

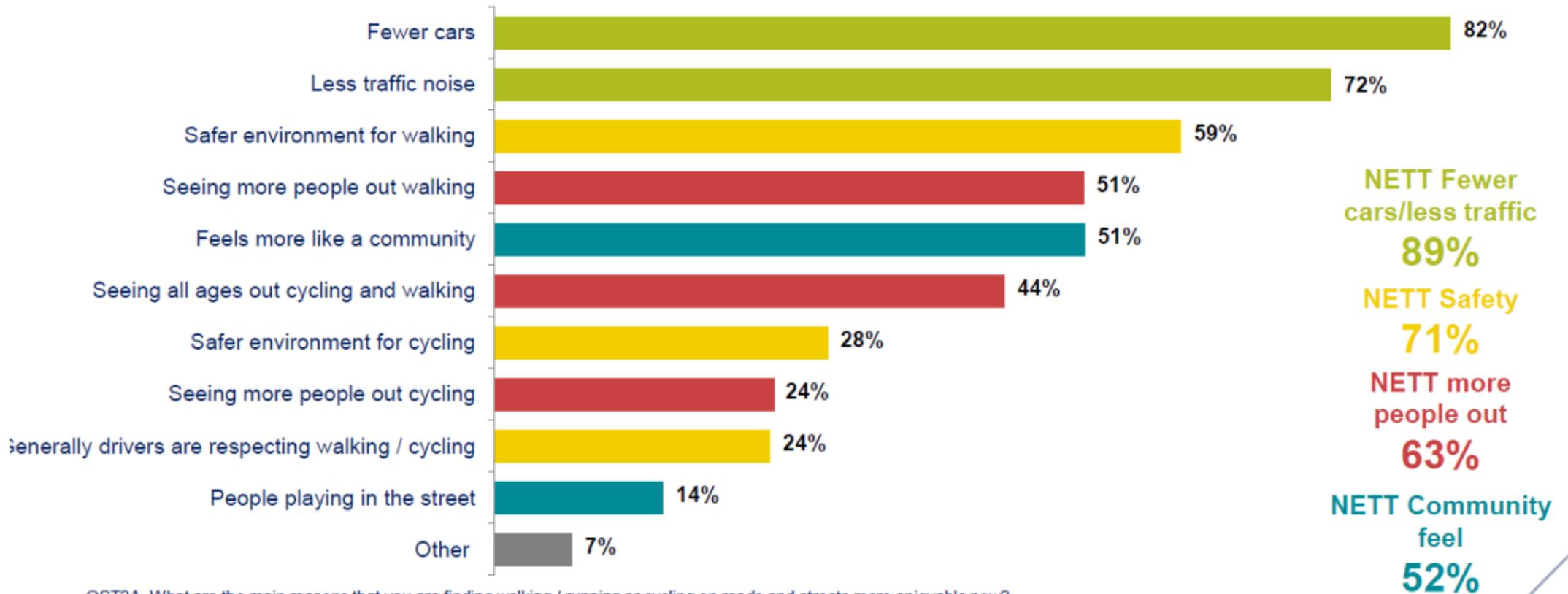
# Street Changes to Fight Covid19

Kathryn King, Waka Kotahi and Dr Alistair Woodward,  
University of Auckland



# The reduced private vehicle traffic and associated increased safety are the big drivers of people enjoying outdoor spaces

## Reasons streets more enjoyable



QST2A. What are the main reasons that you are finding walking / running or cycling on roads and streets more enjoyable now?  
 Base: those who are finding walking/running or cycling more enjoyable now (n=408)

# Working with partners to maintain safe use of public transport

Worked closely with PT operators and transport authorities to ensure people could safely access public transport



**Provided additional NLTF funding to compensate for loss of fare revenue and additional COVID operational costs**

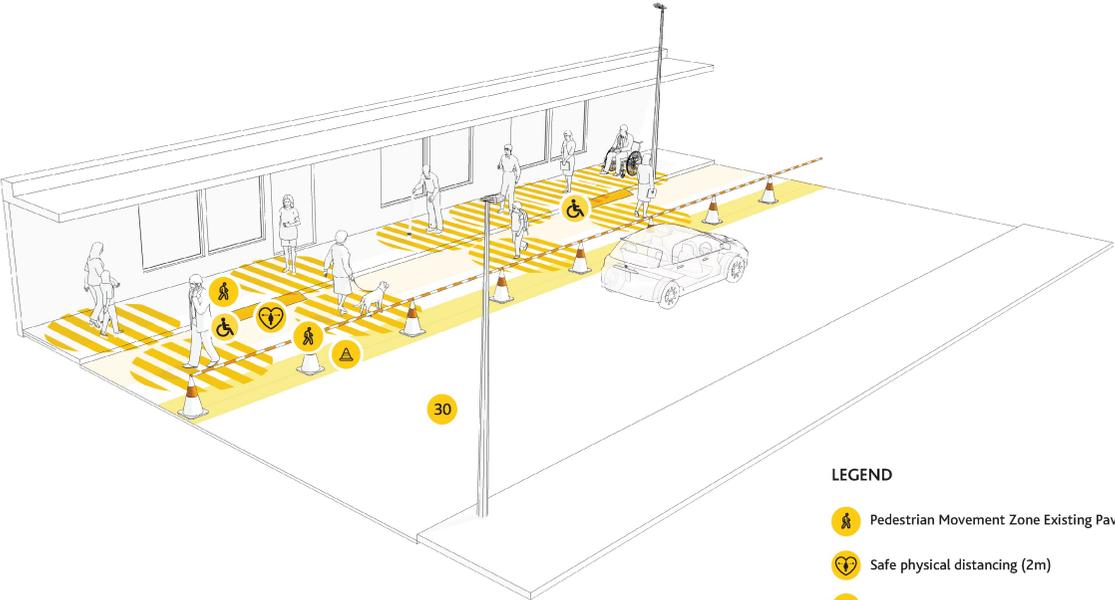
**Central coordination between central and local government e.g. communications, health and safety practices, AVSEC / police security**

