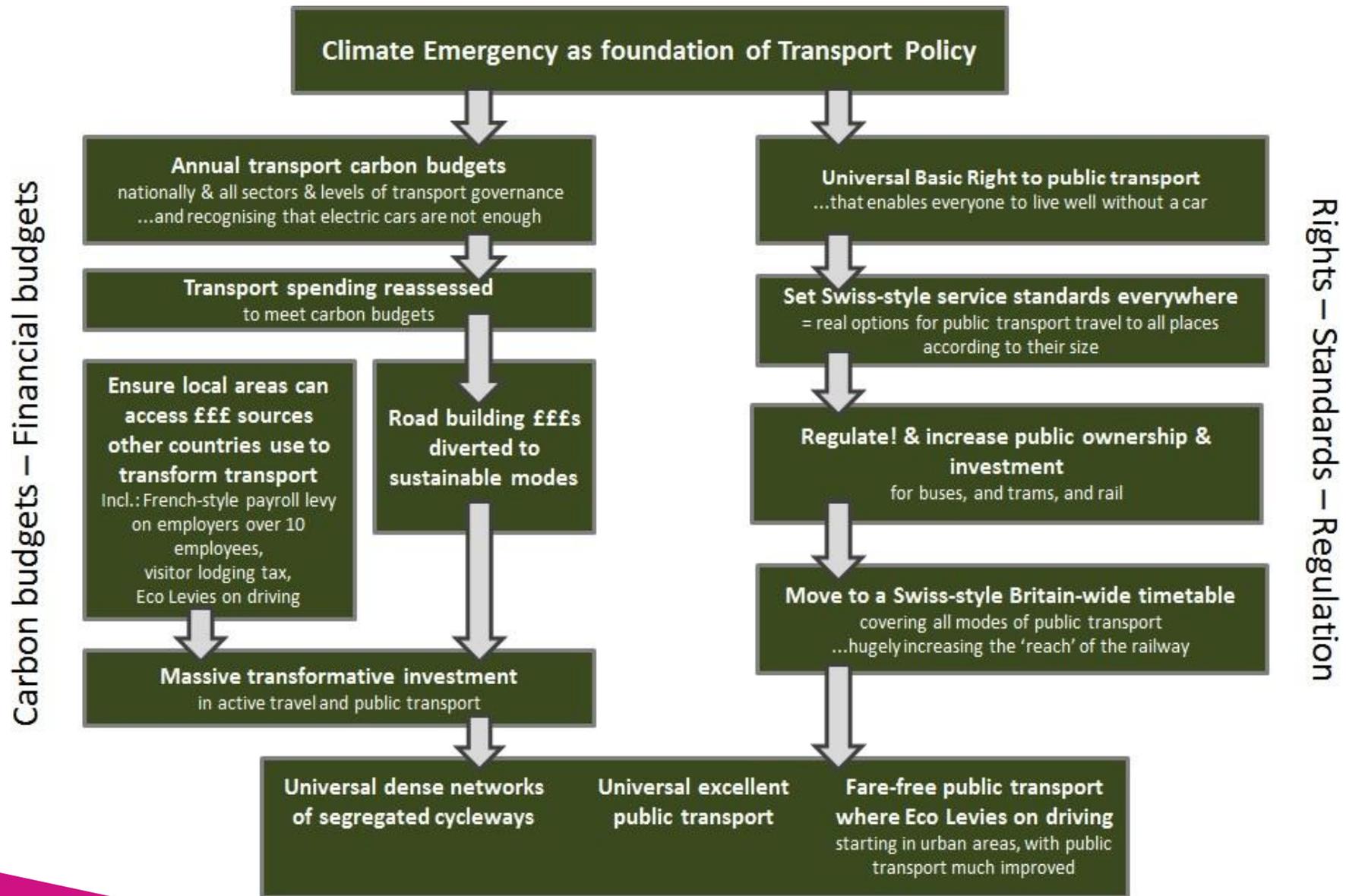


The long-haul response to Covid and the Climate Emergency: a transport logic map

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Carbon budgets that determine financial budgets, plus a Universal Basic Right to public transport that determines public transport standards, regulation and ownership: these are what is needed to both tackle the Climate Emergency and recover from Covid 19

Due to Covid 19, we are seeing space re-allocation on major roads from vehicles to walking and cycling, at a scale and pace unheard of before. Alongside unprecedented levels of remote working, this is at last cutting carbon emissions from the transport sector, which has hitherto run rogue. With public transport capacity limited due to CV 19, it is now seen as vital – **for economic recovery** – that people don't just resort to cars and cause gridlock as the Coronavirus crisis eases.

