



TAKING  
**COOPERATION**  
FORWARD

 Final Conference  
17th March 2022

 **How the pandemic changed mobility patterns of young people**

 YOUMOBIL | T BRIDGE

## Introduction

Covid-19 had a **devastating** impact to the mobility, especially for the youth mobility. Remote teaching, social distancing and the fear of the pandemic have certainly changed the habits.

It is important to measure the change occurred and it is important to understand the evolution of people's needs.

New needs have emerged, and others have always remained important, so it is necessary that the local authorities could have an idea and understand it, in order to make choices that can really create benefit for the citizens.



## A quantitative study had been carried out

YOUMOBIL Covid-19 Survey, an online web survey carried out in late 2021 across Central Europe young people in order to assess changes between prior Covid-19 outbreak and new needs emerged actually.

The major aim was to collect information on how the experiences of the pandemic has affected the use and the perception of public transport.

The target group of this survey is focused on young people who lives in rural areas.

The dissemination concerned primarily young people, spreading the web link of the survey and using partner's dissemination social medias, and all value-added results obtained are considered.

# YOUMOBIL COVID-19 WEB SURVEY

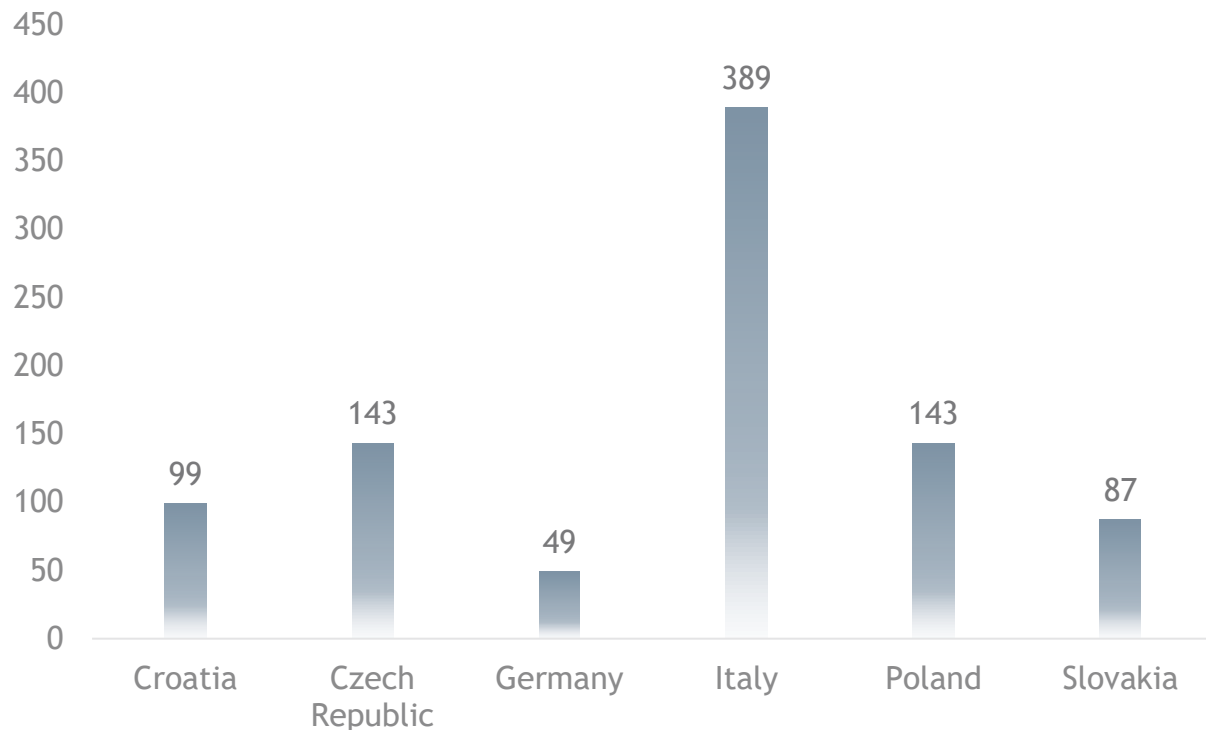
## The survey is structured as follows:

**General information,**  
to discover the identikit of the respondent, understanding the characteristics of the sample obtained.

**Mobility habits,**  
to have a preliminary idea of the variation between pre-pandemic period and the autumn 2021 situation of habits and choices of respondents about mobility.

**Feelings and suggestions,**  
it's about late 2021 sentiment of the respondents about public transport, to understand the current needs of people, especially young people, in terms of mobility.

