



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

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CAMBRIDGESHIRE &
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Transport following COVID-19

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Purpose of discussion

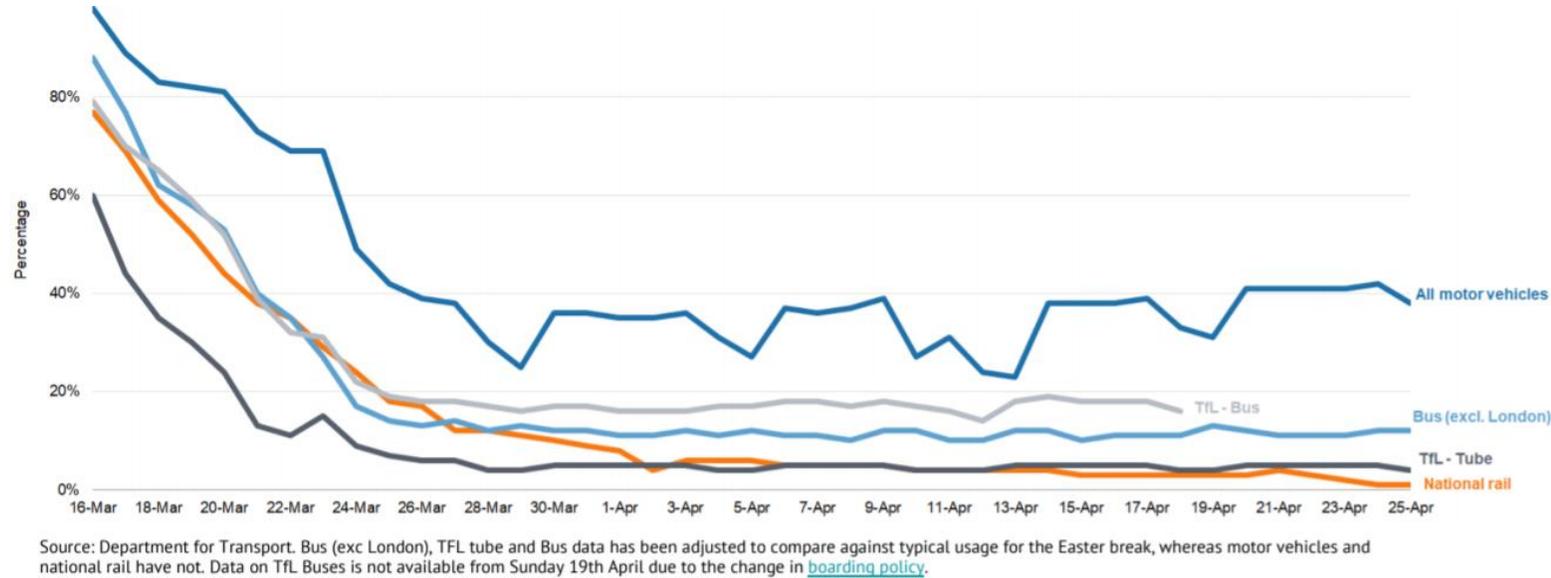
- The realities of a post-COVID-19 world will pose new challenges to our region and our transport network/system in particular
- The COVID-19 lockdown offers an opportunity for the Authority to understand and address some of the transport issues before life eventually returns to “normal”
- Consider whether the status quo in place prior to COVID-19 remains appropriate for Cambridgeshire and Peterborough or whether we take advantage of potential opportunities to make a transformational change to the region’s transport network
- A range of transport data gives an insight into the consequences of COVID-19



Transport impacts of COVID-19: National picture

National picture – transport

- Traffic decreased by 73% compared with pre-outbreak
- Rail travel reduced by 90%
- TfL tube and bus trips down by 94% and 83%
- All travel has decreased significantly in urban areas, with walking, cycling, van and car journeys all down by c.75%, whilst bus numbers have fallen by 60% (nationally)
- Number of large lorries (HGVs) declined by 40% (essential supplies continue to be transported)