We are seeing a partial vision of the future we need, to save the climate, to have clean air in our towns and cities, to rid our urban areas of traffic noise, and for everyone to safely and healthily make the trips that keep the economy and society going. How can we grasp that vision and make it permanent, whilst also ensuring that public transport recovers from its spell in CV 19 intensive care to play its essential role in avoiding vehicle use and carbon emissions?

The logic map on the previous page lays out linked actions to ensure recovery from CV 19 in the 'long-haul' measures up to the Climate Emergency as well as supporting economic revival. This policy package can be expressed as the following ten policy points¹. A separate 2-pager² lays out the 'short-haul' emergency response.

1. It is vital that Covid recovery transport policy fully recognises the Climate Emergency and is founded on **carbon budgets**^{3,4}.
2. Adherence to carbon budgets will mean, crucially, abolishing the Department for Transport's planned spend of £90bn on building new roads by 2035 – which will increase traffic and emissions exactly when they need to go down to save the climate – and instead **switching**

spending to align with carbon budgets⁵ by investing massively in public transport and provision for safe travel by bike and on foot⁶.

3. We have to recognise that **electric cars are not enough**⁷. Even with the most wildly optimistic scenarios for uptake of electric vehicles we need to reduce car use substantially and make our journeys by other means. Climate targets require **less car use** by 20% minimum, and possibly up to 60%. This means a huge change in thinking.

4. We therefore need a **Universal Basic Right** to excellent public transport^{8,9} so that everyone can live well without recourse to a car.

5. It follows from a Universal Basic Right to public transport that we need **guaranteed public transport service frequency standards** for places everywhere, according to their size – as exist in Switzerland.

6. And in turn, to implement that, there is an essential need to **re-regulate** buses and **take ownership** of more buses and trains.

7. To form a single system, to enable easy travel from any place to any other, we also need a **Swiss-Style Timetable**¹⁰ - a 'total timetable' covering the whole country and all modes of public transport.

8. And to make it available and attractive to everyone, we need **free public transport**¹¹, at least in some places and for some people.

9. Linked to that, there should be **Eco Levies on driving**¹² where there is free public transport to incentivise shifting from private cars.

10. To pay for all this we must exploit **new sources of funding**¹³ for public transport and walking and cycling, as used in other countries.

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- ¹ In addition to the specific references below, the full sets of documents upon which this 2-pager is based can be found at <http://www.transportforqualityoflife.com/policyresearch/transportandclimatechange/> and <http://www.transportforqualityoflife.com/radicaltransportpolicytwopagers/>
- ² Taylor I, Goodman A, Goodwin P, Hiblin B, Hopkinson L, Stewart J, Sloman L [The short-haul response to Covid and the Climate Emergency](#)
- ³ Hopkinson L and Sloman L (2019) [Getting the Department for Transport on the right track](#)
- ⁴ Hopkinson L and Sloman L (2019) [A net zero carbon budget for the whole transport sector](#)
- ⁵ Hopkinson L with Sloman L, Stewart J and Cairns S (2018) [The case for shifting road spending to sustainable travel](#)
- ⁶ Sloman L and Hopkinson L (2019) [Segregated cycleways and e-bikes - the future of urban travel](#)
- ⁷ Hopkinson L and Sloman L (2019) [More than electric cars: why we need to reduce traffic to reach carbon targets](#)
- ⁸ Sloman L and Hopkinson L (2019) [A Radical Transport Response to the Climate Emergency](#)
- ⁹ Sloman L and Hopkinson L (2019) [Transforming public transport](#)
- ¹⁰ Sloman L and Tyler J (2019) [Public transport everywhere with a national timetable](#)
- ¹¹ Sloman L, with Hopkinson L, Cairns S, Stewart J, Newson C and Goodwin P (2018) [We need fare free buses](#)
- ¹² Sloman L and Hopkinson L (2019) [An Eco Levy for driving: cut carbon, clean up toxic air, and make our towns and cities liveable](#)
- ¹³ Sloman L and Hopkinson L (2019) [Transforming transport funding to meet our climate targets](#)