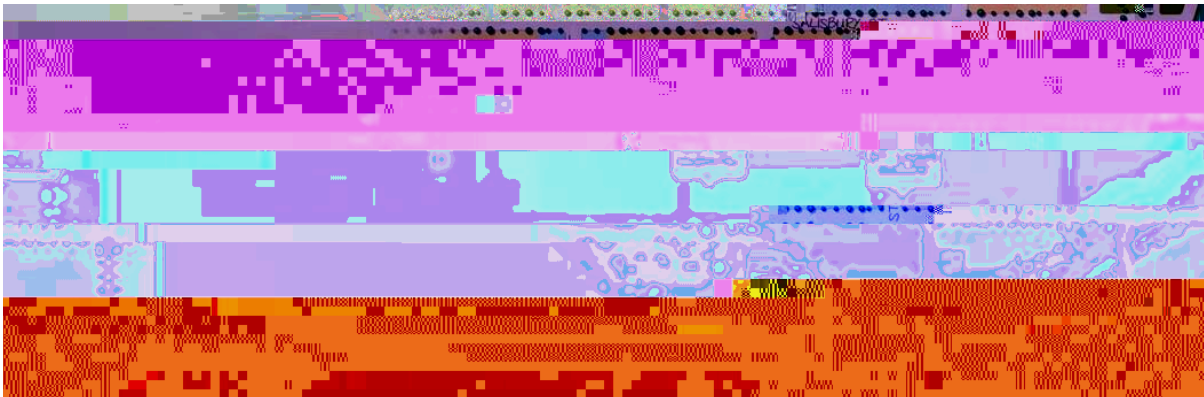# An Analysis of the North Colombo

Transitional Streetscape Project

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Table of Contents

1. <u>Executive Summary</u>

Research Question

How will the North Colombo Transitional Streetscape Project foster a sense of community in North Colombo?

Aims

Understand how a sense of community can be fostered in North Colombo

Understand the characteristics of visitors to the area

Gather opinions of street visitors

Gather opinions and concerns of business owners

Brief Context

Peterborough Village is an incorporated society of residents, businesses and property owners with shared interests in Christchurch City. They have designed a streetscape project consisting of temporary elements aiming to transition the existing streetscape over the next 5 10

Key Findings

Average age of participants was 31 40.

Cars were the most common form of transport to the area.

Positive views toward cycle lanes from a range of age groups and transport users.

Mixed views on raised crossings from a range of age groups and transport users.

Respondents generally displayed a positive attitude toward the project, with strong support for active transport initiatives and infrastructure which creates an accessible, pedestrian friendly city.

Popular proposed aspects to the project include social spaces, plantings and cycle lanes.

Least popular proposed aspects of the project included art and cycle lane buffers.

Popular additional community suggestions included public events, hospitality options and public spaces.

Major Limitations of Research

Limited time to complete survey distribution due to weather conditions and holidays.

SurveyMonkey only allowed 10 survey questions to be asked; meaning one question from the paper survey had to be removed.

A large portion of online respondents were from the Central City.

A limited research time frame.

There were only a small number of businesses that completed interviews.

Suggestions for Future Research

Further in depth surveying of street use.

Investigate how established businesses change or develop the community.

Analysis on how the project changes or develops the area after implementation.

Types of businesses that establish themselves in the area and impacts on local economy and social capital.

2. Introduction

2.1 North Colombo

Incorporated, 2015). The sense of community in North Colombo is still strong, despite the setbacks the area has faced. The identity of North Colombo therefore has potential to be fostered by and grow from the developments in the North Col Project.

3.2 Adaptive Urbanism and Public Spaces

Gehl and Gemzoe explain how new types of public life are seen in the 21st century (2003). Many societal aspects now tend to occur in the private sphere, providing an opportunity for new types of public spaces. The 2010 and 2011 Canterbury earthquakes have left much of the area empty, providing a unique chance for modern urban design to occur. This, combined with the area's mixed land use zoning, allows new developments to bring new meaning to the city as a public space.

'People places' are places which are characterised by spontaneous, informal and everyday use (Carmona et al., 2011). An area with the opportunities for business and residential development encourages the creation of these people places. Active street frontages such as café seating areas create spaces which can offer use to all members of the community. Including seating and street furniture, like in the North Col Project plan, provides people with places to sit, therefore a chance to stop and spend time on the street.

3.3 Community Environment

The contributions that walkable neighbourhood designs can bring to a community are explored by Leyden (2003). Pedestrian friendly infrastructure encourages involvement and interaction between members of the community, increasing connections and social ties. The process fosters the production of social capital. Social capital can be attributed to improved health and crime prevention, as well as developing trust and reciprocity among citizens.

The building of social capital also establishes a stable community economy (Westwood, 2009). Ideally in community oriented areas such as North Colombo, income will circulate and will be spent within the community. This would greatly benefit the local, unique businesses that our community partner wishes to bring and encourage back to North Colombo. Johnson's grocery store was once located on brmwas

4. Methods

4.1 Methodological Framework

The development of research methods remained fluid throughout the course of the project, with key reflection points providing an opportunity to optimise research processes set at the outset of the project. In line with current human geography practice the research focused on creating a dataset drawn directly from the opinions and interactions of Peterborough Village residents, with academics acknowledging the wealth of information which can be gathered from the 'interesting knowledge about the interplay of city life and form' (Gehl & Svarre, 2013).

