Using disruption as an opportunity to change travel practices

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Presentation

• Disruption Project Overview
• What is Disruption?
• Why is this Important?
• Case Study 1 – Workington 2009/10
• Case Study 2 – Bristol 2010/11
• Next Steps
• Problems with Approach
• Summary
Disruption Project Overview

3 year RCUK Energy Programme funded project

*Unlocking Low Carbon Travel*

Focus on Local Authorities
What is a Disruption?

Macro Scale

Meso-scale

Micro scale
Planned Disruption

Infovisual (2012) http://www.infovisual.info/05/025_en.html
Unplanned Disruption
Can disruption ever be a good thing?
Can disruption ever be a good thing?
Traffic: Liquid or Gas?
Is this approach new?
Why is this important now?

Austerity

“Deliver more with less”

Carbon emissions

http://activistsjourneytolife.blogspot.com/2012/06/day-69-sudanese-protest-austerity.html
http://www.greenroofoffsets.co.uk/reduce.php
Why is this important now?

Local air quality  Health – obesity epidemic

http://www.welshairquality.co.uk/
Case Study 1 – Workington
2009/10 (Guiver, 2010)
Case Study 1 – Workington
2009/10 (Guiver, 2010)

• 19 November 2009 significant flooding event
• Damage to 4 of the 5 river crossing points (including both road bridges)
• 18 mile detour to nearest road crossing
• New road bridge opened in April 2010
Case Study 1 – Workington 2009/10 (Guiver, 2010)

- Free of charge temporary railway station (10 days after event)
- New footbridge installed by Army (December 2009)
- Temporary changes to the way people travelled
Case Study 1 – Workington 2009/10 (Guiver, 2010)

Desired Trips

Car Trips in Workington

October 2009
November 2009
December 2009
January 2010
February 2010
March 2010
April 2010
May 2010

Month

%
Case Study 1 – Workington 2009/10 (Guiver, 2010)

Transport Network Returned to Pre-event Conditions
Case Study 2 – Bristol 2010/11
Case Study 2 – Bristol 2010/11

• Closure of commuter route to Clifton, Bristol
• £2.7m scheme to secure land to protect road below
• Closed March 2010 – reopened Sept 2011
• Changes to traffic movements in Bristol
Hotwells

Alternative route to Central Bristol

Bridge Valley Road

A4 Portway

AADF

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“Every morning it is a nightmare getting down through Hotwells.”
Philip Lansdown, Founder of Hargreaves Lansdown Financial Services Providers (and Clifton Resident)

“The council is gently warning motorists who have been enjoying the delights of a free flowing Portway that the party is - sadly – over.”
Councillor Tim Kent, Executive Member for Transport, Bristol City Council

(Bristol Evening Post, 2011)
Missing Links

• Need to understand what is actually happening when a disruption occurs
• Identify what changes are taking place and why
• Identify if traffic is disappearing and record this
• Update traffic models and modelling assumptions to reflect these changes
Points for Action

From: Cairns et al. (2002)

• Get schemes right at the beginning
• Monitor all issues of controversy and meet critics with facts as soon as possible
• so that critics can be met with facts and ensure
• Use the press and the public consultation work to emphasise that there are likely to be initial problems.
• Implement controversial schemes in stages.
Challenges with this Approach

- Central Government
- Local Authority
- Local Media
- Politics

The Public / Residents

NEWS SOMERSET

31 October 2012 Last updated at 21:56

Bath loses fight to ban lorries from Cleveland Bridge

A proposed ban on heavy lorries using the Grade II-listed Cleveland Bridge in Bath has been overturned by the Department for Transport (DTF).

Bath and North East Somerset Council wanted the A36 taken out of the national road network so it could impose an 18-tonne weight limit.

Councillors in Wiltshire and Somerset and the Highways Agency appealed saying traffic would move onto local roads.

The DTF upheld the appeal saying an alternative scheme had to be found.

Related Stories
- Bridge weight limit challenged
- Bath lorry ban could impact town
- Council bid for A36 weight limit
Summary

- Disruption offers the opportunity to change
- This is not a new approach, but we fail to look for the benefits such as disappearing traffic volumes
- Society will adapt to changes caused by disruption, either planned or unplanned.
- Local authorities face pressure to return network to pre-event conditions
- The most important pressure is to successfully manage expectations to enable the reduction in traffic to take affect.
The End

More information available at

http://www.disruptionproject.net/

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