

## **Hasta La Vista, Carbon! 10th October 2022 – Chat**

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**Chris Todd, Transport Action Network**

Lower Thames Crossing was not in the Growth Plan. The road safety schemes are not known in many areas

**Steve Gooding, RAC Foundation**

I stand corrected on the LTC.

**Julian Ware, Transport for London**

Greg's point about spare capacity on the public transport post Covid is a good one. Tube about 80% of pre-Covid and we are opening the Elizabeth Line.

Low fares will require local or national subsidy.

**Chris Todd, Transport Action Network**

In places there is not much spare capacity on public transport, for example many rail services have been cut leading to crowded trains.

**Philip Sellwood CBE Chair, Zemo Partnership**

CCC estimate Domestic Retrofit Market 250GBP 100,000JOBS in the supply chain.

**Stephen Joseph, University of Hertfordshire Smart Mobility Research Unit and Foundation of Integrated Transport**

I Imagine the changes in the cost of gilts and increased risks over the last few weeks will have changed some of the finance calculations....

I think we might be on our 16th housing minister since 2010, each with their own view of housing and energy efficiency.

**Professor Greg Marsden, University of Leeds ITS**

My point was that Andrea made some compelling points - both narrative but also factual. The evidence on air quality health impacts is so much stronger than the evidence on the benefits of many of the transport schemes we invest in. So why is this not a policy no-brainer? What needs to change? Do we need the Department of Health to have a target to reduce admissions related to poor air quality? Is it thinking about having a strand of policies which is "removing brakes on growth" - it is so frustrating.

**Paul Champion, TRL**

@greg Very important question. I suspect the answer is something to do with 'Overton windows' (i.e. the set of things that are 'allowed' to be said or that way that problems are framed. The

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public discourse is framed in a set of ways that currently do not allow us easily to link these things - and there are constitutional features that contribute to what is, in effect, a democratic deficit. What do we do about it? Well there a set of lessons we can learn from how the framing of the debate has been established over the long term...

See Gerstle: The rise and fall of the neoliberal order, for example.

### **Michael Solomon Williams, Campaign for Better Transport**

Absolutely Greg - would love to work with you on this. We're developing a campaign on air pollution, and want to find a place for it to be led by healthy, sustainable transport, sitting slightly differently from direct clean air campaigns etc.

### **Paul Campion, TRL**

Solar on houses is a great example of the current planning system driving unintended consequences.

### **Stephen Joseph, University of Hertfordshire Smart Mobility Research Unit and Foundation of Integrated Transport**

Agree with Andy on designing for edge cases and not being able to please everyone - rail fares reform and move to smart ticketing another example

And the road programme won't work in its own terms, in helping "growth" and even tackling transport problems!

### **Professor Greg Marsden, University of Leeds ITS**

I'd be happy to publicly retract my opposition to road building on carbon grounds IF the DfT publishes the road traffic assumptions which underpin the TDP/NZS AND these imply traffic growth. I am prepared to bet they will not - and this is why my FOI is being resisted. This duality feels very dishonest and problematic.

### **Andy Eastlake, Zemo Partnership**

We need to get Energy efficiency (and hence real per mile cost) metrics into play in transport which could move the understanding on in favour of lower carbon and better utilisation. Growth can be good or bad. Good growth in lower carbon domestic energy, Electric Vehicles production (esp buses and smaller lighter vehs (PLVs) can be good and real opportunity for UK. There is bad growth though (eg in my waistline over covid!) like arguably road building, or certainly in Fossil gas production. But under current Govt almost all industrial growth is seen as good.

### **Andrea Lee, Client Earth**

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Good points Greg. You've reminded me that along with partners from the Healthy Air Campaign we did propose that new clean air legislation should include such health metrics to help make health a key factor in policy making. Though it would be interesting to see these being taken up not only in DHSC but also in other departments, much in the same way that responsibility for reducing GHG emissions is supposedly shared across government. In terms of taking the brakes off growth, I would see the government's push for deregulation as doing the opposite in the long term - you might get some economic benefits in the short-term but if you are not looking after people and the environment then you'll end up paying for it at some point.

### Paul Campion, TRL

The underlying issue with 'growth' is that it is a proxy for what we "really" want (which is human flourishing, more people to be able to fulfil their potential with long-term security, etc). Or, to put it another way, it is a generalisation which, like all generalisations, can be useful but breaks down at the limit. This is a perfect example of how the public conversation has been conditioned over decades to frame issues in a certain way. The public conversation in, say, Atlee or Churchill's time was not about 'growth' as an unambiguous public good. The fact that we have to point out that not all growth is good growth is a measure of how successful the long-term campaign to frame it that way has been.

### Lauren Pamma, GFI

Retailers aren't offering green slots - I would happily wait and aggregate deliveries, and if there was a pricing benefit to that even better.

### Paul Campion, TRL

Transport discussions are absolutely subject to this effect as well. (i.e. 'more roads = good' which was mentioned before).

### Paul Campion, TRL

This point that Hilary is making is critical, isn't it? It goes back to the Green book strategy vs quantified modelling distinction that was discussed earlier. The majority of transport options need some sort of road to enable them - we cannot afford to be seen as 'anti-road' per se - as Greg has said it is all about how we balance the costs and benefits and how decisions gets made.

