

Benefits of and barriers to creating healthy and active urban environments

Simon Kingham

Director of the Geospatial Research Institute and the Geohealth Laboratory, Department of
Geography

University of Canterbury - Te Whare Wananga O Waitaha, Christchurch, NZ

With Karen Banwell, Rita Dionisio McHugh, Jesse Wiki

Active Living and Environment: Towards a Healthier and More Sustainable Future

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Aim

- What are some of the barriers to, and benefits of, creating healthy and active urban environments
- What can we learn from post-EQ Christchurch's recovering communities?

Plan

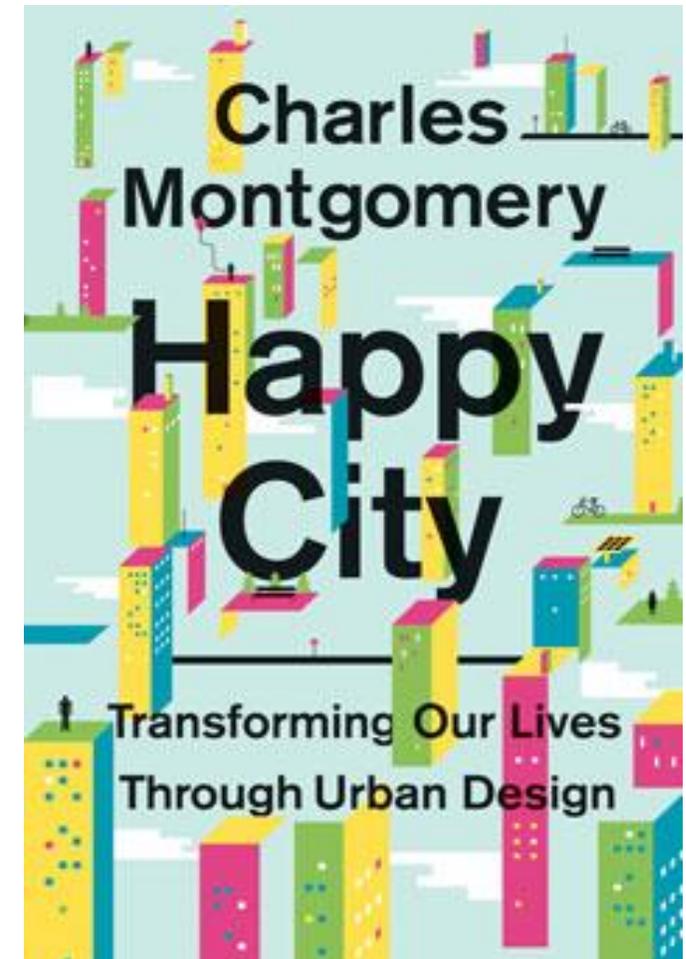
- Features of active urban communities?
- Christchurch research
- Implications and policy responses
- Benefits
- Barriers
- Final thoughts



Features of active urban communities?

Features of good community

- Diversity of housing types
- Low or no fences
- Green (and blue) space
- Close proximity to facilities e.g. schools, shops, job
- Good public transport
- Walkable
- Low/slow traffic
- '*Physical activity*' able

