

# **COVID-19 and Mobility in Cities:**

**Impacts, responses and prospects for the sustainable urban mobility agenda**

## **Seminario Movilidad Urbana a partir de COVID 19**

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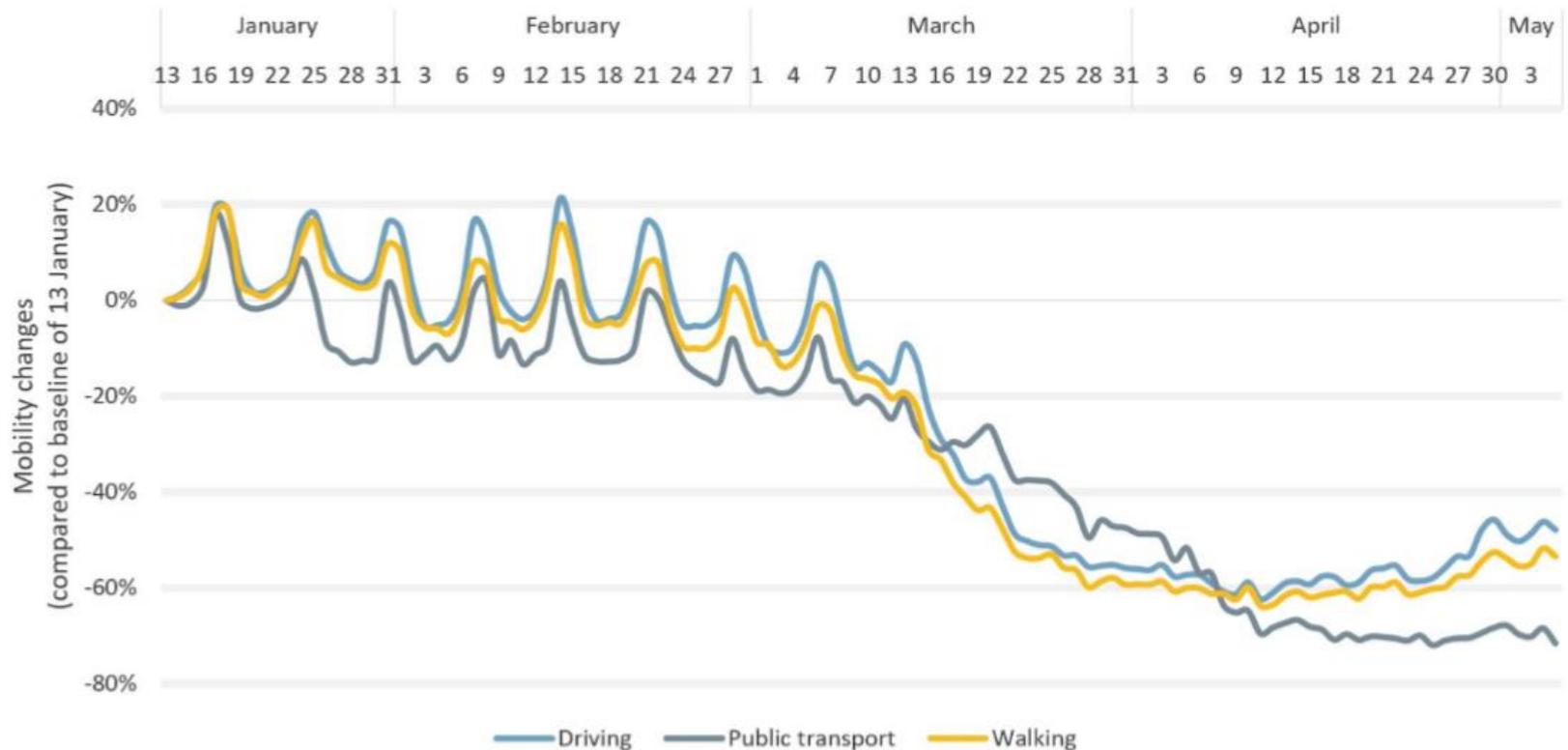