# GENERAL INFORMATION



## “In which country do you live?”

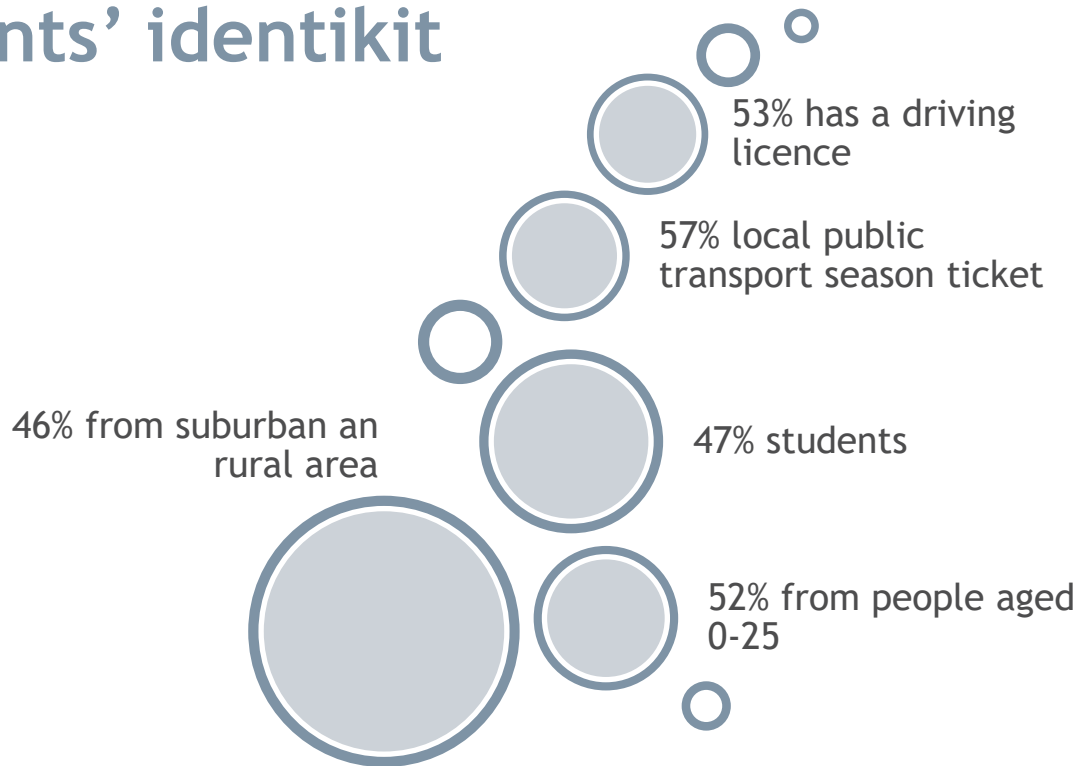
Histogram of the county declared

- 910 value-added answers

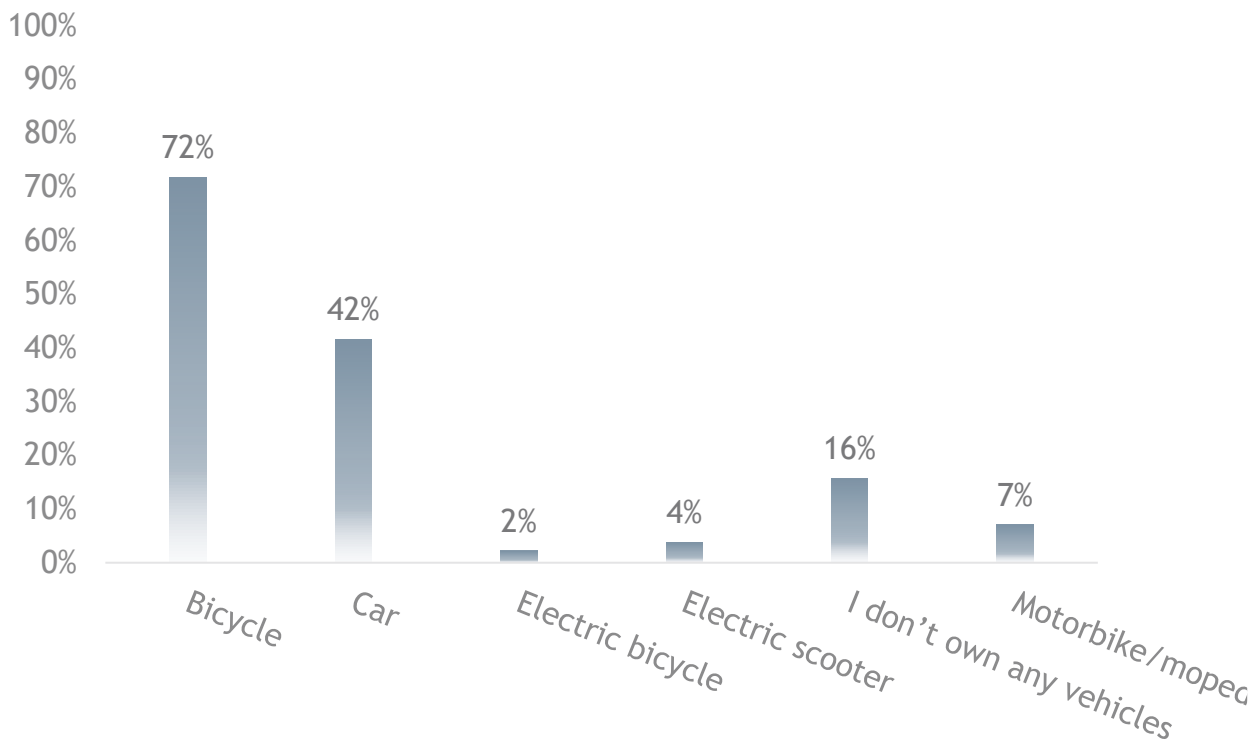


# GENERAL INFORMATION

## Respondents' identikit



# GENERAL INFORMATION



## “Please select the vehicles you own”

Multiple-choice question histogram

- 84% of respondents has at least one vehicle
- **bicycle** is the vehicle that unites the Central-Europe population probed, with 72% declaring to own it



# MOBILITY HABITS

	I did/do not use it	Occasional use (< once a week)	Frequent use (1 - 3 times a week)	Regular use (4+ times a week)
Car	-3,9%	1,7%	-0,9%	3,1%
Moped/ Motorcycle	-0,9%	0,1%	0,2%	0,6%
Bike	3,8%	-0,7%	-4,0%	0,9%
Bus	1,7%	-0,7%	4,1%	-5,1%
Train	4,6%	-1,1%	0,9%	-4,4%
Metro	2,5%	-1,2%	-0,6%	-0,8%
Sharing services	1,4%	0,2%	-1,0%	-0,7%
Walk	4,2%	0,2%	-1,4%	-3,0%
Tram	4,1%	-1,0%	2,5%	-5,6%
Boat	1,3%	-0,1%	-1,1%	-0,1%
Taxi	2,2%	0,7%	-2,8%	-0,1%
Combination of travel	1,7%	-0,3%	-1,1%	-0,2%

“How often do you use the following modes of transport and how has the outbreak of COVID-19 changed your use?”