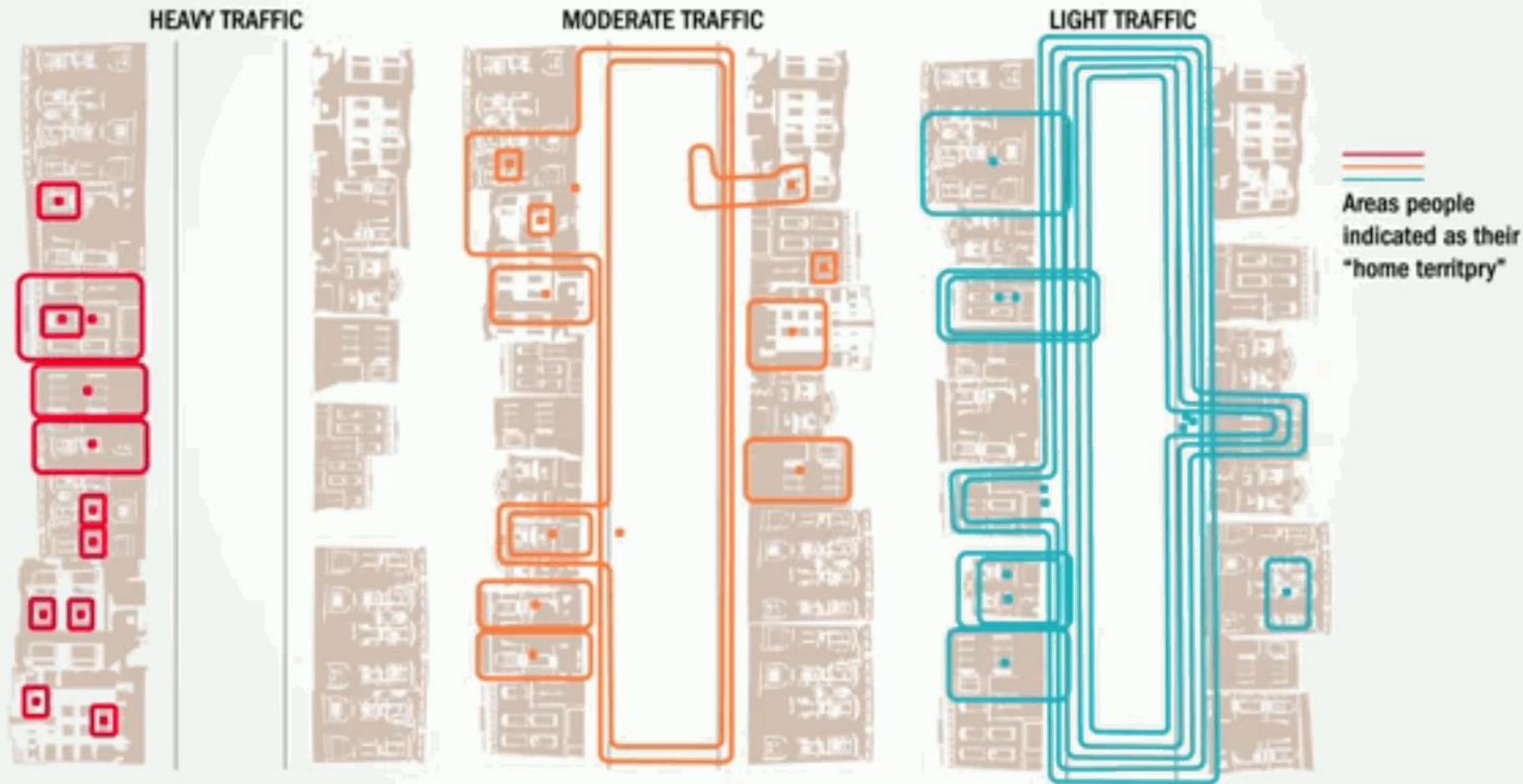


Transport and community



Donald Appleyard

Home Territory on Three Streets

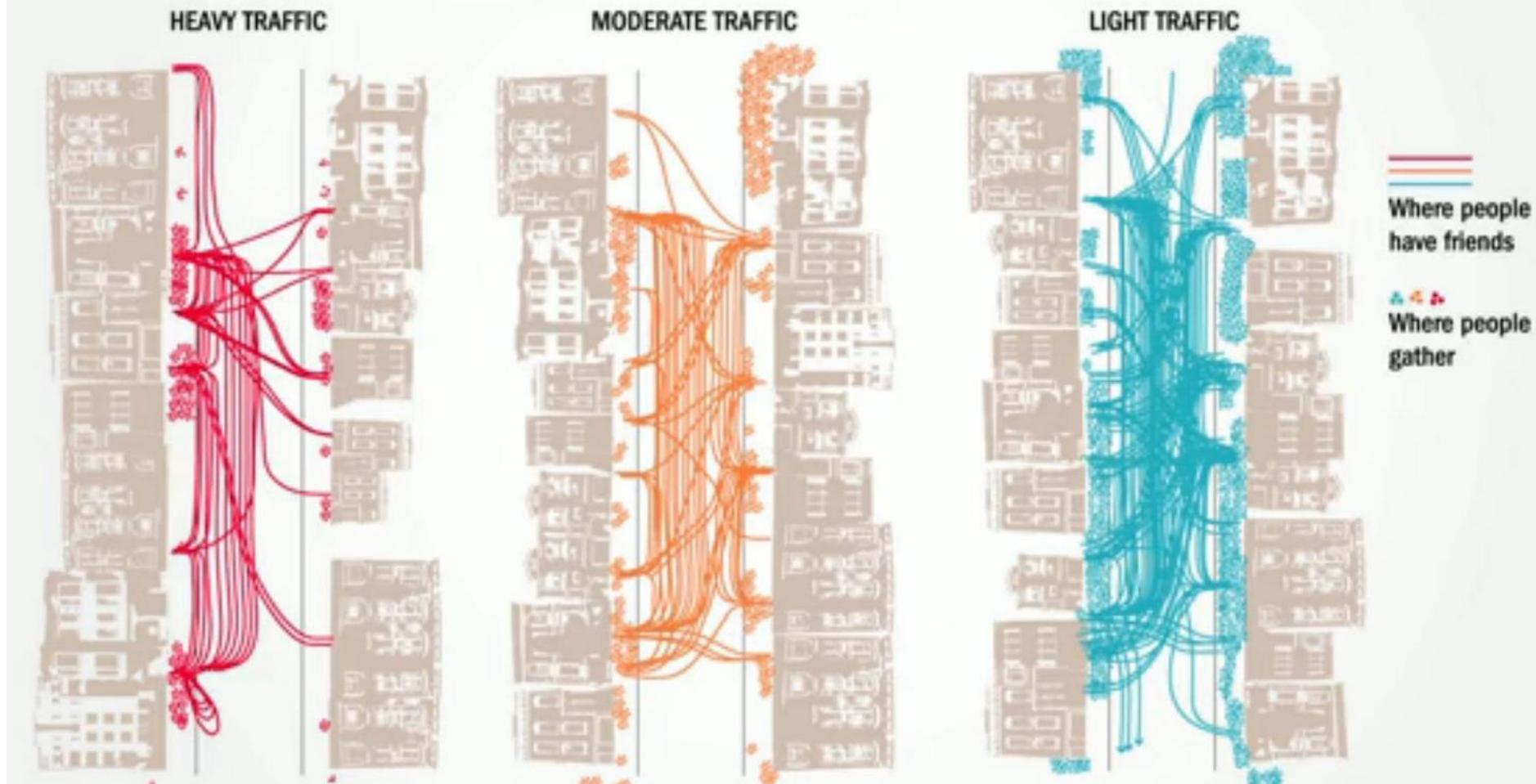


Traffic levels: 16,000, 8,000 and 2,000 vehs per day

Figure 2: This illustration shows how a resident's sense of their home territories shrinks as traffic grows heavier and faster.