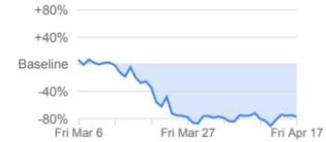


Transport impacts of COVID-19: Local picture

Cambridgeshire

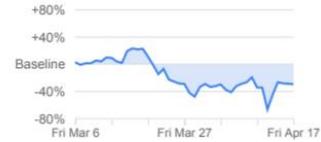
Retail & recreation

-77% compared to baseline



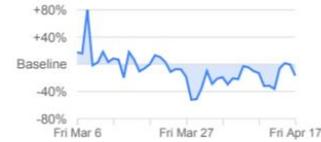
Grocery & pharmacy

-29% compared to baseline



Parks

-17% compared to baseline



Transit stations

-74% compared to baseline



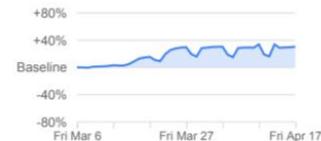
Workplace

-70% compared to baseline



Residential

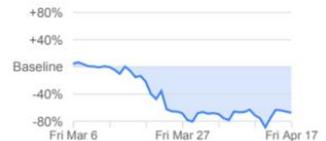
+30% compared to baseline



Peterborough

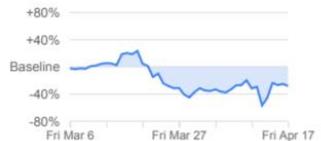
Retail & recreation

-68% compared to baseline



Grocery & pharmacy

-28% compared to baseline



Parks *

-36% compared to baseline



Transit stations

-69% compared to baseline



Workplace

-60% compared to baseline



Residential

+25% compared to baseline



Local picture – transport

- Overall bus patronage down 90%
- Average daily motor vehicle usage: decrease by 60% in Cambridgeshire and between 55-65% at key locations in Peterborough
- Automatic Cycle Counters within Cambridge have recorded a decrease in daily average cyclists of 65%
- Daily average cycle counts outside of Cambridge have increased by 71% (low base)
- Cambridge City Centre car parks showed reductions in daily usage of over 93%
- Peterborough City Council off street car parks showed an 88.7% reduction

Source: Google Mobility Reports



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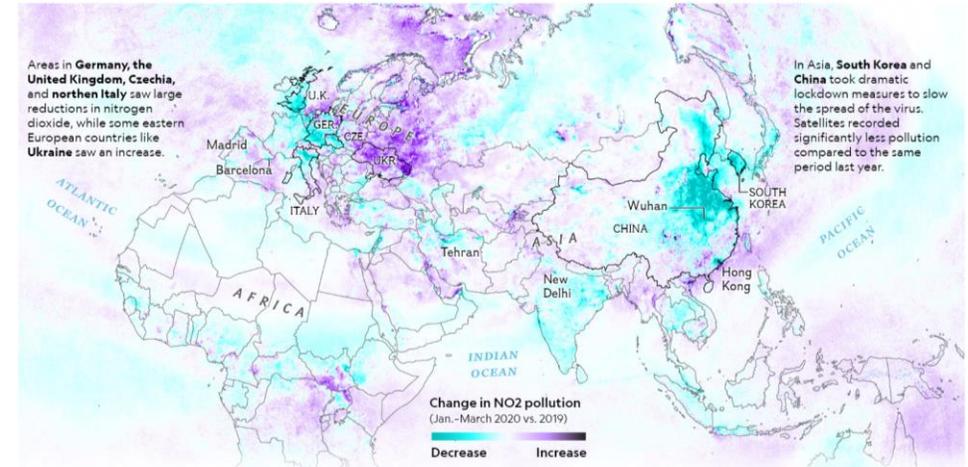
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Some positive impacts of COVID-19