**1. Overview on the impact on transport mode use/activities**

**2. Responses: Public Transport and Non Motorized Mobility**

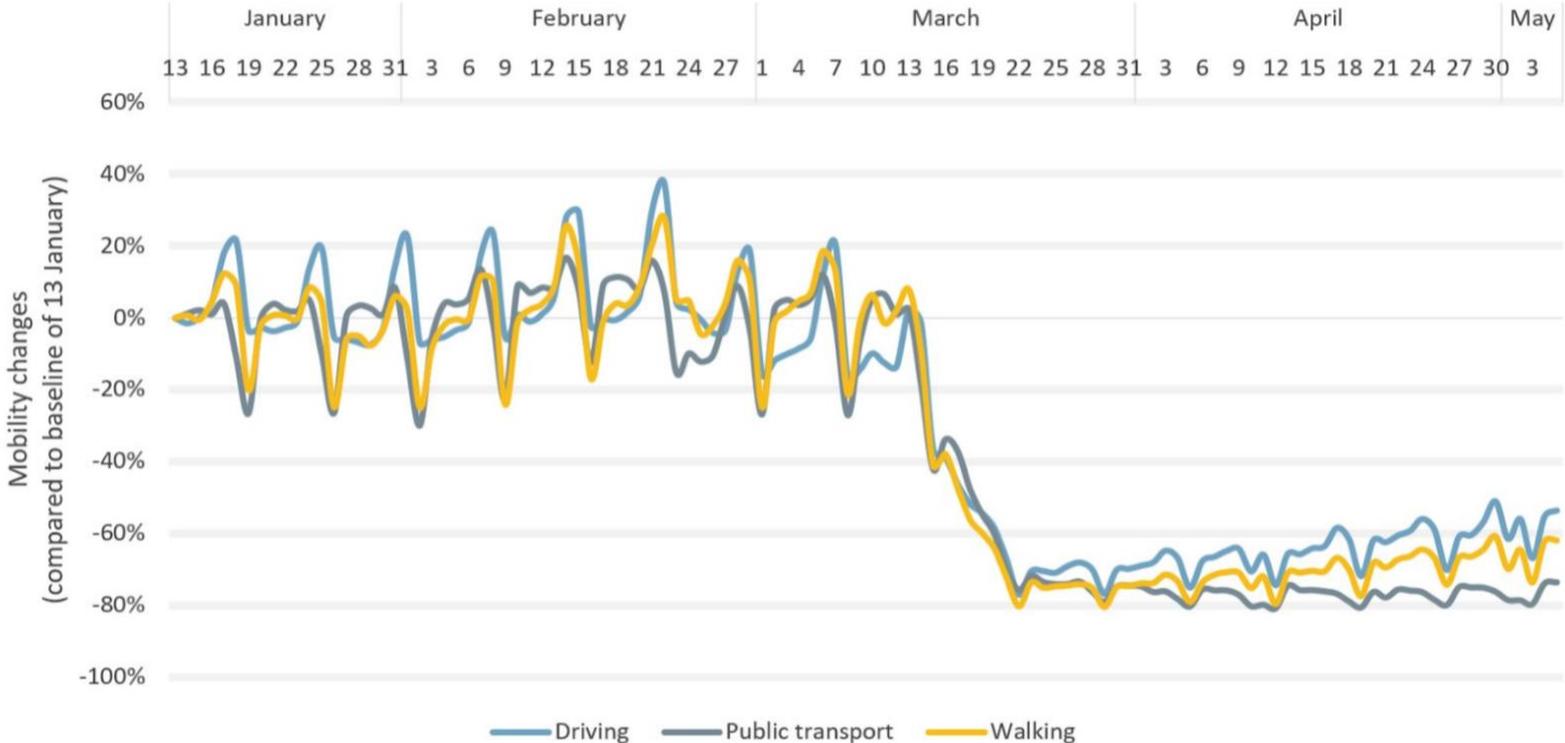
**3. Summary and conclusion**

