

Assessing the Local Sustainable Transport Fund Submissions in Relation to Disruption

David Williams (PhD Research Student)
Air Quality Management Resource Centre
University of the West of England, Bristol

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Overview

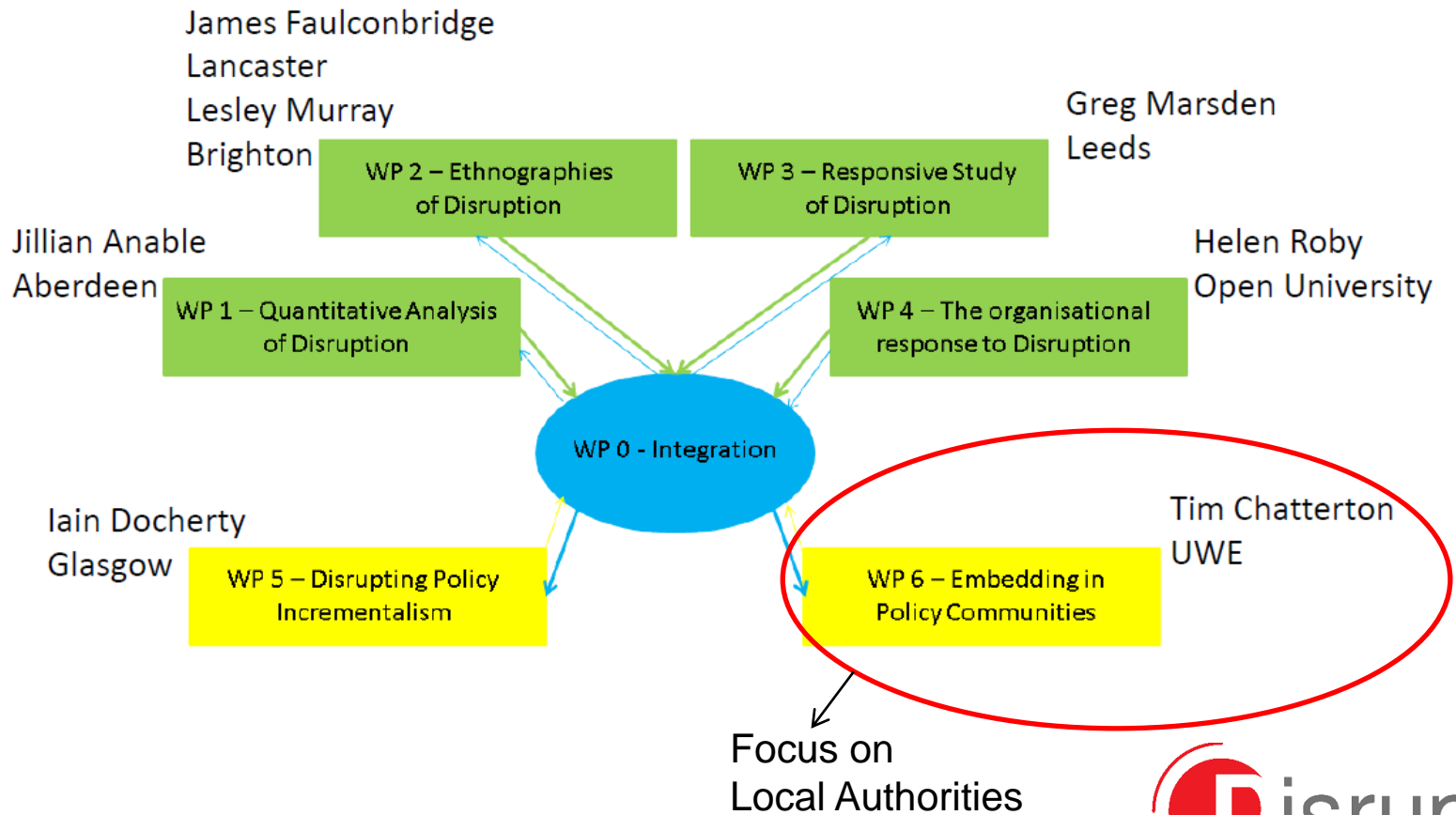
- Social Practice approach – novel to transport research and policy development
- Disruption as an opportunity for change
- Focus on the opportunity for change at the local authority level
- Focus on a reduction in carbon emissions

Presentation

- Disruption Project Overview
- ‘Disruption’, events and opportunities
- 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



Disruptive Events

- Disruption is subjective
- Occuring 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)

Disruption as an Opportunity for Change

- Presentation will focus on meso-level disruption
 - *Local Authority Interventions*
 - *Disrupting single occupancy car travel*
- Disruption as opportunity for change towards a low carbon travel network