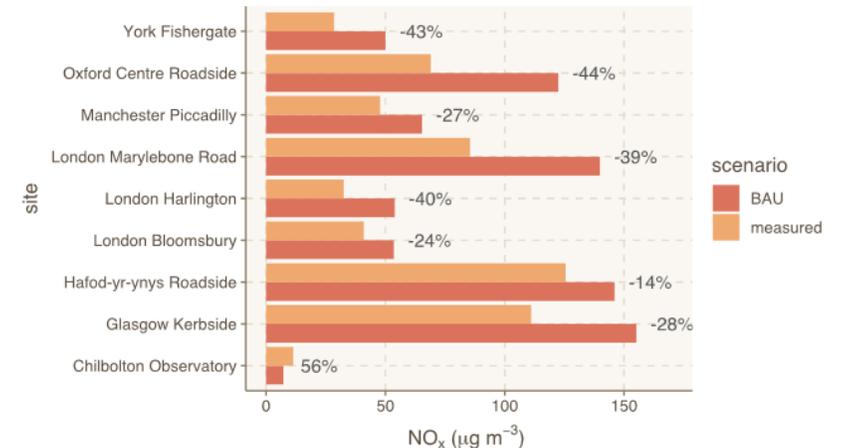
Some positive transport impacts

- Noise pollution has decreased significantly
- Global Carbon Project: global carbon dioxide output could fall by more than 5% year-on-year
- Air pollution has seen a consistent decrease in NO_x across a wide range of sites. Early deaths from lung and heart conditions declined¹
- Traffic deaths and injuries are likely to have fallen significantly, but data as yet not available

¹ Evidence shows that short-term changes in air quality have an immediate impact on heart attacks, strokes, and emergency room visits



Change in NO₂ pollution (Source: National Geographic)



Measured and estimated business as usual NO_x concentrations by site. Numbers show % change in concentration relative to business as usual (Source: Guardian)



Potential scenarios post COVID-19

- The AA and other experts have predicted a permanent reduction in travel as many people have learned to work from home (continue to do so for a day or two a week)
- Conversely other experts have stated that it is too soon to predict a permanent increase in home working – steady increase in people returning back to work if no additional measures are put in place; people will do what they did in the past²
- “Declining cost of distance” is likely to accelerate. Proximity to one’s job may no longer be a significant factor in deciding where to live. Appeal of the suburbs may reduce; it is possible that the appeal of city centres and “new villages” will rise in prominence; traditional commuter belts fade
- Fall in revenue for public transport services might damage its viability in the longer term
- Tourism industry to be adversely impacted and consequently change travel demands

² Takes 2-8 months for habits to be engrained – normally 66 days (reference to Philippa Lally, UCL: Health Psychology Researcher)



Potential impacts on strategy

- Locations may change (reallocation of existing commercial/office space, reduce overheads) – less emphasis on High Street; a move for services to be provided on the net (impact on bus patronage)
- Increased demand for access to greenspace
- Variation to working hours (including working from home) may impact on transport revenues and scheduling, with lower demand on Mondays & Fridays
- Financial stimulus programme to get construction (housing and infrastructure) underway with a particular focus on OxCam Arc. However overall there maybe a delay in housing sites and housing market (slower recovery rate – confidence required)



Potential impacts on strategy

- Evidence of clean air/low pollution benefits likely to be aspirational for longer term, positive reason to accelerate move to electric. However, in the short term, spend on electric vehicle charging points may reduce as hotels and business parks see them as 'luxury'. In addition, initial low oil prices will reduce the immediate attractiveness of electric vehicles
- With a potential recession, analysts say investment in wind and solar power is likely to decrease
- In the short term, potential exploration of Clean Air Zones and Zero Emissions Zones in our urban areas may be delayed. Longer term aspiration may be strengthened as the benefits of low emissions have now been experienced
- More new homes likely to be specifically designed for a greater proportion of home working
- Cycling trips increase, including the use of cargo bikes



