



MaRTI

Middleton and Rolleston Transformation Initiative

CHAT Club

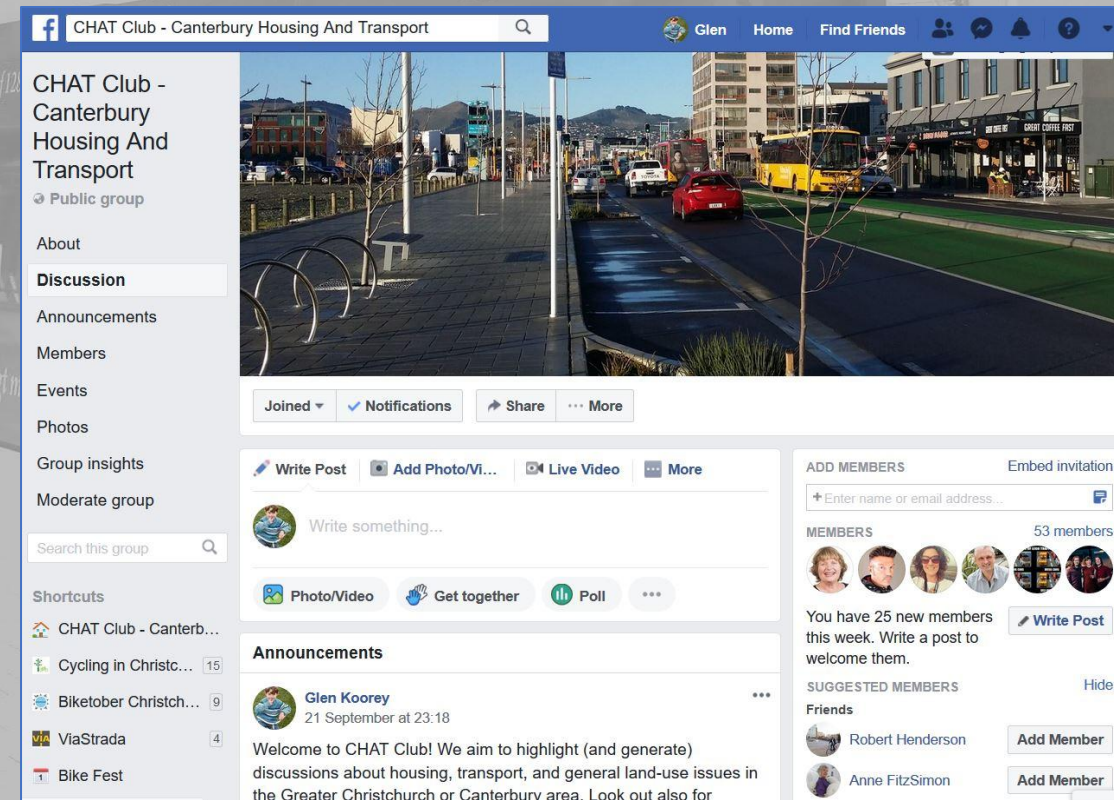
2 Sept 2019

#MaRTI

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/
- Websites:
talkingtransport.com
medium.com/@brendon_harre



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Workshop invites

- Sign up to receive email invites

<http://eepurl.com/go5klr>

- You may also give a little!

***givealittle.co.nz/
cause/chat-club#***

givealittle
from the  Spark Foundation



Welcome to CHAT Club! We aim to highlight (and generate) discussions about housing, transport, and general land-use issues in the Greater Christchurch or Canterbury area. Subscribe to our newsletter and receive invites to events by subscribing here.

Email Address

First Name

Last Name

Organisation

Subscribe

#MaRiI

Housekeeping



Programme for tonight (6.00 – 7.30)

- Recap of previous workshops – Glen
- Introduction to MaRTI: Vision & Mission – Axel
- Background to Proposal – Brendon
- *Group discussion*
- Transport/Planning/Governance – Axel/Hugh/Brendon
- *Panel discussion and Group feedback*
- Questions and Wrap-up – Chris

Menti exercise: **What do you think of tonight?**

Use your smartphone to give us some feedback throughout the evening

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

- Go to www.menti.com
- Enter code number: **69 44 44**
- 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
- Click "Submit" *(You can submit more than one comment)*

The Mentimeter logo, featuring a blue square icon with a white bar chart and the word "Mentimeter" in a bold, blue, sans-serif font.

Please enter the code

2 34 58

Submit

The code is found on the screen in front of you

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A grayscale photograph of a tram at a station. The tram is dark-colored with 'SCHAUINSLANDBAHN Freiburgs Gipfellinie' and the number '257' visible. The tram is stopped at a platform with a shelter and a sign. In the background, there are trees and a bus. The text 'Results from previous workshops' is overlaid in large, bold, orange letters.