# COVID and related measures caused sharp decline in mobility, e.g. in Asia



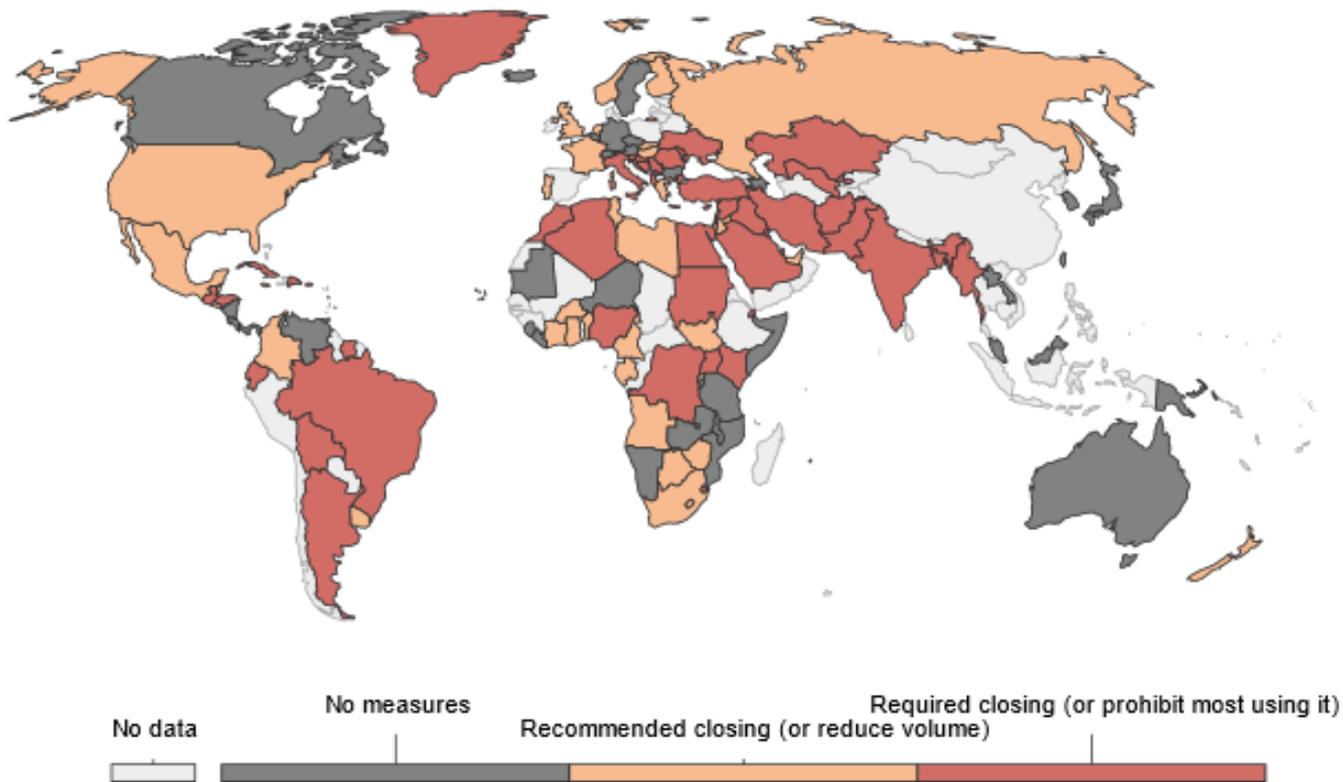
Source: SLOCAT (2020), analysis, based on Apple (2020, COVIT Mobility Trend Research)