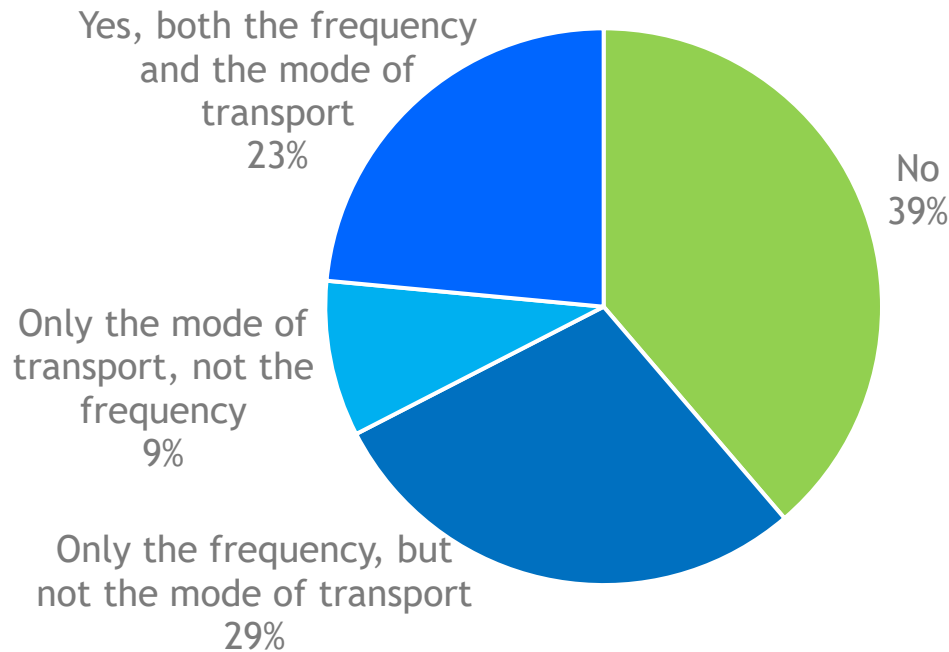
Variation between late 2021 and pre-pandemic situation

- General mobility drop (especially for PT)
- Opposite trend for «car»





# MOBILITY HABITS



**“Did COVID-19 influence your way of travelling in the post-pandemic period?”**

Pie chart

- “Frequency” changed for 52% of the global sample of people
- “mode of transport” changed or 32% of respondents



# MOBILITY HABITS

	Not very important	Neutral	Important	Decisive
Travel time	0,3%	-2,4%	-1,0%	3,1%
Travel cost	2,0%	1,4%	-4,2%	0,8%
Service frequency / Punctuality of services	0,3%	-1,0%	-0,4%	1,1%
Safety (reducing accident risks)	-1,5%	-0,3%	1,4%	0,4%
<b>Security (reducing infection risks)</b>	<b>-18,8%</b>	<b>-7,5%</b>	<b>11,8%</b>	<b>14,5%</b>
<b>Comfort and/or crowdedness of public transport</b>	<b>-4,2%</b>	<b>-9,2%</b>	<b>4,5%</b>	<b>8,8%</b>
traffic and parking (difficulty/cost)	-0,3%	1,7%	-2,0%	0,7%
Freedom and independence of movement	-0,2%	-2,8%	2,2%	0,8%

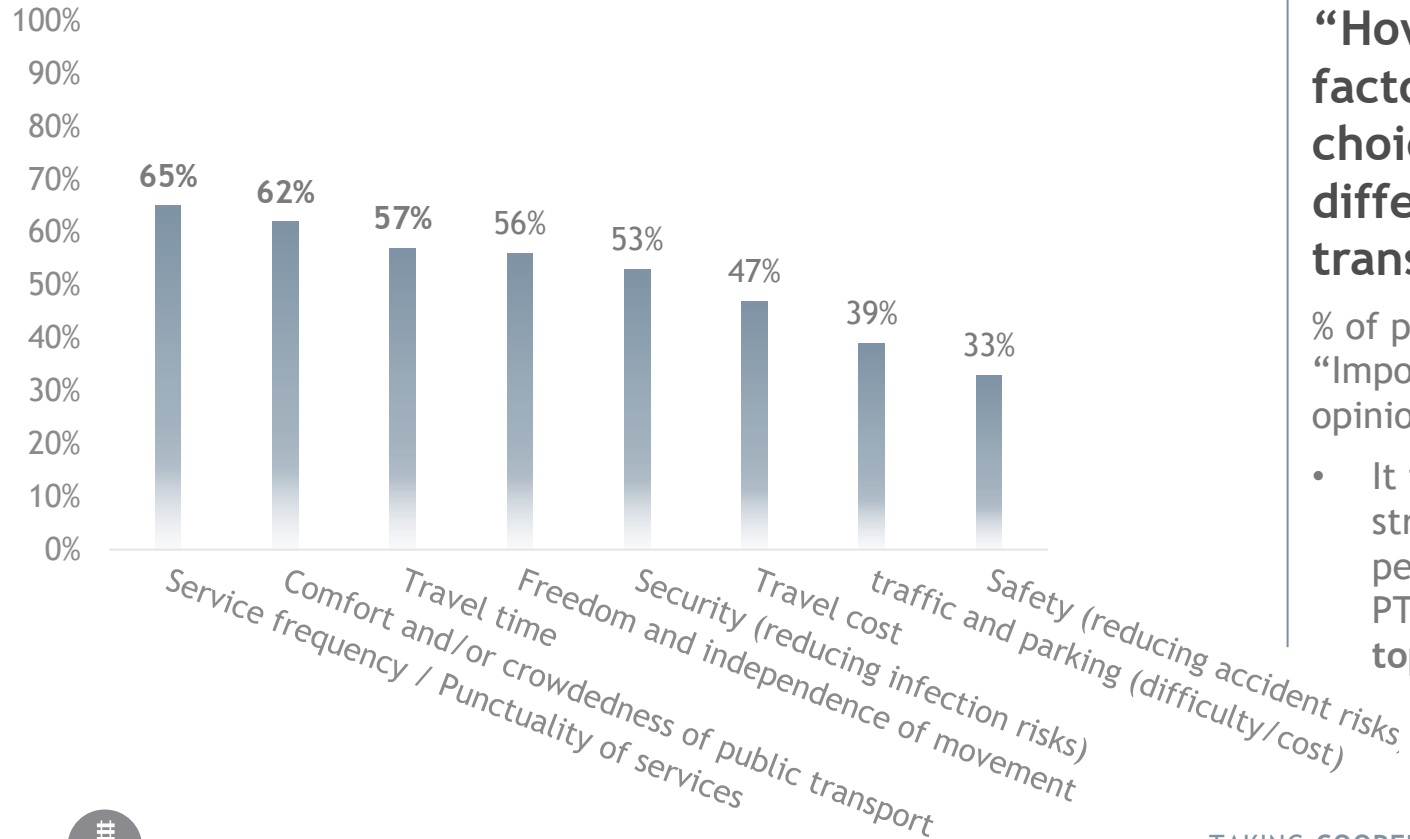
“How much did these factors influence your choice to use the different modes of transport?”