Source: Figure 4, page 23, Livable Streets, Donald Appleyard, University of California Press, 1981.

Social Interactions on Three Streets - Neighboring and Visiting

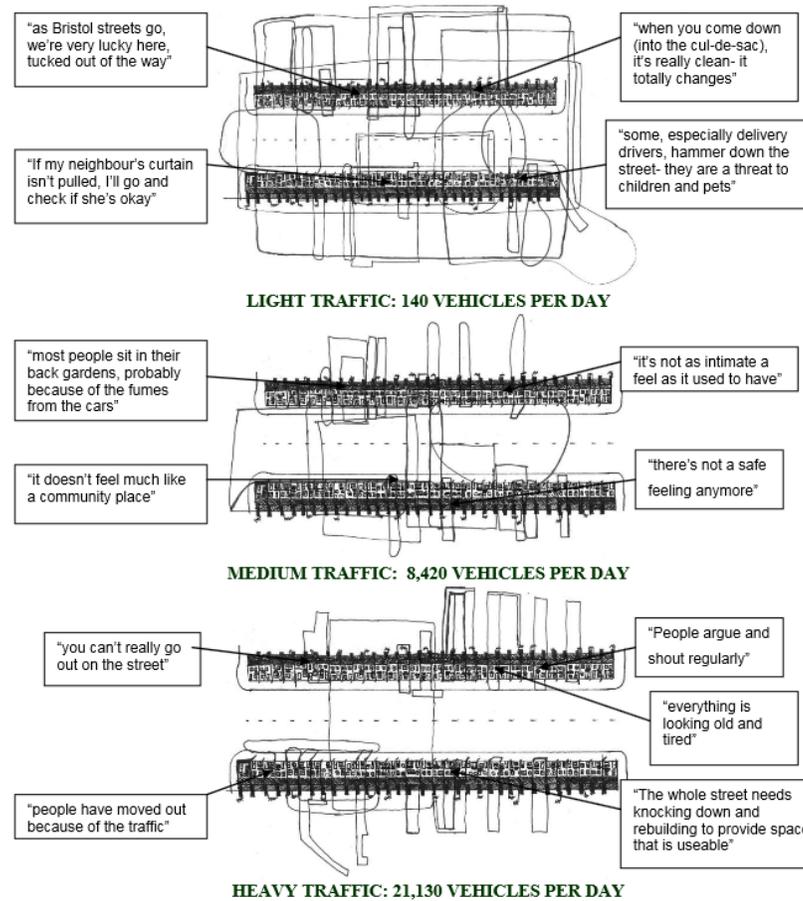


Traffic levels: 16,000, 8,000 and 2,000 vehs per day

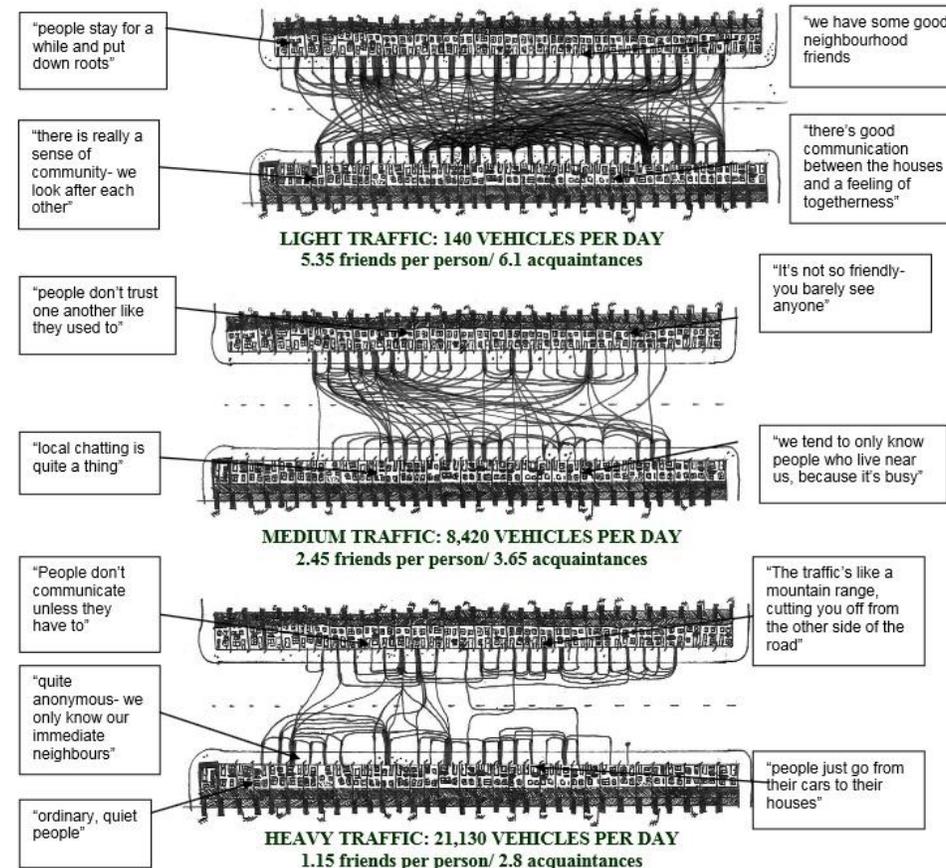
Figure 1: This image shows how community ties can actually be knit together by a street that is livable and inviting — or torn apart when auto traffic noise, pollution, and threats dominate the street environment.

Source: Figure 3, page 21, *Livable Streets*, Donald Appleyard, University of California Press, 1981.

Other studies



Home territory



Community interactions

Hart J and Parkhurst G, 2011, Driven to excess: impacts of motor vehicles on the quality of life of residents of three streets in Bristol, UK. World Transport Policy and Practice 17, 2, 12-30. <http://www.eco-logica.co.uk/pdf/wtp17.2.pdf>

Traffic and community research

Residents surveys

- Barrington, Papanui
- Streetscape, traffic volume

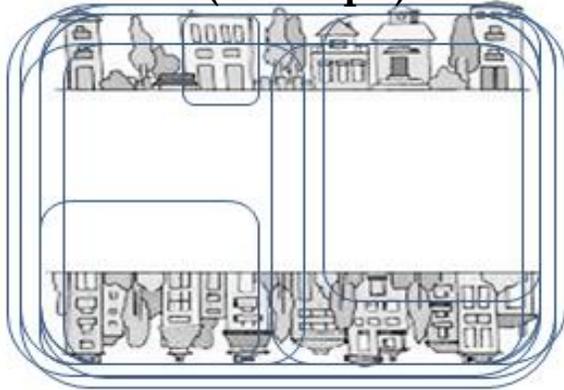


Jesse Wiki



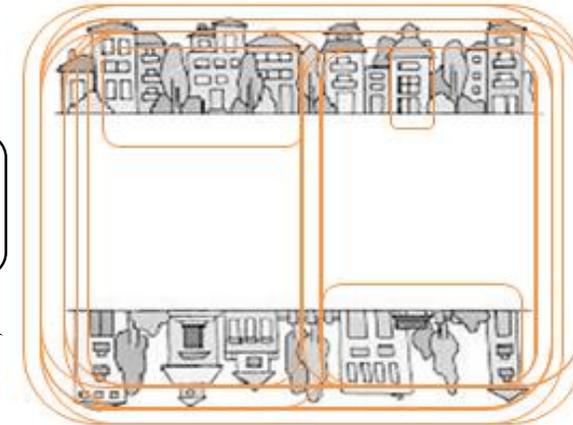
Local Home Area

LIGHT (<150 vpd)



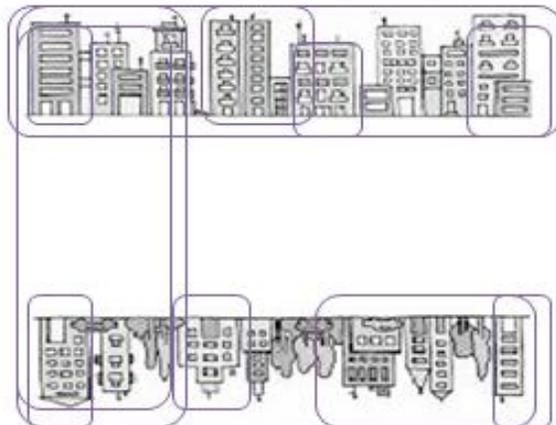
"We have adopted this street as our home"
"Quiet, clean and friendly"

MODERATE (500-2,500 vpd)



"Local parks host most of the leisure activities and games"
"I like the general ambience"

HEAVY (8,400-14,000 vpd)



"You don't see many people"
"I would prefer not to live on such a busy and public street with noise, car fumes and dust"

Neighbourhood Connections

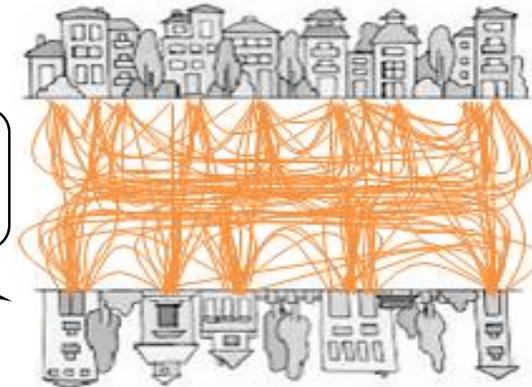
LIGHT (< 150 vpd)



5.1 average connections

“We have great neighbours and live in a safe street”
“I enjoy talking with my neighbours”

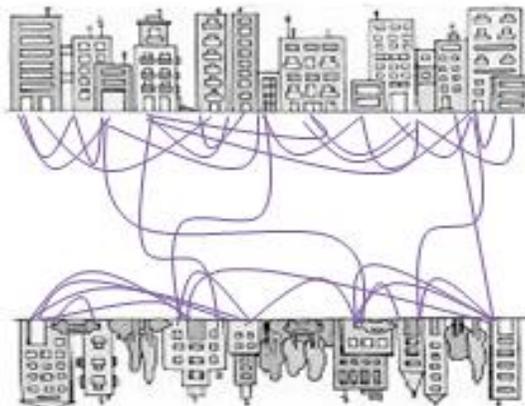
MODERATE (500-2,500 vpd)



