

(Re)Creating the 'Heart' of Christchurch's Central City

**“How can we (re)create a thriving 'heart' of Christchurch City to enhance liveability,
sustainability and well-being?”**

Taylah Babe, Nathan Balmer, Quinn Bungard, Kate Connell and Natalie O'Connell

Table of Contents

1. Introduction.....	4
2. Literature Review.....	6
3. Methods.....	8
3.1 Overview of methods.....	8
3.2 In-person interviews.....	8
3.3 Online survey.....	9
3.4 Observations.....	9
3.5 Analysis.....	10
3.6 Mana whenua engagement.....	10
3.7 Ethics.....	11
4. Results and Discussion.....	11
4.1 Demographics.....	11
4.2 How often people use the central city.....	11
4.3 What people do in the central city.....	12
4.4 How long people stay in the central city.....	12
4.5 People's perceptions of the focus area and how often they visit.....	13
4.6 Transport modes, well-being and sustainability.....	18
4.7 Safety.....	19
4.8 Activities that would help re-establish the 'heart' of Christchurch.....	20
5. Limitations.....	22
5.1 Surveying experience.....	22
5.2 Reaching target demographic.....	23
5.3 Mana whenua engagement.....	23
6. Recommendations.....	24
6.1 Cheaper services and activities.....	24
6.2 Gap filling.....	24
6.3 Safety.....	25
7. Conclusion.....	25
References.....	27
Appendix.....	36

Executive Summary

- The research question is “how can we (re)create a thriving 'heart' of Christchurch City to enhance liveability, sustainability and well-being?”.
- A mixed-method approach was used to achieve this involving in-person interviews, online surveys, pedestrian counts and observations.
- New Regent Street was the most visited site, followed by Ōtākaro/Avon River, Cathedral Square and Tūranga.
- The most popular terms to describe the central city were positive, including ‘vibrant’ and ‘exciting’.
- Most respondents feel ‘fairly safe’ or ‘safe’ in the central city, though at night this perceived safety reduces.
- The predominant transportation was by car (36%), reflecting the city’s car-dependency, closely followed by bus (29%).
- The limitations include a lack of surveying experience, difficulty reaching the target demographic, and limited mana whenua engagement.
- It is suggested that ongoing observations and perceptions of the focus area are monitored to determine change over time.
- For future research, each site should be surveyed at three different time intervals. This is especially important for night-time, reflecting the perceived safety in the evening.

1. Introduction

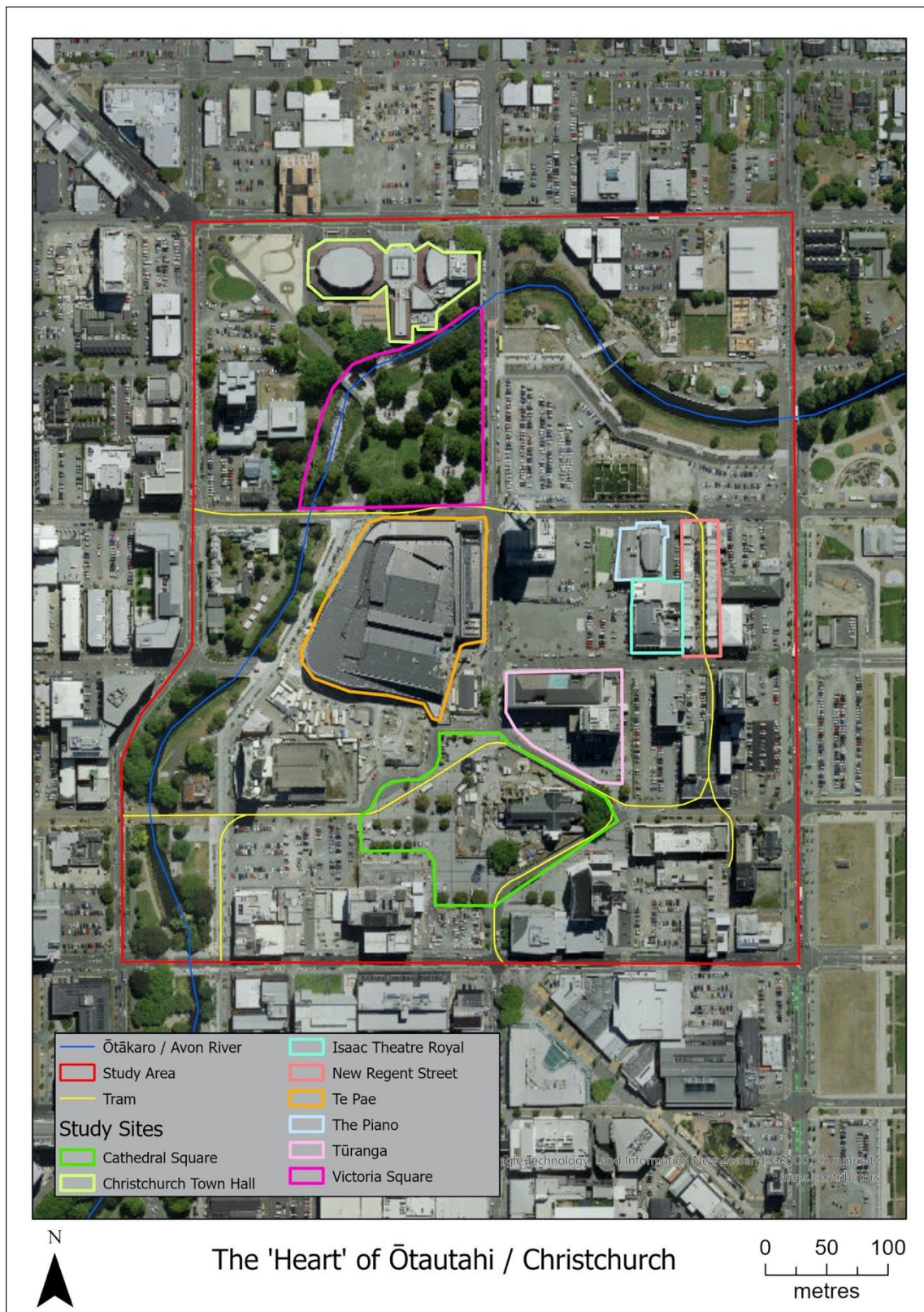
A thriving 'heart' within a city is integral to establishing a well-connected and prosperous environment. This report concerns (re)creating the 'heart' of Ōtautahi Christchurch. A Pulse of Christchurch 2022 survey conducted by Research First found that 74% of people thought that Christchurch had no 'heart'. Following the destructive 2010 and 2011 Christchurch earthquakes, the city has recovered slowly but remains a work in progress.

ChristchurchNZ is the sustainable economic development and city profile agency, who has the purpose of stimulating economic growth within the city. They aim to make Christchurch the number one urban destination in New Zealand. To achieve this, they are interested in how the 'heart' of Christchurch is currently used and the public perceptions of the space. The 'heart' in question lies within the boundaries of Cathedral Square, Durham Street North, Kilmore Street, and Manchester Street (Figure 1). Key locations within this area are highlighted in Figure 1.

This research aims to provide the data required by ChristchurchNZ to determine “How can we (re)create a thriving 'heart' of Christchurch City to enhance liveability, sustainability and well-being?”. To answer this, the following objectives were followed: to understand how people use the central city and why, what people like and do not like, and what changes people would like to see in the city. A mixed methods approach has been designed, following these objectives, including face-to-face interviews, online surveys, and field observations to determine how we can (re)create a thriving heart in Christchurch City.

Figure 1

Study area of Christchurch Central City (target areas highlighted).



2. Literature Review

Through a historic restoration lens, market squares, including Cathedral Square and public transport like the Christchurch's historic tram network can (re)create the 'heart' of the city, drawing people back to the centre and creating a sense of place.

Market squares fulfil various functions that become hubs for public life when providing diverse social, cultural and economic activity (Abbasian, 2016). Cathedral Square is considered the physical and symbolic representation of Christchurch's 'heart' (Christchurch City Council, n.d.). Use of public squares in Christchurch has dwindled with reduced reliance on entering the inner-city due to sprawled sub-centres. The Christchurch City Council (2017) discusses options for a multi-use space with surrounding assets to attract various walks of life, but this is yet to be realised.