Variation between late 2021 and pre-pandemic situation

- COVID-19 related factors have been registered an important **growth** between two periods



# MOBILITY HABITS



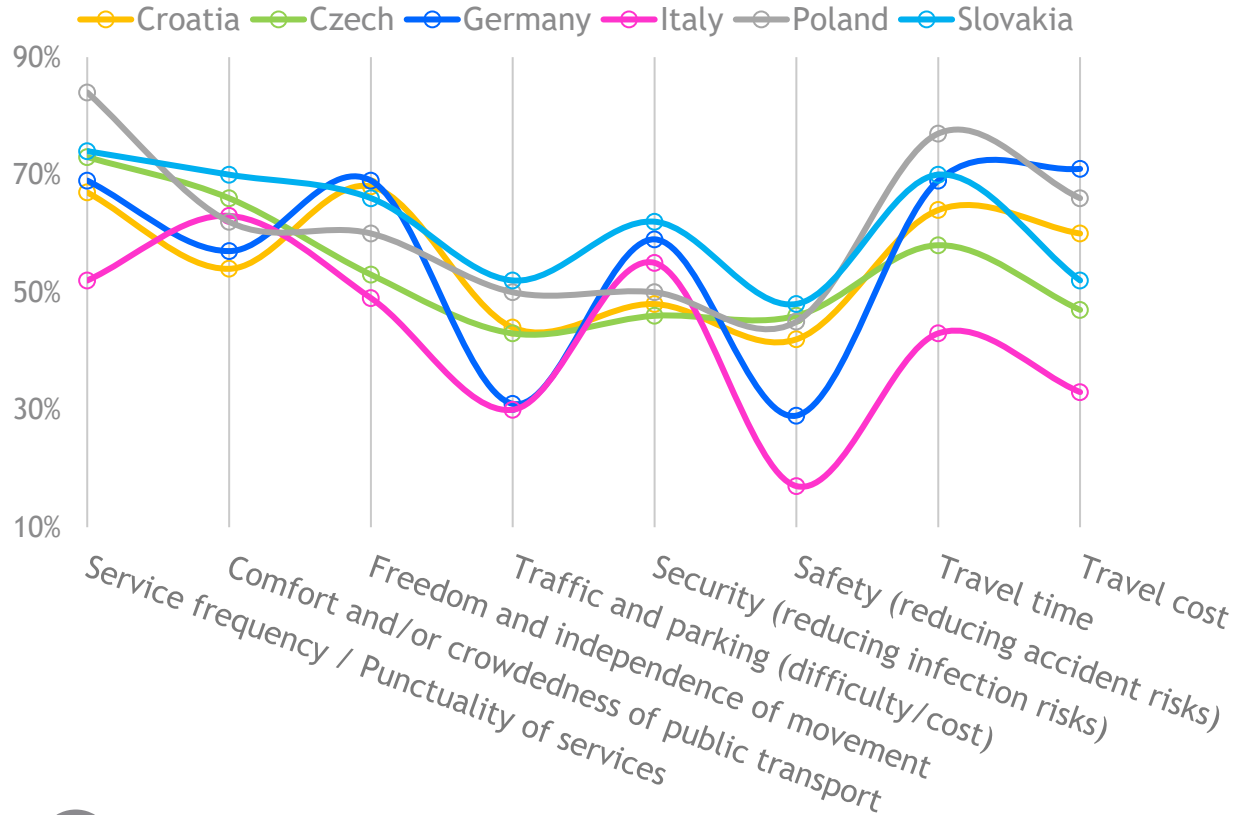
“How much did these factors influence your choice to use the different modes of transport?”

% of people who choose the “Important” or “Decisive” opinion, currently

- It is important to address strategies to improve the people’s perception about PT competitiveness on the **top three factors indicated**