Results from previous workshops

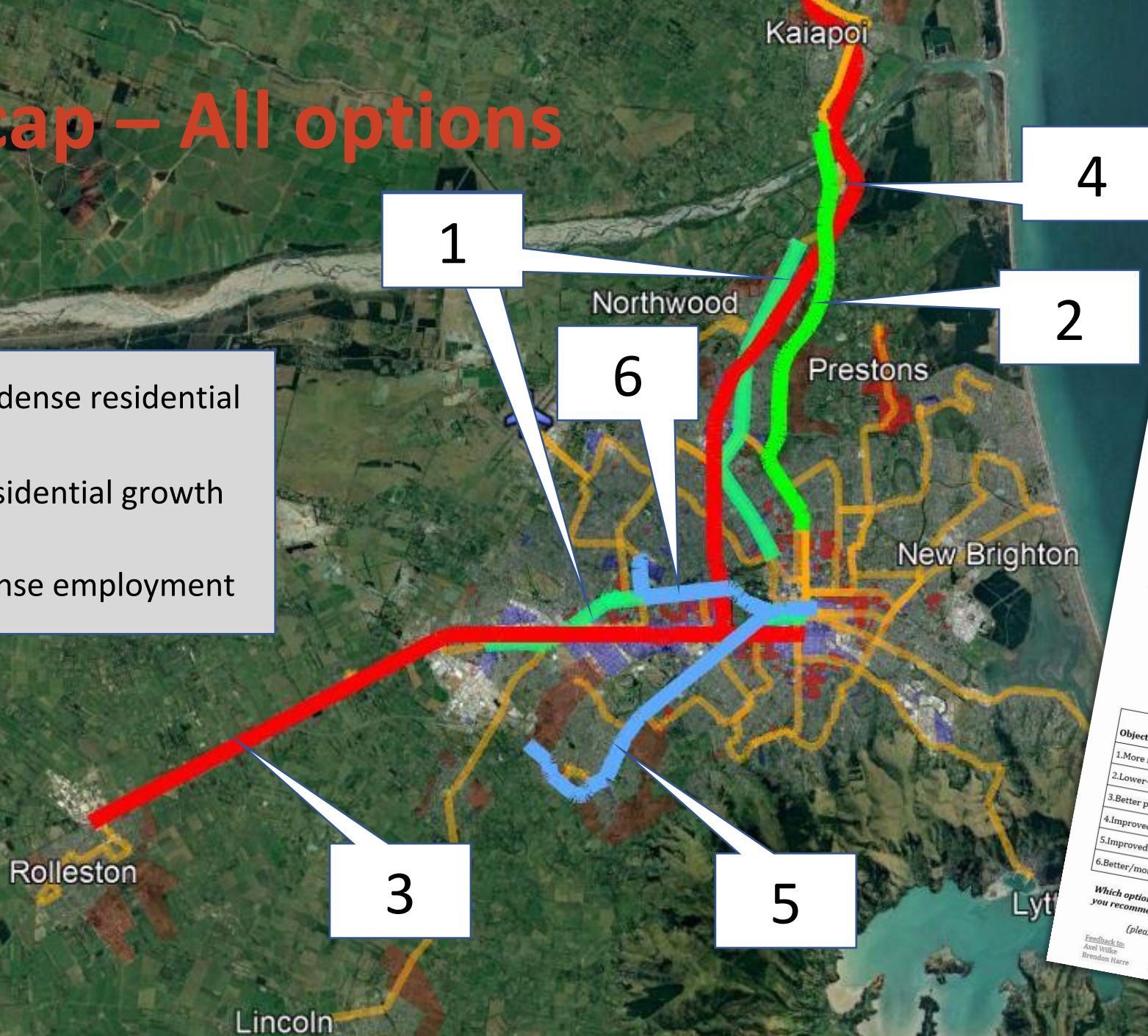
Glen Koorey

Transport Engineer/Planner

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Recap – All options

- Ex dense residential
- Residential growth
- Dense employment



CHAT Club – Canterbury Housing and Transport
 Workshop at Tūranga, 27 May 2019

Assessment of Rapid Transit Options against Key Objectives
 In your table groups, review the six Options presented in this workshop and consider how well you think each one will achieve the six different Objectives presented at the last workshop.
 (For each Objective, the most important thing is the relative scores between the different Options) for each Option, and present these at the next workshop.

Objectives being assessed:

1. More reliable travel times (regardless of travel mode)
2. Lower-cost housing/transport to access key destinations (for productivity, wellbeing, etc)
3. Better perception/experience of public transport (frequency, comfort, cost, etc)
4. Improved wellbeing for society (safety, health, severance, etc)
5. Improved environmental outcomes (CO₂, pollutants, biodiversity, etc)
6. Better/more efficient use of space (for land use & transport)

Score each Option against each Objective according to this 5-tier scale:

✓✓	Highly contributes to achieving the desired Objective.
✓	Somewhat contributes to achieving the desired Objective.
-	Little effect on desired Objective.
x	Somewhat detracts from achieving the desired Objective.
xx	Significantly detracts from achieving the desired Objective.

Objectives	Relative weighting	Option scores (see options overleaf)					
		Opt.1	Opt.2	Opt.3	Opt.4	Opt.5	Opt.6
1. More reliable travel times	10%						
2. Lower-cost housing/transport	20%						
3. Better perception/experience of PT	10%						
4. Improved wellbeing for society	20%						
5. Improved environmental outcomes	20%						
6. Better/more efficient use of space	20%						

Which option would you recommend? _____

(please leave these completed handouts on your table for us to collect at the end)

Feedback to:
 Axel Wille: axel@viatrade.nz
 Brendon Harre: b.harre@hotmail.co.uk

Chris Morahan:
 Glen Koory: chrismorahan@hotmail.com
glen@viatrade.nz

Evaluation results

		1	2	3	4	5	6
		Bus rapid transit		Heavy rail		Light rail	
Objective	Weighting	Riccarton + Papanui	Northern Corridor	To Rolleston	To Rangiora	Lincoln Road	Riccarton Road
More reliable travel times	10%	0.5	1.0	1.8	1.8	1.0	1.0
Lower-cost housing/transport	20%	1.2	1.2	1.2	1.6	1.3	0.5
Better perception/experience of public trpt	10%	0.8	1.0	1.2	1.2	1.2	1.2
Improved wellbeing for society	20%	0.8	1.0	1.0	1.0	1.0	1.0
Improved environmental outcomes	20%	0.8	1.2	1.5	1.4	1.4	1.0
Better/more efficient use of space	20%	0.5	0.8	1.3	1.2	1.4	0.7
TOTAL WEIGHTED SCORE		4.7	6.2	7.9	8.0	7.4	5.1

Summary of Options – costs & benefits

<i>Option</i>	<i>Annualised cost/yr (\$m)</i>	<i>Score</i>
1. BRT Riccarton & Papanui	\$16-37m	4.7
2. BRT Northern Corridor:	\$5-12m	6.2
3. Rail to Rolleston:	\$11-16m	7.9
4. Rail to Rangiora:	\$20-30m	8.0
5. Light rail Lincoln Road:	\$51-94m	7.4
6. Light rail Riccarton Road	\$30-56m	5.1

Summary of income potential

Option	income/yr (\$ million)
1. NLTP	\$50m
2. Rates take	\$10m
3. Parking charges	\$10m
4. Public transport fares	\$20m
5. Regional fuel tax	\$40m
6. Targeted rates	\$5m
7. Value-capture HUDA	\$5m

Total:
\$140m/year

Introduction to MaRTI

Axel Wilke

Transport Engineer/Planner

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Overview

- Passenger Rail
- Freight Facility



Vision

To create a new exemplar neighbourhood for Christchurch at the Middleton rail yards with a passenger rail transport hub at the heart of the development, where residents can take pride in their livable, walkable, connected communities and help fulfill the region's zero-carbon goals.

Where is Middleton?



MIDDLETON

RICCARTON

ADDINGTON

LINWOOD

SYDENHAM

WALTHAM

OPAWA

RICHMOND

AVONSIDE

Hagley Golf Club

Hagley Park North

Hagley Park South

Addington Raceway

ILAM

UPPER
RICCARTON

Strategy 1

Bring together agencies and communities with a stake in

- our regional rail system
- in public transportation
- housing
- neighbourhood development

Strategy 2

Bring stakeholders together around a vision that includes

- Public transport hubs based around passenger rail
- New sustainable developments centred around passenger rail stations
- High quality affordable homes within an easy walk (or ride) of new passenger rail stations
- Landmark destinations on the Rolleston to Christchurch passenger rail service