4.2 Literature Review

The literature reviews involved developing an understanding of the wider context of adaptive urbanism and its relevance to the initiatives in the North Col Project. This was a key first step in the formation of our research framework, following initial meetings with members of the Peterborough Village Society. Fifteen articles were identified from within the literature, each article was critically analysed by a group member, followed by reflection and discussion of key findings, with reference to the North Col Project. This research helped to frame our understanding of the project and guide the development of our data gathering approach.

4.3 Observational Data Collection

The observational dataset provided a baseline measurement of key indicators relevant to our research. In order to understand the patterns of street use in North Colombo, street use data was required. To compare street use patterns we observed two separate locations: on the of key

central city to the north of Christchurch. The contrast between these two locations has allowed us to develop an understanding of street use across the village, analyse these patterns and reflect on their implications for our research.

An empirical dataset was created which measured the number of cars, bikes and pedestrians travelling along key streets, their direction of travel and interaction with street features such as parking, cafes, transitional

An electronic survey was distributed using SurveyMonkey software in collaboration with our community partner. Due to a strict question limit the survey had to be refined, forcing the removal of one question. The propagation of this survey was rapid with email links distributed and responses gathered in a form of snowball sampling.

The final tally reached 100 returned surveys across paper and electronic formats.

To identify the key concerns of key industry professionals and business owners in Peterborough Village interviews were conducted via email, the focus of this aspect of the research was to gain relevant opinions and ideas from a key group within the village. All questions required written responses, allowing in depth discussion and reflection.

4.5 Primary Data Collation and Interpretation

The primary data from all sources was collated on an Excel spreadsheet. Digitising the returned paper copies before combining them with the SurveyMonkey surveys allowed us to create a usable dataset. Due to the limitations of the SurveyMonkey program, one question was removed from the collated paper dataset to ensure the consistency of our analysis, while the 'cleaning' of the other two datasets simply involved summarising written response during the collation stage, before numerically coding the responses. All graphs and tables were created using the complete dataset.

5. <u>Results and Discussion</u>

5.1 Demographics

Table 1: Mean and Mode of Main Questions.

Category	Mean	Mode
Area	2.21	3
Age	3.56	2

At the beginning of the questionnaire, respondents were asked two basic demographic questions about their age and where they live. Both questions provided an 'other' option, so if people felt uncomfortable in answering either of them, they were not obliged to. The questionnaire avoided questions that were personal, only asking something if it would benefit the research project.

On average, most residents resided in the inner suburbs of Christchurch with a mean of 2.21, as shown in Table 1. The average age of respondents was 31 40 year olds, shown by a mean response of 3.56 (Table 1). This provides a general overview of the demographic that visit the North Colombo regularly.

5.2 Modes of Transport
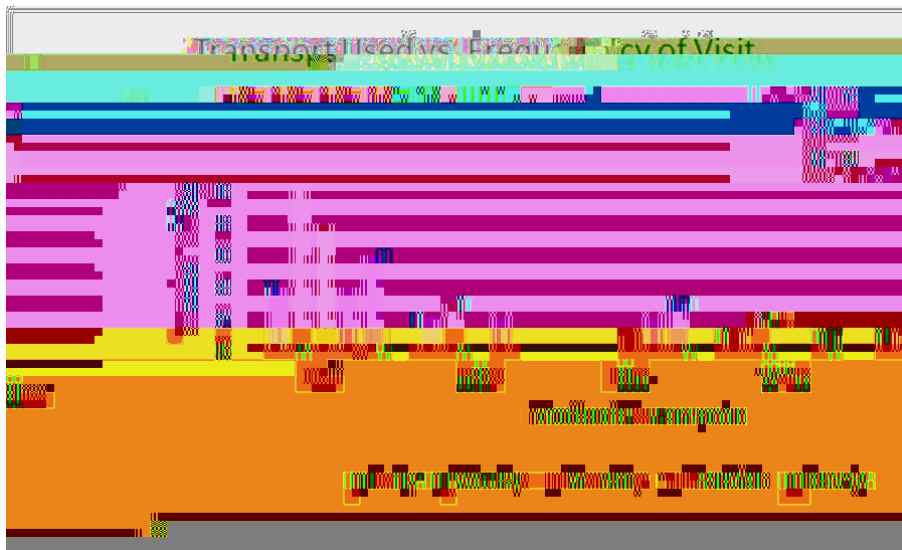
Figure 1: Mode of transport used compared to frequency of visit.

Figure 1 shows that the most popular form of transport used by people to get to North Colombo was by car, with a total of 38 people stating it as their mode of transport. Cycling, busing, and walking had similar results, ranging between 7 and 4 people using sustainable methods of transport to the Commons market. A food truck was identified as being the 'other' form of transport, which only one respondent opted for.