**Assisted councils and PT operators with procuring PPE and coordinated all of government distribution of 1m free face masks once compulsory**

**Enabled free travel using the Total Mobility Scheme during lockdown to 30 June 2020**

# Support for Councils so that people could move around safely

A rapid response to Covid-19 to enable healthy walking and cycling



**LEGEND**

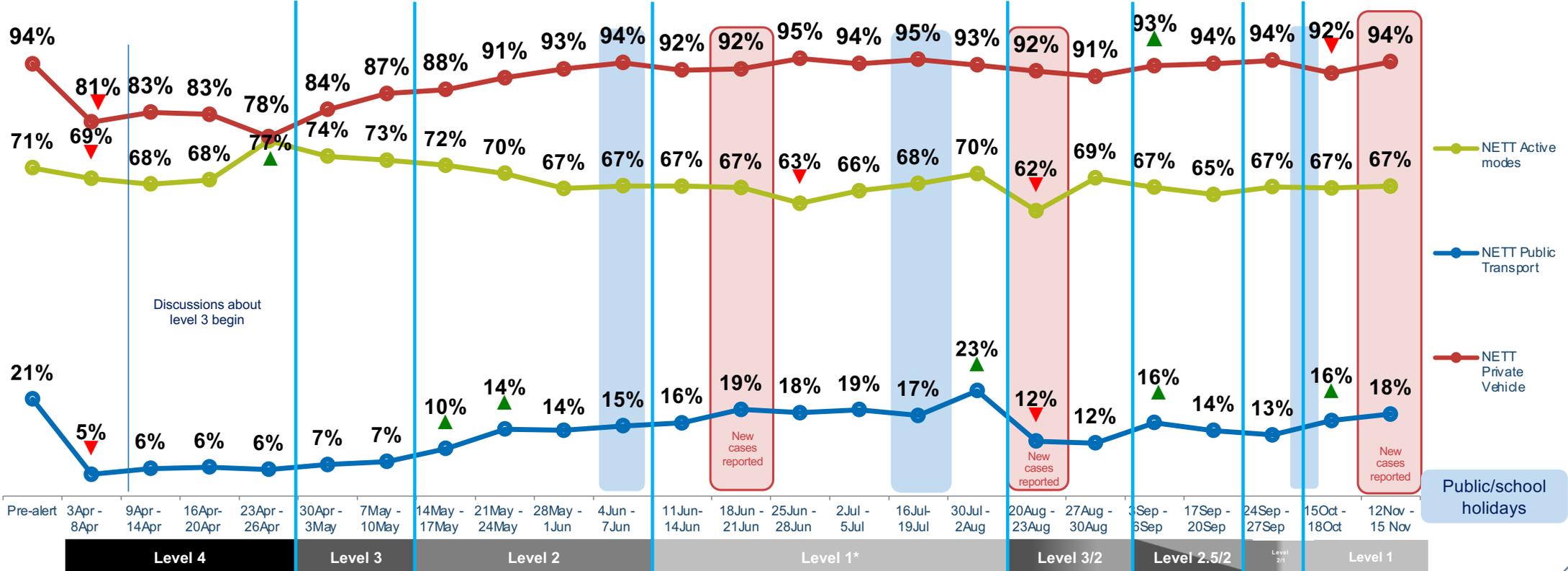
- Pedestrian Movement Zone Existing Pavement
- Safe physical distancing (2m)
- Buffer Zone (1m) + Delineator / Crash Barrier \* + signage
- Vehicle lane speed restrictions
- Accessible ramp

\* The type of delineator or crash barrier will be determined by the amount of risk and will be resolved through the temporary traffic management process.

Data made available.  
Guidance created, tested and published.  
Speed management tools clarified.  
Eight cities claimed funding.  
Two projects remain.

