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
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”?
## Sammanfattning gångtrafik

### innerstaden

<table>
<thead>
<tr>
<th></th>
<th>förändring</th>
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<tbody>
<tr>
<td>Vecka 6 - 11</td>
<td>- 20 %</td>
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<tr>
<td>Vecka 12 - 21</td>
<td>- 60 %</td>
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<tr>
<td>Vecka 23 - 37</td>
<td>Ökning från – 60 % till – 20 %</td>
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### ytterstaden

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<tr>
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<td>Vecka 6 - 11</td>
<td>Ca 0 %</td>
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<td>Vecka 12 - 21</td>
<td>mellan -10 % och – 20%</td>
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<tr>
<td>Vecka 23 - 37</td>
<td>Ökning från oförändrat till + 15%</td>
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Motor vehicles

Sammanfattning biltrafik

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<tr>
<th>Essingeleden</th>
<th>vardag</th>
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<tr>
<td>Som mest</td>
<td>ca − 17 %</td>
<td>− 33 %</td>
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<tr>
<td>Trend just nu</td>
<td>ökande (-4%)</td>
<td>ökande (-7%)</td>
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<th>Innerstaden</th>
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<tr>
<td>Som mest</td>
<td>− 25%</td>
<td>− 31%</td>
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<tr>
<td>Trend just nu</td>
<td>ökande (- 5%)</td>
<td>ökande (- 5%)</td>
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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!

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