Background to MaRTI: The 'Why' Story

Brendon Harré

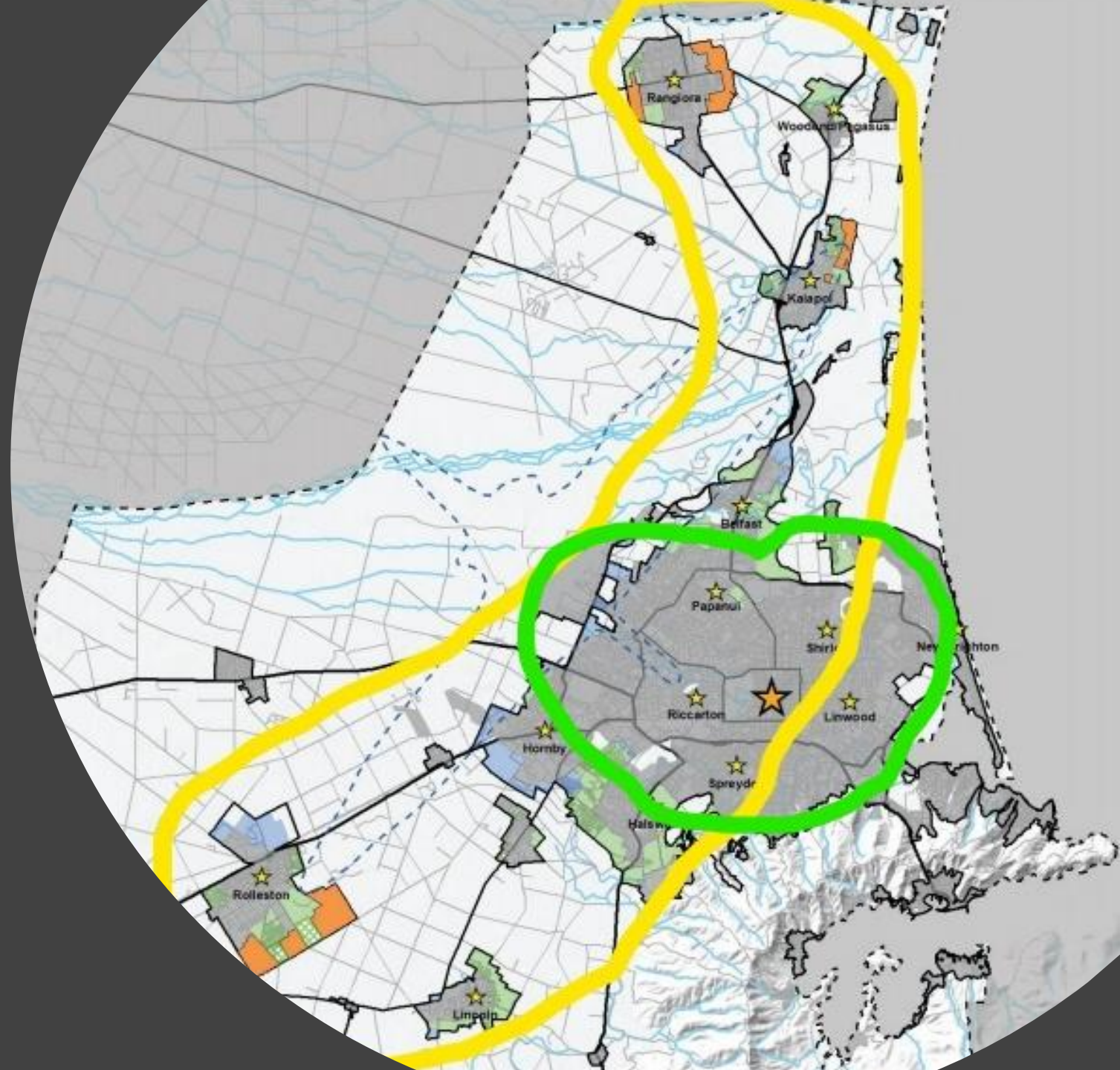
Housing / Land Use Specialist

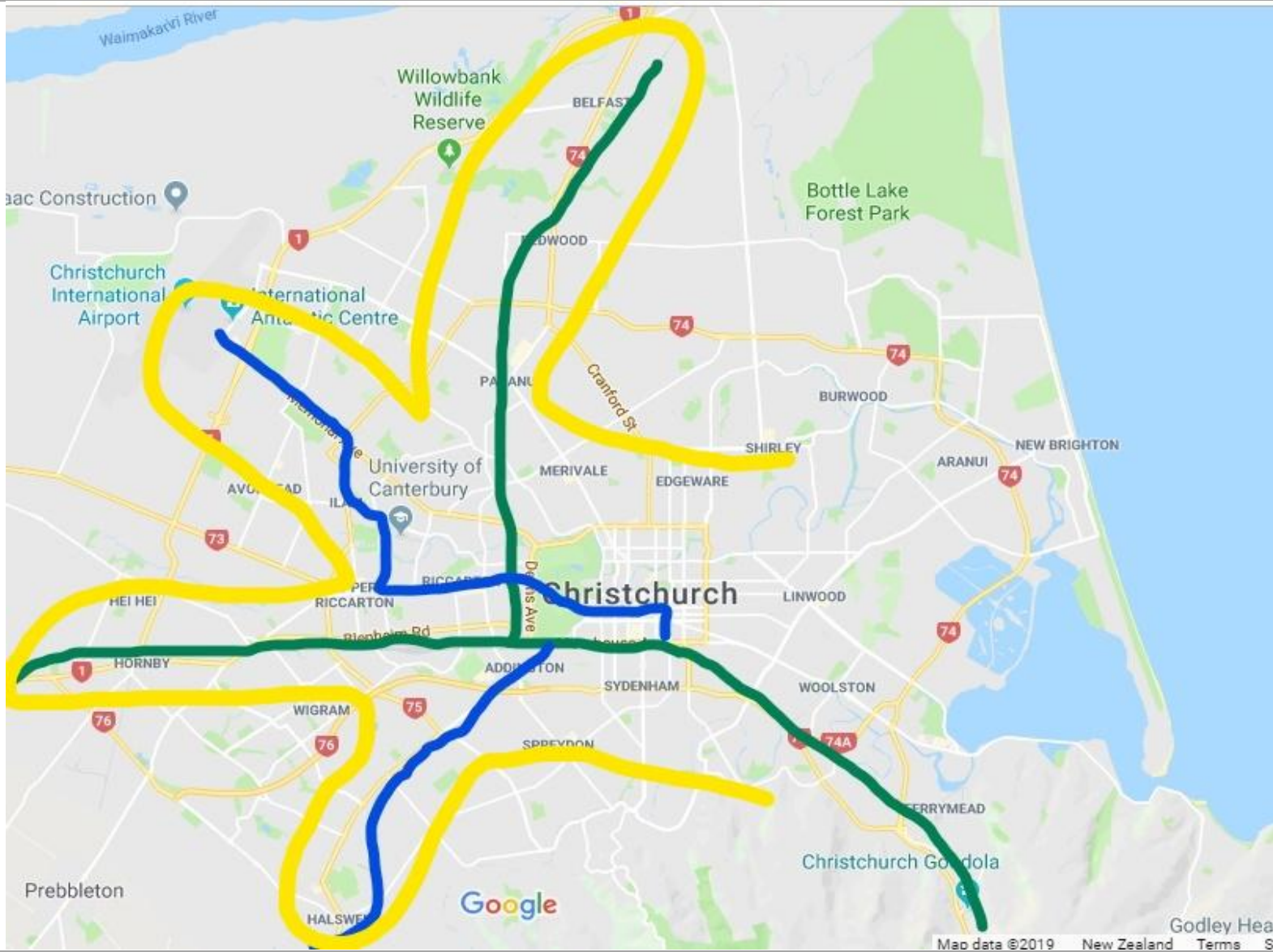
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**Christchurch
is an apple
becoming a banana
but it needs to be a
hand**

