

Developing healthy urban communities: planning considering all the impacts

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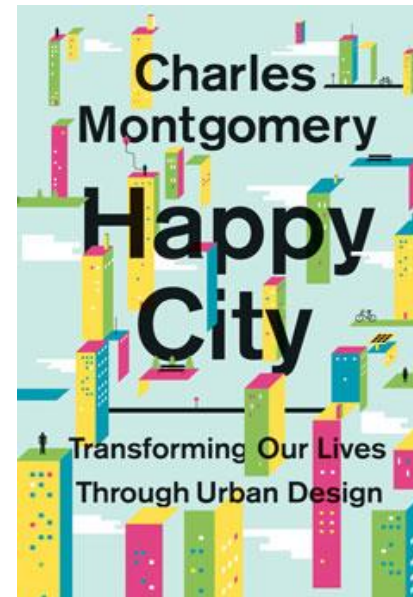
Strategic Environmental Assessment in New Zealand: Enhancing policies and plans
NZAIA 2016 Conference – Lincoln University 8th - 9th December

Plan

- Why healthy urban communities?
- Features of health urban communities
- Planning for healthy urban communities
- Implications and policy responses
- Final thoughts

Why healthy urban communities?

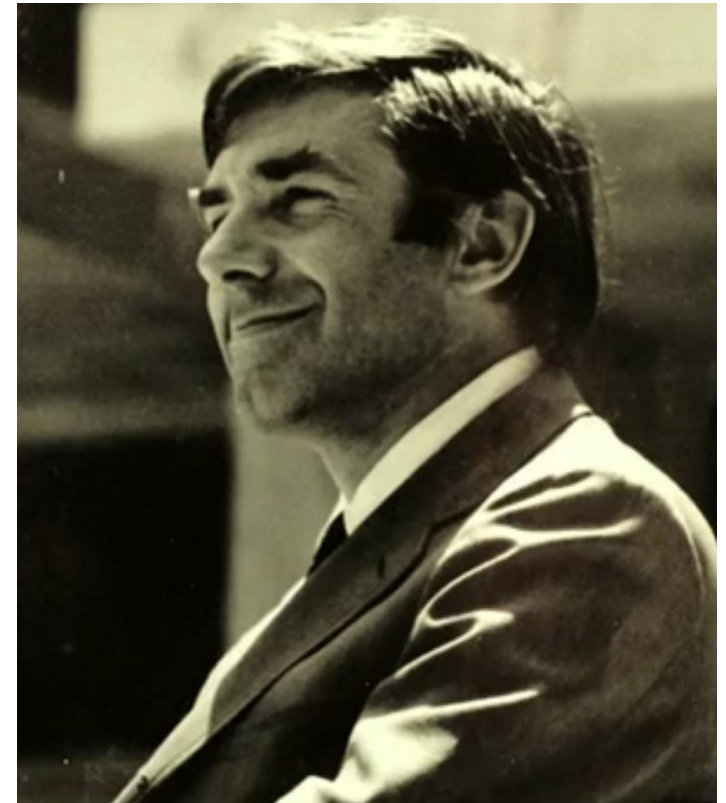
- *“having one friend or family member to confide in had the same effect on life satisfaction as a tripling of income”*
- *“psychotic disorders, including schizophrenia, are most common in neighbourhoods with the thinnest social networks”*
- *“the more connected we are with family and community, the less likely we are to experience colds, heart attacks, strokes, cancer & depression”*
- *“connected people sleep better at night. They are more able to tackle adversity. They live longer. They consistently report being happier.”*
- *“low-density sprawl puts residents at greater risk of arthritis, chronic lung disease, digestive problems, headaches & urinary tract infections.”*



