Aide to discussion- Life After Lockdown (5 year timescale)
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- We have been working with transport focused organisations to explore strategic planning options following the end of lockdown.
- The table below presents contrasting extremes of what might happen divided between optimism and pessimism
- Clearly the optimism/pessimism division below depends on the extent to which identification is with the 'Greta Thunberg' or 'Jeremy Clarkson' perspective.
- Inevitable the final outcome will be between the two extremes but this format a good 'Tool' for discussion –
- Comments/additions welcomed

Subject	Optimism	Pessimism
Cars	(Less car use) • Experience of lower rates of travel and clean air will motivate reduction in car use • More people have got used to home deliveries and shop locally so less car mileage • Need for increased taxation may lead to higher motoring costs • Local authorities will continue to develop sustainable policies which curtail car access to city centres including rationing, work-place parking, congestion charging	(More car use) • Cars essential during lockdown - people less willing to reduce ownership or use • Peak congestion on roads gets worse or at least no better • Only self-driving will be affordable to the majority *and* raise significant tax revenue.
Rail	• Big increase in travel due to release of depressed demand • More travel in UK for leisure • New approaches to franchises and management structure • During the lockdown Railfreight has operated at a high level, giving intermodal trunk services high priority to support the retail supply chain. Additional paths and longer trains are being explored. • Decline of peak travel will reduce costs – staffing, maintenance, energy demand, etc	• Concern about disease spreading leads to reduction in both demand and service frequencies • Retraction in new development – electrification, HS2 • No scope to increase subsidy to bus and rail, rather pressure to cut it back further.
Bus/Coach	• Lockdown could lead to shake-up of traditional bus operations – more innovation, more appropriate routes, cleaner buses, universal ticketing • More political support for bus priority • More interest in guidedbus/tram/train solutions	• More cars and less money for new bus infrastructure • Buses lose appeal as it would not be economic to maintain service frequencies to meet user expectations of convenience. • Some companies collapse (large and small) • Women as bus users disproportionately affected.
Air	• Huge pent up demand for holidays, visiting friends and relations, business travel • Greater support for environmental issues will improve airport operations	• Skype and other electronic communication systems now familiar to many as travel substitute
Hackneys/PSVs	• More people using taxis during lockdown may continue • Key mode for MaaS initiatives	• Many small and self-employed taxi cos/providers won't survive
Cycling	• More people have purchased and used bikes • Better provision for cycling	• Some who try cycling found it difficult and not enjoyable

Subject	Optimism	Pessimism
Walking	• Walking becomes a habit – people get to know their locality and shop etc locally	• Everyone fed up with confinement to local area – desire to go further afield
Freight/ logistics	• Big shake-up during the lockdown leading to logistics rethinks and more co-operation (e.g. CILT data matching and distribution initiative during lockdown) • Port centred manufacturing/partial re shoring and localism may be seen as sensible for future resilience	• Sustainable Changes to logistics during the UK Olympics did not survive – cut-throat competition deters data sharing • Massive disruption immediately following return to normality due to stock piling and disruption to JIT systems
Commuting/peak	• Peak ironed out and more home working • Flexible working easier to cover child-care	• Everyone will rush back to work having felt isolated during the lockdown
Air quality	• Greater reliance on car travel should still be compatible with need for decarbonisation, faster pace towards zero carbon in car usage – driven by pubic demand, national air quality legislation/policy and LA strategies • Greater switch to electric vehicles including freight	• The new Govt document on the decarbonisation challenge asserts the need to shift to public transport, but doesn't produce the evidence to back that up • Growth in electric vehicles could increase congestion
Road safety	• Reduction in driving will result in far fewer casualties/deaths • Greater acceptance of the need for 20mph	• Speeding has increased in less congested roads and could become a habit – could lead to more casualties
ITS	• Massive boost to ITS capacity – pressure and legislation to data share	• Lack of skills
Disabled/Mobility	• Systems to supply vulnerable people during lockdown could survive and develop – lots of new forms of demand responsive service delivery have sprung up at the local level	• Could be an unwritten view that as people coped during lockdown with voluntary support – less need for public sector support
MaaS	• Green agenda moves much higher up political acceptance levels and more support for MaaS • Mobility Hubs gradually coming up the agenda e.g.Derby and Nottingham have been granted more than £15 million to invest in new 'mobility hubs' that integrate and encourage more widespread uptake of public transport etc. Initiatives will also encourage data sharing and simplified payments.[i] • UK ITS companies lead in innovations (e.g. Tracsis recent expansion)	• Sharing vehicles, rental, car clubs, bike hire or even taxi use reduced due to concerns about hygiene.
Infrastructure	• Government will use infrastructure spending to kick start economy • More investment in broadband outreach and upgrades • Non transport supply competition, e.g. faster ultrafast broadband roll-out	• Dire state of public finances – infrastructure 'low hanging fruit' for cuts • Road building plans cut back

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Public space Planning	• The sense of 'togetherness' developed during the lockdown will feed into communality including more outdoor activities and shared spaces. Fewer high rise • Longer-term changes in settlement patterns - a preference for living (and home-working) closer to local community clusters (i.e. villages growing) rather than in suburban sprawl) • More conversion of office space to residential	• Nervousness about shared spaces (virus spreading) – people revert to insulation of private cars • Desire for many more to have some private outside space, if lockdowns continue to happen from time to time – reverse move to urban – more to suburbs • Demand for larger residential units/ flexible internal space design to enable home working.
Industrial relations in transport	• Lockdown crisis may result in more co-operation between management and staff to meet challenge of getting the system working again.	• Staff shortages especially trained and skilled due to 'drifting away' during lockdown and concern about ongoing contagion.
Modelling	• National transport model obsolete – opportunity for new approach especially acknowledgement of time saving values. • Data sharing offers huge opportunities for MaaS and real time transport planning/pricing management	• Concerns about data and personal security, civil liberties • Potential to discriminate

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