5.9 average connections

“Most people get out and about and talk on the street”
“Family-orientated and friendly”

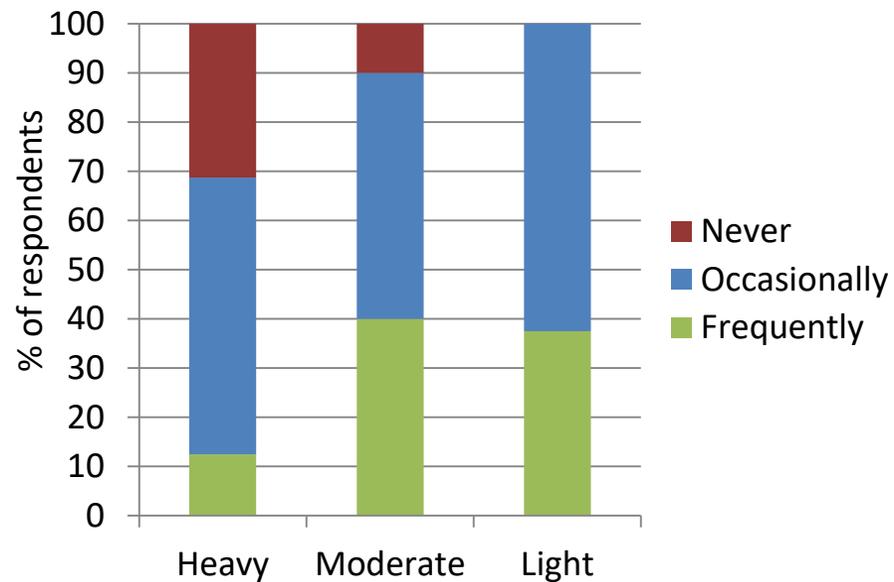
HEAVY (8,400-14,000 vpd)



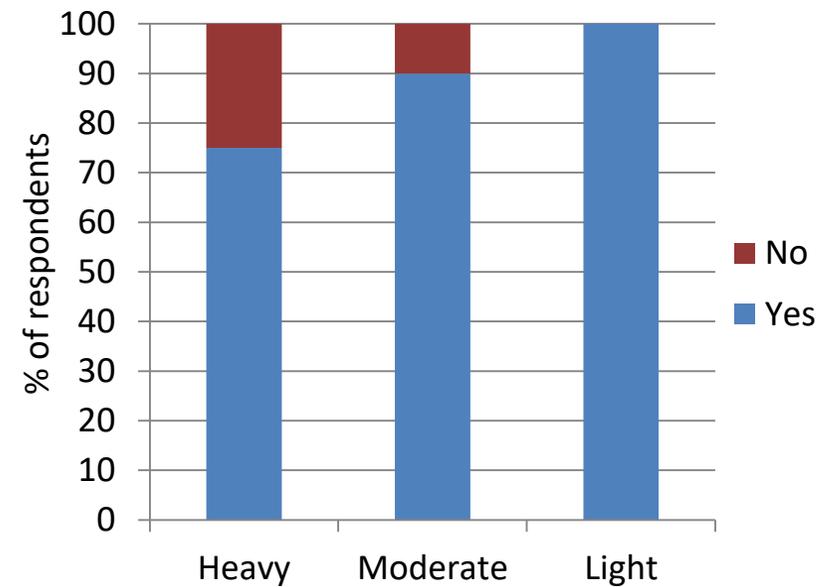
2.1 average connections

“My street is a car thoroughfare”
“Lived here over 35 years, a decline in people talking to neighbours and children playing”

