

Covid-19 Long Term Travel Impacts Study

Study Outline

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The research program explores long term travel impacts of C-19 using secondary evidence and two phases of primary research focussing on self reported changes in travel

Research Plan – phases and tasks

Phase 1 – Research Context

1. Project Inception
2. Literature Review
3. Secondary Travel Data Impact Analysis
4. Future Travel Impact Forecasting Approach

Phase 2 – Shutdown Field Surveys

5. Qualitative Survey
6. Quantitative Online Panel Survey
7. Phase 2 Analysis and Reporting

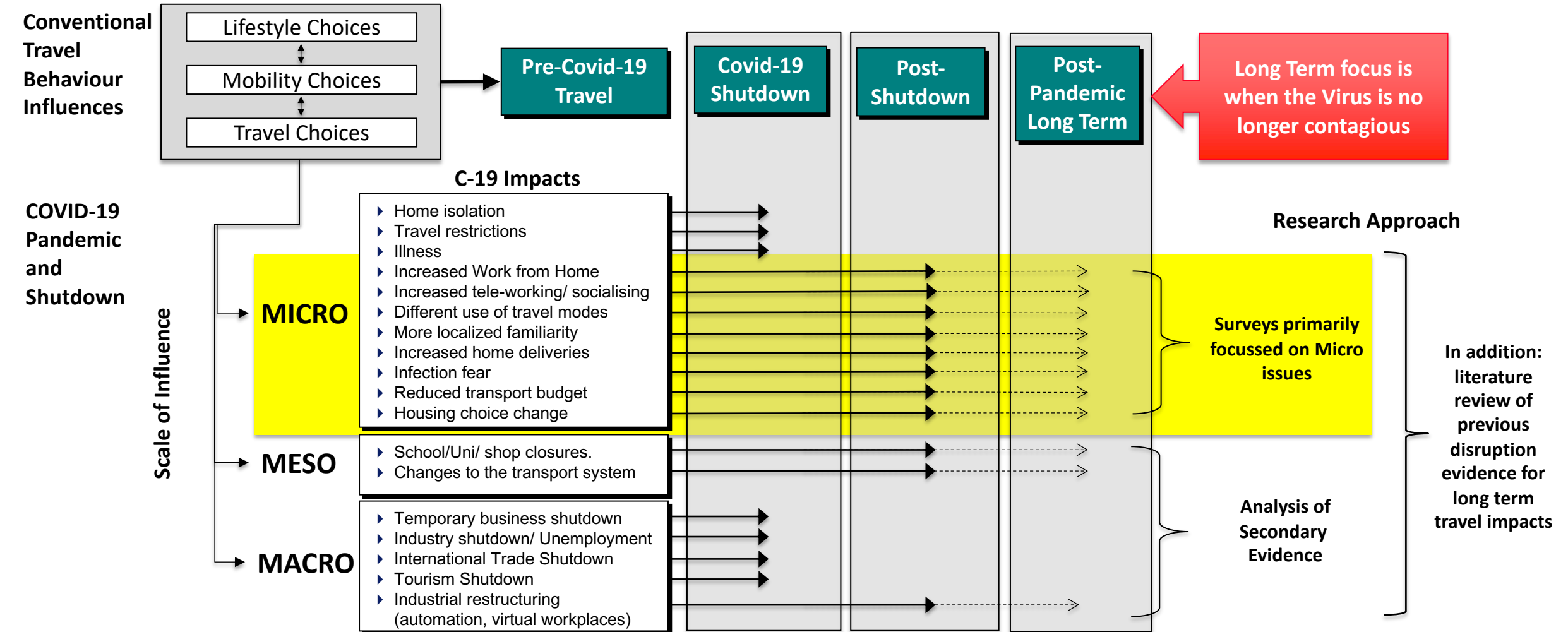
Phase 3 – Late Shutdown/Post Pandemic Field Surveys