# Nationwide we've seen drops in active and public transport usage

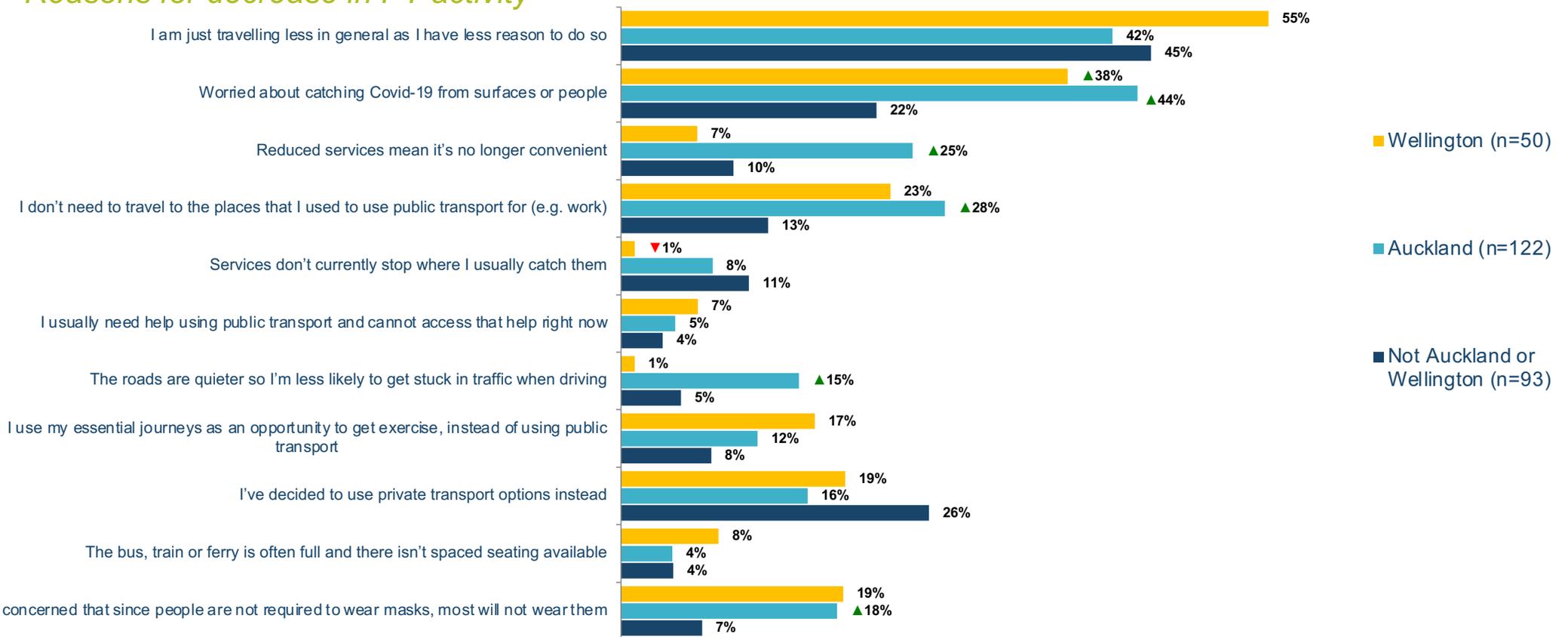
Changes in mode usage by wave - national



QFREQ1/QFREQ2 –And in the course of a normal week, on how many days would you normally travel via each of the methods listed below? And during the past seven days, on how many days have you travelled via each of the modes listed below? QJOURNEY1-2. Which, if any of the following types of journeys would you have made in a normal week (e.g. in February this year)? And which, if any of the following types of journeys did you make during the last seven days? Base: all adults 15+ in New Zealand

# Those staying off public transport state concerns about COVID transmission but are also travelling less overall

## Reasons for decrease in PT activity

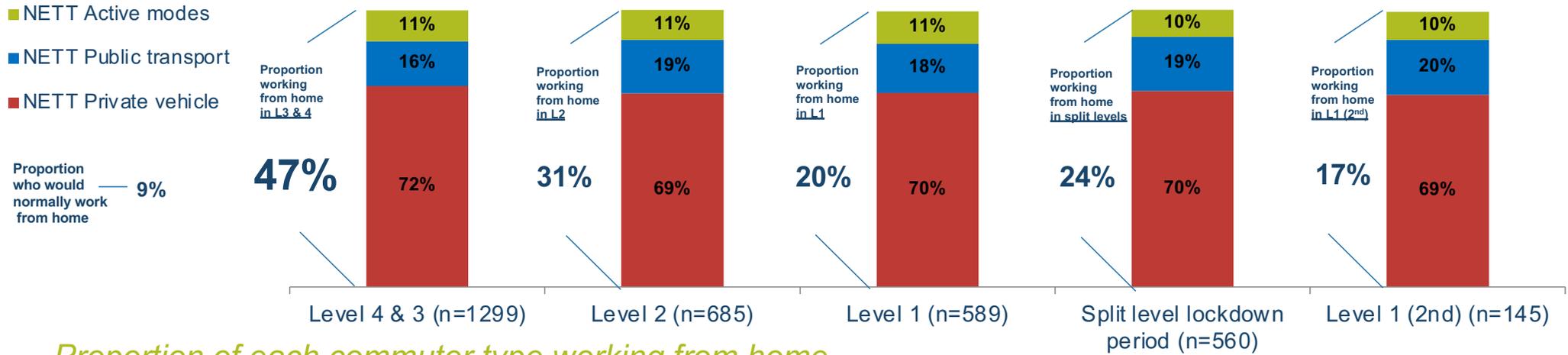


For which, if any of the following reasons, has your use of public transport decreased?

Base: decreasing PT usage in past week; current alert level: level 1 (2<sup>nd</sup>)

A lasting impact of Covid19 is the number of people working at home, which may have further implications for transport planning in our cities.

*Proportion of commuters working from home who would normally travel by each mode*