Public transport is also crucial for city well-being through social cohesion (Currie and Stanley, 2008) and emission reduction (Sloane, 2014). The Christchurch tram used to be public transport until the network closed in 1954 due to the rise in car use, reopening in 1995 as a tourist attraction. Mariana (2015) explains that transport systems must consider a city's architectural and urban heritage to preserve their original functions and enhance liveability. With a growing population, it is important Christchurch can sustain the well-being of its users in the future.

The world's population is becoming increasingly urbanised, New Zealand included, with over 50% of our population now residing in major urban centres. Such a transition highlights the need for 'good cities' that pertain to everybody's needs. Given the influence cities have on several social and economic factors, it was important to understand what a 'good city' is.

Greenspaces are an aspect of a good city and promote positive wellbeing. Increased access and exposure to greenspaces reduce mental stress, leading to greater life satisfaction (Krekel et al., 2016; Leyden et al., 2011; White et al., 2013). Perceived safety also impacts well-being as feeling unsafe leads to increased anxiety and stress, negatively impacting well-being. Over 50% of participants in a Christchurch City Council (2020) study revealed that people felt unsafe in the central city at night. Furthermore, Mouratidis & Yiannakou (2022) identified a positive association between neighbourhood satisfaction, happiness and perceived safety in two urban centres. This leads to considering whether the values of Christchurch identified as factors of a 'good city' align with biculturalism in Aotearoa.

Partnership between Māori and Pakeha is at the very 'heart' of Aotearoa, as illustrated by the founding document, Te Tiriti O Waitangi. Recognising the bicultural nature of Ōtautahi Christchurch and the impact this would have on the project was an important component of initial research. The literature highlighted concerns that postcolonial politics of city design and use are simply reproducing colonial ideologies through gentrification and developments that disrupt areas of significance and a sense of belonging, resulting in Indigenous communities feeling invisible in their cities (Nejad et al., 2020). This has led to the increased recognition of Indigenous knowledge when considering development and planning. The literature makes clear that when revitalising the 'heart' of Christchurch, a framework accounting for both Indigenous and Western knowledge will benefit all, bringing a sense of community and belonging back to Christchurch and establishing a strong bond between residents and the city.

3. Methods

3.1 Overview of methods

The research question involved several objectives: understanding perceptions of the data, use/s of the area, connections to other parts of the Central city, and opportunities to help re-establish the 'heart' of Christchurch. Following academic trends explored in literature reviews, mixed-methods research was implemented, utilising quantitative and qualitative data collection to achieve the objectives. Historically, research has separated qualitative and quantitative data, which can overshadow their similarities and undermine certain benefits of each form (Lawson, 1995). The works of fundamental humanistic geographers William H. Whyte and Jane Jacobs encouraged this research style, influencing the selected methods of field observations, interviews, and online survey's (Elsheshtawy, 2015; Fitzpatrick, 2016; Jacobs, 1993). Previous research by the Christchurch City Council (2022), Wylie (2001), Gehl Architects (2009), Pearse-Smith (2019), and Buick et al (2016) were also used to formulate the research methodology. The methods include quantitative and qualitative aspects that enhance the assessment of people, place, and perception data within the study area.

3.2 In-person interviews

To understand existing perceptions within the study areas, semi-structured interviews were completed. The software Qualtrics was used for the questionnaire design and execution as it provides for simple analyses. Following the mixed-methods approach, a range of quantitative and qualitative questions were asked during the interviews (Appendix A). The questions prompted closed or open responses, optimising the efficiency of collection and quality of data provided. The questions were piloted with peers to ensure they flowed and

were understandable and checked over by expert David Price. Display and skip logic were used for initial questions regarding where the interviewee lived and whether they had visited the central city before. The face-to-face interviews (n = 70) produced raw data csv data, extracted to Excel for analysis.

3.3 Online survey

The perceptions of those who may not currently be using the central city are also important when considering the research objectives. Conforming to the mixed-methods strategy, surveys were useful for gathering widespread opinions and data. The questionnaire was designed and distributed via Qualtrics and asked both qualitative and quantitative questions (Appendix B). The questions were similar, though they were catered for the online format, additionally assessing barriers and incentives that were not as applicable for interviews. The cross-referencing, checking, and pilot stages from interview formulation were identical in this process. Facebook was instrumental for distribution, sharing the survey within several community pages, the University's student noticeboard, and with friends and family. Over four days, 107 responses were received. Due to their reach, surveys can efficiently gather data from a large and diverse demographic (Braun et al, 2021). This supplemented and built on results from face-to-face interviews, strengthening collected data and analyses.

3.4 Observations

William H. Whyte constructed behavioural analyses from a distance, observing the interactions between people and place, and assessing the nature of interactions occurring (Elsheshtawy, 2015). Whyte encouraged observers to "look hard, with a clean, clear mind, and then look again, and believe what you see". Similarly, this study utilised observational

research, seeking information about use of space, interactions, numbers, and frequency of visits. Cathedral Square, Tūranga, Te Pae, New Regent Street, and the Christchurch Town Hall were all observed three times over 30-minute intervals. For consistency, the same vantage point was used at each location, altering the time of day for comparisons. Data collected included: the type of traveller, behaviour/activities occurring, how people moved, and actual counts of people in each space (Appendix C and Appendix D). The use of behavioural observations allowed an understanding of how people interacted with the space. Furthermore, counts provided an idea of the frequency of use and whether the time of the day influenced this.

3.5 Analysis

Data from the interviews and online surveys were exported into Excel. Quantitative data as respondent counts were then averaged to represent the data. Qualitative data, which came from the open-ended questions and field observations, needed to be coded thematically for analysis. From this, bar charts, tables, and word clouds were used to visually represent the results. This allowed for analysis between the surveys, interviews, and observations to identify any correlation between measured variables.

3.6 Mana whenua engagement

This project is of high relevance mana whenua, with the focus area including areas of significance to Ngāi Tūāhuriri, such as the Ōtākaro catchment and various trading sites. As such, engaging with and valuing Māori perspective and knowledge was important. Recognising and respecting the history of the land and the inherent connection Ngāi Tūāhuriri has with these sites was crucial when moving forward with recommendations. Contact was made with ChristchurchNZ to connect with Liz Kereru, a cultural advisor, for

guidance. Through this process, advice was received concerning the definition of significant areas and the importance of education.

3.7 Ethics

This project met the Human Research Ethics Committee requirements for UC.

4. Results and Discussion

4.1 Demographics

The overall demographics for this report consisted of a diverse range of people. The interview received 54% female, 43% male and 3% gender-diverse respondents. The survey also had higher female participation with 66%, while 29% were males, 2% gender-diverse, and 3% preferred not to say. The most common occupation were full-time workers, making up 42% of the interview respondents and 40% of the online survey respondents. The predominant age range was 15-24, making up 25% of the interview respondents and 31% of the online respondents.

4.2 How often people use the central city

Both interviews and surveys found that most participants visit the central city 4-7 times a week. However, a stark difference in visiting frequency was found among online participants, with most respondents visiting either very often or very little rather than descending in order of frequency.

Combining interview and survey data, the most frequent users (4-7 times / week) were aged 35-44, with the least frequent users (less than once a month) aged between 55-74. 15-24-year-olds are most likely to visit the central city once a month.

4.3 What people do in the central city

Results indicate that there are a variety of uses of the central city, which differs between locations in the study area and with the demographics of the respondents. Data from both the surveys and interviews suggest that the key reasons for visiting the central city are food/drink (24%), shopping (19%), work (16%), and meeting people (16%). This varied between locations, with Tūranga primarily used for education and work, New Regent Street for shopping and eating and Cathedral Square as a meeting place. Age also seemed to influence use of the central city, with those aged 15-54 more likely to use the area for shopping, meeting people, and work, while those aged 35-74 were more likely to use the area for events, street performances, and exercise.

4.4 How long people stay in the central city

Field observations were essential to understand whether people were interacting with each space or just using spaces as a thoroughfare to other parts of the city. Collected data indicates that most people were passing through each space (65%), particularly in areas such as Cathedral Square and outside Te Pae, despite having high numbers. In contrast, spaces such as New Regent Street and Tūranga had people staying for longer. The high use of the area as a thoroughfare is potentially reflective of the 41% of interview respondents being full-time workers. As full-time workers, individuals may not have time to interact with the spaces and use them as thoroughfares on the way to, or from work. All observations took place on weekdays, if some were to occur on weekends more interaction with each space may have been noted.

