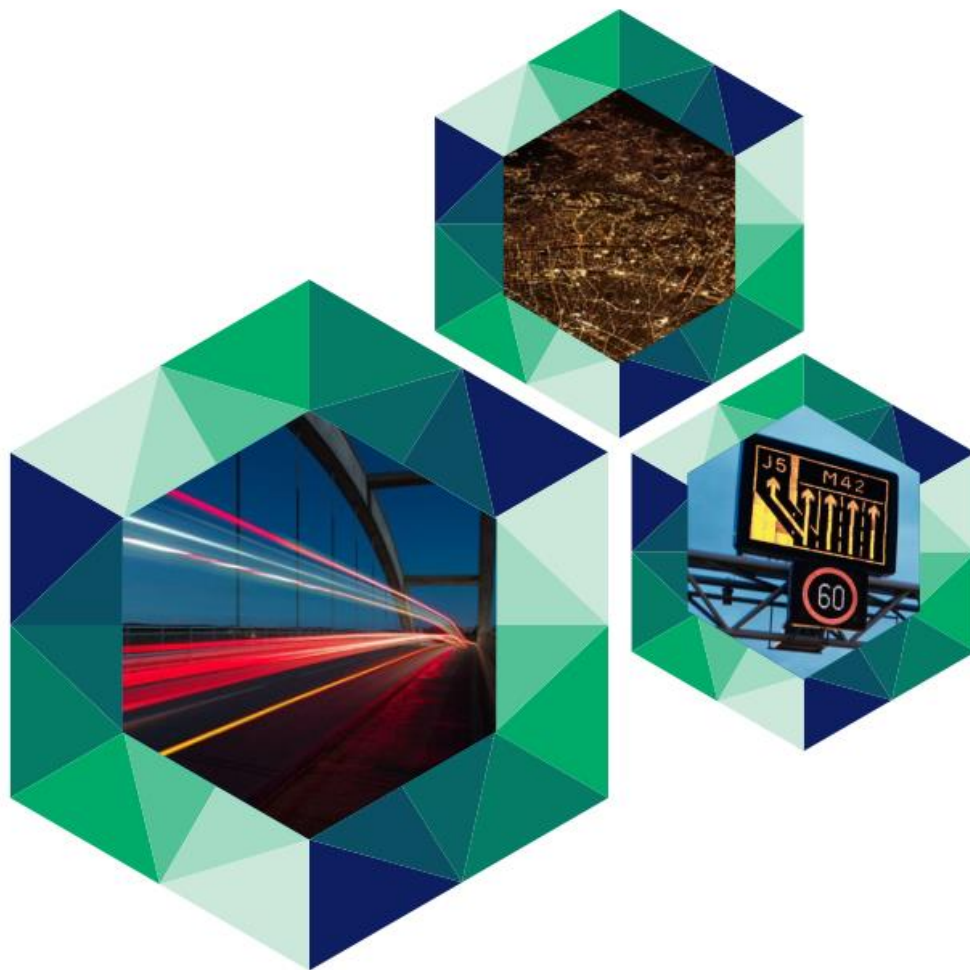




COVID-19 LOCAL AUTHORITY TRAVEL AND TRANSPORT DATA WEEKLY DIGEST

Week commencing 14th June 2021

INTRODUCTION

Since the imposition of travel restrictions designed to help dramatically reduce the spread of Covid-19, the Transport Technology Forum has led the collation of transport data from local authorities into information used to understand changes in travel behaviour.

Authorities from cities, towns and counties across England are sharing urban traffic control and automated traffic counter data from the roadside, as well as information on cycling and car parks. Industry has also supplied video analytics and floating vehicle data patterns. This sits alongside data the Department receives about rail and air, public transport, freight and maritime to summarise how, where and when people and goods are moving around the country.

The Transport Technology Forum can publish outcomes from this data set for interested parties, not least those bodies who went above and beyond the call to share their data with us.

ABOUT THE FORUM

This document has been prepared by Arup on behalf of the Transport Technology Forum (TTF) as part of its remit to drive more effective and efficient management of existing and new road networks, as a key national opportunity before, during and after the current COVID-19 emergency. Road transport will remain a key pillar of how people and goods move across the nation, not just on strategic roads. Improving road travel through technology is a core aim of the Forum. The Forum promotes a collaborative culture to open-up the opportunity and address the caution which has historically impeded efficiency and innovation.

ABOUT THIS REPORT

The report provides an ongoing snapshot of travel, summarising weekly, daily, and hourly changes based on information shared by:

- Traffic – 29 data providers, geographically covering approximately 107 local authority districts.
- Cycling – 16 data providers, geographically covering approximately 84 local authority districts including nationwide canal and river paths.

This provides an overview of how public behaviour is changing and what new patterns are being experienced. Local Authorities can benefit by being able to compare what is happening in their areas with the national picture, allowing local and national comparisons to be drawn.

WEEKLY HIGHLIGHTS AND SUMMARY

Traffic

- Overall traffic has increased to an average of 2% above the baseline levels for the w/c 07th of June. This indicates that traffic levels have now exceeded the baseline.
- Figure 2 shows that for the w/c 07th of June, traffic levels have increased compared to the previous weeks, especially as the effect of the bank holiday on the 31st of May is no longer present.
- The traffic profile is very similar to that seen during the second national lockdown. Despite the ease of lockdown restrictions, the profile is not yet back to the pre-pandemic baseline. This may be a consequence of long-term shifts in commuter patterns.
- Weekend traffic volumes follow a similar trend to the previous weeks, with a distinctive peak at approximately 13:00, as seen in Figure 3.2.
- The variation in traffic by vehicle type is shown in Figure 4.1 for weekday traffic and Figure 4.2. for weekend traffic. Car and bus usage has increased since the relaxation of restrictions on the 12th of April.
- Local authorities examined in further detail in this report include Birmingham, Derbyshire, Hampshire, Suffolk, City of York, and Leicestershire (excluding Leicester City). Across all local authorities (Figure 5.2), the traffic levels have increased following the lifting of some lockdown restrictions on the 12th of April. In some cases, traffic levels exceed the pre-pandemic baseline. The PM peak is noticeable at 18:00 and is more pronounced across all local authorities compared to the previous week. The bank holiday on the 31st of May clearly led to a decrease in the AM peak which subsequently recovered.
- Figure 9 shows that traffic has on average reached a similar level to the second national lockdown. The traffic is generally higher on Mondays and lower on Sundays.
- Figure 10 shows a comparison of median traffic levels for timelines of the three national lockdowns. Lockdown 2 experienced a surge in traffic levels immediately before the lockdown, possibly due to businesses mobilising in advance of widespread closure and people travelling to different locations to isolate. Lockdown 3 levels started at Lockdown 1 levels but are now approaching the pre-pandemic baseline.
- Figure 11 shows that Lockdown 3 weekday traffic volumes have clearly distinguishable AM and PM peaks, as opposed to Lockdown 1, which appears more neutral to the traditional peaks with a higher level of interpeak traffic.

Cycling

- As a result of good weather cycling levels have remained high (Figure 6). The weekly high is 167% above the baseline on Thursday the 10th of June and the weekly low is 22% above the baseline on Wednesday the 9th of June.
- Weekday cycling for the week commencing 07th June has a more pronounced AM peak compared to the previous week (Figure 8.1).
- The weekend cycling profile is similar to the previous two weeks (Figure 8.2).