*Proportion of each commuter type working from home*

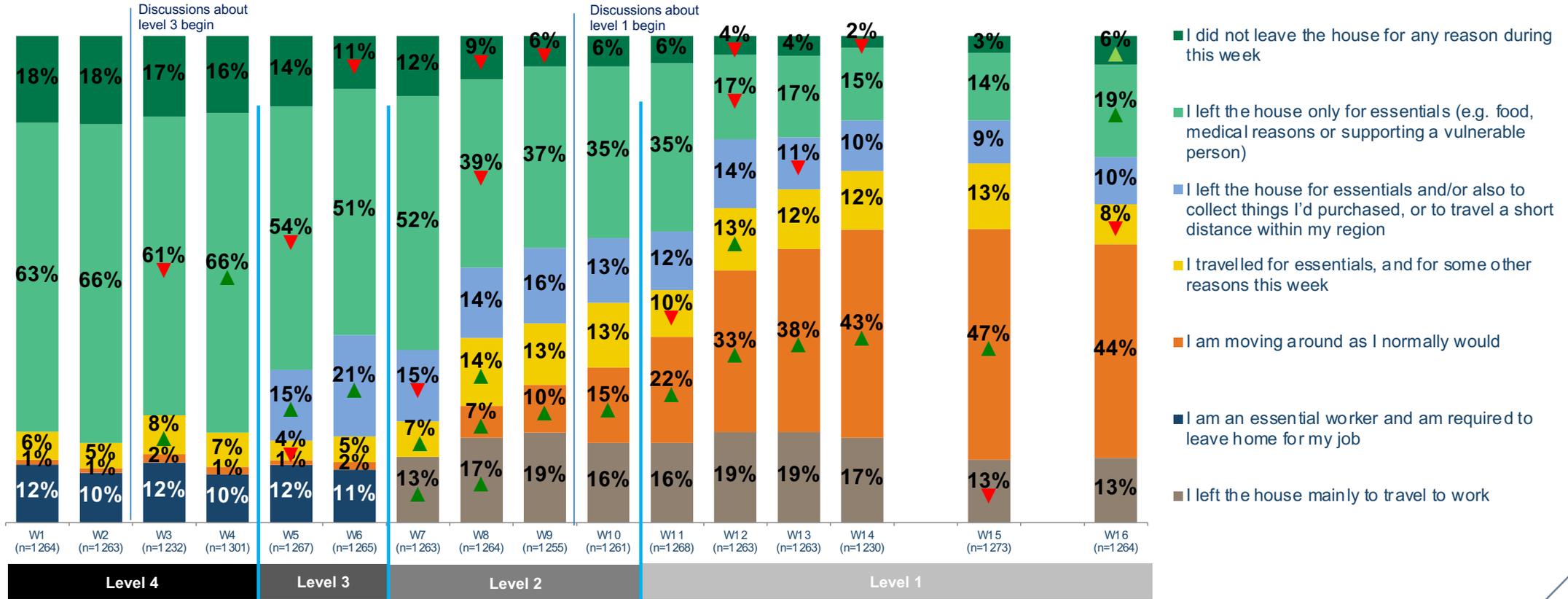
Proportion WFH by level	47%	31%	20%	24%	17%
Within active mode commuters	53%	31% ▼	17% ▼	18%	12%
Within private vehicle commuters	43%	25% ▼	13% ▼	16% ▲	11% ▼
Within public transport commuters	62%	42% ▼	24% ▼	36% ▲	19% ▼

QWORK1A/QWORK2A: And prior to any public health alert or lockdown, where did you mainly work?/ And where do you *currently* work? By QMODE1\_1 How would you normally make each of the following types of journeys listed below? – travelling to work

Base: all adults 15+ in New Zealand who normally commute by each of the modes mentioned for work

# There has been a significant increase in those wholly or partially self-isolating, demonstrating that many still don't feel safe outside.

## Reported activity and movement during the past seven days by wave, excludes exercise



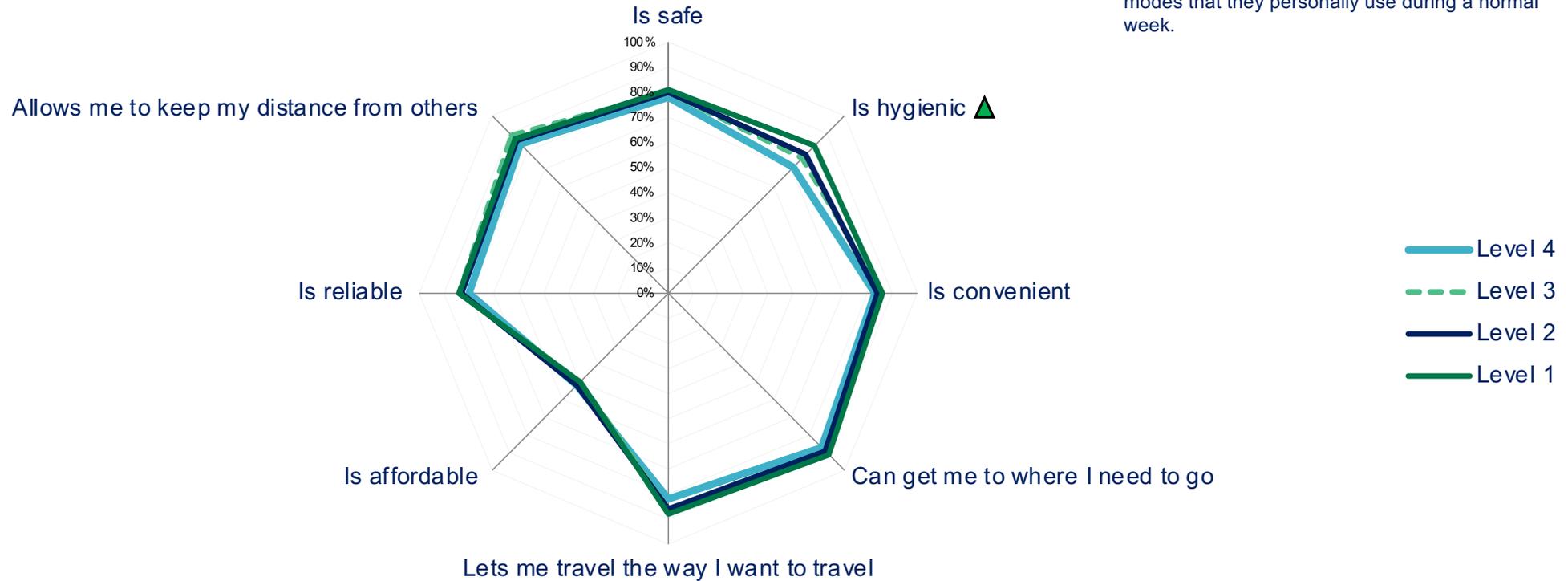
ISO\_1\_TRAVEL. Which, if any of the following best describes your approach to leaving the house over the last week, excluding for exercise?  
Base: all adults 15+ in New Zealand



