



ECCENTRIC

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Business as usual? Mobility in the non-locked down, socially-distanced city

Session 11: Living Lab: Impacts of COVID-19 on urban mobility measures

Urban Mobility Days 2020

30 September 2020

Paul Fenton, City of Stockholm



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COVID-19 and transport in Stockholm



- **No lock-down**
- **All citizens encouraged to follow advice on social-distancing**
- **Many employers allow staff to work full-time from home**
- **Advice against use of public transport and other shared services**
- **Domestic and international travel restrictions**
- **Parking exemptions for key workers/services**
- **Missed chance to "reset and restart"?**

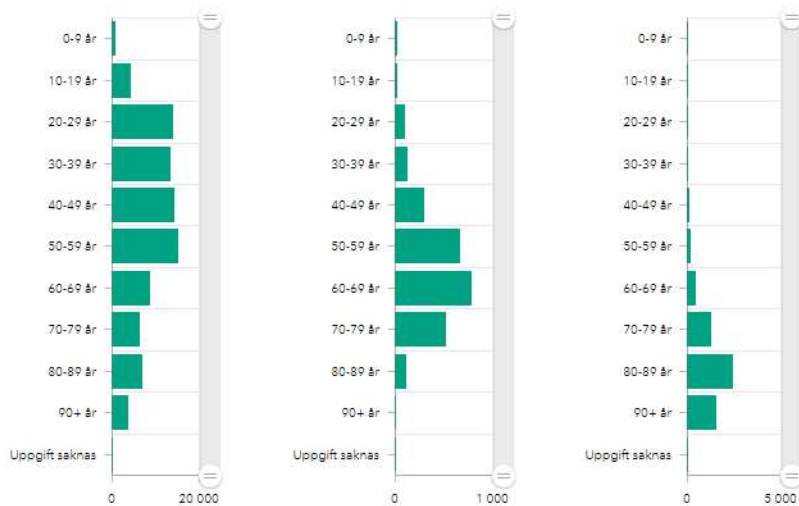


Impact of COVID-19 in Sweden (at 11-09-2020 13:23)



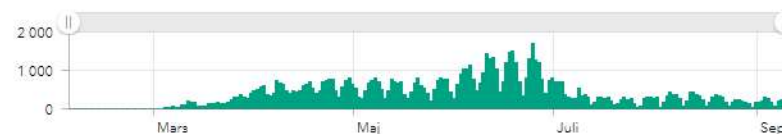
Folkhälsomyndigheten Antal fall av covid-19 i Sverige - data till och med föregående dag publiceras vardagar kl 14:00

Totalt antal laboratoriebekräftade



Fall per kön och åldersgrupp | Lista | Information om datakällor | Karta och länkar till mer statistik