1. CHANGE IN AVERAGE DAILY TRAFFIC FLOW OVER TIME

Compared to baseline (%)

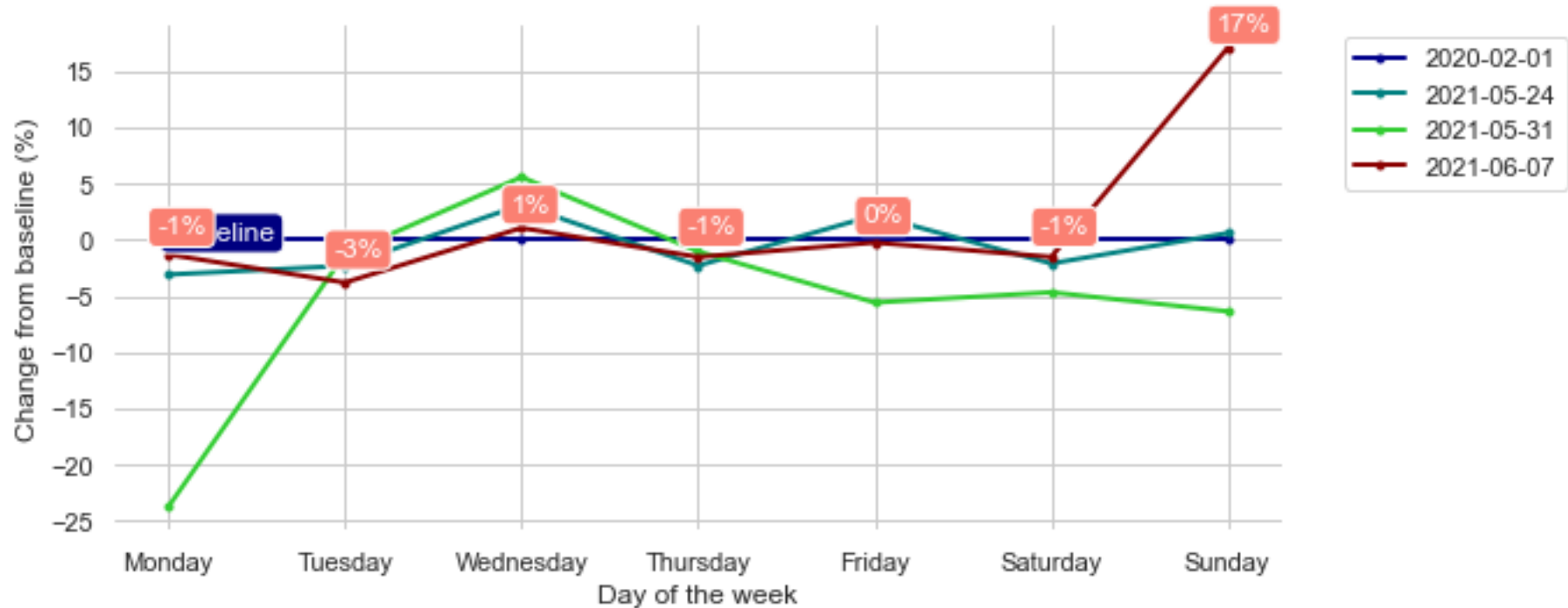
Traffic levels are back to the pre-pandemic baseline since lockdown restrictions were eased.



2. CHANGE IN AVERAGE DAILY TRAFFIC FLOW BY DAY OF WEEK

Compared to baseline (%)

Traffic has reached baseline levels and exceeded them on Sunday the 13th of June.

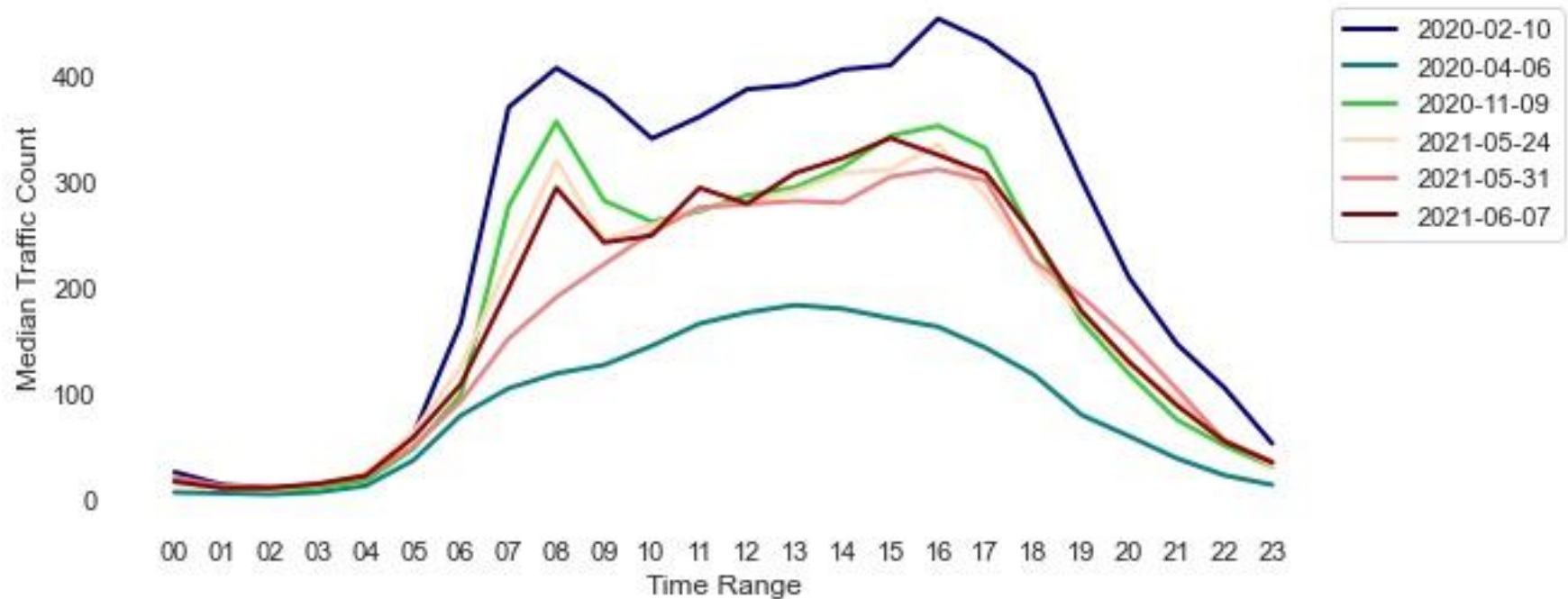


Average day of week traffic volumes compared to the baseline week (01/02/2020), and the 3 most recent weeks.

3.1. MEDIAN WEEKDAY TRAFFIC BY HOUR OF DAY

Hourly traffic counts

The weekday traffic profile is very similar to the profile seen during the second national lockdown. The profile is yet to return to the pre-pandemic shape.



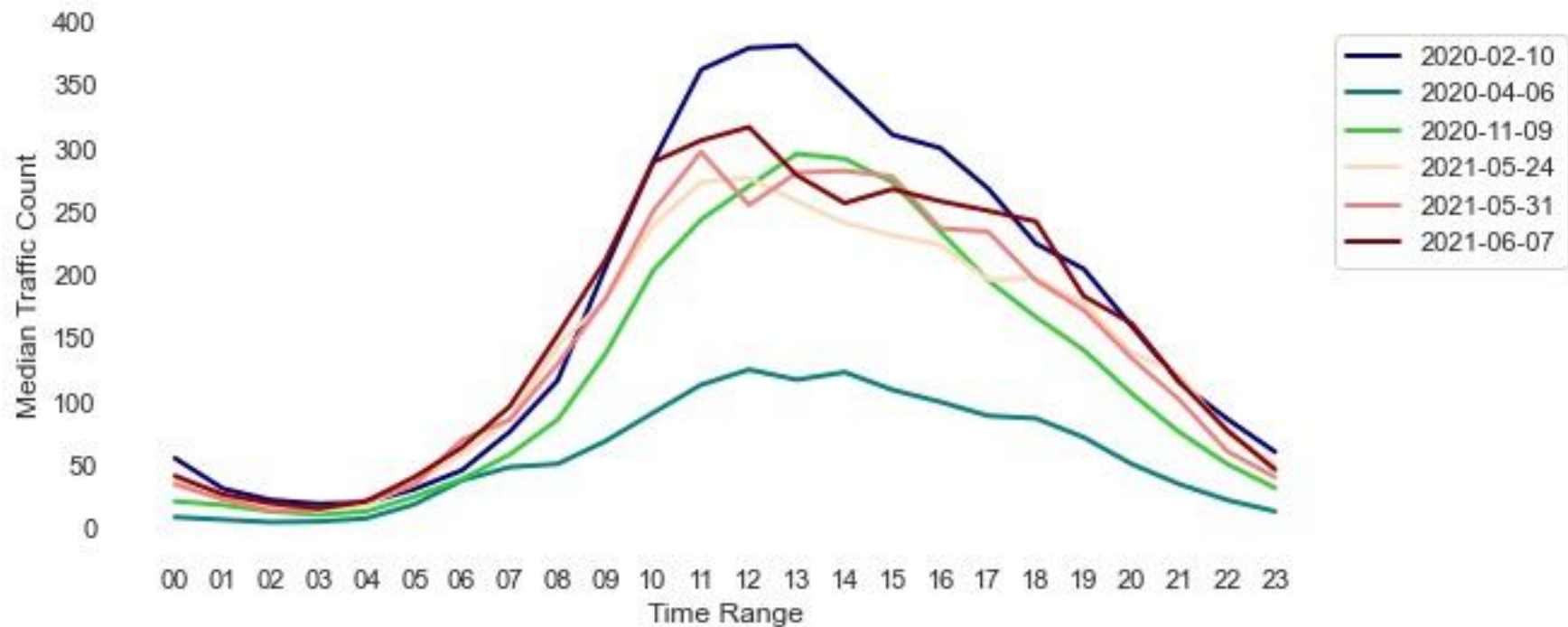
Weekday traffic volumes compared to a pre-pandemic week (10/02/20) and early lockdown (06/04/20) across all datasets. This graph uses the median traffic count for each hour of each weekday, as well as the median across all weekdays. This is different to what has been published in previous reports (before 15 March 2021), which made use of the sum of traffic counts for each hour of each weekday, and the average across all weekdays.