# Perceptions of travelling by car have been stronger than other modes and the least likely to change from level to level

## Perceptions of Car / Van

**NB:** users were only asked about transport modes that they personally use during a normal week.

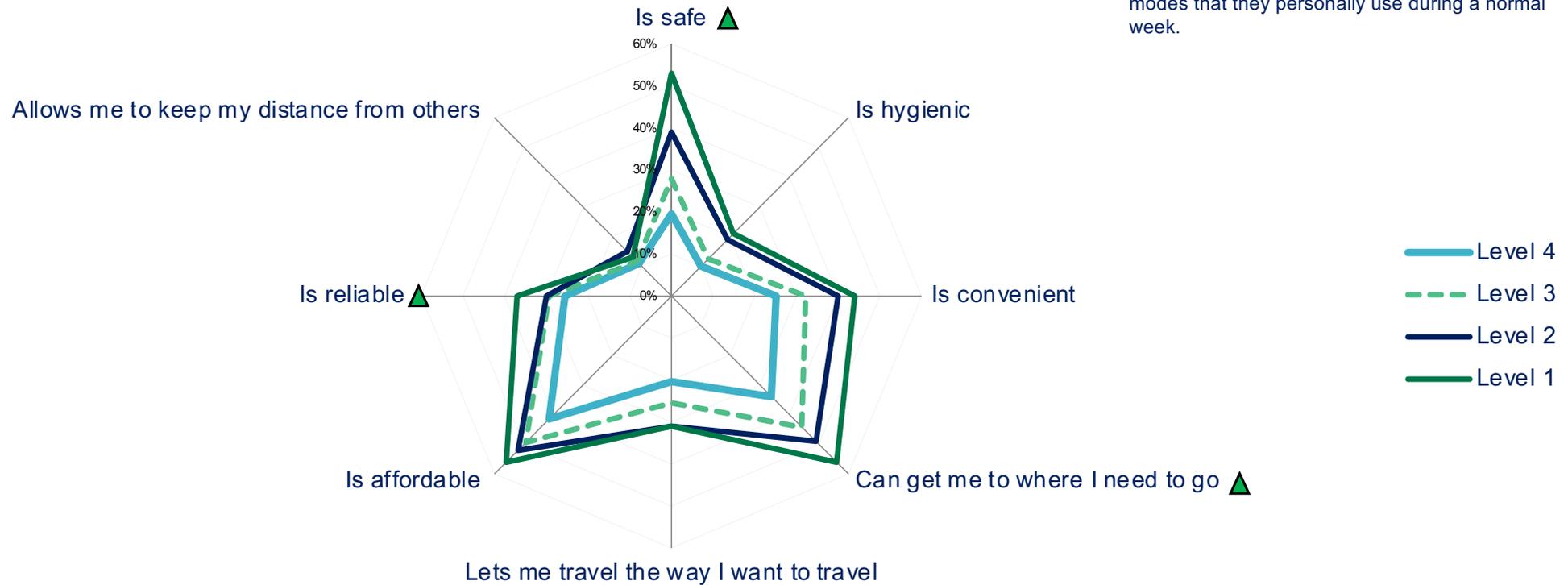


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?  
 Base: New Zealanders who normally travel by Car / Van: level 4 (n=1,453), level 3 (n=746); level 2 (n=1,584); level 1 (n=1,861)

# With each COVID-19 alert level, the proportion saying that buses are safe, convenient and can get them where they need has increased

