

Connectivity between Norwich Quay and Naval Point in Lyttelton

How the increase in walking and cycling connectivity will affect the community

Cheyenne McKee, Ellen Williamson, Kelsey Handley, Maximillian van Stom, Michael Lang

Word couan S8i21EGi9(o)13(r)7(d)13()-4(couan)3 EMC /P A MCID 29T

Table of Contents

	.2
	4
	.5
	.5
	.5
	.6
	.6
	.7
4.1.	.7
	7
	.8

1. Executive Summary

Research Question

How would the increase in connectivity between Lyttelton and Naval Point impact the Lyttelton community?

Context

There is interest from the Lyttelton public to have a multipurpose pathway from Norwich Quay (in the Lyttelton Township) to Naval Point (south west of the township).

Staff at the Christchurch City Council (CCC) have informed the project group that this pathway will be developed in the near future.

The goal of this research is to see how this increased connectivity will affect the community.

Methods

Consultation with members of the CCC to gain insight into the development projects proposed for Lyttelton.

Online survey for the Lyttelton community.

Focus group with Lyttelton Primary School children.

2. Introduction

Since the 2010 - 2011 Canterbury earthquake sequence, the greater Christchurch region has been given a rare opportunity upon which to modernise and restructure its urban infrastructure and layout (Southworth, 2005). Lyttelton bears a great example of this. It is a small town to the south of Christchurch that is dominated by the respective activities of the Lyttelton Port Company (LPC). Along with this, the flow of heavy machinery traffic in and out of

only route for this traffic is state highway 74 (SH74). Coincidentally, SH74 doubles as the main road for the township. It also provides the only pathway that can be used and shared by pedestrians and cyclists alike.

Because of this, it is widely regarded in the local community that there is a need for change. Therefore, our group was approached by the community based, non-profit organisation Project Lyttelton (PL). PL instructed that our group ascertain the feasibility of a much needed quayside pathway. This pathway would intend to increase the safety and connectivity for the pedestrians and cyclists of Lyttelton and its visitors. However, shortly after undertaking this task, our course of action was halted by the Christchurch City Council (CCC). Developments of this mind, the overall research approach developed in to bringing forth this detailed report on *how the increase in connectivity from these developments would impact the local Lyttelton community*.

Due to the time constraints that were faced, our main focus was to gain as much qualitative and quantitative data from the community members as possible. It came to our

3. Literature Review

3.1. Pedestrian Safety

From a thorough review of the applicable literature it is evident that there is a sufficient amount of external research to supplement the main question of our project. This literature review will focus on the key themes that have assisted our research. A prominent and recurring theme regards safety (Pucher & Dijkstra, 2000). In order to ensure a new pathway is used, safety for the users of the pathway is regarded as the aspect with the highest priority.

4. Methodology

4.1. Preliminary Research

Prior to the initiation of data collection and analysis, significant background research was conducted. This included reading all relevant available literature regarding the current and futures states of the Lyttelton Township. The most significant reports that assisted in shaping

perspectives in relation to the developments. It was great to gain a perspective that was different to that of the general community.

4.3. Online survey

Due to time restraints and the general nature of the research project, social based methods of qualitative and quantitative information gathering were deemed the most appropriate. Both methods are generally cost and time efficient (Cresswell, 2009). The majority of the quantitative data was sourced using a short online survey created for Lyttelton residents (*appendix A*). The survey regarded the potential impacts increased connectivity would have on individuals within the community. Facebook groups and pages, peer circulation, and distributions by email are examples of the snowball technique used to share the survey. This snowball technique relies on existing participants recruiting future participants. This method does contain a level of selection bias, however through appropriate distribution this has been mitigated (Atkinson & Flint, 2001).

The survey was available for seven days and asked participants a variety of questions. These questions included; how often they currently used the recreation grounds and Naval Point, what they used these areas for, and how they currently travelled there. Comparative questions included; how often, how they would use, and what their means of transport to these facilities would be if there was a safe pathway constructed. The majority of surveys produced

its students, and its teachers. The data collected during these interviews provided qualitative data to be used in our analysis.

4.5. Data analysis

The data from the survey was exported into Excel where graphs were created. These graphs provided analysis about the demographic data, the comparison of the current pedestrian situation and how this change after a safer pathway is developed. The data within the graphs has been displayed as a percentage representing the participants that answered that particular question.

5. Results

5.1. Christchurch City Council interview

As part of t

The final part of the survey asked residents what amenities they would like to see on a

6. Discussion

6.1. Analysis

The research results show that the general consensus is that the proposed area for development will be used more frequently if there was a shared pathway that connected the Lyttelton township to Naval Point. Naval P

cannot be assured. This is a problem that is currently being experienced in

one organisation that proved difficult in this regard. Therefore, because the group could not get in contact with certain parties of interest, the results were not as conclusive as anticipated.