# MOBILITY HABITS



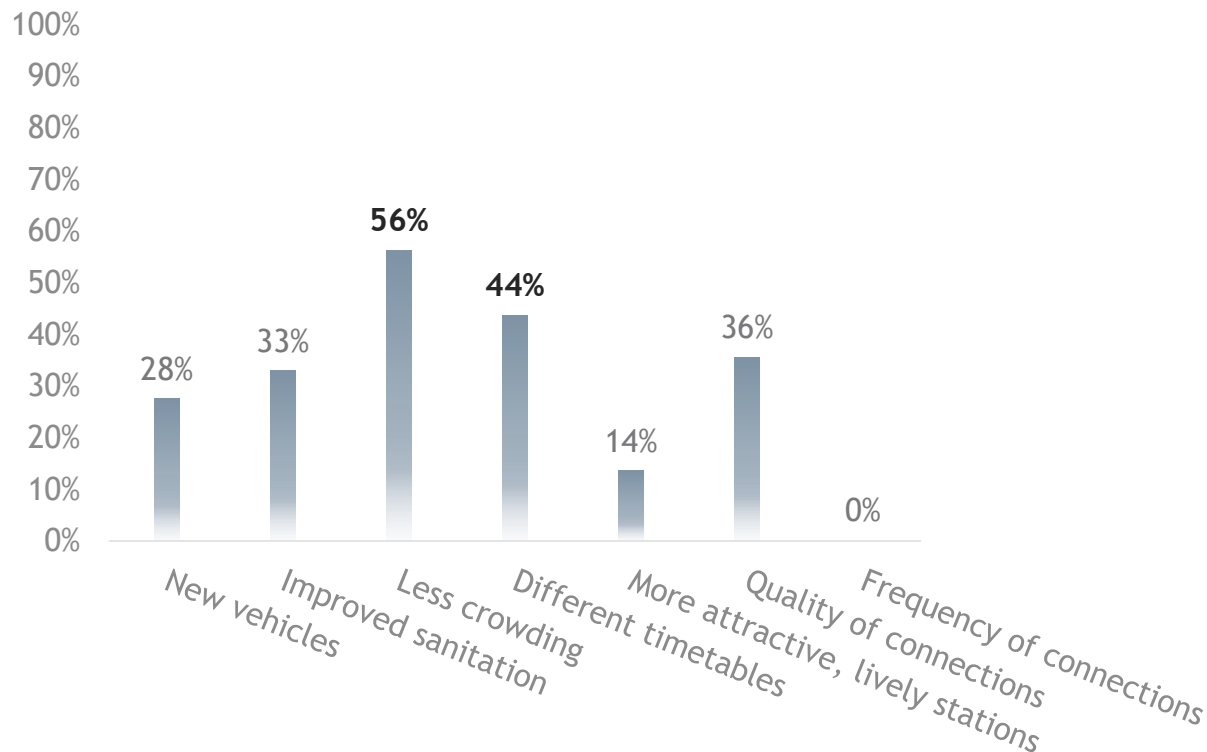
“How much did these factors influence your choice to use the different modes of transport?”

Comparison between people’s country % who choose the “Important” or “Decisive” opinion, currently

Top factors per country:

- Independence (Croatia)
- Comfort / crowdedness (Italy)
- Frequency / Punctuality (Czech, Poland, Slovakia)
- Cost (Germany)

# MOBILITY HABITS



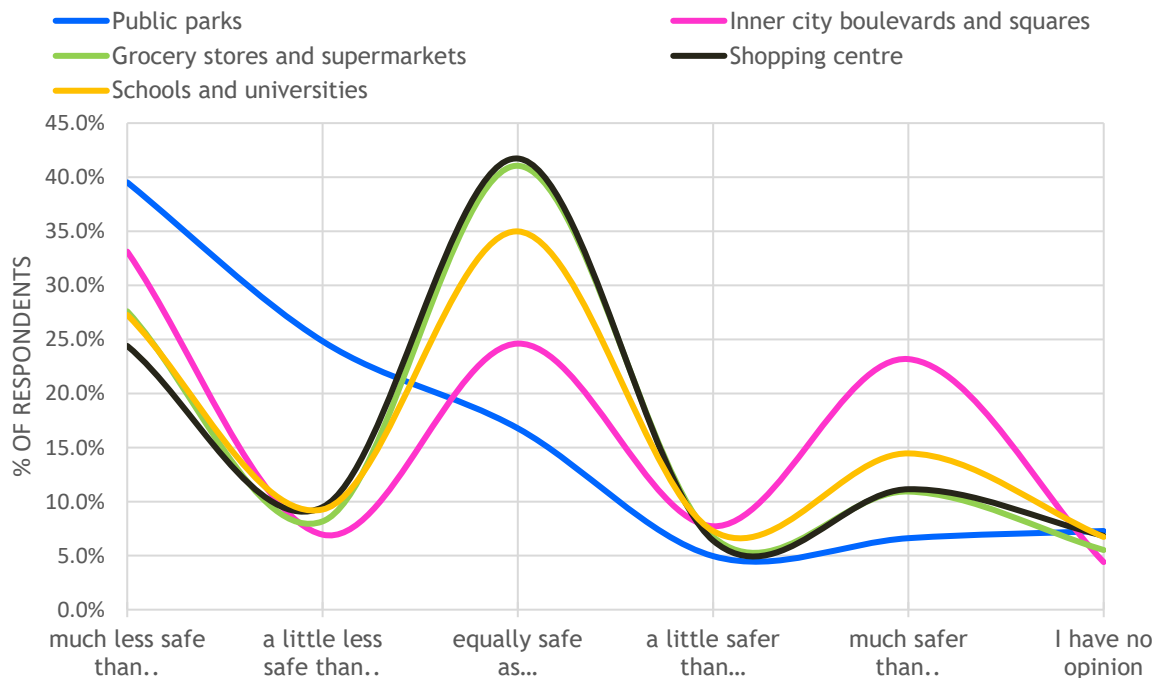
“If you have abandoned/reduced the use of public services, what could make you change your mind? ”

Histogram of multiple-choice survey question

- **Less crowding** - chosen by 56% of respondents - could be the most priority aspect to treat in order to encourage the use of public transport



# FEELINGS AND SUGGESTIONS



**“with regard of contracting COVID-19, I consider public transport...”**

Trend of the opinion between public transport and some public areas

- Most “equally safe” opinions
- Clear opinion about PT vs Public parks
- Mixed feelings about PT vs Inner city Boulevards