3.2. MEDIAN WEEKEND TRAFFIC BY HOUR OF DAY

Hourly traffic counts

Weekend traffic has a similar pattern as the previous two weeks.

The shape of traffic is similar to pre pandemic, but at lower levels, with a peak in weekend traffic around 13:00 in the afternoon.

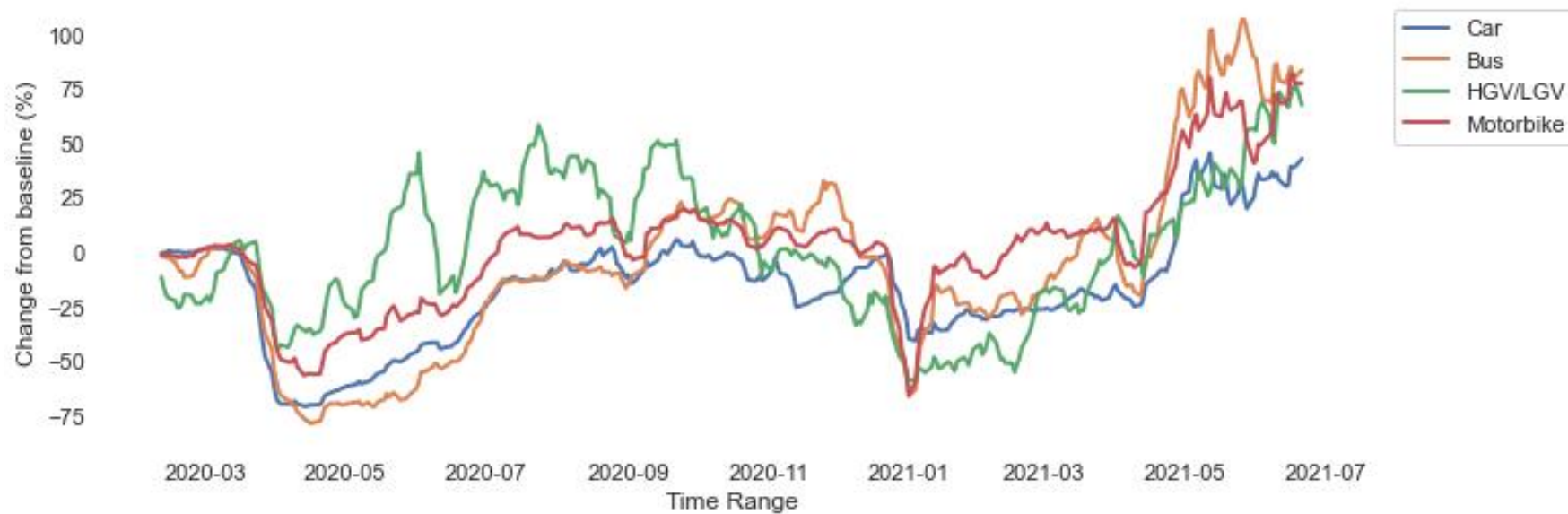


Weekday traffic volumes compared to a pre-pandemic week (10/02/20) and early lockdown (06/04/20) across all datasets. This graph uses the median traffic count for each hour of each weekday, as well as the median across all weekdays. This is different to what has been published in previous reports (before 15 March 2021), which made use of the sum of traffic counts for each hour of each weekday, and the average across all weekdays.

4.1. CHANGE IN AVERAGE WEEKDAY TRAFFIC FLOW BY VEHICLE CLASS

Compared to baseline (%)

Bus usage has increased significantly compared to the pre-pandemic levels.



Change in average vehicle trips by vehicle class where available in the source dataset.

4.2. CHANGE IN AVERAGE WEEKEND TRAFFIC FLOW BY VEHICLE CLASS

Compared to baseline (%)

Weekend car usage has also increased significantly compared to the pre-pandemic levels.



Change in average vehicle trips by vehicle class where available in the source dataset.

5.1. FOCUS ON LOCAL AUTHORITIES

Map of local authorities

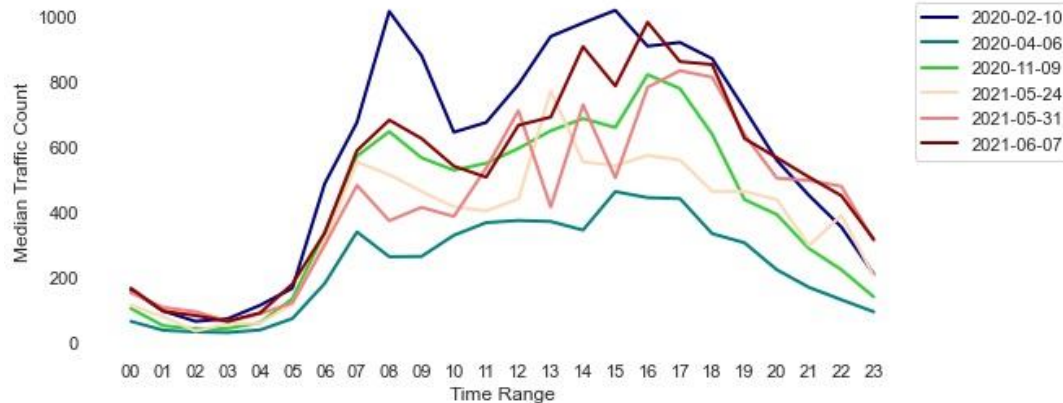
Five local areas are examined that provide a good geographic spread.



Data has been provided by: Birmingham City Council, City of York Council, Suffolk County Council, Hampshire Council, Derbyshire County Council, Leicestershire County Council (excludes Leicester City).