8. Qualitative Survey
9. Quantitative Online Panel Survey
10. Phase 3 Analysis and Reporting

Completed

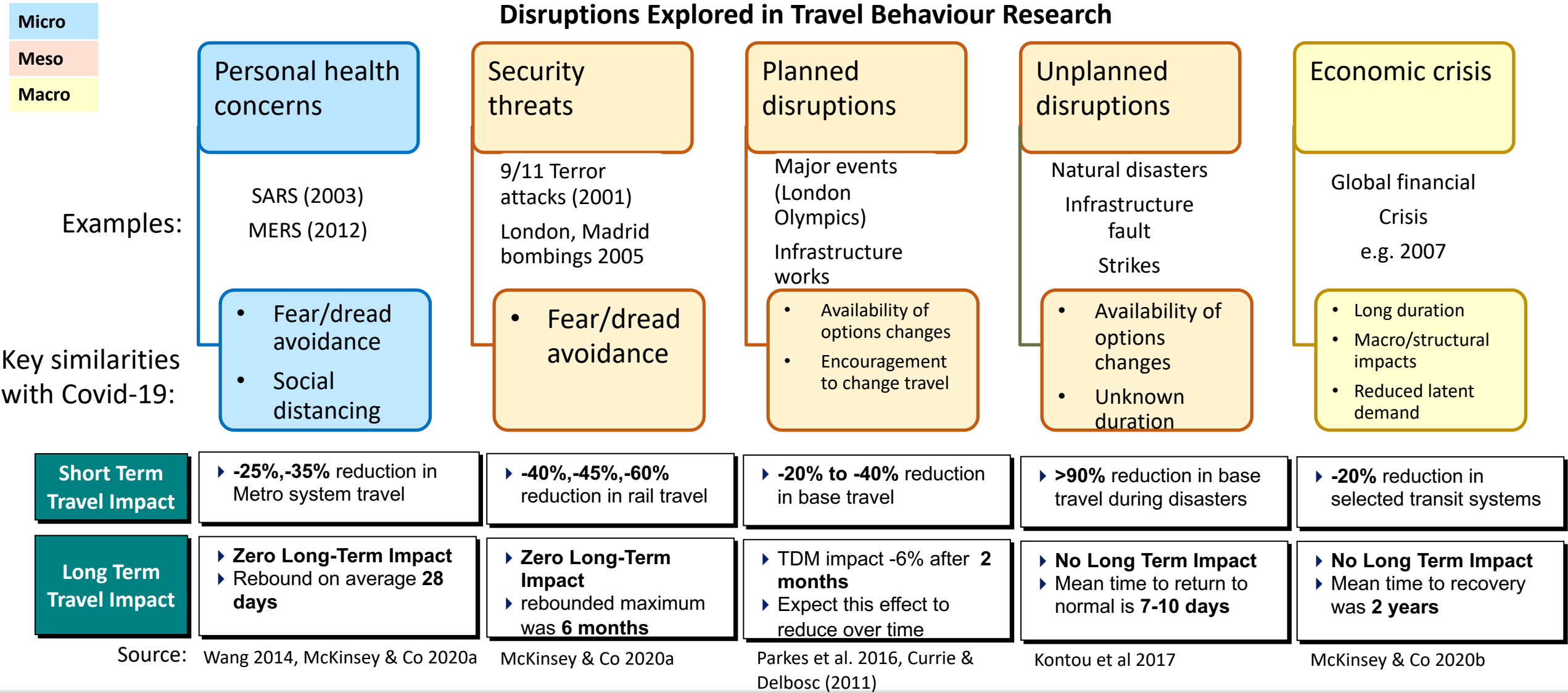
A new Framework has been developed to understand pandemic impacts on travel using MACRO, MICRO AND MESO levels of influencers

The 'Monash' Framework - An Integrated Framework of Factors Influencing Travel Behavior Before, During and After the Covid-19 Crisis.