## Perceptions of the bus

**NB:** users were only asked about transport modes that they personally use during a normal week.

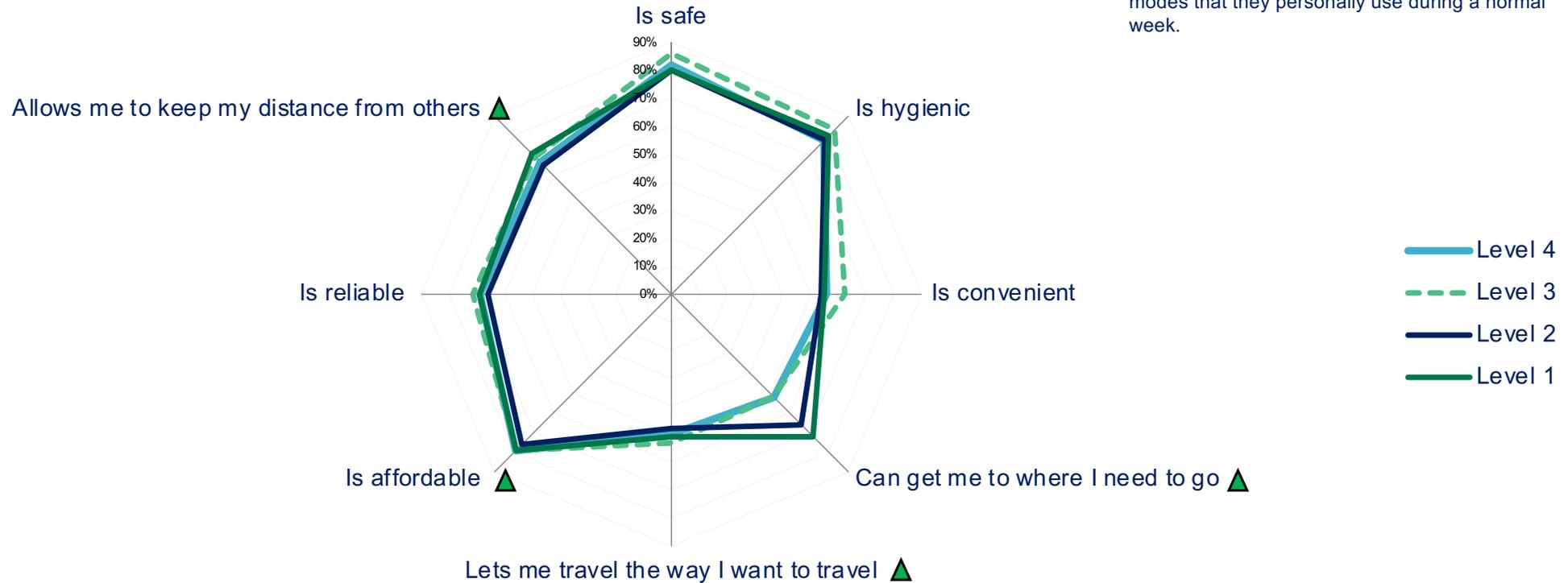


QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?  
 Base: New Zealanders who travel by Bus normally: level 4 (n=943), level 3 (n=452); level 2 (n=979); level 1 (n=1,192)

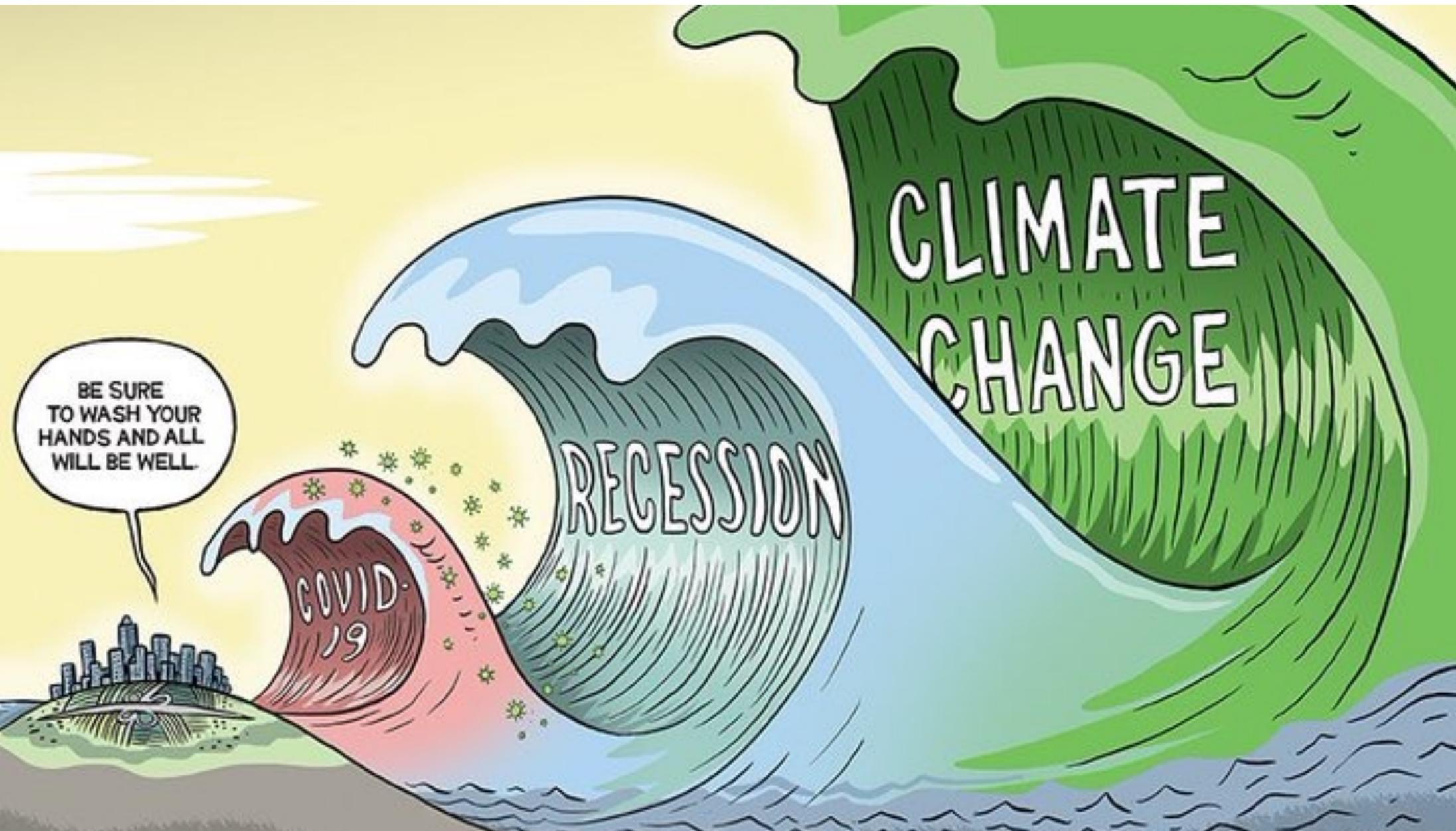
In level 1, there has been a statistically significant increase in the proportions who say walking can get them where they need to go and travel how they want

*Perceptions of walking*

**NB:** users were only asked about transport modes that they personally use during a normal week.



QPTIMAGE. Image Statements - And which transportation methods would you currently associate with each of the following qualities?  
 Base: New Zealanders who normally use walking as a means of travel: level 4 (n=1,445), level 3 (n=736); level 2 (n=1,579); level 1 (n=1,840)



BE SURE  
TO WASH YOUR  
HANDS AND ALL  
WILL BE WELL.