Collected data also suggests that only 20% of survey respondents tended to stay in the central city after their primary purpose, while 61% of those interviewed went somewhere elsewhere within the central city after. This indicates that survey respondents tend to go in for

a specific purpose and only sometimes explore afterwards, whereas people using the space more often interact with the area and use it in more ways than just for their main purpose.

4.5 People's perceptions of the focus area and how often they visit

Respondents described the city as easy to get around, regenerating, modern and vibrant (Figure 2). Further results indicate that people like the shopping and food options, accessibility, architecture, convenience, and 'general feel of each space'. Positive responses mostly came from areas such as Tūranga, and New Regent Street. These responses show that while people generally like the city centre, they describe a city that is still in the process of recovering.

Figure 2

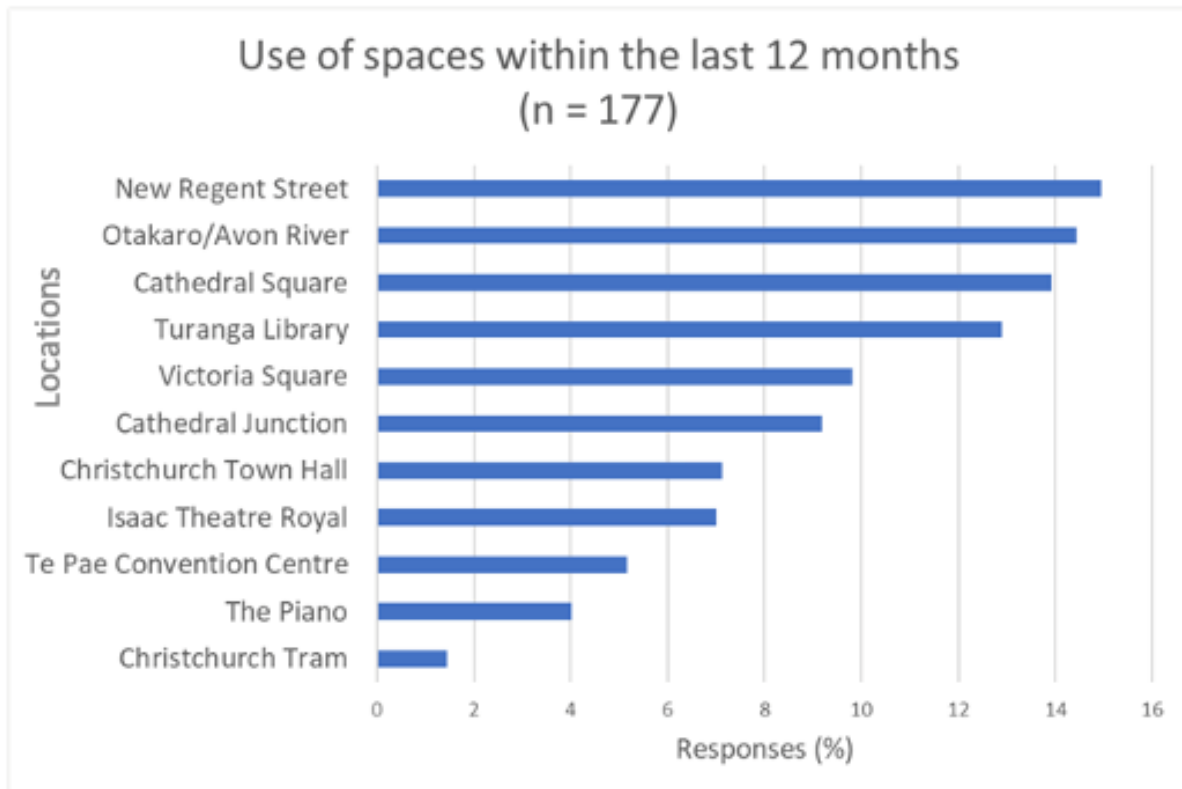
Online survey & Interview question #10 (survey). #15 (interview).



Data from both the interviews and surveys support the conclusion that spaces with quality shopping and food options, convenient access, and modern facilities, such as New Regent Street, were more likely to be visited by the public. The most used spaces were New Regent Street (15%), Ōtākaro/Avon River (14%), Cathedral Square (14%), and Tūranga Library (13%) (Figure 3). The least used spaces were the Christchurch Tram (2%), The Piano (4%), and Te Pae Convention Centre (5%). These results were expected, as the spaces least visited are considered either a tourist attraction or often used for private events rather than spaces for public gatherings. Field observations support these results with particularly high counts in New Regent Street and Cathedral Square. Te Pae also had a high count during some observation periods, which is interesting considering that data from the surveys and interviews indicate that the space is not used often. However, this high count is likely the result of an event occurring in Te Pae at the same time the observation was taking place.

Figure 3

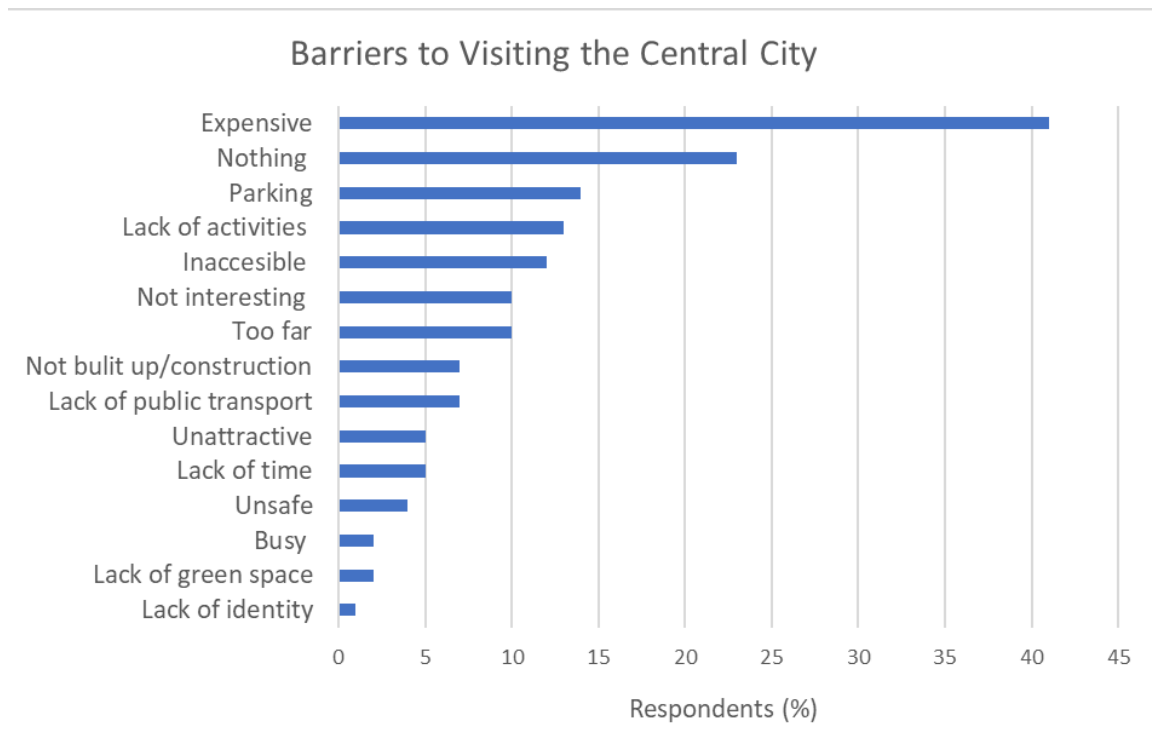
Online survey & Interview question #7 (interview) & #4 (survey) on places visited in the last 12 months.