The plan for
Christchurch
is to become
a Fat Banana





Karlsruhe, Germany



•Heavy rail



•Light rail

Copenhagen's Five Finger Plan

- Created in 1947
- Still used for planning purposes today

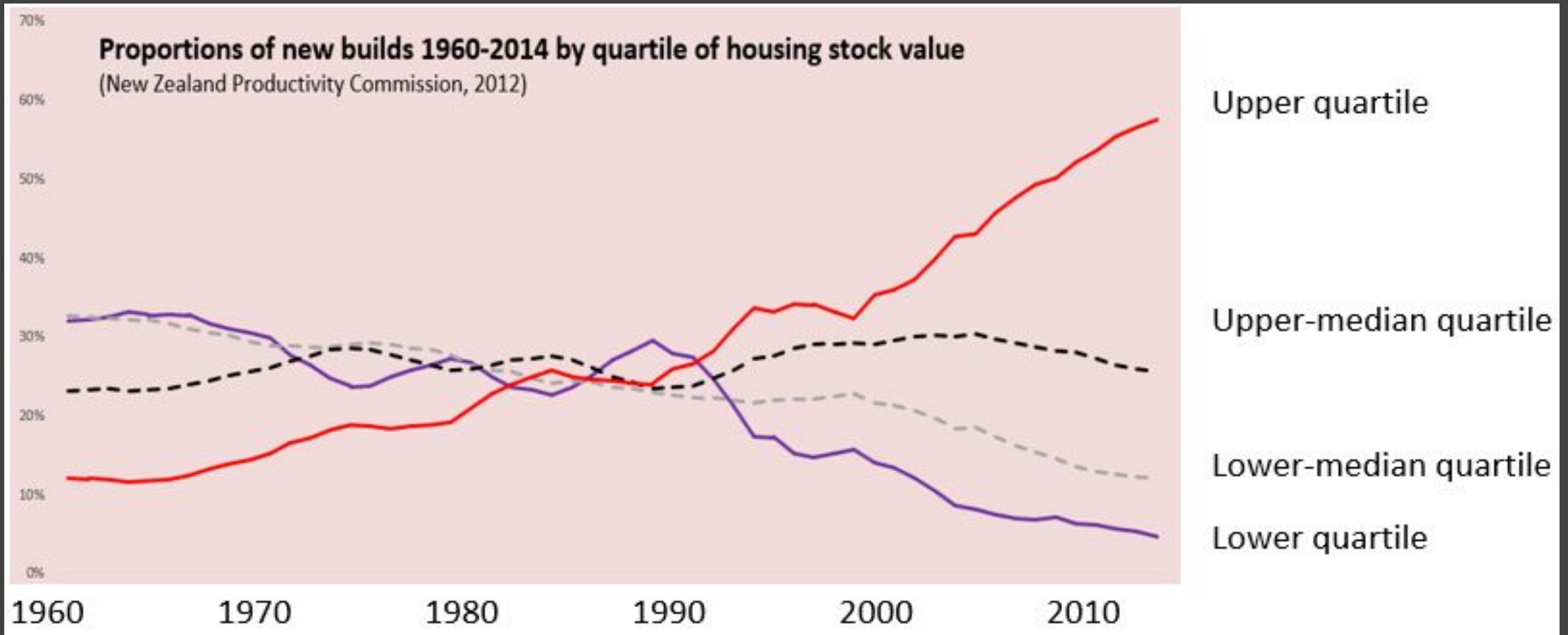


MaRTI has three main benefits

- Inequality
- Productivity
- Environment



Inequality: Homes can be fairer





**Density Done
Well**



Tuomarila Helsinki

A photograph of a modern, multi-story apartment complex in Heidelberg, Germany. The building is white with dark grey accents and features balconies. In the foreground, there is a landscaped courtyard with a playground area, including a slide and a wooden climbing structure. Several young trees are planted in the courtyard, and the sky is overcast.

**Bahnstadt,
Heidelberg
Germany**

**Productivity
in cities: It
is about
accessing
the people**

***“Cities are the
absence of space
between people.”***

Edward Glaeser

Blenheim Rd, Brougham St, Bealey Ave Christchurch's most-congested roads

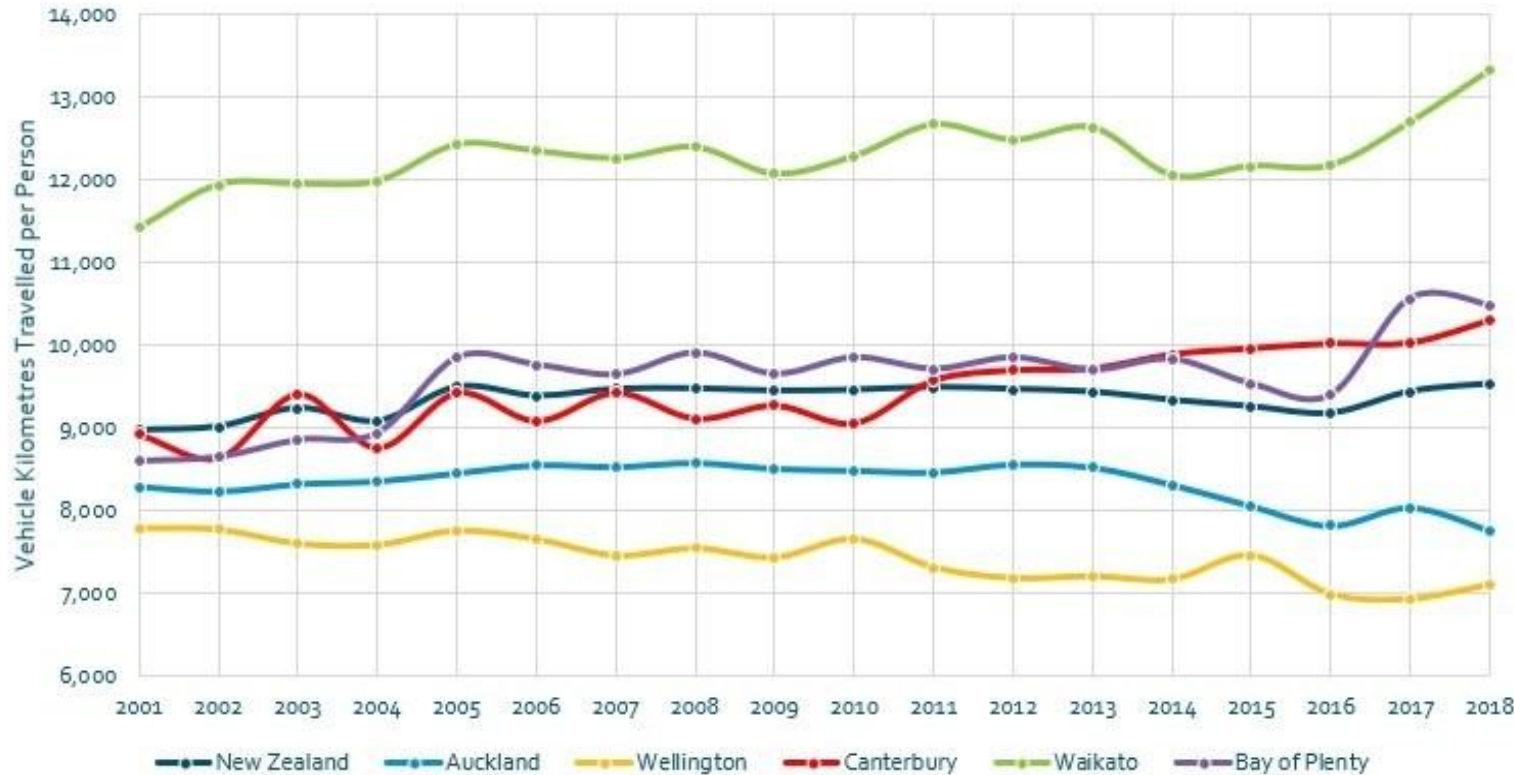


*“The median household now spends \$83 more per week on transport than in 2008, equal to approximately **half of all real gains in income growth** for Christchurch over the period.”*