Figure 1 also shows that the most popular mode of transportation is car, with respondents who visit North
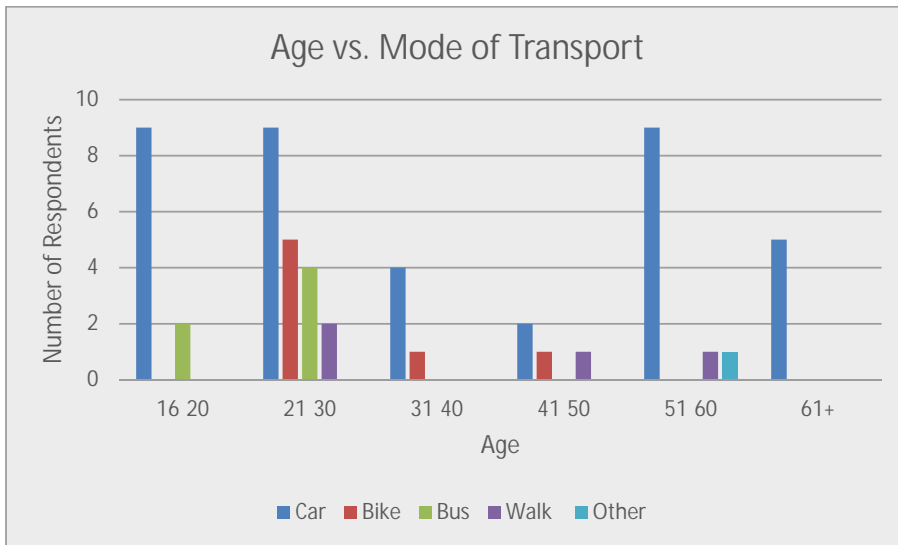
Figure 2: Age compared to mode of transport.

Figure 2 shows that the majority for all age groups travelled by car to get to North Colombo, and the least amount of people travel by walking. Bus commuters were predominantly in the 16 20 and 21 30 age group. Cycling was the second highest mode of transportation for age categories 21 30, 31 40 and 41 50.

5.3 Cycle Lanes
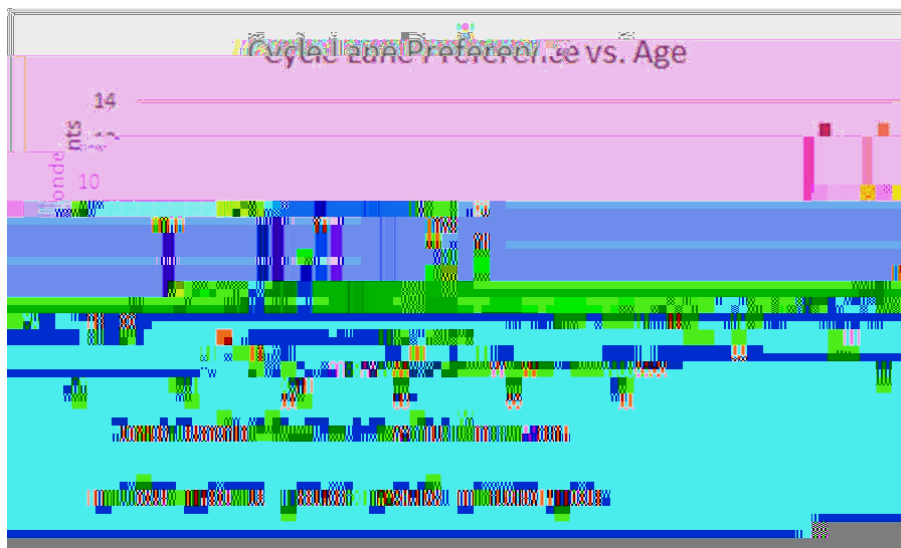
Figure 3: Responses to cycle lanes categorised by age.

A key finding that resulted from the questionnaire was that people between the ages of 16 20 and 21 30 years generally had the highest rate of preference of cycle lanes. All responses in these age groups were at five or more, with a mean response of 6.04 on a seven point

5.4 Raised Crossings

Figure 5: Responses to raised crossings categorised by age.

The responses gathered for how beneficial people believed raised crossings to be, showed that again respondents aged between 16 20, and 21 30 years old, were the most supportive of the initiative (Figure 5). However, unlike the cycle lanes, there was more of a mixed response for raised crossings which can be seen in Figure 5. This
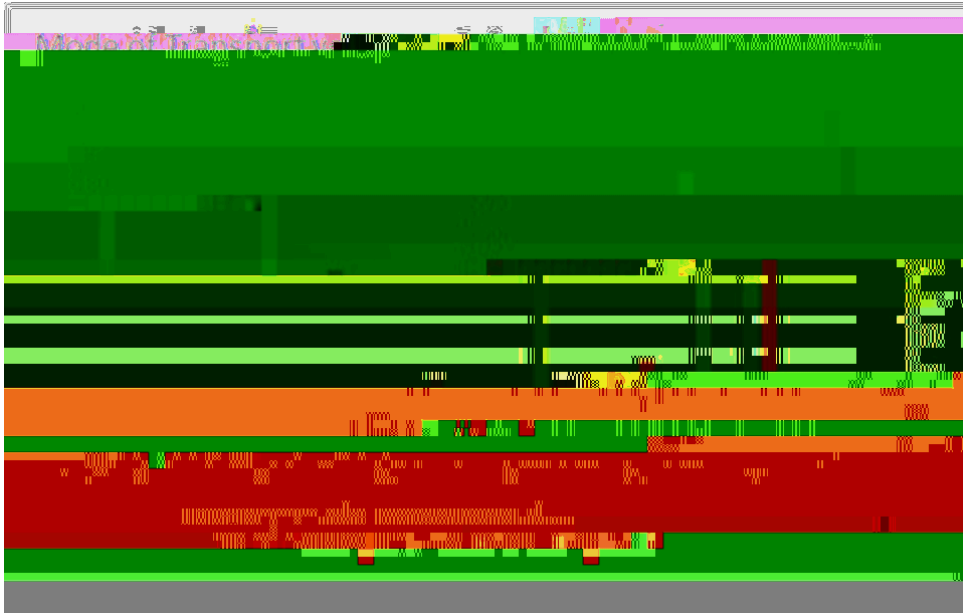
Figure 6: Mode of transport compared to raised crossing preference.