# FEELINGS AND SUGGESTIONS



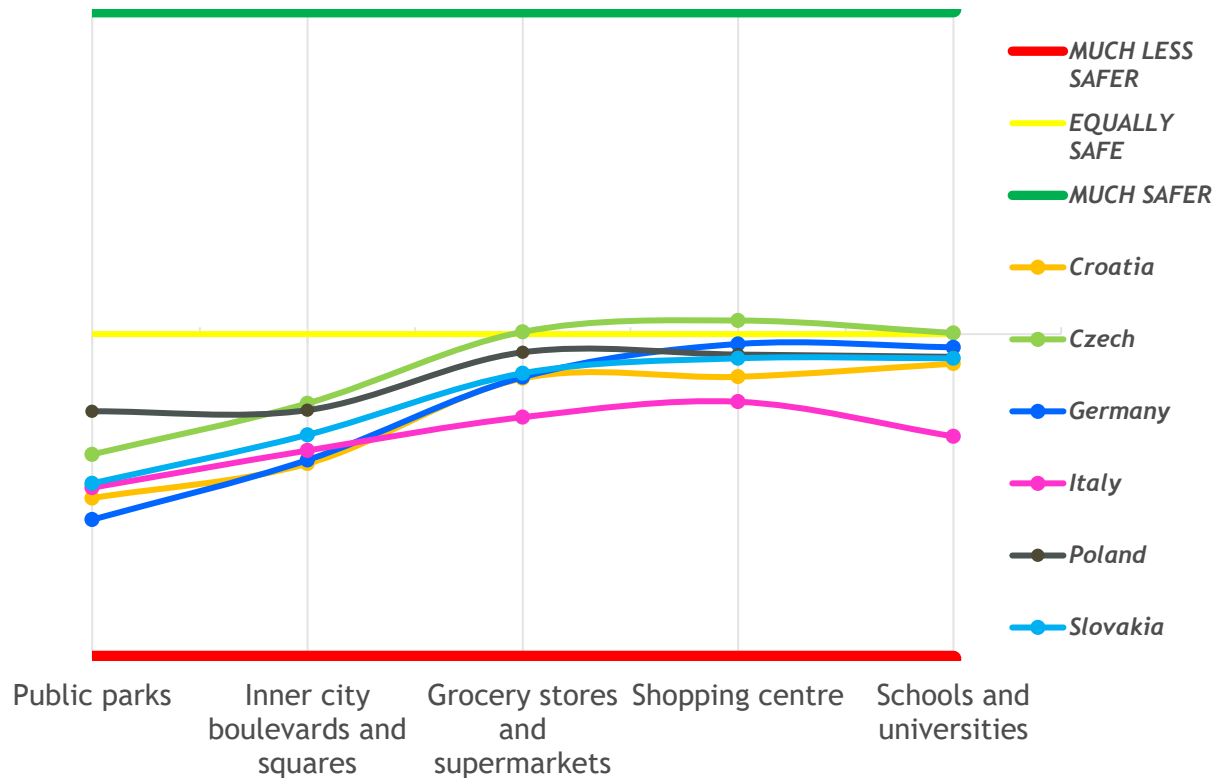
“with regard of contracting COVID-19, I consider public transport...”

Average opinion between public transport and some public areas

- PT is always considered less safe



# FEELINGS AND SUGGESTIONS



“With regard of contracting COVID-19, I consider public transport...”

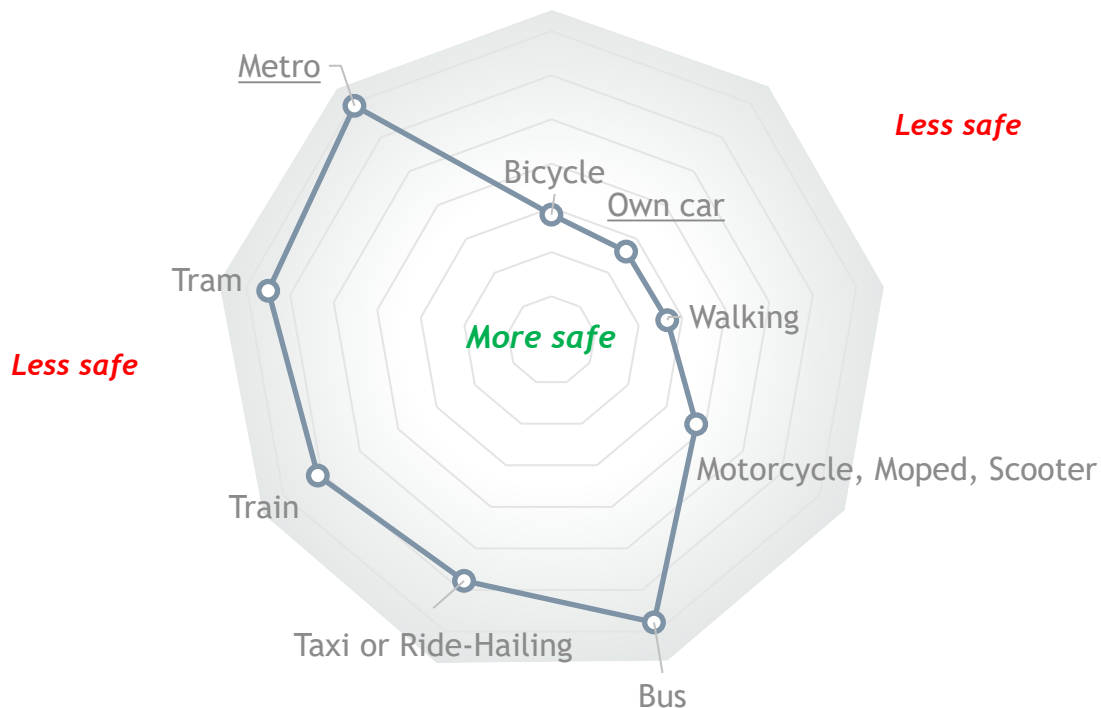
Each country average opinion graph between public transport and some public areas