PwC Cities Institute

Trends in VKT per Capita

Source: NZTA



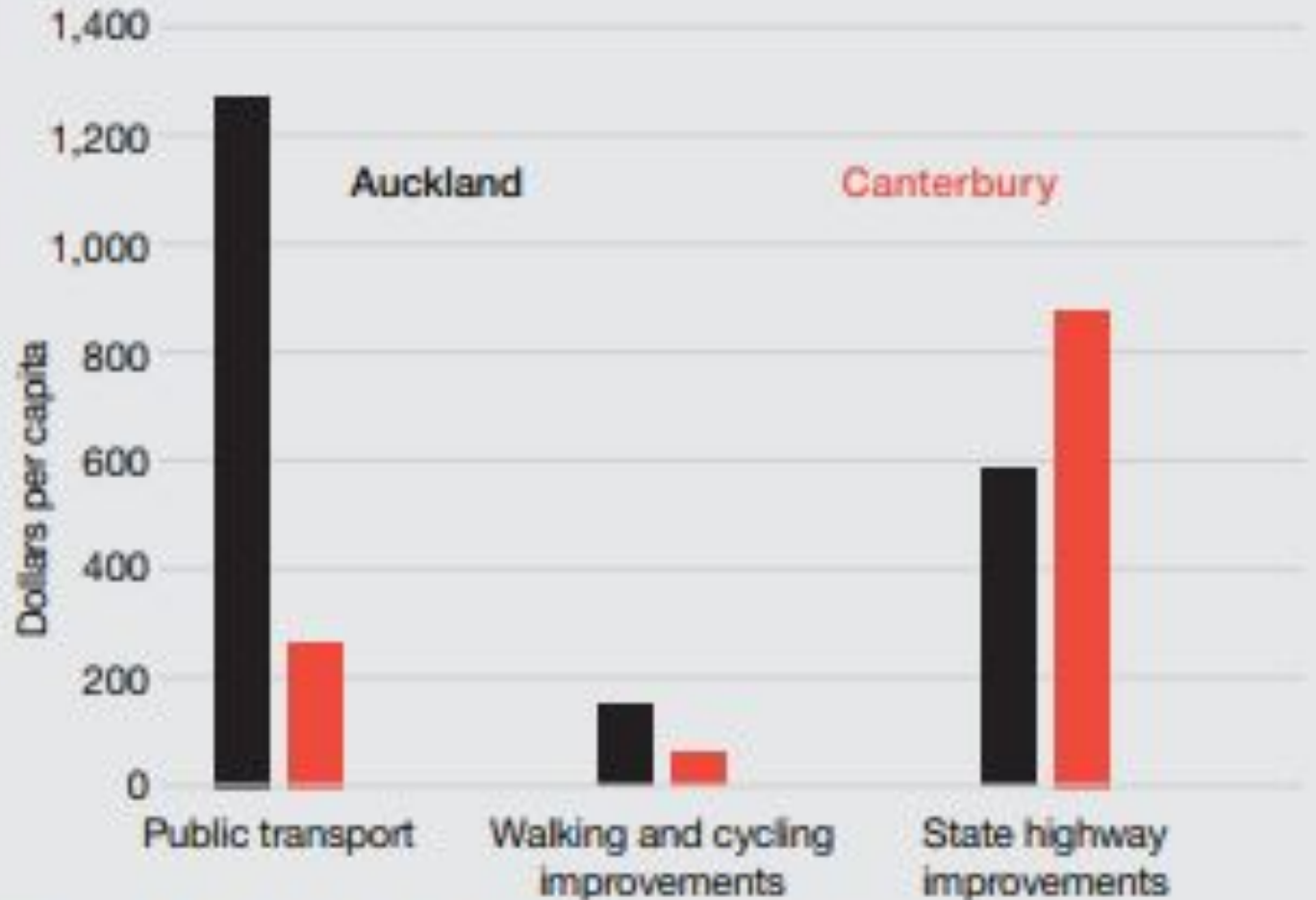
**Environment:
People should
be free not to
harm the
environment**

Over half of
Christchurch's CO₂
emissions are
transport related

Rapid transit
needs to be a
bigger part of
Canterbury's
next
transport
investment
cycle



Figure 2: Auckland and Canterbury transport investment program comparison, 2018-2021



Source: NLTP, New Zealand Transport Agency

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Time for some quick feedback!

(~5 mins)



Brief discussion in your tables:

- **Quick answers to these questions:**

- *Q1 - In a few words (3 max) - what does a “sustainable new community” mean to you?*
- *Q2 - **Who** do you think has the most influence on delivering change and integrated housing and transport developments in Christchurch?*
- *Q3 – **Who** has most to gain from delivering new urban communities focussed around transport hubs?*

- Go to www.menti.com

- Enter code number: **20 74 26**

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Panel contributors

Axel Wilke - Transport Engineer/Planner

Hugh Nicholson - Urban Planner

Brendon Harré - Housing / Land Use Specialist



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Transport – Axel Wilke

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Rapid transit myth busting

Myth

Christchurch is

- too small
- too spread out

for rapid transit

Reality

Christchurch is Australasia's largest city w/o rapid transit

- Gold Coast (2014)
- Newcastle (2019)
- Canberra (2019)

Passenger rail

- Staged reintroduction as mass rapid transit
 - Rolleston to Christchurch is stage 1
- Give people reliable & low emission travel options
- Create key activity centres around railway stations
 - Dense housing
 - Retail & office & education

Route

- Rolleston as western terminus
- Colombo Street as eastern terminus
 - change to Colombo Street buses (Blue, 28)
- Intermittent stations as needed
 - Islington
 - Hornby
 - Middleton
 - others?

Tram-trains

- Should operate tram-trains
 - Lighter vehicles (basically a tram)
 - Operate on heavy rail lines as well as on suburban lines
 - Ultimately, tram-trains can go where people want to be
- Karlsruhe model (Germany in 1992)
 - Use existing heavy rail network (cheap to start with)
 - Option to extend rail networks through city centre
 - Build as tram lines (cheaper than heavy rail lines)