The majority of people, despite their mode of transport, were in support of raised crossings, responding with a 4 or more (Figure 6). Surprisingly, 25% of pedestrians were neutral to the idea of raised crossings, which was not expected, as it was thought that pedestrians would be the most supportive as raised crossings would be most beneficial to them.

5.5 Most Beneficial Aspects
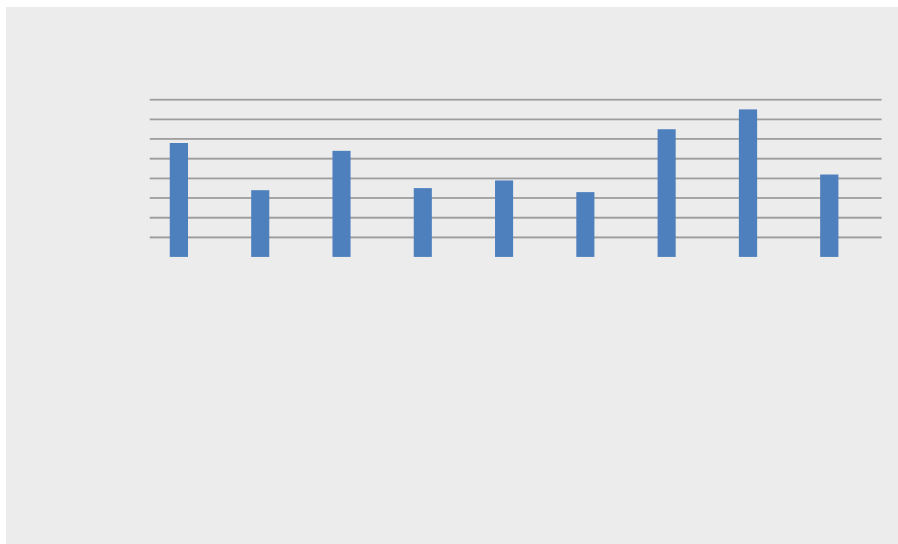
Figure 7: Responses to proposed aspects as to how beneficial participants believed the aspects to be.

Respondents were mostly supportive of social spaces, plantings, cycle lanes and seating's as shown in Figure 7. However, there

particularly cold. Alastair Goile, the market organiser informed the group that these factors may have caused the poor turnout for the market.

SurveyMonkey was used to distribute surveys among the community for those who were interested in participating. SurveyMonkey limited the survey to 10 questions, meaning the survey questions had to be reduced from 11 questions, down to 10. The problem being that the responses had already been collected from paper copies, meaning that people who filled surveys out at the market answered an extra question than those who completed the survey online. The question that was selected to be eliminated was:

6. Conclusions

The North Colombo Transitional Streetscape Project has been successful in developing and building on ideas for the future of the community in North Colombo. The community, businesses and residents all responded to the North Col Project very positively, showing support and enthusiasm for the proposed transitional projects. The respondents provided a clear understanding of which initiatives they would most like to see implemented in the area, along with the proposals they thought would be least beneficial to the area. The large majority of people expressed support towards encouraging sustainable and active modes of transport and for creating a destination in which people can come to relax, meet with friends and reside in a safe environment.

Future research for North Colombo may consider analysing how the project changed or helped develop the community in North Colombo after implementation of the project. One may also wish to research the types of businesses that established themselves in the area, and how this is impacting the local economy.

Overall, based on the findings of this research project, it is concluded that the North Colombo Transitional Streetscape Project will be successful in achieving its goals, attracting people to the area and allowing local businesses to flourish.