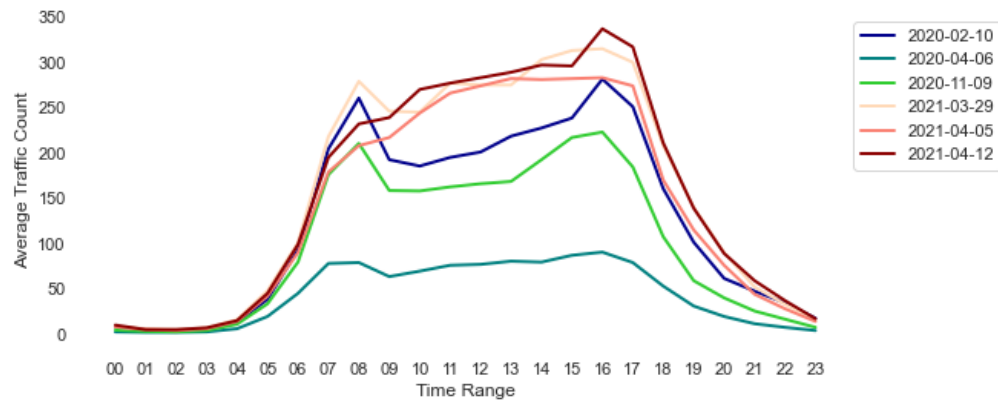
5.2. MEDIAN WEEKDAY TRAFFIC BY HOUR OF DAY FOR LOCAL AUTHORITIES

Hourly traffic counts



5.2.1. BIRMINGHAM

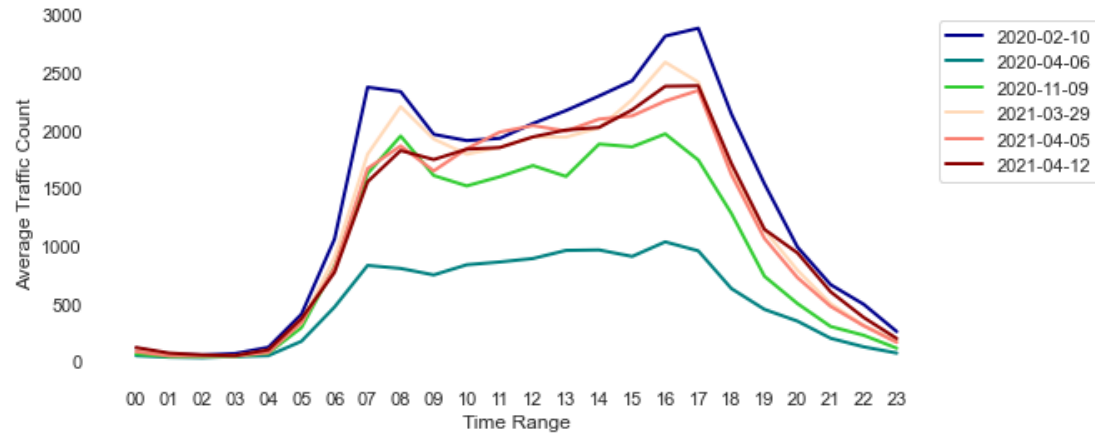
Traffic levels in Birmingham have exceeded those seen during the previous weeks and are approaching the pre-pandemic baseline. The AM peak is similar to the second national lockdown but the PM peak is more pronounced.



5.2.2. DERBYSHIRE

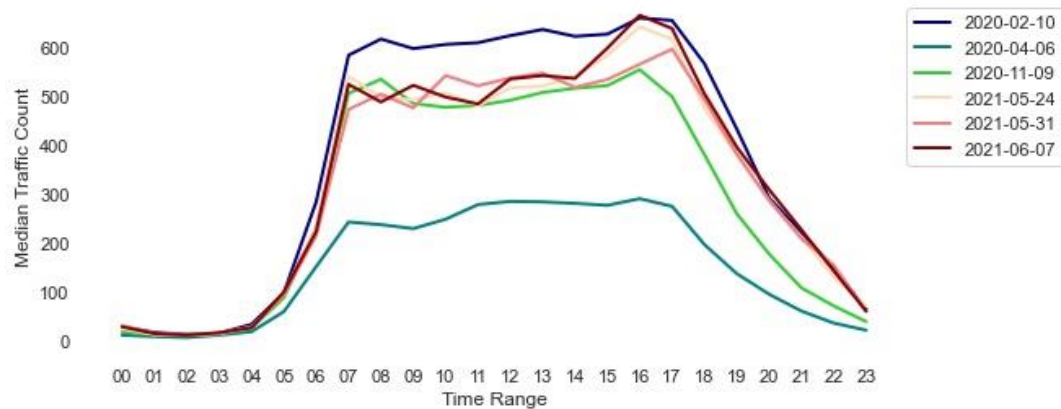
Traffic levels in Derbyshire now exceed the pre-pandemic baseline for the interpeak period. The AM peak is less pronounced, while the PM peak is more defined.*

5.2.3. HAMPSHIRE



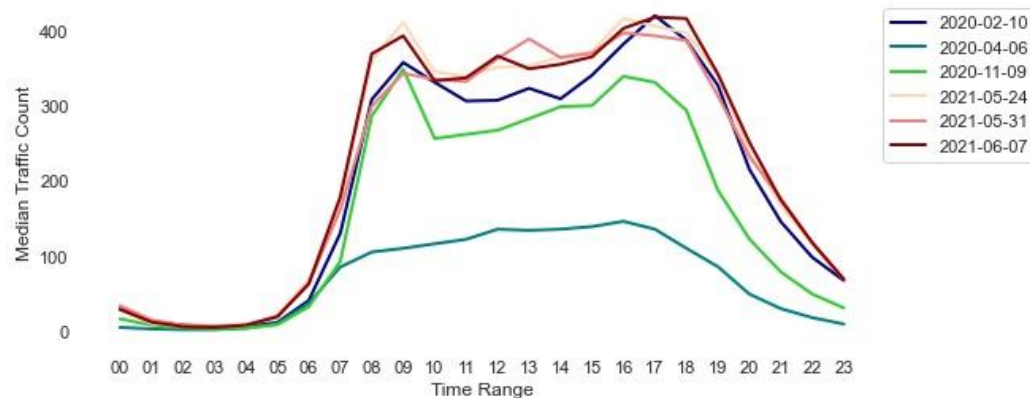
Traffic levels in Hampshire exceed those seen during the second national lockdown. There is a noticeable peak in traffic around 18:00 PM.*

5.2.4. SUFFOLK



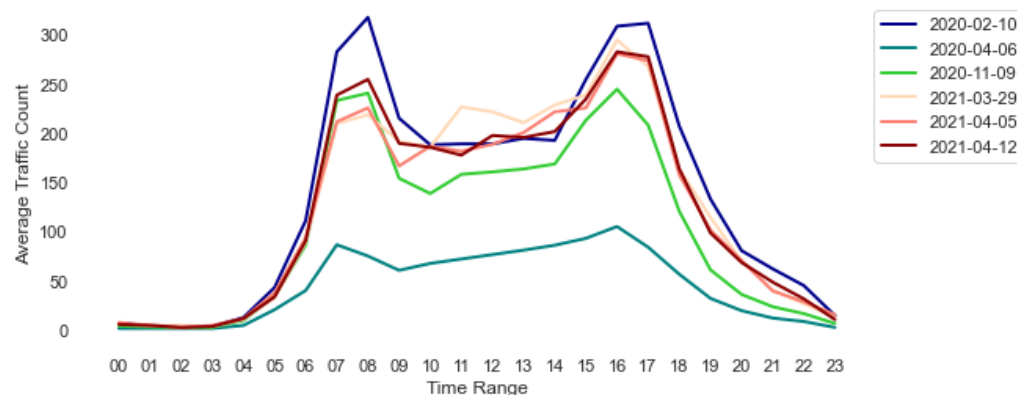
Traffic levels in Suffolk are marginally exceeding those seen during the second national lockdown. The PM peak is more pronounced compared to the previous week.

5.2.5. CITY OF YORK



Traffic levels in the City of York are above the pre-pandemic baseline. The AM peak is more pronounced compared to the pre-pandemic baseline, which is complemented by an increase in traffic levels during the inter-peak period.