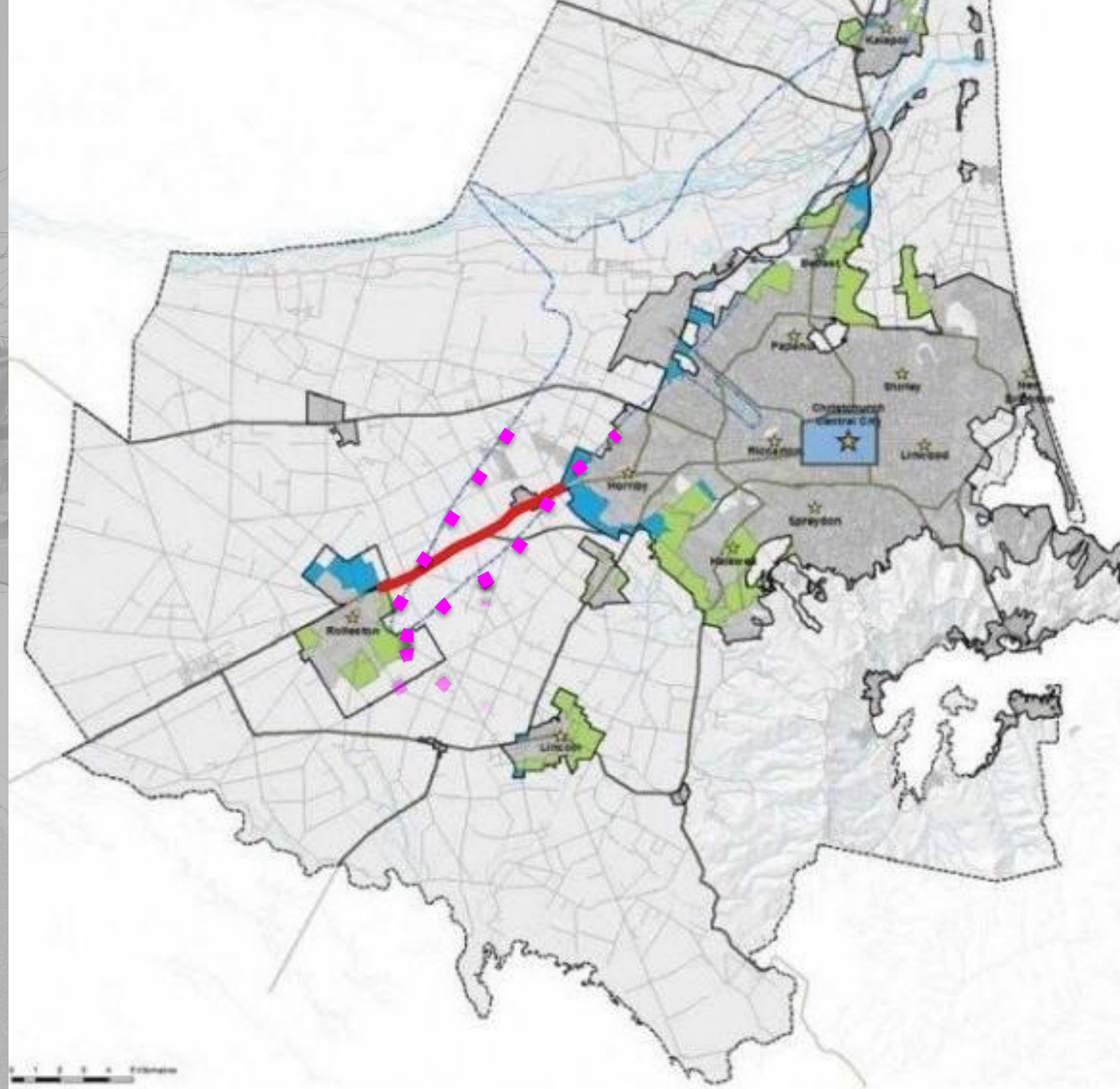
Freight

- Middleton rail yard is running out of capacity
 - 2014 'Greater Christchurch Freight Infrastructure Statement'
- Izone, Rolleston's industrial subdivision, has two inland ports
 - Timaru (since 2015)
 - Lyttelton (since 2016)



Rolleston railway yard

- Can go anywhere between Rolleston and Hornby
- Land in airport noise zone





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Master planning – Hugh Nicholson

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Three birds with one stone...

26 ha brownfields site close to centre of Christchurch

- Supports intensification
- Supports new City to Rolleston passenger rail corridor & catalyst for transit oriented development
- Model for sustainable development

Where is Middleton?

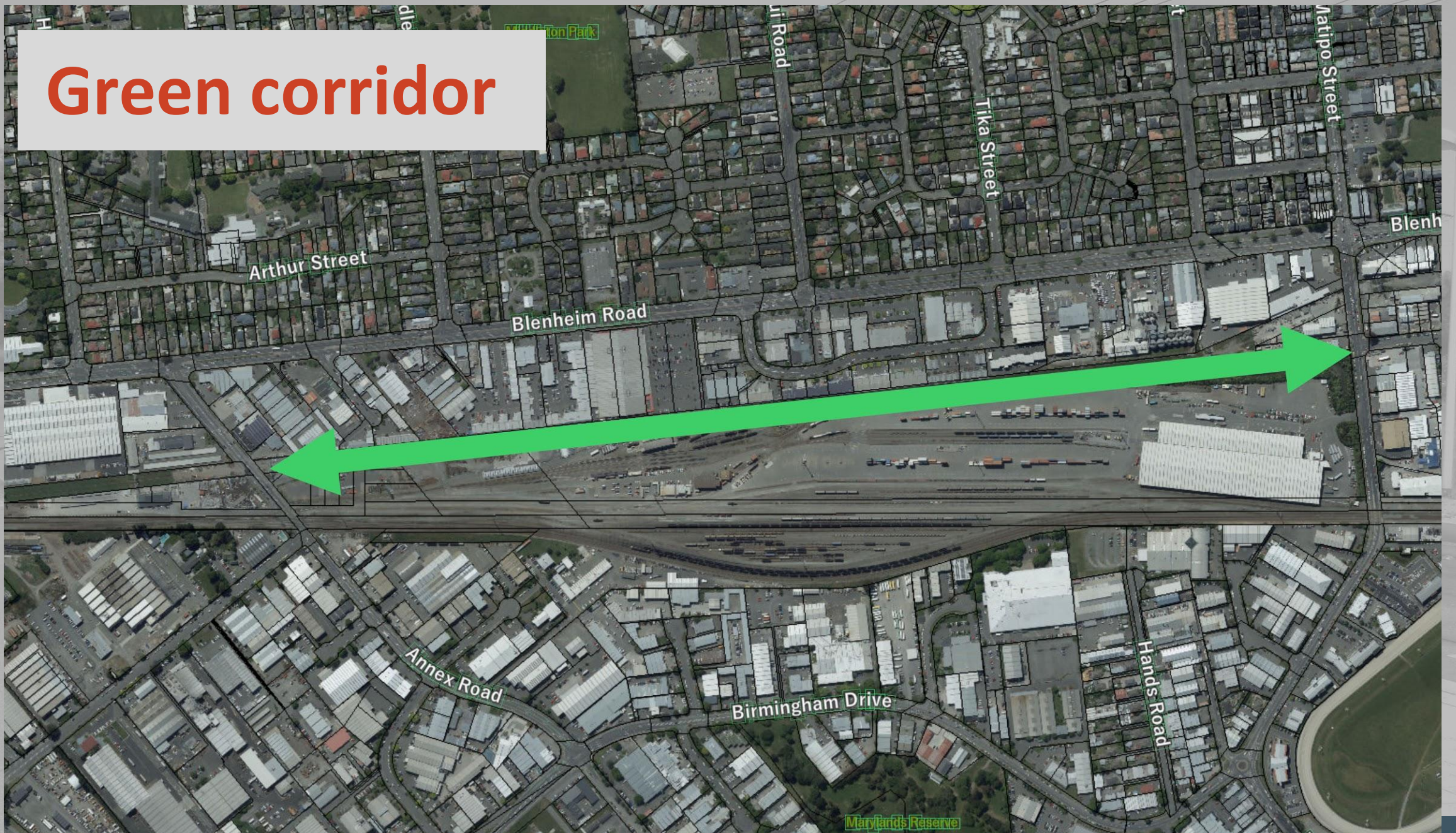


Some potential principles...