- Some differences between the countries' perception (Eg. Czech vs Italy)





# FEELINGS AND SUGGESTIONS

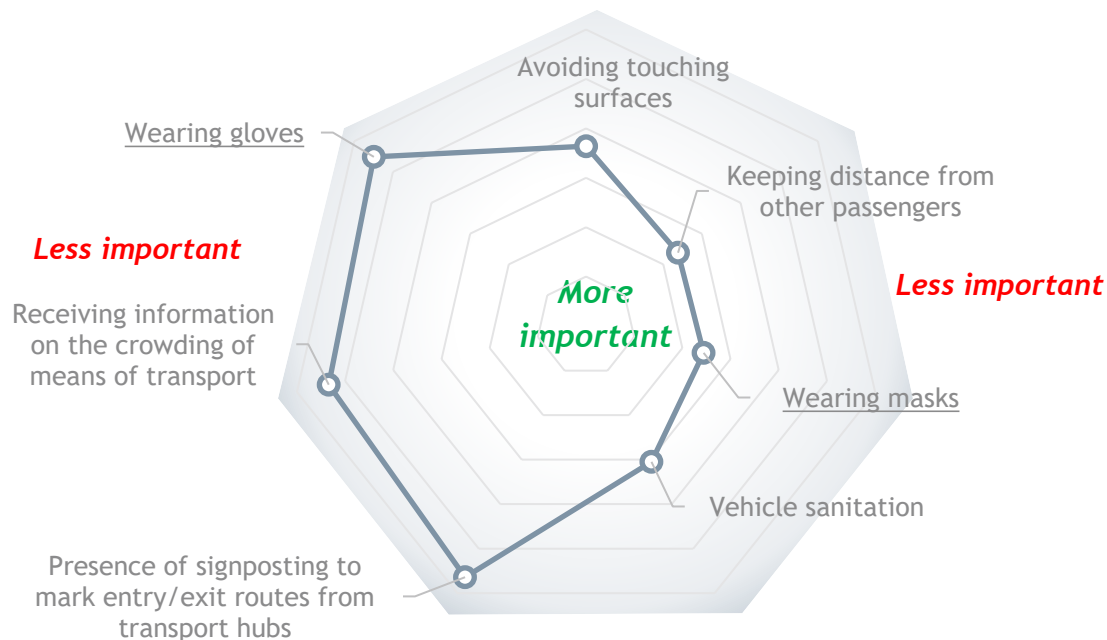


“Please rank these mode of transport from the one you consider the most safe, to the one you consider the least safe (with regard to the risk of contracting COVID-19)”

Radar-graph: more the modes of transport are placed in the centre of the figure; more secure are considered.

- Walking, car, bicycle are considered the safest ways
- Last: Metro (average position: 6.93/9)

# FEELINGS AND SUGGESTIONS



“Please rank these measures from the one you consider the most important, to the one you consider the least important (with regard to the risk of contracting COVID-19)”

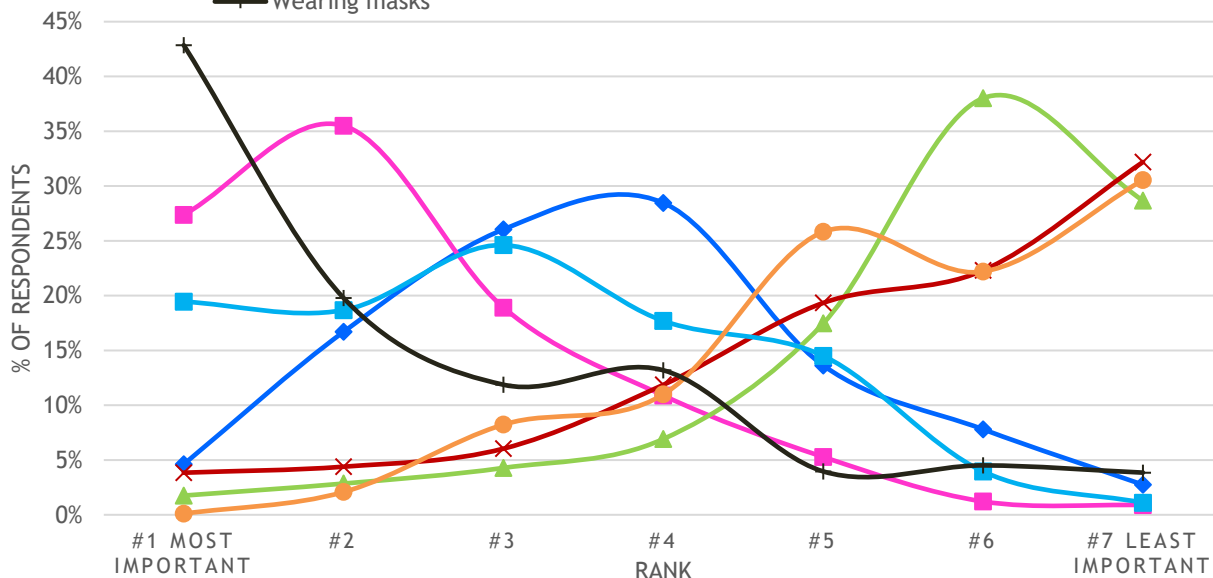
Radar-graph: more the measures are placed in the centre of the figure; the more secure are considered.