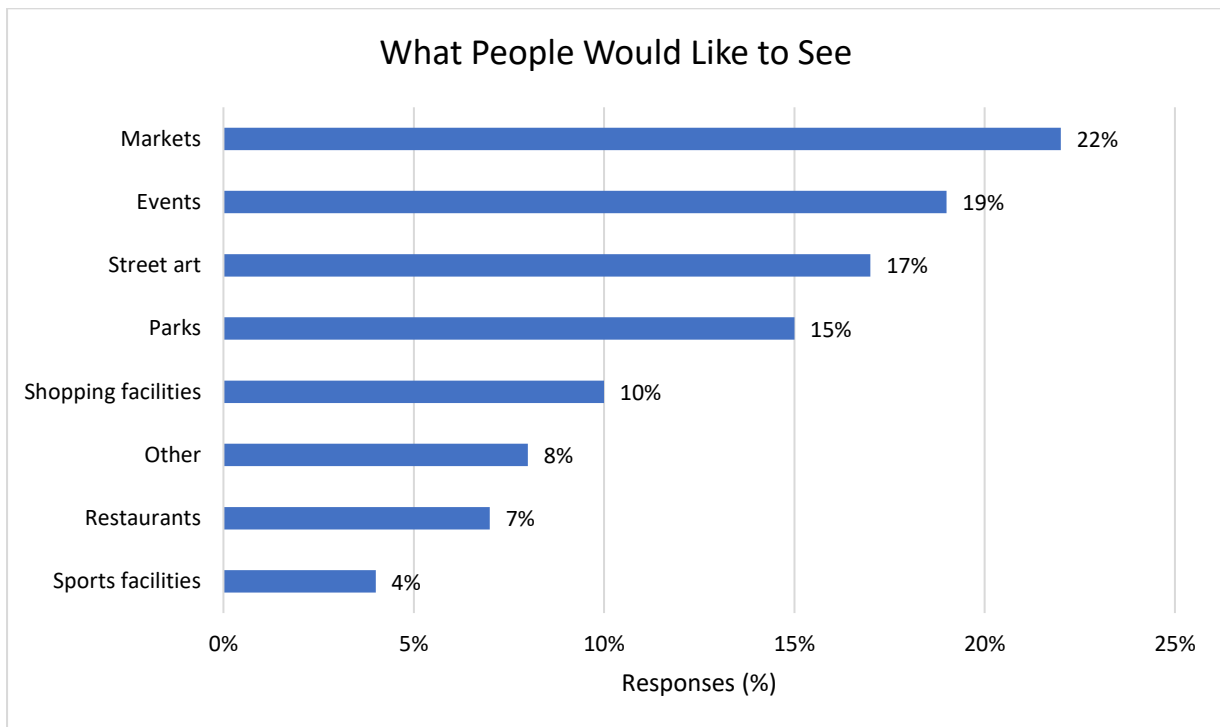
When asked what they do not like about the central city, respondents cited construction, rubbish and lack of amenities in both the interviews and surveys. These responses were particularly prevalent, with 17% stating that they disliked the amount of construction. Other phrases used to describe the city were ‘threatening’ and ‘dirty’ (figure 3). When asked what barriers prevented the use of the central city in the survey, 41% of respondents noted that the central city is too expensive, 14% said there is a lack of accessible parking, 13% noted a lack of activities within the central city, and 23% of respondents indicate that there are no barriers for them to visit the central city (Figure 4). These responses illustrate that people would be more inclined to use the central city if it was more accessible, cheaper, and had more high-quality amenities such as rubbish bins, bike racks and public seating.

Figure 4

Online survey question #15.



When asked about what they would like to see in the central city, survey responses supported this assumption, asking for the large gaps in the city to be filled, with the aim of installing better amenities, events and markets (Figure 5).

Figure 5*Online survey question #17.*

An interesting insight into Christchurch's central city perceptions is analysing them across time. The 'Central City Pedestrian Activity Survey' (CCC, 2001) found that the most selected descriptors for the central city respondents were 'easy to get around', 'pleasant' and 'relaxed'. The top results from both methods in this project, described the central city as 'colourful', 'exciting' and 'vibrant', arguably more positive than responses from 2001. This result was unexpected as the Research First Survey (2022) mentioned in our brief shows that 74% of respondents believe Christchurch has no 'heart'. Such a result may reflect a change in perspective to a more optimistic outlook post-earthquake. In addition, the 'share an idea' conversation by the CCC post-earthquake gathered public opinion on ways to redevelop the city, finding out what people want in the central city, forming the basis for the Central City Recovery Plan (CCC, 2011). Greenspace, affordable businesses, and food options were asked for. The responses found here, a decade on, ask for similar things.

4.6 Transport modes, well-being and sustainability

Results from interviews showed that a clear majority of respondents from interviews accessing the central city by private vehicle (39%). This result may be a symptom of Christchurch's urban sprawl, and subsequent dependence on private vehicles for transport. Such dependence is closely linked to deteriorating social cohesion (Currie & Stanley, 2008). Census data from Statistics New Zealand (2018) shows that 87% of trips in Christchurch are done by private vehicle, with transport accounting for over half of Christchurch's emissions (Christchurch City Council, n.d.). This is significantly higher than the result from our research, indicating that people are more likely to choose an alternative mode to access the central city than for other purposes, but still overwhelmingly represents private vehicles as the dominant mode of transport.

29% of respondents travelled to the focus area by bus, similar to that found in the Christchurch City Council 'Life in Christchurch' survey with 24% of respondents having travelled by public transport in the last 12 months (CCC, 2021). The slight increase in the interviews may be due to current half-price fare subsidies funded by the government in response to rising living costs (NZTA, 2022). Additionally, biking and walking accounted for 9% of transport modes.

The Tram was the least used amenity in our survey. Unlike Christchurch, Melbourne's tram network remained open and now boasts the largest Light Rail Transit network globally (International Association of Public Transport, n.d.), and is ranked Australia's most liveable city by the Economist Intelligence Unit's Global Liveability Index (2022). Utilising the Tram could create a sense of place for residents and tourists alike as public transport.

4.7 Safety

Most respondents felt either ‘fairly safe’ (52% female and 47% male) or ‘safe’ (29% female and 33% male) in the central city (Figure 6). However, there were some differences in perceived safety between genders, with men feeling ‘a bit unsafe’ and ‘very unsafe’ more often than women (Figure 6). This was unexpected, with literature more often finding that men feel safer in cities than women (Navarrete-Hernandez et al, 2021; Loewen et al, 1993; Jiang et al, 2017; Condon et al, 2007; Office for National Statistics, 2021). Although men generally feel safer within city environments, they are also more likely to become a victim of violent crime compared to women, potentially influencing this lowered perceived sense of safety (Brå, 2014; Sarre et al, 2021). However, this discrepancy is more likely the result of study demographics, with men making up a significantly smaller proportion of survey respondents (29%) and interview respondents (43%) compared to women. If more men had participated in the research, this result might have better reflected wider literature.

Additional survey comments mentioned that there are pockets of unsafe areas in the central city. However, these areas are largely outside the study area, apart from Cathedral Square, where respondents mentioned that they felt unsafe due to homelessness and loitering.

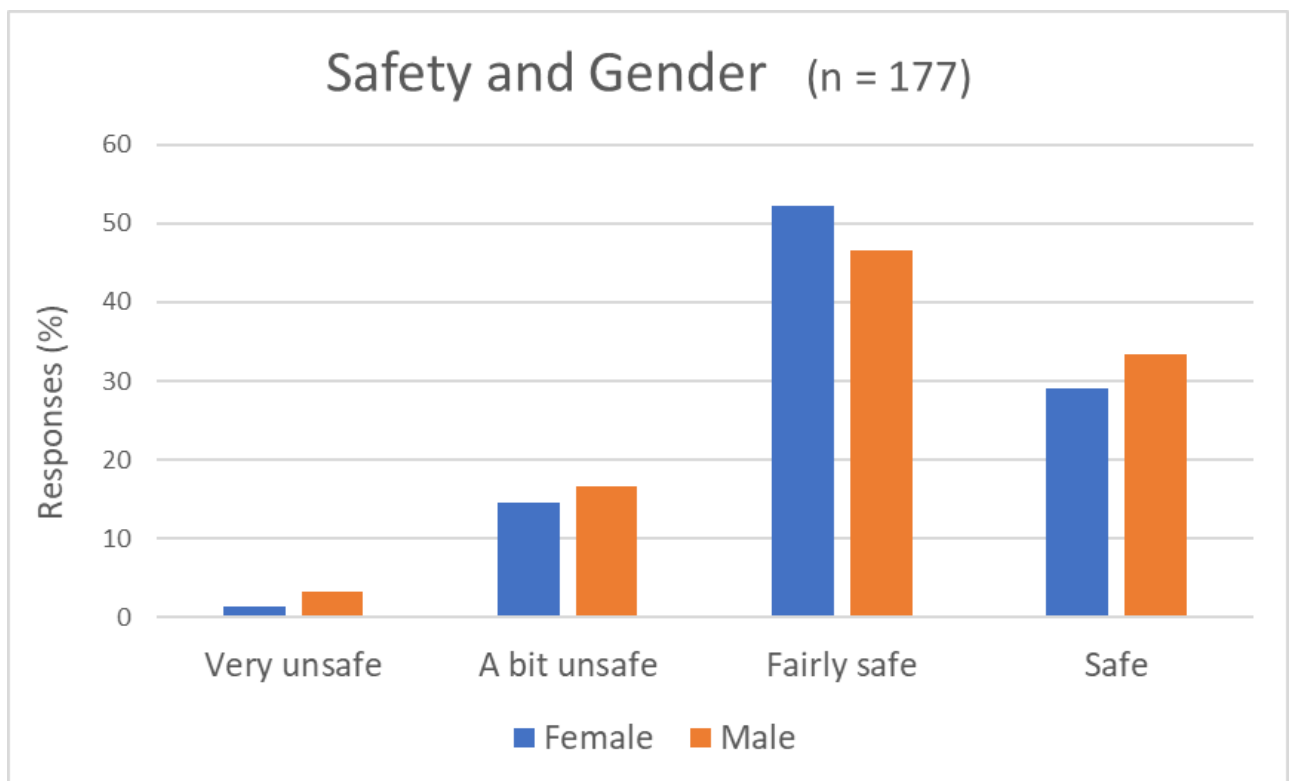
Time of the day was also mentioned as a key factor in sense of safety, with many respondents pointing out that they felt less safe in the central city at night, mainly because of a lack of lighting and police presence. This highlights the potential for the time in which face-to-face interviews took place to have influenced perceived safety results.