### Professor Greg Marsden, University of Leeds ITS

Why new investment. We have a maintenance backlog which is getting worse locally - cost savings, damage savings, better ride experience for cyclists, bus users and drivers, opportunities for repurposing/improvements. This can be turned on quickly - I don't understand why the road investment plan is what it is (even if I put my carbon objections to one side)

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### Chris Todd, Transport Action Network

We need to be careful not to repeat the spin by government (at all levels) that new roads are needed for active travel and public transport. The overriding impact comes from the expansion of road space for private motor vehicles, overwhelming any small positives to sustainable, transport.

### Paul Campion, TRL

Anti-new road not the same as anti-road.

### Andy Eastlake, Zemo Partnership

So should the narrative be building cycle and Bus lanes and pavements, not roads? -Houses AND in our area in particular Hilary, the huge logistics parks, are not being built with an electrified future in mind. imho. WE will need these to be able ot charge trucks as they load in 10 yrs time, is the energy infra being put in now for that.

### Paul Campion, TRL

@andy yes: the question is 'what is the best way to use our roads'? And cyclists need well-maintained roads at least as much as car drivers.

### Chris Todd, Transport Action Network

Just to clarify my comments, I am talking about new road building and increasing capacity on existing routes

### Professor Greg Mrsden, University of Leeds ITS

Totally agree with @lan on changing the incentives/prices on deliveries - before this is taken for granted. Can we also see this lens turned on out of town shopping. The parking is free because the costs are absorbed by the retailers in their rental. Why do non-car drivers accessing these facilities have to pay extra to subsidise the car driver? Making the true costs of doing things transparent is not the same as making it more expensive in total - it is just who is exposed to the costs and what behaviours benefit or are penalised by them.

### Professor Greg Marsden, University of Leeds ITS

@michael and @andrea - please get in touch. My colleagues James Tate and Karl Ropkins are particularly insightful on air quality and I am sure would be interested to help/advise.

### Andy Eastlake, Zemo Partnership

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<https://bettertransport.org.uk/pay-as-you-drive>

**Andrea Lee – Client Earth**

Thanks Greg, I've had the pleasure of getting insight from James in the past but it has been some time since I last caught up with him.

**Michael Solomon Williams, Campaign for Better Transport**

<https://bettertransport.org.uk/sites/default/files/research-files/22.09.pay-as-you-drive-report.pdf>

**Chris Todd, Transport Action Network**

Welsh Roads Review announcement is expected in the second week of COP27

**Michael Solomon Williams, Campaign for Better Transport**

Leeds/WYCA has a job on its hands without tram, but good target!

**Andrea Lee – Client Earth**

I wonder what role the Future Generations Act might be having in the Welsh Roads Review?

**Chris Todd, Transport Action Network**

I think it helped set the framing of the Review Andrea

**Professor Greg Marsden, University of Leeds ITS**

I think the ambitious targets by local authorities cut both ways - good for aspiration, changing discussions and thinking about what the city/area needs. I worry about what happens in 2024, 2025 when the gulf between aspirations and outcomes follows. Does it result in a doubling down on action or a loss of faith on getting there...

**Chris Todd, Transport Action Network**

Urgency in taking significant action is lacking

**Lauren Pamma, GFI**

Agreed Chris - less talking, more action.

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**Stephen Joseph, University of Hertfordshire Smart Mobility Research Unit and Foundation of Integrated Transport**

@Greg @Chris could go either way, lead to hopelessness or stronger action

**Steve Gooding, RAC Foundation**

Since time is running short I wanted to put one more positive on the table, since the table isn't exactly groaning under the weight of positives, and that is the potential impact of ESG reporting on business behaviour and the link to recruitment - anyone who's been involved in recruitment recently will know that potential recruits take a great interest not just in the job they'll be doing but in the approach of the company they'll be doing it with, and that might be a powerful regulatory lever.

**Chris Todd, Transport Action Network**

I agree Stephen that it could go either way. The problem is that if it leads for a desire for stronger action, without a groundswell for this, funding, or lack of, will undermine progress and hamper rapid action

**Michael Solomon Williams, Campaign for Better Transport**

Yes. Would be good to talk further on mobility credits too.

**Stephen Joseph, University of Hertfordshire Smart Mobility Research Unit and Foundation of Integrated Transport**

Re evidence - Eddington and others made the case for small scale projects (or packages of them) and their value for money, but there isn't enough monitoring and evaluation of these (I mentioned the low fares pilot in Cornwall); where this is done, as with the Local Sustainable Transport Fund, it shows these have very high value for money

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**Chris Todd, Transport Action Network**

Just to come back on Stephen's characterisation of what I said on appraisal, which was fair to a point, is that the appraisal process at present is hijacked by 'economics' - with the results taken as gospel and a mandate for building and overriding other impacts or concerns. To drive change we need to have a vision of what we want to achieve and then devise a plan of how to get there. At present we don't have this and end up responding to individual and disparate concerns

**Andy Eastlake, Zemo Partnership**

Monitoring, evaluation and dissemination - we're not good enough at sharing what works

**Steve Gooding, RAC Foundation**

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I recommend everyone goes back and has a look at both the Eddington and the Stern reviews, which dominated transport thinking for years, but perhaps not enough years...

**Anthony Duckenfield, Beyond Logic Consulting**

there was quite a lot of research into the effectiveness of smarter choices measures and things like Personal and company travel plans -we should use this!