5.2.6. LEICESTERSHIRE (EXCEPT LEICESTER CITY)



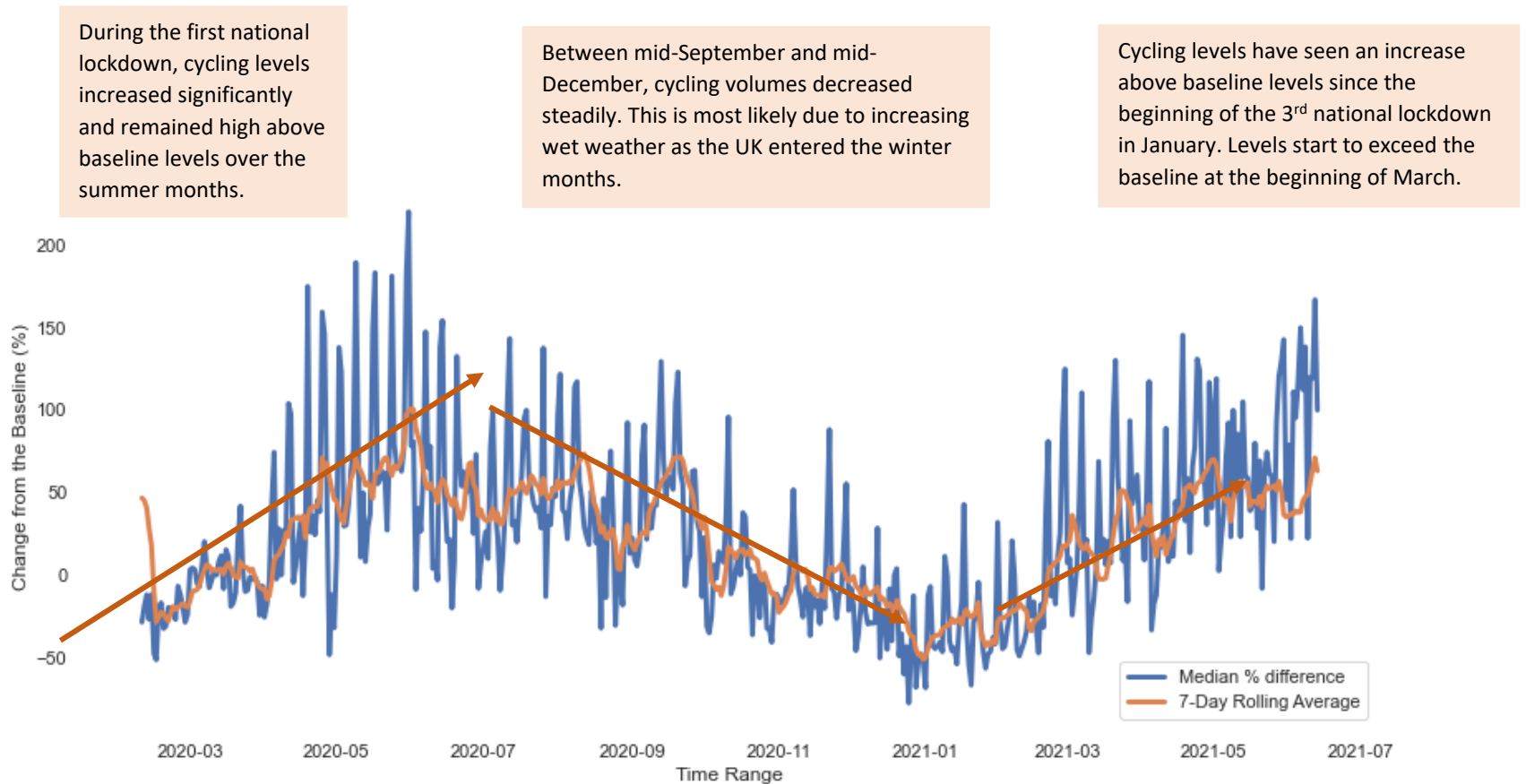
Traffic levels in Leicestershire follow a similar pattern to those seen during the previous week. The AM peak is pronounced and the interpeak traffic increases.*

*Updated data for Leicestershire, Derbyshire and Hampshire could not be fetched for the w/c 19th of April. Historical data is presented for comparison.

6. CHANGE IN AVERAGE DAILY CYCLING FLOW

Compared to baseline (%)

Improved weather conditions have seen increased cycling levels since March 2021.

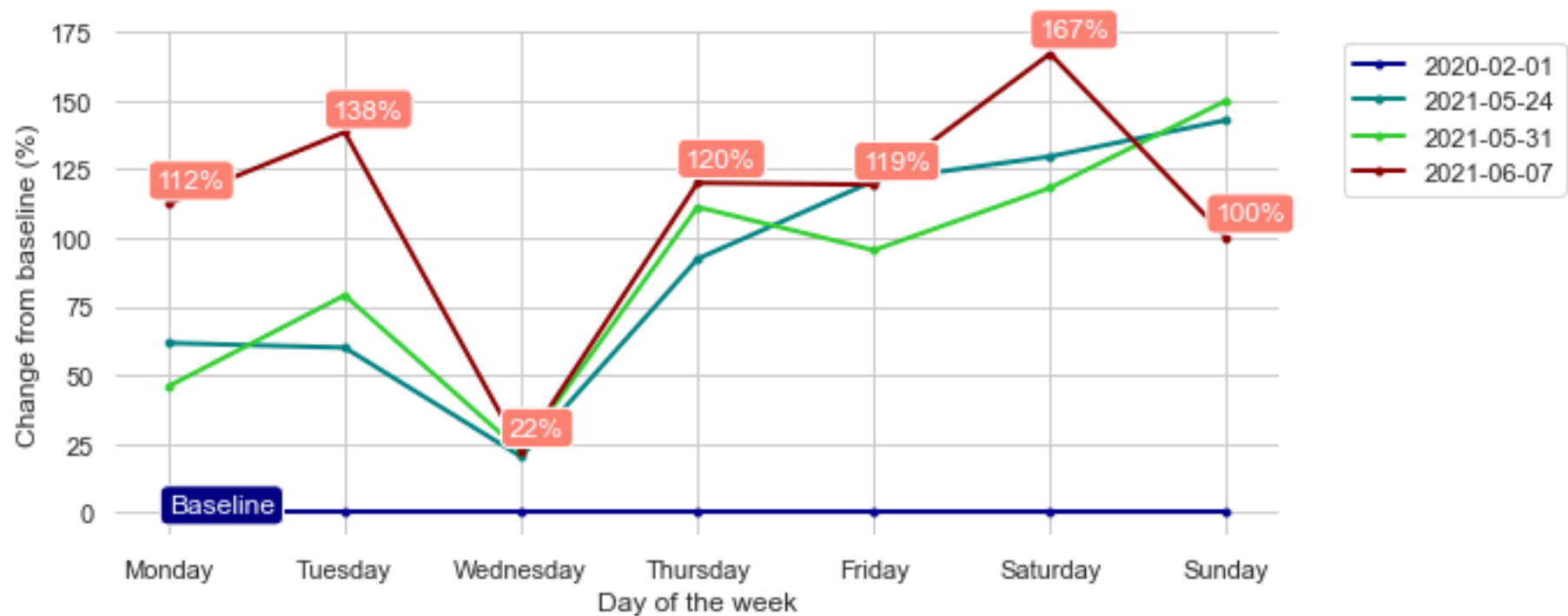


Change in average daily cycling volumes since 1st of March across all sources compared to the baseline (the first week of February 2020)

7. CHANGE IN AVERAGE DAILY CYCLING BY DAY OF WEEK

Compared to baseline (%)

Cycling levels are marginally higher compared to the previous weeks partially due to improved weather.