Most of the interviews took place during daylight hours, where some literature suggests a diurnal shift in perceived safety can occur (Thomas & Bromley, 2000; Bromley et al, 2000). Since the safety question only asked about ‘general’ safety, some respondents may have been affected by the environment in which the interview took place, influencing results for this question.

Overall, these results are reflective of those found by Canterbury Wellbeing (2021), CCC (2009), and CCC (2022), who suggest that although people generally feel safe in the central city, gender, time of day, and location play a key role in sense of safety.

Figure 6

Online & Interview question #12, 20 (survey). #14, 24 (interview).



4.8 Activities that would help re-establish the 'heart' of Christchurch

The results have highlighted opportunities to re-establish the central city's 'heart'. When asked what they wanted to see at the study sites, interviewees responded with more variety in food and shopping (27%), activities such as markets and events (20%), and greenspaces (20%). Survey respondents felt similarly, with markets, free-events, street art, and parks being common requests. They also said visits to the city would increase if walkability & accessibility, art & design, employment opportunities, and high-quality food

were available (Figure 7). Rahman et al. (2015)'s study found factors that encourage city centre use which align with these results, alongside Giles-Corti et al. (2016) who discuss how these uses, particularly accessibility and diverse destinations, positively promote well-being by allowing for walkability and interactions.

Field observations indicate how each space can provide future opportunity to re-establish the 'heart' of Christchurch. Cathedral Square exhibited a clear pattern of being a thoroughfare. Every pedestrian thoroughfare, with every observation count had significantly more people passing through than interacting with the space. These results show that there is demand for a range of activities and the potential for new opportunities that increase use, leading to a re-established 'heart'. Project for Public Spaces 'power of 10' theory states that great places tend to have at least 10 things to do in them. This theory promotes engagement, and as William H. Whyte said, "what attracts people most ... is other people" (Whyte, 1980).

Figure 7

Word Cloud Displaying Amalgamated Answers from Online Q15 & Interview Q20.



5. Limitations

5.1 Surveying experience

- One limitation was the lack of experience with surveys.
- The process was much more time consuming than expected and once both surveys were finalised, it left limited time to gain responses.

- Although there was a high response rate for both the interview and survey with a combined total of 177 responses, it could have reached a wider audience and been more representative of the population.

5.2 Reaching target demographic

- Based on the community partners recommendation, there was a need to target younger demographics with the survey.
- The survey was sent to various Facebook groups, although the University student group with over 35,000 members took some time accept the survey. This may have reduced survey responses from younger demographics, ultimately impacting our results.
- However, respondents aged 15 to 24 were the largest age range (25% and 31%), concluding the limitation is likely insignificant.

5.3 Mana whenua engagement

- The opportunity was given to speak with Liz Kereru and Maaka Tau about mana whenua engagement ideas.
- Meaningful conversations were had, although Liz suggested further conversations with mana whenua representatives about the project to gain further insight into the focus area.
- Time constraints and availability issues meant there was no time to have these conversations. If this were repeated, better time management skills would be put in place to allow such conversations.

6. Recommendations

6.1 Cheaper services and activities

Based on the findings, one recommendation would be to implement cheaper services and activities that draw people into the central city. There is acknowledgement of the cost and the long-term investment needed for this recommendation. Although, barriers found that the cost of the central city and the lack of accessible activities prevent use.

The investment options could include free public events, such as buskers and dance-o-mat, and live music around the central city. Also, more variety and cheaper food and shopping options, with there being interest in food trucks, markets and street vendors. Inspiration could be taken from the 'ParkLife' initiative that promotes use and well-being in urban space by providing free sports and recreational activities accessible for everyone (Kostrewska, 2017).

6.2 Gap filling

Building on the previous recommendation, filling the vacant spaces and gaps in the central city with a diverse range of businesses, activities and public events is suggested. This is based on the survey results where 26% wanted the vacant sites redeveloped. There is opportunity to increase use by utilising these vacant sites, based on the success of previous gap filler initiatives (The Tindall Foundation, n.d.). Montgomery (1998) notes that city centres need to balance development intensity between high plot coverage and empty spaces, suggesting these spaces be filled with mixed-use activities, creating an area with multiple purposes and drawing users in for longer periods of time, further positively promoting well-being (Adams et al., 2010).

6.3 Safety

Respondents felt unsafe during the night in the central city due to several factors. A potential recommendation to combat this issue is implementing safety measures such as increased lighting. Literature identifies lighting as essential for improving both measured and perceived safety within urban spaces, while the safety measure is reasonably cheap to implement (Rham et al, 2021; Cho et al, 2019).

Perceived safety is also increased with more people and activity in urban spaces. This can be attributed to Jane Jacob's idea that the more eyes (people) on a street, the safer spaces become. Jacobs suggests that increasing the number of people in urban spaces reduces safety concerns (Wekerle, 2000).

Mixed-use areas (multiple facilities/activities) would encourage more people to use the city centre, increasing activity and natural surveillance, therefore reducing crime (Sohn, 2016). Long-term, this may increase use, user well-being, liveability of the area, economic sustainability and ultimately (re)create the 'heart' of Christchurch.

7. Conclusion

Central cities should be designed for people, promoting positive well-being, liveability, and sustainability. Research has demonstrated the potential within Christchurch to (re)create a 'heart' within the central city. This can be achieved using key results, including the various perceptions and observations. The recommendations include providing cheaper services and activities, gap fillers, and increasing safety measures. These recommendations will aid in re-creating a thriving 'heart' of Christchurch city, which all people can access, use and enjoy. It is recommended that ongoing perception surveys and observations in the focus area are

continued to determine change over time. Monitoring the area's vitality is pertinent to making Christchurch the number one urban destination in Aotearoa, New Zealand.

Acknowledgements

We would like to thank our community partner Mike Fisher for providing us with guidance and resources for our project. Thank you to experts David Price and Rachael Shiels for their assistance and knowledge. Additionally, we want to thank our tutor Simon Kingham for his constant support throughout this project.

