

At the heart of the community: creating vibrant and inclusive urban places through rail

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Ministry of Transport

Overview

- 1. Why focus on rail stations?*
- 2. Stations as catalysts for growth*
- 3. Stations as gateways*
- 4. Stations as a community assets*
- 5. Application and delivery*

Why
focus on stations?

**A transport
system that
improves
wellbeing and
liveability**

**Inclusive
access**

**Healthy and
safe people**

**Environmental
sustainability**

**Resilience
and security**

**Economic
prosperity**

Supporting economic activity and vibrancy, improving transport options and allowing people to access opportunities

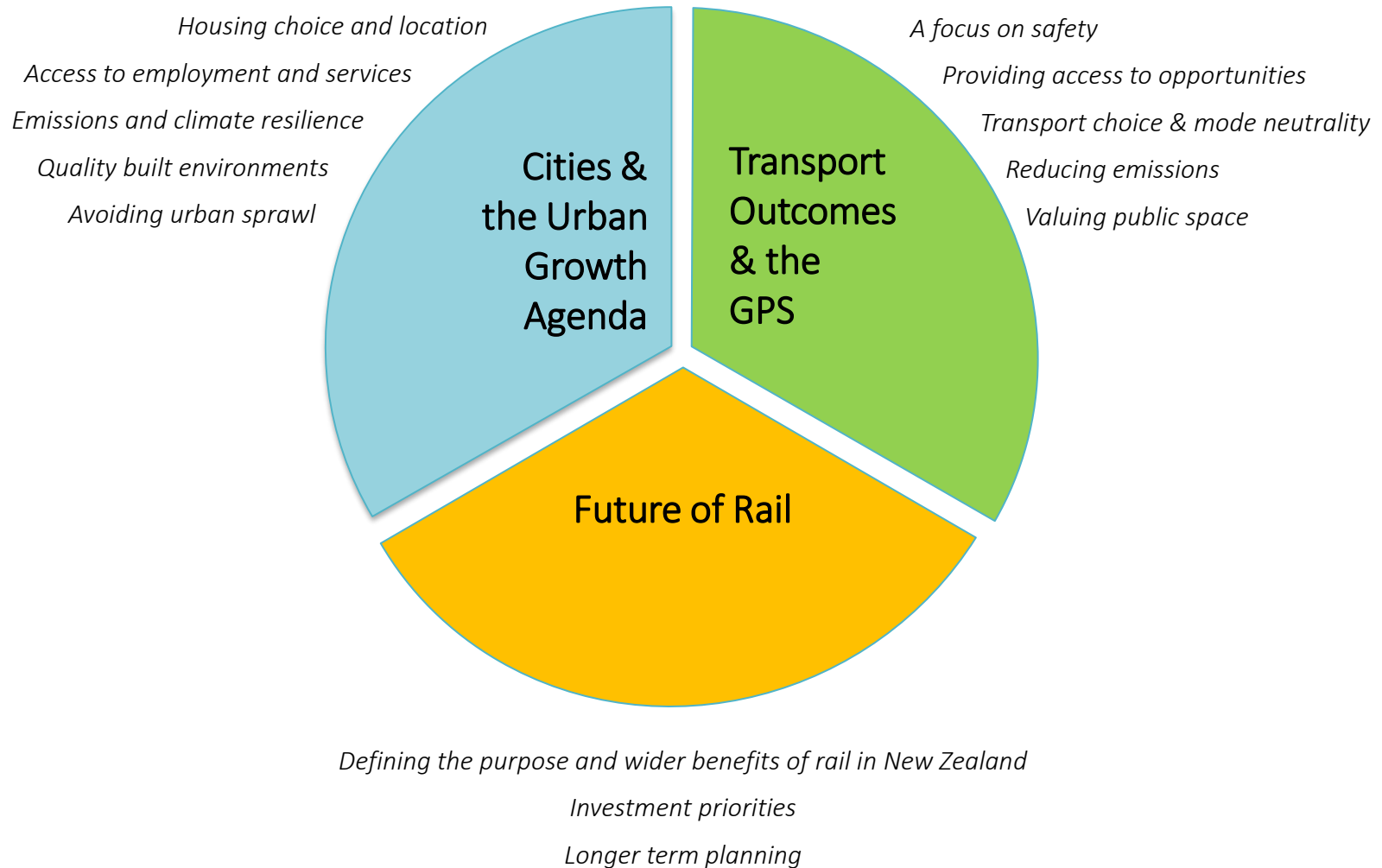
Resilient and adaptable stations, environments and communities, responding to change

