

Assessing the Local Sustainable Transport Fund Submissions in Relation to Disruption

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Presentation

- Disruption Project Overview
- What is a Disruption?
- Influencing Travel Practices
- Local Sustainable Transport Fund
- Small Project Bids (Tranche 1) findings
- Large Project Bids findings
- Summary

Disruption Project Overview

3 year RCUK Energy Programme funded project
Unlocking Low Carbon Travel



What is a Disruption?

- Disruption occurs at various scales
- Macro-scale events e.g. Eyjafjallajökull or Hurricane Sandy
- Meso-scale events e.g. local event which disrupts traffic
- Individual events e.g. delayed train, broken leg



Gustafsson, J. (AP), Adam (2010)



Dalziel, K.(2012)



Guardian (2010)

What is a Disruption?

- Presentation will focus on meso level disruption
 - *Local Authority Intervention*
 - *Disrupting single occupancy car travel* (Cairns et al, 2002)
- Disruption as opportunity for change towards a low carbon travel network



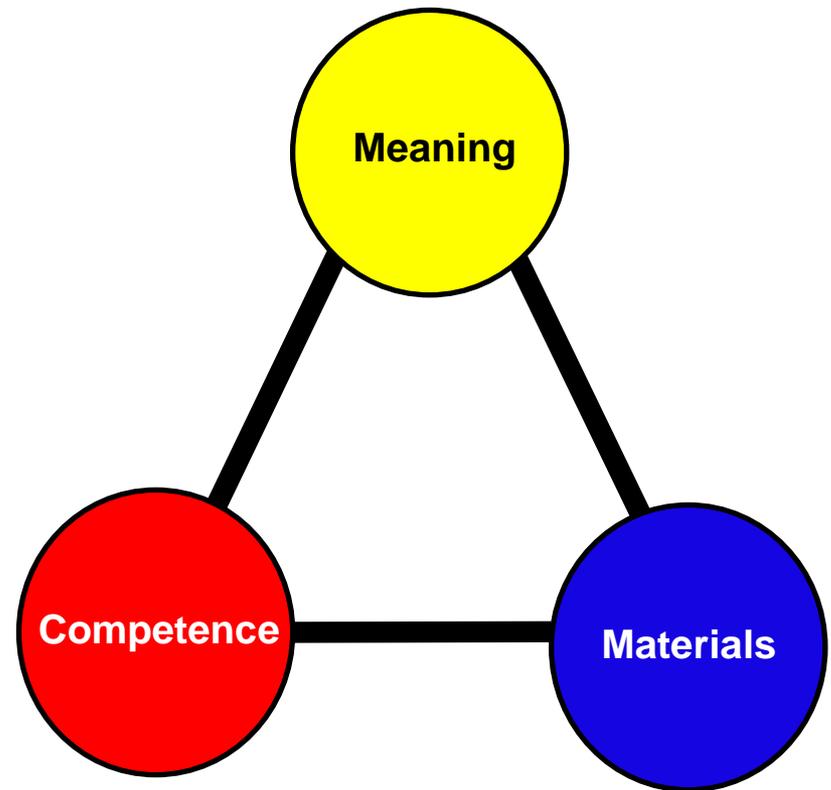
Plymouth Herald (2012)



History on the Net (2012)

Influencing Travel Practices

- Social Practice – Three Elements Model (Shove *et al.*, 2012)
- **Materials** – highways, infrastructure, cars, bicycles
- **Competence** – reading timetables, driving, riding
- **Meaning** – Why people travel, How they travel, When they travel



Influencing Travel Practices - Commuting



AHAI (2012)



William Powell Frith, 1862, Victorian Web (2012)

- Early 1800s - short distance between home and work
- 1829 Stockton and Darlington Railway opened
- 1850's 11,250 km of railway in UK
- Increased opportunity to travel

Influencing Travel Practices - Commuting



Sedgwick (2011)



Miller (2012)

- Late 1800s – Introduction of trams and buses increased distances travelled in urban areas
- Karl Benz invents the car and Henry Ford, mass produces the it
- 20th Century - Distances travel increase, changing design of towns and cities

Influencing Travel Practices - Commuting



Aer Lingus (2012)