Community and belonging



**Community
Interaction**



**Sense of
Belonging**

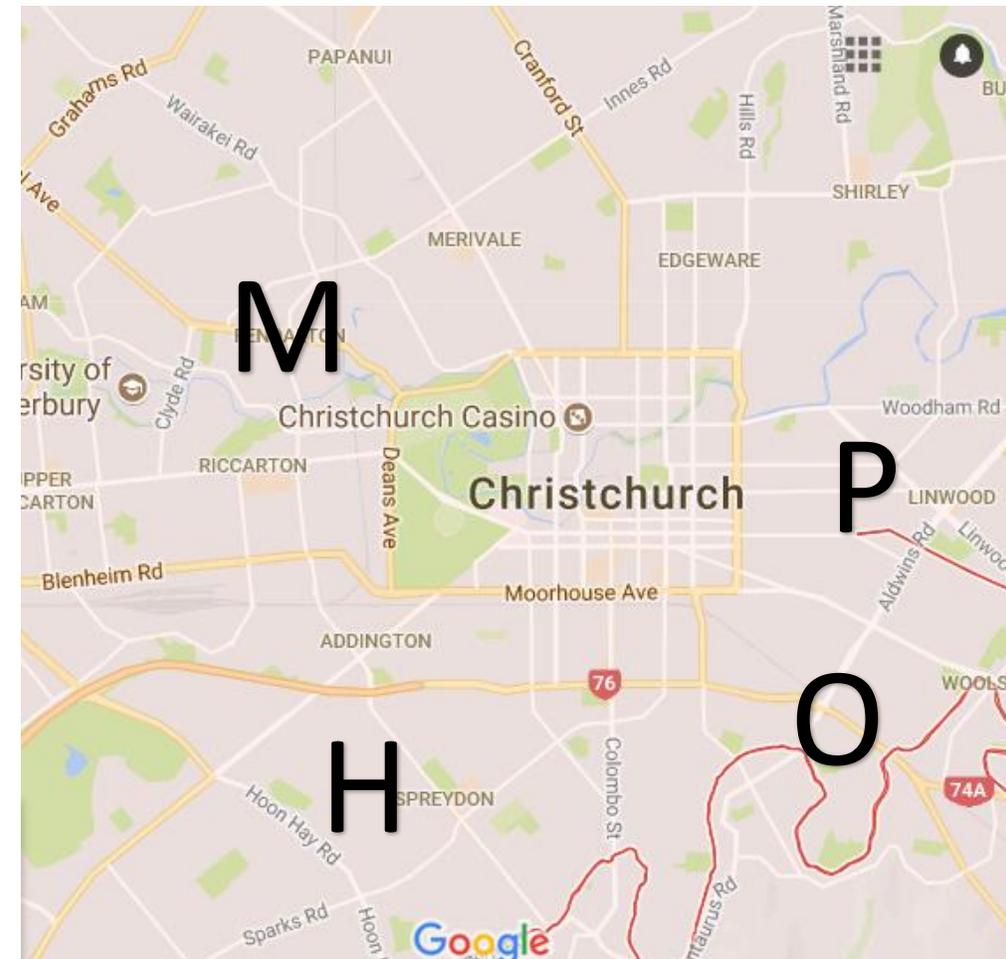
Post-EQ community research

Interviews with residents, leaders,
stakeholders

- Included focus on Hoon Hay, Opawa, Phillipstown, Merivale
- Density, Socio-economic status, accessibility, environment, urban form



Karen Banwell



What we found: home & place?

- **Geographically defined** - hills, river, parks, social boundaries
 - *“Places like Sumner and Lyttelton got noticed because they are easy to know where they are, they have defined geography”*



What we found: home & place?

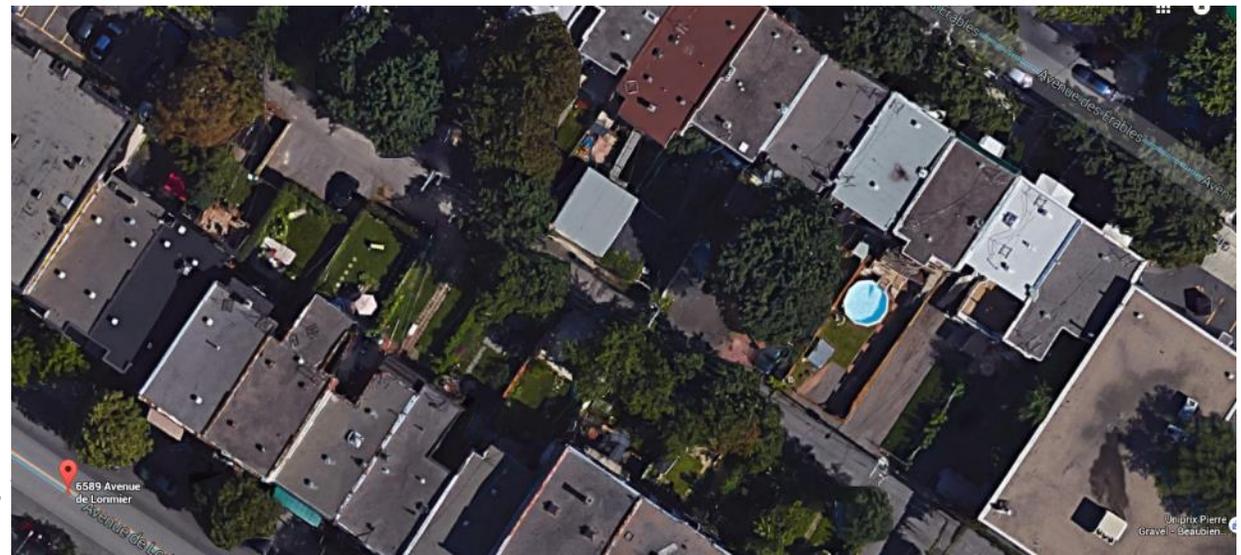
- **Housing stability** – often renting vs owning, longevity of tenure
 - *“I have been renting for four years, and I don’t give a shit about my neighbours where I am because we are temporary campers”*

What we found: home & place?

- **Intimate streets** – cul-de-sacs, laneways, back sections
 - *“Our street is wide so we don’t know each other”*
 - *“People get into their cars and go to work and then come home press the little button for their garage door and they go inside to their private spaces never once turning around”*
 - *“I just wonder how lonely some people are behind their private spaces”*

Back lanes, access ways

e.g. Montreal (google)



Kingham,

Back lanes as recreational areas

Popular Now in Metro

KTM begins installing new ticket machines

Giving it my best

High price to pay for security

Dr Fatimah: Non-life threatening cases should avoid A&E units at hospitals

Han emperors' favourite sweet

THE IPOH City Council is mulling the idea of converting back lanes into recreational areas, similar to what is being done in many other countries.