Stations as gateways for accessing the wider network, as interchanges and centres of inclusive urban areas

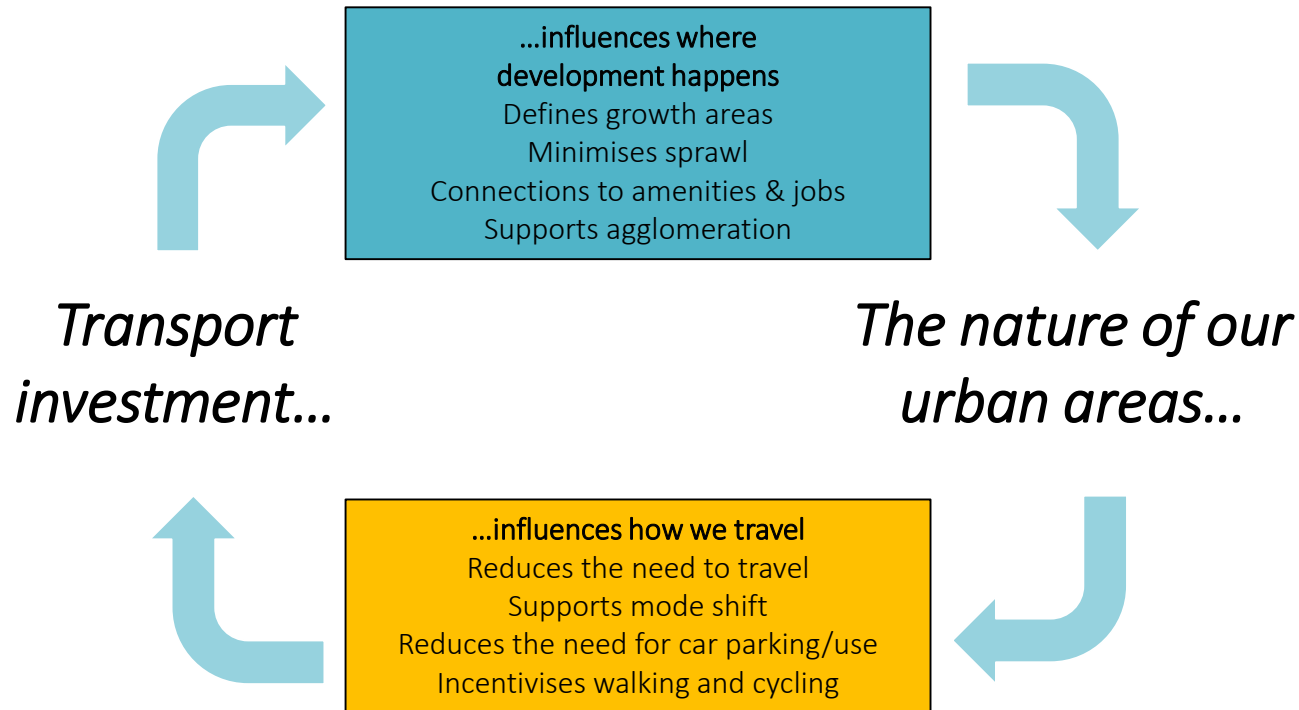
Supporting active and sustainable travel, reducing crime and the fear of crime, and supporting safe urban realm

Supporting more efficient use of urban land and transport assets, encouraging more sustainable travel

Why are rail stations relevant?



Why are rail stations relevant?