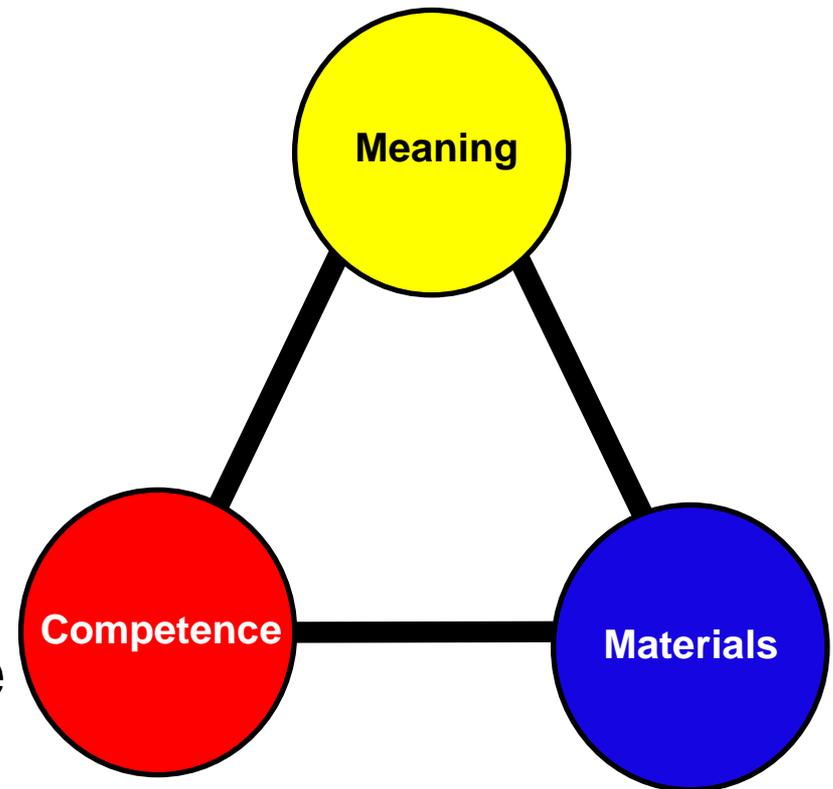


WinWeb (2010)

- 1970s – People travel internationally for business
- 2000s – growth of low cost airlines
- Improved technology enables people to work from home
- Reducing the need to travel

Influencing Travel Practices

- **Materials** – vehicles, infrastructure, buildings, towns and cities
- **Competence** – riding, horses, travelling by public transport, driving
- **Meaning** – How we travel, who travels, where we travel to, what we travel for, when we travel.



Local Sustainable Transport Fund (LSTF)

- £560m Fund Matched by Local Authorities
- Deliver between 2011-2015
- Support the local economy;
- Reduce of carbon emissions;
- Delivery of wider social benefits;
- Improve safety;
- Improve air quality; and
- Promote physical activity.



Allen (2012)

Local Sustainable Transport Fund – Overall Figures

Region	Population* (m)	LSTF Spend (£m)	Highway Schemes Spend (£m)	LSTF Spend / Head (£)	Highway Schemes Spend /Head (£)	Spend Ratio (LSTF: Road)
ENGLAND minus LONDON	44.8	543.07	4,769.06	12.11	106.36	1:9
NORTH EAST	2.6	26.29	115.84	10.12	44.61	1:4
NORTH WEST	7.0	95.47	1,098.92	13.54	155.83	1:12
YORKSHIRE AND THE HUMBER	5.3	50.30	664.81	9.52	125.82	1:13
EAST MIDLANDS	4.5	37.50	510.90	8.27	112.70	1:14
WEST MIDLANDS	5.6	92.44	505.81	16.50	90.29	1:5
EAST	5.8	41.56	936.36	7.11	160.14	1:22
SOUTH EAST	8.6	111.43	670.86	12.90	77.69	1:6
SOUTH WEST	5.3	88.08	265.57	16.65	50.21	1:3

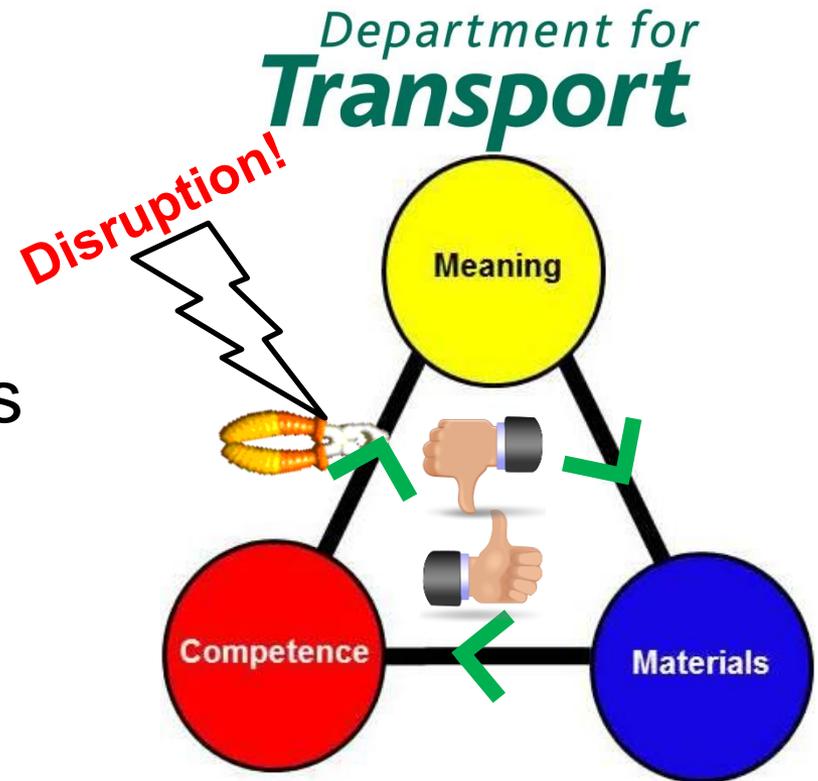
Government Funding for LSTF Schemes and Highway Schemes by Region (2011/12 – 2014/15)

* Population data from the Office for National Statistics licensed under the Open Government Licence v.1.0.