References

- Abbasian, A. (2016). Importance of Urban Squares as Public Space in Social Life: A New Design of Fisktorget in Karlskrona City. Blekinge Institute of Technology. <https://www.diva-portal.org/smash/record.jsf?pid=diva2%3A971403&dswid=4693>
- Adams, K. B., Leibbrandt, S., & Moon, H. (2011). A critical review of the literature on social and leisure activity and wellbeing in later life. *Ageing & Society*, *31*(4), 683-712.
DOI: <https://doi.org/10.1017/S0144686X10001091>
- Andberg, S., Capra, L., Gallacher, S., Golsteijn, C., Koeman, L., Rogers, Y., & Wall, L. (2015a). Getting quizzical about physical. *Proceedings of the 2015 ACM International Joint Conference on Pervasive and Ubiquitous Computing - UbiComp '15*. <https://doi.org/10.1145/2750858.2807529>
- Andberg, S., Capra, L., Gallacher, S., Golsteijn, C., Koeman, L., Rogers, Y., & Wall, L. (2015b). VoxBox. *Proceedings of the Ninth International Conference on Tangible, Embedded, and Embodied Interaction*. <https://doi.org/10.1145/2677199.2680588>
- Arnesen, D. W., & Weis, W. L. (2011). Thriving as a city in year 2020: A model for urban vitality. *International Journal of Business and Social Science*, *2*(21).
- Brå. (2014). *The Swedish Crime Survey 2014*. The Swedish National Council for Crime Prevention.
https://bra.se/download/18.5e2a4a6b14ab16675996b3/1422267858456/2015_1_Crime_Survey_2014_summary.pdf

- Braun, V., Clarke, V., Boulton, E., Davey, L., & McEvoy, C. (2021). The online survey as a qualitative research tool. *International Journal of Social Research Methodology*, 24(6), 641-654. <https://doi.org/10.1080/13645579.2020.1805550>
- Breiar, M. R., & Gordon, R. (2020). Translating the principle of beneficence into ethical participatory development research practice. *Journal of International Development*, 33(1), 109–126. <https://doi.org/10.1002/jid.3514>
- Bromley, R., Thomas, C., & Millie, A. (2000). Exploring safety concerns in the night-time city: revitalising the evening economy. *The Town Planning Review*, 71-96.
- Canterbury Wellbeing. (2021). *Perceptions of Safety*.
<https://www.canterburywellbeing.org.nz/our-wellbeing/safety/perceptions-of-safety/>
- Cho, Y., Jeong, H., Choi, A., & Sung, M. (2019). Design of a connected security lighting system for pedestrian safety in smart cities. *Sustainability*, 11(5), 1308.
- Christchurch City Council. (n.d.). *Our transport emissions*. Accessed 17/10/22.
<https://smartview.ccc.govt.nz/apps/emissions/?transport>
- Christchurch City Council. (n.d.). *Whiti-reia Cathedral Square*. Accessed 17/10/22.
<https://ccc.govt.nz/culture-and-community/central-city-christchurch/new-projects/cathedralsquare>
- Christchurch City Council. (2009). *Perceptions of Quality of Life in Christchurch 2008 Quality of Life Survey Results. A Summary of Key Findings*. Quality of Life.
<https://www.ccc.govt.nz/assets/Documents/Culture-Community/Stats-and-facts-on-Christchurch/PerceptionsOfQualityOfLifeInChristchurch2008QualityOfLifeSurveyResults.pdf>

- Christchurch City Council. (2017). *“Your Square, Your Place”*: Regenerate Christchurch’s Proposals for Cathedral Square and its Surroundings. <https://www.ccc.govt.nz/assets/Documents/The-Council/Request-information/2017/Proposals-for-Cathedral-Square-and-its-surroundings-2017.pdf>
- Christchurch City Council. (2021). *Transport Survey Results*. <https://ccc.govt.nz/the-council/how-the-council-works/reporting-and-monitoring/life-in-christchurch/transport>
- Christchurch City Council. (2022). *Central city Survey Results*. <https://ccc.govt.nz/the-council/how-the-council-works/reporting-and-monitoring/life-in-christchurch/central-city/>
- Christchurch City Council. (2022). *Life in Christchurch Central city*. <https://ccc.govt.nz/assets/Documents/The-Council/How-the-Council-works/Life-in-Christchurch/LiCCentralCity2022Summary.pdf>
- Condon, S., Lieber, M., & Maillolochon, F. (2007). Feeling unsafe in public places: Understanding women's fears. *Revue française de sociologie*, 48(5), 101-128.
- Cox, K. R. (2012). Marxism, space and the urban question. In *Territory, the state, and urban politics* (1st ed., p. 19). Routledge.
- Currie, G., Stanley, J. (2008). Investigating Links between Social Capital and Public Transport. *Transport Reviews*, 28:4, 529-547. DOI: 10.1080/01441640701817197
- Elsheshtawy, Y. (2015). Observing the public realm: William Whyte’s the social life of small urban spaces. *Built Environment*, 41(3), 399–411. <https://doi.org/10.2148/benv.41.3.399>

Fitzpatrick, M. (2016). Bridging theories, William H. Whyte and the sorcery of cities.

Architecture and Culture, 4(3), 381–393.

<https://doi.org/10.1080/20507828.2016.1251214>

Gehl Architects. (2009). *Christchurch 2009 Public Space Public Life*.

<https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/urbandesign/jan-gehl-public-life-study>

Gehl, J. (2009). Christchurch 2009 | Public Space Public Life. Christchurch City Council.

<https://www.ccc.govt.nz/assets/Documents/The-Rebuild/Strategic-Plans/Christchurch-PSPL-Part1-p1-73.pdf>

Gesler, W. M. (1992). *The cultural geography of health care*. Amsterdam University Press.

Giles-Corti, B., Vernez-Moudon, A., Reis, R., Turrell, G., Dannenberg, A., Badland, H.,

Foster, S., Lowe, M., Sallis, J., Stevenson, M., & Owen, N. (2016). City planning and population health: a global challenge. *The Lancet*, 388(10062), 2912–2924.

[https://doi.org/10.1016/S0140-6736\(16\)30066-6](https://doi.org/10.1016/S0140-6736(16)30066-6). L., Badland, H., Foster, S., Lowe,

M., Sallis, J. F., Stevenson, M., & Owen, N. (2016, December). City planning and population health: a global challenge. *The Lancet*, 388(10062), 2912–2924.

[https://doi.org/10.1016/s0140-6736\(16\)30066-6](https://doi.org/10.1016/s0140-6736(16)30066-6)

Global Liveability Index. (2022). Economist Intelligence Unit. Accessed 16/10/22

[https://www.eiu.com/n/campaigns/global-liveability-index-](https://www.eiu.com/n/campaigns/global-liveability-index-2022/?utm_source=economist&utm_medium=daily_chart&utm_campaign=liveability)

[2022/?utm_source=economist&utm_medium=daily_chart&utm_campaign=liveability](https://www.eiu.com/n/campaigns/global-liveability-index-2022/?utm_source=economist&utm_medium=daily_chart&utm_campaign=liveability)

[22#mktoForm_ancho](https://www.eiu.com/n/campaigns/global-liveability-index-2022/?utm_source=economist&utm_medium=daily_chart&utm_campaign=liveability)

Goldberger, P. (1999, January). *For William H. Whyte*. Retrieved October 19, 2022, from

<https://www.paulgoldberger.com/lectures/for-william-h-whyte/>

- Harvey, D. (1987). Reconsidering social theory: A debate. *Environment and Planning D: Society and Space*, 5(4), 367–434. <https://doi.org/10.1068/d050367>
- International Association of Public Transport. (n.d.). *The global tram and light rail landscape*. Accessed 17/10/22. https://cms.uitp.org/wp/wp-content/uploads/2020/09/Statistics-Brief-World-LRT_web.pdf
- Jacobs, J. M. (1993). The city unbound: Qualitative approaches to the city. *Urban Studies*, 30(4–5), 827–848. <https://doi.org/10.1080/00420989320081931>
- Jiang, B., Mak, C. N. S., Larsen, L., & Zhong, H. (2017). Minimizing the gender difference in perceived safety: Comparing the effects of urban back alley interventions. *Journal of Environmental Psychology*, 51, 117-131.
- Kent, F. (2005, May). *Streets are people places*. Retrieved October 20, 2022, from <https://www.pps.org/article/transportationasplace>
- Kostrzewska, M. (2017). Activating public space: how to promote physical activity in urban environment. In *IOP Conference Series: Materials Science and Engineering*, 245(5), 52-74 <https://iopscience.iop.org/article/10.1088/1757-899X/245/5/052074/meta>
- Lawson, V. (1995). The Politics of Difference: Examining the Quantitative/Qualitative Dualism in Post-Structuralist Feminist Research*. *The Professional Geographer*, 47(4), 449–457. <https://doi.org/10.1111/j.0033-0124.1995.00449.x>
- Loewen, L. J., Steel, G. D., & Suedfeld, P. (1993). Perceived safety from crime in the urban environment. *Journal of environmental psychology*, 13(4), 323-331.
- Mariana, K. (2015). *The transport problems of the market squares regeneration in the historic towns and cities of Galicia*. Lviv Polytechnic National

University. <https://cyberleninka.ru/article/n/the-transport-problem-of-the-market-squares-regeneration-in-the-historic-towns-and-cities-of-galicia/viewer>

McClimens, A., Doel, M., Ibbotson, R., Partridge, N., Muscroft, E., & Lockwood, L. (2012). How do the 'peace gardens' make you feel? Public space and personal wellbeing in central city Sheffield. *Journal of Urban Design*, 17(1), 117-133. DOI: 10.1080/13574809.2011.593961

McGuirk, P. M., & O'Neill, P. (2016). Using questionnaires in qualitative human geography. *Faculty of Social Sciences - Papers*, 246–273.