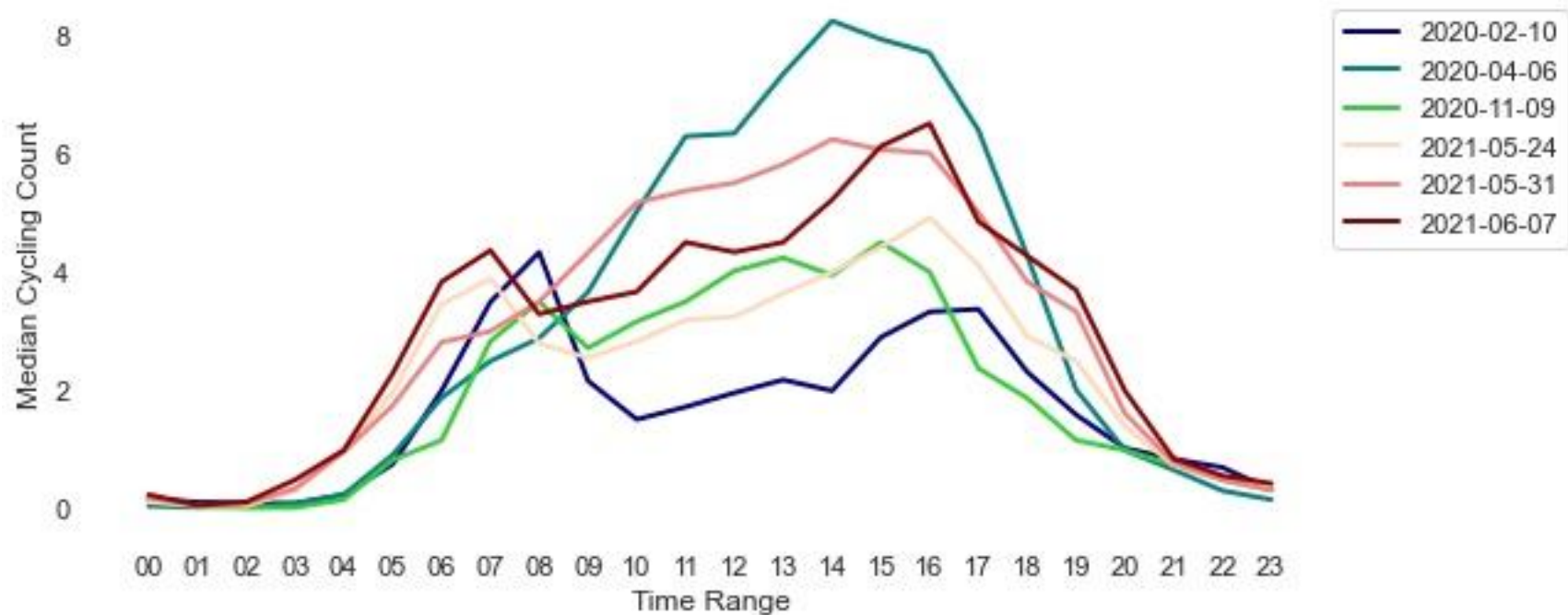


Average day of week traffic volumes compared to the baseline week (01/02/2020), and the 3 most recent weeks.

8.1 MEDIAN WEEKDAY CYCLING BY HOUR OF DAY

Hourly counts

The AM peak and the PM peak for cycling occur earlier compared to the pre-pandemic baseline.

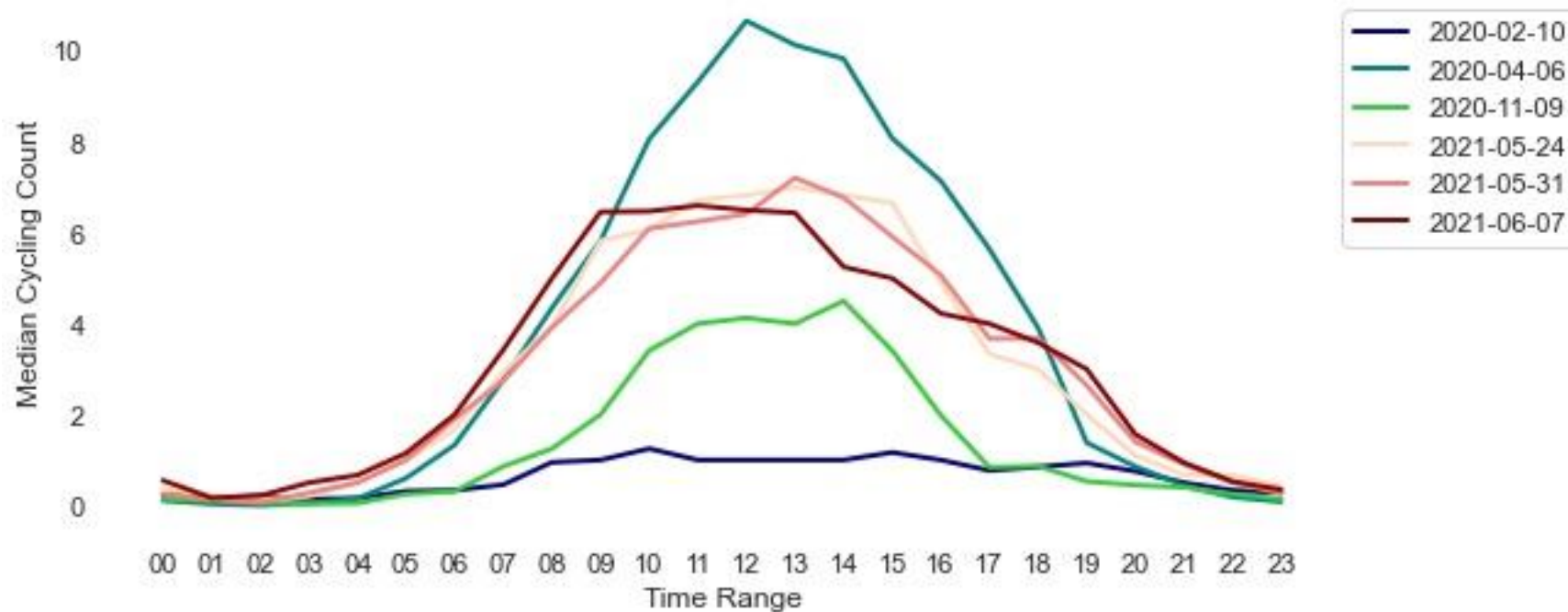


Weekday cycling volumes compared to a pre-pandemic week (10/02/20) and early lockdown (06/04/20) across all datasets. This graph uses the median cycling count for each hour of each weekday, as well as the median across all weekdays. This is different to what has been published in previous reports (before 15 March 2021), which made use of the sum of cycling counts for each hour of each weekday, and the average across all weekdays.

8.2 MEDIAN WEEKEND CYCLING BY HOUR OF DAY

Hourly counts

Weekend cycling follows a similar pattern to the previous two weeks

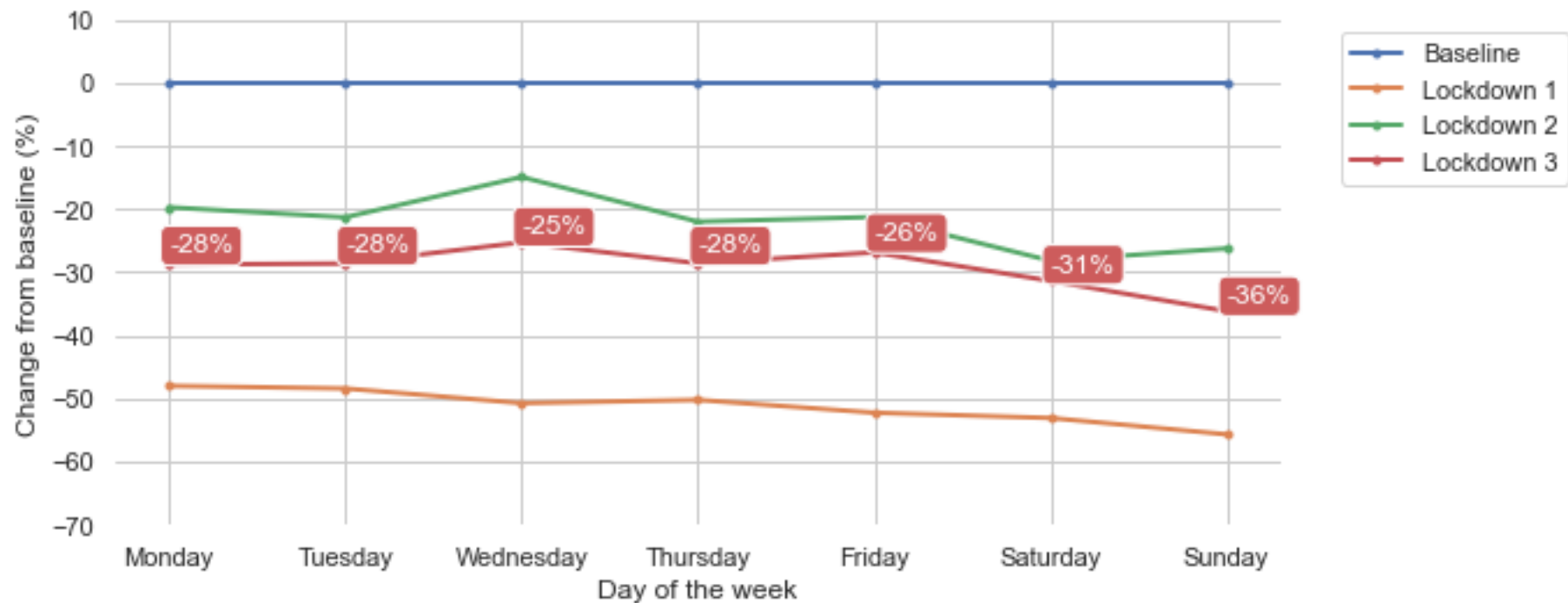


Weekend cycling volumes compared to a pre-pandemic week (10/02/20) and early lockdown (06/04/20) across all datasets. This graph uses the median cycling count for each hour of each weekend day, as well as the median across all weekend days. This is different to what has been published in previous reports (before 15 March 2021), which made use of the sum of cycling counts for each hour of each weekend day, and the average across all weekend days.