6.2. Future Recommendations

It is by our recommendation that the findings of this report be used by our community partner PL. Our findings can be used to add weight to the argument for the inclusion of certain amenities in the current CCC developments. This is because the qualitative and quantitative data collected shows what is actually desired by the community.

This is especially important as the Lyttelton development plans are still publically excluded intentions. By using the survey data it will give the CCC further aspects to consider once the developments become publically available and debatable.

Something else that this report raises is the issue surrounding lighting in the developments. Therefore, as the inclusion of lighting is contested by the CCC, this report may spark an interest in reconsidering its inclusion in the developments.

Overall, our report may be used as a starting point upon which future research can be added to. PL can use this report to build a stronger position of influence for themselves and the Lyttelton community. This is especially important as the CCC Lyttelton development plans are soon to become publically available.

7. Conclusion

It is evident from our findings that there is a real desire from the Lyttelton community for a multipurpose pathway that increases the connectivity between Norwich Quay and Naval point. Expressed by the community is a real concern for their safety, with lighting being one of the main amenities stressed as necessary for these new developments.

This report provides a valuable insight into the relevant literature that outlines the aspects of what makes a pathway safe and beneficial to a community. There is now the opportunity to use this report in conjunction with any new council plans to be released in the near future.

8. Acknowledgements

Wendy Everingham (Project Lyttelton)

Eve Poff (Lyttelton Primary School)

Jillian Frater (University of Canterbury)

Simon Kingham (University of Canterbury)

10. Appendices

10.1 Appendix A: Online survey

Lyttelton shared cycle/walkway survey

Start of Block: Ethics

Intro Welcome. A group of students from the University of Canterbury are conducting this survey as part of a course on research methods in Geography. The purpose of this survey is to understand how the increase in connectivity between Lyttelton and Naval Point will impact the Lyttelton community. The data collected from this survey will be included in a presentation and final report, made available to project Lyttelton. Answering this survey is completely voluntary and by completing this survey you will be giving consent for your answers to be used. The data you provide will remain anonymous. We appreciate you taking the time to complete this survey. Any questions or concerns regarding this survey can be addressed to the project tutor, Jillian Frater. Email: jillian.frater@canterbury.ac.nz

Intro Please refer to the map below for the referenced locations:

Intro I have read the project information above and I understand the aims of the project and that my participation is voluntary. I understand that all information I provide will be completely ano

Q6 What would you go to Naval point for if there was a safe shared cycle and walkway? Select all that apply.

Organised water sport (4)

Water sport (5)

Leisure (6)

Swimming (7)

Dog walking (8)

I wouldn't go to Naval Point (10)

Other (specify) (9) _____

S2 The map below indicates the area meant by Naval Point and the recreation grounds

Q9 How often do you go to the recreational grounds?

At least once a week (1)

At least once a month (2)

Q11 Why do you go to the recreation grounds? Select all that apply.

Organised recreational sport (1)

Non-organised sport (2)

Scout den (3)

Leisure activities (4)

Dog walking (5)

I don't go to the recreation grounds (7)

Other (specify) (6) _____

Q12 If there was a safe shared cycle and walkway connecting Norwich Quay to the recreation grounds, do you think you would be more likely to go to the recreation grounds?

Yes (1)

No (2)

Q13 How often do you think you would go to the recreation grounds if there was a safe shared cycle and walkway?

At least once a week (1)

At least once a month (2)

At least once every 3 months (3)

At least once a year (4)

Q14 What would you go to the recreation grounds for if there was a safe shared cycle and walkway? Select all that apply.

Organised recreational sport (1)

Non-organised sport (2)

Scout den (3)

Q17 What age range do you belong to?

under 15 (1)

15-19 (2)

20-24 (3)

25-29 (4)

30-34 (5)

35-39 (6)

40-44 (7)

45-49 (8)

50-54 (9)

55-59 (10)

60-64 (11)

65-69 (12)

70-74 (13)

75-79 (14)

80-84 (15)

85+ (16)

10.2 Appendix B: Focus group with Lyttelton Primary School

Lyttelton School Focus group questions:

Focus group: year 7 and 8

5 kids (3 boys, 2 girls)

How do you get to school (walk/bike/car/bus/ferry/skate/scooter)?

Do you use the rec grounds regularly?

How do you get there?

If there was a safe path connecting Lyttelton to the rec ground and naval point, would this change your method of transport?

Would you use a path that connected Navel Point to Lyttelton?

How would you use it?

Other comments:

10.3 Appendix C: Interview with Lyttelton Primary School teacher

Year seven and eight teacher: Eve Poff

How often does the school use the rec grounds?

How often does the school use navel point?

If there is a safer route do you think the school would use the rec grounds and navel point more often?

Other comments: