

COVID-19 and the impact on the mobility system

Some very first considerations & conclusions



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COVID-19 Phase 1 – short term & lockdown (1)

Crisis Management

➤ Travel behaviour

- Reduction car trips , e.g. 47% less traffic Helmond (source : FvdBosch); Aarhus 58% decrease; Brussels 55-90% less car traffic !
- KIM: Netherlands 55% less trips – 68% reduction average distance
- Reduction public transport use – between 70-90% reduction Europe
- Remote working

➤ Modal shift

- Shift towards individual modes of transport: private car & cycling.
- Shift to cycling also experienced in car-oriented cities such as Brussels

➤ Public Transport

- 70-90% less use Europe. 80% less use Australia (source: WSP); Brussels 90% less use; Barcelona 90-95%
- Safety measures every where in place , e.g. no cash payment
- Different strategies around Europe, e.g. Madrid & Brussels 50% less capacity, Hamburg offering even more buses (to ensure 1,5 m rule)

➤ Private car use

COVID-19 Phase 1 – short term & lockdown (2)

Crisis Management

- **Cycling & walking**
 - Increase sales e-bikes – example VanMoof 50% increase
- **Shared Mobility/MaaS/On-demand**
 - On-demand transport as possible alternative to fixed routes public transport, but services shared mobility dropped by 70% (McKinsey)
 - Financial crisis start-ups/ SME's shared mobility
 - MaaS pilots delayed / on hold (Brussels)
- **Micromobility**
 - Reduction – people not willing to share vehicles
 - Berg-insight: # shared e-scooters short term not increasing (2019 – 800.000)

COVID-19 Phase 1 – short term & lockdown (3)

Crisis Management

➤ Other

- 31% reduction turnover Dutch mobility industry (source: survey RAI). Worldwide 2020 7,5 Mio less cars sold (McKinsey)
- Increased inequality in mobility ? Less mobility opportunities for disabled people, lower incomes etc ?
- Speed reduction and green times traffic controllers to offer more comfort cycling/walking (Brussels)

COVID-19 Phase 2 – short/mid term (1)

Recovery Management

- **Travel behaviour**
 - Number of trips slowly increasing again in different countries
 - Remote working still higher than before crisis
 - Leisure trips mainly in own country
- **Modal shift**
 - Probably shift from collective transport to individual modes of transport (Car, cycling, walking)
- **Public Transport**
 - Capacity restrictions – prebooking seats ?
 - Max 30 – 50% of normal capacity because of social distancing requirements (reference a.o. WSP Australia)
 - Time tables have to be adjusted for longer passenger loading times
 - Financial issue: low demand, but normal supply of service required
 - Many countries obligation to wear masks (and gloves) in PT – for example Belgium, Italy, Spain
- **Private car use**
 - Increasing use of private car expected

COVID-19 Phase 2 – short/mid term (2)

Recovery Management

- **Cycling & walking**
 - Increasing
 - Many cities increasing space for cycling, e.g, Brussels, Paris (pop-up bike lanes !). Bogota 76 km additional cycle lanes added; Oakland (California) 10% of streets blocked off for pedestrians/cyclist
- **Shared Mobility/MaaS/On-demand**
 - Incentive for accelerating transition from fixed routes Public Transport to mix of fixed routes public transport and on-demand to be more flexible and resistant
 - Need for upscaling, coordination and acceleration current MaaS pilots Netherlands (outcome Connekt Webinar)
 - MaaS as possibility to flatten curve in peak demand public transport (more modes of transport)

COVID-19 Phase 2 – short/mid term (3)

Recovery Management

➤ Micromobility

- Possible alternative to Public Transport if hygienic conditions met
- City of Rome: stimulating use of micro-mobility

➤ Other

- Speeding up infrastructural measures /maintenance (e.g. A1/A8/A12)
- Reducing speed (e.g. Brussels: more 20km/h zones, Milan 30 km zones)
- Investments in ITS/Automated Driving/innovation temporarily going down
- Widening opening hours to spread traffic, less rush hour pressure (City of Rome)

COVID-19 Phase 3 – mid term/long term short term (1)

Towards a new mobility system ?

- **Travel behaviour**
 - Lock in remote working: 25% of remote workers expect to continue new way of working (survey KIM)
 - Remote working becoming the norm ? (McKinsey)
- **Modal shift**
 - Possible long term shift to individual modes of transport car/cycling/walking ?
 - 80% of Dutch people expect to return to pre-covid modes of transport (survey KIM)
- **Public Transport**
 - Social distance as new criterium for quality of public transport (tendering/procurement)
- **Private car use**
 - Shift towards more private cars ? First studies China confirm this: congestion after lockdown even more than before crisis (source: China Urban Transport report)
 - Additional need for zero emissions cars

COVID-19 Phase 3 – mid term/long term short term (2)

Towards a new mobility system ?

➤ **Cycling & walking**

- Lock in of COVID habits more cycling/walking ?
- Permanent increased space for bike lanes in many cities, e.g. Milan and other Italian cities

➤ **Shared Mobility/MaaS**

- COVID incentive for MaaS : offers better possibilities to cope with peak demand (more modes of transport)
- Hygienic measures will become standard

➤ **Micromobility**

- Alternative to public transport
- Berg insight expects rapid growth shared e-scooters (after temporary short term decrease Phase 1)
- Hygienic measurements will become standard

COVID-19 Phase 3 – mid term/long term short term (3)

Towards a new mobility system ?

➤ Automated Driving

- Speeding-up deployment automated robots urban freight delivery (contactless delivery)
- Shift towards more individual car use increase need for automated (and zero-emission) vehicles
- After slowing down investments in phase 2, probably increased investments innovation & deployment

➤ Other

- Space reallocated in cities for cycling/walking on permanent base (e.g. Italy)
- Local shopping revival as well as further growth e-commerce
- LastMile delivery parcels more diverse and price increase (Prof. Roel Gevaers, Antwerp University)
- Passenger air transport will suffer severely

COVID-19 & the mobility system

Useful sources: Upcoming Webinars

- Polis Webinars Post-Lockdown Mobility – 2-weekly (Tue & Thu 2 pm) <https://polisnetwork.civigo.net/civicrm/ mailing/view?reset=1&id=121>
- 7 May 2020: Webinar Verkeersmaatregelen opstart scholen 11 mei <https://www.fietsberaad.nl/Bijeenkomsten/2020/Tour-de-Force-Kennissessie-Verkeersmaatregelen>
- From Brabant region: <https://www.brabantmobiliteitsnetwerk.nl/webinars/>
- 20 May 2020: BCI Webinar toekomst van de stad na COVID-19 - Registration via email: claudia.sieben@bciglobal.com
- EIT Urban Mobility webinars COVID-19 call: <https://www.eiturbanmobility.eu/find-partners-for-our-covid-19-crisis-response-call-virtual-pitch-meet-events-and-partner-search-tool/>
- 7 May Eurocities webinar socioeconomic impact : <https://www.eventbrite.com/e/city-dialogue-on-mitigating-the-socio-economic-impact-of-covid-19-crisis-tickets-104305578794?ref=estw>

COVID-19 & the mobility system

Useful sources: Reference documents & recorded webinars

- **SPARE Webinar On-demand Transport**
<https://www.youtube.com/watch?v=I9by34wsj8I&feature=youtu.be> **Modal shift**
- **Impact on Public Transport : Summary ERTICO Academy webinar**
<https://erticonetwork.com/rethinking-public-transport-adapting-essential-services-in-times-of-crisis/>
- **Verkeersnet Webinar : hoe spelen steden in op 1,5 m mobiliteit ?**
https://www.verkeersnet.nl/corona/32701/hier-komt-opener-over-het-verkeersnet-webinar/?utm_source=newsletter&utm_medium=email&utm_campaign=Nieuwsbrief%20week%202020-18
- **Maatregelen Fietsverkeer COVID 19 – Vlaams Fietsberaad** https://fietsberaad.be/wp-content/uploads/20202204_webinar_Maatregelen_Corona_Tijdelijke-fietsinfrastructuur.pdf en <https://fietsberaad.be/nieuws/aan-de-slag-met-tijdelijke-fietsinfrastructuur-omwille-van-covid-19/>

COVID-19 & the mobility system (2)

Useful sources: Reference documents & recorded webinars

- **Verkeersnet – Corona & MaaS:** <https://www.verkeersnet.nl/corona/32622/maas-oplossing-voor-uitdagingen-15-metersamenleving/>
- **Road Transport Information COVID-19 per country** <https://www.itf-oecd.org/road-transport-group/covid-19-road-group>
- **Maatregelen Schoolomgeving Fietsberaad:** <https://www.fietsberaad.nl/getmedia/39edc917-c00b-4f64-bfc1-6d4503ca2e9a/Notitie-Verkeersmaatregelen-rond-opstarten-basisonderwijs-11-mei-2020.pdf.aspx?ext=.pdf>
- **Last Mile deliveries freight:** <https://www.linkedin.com/pulse/why-covid-might-change-b2c-last-mile-networks-forever-gevaers-ph-d-/?published=t&trackingId=Mjj6wtITS6KzCZp23oHjLg%3D%3D>

COVID-19 & the mobility system (3)

Useful sources: Reference documents & recorded webinars

- COVID 19 Recovery Public Transport (study Australia) : <https://www.wsp.com/en-AU/insights/covid-19-and-public-transport-from-response-to-recovery>
- EUROCITIES summary COVID & mobility: http://nws.eurocities.eu/MediaShell/media/Follow_up_-_EUROCITIES_city_dialogue.pdf
- Polis network overview useful sources: <https://www.polisnetwork.eu/document/resources-covid-19-mobility/>
- Loendersloot overview : <https://www.loenderslootgroep.nl/nieuws-en-projecten/mobiliteit-tijdens-en-na-corona/>
- Automotive Industry Restart Action Plan: <https://www.raivereniging.nl/binaries/content/assets/downloads/25-actions-for-a-successful-restart.pdf>
- Mckinsey report Impact of COVID-19 on future mobility solution <https://www.mckinsey.com/industries/automotive-and-assembly/our-insights>



Thought for the day

**“If you are not at the
table, you are on the
menu”**

Kris Carter - Boston

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