Mayor Datuk Zamri Man said the council is studying the suitable locations at Ipoh's Old and New Town areas.

He said either the back lanes could be converted to recreational areas or made into parking lots.

"Since we have limited places to construct recreational areas within the city, we need to enhance and upgrade the existing ones.



back lane project - OUR LOST SPACE

WINNER: GRAND PRIZE WINNER



Gardening? It's right up our alley! Community transforms Victorian passageway behind homes into oasis of greenery

- Once-dingy lane in Middlesbrough now haven of hanging baskets, trellises and trees with apples and pears
- Mavis Arnold has helped turn lane into a wonderland, while neighbouring alleys are still scruffy and rundown
- Alley was well-kept in 1960s but as the decades dragged on residents began to dump their rubbish on cobbles

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Forgotten 'country lane' experiment could be answer to Vancouver's desire for more green space

BRIAN HUTCHINSON | July 2, 2013 5:10 PM ET
More from Brian Hutchinson | @hutchwriter

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CHAT TRUST

Churches Acting Together in Arthur's Hill



Services / Reclaim the Lanes

Reclaim the Lanes

quick access, place your bookmarks here



Living Here | About Strathbungo | Strathbungo Society | Society Events | Get Involved

Bungo in the Back Lanes, 2016 – THANK YOU!

gham June 21st, 2016 Kevin Kane

No comments

A BIG THANK YOU from The Strathbungo



What we found: home & place?

- **Green** – presence of trees

Green streets and trees

e.g. Christchurch (SK)



Green streets and trees

e.g. Christchurch (google)



What we found: urban design?

- **Walkable** – safe, attractive and connected
 - *“Because walking somewhere you see people and that is really important to us to see people and have that eye contact and being human together”*
 - *“It can take a long time to get to the shops unlike the places with fences and garages”*

Walkable neighbourhoods

e.g. Silverstream

(<http://www.radionz.co.nz/news/national/309949/flood-risk-for-new-kaiapoi-subdivision>)



e.g. Vauban, Freiburg, Germany

(<https://makinglewes.org/2014/01/26/vauban-freiburg-germany/>)

What we found: urban design?

- **Local** - community hubs, library, pools, parks, recreation areas
 - *“If you have to get in your car it’s not local”*



<http://memia.com/2015/01/31/memia-zeitgeist-2014-2015-2-christchurch-re-imagined-and-rebuilt/>



<http://www.mcconnelldowell.com/news/3251-scirt-sensory-garden>

What we found: urban design?

- **Bumping spaces** - schools, shops, street furniture
 - *“The school was the only bumping place for Phillipstown and then the Ministry closed it, the constancy in the children’s lives. The Ministry did not see the school as a community hub or the importance for the community”*

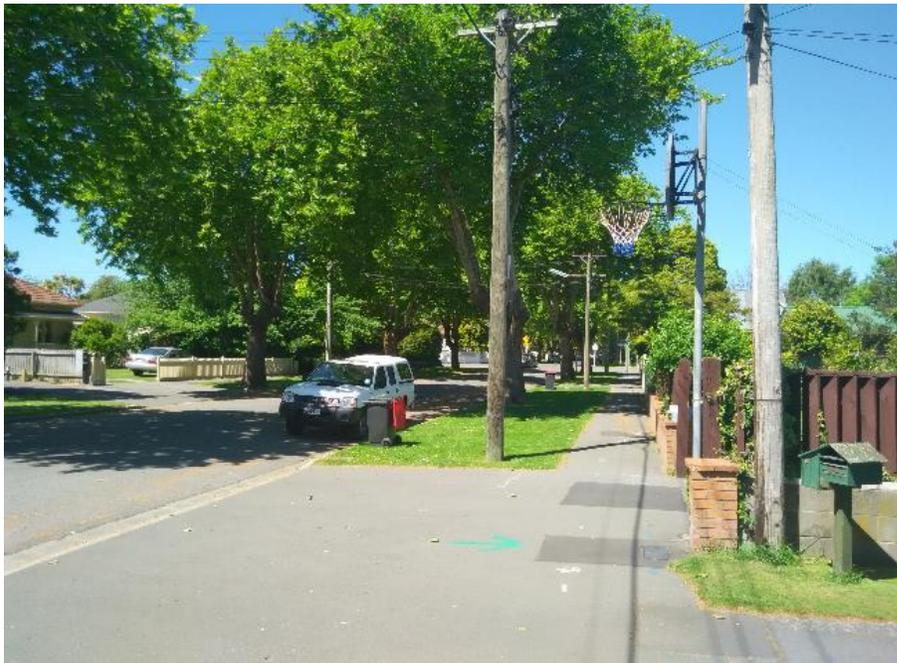
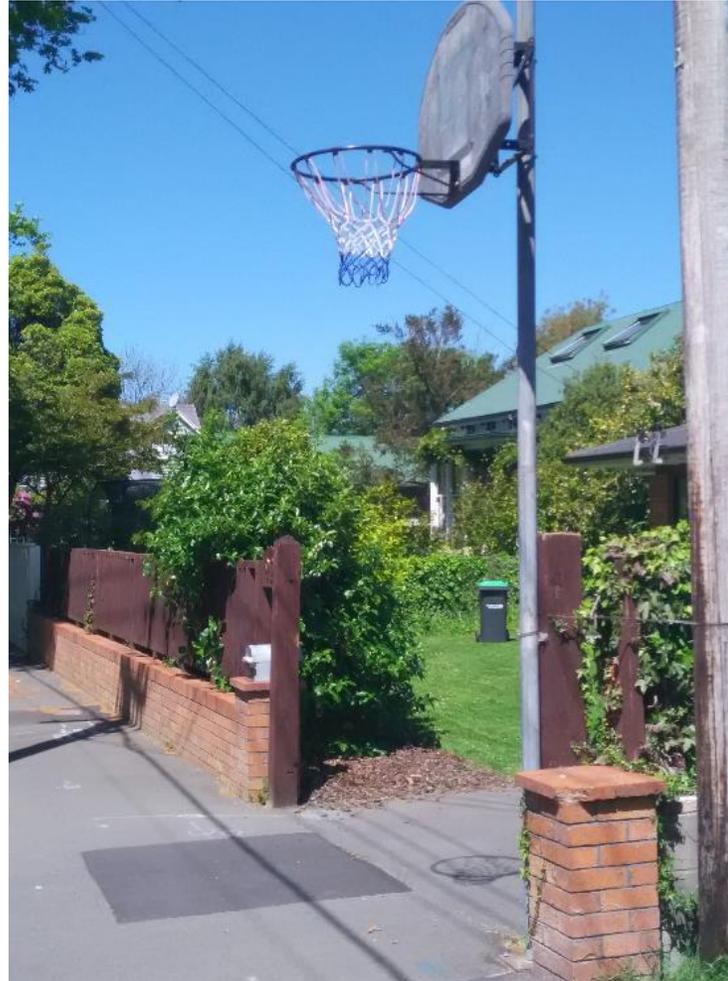
Bumping spaces

