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<http://worldtransportjournal.com/wp-content/uploads/2020/08/26.3-final.pdf>

This issue of the journal has a collection of commissioned articles on the shape of transport and mobility after Covid-19. The 6 authors were asked to produce ‘think pieces’ looking ahead to what the transport world could and should look like after the extra-ordinary coronavirus experience has subsided. **These “think pieces” have also been submitted to the UK Department of Transport to inform its work on ‘Decarbonising Transport’ and ‘The Future of Transport Regulatory Review’.**

All the authors have a wealth of experience to bring to bear on the future of transport and mobility and the degree to which the virus crisis has shifted the prevailing deviant paradigm.

Lillian Burns (North West Transport Roundtable) says:

Please, oh please, UK government, don’t let us return to what was our ‘normal’ when we emerge from the coronavirus emergency.

DON’T

- Return to the contradictory transport policies we have seen so far in the 21st century which, on the one hand, call for reduced/zero carbon emissions but, on the other, fail to factor into greenhouse gas calculations emissions from international flights and promote aviation and the provision of more highway capacity that leads to more road trips and poor air quality

Keith Buchan (Transport Planning Society) says:

This is not a time for business as usual. And this brings me to carbon. No other element illustrates the total failure of our appraisal system. Leaving to one side its valuation, the current measurement unit is wrong. We have a target date by which change must be achieved – 2050. Carbon dioxide persists in the atmosphere for about 100 years. We know that what counts is the total warming impact between now and 2050. The measurement should, therefore, not be tonnes emitted (as now) but tonne years. This would make the reduction of carbon dioxide now much more important – as it should and must be.

Lisa Hopkinson and Lynn Sloman (Transport for Quality of Life) say:

The first step is to cancel the £27 billion RIS2 roads programme (2020-2025), now subject to a legal challenge on climate grounds, as well as the £3.5 billion for

schemes on local authority roads. These are totally anachronistic in a post-covid climate emergency.

The second step is to urgently reallocate government road building money to local authorities for long term 15-year investment deals (capital and revenue) for local public transport, walking and cycling. This would stimulate much needed green growth and jobs. We propose reallocation of the £6-7 billion/year currently ringfenced for road building to provide an additional £4 billion a year for local public transport (trams and buses) and £2 billion a year for walking and cycling to cover all local authorities in England. To provide additional leadership and support to councils we recommend new national bodies on Walking/Cycling and Public Transport.

Thirdly to encourage people to get back on and stay on local public transport we should make it free. Local public transport is already free in more than 100 towns across the world, including Dunkerque in France. One year on, bus trips there were up 85%, half of new bus users previously drove, and one in ten new bus users had sold their second car.

Alastair Kirkbride (Foundation for Integrated Transport) says:

No-one would have chosen it, but the lockdown is a big social experiment. The cries for post-lockdown economic reconstruction are already getting louder. The risk will be the headlong rush to rebuild the shattered economy in the same way that it existed before, and with it reversion to (or worse) pre-lockdown congestion. This doesn't have to be the case. Putting resources and effort into understanding how to capture the economic benefits of a low travel demand mobility system could lead to prosperity and better-quality places, lives and significantly reduced emissions – as suggested by Milan's mayor. These ideas aren't new, but never has there been a better opportunity to realise them.

Part of the uniqueness of these times is that we have time to reflect, discuss, consider and test ideas about what could happen as life opens up again. As “decide and provide” was (thankfully) elbowing out “predict and provide” in transport policy, it's time to decide what sort of mobility landscapes we really want.

John Whitelegg says:

The Covid-19 experience has been very unpleasant for many people and cannot in itself justify a new direction in thinking and spending in transport and mobility. Equally it is not smart to ignore some of the things we have seen in recent weeks and ask “could we hang on to these”. The reduction in air pollution is well documented and is of great benefit to the many 100s of thousands who suffer from respiratory problems and the likelihood of severe asthma attacks requiring

hospitalisation. At a time of great distress about fatalities as a result of Covid-19 it is appropriate to reflect on the 42,000 deaths as a result of air pollution in Britain. Why are 42,000 deaths every year not a crisis?

It is also appropriate to reflect on the public health advantages of more cycling and the evidence that increased levels physical activity reduces obesity, cardio-vascular disease and diabetes (World Health Organisation, 2018). Cardio-vascular disease kills 170,000 people every year. 500 people with diabetes die every week. All 3 diseases are emergencies that trigger no emergency response.

Over the past 26 years we have tried very hard to live up to the first word in the title of this journal (World) and in this issue we have an article by 5 authors, two of which are from Africa, looking at access to small scale rural farms in Kenya and Tanzania. We are also delighted to be able to publish a paper by 4 authors from the Department of Transportation, Engineering and Management, University of Engineering and Technology, Lahore, Pakistan and one based at Leeds University, Institute of Transport Studies. The subject, a study on Ridesharing regulatory framework of Pakistan, has a great deal of relevance to shared mobility and the shift away from the hugely inefficient one person in one car consuming vast amounts of precious urban space.

John Whitelegg, Editor

John Whitelegg is Visiting Professor, School of the Built Environment, Liverpool John Moores University and an Associate of the German transport research organisation Zentrum **fuer Mobilitätskultur in Kassel in Germany**. He has authored 11 books on sustainable transport and related issues and his latest book *Mobility: A New Urban Design and Transport Planning Philosophy for a Sustainable Future* was published in September 2015. He has worked on sustainable transport projects in India, China, Australia, Germany, Sweden and Slovenia and on the same subjects with the European Parliament and European Commission. He is the founding editor of the journal *World Transport Policy and Practice* which is now in its 26th year of publication.

In September 2020 John was appointed to the position of Fellow in Transport and Climate Change by the (UK) Foundation for Integrated Transport