7. Acknowledgements

There are a number of people who helped

8. References

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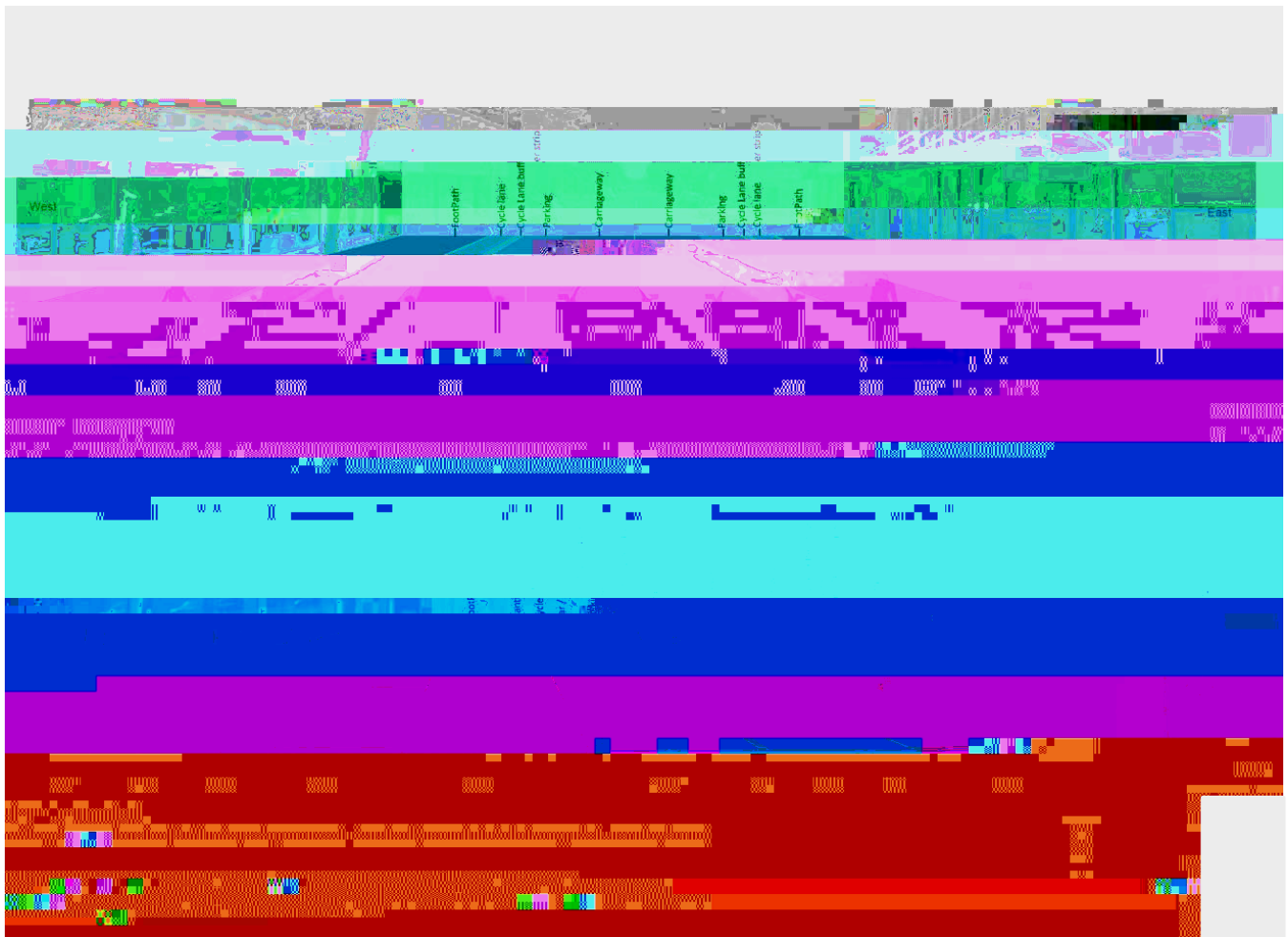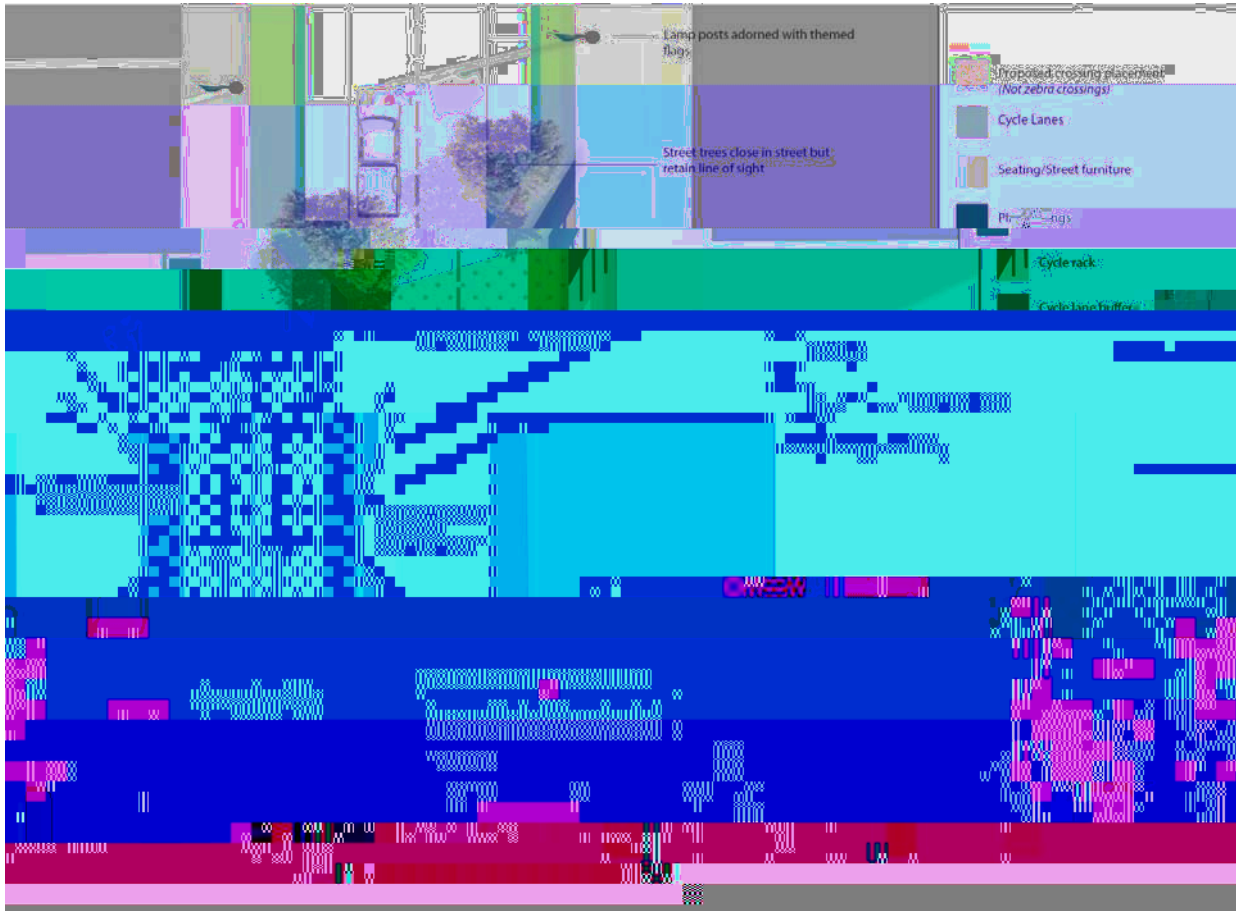
Clifton, K., Currans, K. M., Muhs, C. D.,