# COVID and related measures caused even sharper decline in mobility in Latin America



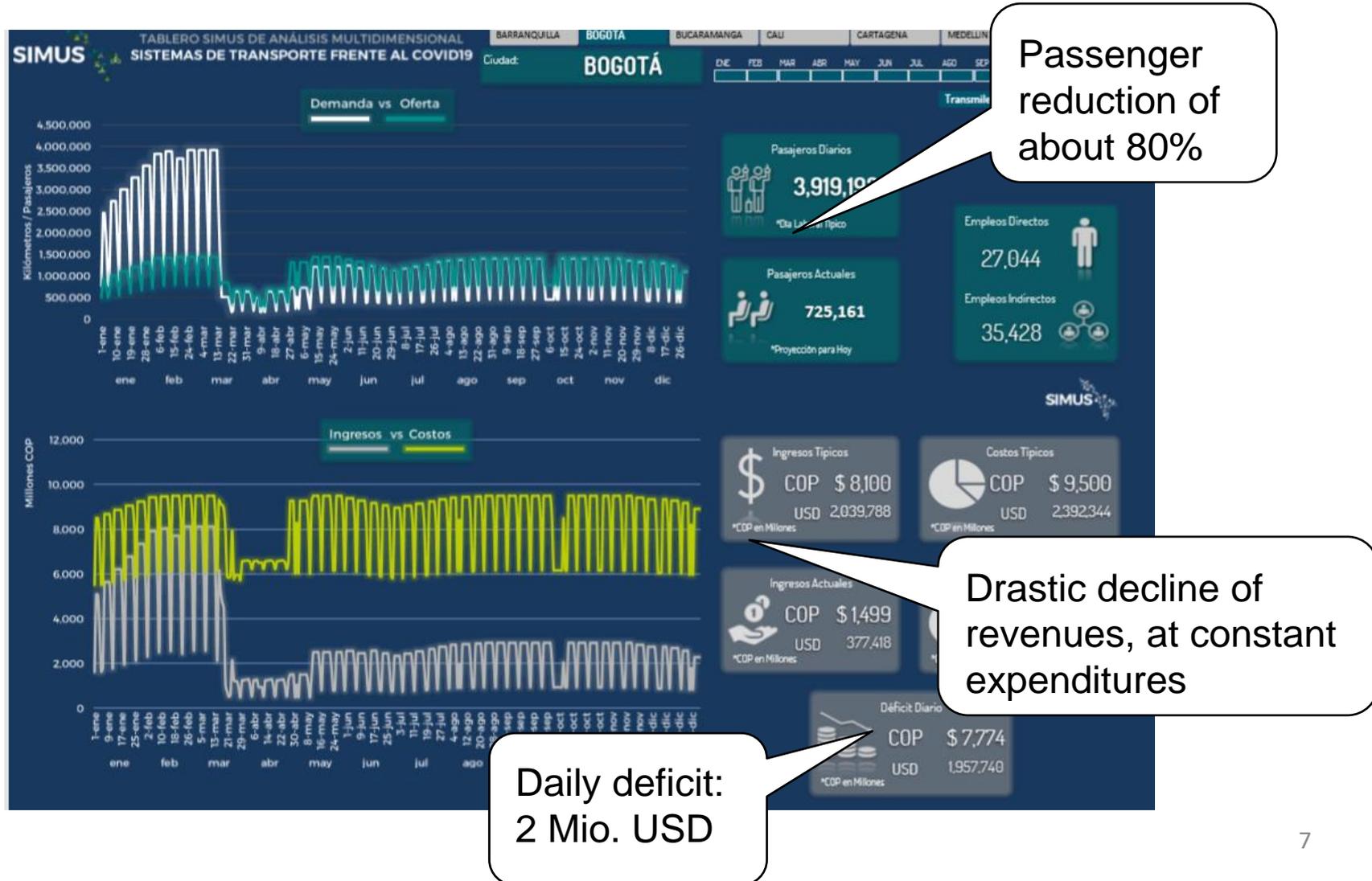
Source: SLOCAT (2020) analysis, based on Apple (2020, COVIT Mobility Trend Research)