Stations as
catalysts for growth

Defining an area of influence

Over Station / Adjacent to Stations

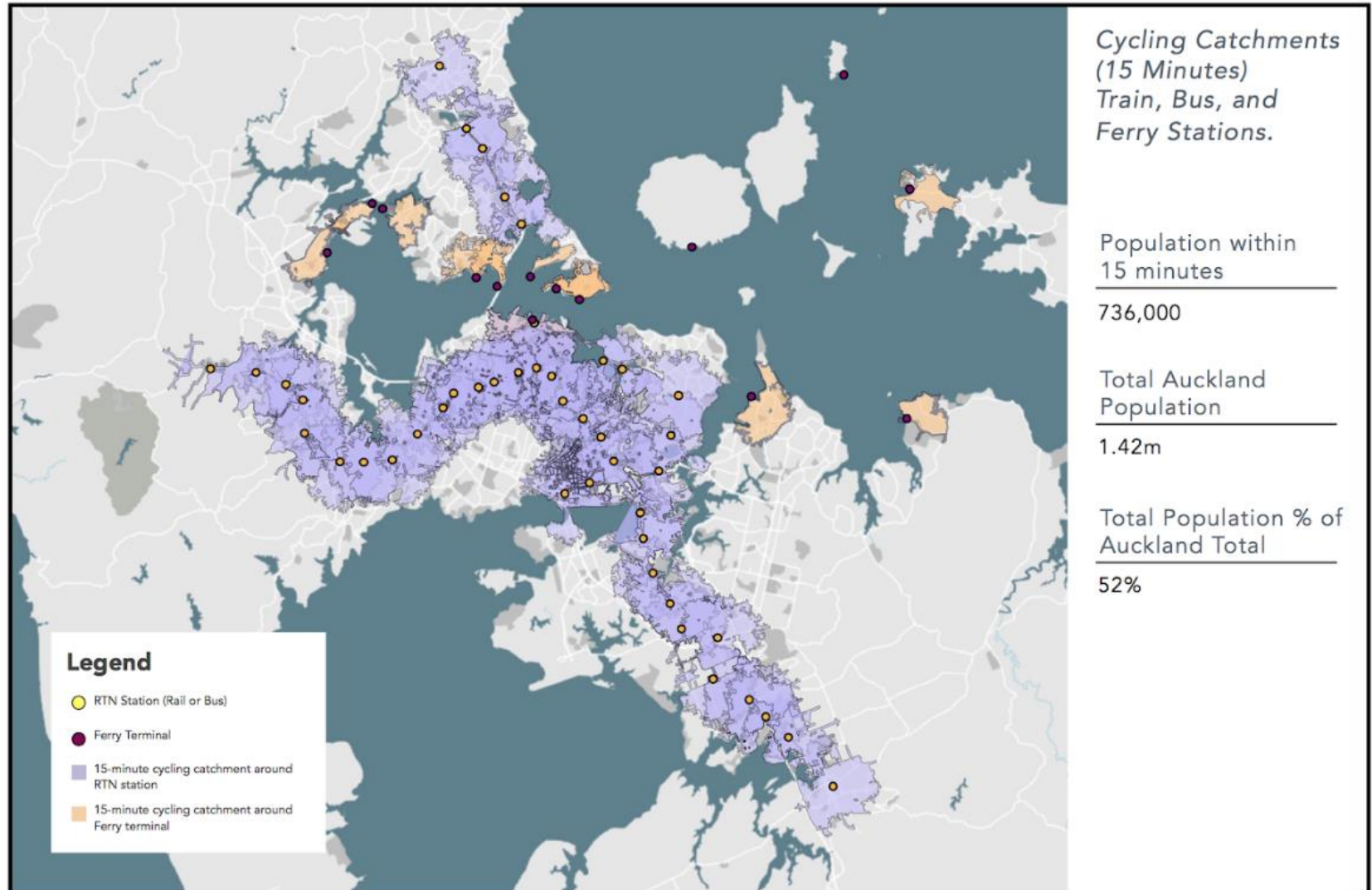
- A natural meeting point and interchange
- Most accessible, highest density
- Landmark building
- Opportunities for public ownership