9. LOCKDOWN CHANGE IN AVERAGE DAILY TRAFFIC BY DAY OF WEEK

Compared to baseline (%)

Lockdown 3 averages are now at the same level as the lockdown 2.



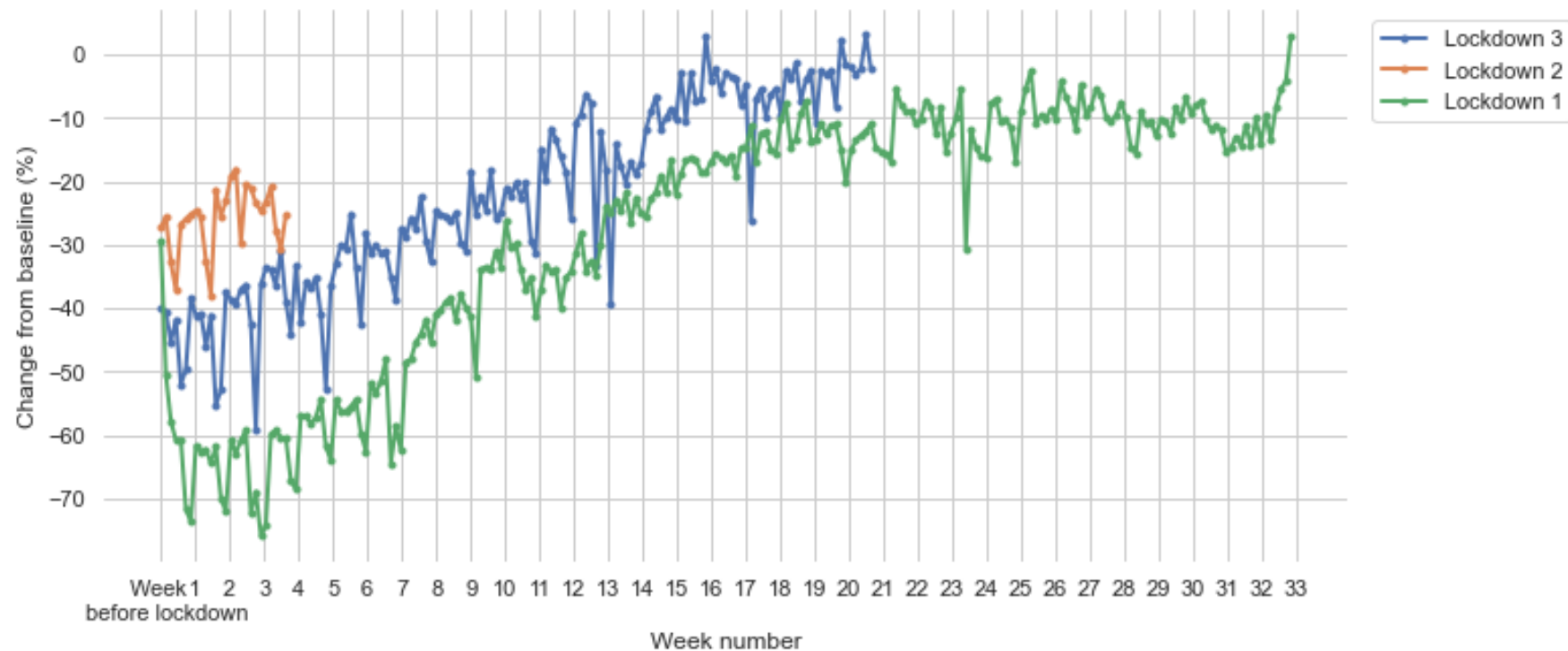
Comparing the average weekday median percentage change from the baseline for the first, second and third national lockdowns. It should be noted that at the time of writing, the third national lockdown was still ongoing and therefore only data between 05/01/21 and 24/04/21 has been included for lockdown 3.

10. LOCKDOWN PERCENTAGE CHANGE FROM BASELINE

Compared to baseline (%)

Lockdown 2 saw a surge in traffic immediately before the start of restrictions.

Lockdown 3 levels have now reached the baseline levels.

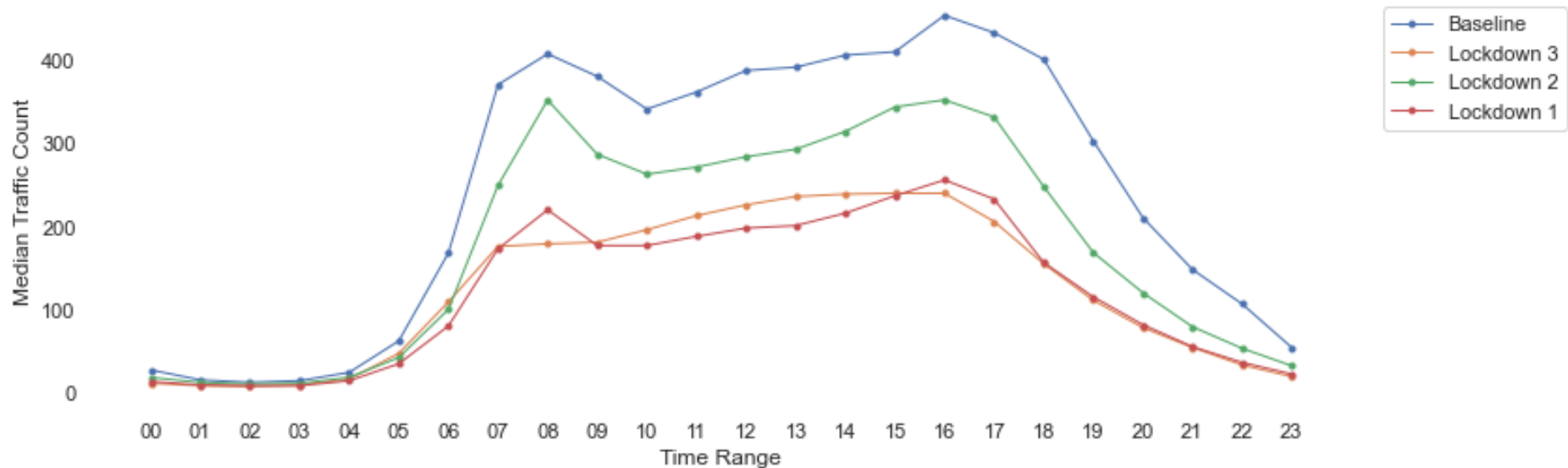


Comparing the median percentage change from the baseline for the first, second and third national lockdowns. It should be noted that at the time of writing, the third national lockdown was still ongoing and therefore only data between 05/01/21 and 25/04/21 has been included for lockdown 3.

11. LOCKDOWN MEDIAN WEEKDAY TRAFFIC BY HOUR OF DAY

Hourly Counts

Lockdown 3 has clearly distinguishable AM and PM peaks, as opposed to lockdown 1, which appears neutral to the traditional peaks.