# Public transport was particularly affected: closures during COVID-19 (May 11, 2020)

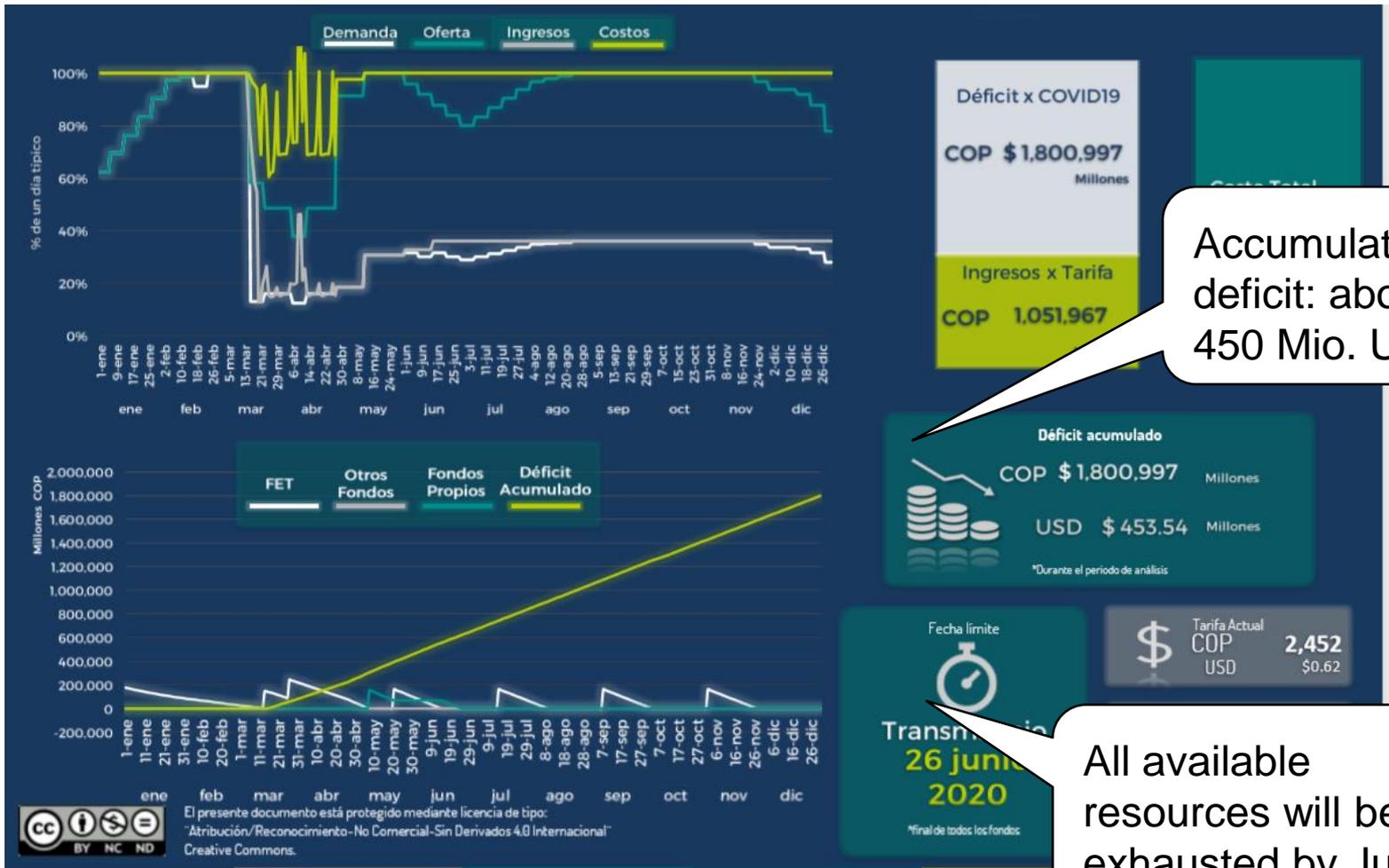


Source: Hale, Webster, Petherick, Philips and Kira (2020, Oxford COVID-19 Government Response Tracker, in SLOCAT (2020))