Montgomery, J. (1998). Making a city: Urbanity, vitality and urban design. *Journal of urban design*, 3(1), 93-116. DOI: 10.1080/13574809808724418

Navarrete-Hernandez, P., Vetro, A., & Concha, P. (2021). Building safer public spaces: Exploring gender difference in the perception of safety in public space through urban design interventions. *Landscape and Urban Planning*, 214, 104180.

Nejad, S., Walker, R., & Newhouse, D. (2020). Indigenous Placemaking and the built environment: toward transformative urban design. *Journal of Urban Design*, 25(4), 433-442. <https://doi.org/10.1080/13574809.2019.1641072>.

NZTA. (2022). *Half Price Public Transport Fares*. <https://www.nzta.govt.nz/about-us/transport-temporary-relief-package/half-price-public-transport-fares/>

Office for National Statistics. (2021). *Perceptions of Personal Safety and Experiences of Harassment, Great Britain: 2 to 27 June 2021*. <https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/perceptionsofpersonalsafetyandexperiencesofharassmentgreatbritain/2to27june2021>

- Pearse-Smith, C. (2019). Exploring the adequacy of central city public space in New Zealand: Establishing a simple evaluative tool to measure public space success (Doctoral dissertation, University of Otago).
- Philip, L. J. (1998). Combining quantitative and qualitative approaches to social research in human Geography—An impossible mixture? *Environment and Planning A: Economy and Space*, 30(2), 261–276. <https://doi.org/10.1068/a300261>
- Rahm, J., Sternudd, C., & Johansson, M. (2021). “In the evening, I don’t walk in the park”: The interplay between street lighting and greenery in perceived safety. *Urban design international*, 26(1), 42-52.
- Rahman, N., Shamsuddin, S., & Ghani, I. (2015). What makes people use the street?: Towards a liveable urban environment in Kuala Lumpur city centre. *Procedia - Social and Behavioral Sciences*, 170, 624-632. <https://doi.org/10.1016/j.sbspro.2015.01.064>
- Rittel, H. W. J., & Webber, M. M. (1973). Dilemmas in a general theory of planning. *Policy Sciences*, 4(2), 155–169. <https://doi.org/10.1007/bf01405730>
- Sarre, R., Day, A., Livings, B., & Malvaso, C. (2021). *Men Are More Likely to Commit Violent Crimes. Why is this so and how do we Change it?* The Conversation. https://www.waikato.ac.nz/__data/assets/pdf_file/0009/692739/The-Conversation_-_Men-are-more-likely-to-commit-violent-crimes.-Why-is-this-so-and-how-do-we-change-it_AD.pdf
- Sloane, K. (2014, June 9). *Transport, carbon emission reduction and health- the possibility of a virtuous circle? – Public Health Expert, University of Otago, New Zealand.* Retrieved October 20, 2022, from <https://blogs.otago.ac.nz/pubhealthexpert/transport-carbon-emission-reduction-and-health-the-possibility-of-a-virtuous-circle/>

- Statistics New Zealand. (2020). Newly released census data shows Christchurch CBD bouncing back. Accessed 18/10/22. <https://www.stats.govt.nz/news/newly-released-census-data-shows-christchurch-cbd-bouncing-back/>
- Smith, W. (2008). *Does Gender Influence Online Survey Participation?* San José State University. <https://files.eric.ed.gov/fulltext/ED501717.pdf>
- Sohn, D. (2016). Residential crimes and neighbourhood built environment: Assessing the effectiveness of crime prevention through environmental design (CPTED). *Cities*, 52, 86-93. <https://doi.org/10.1016/j.cities.2015.11.023>
- Tavares, S., & Swaffield, S. (2017). Urban comfort in a future compact city: Analysis of open-space qualities in the rebuilt Christchurch central city. *Landscape Review*, 17(2). <https://doi.org/10.34900/lr.v17i2.1035>
- The Tindall Foundation. (n.d.). Gap filler attracts more people to Christchurch city. <https://tindall.org.nz/gap-filler-attracts-more-people-to-christchurch-city/>
- Thomas, C. J., & Bromley, R. D. (2000). City-centre revitalisation: problems of fragmentation and fear in the evening and night-time city. *Urban studies*, 37(8), 1403-1429.
- Whyte, W. H. (1980, October 20). *The social life of small urban spaces*. The Conservation Foundation.
- Winchester, H. P. (1996). Ethical issues in interviewing as a research method in human geography. *Australian Geographer*, 27(1), 117–131. <https://doi.org/10.1080/00049189608703161>
- Wylie, S. (2001). *Central city Pedestrian Activity Survey*. Christchurch City Council. <http://archived.ccc.govt.nz/reports/2001/centralcitypedestrianactivitysurvey/whole.pdf>

Rahman, N. A., Shamsuddin, S., & Ghani, I. (2015, January). What Makes People Use the Street?: Towards a Liveable Urban Environment in Kuala Lumpur City Centre. *Procedia - Social and Behavioral Sciences*, *170*, 624–632.
<https://doi.org/10.1016/j.sbspro.2015.01.064>

Appendix

Appendix A:

Information Sheet for participants

Kia Ora,

We are researching the ways people currently use the central city. This study is conducted by Geography309 students from the University of Canterbury | Te Whare Wānanga o Waitaha (UC). We are being tutored by Prof. Simon Kingham and are working alongside ChristchurchNZ.

Research Purpose

This research is aiming to determine how people are interacting with the central city and their perspectives on the area. We are interested in finding how we can (re)create the “heart” of Christchurch’s central city. The information from this study will help to understand the current uses and perspectives within Christchurch, to develop a thriving central city.

Your participation is voluntary (your choice). If you decide not to participate, there are no consequences. Your decision will not affect your relationship with the University of Canterbury, ChristchurchNZ, or any member of the research team.

What is involved?

If you choose to take part in this research, you will participate in a short, structured interview. This will take place face-to-face on the street at this time. The interview will involve the research team’s introductions, answering questions you may have, and confirming your consent to participate. Then the interview will begin, asking you questions about your interactions with the city, specifically about the nature of your visits, and opinions on the area. We estimate the interview will take around 5 to 10

minutes to complete.

Are there any benefits from taking part in this research?

We will offer a chocolate fish as a reward for completion of this study. Though we do not expect any other direct benefits to you personally from participating in this interview. However, the information gathered will potentially benefit the development of a thriving central city that caters to your wants and needs.

What will happen to the information you provide?

We will submit your answers as you give them onto an online response form. This information will be stored in a password-protected file on the University of Canterbury network and deleted as soon as practical. We will store your responses and your signed consent form separately, enabling the data to be stored anonymously. This anonymous data will also be made available to other researchers from ChristchurchNZ, who are our partners in this study.

What if you change your mind during the study?

You are free to withdraw at any time. To do this you can let us know that you do not wish to finish and if you would like your answers removed from the database. After the interview has been completed and we have submitted the data, we are unable to remove this, as there is no way to identify the response as your individual interview.

Will the results of the study be published?

The results of this study will not be published, though will be shared with ChristchurchNZ, our project partners, who will utilise this information in their development plans. A summary of results may be sent to participants if they request a copy.

Who can you contact if you have any questions or concerns?

This study meets the requirements of the University of Canterbury Human Research Ethics Committee. If you have any questions about the research, please contact: Simon Kingham, simon.kingham@canterbury.ac.nz.

What happens next?

Please review the consent form. If you would like to participate, please let us know so that we can proceed.

Q3 Do you wish to take part in this survey?

- Yes (1)
- No (2)

Q5 Location of Survey

Q6 Where do you live?

- Central city (1)
- Christchurch (2)
- Canterbury (3)
- Rest of NZ (4)
- Overseas (5)

Q7 How many of these spaces have you visited in the last 12 months?

1. Te Pae Convention Centre (1)
2. Cathedral Square (2)
3. Tūranga Library (3)
4. Victoria Square (4)
5. New Regent Street (5)
6. Cathedral Junction (6)
7. The Piano (7)
8. Isaac Theatre Royal (8)
9. Christchurch Town Hall (9)
10. Ōtākaro/Avon River (10)
11. Christchurch Tram (11)

Q8 How often do you visit the Central city?

