

To help us to understand the impact of Covid-19 on the transport network, the TfWM Human Intelligence Team was tasked with conducting a survey and subsequent analysis regarding Covid-19 travel implications in the West Midlands.

An online survey was promoted via WMCA social media channels and emailed directly to members of WMCA/TfWM data bases.

6188 responses were received in total, of which:

- 2940 (48%) would like to receive further updates
- 2859 (46%) would like to take part in future research

The results for the survey are as follows.

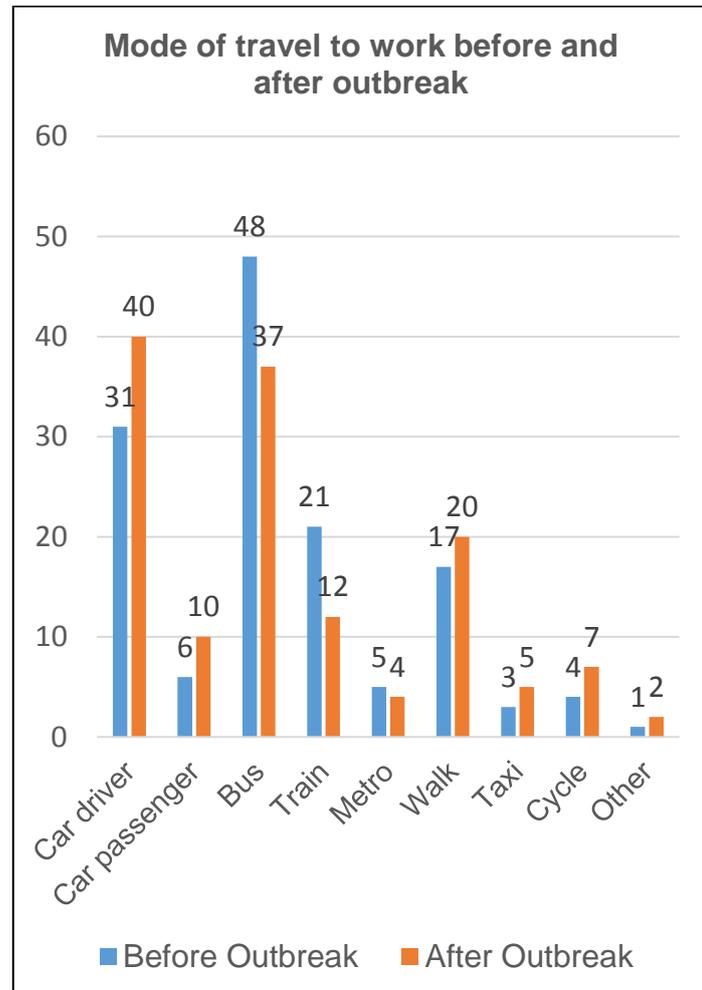
Work Journeys

- 39% of those surveyed stated they were working from home during the pandemic
- 28% of all workers had made a work related journey during the outbreak. This rose to 58% amongst just key workers.
- Car drivers were the least likely to have changed the way they travelled to work during the pandemic (97% no change). 39% of rail users who changed mode had transferred to car.
- 29% of Metro users had transferred to bus and a 24% of bus users are now walking. It is therefore important to ensure that there is enough space for people walk in a safe way and observe social distancing.
- There was also a slight increase (3%) in those cycling to work

Some statements around why people were travelling differently to work included:

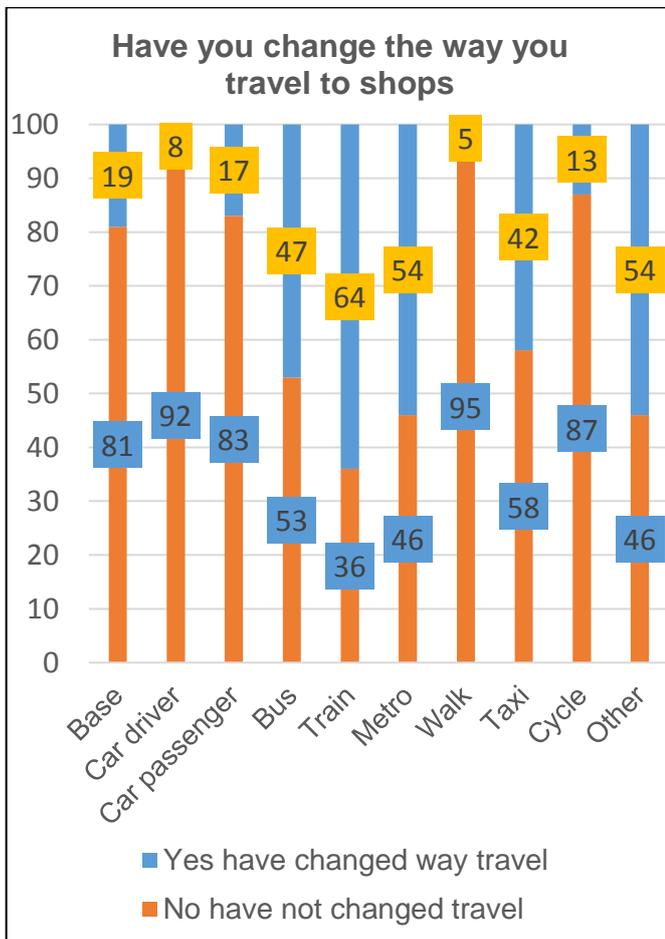
- ‘Less cars on the road makes it feel safer to cycle. I would cycle more if the roads were like this’

- ‘I was asked by work to try and avoid public transport. Workplace has removed their parking restrictions’



Shopping Journeys

- Out of the respondents, 71% made a shopping trip during the pandemic.
- Car drivers were the least likely to have changed the way they travel (92%).
- There was a 13% increase in walk-based shopping trips. This highlights need to support walking/cycling infrastructure
- 26% of respondents shopped online for groceries more/for 1st time, and 15% did so less.