Autumn Statement announced further £1.5bn
Investment in highways (*HM Treasury, 2012, p15*)

Local Sustainable Transport Fund – Assessment Criteria

- Identify where bids meet DfT primary objectives
- Identify how measures influence Social Practices
- Whether measures are designed to:
 - Enable
 - Incentivise/Disincentivise
 - Disrupt travel



Small Project Bids (Tranche 1) findings

- 39 Funded bids announced May 2011. £155.4m awarded.
- All successful bids stated importance of supporting local economy.
- 13 bids invited to resubmit
- 21 bids were unsuccessful



Department for
Transport

DfT (2012)

Small Project Bids (Tranche 1) findings

- Most popular delivery methods include:
 - *Marketing and communication*
 - *Walking and cycling infrastructure*
 - *Improving links to employment sites stations and schools*
- Chi Square test indicated importance of including travel planning in successful bids
- Influencing the '*Materials*' '*Meaning*' and '*Competence*' of low carbon travel



Geograph (2012)

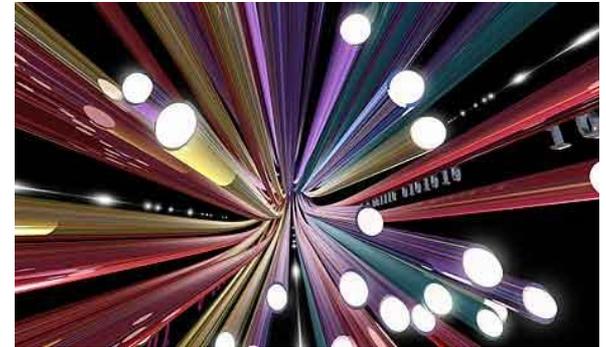


WSCC (2012)



Small Project Bids (Tranche 1) findings

- Majority of schemes designed to enable movement
- Reduce need to travel: *work hubs, teleworking and high speed broadband*
- Competence – cycle training/maintenance
- Materials – many schemes still enable car travel as part of journey
- **DISRUPTION!** Hertfordshire banning cars in St Albans town centre

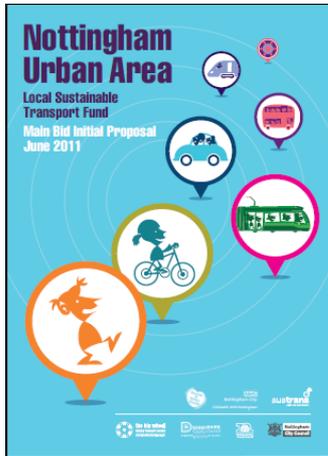


Getty Images(2011)



© Almay (2009)

Large Project Bids findings



Nottingham CC (2011)



Telford and Wrekin (2012)

- 19 Large Project bids, 13 successful bids receiving £230.4m, 3 invited to resubmit and 3 unsuccessful.
- Only Nottingham City Council did not explicitly mention supporting local economy
- Only Devon County Council's (invited to resubmit) did not include road improvements
- Telford and Wrekin's bid only includes road improvements

Large Project Bids findings



*Blue School of
Motoring (2012)*



Golden River (2012)

- Relatively few differences in successful and unsuccessful bids in terms of delivery tools.
- Few tools included in bids were designed to reduce the need to travel
- Focus on infrastructure due to greater funding than small projects
- Also focus on marketing, information, workplace engagement and travel planning

Large Project Bids findings



Jones, D. (2008)



Carlos, Flickr (2012)

- Majority of schemes are designed to enable travel
- Sustainable travel is incentivised through smart cards, travel planning and better information
- Only minor disruption to car travel such as enforcement, 20 mph and traffic management
- 12 of 13 successful bids focussed on urban travel

Summary

- Government interventions can influence the '*materials, meanings and competences*' of how we travel
- LSTF benefits will in all probability be dwarfed by the funding of new highway infrastructure
- The LSTF is an opportunity to provide people with *competences* and *materials* for sustainable travel
- Central Government's funding of highway infrastructure, conveys the message that driving is acceptable so the *meaning* of sustainable travel is lost
- Disruption offers an opportunity to change the way we travel, by helping to reduce trips by car, yet this approach is rarely used by local authorities, especially in delivering LSTF schemes

The End

More information available at

<http://www.disruptionproject.net/>

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Dr Tim Chatterton and Prof Graham Parkhurst

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