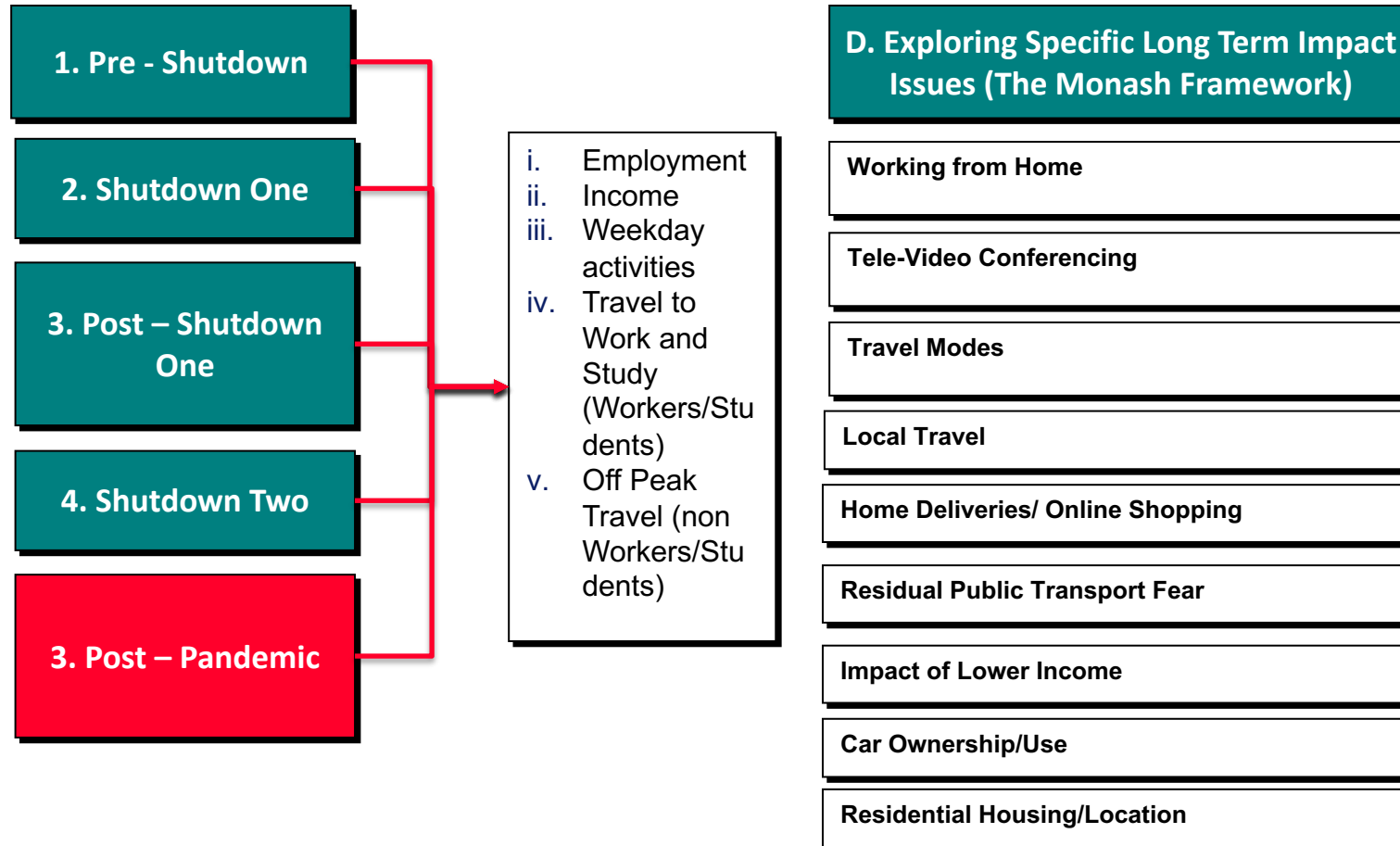
Note: This framework is developed by the research team from a review of previous research literature and also from a workshop with staff from the Victorian Department of Transport

DISRUPTIONS are well documented in History. Evidence says short term travel impacts are large, but long term impact is between minor and a zero effect



A large survey covers self reported travel by Covid period and Specific Issues which might affect long term travel (from the Monash framework) – using a representative sample

Online Panel Survey Questionnaire – Areas Covered



Sample Frame¹

INNER MELBOURNE (n=700)					
Age Group	Annual Personal Income , Before Tax				Total
	Nil Income	Less than	Between	More than	Total
18-29	53	96	83	16	248
30 - 44	12	43	86	79	220
45 and over	12	89	62	69	232
Total	77	228	231	164	700

MIDDLE MELBOURNE (n=700)					
Age Group	Annual Personal Income , Before Tax				Total
	Nil Income	Target	Target	Target	Total Target
18-35	37	73	92	36	238
36-54	17	43	87	90	237
55 and over	18	107	64	37	226
Total	72	223	243	163	701

OUTER MELBOURNE (n=700)					
Age Group	Annual Personal Income , Before Tax				Total
	Nil Income	Target	Target	Target	Total Target
18-35	26	87	97	24	234
36-53	15	64	101	56	236
54 and over	18	122	65	25	230
Total	59	273	263	105	700

GRAND TOTAL					
Age Group	Annual Person Income, Before Tax				Total
	Nil Income	INCOME 1	INCOME 2	INCOME 3	Total
AGE GROUP 1	116	256	272	76	720
AGE GROUP 2	44	150	274	225	693
AGE GROUP 3	48	318	191	131	688
Total	208	724	737	432	2101

