

MORE project – TEN-T related issues

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4th MORE TEN-T Network Workshop
On-line 12/10/21



Multimodal Optimisation for Roadspace in Europe

- MORE is a very ambitious project, which sets out to:
 - Identify existing and future pressures on the main roads in cities that connect urban areas – and their major attractors (city centre, port, etc.) - with the national/TEN-T: Trans-European Road Network = ‘Feeder Routes’
 - Develop design tools and processes that will enable these key routes to be planned, designed, managed and operated in a way that make them responsive to future pressures, in a holistic and flexible manner
 - By exploiting possibilities for dynamic space management and operation
- Including the interfaces between urban and inter-urban/national TEN-T networks



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No. 769458

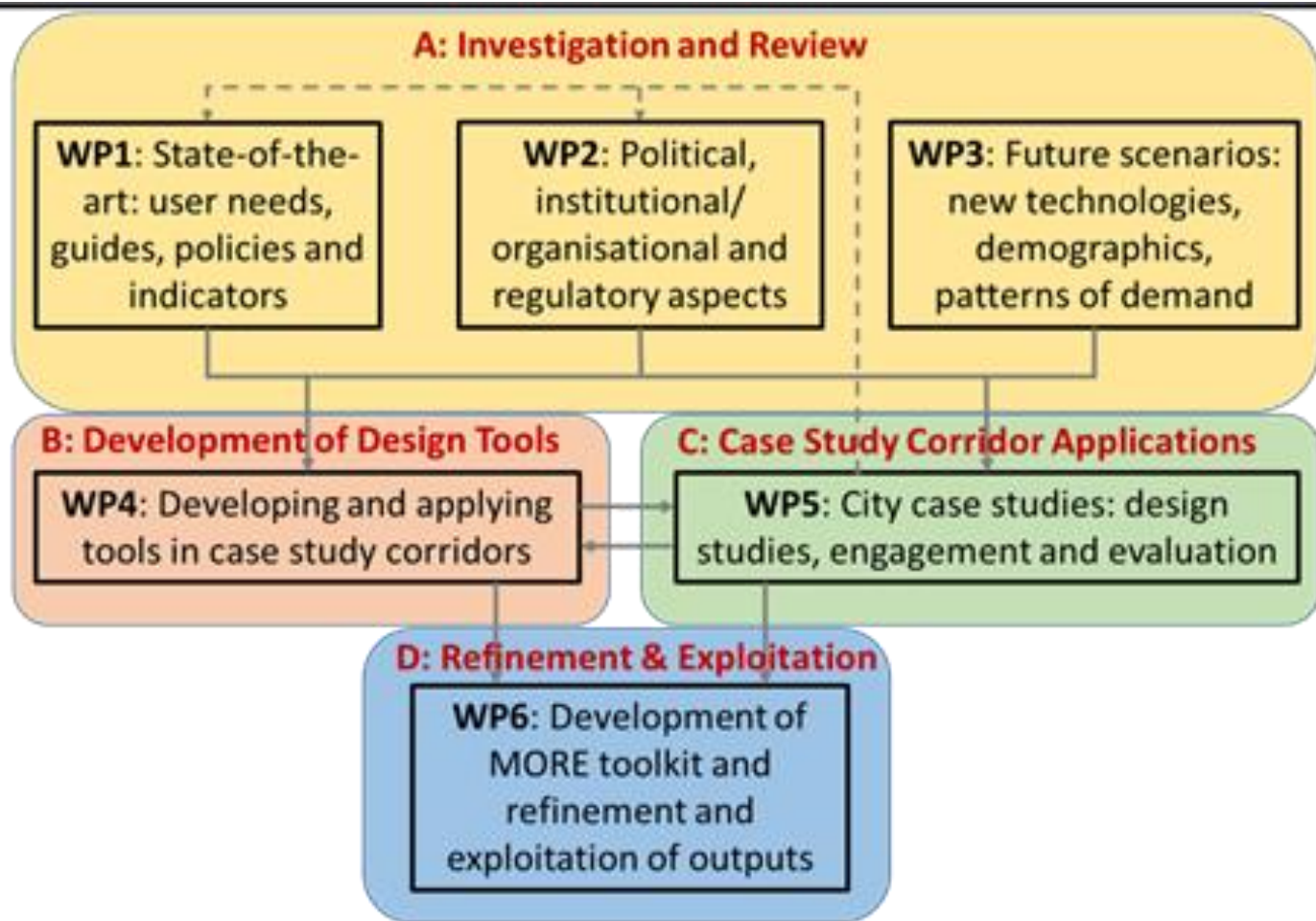
Future challenges

- Growing mobility demands:
 - Increasing population and employment
 - More of a 24-hour city
 - An ageing population?
 - Growing wealth = growing mobility??
 - More deliveries and services
- New technological challenges
 - New forms of mobility – produces and services
 - New non-transport technologies (e.g. remote health treatment, 3-D printing)
 - Surface and sub-surface developments
 - Digitalisation and cyber security threats
- Intra-agency co-ordination