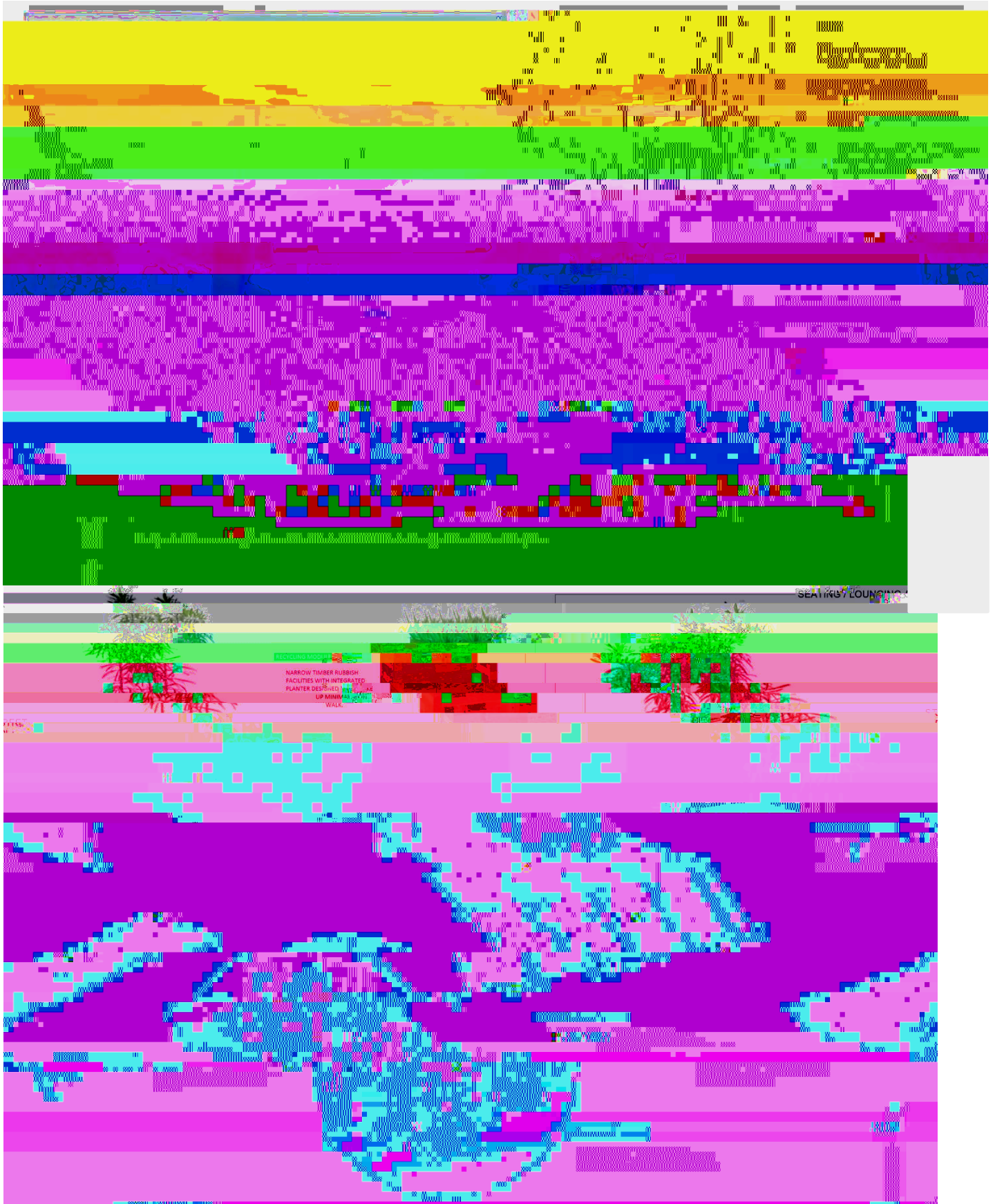# Appendix 2: Accessibility in North Colombo Street
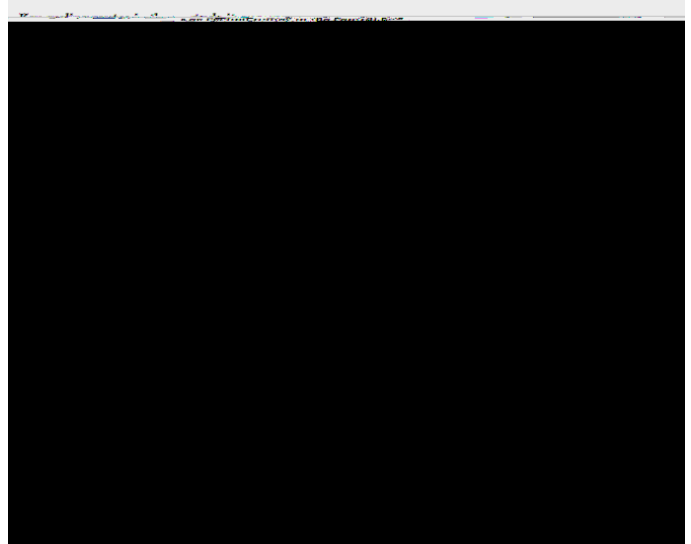