Features of good community

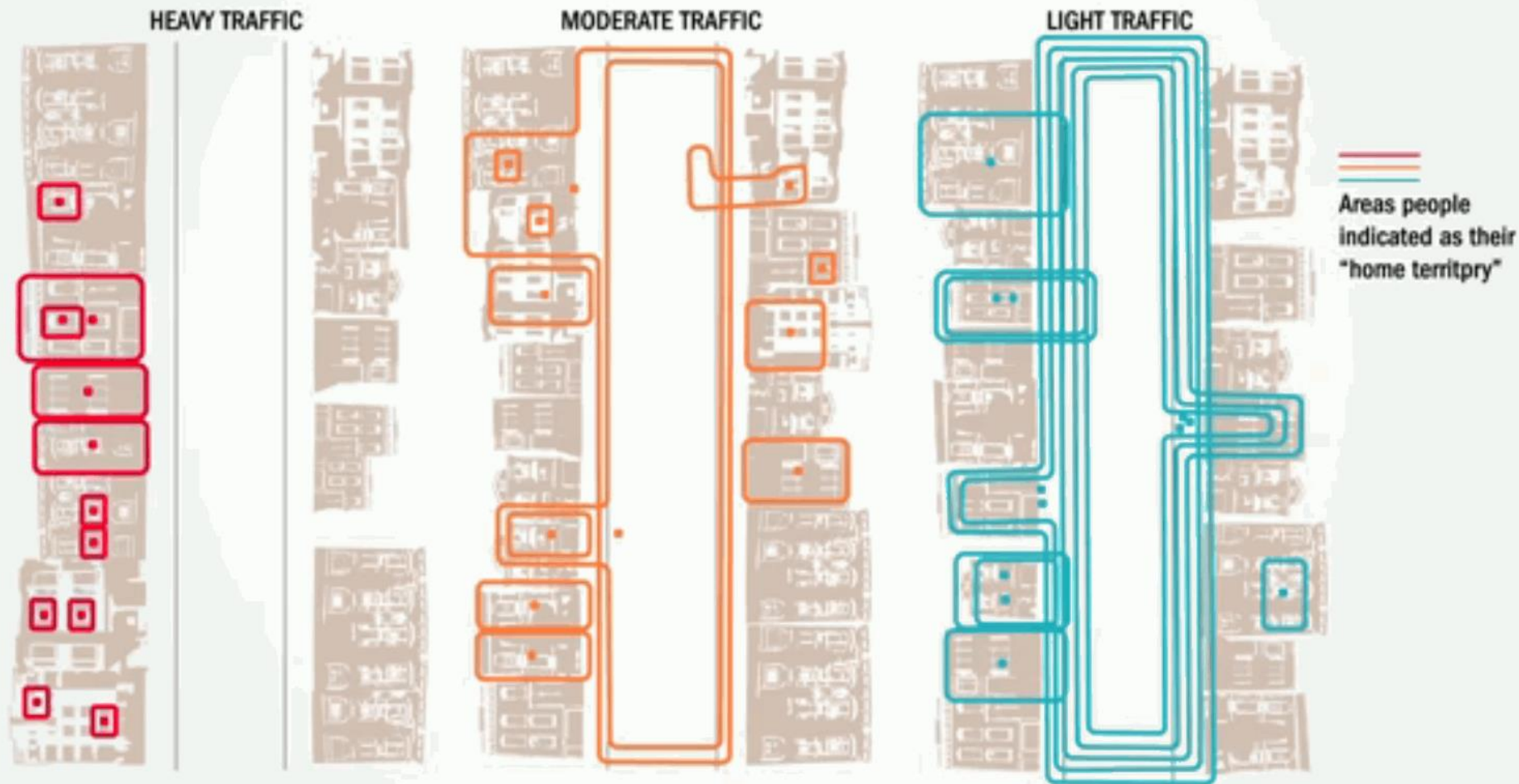
- Diversity of housing types
- Low or no fences
- Green (and blue) space
- Close proximity to facilities e.g. schools, shops, job
- Good public transport
- Walkable
- Low/slow traffic
- *Physical activity-able*

