Learning from empty cities......

through monitoring & data analytics

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01. COVID QUARANTINE ALLOWED FOR
DETAILED ANALYSIS OF THE “REFERENCE CASE”

Period 1:
Schools & coffeebars close
- Traffic reduced 20%
- Travel time reduced 12%
- Use of Bike sharing increases by 30%
- Taxis operating fleet reduced by 22%

Period 2:
All shops close
- Traffic reduced by 55%
- Travel time reduced 43%
- PT use reduced by 69%
- Taxis operating fleet reduced by 82%
- "Check-in" in social media reduced by 46%
- Increase of accidents

Period 3:
Stay at home
- Traffic reduced by 70%
- Travel time reduced 52%
- PT use reduced by 89%
- Trips reduced by 80%
- "Check-in" in social media reduced by 54%
01. COVID QUARANTINE ALLOWED FOR
DETAILED ANALYSIS OF THE “REFERENCE CASE”

Ability to support decision making for recovering period & agile planning

New data fusion techniques are needed to maintain monitoring & resilience

Urgently need for a city data sharing strategy & urban mobility observatories at city level

Period 1:
Schools/coffebars closed

Period 2:
All shops close

Period 3:
Stay at home
1. COVID QUARANTINE ALLOW FOR
DETAILED ANALYSIS OF THE “REFERENCE CASE”

Number of check-in events per venue category

Number of taxi fleet & number of trips

Number of rented bicycles

More evidence of users behavior &
Ability for influencing users
choices in the after COVID period
During COVID Quarantine ...

Citizens experienced the sustainable city & were convinced they should take action!

Increase of active modes
02 Citizens experienced the sustainable city & Politicians were convinced they should take action!

- 20-25km of new bike & pedestrian roads in Athens & Thessaloniki
- Bike sharing systems generalized
- New legal framework for speeding up pedestrian roads development
- New framework for allowing piloting of pedestrian roads (specific hours or days)
- Considering Coffee shops, bars & restaurants to be able to use lanes of the road in an attempt to support economic activities
03 CHANGES WILL STAY WITH US & IT IS NECESSARY TO RECONSIDER PRIORITIES OF OUR SUSTAINABLE URBAN MOBILITY POLICY

Due to the epidemic crisis, more than 70% feel insecure travelling with public transport today & almost 50% feel insecure using taxi today.

How safe do you think is for you the use of Public Transport (bus, metro, tram) & TAXI at this moment?
CHANGES WILL STAY WITH US & IT IS NECESSARY TO RECONSIDER PRIORITIES OF OUR SUSTAINABLE URBAN MOBILITY POLICY

How likely is it for you to use public transport (bus, metro, tram) when the lockdown is over?

Need for Public Transport on demand & additional funding to PT

1=Not Likely, 5=Very Likely
CHANGES WILL STAY WITH US & IT IS NECESSARY TO RECONSIDER PRIORITIES OF OUR SUSTAINABLE URBAN MOBILITY POLICY

How likely is it for you to share a car or a taxi with someone towards same destination?

Increase of personalized means of transport (cars, bike, scooters) & risks with their use in a sharing scheme

Equity provided to all and responsiveneness of the mobility solution becomes priority

Sharing is an option for PT captive

1=Not Likely,
5=Very Likely

77% negative
...PEOPLE KNOW TO ADAPT & .....SUMMER IS HERE ..... THANK YOU !!

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