Sjukdomsfall per dag



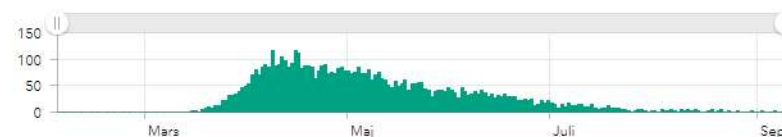
Sjukdomsfall/dag kumulativt

Nya intensivvårdade fall per dag



Intensivvårdade fall/dag kumulativt

Avlidna per dag



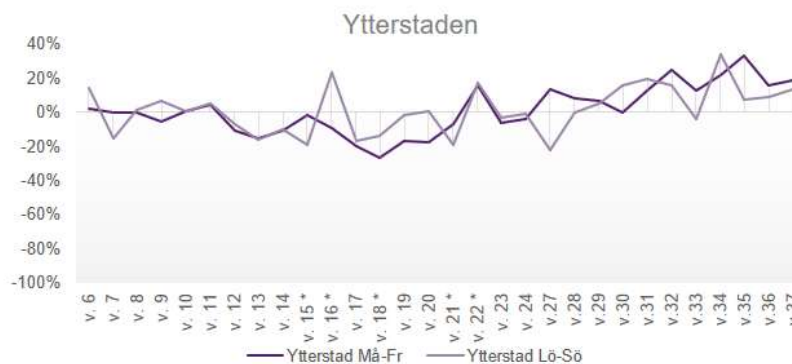
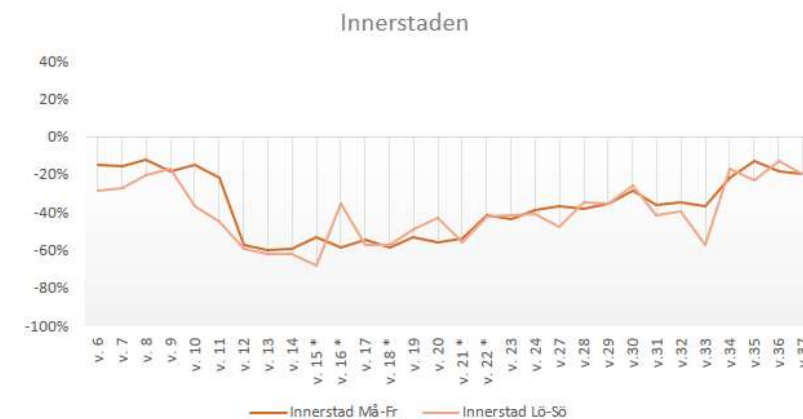
Avlidna/dag kumulativt



Sammanfattning gångtrafik

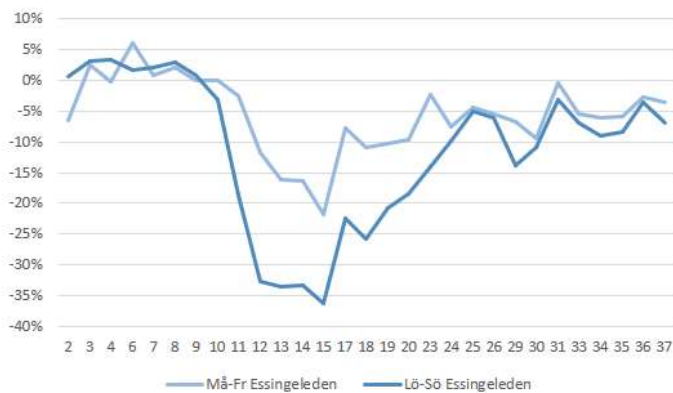
innerstaden	förändring
Vecka 6 - 11	- 20 %
Vecka 12 - 21	- 60 %
Vecka 23 - 37	Ökning från - 60 % till - 20 %

ytterstaden	förändring
Vecka 6 - 11	Ca 0 %
Vecka 12 - 21	mellan -10 % och - 20%
Vecka 23 - 37	Ökning från oförändrat till + 15%



Motor vehicles

Sammanfattning biltrafik



Essingeleden	vardag	helg
Som mest	ca - 17 %	- 33 %
Trend just nu	Ökande (-4%)	ökande (-7%)



Innerstaden	vardag	helg
Som mest	- 25%	- 31%
Trend just nu	Ökande (- 5%)	Ökande (- 5%)