Traffic and Community



Donald Appleyard

Home Territory on Three Streets

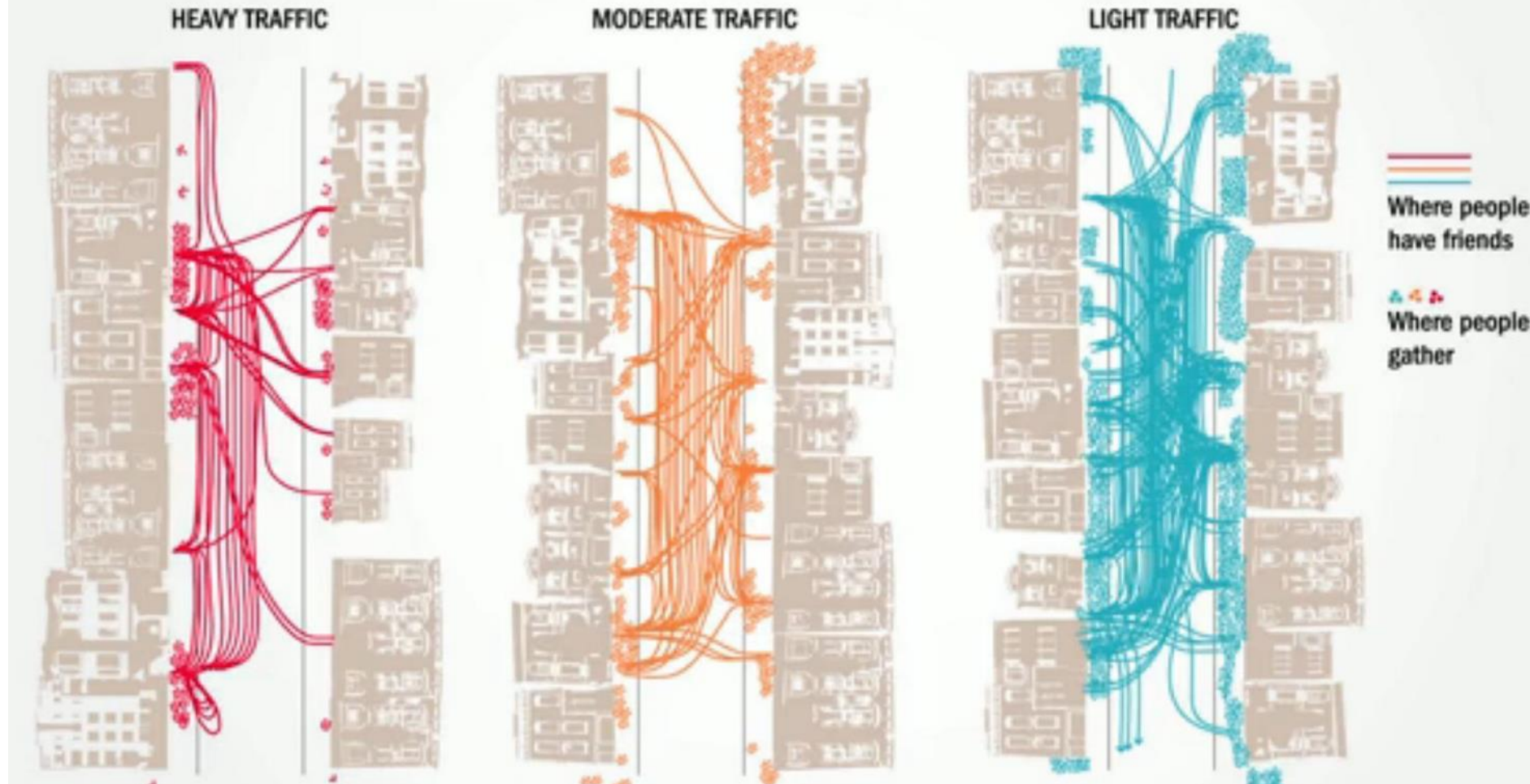


Traffic levels: 16,000, 8,000 and 2,000 vehs per day

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.

Christchurch research 1

Residents surveys

- Barrington, Papanui
- Streetscape, traffic volume



Jesse Wiki

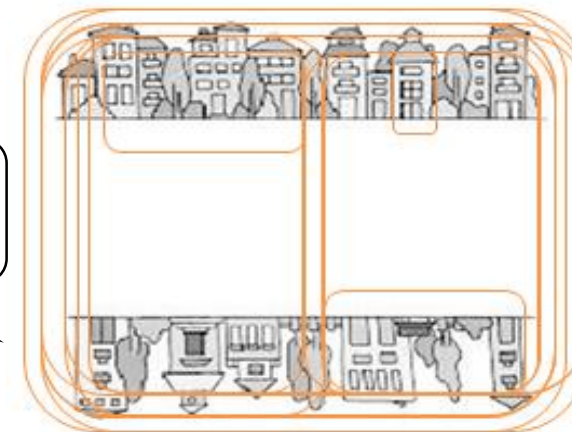
Local Home Area

LIGHT (<150 vpd)