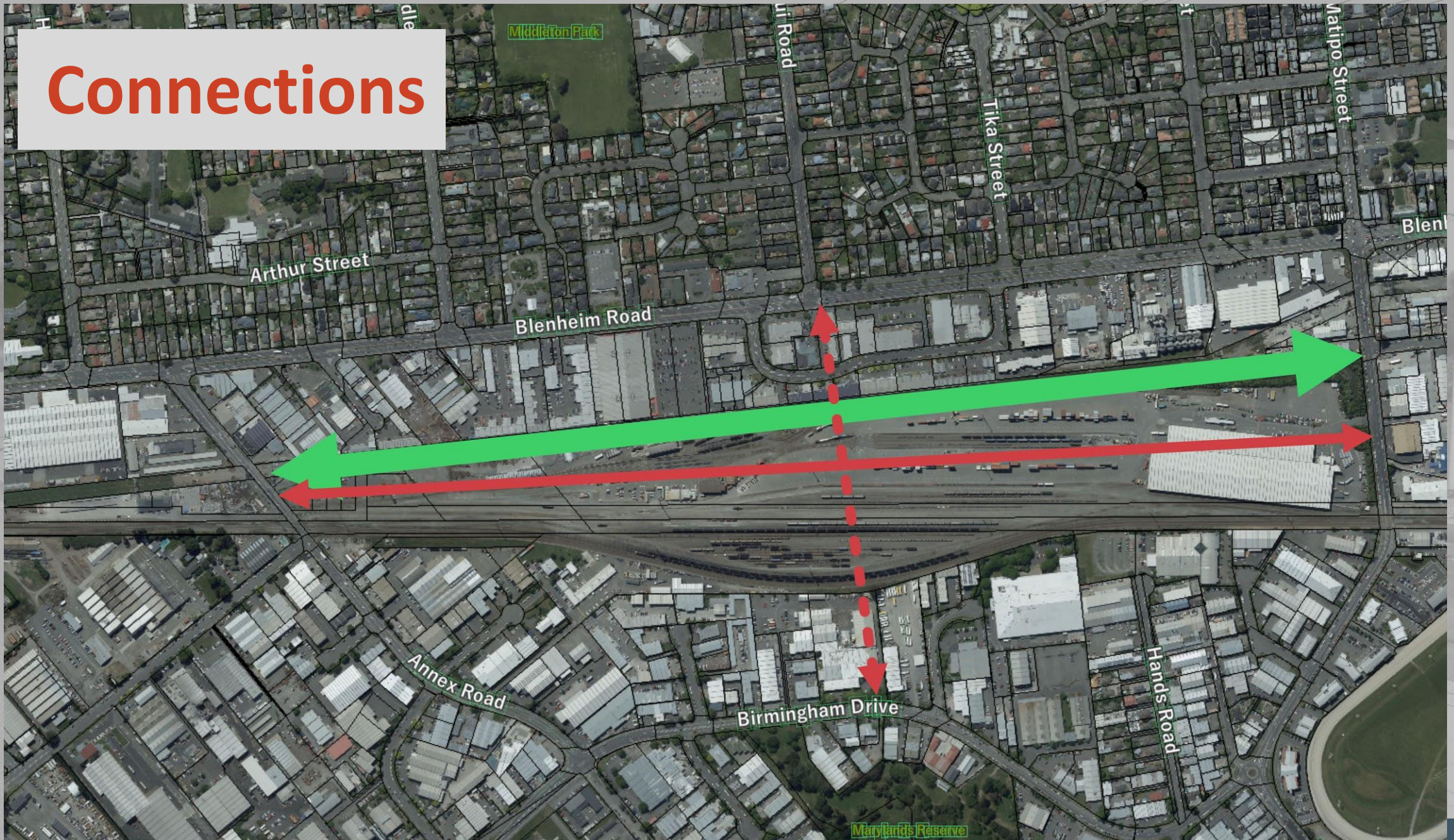
Industrial site with high voltage power lines & potential ground contamination...

Not a design – some potential principles to guide development

Green corridor



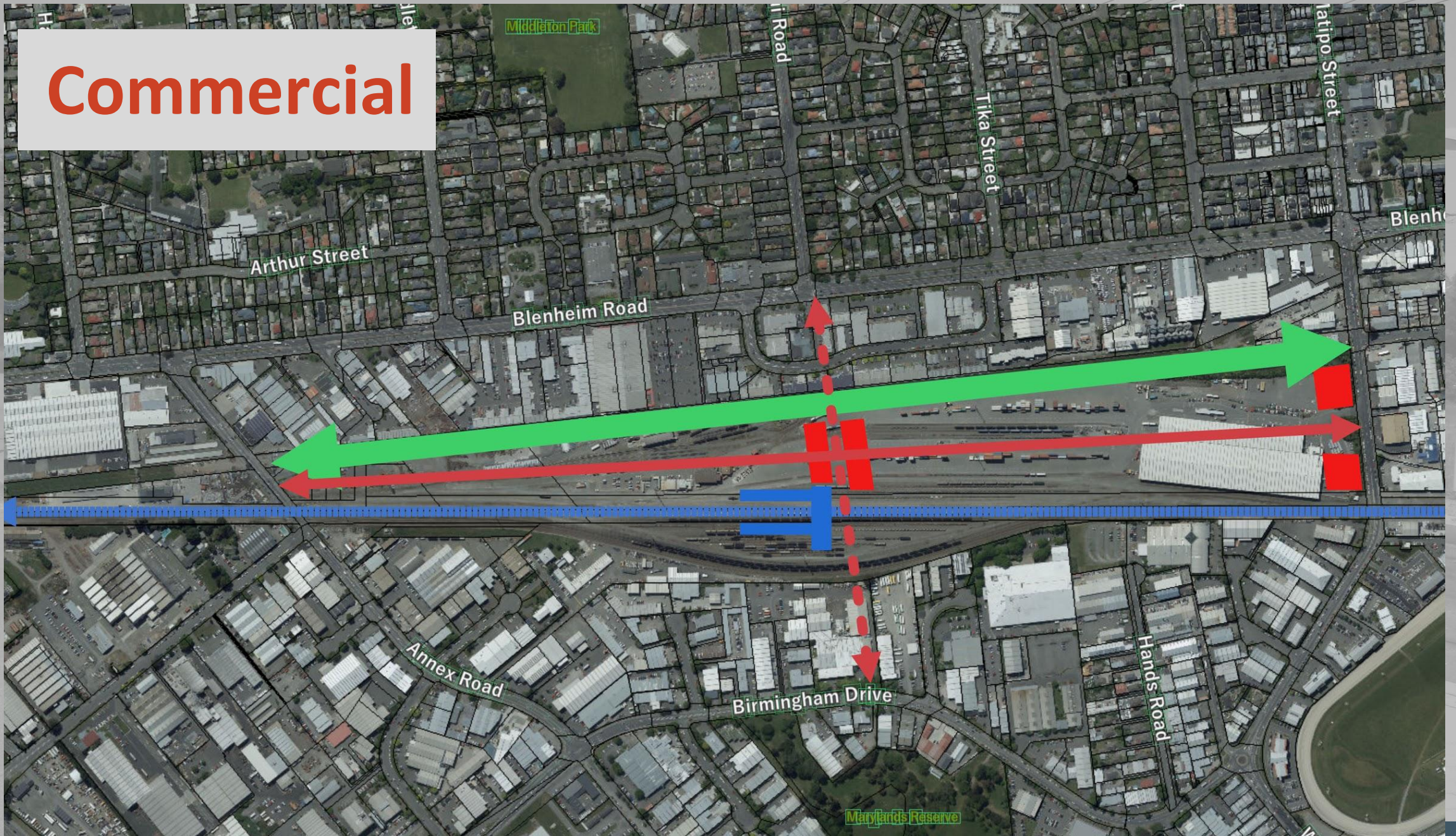
Connections



Passenger rail



Commercial



Residential



Density done well...