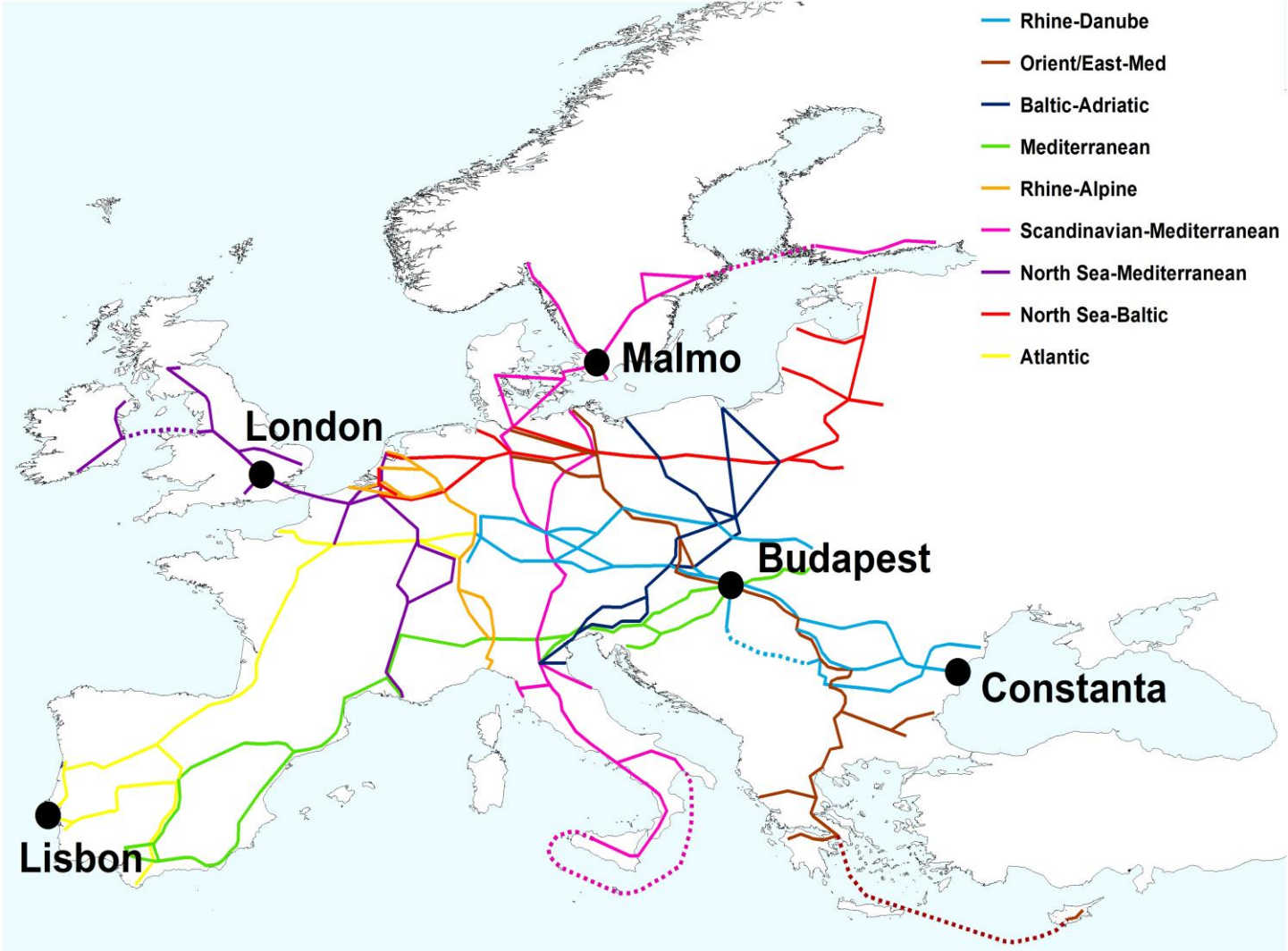


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WP7: Dissemination and knowledge transfer