Exercise

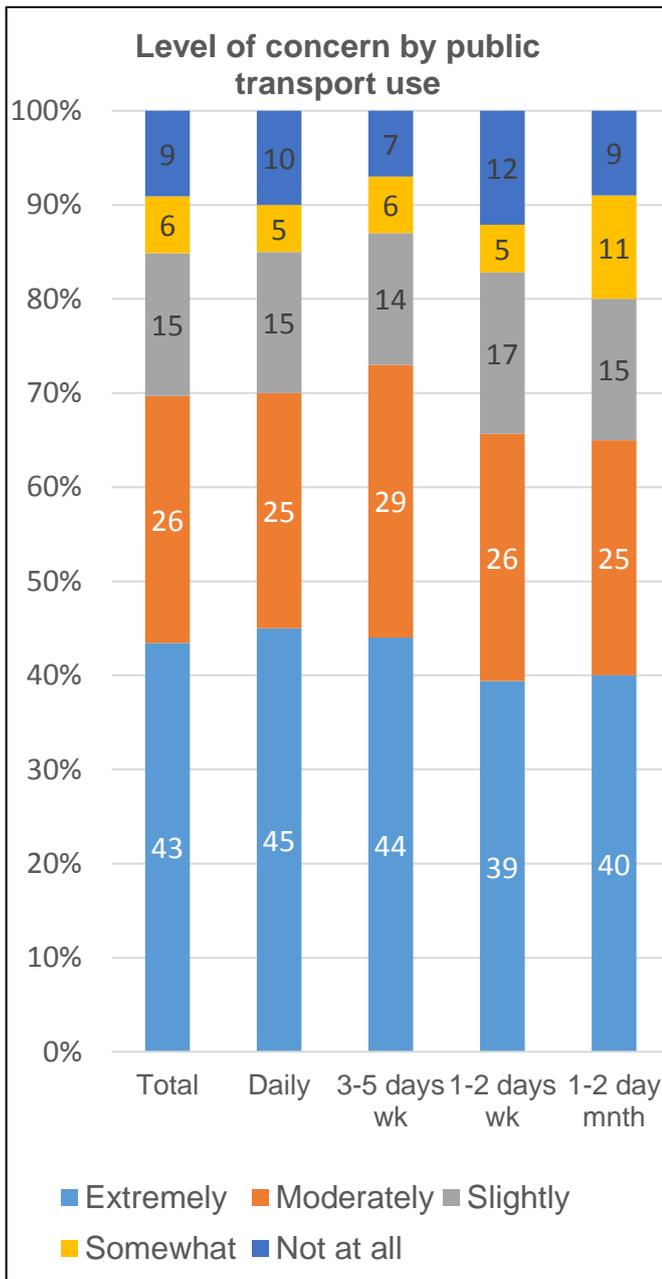
- Overall 37% of respondents thought they were exercising less since the outbreak, outweighing the 32% who stated they were exercising more.
- This proved to be the case across all age groups, particularly those aged 16-24 (a quarter hadn't exercised since outbreak) and those aged 65+ (a fifth hadn't exercised since).
- The main barriers to exercise was fear of catching the virus (23%), followed by poor health in general (19%).
- There were increases in jogging (14%), and cycling (12% on road). It is therefore important that we put measures in place to allow people to be active in a safe way.

Public Transport Sentiments

- Prior to the outbreak, 34% used public transport daily, this rose to 55% amongst the youngest group of respondents
- Of those expressing an opinion, 65% felt that the bus operators' response had been excellent/good. 61% held a similar opinion in respect of rail operators and 59% in respect of Metro.
- 43% of public transport users are extremely concerned about using public transport post-lockdown.
- Increased cleaning patrols (88%), social distancing when queuing (82%) and when travelling (72%) are essential in renewing passenger confidence.
- Half (51%) thought the encouraging of face covering was essential

Looking to the Future

- The top-3 things respondents wanted to see change/ learn lessons from were cleaner air (81%) and reduced traffic on roads/ reduced car use (75%), followed by a better work/life balance (67%).
- The two things people are most likely to do when lockdown restrictions are lifted are **walk more (47%)** and **working from home more (39%)**. **The thing they are most like to do less of is use public transport (36%)**. **17% thought they would cycle more.**



safe for users as Covid-19 restrictions are lifted. In addition to this we must ensure that the public is not deterred from using public transport in the longer term, if we are to meet our wider regional objectives around congestion, climate change and clean air.

Furthermore, the survey shows some increases in cycling and walking during the pandemic. **Active travel is being encouraged by government to help ensure social distancing, and for the benefit of people’s mental and physical wellbeing as well as being a green way of travelling.** In February government announced a £2 billion package to create new era for cycling and walking, which includes emergency funds relating to pop-up bike lanes with protected space for cycling, wider pavements, safer junctions to help support safe travel during the pandemic.

This survey will help to inform how TfWM can continue to encourage walking and cycling as we enter into the ‘new normal’, post Covid-19.

Further Information

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Conclusion

This research is being used to inform our response to the pandemic in partnership with key stakeholders including local authorities and operators. The research will also inform our plans for further research on the ongoing impacts of covid-19 on travel behaviour.

As a transport authority we have a critical role in helping to ensure that transport is