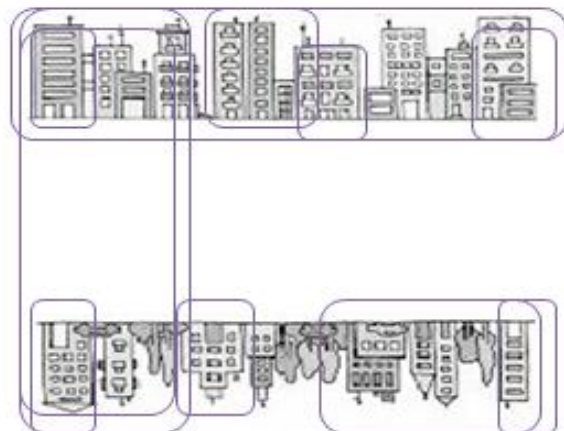
"We have adopted this street as our home"
"Quiet, clean and friendly"

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"

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"

MODERATE (500-2,500 vpd)



5.9 average connections

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

Christchurch research 2

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”*
 - *“We are lucky we are defined area and so those that struggled are obscure areas, their geographic areas are not clear”*



What we found: home & place

- **Housing stability** – often renting vs owning, longevity of tenure
 - Owning or longevity of tenure provides permanency and sense of control
 - Preference for neighbours who own
- *“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
Shift to private spaces – automatic garage door openers and fences
 - *“the cul de sac behind us has been great for us”*
 - *“Our street is wide so we don’t know each other”*
 - *“I just wonder how lonely some people are behind their private spaces”*
 - *“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”*

Friday, 13 November 2015

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



www.chatrust.co.uk/index.php?option=com_content&view=article&id=50&Itemid=49

CHAT TRUST

Churches Acting Together in Arthur's Hill



Services / Reclaim the Lanes

Reclaim the Lanes

& Services

For anyone familiar with the West End of Newcastle the back lanes of the terraces are known to be an ongoing issue as regards rubbish. Working with

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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Living Here About Strathbungo

Bungo in the Back Lanes, 2016 – THANK YOU!

June 21st, 2016 Kevin Kane

No comments

A BIG THANK YOU from The Strathbungo Society to everyone who contributed to making Bungo in the Back Lanes, 2016 such a great



What we found: home & place

- **Natural and Green** –presence of trees

Natural places to walk and meander rather than greenspace alone

Places to reflect and enjoy, walk the dog and bump into others

- *“My trees, I know them by name”*
- *“Over there all the houses are beautiful but you haven’t got all the big trees and there are so many rules and regulations you won’t get a big tree”*

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

Knowing those who live near

- *“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
Local places where see others
 - *“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”*
 - *“Schools pop up constantly as bumping places for mums and sometimes dads too”*
 - *“Yes bumping in people is so important I think is what I like and that is what I connect with”*