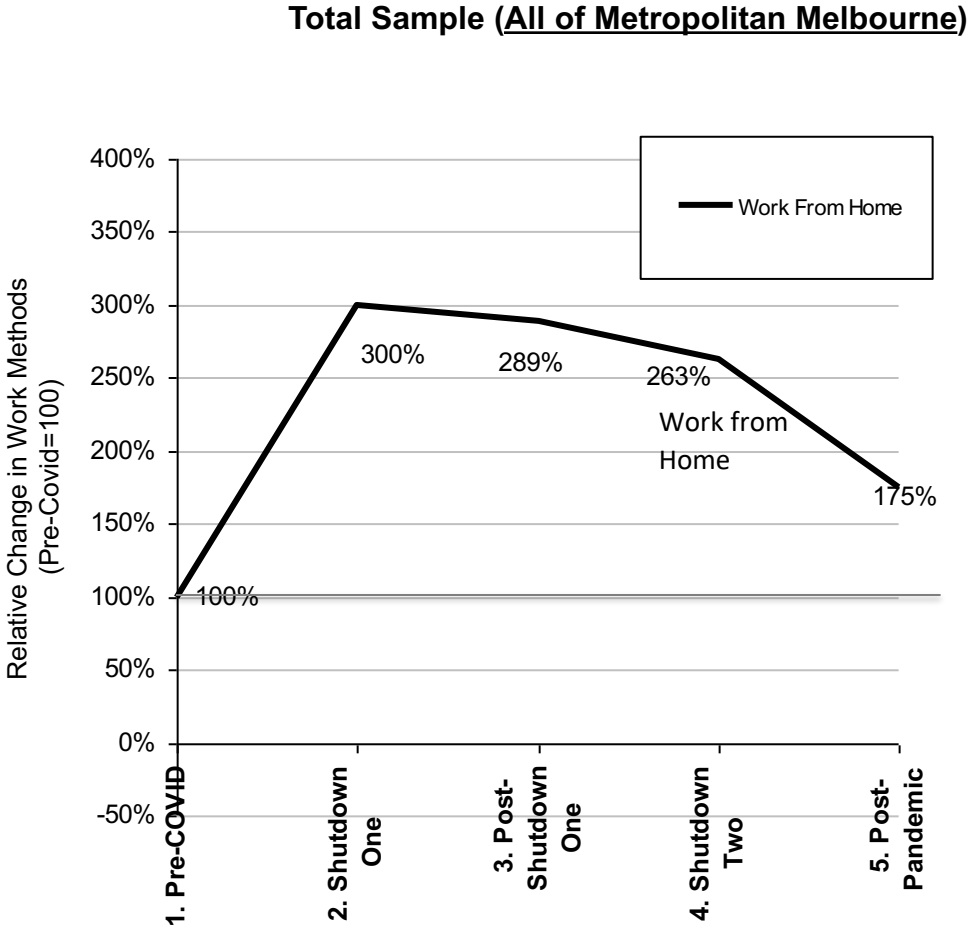
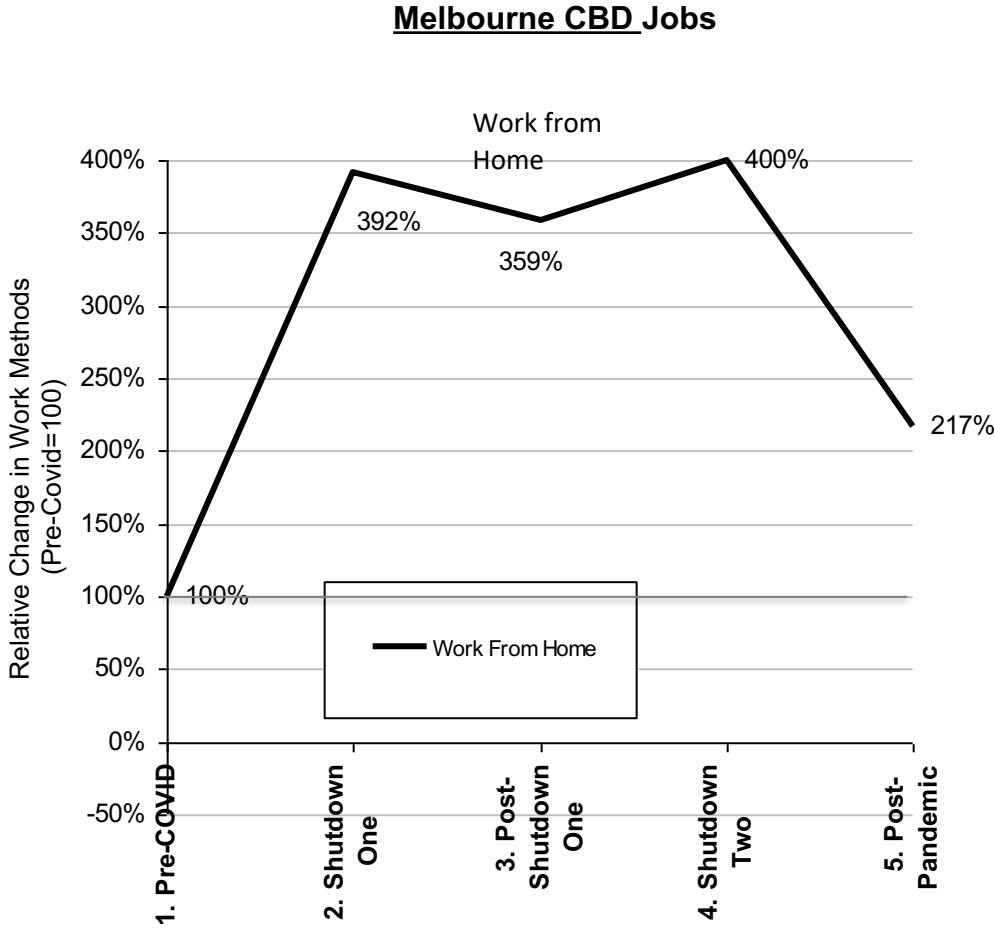
Note:

(1) Quotas in a sample aim to ensure representation of the community with respect to key/influential demographic and spatial criteria.