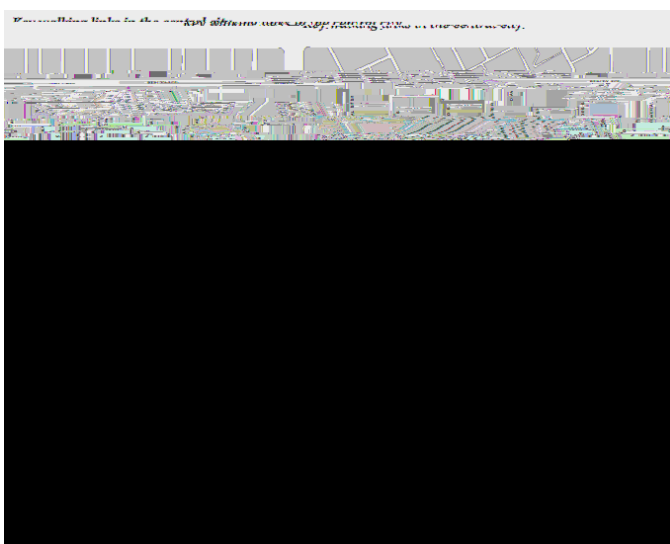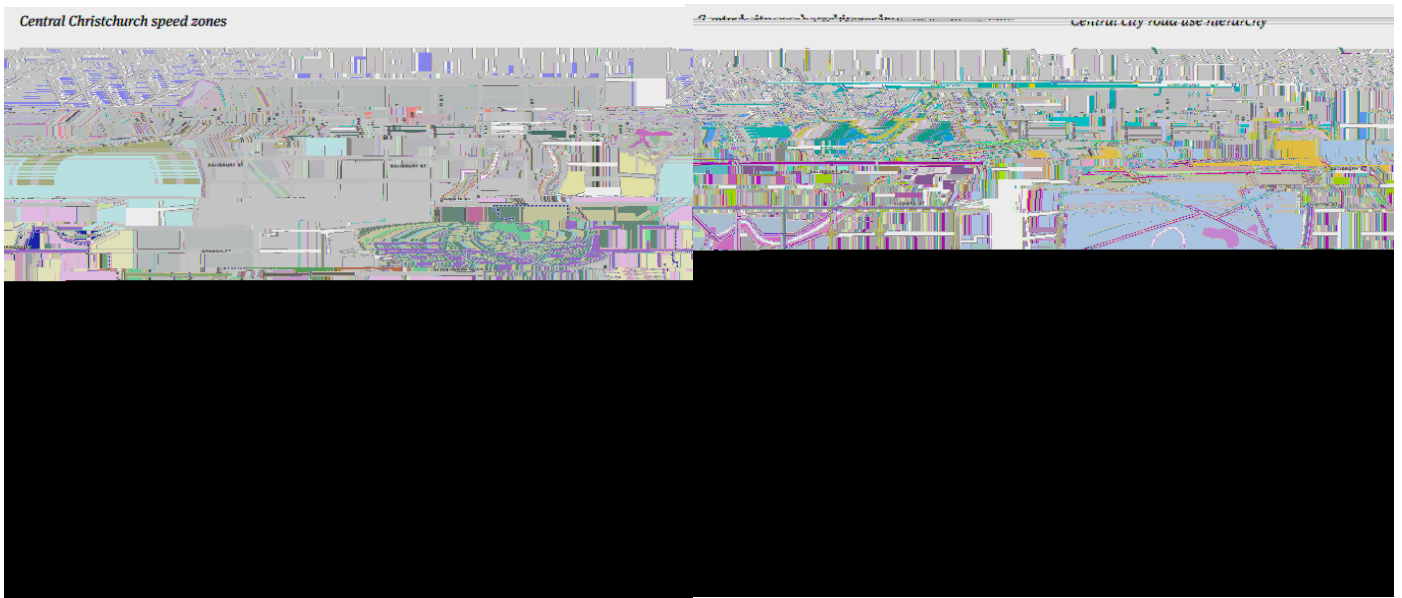
Christchurch Central Recovery Plan, 2013