COVID-  
19

RECESSION

CLIMATE  
CHANGE

# What can other cities teach us?

Many cities aim to avoid a car-based recovery and accelerate their strategic plans



Europe spends 1 billion euro on cycling in 2020:

100 miles in Barcelona.

42 miles in Milan.

100 miles in Paris.

65 miles in Lisbon.

62 miles in London.

Results:

Cycling grown by 70% in Paris, 122% in Milan, 22% in outer London and most riders are new to cycling.

# What can other cities teach us?

Car parking spaces reallocated to businesses and streets made safe for play.



**10,000 cafes open into car parking spaces in New York.**

**Soho closed to traffic in London.**

**25 corridors closed to through traffic in San Francisco.**

**Outdoor dining in Melbourne and Sydney.**

# Street changes to fight Covid-19

Alistair Woodward  
University of  
Auckland

2WALKandCYCLE 2021

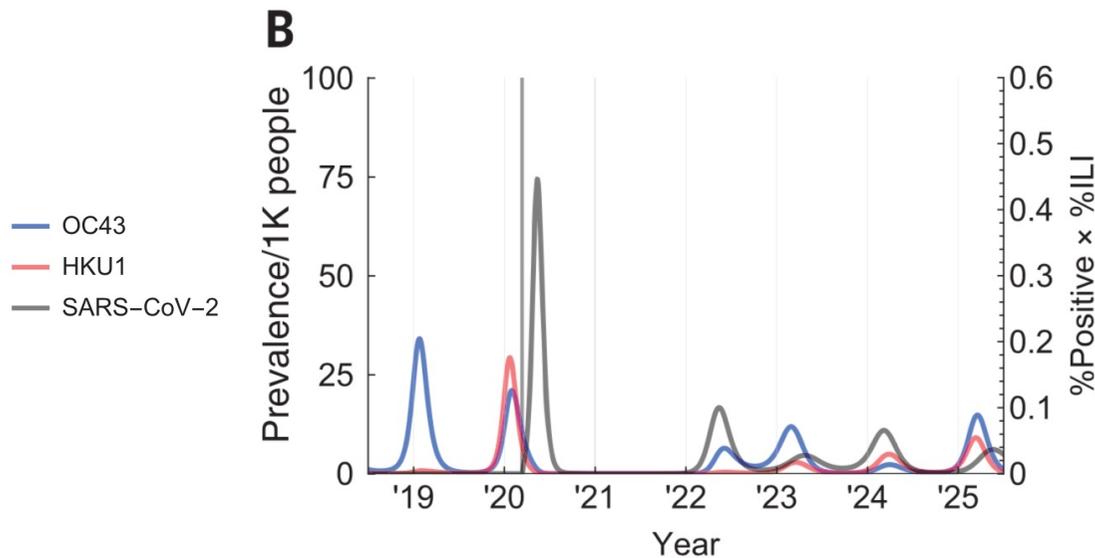


Kirsty Wild / Women in Urbanism  
Life in a low-traffic neighbourhood

# Not a sprint

“This is the rebirth of the pandemic age. We need to treat Covid-19, painful though it is, as a trial run.”

Peter Doherty

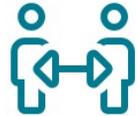


Biennial outbreaks,  
possibly some activity  
in intervening years,  
at least until 2025

Projecting the transmission dynamics of SARS-CoV-2 through the postpandemic period  
Kissler et al. Science 368, 860–868 (2020)

Duration of immunity intermediate, no cover from other coronaviruses

# Pandemic hygiene – physical distancing is number one



<https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>

# Not just COVID – the response to the virus has consequences also

## Unemployment and under-employment

Increase in underemployment

- Worst for women – 90% of jobs lost.

13% lost a job (20% for Māori)

19% having trouble paying bills (34% for Māori)

41% depression, 43% trouble sleeping.

Thaker, J., & Menon, V. (2020). *Aotearoa-New Zealand Public Responses to COVID-19*. Palmerston North: Massey University.

## Loneliness

- MOH - 34% reported feeling lonely during level 4 lockdown, with 21% in late July, after 6 weeks at Level 1.
- Solo parents, youth and unemployed people experienced the largest increases in loneliness during lockdown. Youth 5.8% to 20.8% during lockdown, 17.0% post-lockdown (Loneliness NZ, 2020).

Loneliness NZ. (2020). *Prolonged Loneliness in New Zealand before, during, and after lockdown*. Auckland: Loneliness NZ.

Ministry of Health. (2020). *COVID-19 Health and Wellbeing Survey*. Wellington: MOH.

## Physical activity

For children and young people the absence of physical education, organised sport, and time with friends disrupted normal activity patterns. Comparisons between June 2019 to June 2020 show a drop of 53 mins per week for adults and 90 minutes per week for children and young people

Sport NZ (2020)  
<http://www.voxy.co.nz/health/5/374140>.