16 hectares @ 65 dwellings per hectare = 1040 dwellings

16 hectares @ 100 dwellings per hectare = 1,600 dwellings

Rintoul Street, Wellington – 69 dwellings/ha



Beaumont Quarter, Auckland – 100 dw/ha



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Redfern, Sydney – 110 dw/ha



MORHEAD STREET EAST ELEVATION



WALKER STREET WEST ELEVATION

Housing satisfaction

Hobsonville Point

Residents report strong levels of satisfaction living in a relatively high density environment



Making liveable neighbourhoods

- Accessible with cycle and passenger rail options
- Close to employment & amenities
- Green spaces & high quality streets
- Energy efficient & affordable houses
- Sense of community & safety

Could this be a net zero carbon development?



<https://www.youtube.com/watch?v=LuCPQYAbNTE>

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Delivery & governance – Brendon Harré

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**What governance structure
best brings all of the
relevant stakeholders
together?**

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Transport governance

- Existing setup (Joint Committee):
 - ECan, CCC, WDC, SDC, with NZTA observer
 - KiwiRail not included
 - Joint Committee came from a review in 2015
- Delegate some transport functions to one local authority
- “Greater Christchurch Transport Authority”
- Unitary authority

Land use/housing governance

- Greater Christchurch Partnership
 - ECan, CCC, WDC, SDC, NZTA, CDHB, Ngai Tahu, Regen Chch
 - + Min.HUD?
- HUDA doing specific transport plus housing projects

A grayscale photograph of a tram at a station platform. The tram is dark-colored with 'SCHAUINSLANDBAHN Freiburgs Gipfelinie' and '257' visible on its side. The platform has a sign for 'Humbucker Straße' and 'VAG'. In the background, another tram and a person with a stroller are visible. The entire image is semi-transparent, serving as a background for the overlaid text.

Canterbury needs to be part of the *Future of Rail* conversation

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Hobsonville Land Company (HLC) Model

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A grayscale photograph of a tram at a station. The tram is dark-colored with 'SCHAUINSLANDBAHN' and 'Freiburgs Gipfel' written on its side. The number '257' is visible on the top and front. The tram is stopped at a platform with a brick-paved edge. In the background, there are other trams, a person with a stroller, and utility poles. A large red text overlay is centered over the image.

Independent board – all stakeholders represented

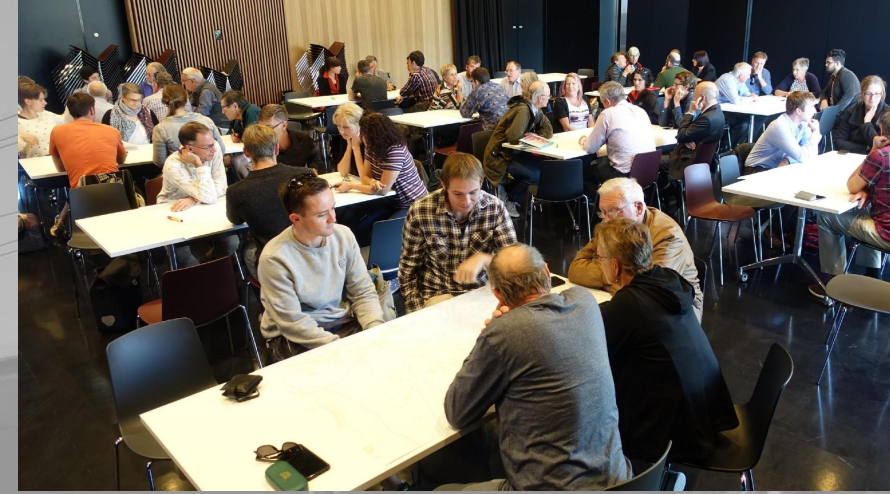
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Cost sharing agreement

**Local share of rapid transit
funding – Land value
capture/targeted rates?**

Time for your feedback!

(~10 mins)



Go to www.menti.com

- Enter code number: **25 55 32**

Group Discussions:

- *What are some ideas/actions that could help promote the proposal and make it successful?*

Panel Discussion:

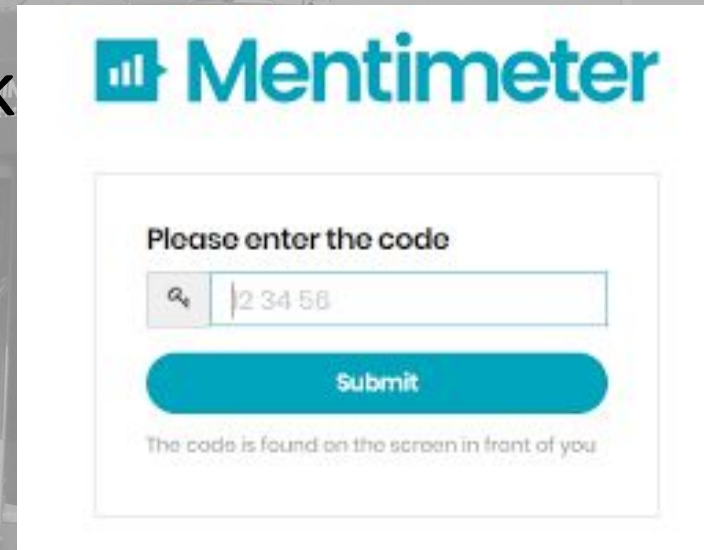
- Use Menti to ask questions for the panel

Reminder

Menti exercise: What did you think of tonight?

Use your smartphone to give us some feedback

- Go to www.menti.com
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 - 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)



The screenshot shows the Mentimeter mobile app interface. At the top, the Mentimeter logo is displayed in blue. Below the logo, the text "Please enter the code" is shown. A text input field contains the code "2 34 58". Below the input field is a blue "Submit" button. At the bottom of the screen, a small note reads "The code is found on the screen in front of you".

Follow up

- We will collate your workshop contributions
 - Collect your worksheets
 - Menti survey feedback
- Report back via
 - Talking Transport: www.talkingtransport.com
 - CHAT Club Facebook page: fb.com/groups/248229305886431/
(CHAT Club – Canterbury Housing and Transport)

Thank you!

- Don't forget to complete your final Menti survey (feedback)
 - Go to www.menti.com
 - Enter code number: 69 44 44

See you next time!

givealittle.co.nz/cause/chat-club#

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