Work from Home is MUCH more common for CBD workers; Post Pandemic WFH is expected to more than double (+117%) compared to pre-covid, much higher than for Melb as a whole (+75%)

Figure F2: Changes in Work From Home - CBD; Pre-Covid=100%

CBD Commuting



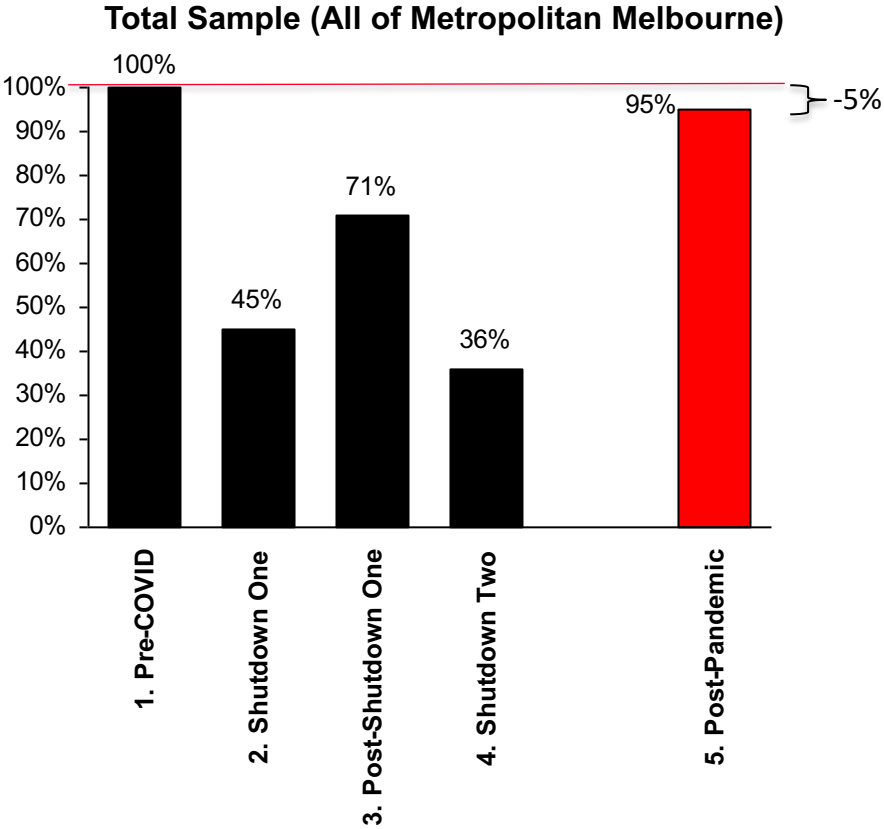
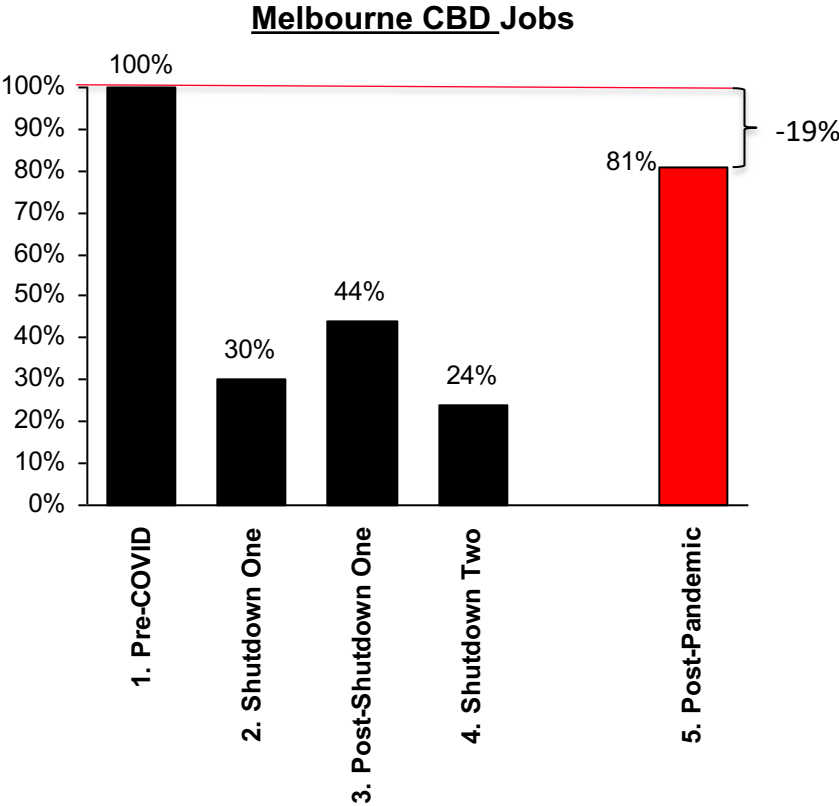
Note:

(1) Monash – July 2020 Online Panel Survey – 23-7-2020 sample - Self reported activity participation volume per week (2) Weighted sample; representative of total Melbourne travel

Respondents say CBD COMMUTE will reduce more than the rest of Melbourne; Post Pandemic a 19% decline in CBD COMMUTE is self estimated - much larger than for Melbourne as a whole (5%)

Figure F4: Changes in Commute Journey Volume ; Pre-Covid=100%

CBD Commuting



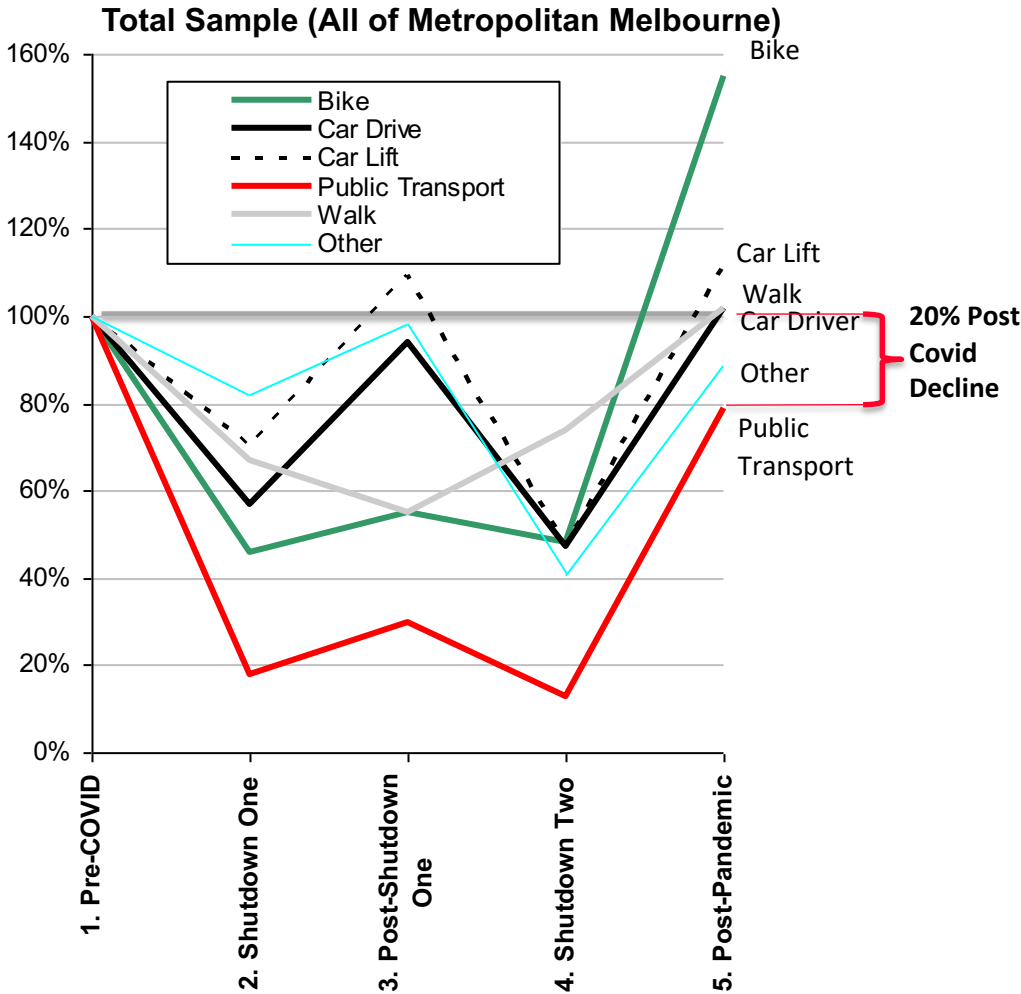
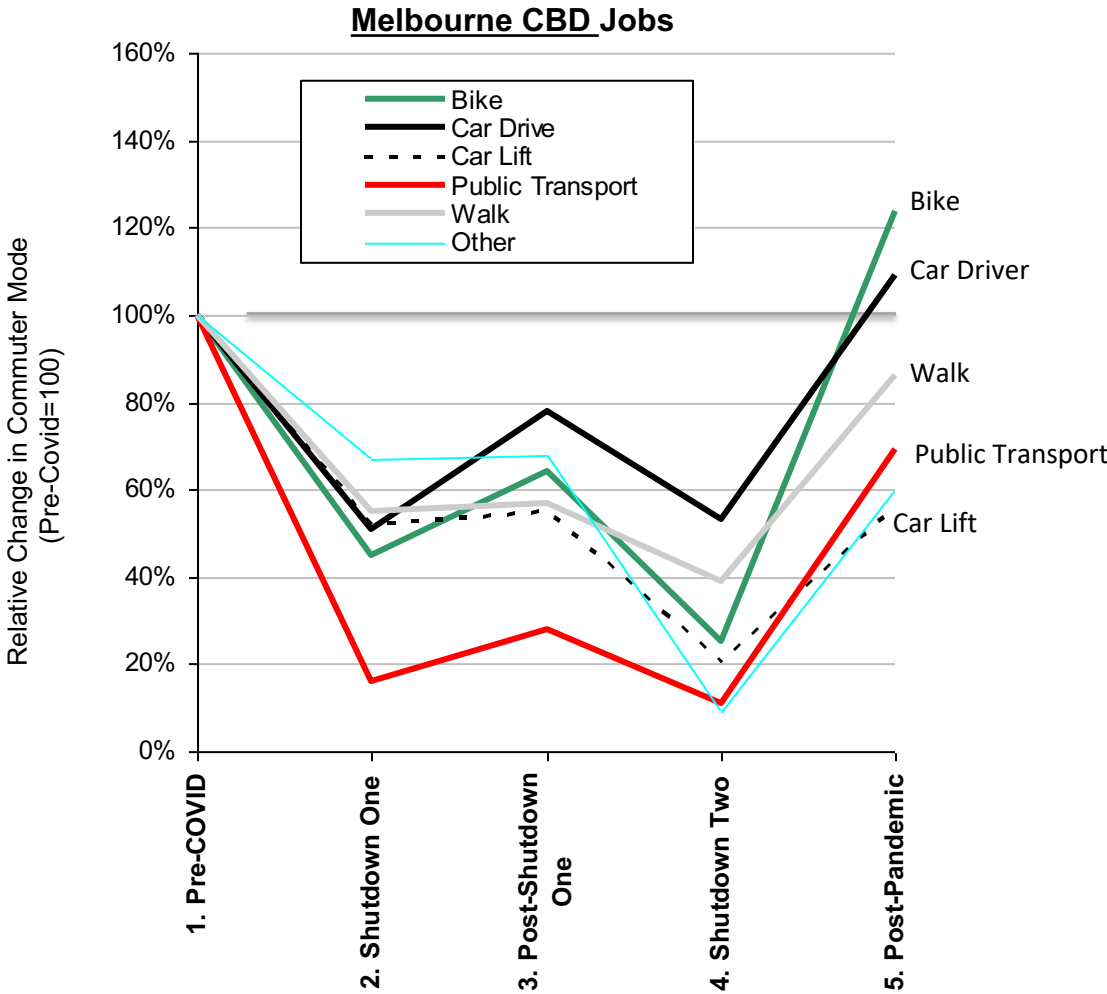
Note:

(1) Monash – July 2020 Online Panel Survey – 23-7-2020 sample - Self reported CBD travel to work volume per week

(2) Weighted sample; representative of total Melbourne travel

Post-Covid CBD COMMUTE grows for Bike (+24% Pre-Covid) & Car Driver (+9%). Car Lift (-44%) PT (-31%) & Walk (-14%) reduce. CBD modes decline more than Citywide; Car Driving growth is bigger

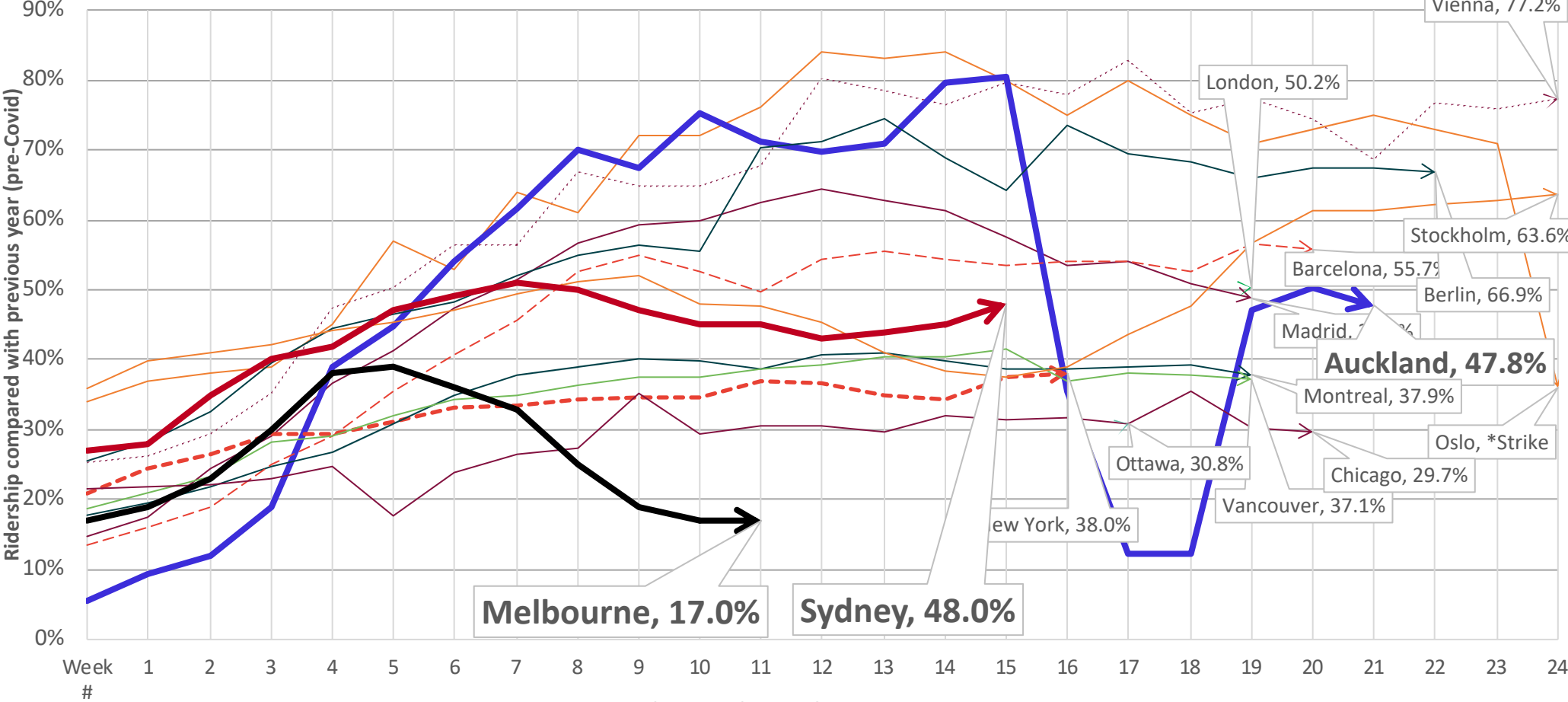
Figure F6: Changes in Commute Journey Volume by Mode ; Pre-Covid=100% CBD Commuting



Note:
(1) Monash – July 2020 Online Panel Survey – 23-7-2020 sample - Self reported travel to work volume per week (2) Weighted sample; representative of total Melbourne travel

The general pattern of Melbourne recovery matches those of other world cities – a maximum ceiling of 80% recovery seems to hold.

Changes in International City (Multi-modal) Public Transport Travel by Mode by week after Recovery (shutdown) - % relative to baseline including Melbourne and Sydney



Note:

- (1) Monash University analysis of raw data collated from Victorian Department of Transport, Transport for NSW, NZ Transport Agency, UITP.
- (2) The text tags with percentages after the city name show the change in ridership compared to baseline in 2019

Please reach out for more information



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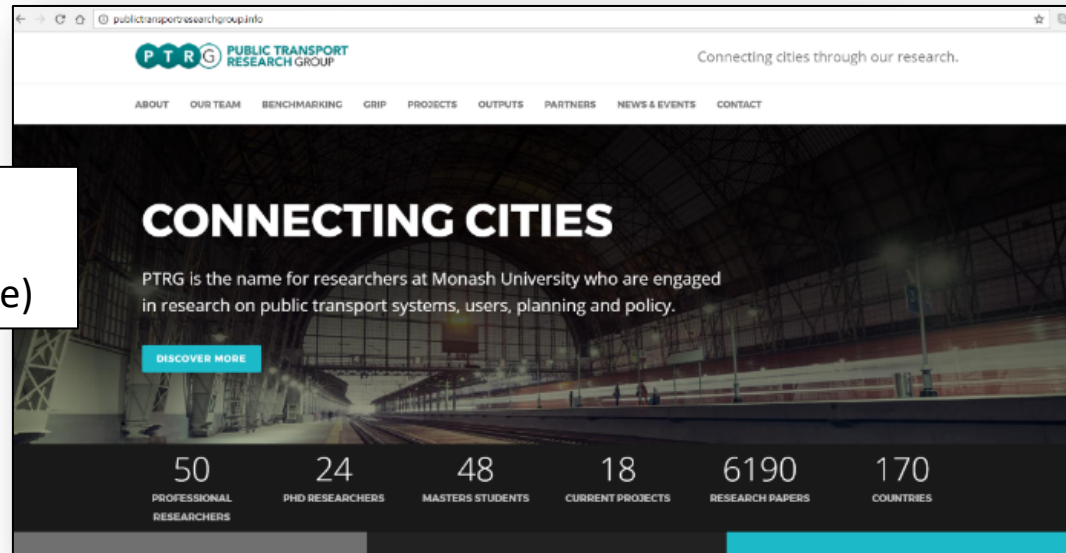
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Connect with us on



W: ptrg.info

(project has a webpage on this site)



Researching Transit



**RT5 – Long term
impact of COVID-19
on Travel
Behaviour**