# Severe financial impact for service providers: e.g. in Bogotá, Colombia

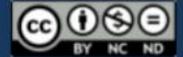


# Severe financial impact for service providers: e.g. in Bogotá, Colombia



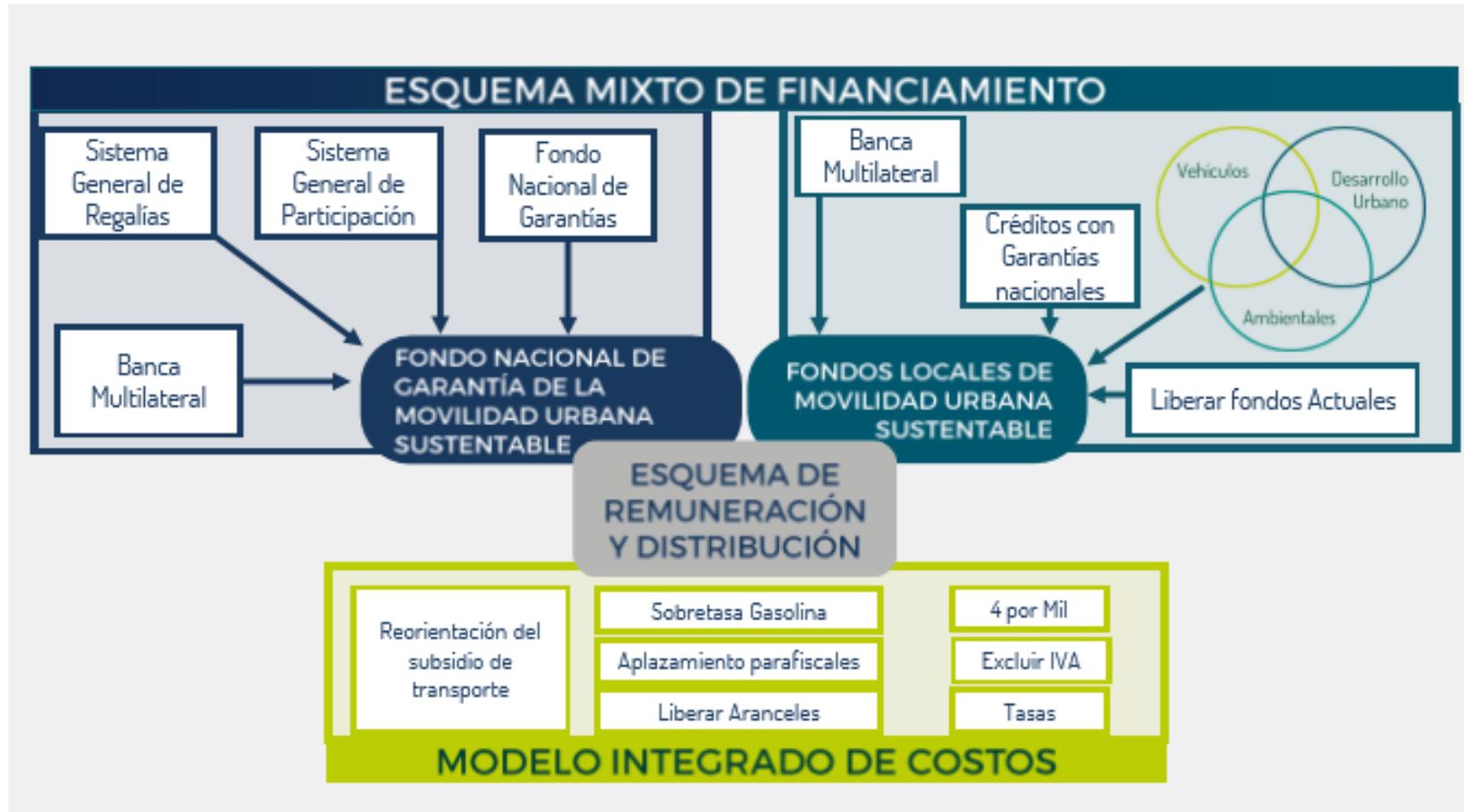
Accumulated deficit: about 450 Mio. USD

All available resources will be exhausted by June 26



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# Response: proposal to create a National Guarantee Fund and local funds in Colombia