Cycling



2019-2020

1:a januari – 13:e september

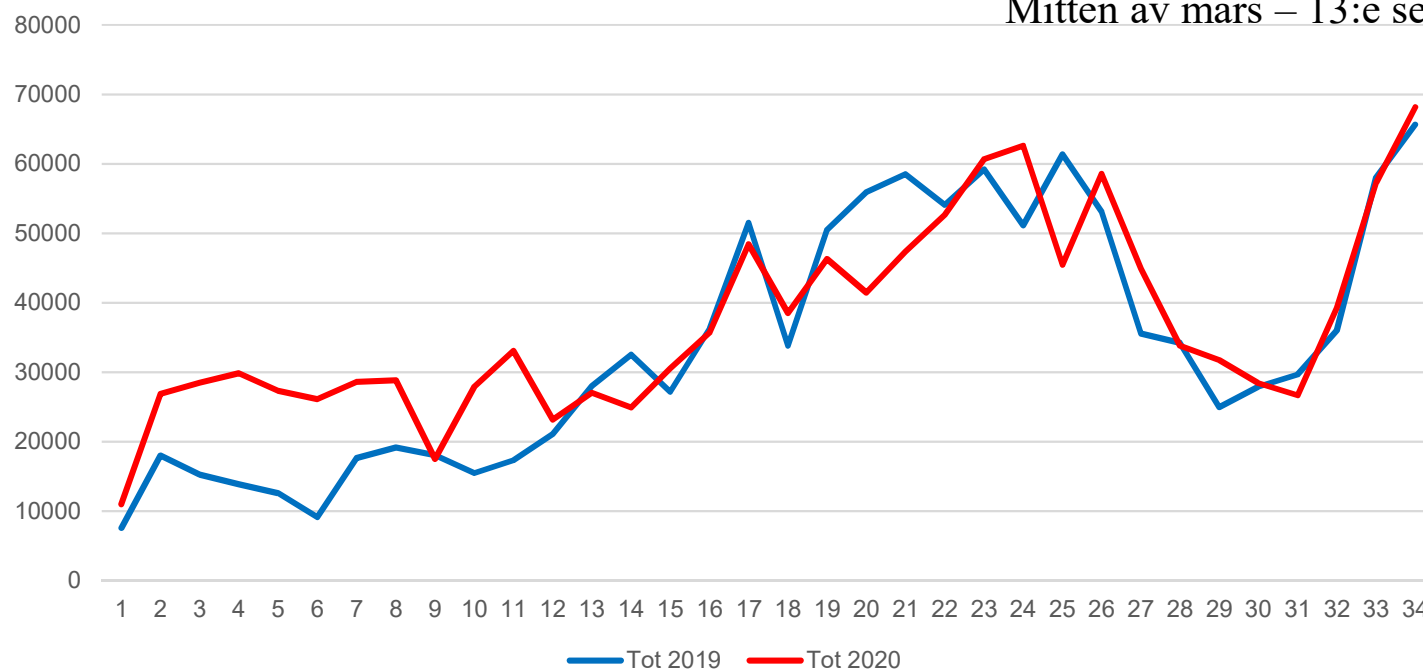
ca 13%

Jan - mitten av mars

↑ ca 72%

Mitten av mars – 13:e september

ca 5%



Other



- **Public transport was and will remain the most affected of the passenger modes**
- **Logistics – market shifts e.g. increased home delivery – increased journeys by vans, fewer heavy vehicles**
- **Disappearance of some micromobility firms – others seem stronger**
- **Car-sharing: shift from company users to private individuals**
- **All vehicles sales down but e-vehicle share of sales up**
- **Social impacts? Health impacts? Cohesion?**
- **Reductions in air and noise pollution**



Risks/opportunities

- Continued home working - social exclusion, logistics, public transport revenues?
- High level of car use - health impacts of covid-19 must be balanced against other health risks, such as the number of accidents, air quality impacts of motorised transport
- Opportunity to increase shares of walking, cycling, micromobility – but can the city move fast enough? Is it daring enough?
- Closure of small businesses – may create unattractive spaces – may also create space for e.g. micro-terminals
- Car-sharing - used by more people but the business models are still vulnerable
- Difficult for emerging business models to consolidate (e.g. MaaS) with a weak “spine” (public transport – as long as people are asked not to use public transport, this is a huge barrier!)

Data available at:

<http://miljobarometern.stockholm.se/trafik/covid-19/>

Thank you!

Paul Fenton

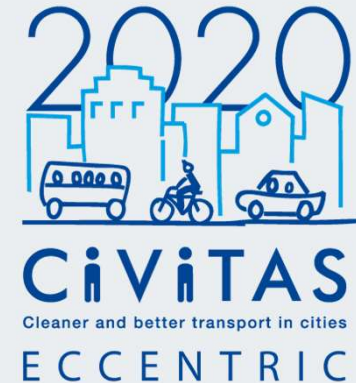
City of Stockholm

Environment & Health Administration

Fleminggatan 4, 10 420 Stockholm

paul.fenton@stockholm.se

<http://www.civitas.eu>



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