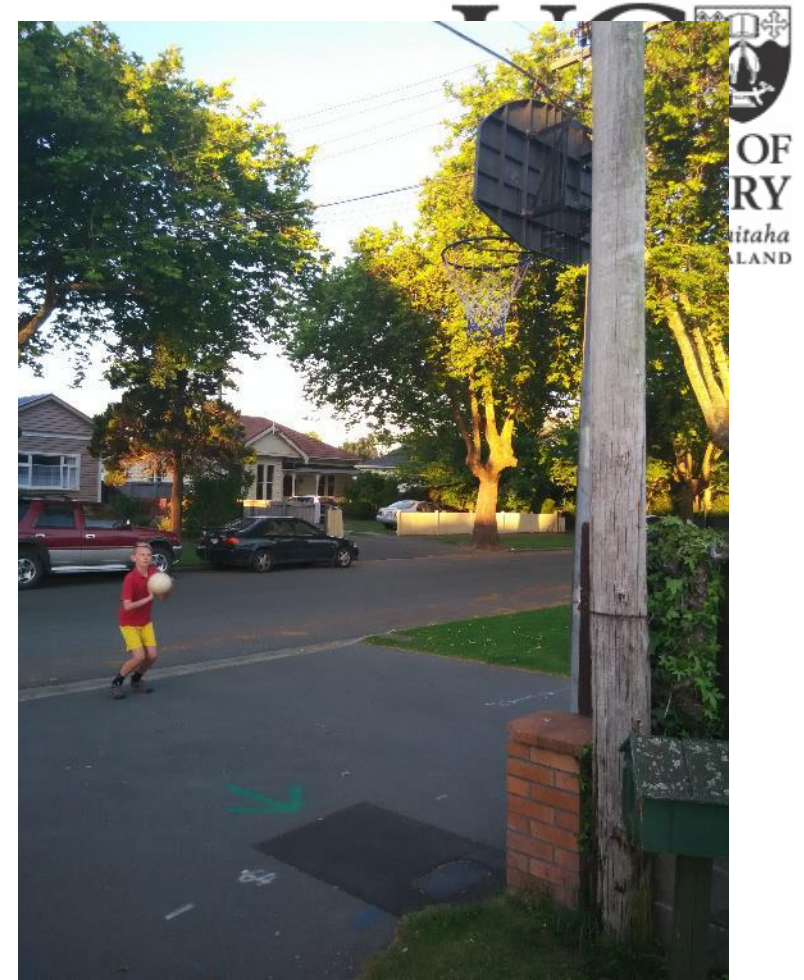
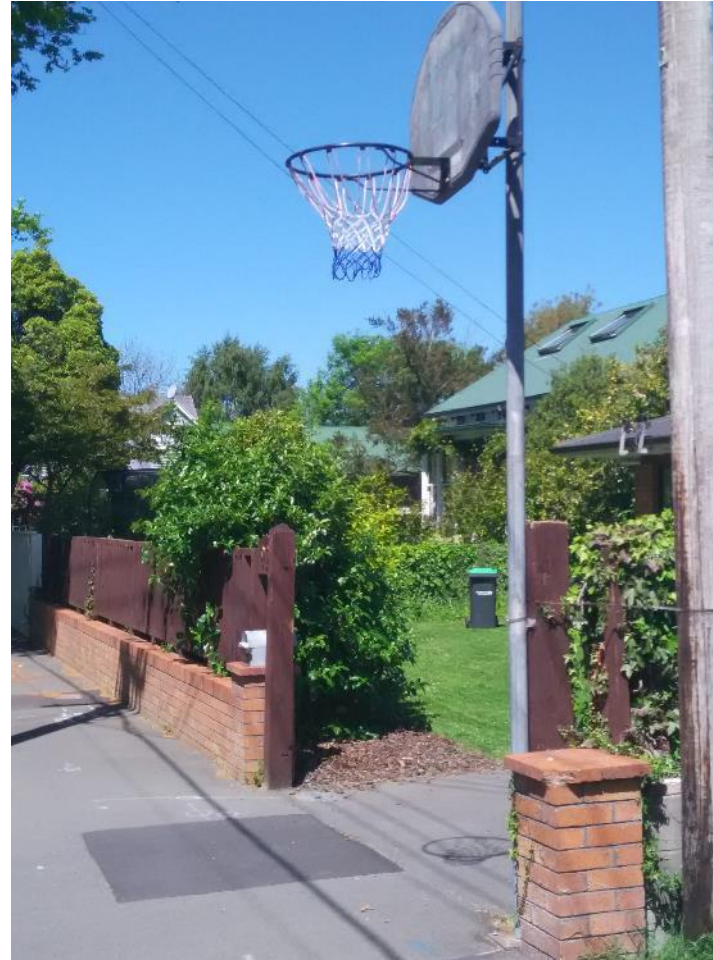
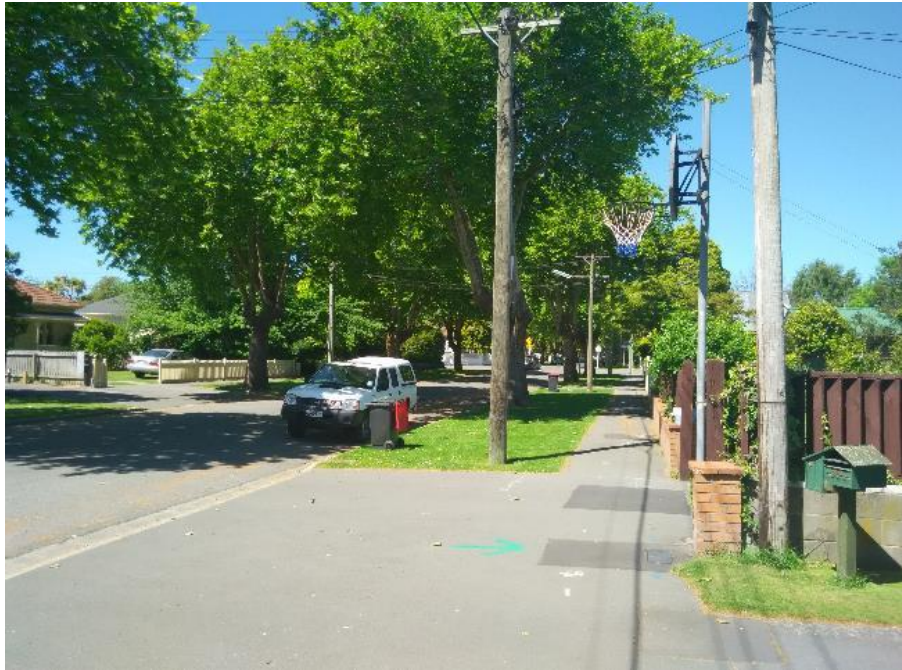
Bumping spaces