e.g. Vancouver (SK)



Bumping spaces

e.g. Christchurch (SK)



Bumping spaces

e.g. Christchurch (Alan Jamieson)



What we found: urban design?

- **Gathering places** - churches, pubs, cafes
 - *“It’s hard for people to engage with each other when you don’t have a meeting place to come together”*



<http://www.swbc.org.nz/community/events/light-party/>

<http://localvanguard.blogspot.co.nz/2010/02/addington-coffee-coop-coffeehouse-w.html>

What we found: initiatives?

- **Pre-existing community development initiatives/programmes** – govt or community, formal or informal
 - e.g. council, central government, NGOs, marae, churches, residents groups
 - *“Aranui really got together because they had that pre-existing community development stuff beforehand.”*
 - *“I think a lot of it is about pre-existing community networks and community centre if there is an existing community hub and I think that is around schools too”*
 - *“Well I think it’s all about going back to the response being enabled by strong community organisations pre-existing in an area. So if you want if you had a good church in that it was functioning connectedly then it would do that.”*

Implications & policy responses

Streets

- Reduce traffic – encourage *social* modes
- Reduce traffic speed
- Better design new streets of 3,000+ vehicles (or retrofit existing)

Implications & policy responses

Places

- Focus more on public but also recognise need for private space
- Local access to amenity and social infrastructure
 - *“If you have to get in your car it’s not local”*
- Design *bumping places* (shared space) in new (and existing) urban developments
- Value community role of existing *gathering places* e.g. schools, churches

Benefits

Investing in active urban communities:

- Enhances health & save \$\$
- Save money on infrastructure
- Increase community resilience
 - Better for recovery post-natural disaster

Barriers

- Conservatism – business as usual
- Love of cars and roads
 - Roads of National Significance
- Politics
- Lack of evidence-based decision making
- Lack of evidence?

Final thoughts

- Geography, traffic & streetscape affect community development and wellbeing in Christchurch
- *We can* plan to create resilient, active urban communities
- Social infrastructure important for developing active communities (e.g. *bumping spaces* and *gathering spaces*)
- Multiple co-benefits of investing in active urban communities
- *“If you have to get in your car it’s not local”*

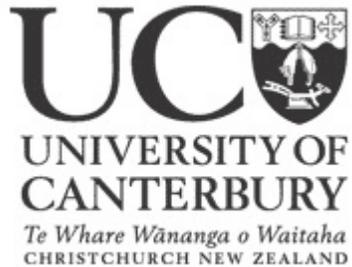
Acknowledgements

- Karen Banwell, Rita Dionisio McHugh and Jesse Wiki
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 - Prof Philippa Howden-Chapman (Uni of Otago)
 - Profs Karen Witten (Massey Uni) and Robin Kearns (Auckland Uni)

Thanks and questions

Study Area

	Study Classification	NZTA Classification	Traffic Volume (VPD#)
Milton Street	Heavy	Level 2	13,720
Grants Road, section 1	Heavy	Level 2	8,400
Grants Road, section 2	Moderate	Level 1	2,500
Roker Street	Moderate	Level 1	1,400
Proctor Street	Light	Level 1	500
Taunton Green	Light	Low Volume	150*
Stenness Avenue	Light	Low Volume	100*



*CCC does not display accurate information for counts of less than 500 VPD, estimated numbers only.
vehicles per day, two way traffic volumes.



Heavy



Moderate



Light