- 4-7 times / week (1)
- 2-3 times / week (2)
- About once a week (3)
- About once a fortnight (4)
- About once a month (5)
- Less than once a month (6)
- First time in the central city (7)

Q9 How did you travel to the Central city today?

12. Driver of a car (1)
13. Passenger in a car (2)

- 14. Motorcycle (3)
- 15. Bus (4)
- 16. Taxi (5)
- 17. Bicycle/E-Bike (6)
- 18. Walk (7)
- 19. E-Scooter (8)
- 20. Other (Specify) (9)

Q10 Please specify the mode of transport

Q11 Why did you choose this mode?

- Fastest (1)
- Most aesthetically pleasing/attractive (2)
- Safest (3)
- Accessible (4)
- Other (Specify) (5)

Q12 Please specify why this mode was chosen:

Q14 How safe do you generally feel in the Central city?

- 21. 1 - Very unsafe (1)
- 22. 2 - A bit unsafe (2)
- 23. 3 - Fairly safe (3)
- 24. 4 - Very safe (4)
- 25. 5 - Don't know/not applicable (5)

Q15 What 3 terms would you use to describe the Central city?

Q16 How often do you visit the space we are currently in? (LOCALS ONLY)

- 26. 4-7 times / week (1)
- 27. 2-3 times / week (2)
- 28. About once a week (3)
- 29. About once a fortnight (4)
- 30. About once a month (5)
- 31. Less than once a month (6)
- 32. First time in this space (7)

Q17 What brought you to this space today?

Q18 Are you going anywhere within the Central city after?

- Yes (1)
- Maybe (2)
- No (3)

Q19 Where and why?

Q20 What do you like about this space?

Q21 What do you dislike about this space?

Q22 What would you like to see in this space?

Q23 Which of these age groups do you fall into?

- o 15-24 (1)
- o 25-34 (2)
- o 35-44 (3)
- o 45-54 (4)
- o 55-64 (5)
- o 65-74 (6)
- o 75-84 (7)
- o 85+ (8)
- o Prefer not to say (9)

Q24 Gender

- 33. Female (1)
- 34. Male (2)
- 35. Gender diverse (3)
- 36. Prefer not to say (4)

Q25 Occupation

- 37. Full-time worker (1)
- 38. Part-time worker (2)
- 39. Casual worker (3)
- 40. Student (4)
- 41. Retiree (5)
- 42. Not currently working (6)

43. Prefer not to say (7)

Appendix B:

Q1 Kia ora!

Thank you for taking the time to complete this survey!

We are a group of 3rd year geography University students who are working alongside ChristchurchNZ to help better understand the perceptions of Christchurch's central city for future use.

This should take approximately 5 to 10 minutes to complete.

If you are interested in participating, please read the information sheet.

Q2 Re(creating) the 'heart' of Christchurch

Information Sheet for participants

We are researching the ways people currently use the central city. This study is conducted by Geography309 students from the University of Canterbury | Te Whare Wānanga o Waitaha (UC). We are being tutored by Prof. Simon Kingham and are working alongside ChristchurchNZ.

Research Purpose

This research is aiming to determine how people are interacting with the central city and their perspectives on the area. We are interested in finding how we can (re)create the “heart” of Christchurch’s central city. The information from this study will help to understand the current uses and perspectives within Christchurch, to develop a thriving central city.

Your participation is voluntary (your choice). If you decide not to participate, there are no consequences. Your decision will not affect your relationship with the University of Canterbury,

ChristchurchNZ, or any member of the research team.

Are there any benefits from taking part in this research?

The information gathered will potentially benefit the development of a thriving central city that caters to your wants and needs.

What will happen to the information you provide?

We will submit your answers as you give them onto an online response form. This information will be stored in a password-protected file on the University of Canterbury network and deleted as soon as practical. We will store your responses and your signed consent form separately, enabling the data to be stored anonymously. This anonymous data will also be made available to other researchers from ChristchurchNZ, who are our partners in this study.

Will the results of the study be published?

The results of this study will not be published, though will be shared with ChristchurchNZ, our project partners, who will utilise this information in their development plans. A summary of results may be sent to participants if they request a copy.

Who can you contact if you have any questions or concerns?

This study meets the requirements of the University of Canterbury Human Research Ethics Committee. If you have any questions about the research, please contact: Simon Kingham, simon.kingham@canterbury.ac.nz.

Q4 Which of these spaces have you visited within the Central city within the past 12 months?

1. Te Pae Convention Centre (1)

2. Cathedral Square (2)
3. Tūranga (Library) (3)
4. Victoria Square (4)
5. New Regent Street (5)
6. Cathedral Junction (6)
7. The Piano (7)
8. Isaac Theatre Royal (8)
9. Christchurch Town Hall (9)
10. Ōtākaro/Avon River (10)
11. Christchurch Tram (11)
- 12.

Q5 How often do you visit Christchurch central city?

- 4-7 times / week (1)
- 2-3 times / week (2)
- About once a week (3)
- About once a month (4)
- Less than once a month (5)
- I have never visited (6)
-

Q6 How do you use the Central city currently?

13. Shopping (1)
14. Food/Drink (2)
15. Events (3)
16. Meeting people (4)

17. Exercise (5)

18. Work (6)

19. Street performances (7)

20. Health services (8)

21. Other (Specify) (9) _____

Q7 What is the main reason you would visit the Central city? e.g. work, exercise, education, leisure.

Q8 When you visit the central city, do you tend to stay after your main purpose?

- Yes (1)
- Sometimes (2)
- No (3)

Q9 If you do tend to stay after your main purpose, where do you go and why?

Q13 What would incentivise you to visit the Central city more often? (e.g. accessibility, attractiveness).

Q15 What barriers prevent you from visiting the Central city? (e.g. too expensive, no time, too far away, not interesting)

Q10 What three terms best describe the Central city?

Q12 How safe do you generally feel in the Central city?

- 1 - Very unsafe (1)
- 2 - A bit unsafe (2)
- 3 - Fairly safe (3)
- 4 - Very safe (4)
- 5 - Don't know/not applicable (5)

Q11 Please add any comments below on safety in the Central city

Q14 How much do you agree or disagree that the central city provides a range of things to do for all people?

- 1- Strongly disagree (1)
- 2 - Disagree (2)

- o 3 - Nor agree/disagree (3)
- o 4 - Agree (4)
- o 5 - Strongly agree (5)
- o Don't know/not applicable (6)

Q16 Is there anything in the central city that you would like to see improved? (e.g. less litter, gap fillers)

Q17 What would you like to see added in the Central city?

- 22. Markets (1)
- 23. Events (2)
- 24. Street art (3)
- 25. Shopping facilities (4)
- 26. Restaurants (5)
- 27. Parks (6)
- 28. Sports facilities (7)
- 29. Other (8) _____

Q22 The following questions are demographic questions. We are collecting this information to determine how different groups experience the central city. These questions are optional.

Q18 Age:

- 15-24 (1)
- 25-34 (2)
- 35-44 (3)
- 45-54 (4)
- 55-64 (5)
- 65-74 (6)
- 75-84 (7)
- 85+ (8)
- Prefer not to say (9)

Q19 Occupation

- 30. Student (1)
- 31. Full-time worker (2)
- 32. Part-time worker (3)
- 33. Retiree (4)
- 34. Unemployed (5)
- 35. Casual worker (6)
- 36. Prefer not to say (7)

Q20 Gender

- o Male (1)
- o Female (2)
- o Non-binary / third gender (3)
- o Prefer not to say (4)

Appendix C:**Observation format**

Table 1. Total Activity Observed in Each Survey Site					
Survey Site	Behaviour* (by who and what)	Context (what is going on)	Type of Traveller (alone, families, friends)	General Mood	Quality of Environment
Site 1. New Regent Street					
Site 2. Christchurch Town Hall					
Site 3. Cathedral					

Site 4. Tūranga					
Site 5. Te Pae					

*include eating, talking, walking, cycling, shopping etc.

Appendix D:

Counts of People at Specific Sites

Table 2. Total Observed People in Each			
Survey Site			
Survey Site	Number of People Using Space	Number of People Using Space as a Thorough Fare	Number of People Using Space Total
Site 1. New Regent Street			
Site 2. Christchurch Town Hall			
Site 3. Cathedral Square			
Site 4. Tūranga			
Site 5. Te Pae			