Haussmann's renovation of Paris  
Avenue de l'Opera  
Pissarro

## Why streets matter

Lots of people

Rapid change possible

Huge co-benefits,  
potentially

# Low-traffic neighbourhoods



- Infection ✓
- Resilience ✓
- Climate action ✓
- Health gain ✓

Kirsty Wild / Women in Urbanism  
Life in a low-traffic neighbourhood

---

# STREET SPACE REALLOCATION TO FIGHT COVID-19

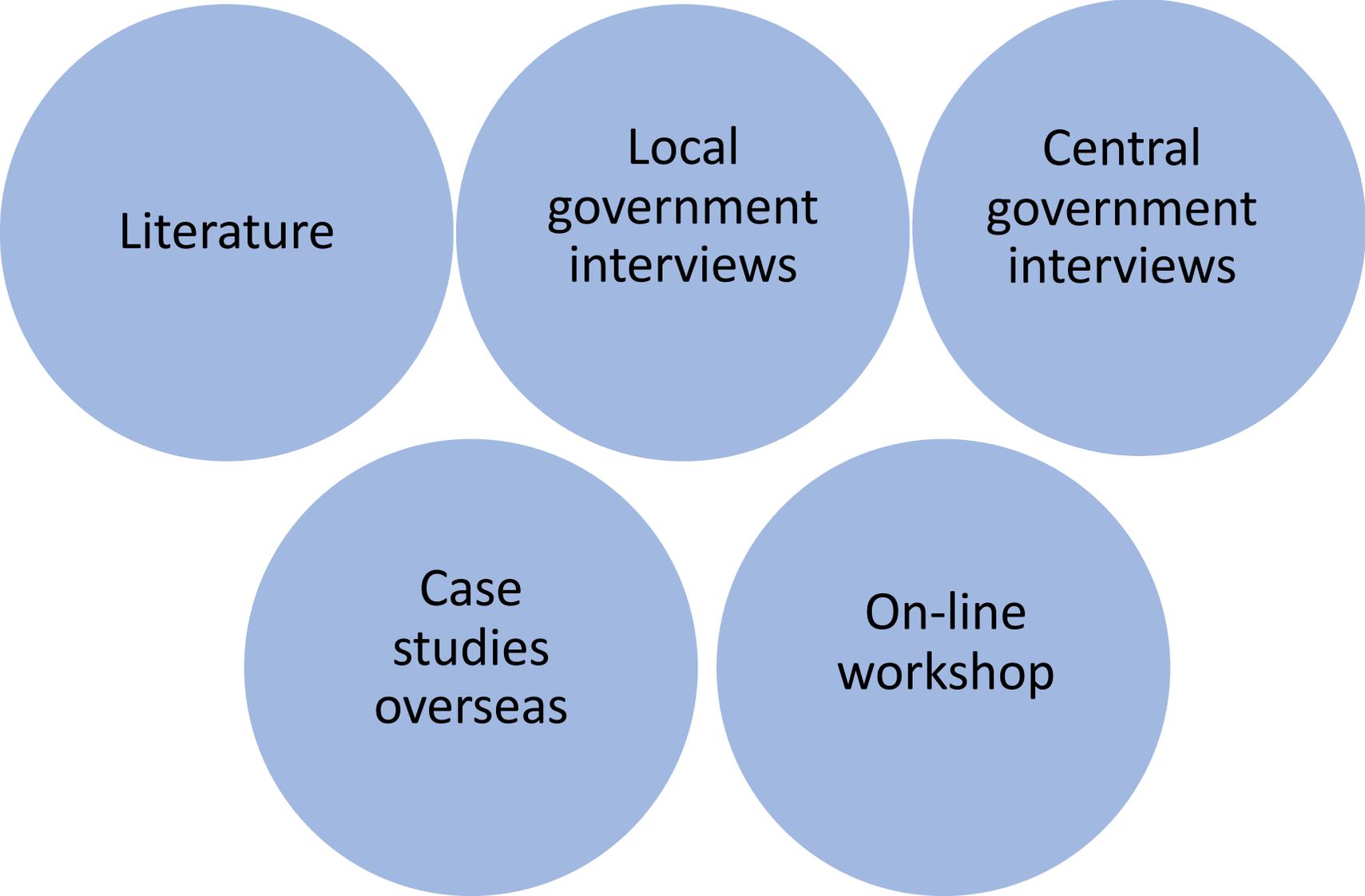
Opportunities and challenges for New Zealand

---

Kirsty Wild | Greer Hawley | Alistair Woodward | Rebekah Thorne |  
Hamish Mackie

16 NOVEMBER 2020





Literature

Local  
government  
interviews

Central  
government  
interviews

Case  
studies  
overseas

On-line  
workshop



## COVID-19 THE CBD'S SPACING OUT

The Dunedin City Council is providing some temporary measures to help people safely return to the CBD under Covid-19 Alert Level 2.

The temporary measures aim to support local businesses and help people maintain physical distancing in the CBD. They include:

- letting retailers and, especially, cafes expand out onto the footpath space to help people with distancing when queuing, shopping and eating out
- free parking in town (time limits still apply)
- no reductions or changes to the number of car parks
- lowering the speed limit to help make it safer for pedestrians if they need to step out onto the road to maintain distancing.



# Findings

Widespread support for pandemic response, but often hazy about reasons for street changes

Limited confidence in mandate to act

Interventions primarily demand-led

Existing regulations and legal frameworks fit for purpose?

Much easier to move if there is a plan to hand

Helpful to link with economic recovery



# Recommendations

Tell the why story better

A national framework for what happens when

Review the regulations

Develop measures of success, and evaluate

Include cycling and walking groups in the emergency response



Paris To Create 650 Kilometers Of Post-Lockdown Cycleways

<https://www.forbes.com/sites/carltonreid/2020/04/22/paris-to-create-650-kilometers-of-pop-up-corona-cycleways-for-post-lockdown-travel/?sh=515e69bf54d4>