.com)
  - Enter code number: **87 45 20**

*See you next time!*