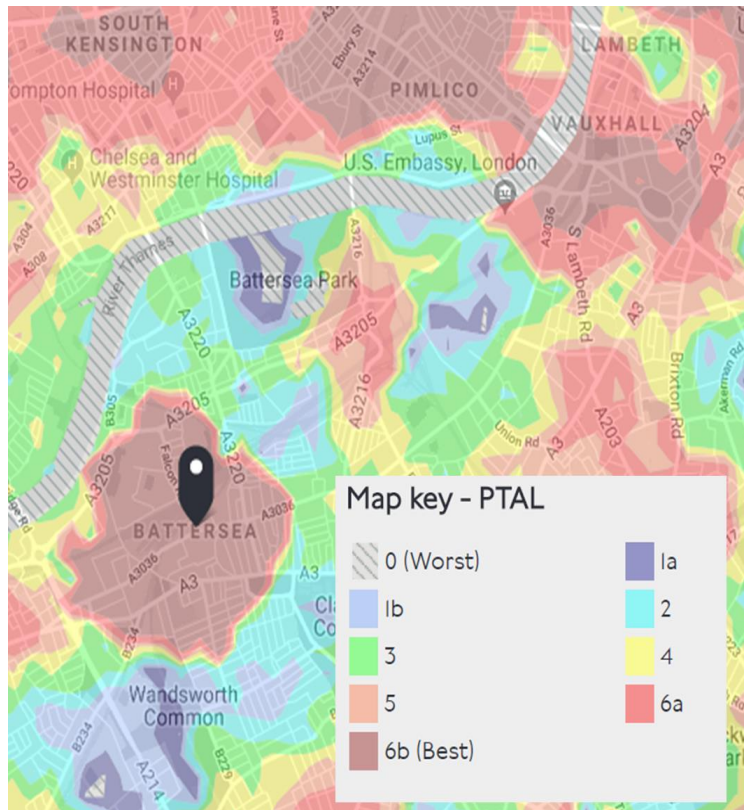
1km (c. 10 min walk)

- Comfortable walking distance
- Land value increases
- Wider land use change and increased density
- Supported by walking and cycling links

...and beyond



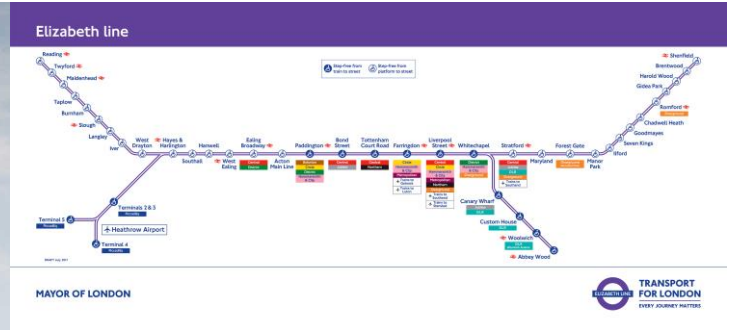
Supporting higher densities...



Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha

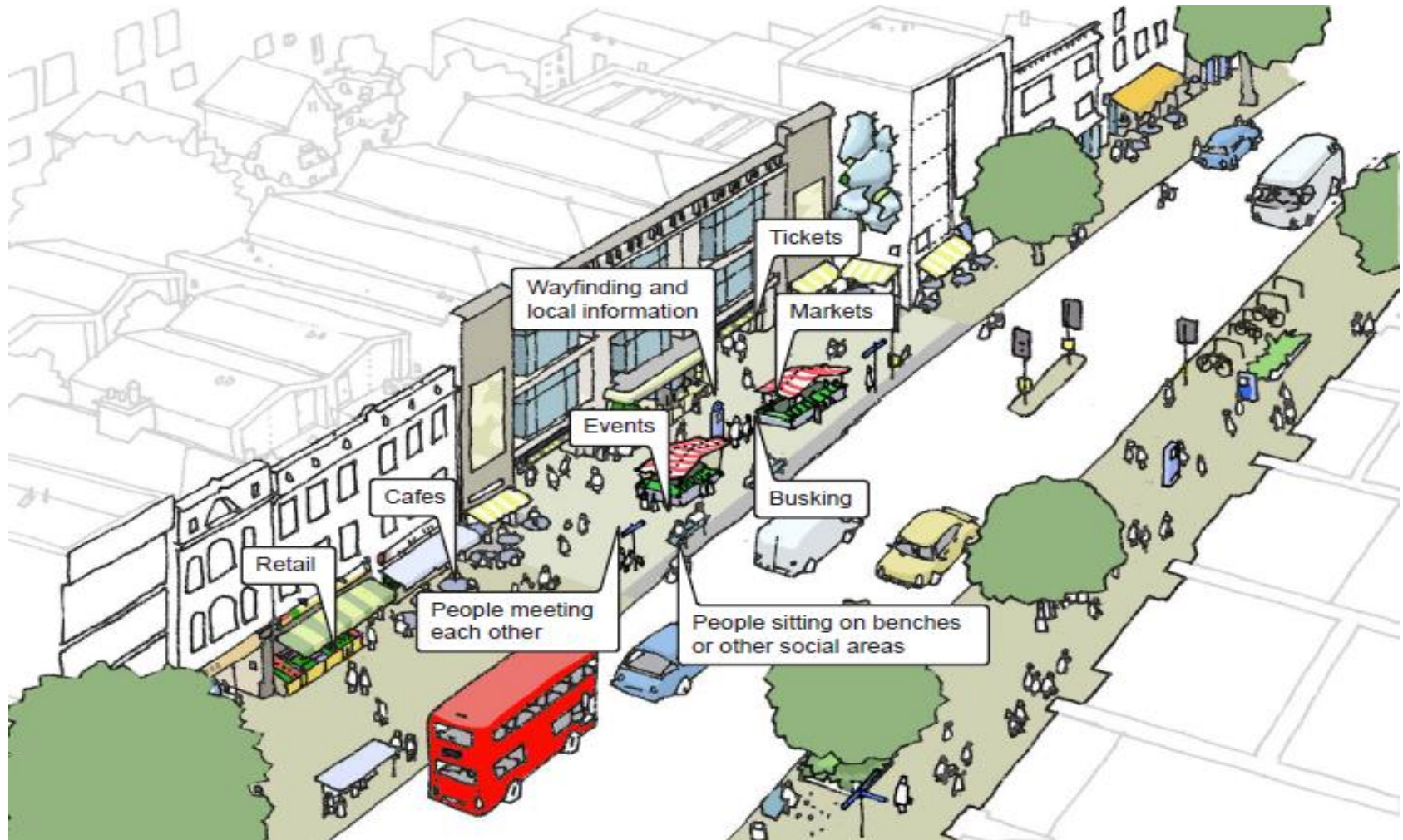
Sydney Metro



[illegible]

Stations as
gateways

Part of the urban fabric



Interchange and onward travel



Safe & secure
cycle parking



Walking and cycling
connections



Car parking
strategies



Information &
wayfinding



Street furniture,
trees and lighting



Accessible and
vibrant places

Ōtāhuhu Station, Auckland

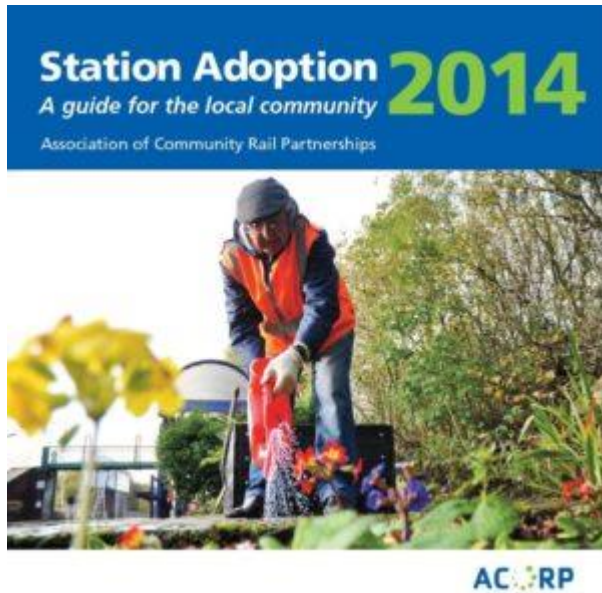


Stations as
community assets

Community wellbeing



More than just a station...



“It’s hard for people to engage with each other when you don’t have a meeting place to come together...I really worry about the suburbs with a lack of a hub as it makes it so hard for communities to connect well”.

- Christchurch resident
(research by Banwell & Kingham, 2015)

Application and Delivery

How do we do this?

- ...**recognising the value** of stations in our urban areas and regions
- ...**joined-up and proactive** land use planning and transport investment and planning
- ...**localised masterplanning** to test development assumptions and shape proposals
- ...**land assembly** to protect and enable development
- ...**joint ventures** with developers, especially for stations and over station development
- ...**stakeholder engagement** to ensure rail and stations meet current and future needs



Key ingredients for success...

- ✓ Joined-up planning, transport investment and delivery
- ✓ The right density and mix of land uses
- ✓ Excellent interchange, walking and cycling infrastructure
- ✓ High quality urban design, with active frontages
- ✓ Multi-functional spaces