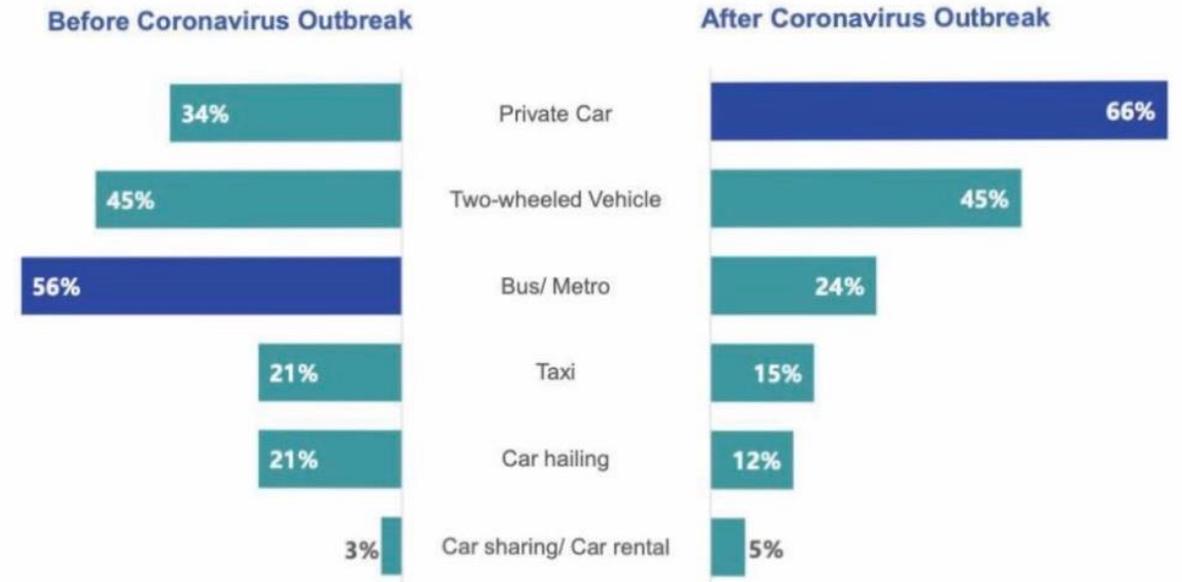
Potential impacts on modes

- Private car:

- Free parking for NHS staff to continue
- Cheaper parking near High Streets to encourage shoppers to return
- Increase in car usage – initially low fuel prices and preference for isolated form of transport
- Decrease in car usage – working at home

- Public Transport:

- Market exit for some bus operators
- Slow restoration of bus services. Some services seriously hit by systemic decline in patronage
- Yards suitable for temporary bus depots for franchise purposes may be taken up by expansion of freight in short term
- Bus fares rise to try to improve margins, leading to loss of passengers, more cuts, cycle of decline
- Demand for flexible rail tickets to spread the daily peaks and allow for travel 2-3 days a week



Modal share nella regione di Wuhan, prima e dopo l'emergenza Coronavirus. Ricerca Ipsos



Potential impacts on modes

- **Freight:**
 - In the short term freight continues to be in high demand or increase as goods may be in demand
 - Accelerated growth in online ordering and home delivery, may lead demand for more regional/out-of-town distribution depots, capacity of inter-urban freight routes, and significant movements of 'last few miles' white vans / gig economy delivery services and cargo bikes
- **Active travel**
 - Demand for appropriate cycle routes will increase in the short term (need to capture these “new” active travellers)
 - Government focus on non-motorised travel – funding support
- **Aviation:**
 - Number of flights and destinations decreased as a result of a reduction in the number of operators (nine out of 10 flights have been grounded since the UK went into lockdown)
 - Potential to have an adverse impact on the expansion plans for London Stansted and London Luton Airports



Potential impacts on programme

- Planning permissions – PINS cancelling planning inquiries and appeals. Will some Local Plan making put on hold?
- Surveys – ecology, traffic surveys cannot happen. Ecology – for overnight stays. Traffic surveys that need to go out in a neutral month will not be true traffic levels (impact on model validation)
- May increase costs of contracts and elongated programmes – funding windows may need to be renegotiated
- Revisit briefs for transport studies to ensure they are truly multi-modal and considers non-motorised user elements



Committee Discussion

1. Reducing the need to travel

- a) Changing the design of houses to accommodate home working
- b) Supporting the implementation of broadband across the region
- c) Increased access to greenspace and bluespace – positive impact on mental health

2. Active Travel

- a) Should CPCA be promoting non-motorised schemes?
- b) Should CPCA re-examine transport studies currently being undertaken to ensure that consider the promotion of active travel modes?

3. Alternative Fuels

- a) Development and finalisation of the EC/EV Strategy (to be developed during 2020/21 financial year)
- b) Should CPCA research and promote alternative fuels (not just electric) and be at the forefront of these developments (private and freight travel)



Committee Discussion Continued

4. Public Transport (Buses and Trains)

- a) Restate the importance of CAM (linking housing and employment locations, facilitates modal shift and improve journey time reliability)
- b) Consider the role of DRT and how it will help to form an integrated flexible public transport network to assist in addressing social exclusion
- c) Should public transport be segregated from the highway? Consider the significant cost implication
- d) Financial support for bus services

5. Congestion

- a) The ability to effectively manage parking solutions has a direct impact on reducing congestion and pollution
- b) Relative importance of addressing the capacity (congestion) issues

