

The current global pandemic is having unprecedented impacts on society and the economy.

The need for social distancing has quickly changed the way work is carried out and how people interact with each other. **The effect on travel demand and behaviours has been dramatic.**

The shorter-term effects, and the responses to these, could have long-lasting impacts. The decisions made over the next year could shape the economy, society and the transport system for the next decade and beyond.

Businesses and jobs are already suffering - **getting the economy back on track will be a key priority.** There is a need to establish a 'new normal' which connects people with jobs and opportunities safely.

For instance, central government expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians, to assist with social distancing.

The challenge for the transport sector is that many people are looking for a **return to the old normal**; traffic volumes are already starting to rise, and history shows that people tend to return to their usual habits as soon as they can.

**What the 'new normal' will look like is uncertain at this stage.** However, we do know that there will be significant challenges around assisting short-term recovery, but also a once in a generation opportunity for transformative change, post Covid-19, towards a **cleaner, greener and healthier society.**



↓ 80%

Reduction in traffic on Hampshire's roads at peak of lockdown (April 20) - similar to 1955 levels.

**BUT...**

By early July 20 traffic had returned to about 80 to 90% of its typical level for the time of year.

↓ 90%

UK rail travel

↓ 60%

UK bus travel

↓ 30%

UK CO<sub>2</sub> emissions in early April 20

# Drivers of change – potential Covid-19 recovery scenarios relating to transport

**'private travel focus'**

**'old normal'**

**'clean, green, healthy recovery'**

- A failure to re-build confidence in public transport use - the bus and rail market fails to recover, and services decline.
- Traffic levels bounce back quickly and even increase compared to 'pre-Covid' – the private car is perceived as the only safe travel option.

- We think differently about the way we live and work and re-evaluate the need to travel. Behavioural changes become 'locked in'.
- Travel demand is less concentrated on short morning and afternoon peaks.
- Places are adjusted to provide additional space for the safe movement of pedestrians and cyclists, supporting local economic activity.
- People continue to interact more with their local areas. Most streets are quieter and local air quality is improved.
- The recovery of public transport is supported.