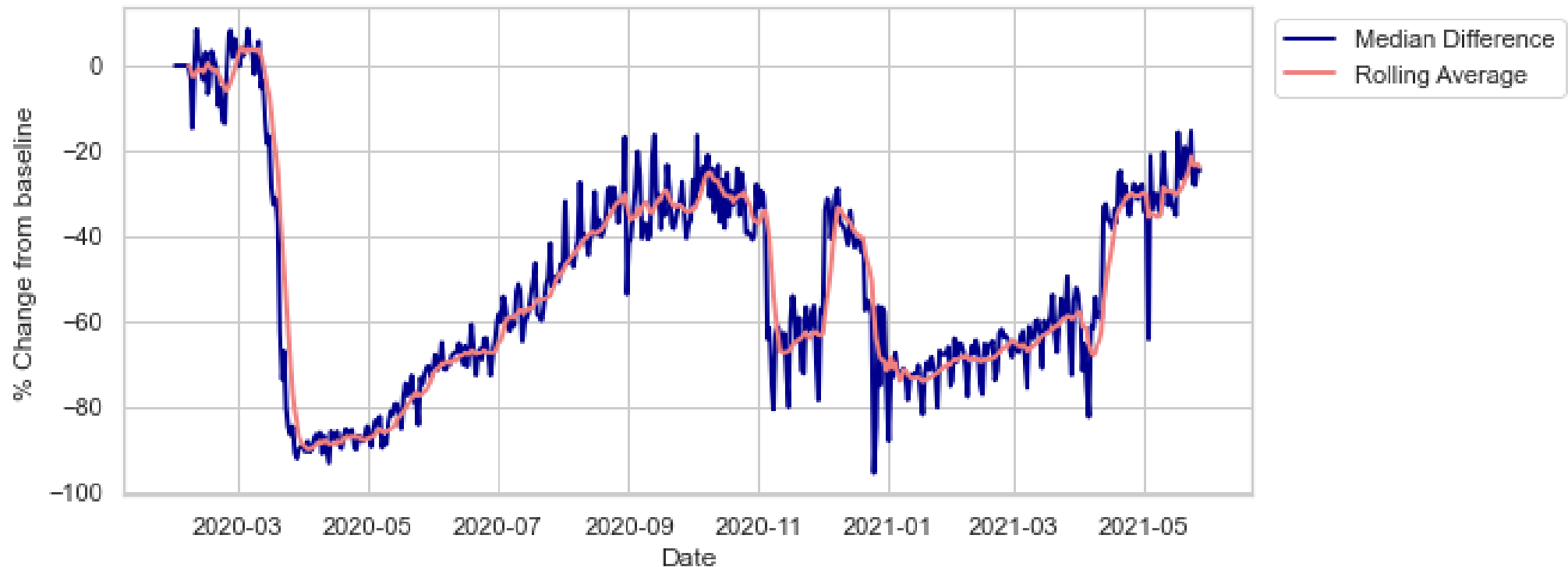


Comparing the average weekday traffic count by hour of the day for the first, second and third national lockdowns. It should be noted that at the time of writing, the third national lockdown was still ongoing and therefore only data between 05/01/21 and 25/04/21 has been included for lockdown 3.

12. CHANGE IN AVERAGE PARKING LEVELS OVER TIME

% Change from baseline

A steady rise in overall parking occupancy levels follows the ease of lockdown on the 12th of April.



The percentage change from baseline is calculated by taking the median value of incoming vehicles per day and the number of occupied spaces in a car park and comparing it to a baseline of 1st to the 7th of February 2020.

DATA METHOD

The following provides some detail behind how the data has been analysed:

- The baseline has been defined as the first week of February 2020 (1st February – 7th February) for the following reasons:
 - This is consistent with national reporting.
 - Not all data sources can provide baseline data from previous years.
 - The first week of February is considered a normal working week unaffected by poor weather and half term dates later in February.
- Each day of the week has its own baseline.
- Only those datasets for which data was available for the first week of February have been included in the baseline comparison outputs.
- Baseline comparisons at aggregated Local Highway Authority (LHA) level have only been calculated using traffic/cycling sensors that contributed to the baseline to reduce the impact of new sensors being added to data sources
- Average daily traffic volumes have been used to minimise the impact of individual sensors changing between active and inactive states.
- Averages have been calculated using the median (50th percentile) to reduce the impact of outliers.

Please note that each week not all datasets that contribute to our analysis are available when this report is produced. Therefore, as we add new datasets when they become available, enhance validation of those we've received and refine the underlying methodology, the overall values may change, however we expect the trends to remain the same.

COVID-19 Timeline

FEBRUARY 2020	
04/02/2020	China Advice – All UK citizens advised to leave China
MARCH 2020	
10/03/2020	Italy Air Travel – Majority of flights to and from Italy suspended
12/03/2020	7-day Isolation – 7-day self-isolation for individuals presenting symptoms
16/03/2020	Social Distancing – Households to self-isolate for 14-days if symptoms present. Work from home where possible. Avoid pubs, clubs, theatres etc. 12-week isolation for elderly and vulnerable (commencing end of week)
17/03/2020	UK Foreign Travel 1 – Foreign Secretary advises against all non-essential travel overseas
21/03/2020	Schools Closed – Schools to remain closed until further notice (exception for key workers)
23/03/2020	UK Lockdown – Guidance provided for essential travel only. All non-essential businesses required to close. Public events banned
23/03/2020	UK Foreign Travel 2 – Foreign Secretary advises all British travellers to return to the UK
28/03/2020	PM's Letter – Prime Minister issues guidance letter to all UK households
APRIL 2020	
16/04/2020	NPCC Guidance – NPCC issues guidance clarifying reasonable excuses for leaving home
MAY 2020	
10/05/2020	Those who cannot work from home are encouraged to return to work. Avoid public transport where possible and instead walk or cycle.
11/05/2020	Relaxation Document – The UK government publishes a 50-page document setting out further details of the phases for lifting the lockdown restrictions.
13/05/2020	Individuals can undertake unlimited exercise (and can travel to do so). Individuals can meet someone from another household providing it is on a one-to-one basis. All garden centres are allowed to open. House moves and viewings are now permitted.
18/05/2020	Rail Operators – Rail operators begin running more train services.
JUNE 2020	
01/06/2020	Schools re-open for some pupils. Groups of up to six people from different households allowed to meet outside
15/06/2020	All non-essential retailers and zoos in England reopened
19/06/2020	UK's COVID-19 Alert Level is lowered from Level 4 (severe risk, high transmission) to Level 3 (substantial risk, general circulation)

JULY 2020	
04/07/2020	Further relaxation of social distancing and reopening of pubs, restaurants, hotels and hairdressers on 4 th July
25/07/2020	Gyms and other indoor services reopen in England
AUGUST 2020	
21/08/2020	Driving tests are approved to go ahead
SEPTEMBER 2020	
01/09/2020	Large number of schools across England re-open for the autumn term
08/09/2020	All schools across England have re-opened
14/09/2020	Rule of six comes into effect to tackle coronavirus, where any social gatherings of more than six people will be against the law
OCTOBER 2020	
14/10/2020	Tiered level restrictions were implemented across different local areas in England. Liverpool placed on highest alert (Tier 3).
NOVEMBER 2020	
05/11/2020	England goes into second National Lockdown
DECEMBER 2020	
02/12/2020	Second national lockdown in England ends and three-tiered local restriction system is re-implemented.
20/12/2020	London and South East England enter Tier 4 restrictions.
JANUARY 2021	
05/01/2021	Third national lockdown in England commences.
MARCH 2021	
08/03/2021	All schools re-opened.
29/03/2021	Initial lockdown restrictions lifted, groups of 6 allowed to meet outside.
APRIL 2021	
12/04/2021	Lockdown restrictions eased, hairdressers, gyms and outdoor recreation venues are allowed to re-open.

Contact us

All authorities are encouraged to share best practice for inclusion in this report. Authorities not yet contributing but who still have data to share are encouraged to do so.

Please contact info@ttf.uk.net

Thank you to...

All local authorities and their consultancies and contractors who have shared data with the Transport Technology Forum to enable this report to be collated, and those in the wider industry who also provided data directly. The TTF, which is sponsored by the Department for Transport and Innovate UK is grateful to ITS (UK) and its members for their swift support in recruiting Local Authorities to participate.

The 'Understanding Travel Patterns during COVID-19' project has been awarded the [ITS UK - Project of the Year Award 2020](#) which would not have been possible without all of your support. The judges were impressed that this project demonstrated how the industry can come together, and underlined how the TTF can coordinate a collaborative front with Local Authorities and commercial data suppliers to collect, process and visualise over 16 million travel movements during the lockdown period and beyond.

This report provides regularly updated intelligence and findings from the Transport Technology Forum COVID-19 Local Authority Travel Data Project. This project is collecting and analysing traffic and travel data from local highway authorities across England to present a national picture of travel patterns and behaviour, and local authority responses to the COVID-19 crisis.