## How about walking and cycling?



# Moving around during the COVID-19 outbreak



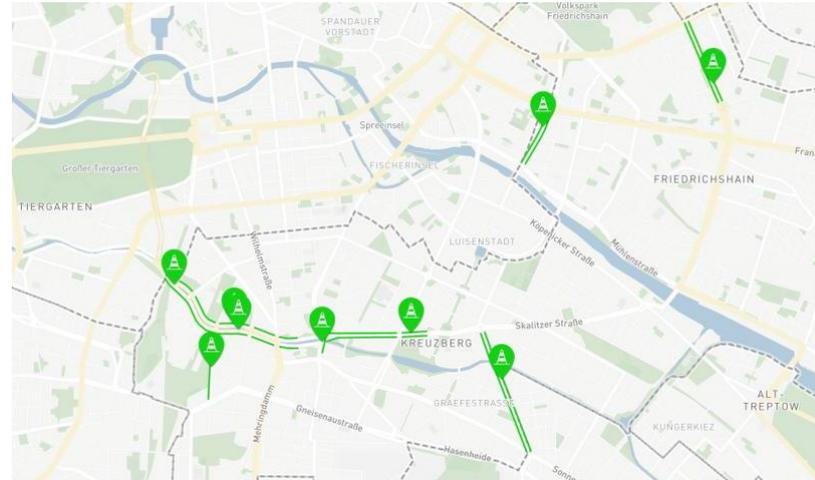
**Whenever feasible, consider riding bicycles or walking.**

**This provides physical distancing while helping you to meet the minimum requirement for daily physical activity,**

# Berlin: creation of temporary bikelanes

- Slight increase in cycling during COVID – 19
- Expectation of further increase afterwards
- Local Governments are starting to designate PopUp BikeLanes
- Instrumental for implementing the Mobility Law for Berlin (mandates safe bike lanes along all main streets)

<https://www.tagesspiegel.de/berlin/streit-um-pop-up-radwege-radverkehr-in-berlin-hat-in-coronakrise-nachweislich-zugenommen/25796250.html>



# Similar Response in Paris

- 650 kilometers of cycleways - including a number of pop-up “corona cycleways” - readied when lockdown is eased
- Before the Coronavirus crisis, Paris Mayor Anne Hidalgo had promised that every street in the city would become cycle-friendly by 2024,
- COVID-19 allows officials to accelerate “Plan Vélo”



# New York: increase in bike sharing

- Another example for cycling in times of the virus outbreak
- ridership of Citi Bike increased by 67% in March, and more people have been seen bike commuting to avoid using the subway.
- Mayor had to lift a previous ban of e-bikes to support deliveries.



<https://www.citibikenyc.com/>

<https://nypost.com/2020/03/16/nyc-suspends-e-bike-crackdown-as-eateries-move-to-takeout-delivery-only/>

# Summary and conclusion

- The most visible impact of COVID -19 and the related measures is the very strong decline in the use of public transport.
- tendency towards recovery is lower for public transport when compared to other modes (non-motorized, driving)
- Strong measures needed during recovery to restore trust and confidence of users and enhance resilience of public transport services
- Cycling is benefitting during this crisis

# References

- Apple (2020). COVID-19 Mobility Trends Reports. Available at: <https://www.apple.com/covid19/mobility/>
- Google (2020). COVID-19 Community Mobility Reports. Available at: <https://www.google.com/covid19/mobility/>
- Ibold, S., Medimorec, N., Wagner, A. and Peruzzo, J. (2020). The COVID-19 outbreak and implications to sustainable urban mobility – some observations. Available at: <https://www.transformative-mobility.org/news/the-covid-19-outbreak-and-implications-to-public-transport-some-observations>
- SLOCAT (2020). COVID-19 and the Sustainable Transport Community. Available at: <https://slocat.net/covid-19-and-the-sustainable-transport-community/>