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 connectedness & community development initiatives/programmes**

Formal and informal e.g. government, NGOs, marae, churches, residents groups

- *“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”*
- *“Aranui really got together because they had that pre-existing community development stuff beforehand.*
- *“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.”*

Planning for healthy urban communities: considering all the impacts

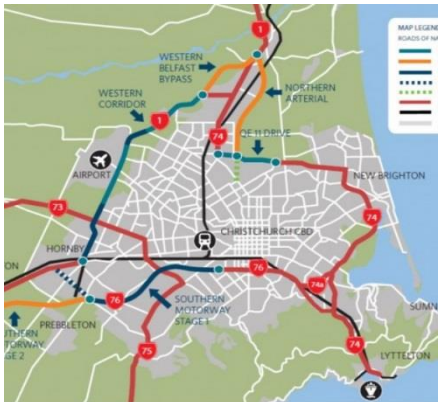
- Co-benefits (& disbenefits)
- Community-driven policies
 - Enhance health (& save \$\$)
 - Save money on infrastructure
 - Increase community resilience
- Schools – not just for education
- Roads – not just for cars

Planning for healthy urban communities: considering all the impacts

- Government Policy Statement on Land Transport
 - ✓ Economic growth and productivity
 - ✓ Value-for-money
 - ✓ Road safety
- Not health, wellbeing, sustainability, environment, climate change, behaviour change, resilience, inequality, community, social interaction, disadvantage etc.

Planning for healthy urban communities: considering all the impacts

- Transport policy focus on time, economic growth & safety
 - Roads of National Significance
 - Major Cycle Routes
 - Slower speeds in central city
 - Rebuild damaged roads
 - Evacuation routes



Implications & policy responses - *if*

- Streets
 - Reduce traffic – encourage social modes
 - Reduce traffic speed
 - Better design new streets of 3,000+ vehicles (or retrofit existing)
- 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* in new (and existing) urban developments
 - Value community role of existing *gathering places* e.g. schools, churches

Final thoughts

- Place, traffic, streetscape etc. affect community development
- We *can* plan to create resilient, sustainable urban communities
- Infrastructure important for enhancing community (e.g. *bumping spaces* and *gathering spaces*)
- Multiple co-benefits of investing in community
 - Infrastructure affects community wellbeing
 - But often ignored in policy decision tools
 - Need to include range of impacts in decision making
- “*If you have to get in your car it’s not local*”

Acknowledgements

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Thanks and questions