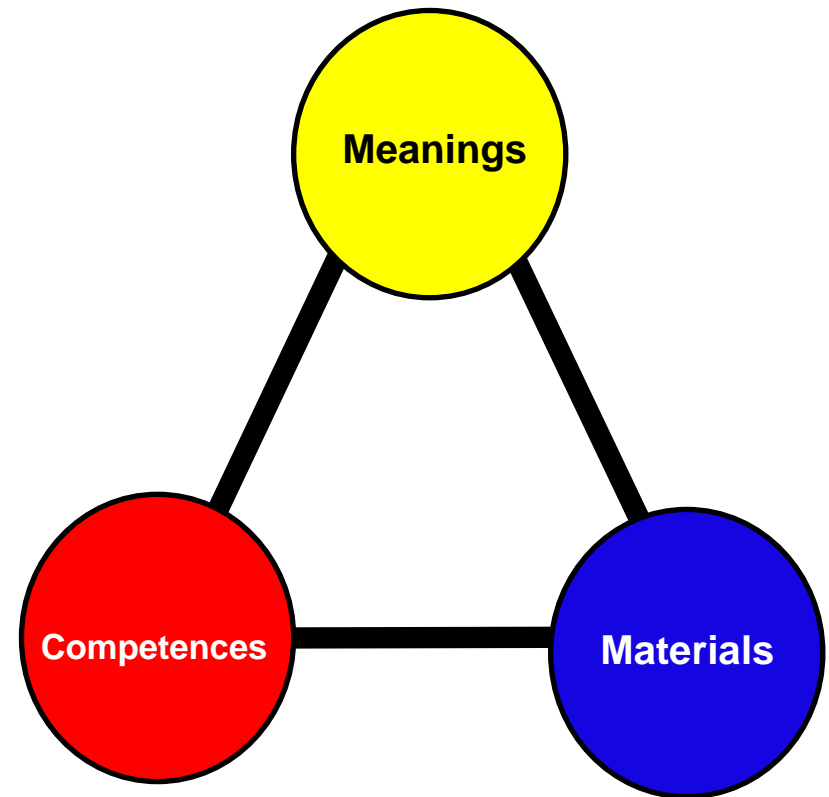
Plymouth Herald (2012)



History on the Net (2012)

Influencing Travel Practices

- Social Practice – Three Elements Model (Shove *et al.*, 2012)
- **Materials** – highways, infrastructure, cars, bicycles
- **Competences** – reading timetables, driving, riding
- **Meanings** – Why, how and when people travel, the importance of travel, change in perceptions



Influencing Travel Practices - Commuting



AHAI (2012)



William Powell Frith, 1862, *Victorian Web* (2012)

- Early 1800s - short distance between home and work
- 1830s - 1850s Growth of railway network
- Increased opportunity to travel – all classes
- Locked in expectation of being able to travel

Influencing Travel Practices - Commuting

- 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



Sedgwick (2011)



Miller (2012)

Influencing Travel Practices - Commuting



Aer Lingus (2012)

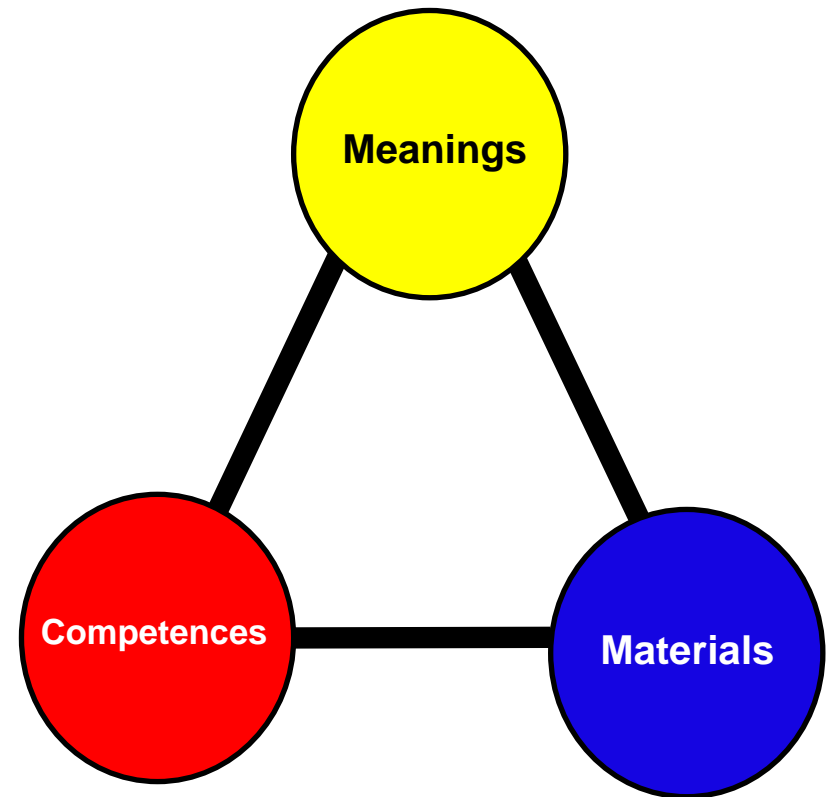


WinWeb (2010)