## Appendix 3: North Colombo Transitional Streetscape Project

North Colombo Transitional Project
Location

Lamp posts adorned with themed flags

Proposed crossing placement
(Not zebra crossings)

Cycle Lanes

Street trees close in street but retain line of sight

Seating/Street furniture

Plantings

Cycle rack

Cycle Lane buffer

West · Footpath · Cycle lane · Cycle Lane buffer strip · Parking · Carriageway · Carriageway · Parking · Cycle lane · Footpath · East

North Colombo Transitional Streetscsape Project Plan, 2015

Appendix 4: Locations of Observational Area Data Collection
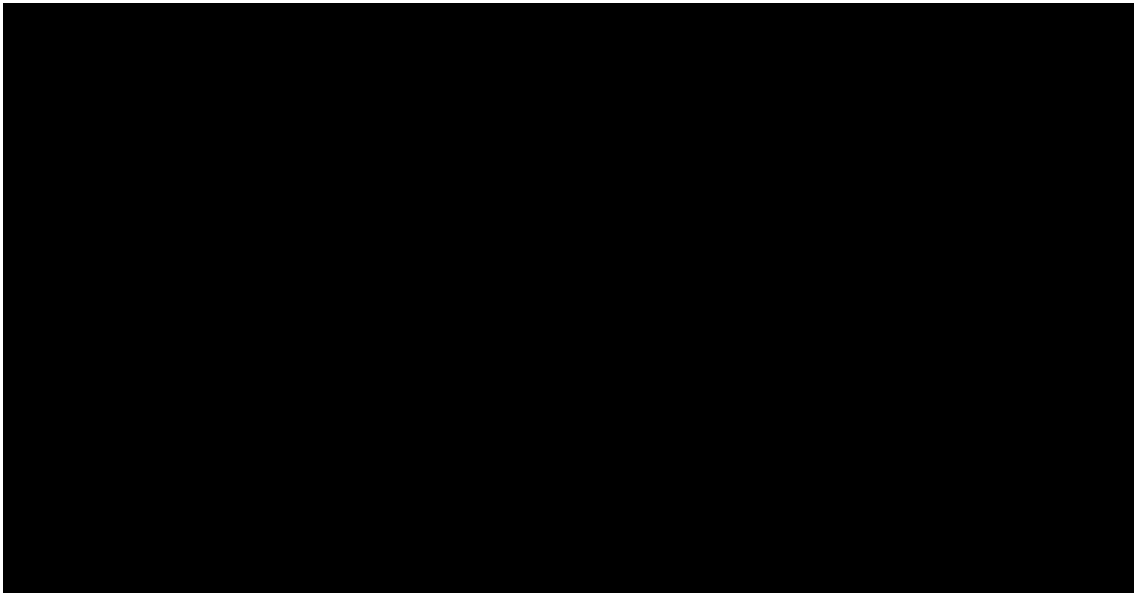
Location 1
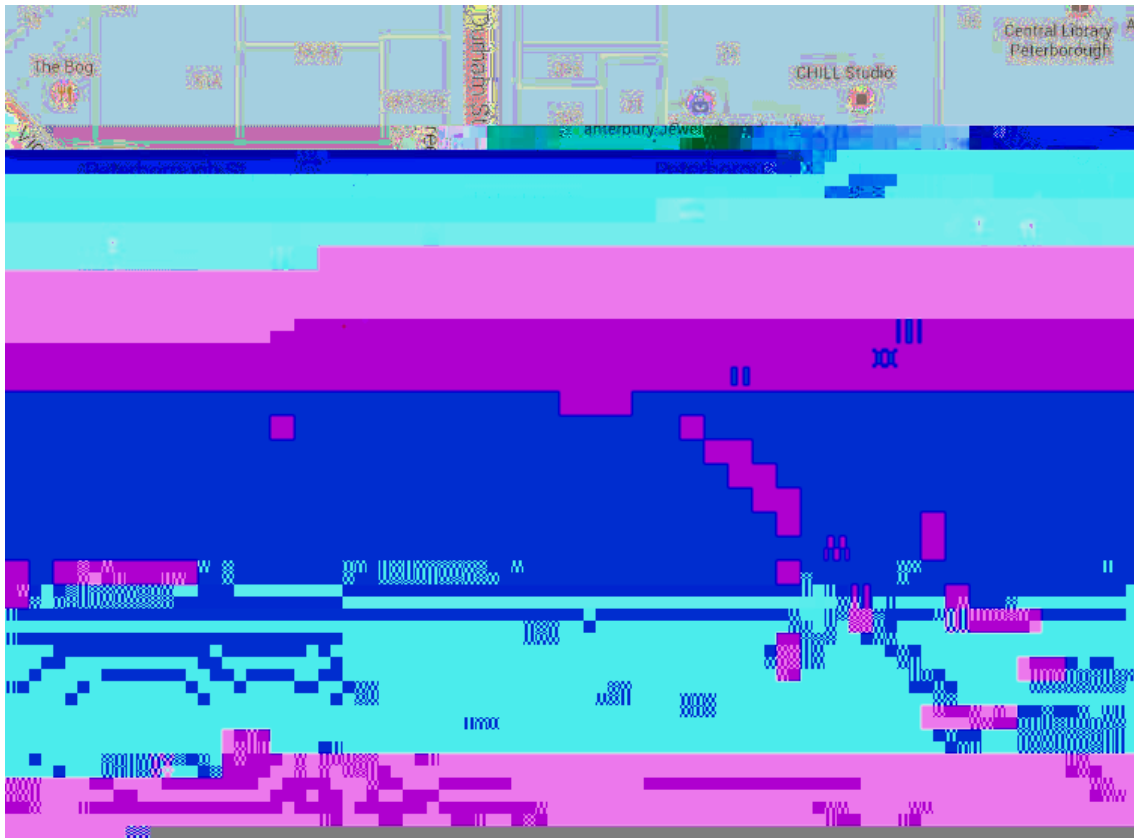
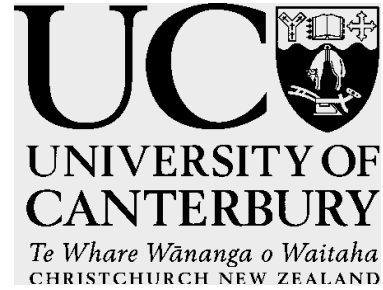Location 2

Appendix5: Tablesof ObservationalAreaData

Appendix 7: Street Visitor Survey

1. Do you live in Christchurch?

Yes (1)   No (2)

If **yes**, which suburb? City (1) Inner suburbs (2) Outer suburbs (3) Satellite towns (4)
_____

If **no**, where do you live? Within New Zealand (5) International (6)
_____

2. Which age category do you fall in?

16 20 (1)

6. How

Appendix 8: Business Interview Questions

Hi,

Thank you for providing us with such great insight into the North Col project so far. We'd love to hear more from you and gather your