

If you have to get in your car it's not local

What we have learnt from the Christchurch earthquakes?

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What's driving urban change in Christchurch? Resilient Urban Futures seminar

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Acknowledgements



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Plan

- Aim
- What we did?
- What we found?
- Implications and policy responses

Aim

- Aim
 - What can we learn from post-EQ Christchurch in terms of:
 - Building more resilient communities?
 - Role of built and social environment?
 - Community development?

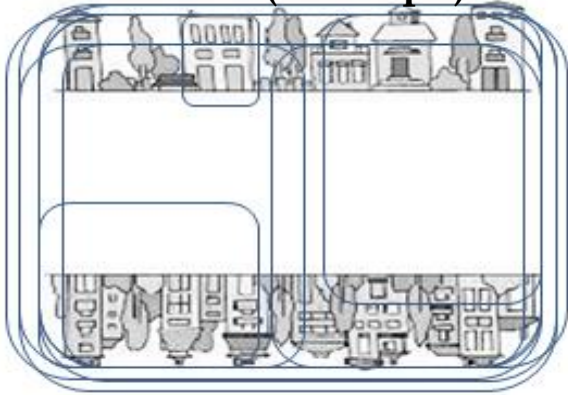
What we did?

1. Residents surveys
 - Barrington, Papanui
 - Streetscape, traffic volume

2. Interviews with residents, leaders, stakeholders
 - Included focus on Hoon Hay, Opawa, Phillipstown, Merivale
 - Density, SES, accessibility, environment, urban form

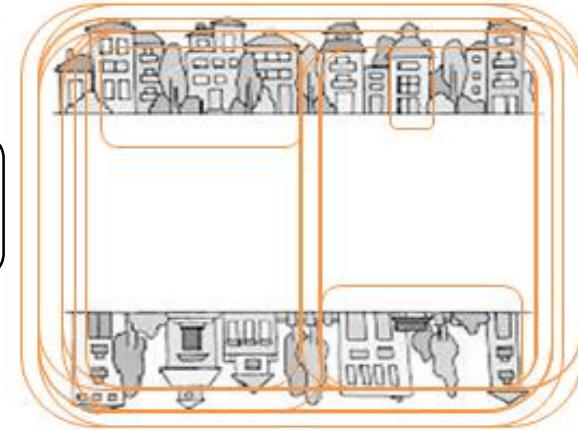
Local Home Area

LIGHT (<150 vpd)



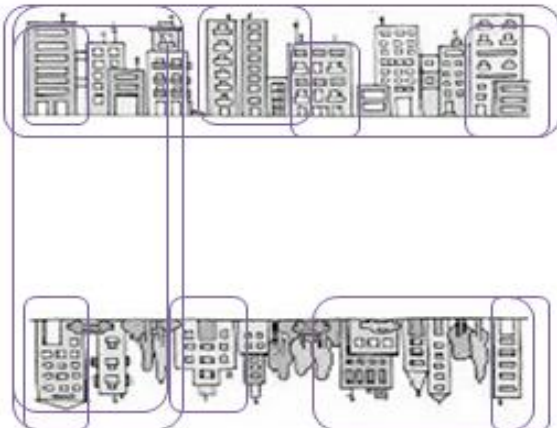
"We have adopted this street as our home"
"Quiet, clean and friendly"

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”

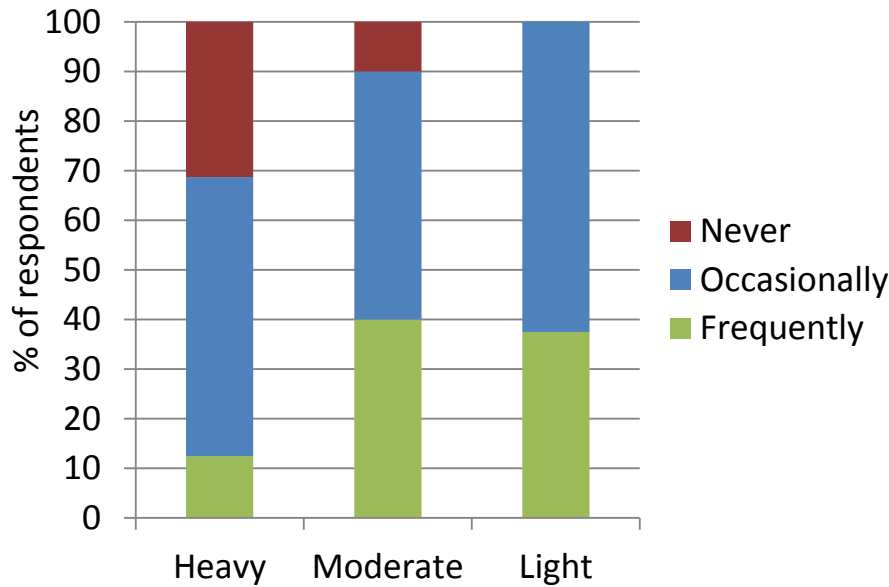
HEAVY (8,400-14,000 vpd)



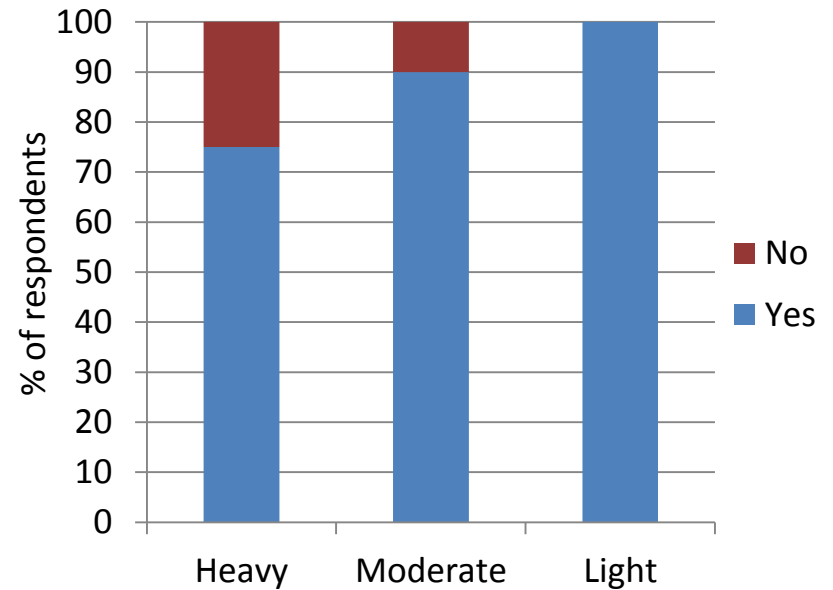
2.1 average connections

“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**

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”*
- **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”*
- **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”*

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”*
- **Local** - community hubs, library, pools, parks, recreation areas
 - *“If you have to get in your car it’s not local”*
- **Bumping or gathering places** - schools, shops, churches, pubs, cafes
 - *“It’s hard for people to engage with each other when you don’t have a meeting place to come together”*
 - *“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”*

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)
 - e.g. back lanes, access lanes
 - e.g. alternative *bumping places*
 - Street furniture, bus stops, greenspace

Implications & policy responses

Places

- Focus more on public but also recognise need for private space
- Local access to amenity and social infrastructure
- Design *bumping places* (shared space) in new (and existing) urban developments
- Value community role of existing *gathering places* e.g. schools, churches

Summary

- Local government has a central role in developing resilient communities
- Social infrastructure important for *bumping spaces*
- Geography, traffic & streetscape affect community development in Christchurch