- 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
- **Competences** – riding, horses, travelling by public transport, driving
- **Meanings** – Who, how, what, where and when we travel. Importance of travel and travel time



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

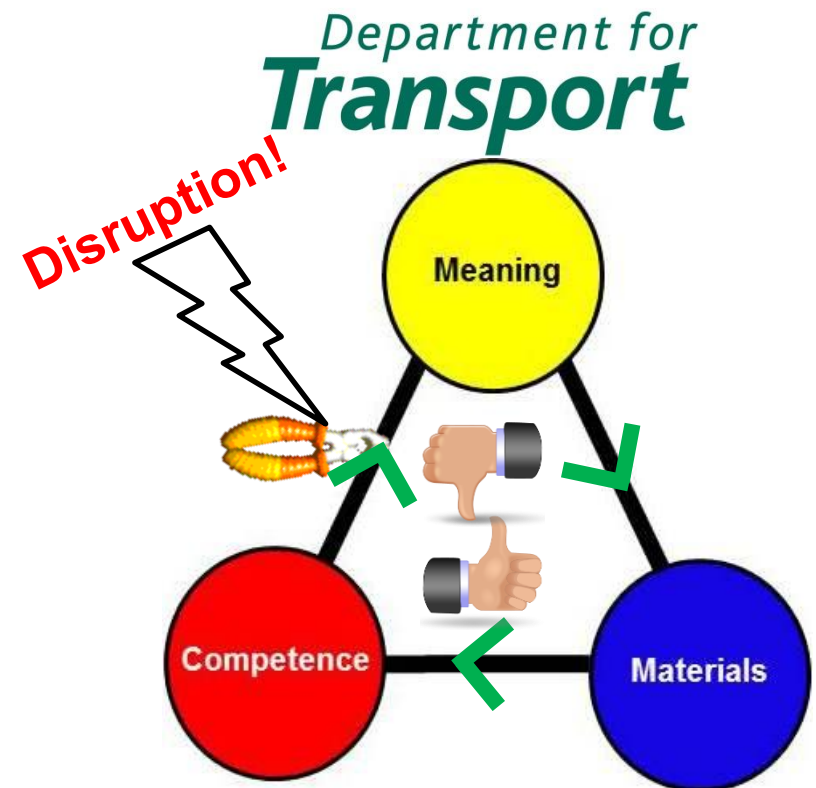
Government Funding for LSTF Schemes and Highway Schemes by Region (2011/12 – 2014/15)

* 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 three elements
- Whether measures are designed to:
 - Enable
 - Incentivise/Disincentivise
 - Disrupt travel



Small Project Bids (Tranche 1) findings

- 73 Small Project bids, 39 funded bids receiving £155.4m, 13 invited to resubmit and 21 unsuccessful. May 2011
- All successful bids stated importance of supporting local economy although this was not statistically significant in the selection process.



Department for
Transport
DfT (2012)

Small Project Bids (Tranche 1) findings

- Chi-squared test indicated importance of including travel planning in successful bids (*meanings and competences*)
- Most popular delivery methods include:
 - *Marketing and communication (meanings)*
 - *Walking and cycling infrastructure (materials)*
 - *Improving links to employment sites stations and schools (materials)*



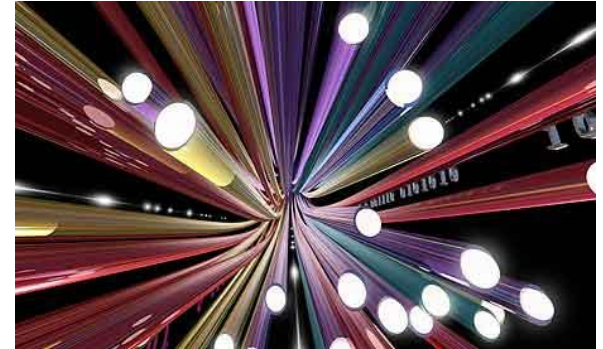
Geograph (2012)



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
- Competences: 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 were from urban authorities

Summary

- Government interventions can influence the '*materials, meanings and competences*' of how we travel
- LSTF benefits likely to be dwarfed by the impact of new highway infrastructure and associated trips
- The LSTF is an opportunity to provide people with new *competences* and *materials* for sustainable travel
- However the funding of highway infrastructure, reinforces the message that driving is acceptable so the *meaning* of how to travel remains locked-in
- Disruption offers an opportunity to change the way we travel, yet is rarely used by local authorities, especially in delivering LSTF schemes

More information available at

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

or by contacting me at:

david23.williams@uwe.ac.uk

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