- Most important: Keeping distance & wearing masks
- Least important: wearing gloves



# FEELINGS AND SUGGESTIONS

- ◆— Avoiding touching surfaces
- Keeping distance from other passengers
- ▲— Presence of signposting to mark entry/exit routes from transport hubs
- ×— Receiving information on the crowding of means of transport
- Vehicle sanitation
- Wearing gloves
- +— Wearing masks



**“Please rank these measures from the one you consider the most important, to the one you consider the least important**

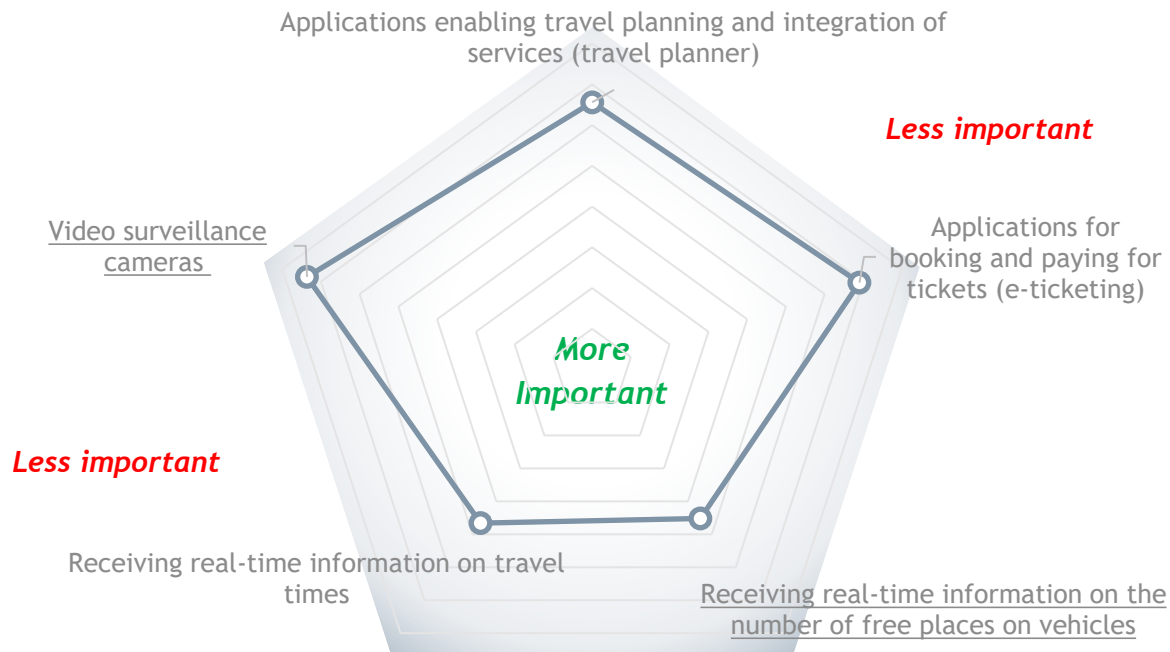
**(with regard to the risk of contracting COVID-19)”**

Overall trend of responses ranking

- The increasing and decreasing trend of the percentages of choice makes clear the idea of what is perceived more useful.



# FEELINGS AND SUGGESTIONS



“Which digital tools do you think are the most important to implement in the future?”

Radar-graph: more the measures are placed in the centre of the figure; more important are considered.

- Most important: Receiving real time info on the number of free places
- Least important: Video surveillance cameras



# OPEN ANSWERS

Which measures could change the mind of the user who abandoned/reduced the user of public services?

Punctuality, higher frequency (or, at least, “right-time” connection) and lower travel time on public transport.

More accessibility

Lower transport cost

Pandemic: end of restrictions, more respect of rules

More details  
in D.T1.6.4  
+ Annex B



## Which digital tools are the most important to implement in the future?

“TAP system” - which consist on tapping on an obliterator every time the passenger get on and off the public transport service.

Monitoring busy connections with possibility to react. E.g. with the ability to respond by changing the route.

Instant choice of the most efficient vehicle/route in relation to availability

Find primarily a solution to Crowded buses and delayed trains

Unify the applications (integrating all the functions in one)

Real-time information (Web, APP, etc.) about the current situation (accidents, faults, crowding, etc.)

integration of means of transport payment (of all systems from public mass to even car) on the principle of pay as much as you use;

Advertise these app if already exists and fix bugs if not working;

# LOCAL PARTICULARITIES

A general decrease in the frequency of voyages has occurred, with a slight change of means of transport.

It is important to address strategies to improve the people's perception about PT competitiveness on the top factors for each country, and “Less crowding” could be overall the most priority aspect to treat about.

As seen, there are minor differences between the countries examined.



## Czech

- Half of respondents declared that Covid-19 did not influenced the way of travelling. The change of mode of transport involved only 24% of respondents.

## Germany

- Bus, Train use declined, but in a less disruptive way than in the other countries. (A transition from frequent to occasional use has mainly occurred, instead towards directly to a null use)





## Italy

### “Did COVID-19 influence your way of travelling in the post-pandemic period?”

- Walking: in which the “do not use it” option increased by 6,2%. Car “do not use it” decreased by 5,4%.

### “Did COVID-19 influence your way of travelling in the post-pandemic period?”

- 34% of the interviewees declared: Covid-19 did not influenced the way of travelling. Frequency, changed by 52%, followed by the change of mode of transport, which involved 42% of respondents.

### FCD analysis

- FCD analysis: private vehicles (cars) from Modena (Italy)
- Total distance travelled by the detected vehicles increased by 14% on average from Monday to Saturday between 7 and 9 am, with a 22% increase in the average travelled distance per vehicle.
- Seem to confirm the increase in the frequency of car use reported by the COVID-19 survey even with the FCD analysis.



# CONCLUSIONS

## Some users' remarks

### «Resolving» Crowdedness

- Inform users about the current level of crowding.
  - luminous panels inside each transport service showing the number of free seats of each service,
  - also through app with real-time updates
- DRT services like on-call taxis
  - could be appreciated because they inherently provide less crowding;
- Differentiated price ranges,
  - depending on the time of day and the expected congestion of the means of transport

### Integrate apps and services

- real-time vehicle geolocalization & Tracking;
- Real-time updates;
- showing free seats,
- showing ETA
- purchasing tickets via app,
- enabling contactless payments
- MAAS



# THANK YOU!



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