

SPACEFOR HEALTH

TEN THINGS GOVERNMENT CAN DO NOW

Our daily habits have changed significantly due to the COVID-19 pandemic. Walking and cycling for physical activity has increased significantly and vehicle traffic has decreased significantly.

Walking and cycling has increased in recreation areas, and in many places it is difficult to maintain the 1.5 metres between people, as recommended by the Australian Department of Health, due to insufficient footpaths or cycleway space.

That is why over 100 Australian experts and organisations have written a letter to State & Territory governments to act on **#SpaceForHealth**.

Visit bit.ly/space4health to see the letter which continues to be signed by more organisations and businesses.

Proposed here are 10 temporary measures that can increase the space available for safe walking and cycling in our local areas.

WHAT CHANGES ARE NEEDED NOW AND IN THE MEDIUM TERM?

- 1. Automate pedestrian signals and provide priority pedestrian crossings**
- 2. Expand footpaths into the roadway or utilise some road space at known pinch points**
This is vital for enabling physical distance for all.
- 3. Create temporary cycle lanes**
- 4. Reduce the speed limit to 30kph in areas of high pedestrian and cycling activity**
Risk of serious injury and death rises rapidly above 30kph.
- 5. Provide car-free streets and parks**
Providing car-free spaces near parks, beaches and popular recreational routes will expand spaces for safe walking and cycling.
- 6. Reallocate a parking or traffic lane on key streets and local business areas to expand safer walking and cycling spaces**
- 7. Utilise signage to reinforce physical distancing**
Stencils and painted symbols remind people of distance requirements and enable self-policing.
- 8. Provide cycle parking at key activity hubs and essential employment destinations**
- 9. Ensure accessibility for all—people with disabilities, wheeling prams and luggage**
- 10. Improve public transport hygiene and physical distancing procedures**
Liaise with public health bodies for appropriate measures that keep people safe on public transport.





FOCUS FOR INTERVENTIONS

Local interventions

All interventions should focus on the ‘local’—local shopping, local trips, local fitness. These local interventions can be connected to a larger network—helping our essential workers commute to work, and enabling people to safely access shops and services. It also assists cycle delivery riders to safely move across the city.

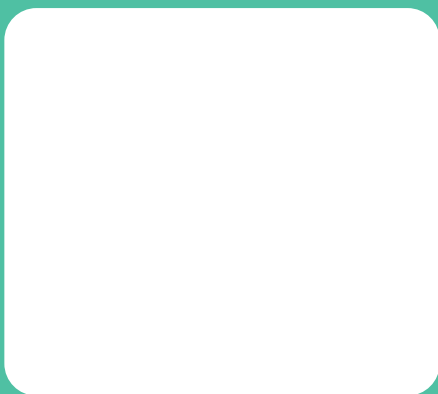
Shovel ready

Existing walking and cycling strategies will indicate the locations, designs and areas to focus on. **Local plans should be activated and implemented!**

Collect data

The impact of all interventions should be measured and monitored. Data is a key tool to judge success.

For local area support contact:



Prepared with support from Lori Dean and Megan Sharkey. Imagery sourced from BIKEast and Lori Dean.

WHY DO WE NEED #SPACE FORHEALTH?

1. Physical distancing

Limiting community transmission requires people to stay at home, stay local and limit contact with others. Maintaining the required 1.5m distance from others is difficult when many of our footpaths are already overcrowded. They do not provide adequate space to be physically distant during exercise or while waiting to enter shops.

2. Reopening the economy

Experts and governments indicate that the COVID-19 threat will be around for the foreseeable future and physical distancing will need to remain as we reopen our economy.

The value and co-benefits of affordable and reliable active transport are vital to supporting our economy. Active transport will be essential to many people in our communities, especially those who face financial difficulties after losing their jobs or businesses.

Creating and maintaining spaces that encourage and enable people to safely walk and cycle—will be key to getting people back to work, to school, to the shops and to services they need.

Implementing council walking and cycle strategies will also stimulate local economies providing jobs and pathways to get to jobs!

As bicycle sales soar—people are dusting off their bikes, or getting on one for the first time—there has never been a better opportunity to seize—cycling as a legitimate mobility option, to move people safely around their communities.

Cycle delivery riders are also in demand with restaurant dining closed and as people avoid shops.

3. Air pollution and congestion

Australian cities and regions have struggled with motor vehicle congestion and associated air pollution. This is an opportunity for councils and state government to enact their clean air and sustainability plans and policies. Infrastructure that enables walking and cycling needs to be in place now—so that fears of public transport does not translate into an uptake of private vehicles, with increased congestion and air pollution.

NOW IS THE TIME TO ACT

Join cities and countries around the world, planning and installing infrastructure measures for COVID-19 and beyond. Visit [**pedbikeinfo.org/WalkBikeSocialDistance**](https://pedbikeinfo.org/WalkBikeSocialDistance) for a list of measures, or [**spaceforhealth.org**](https://spaceforhealth.org)