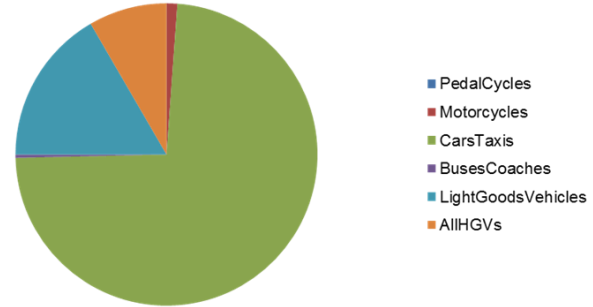
WP8: MORE management and administration



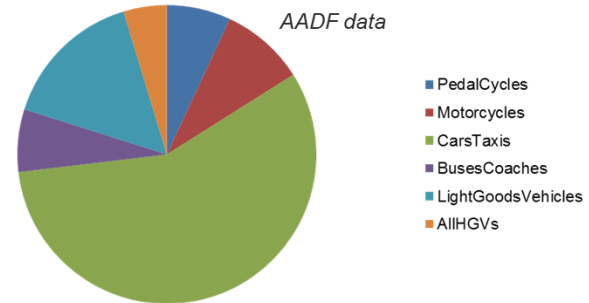
Basic concepts

Drawing on CREATE

Urban Feeder Routes: Mix of 'Roads' and 'Streets'

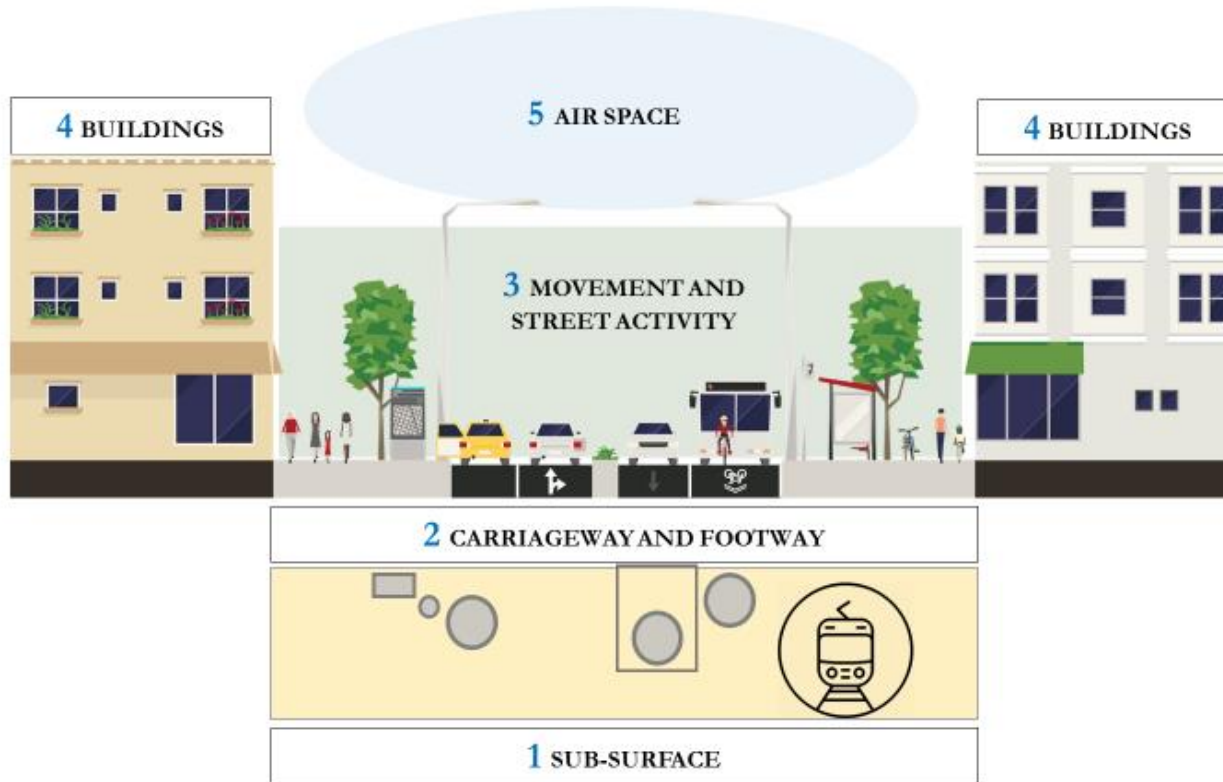


Total AADF:
128,239



Total AADF:
29,593

Urban Street as an 'Eco-System': Key components



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Designing to Meet Different Urban Policy Objectives



- Road building
- Car parking
- Lower density
- Dispersion



- Public transport
- Cycle networks
- Roadspace reallocation



- Public realm
- Street activities
- Traffic restraint
- ToD/mixed use developments



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Source: EU 'CREATE' Project

Contrast in Policy Measures: C -> P

The pictures show how this area of London has been transformed from a large traffic roundabout into a vibrant public space at the heart of the community, due to a shift in policy perspectives and corresponding priorities

London, Aldgate Square:

C Put in gyratory to increase road capacity (1960s)



Before

P Remove, to enhance place and provide new community heartland (2018)

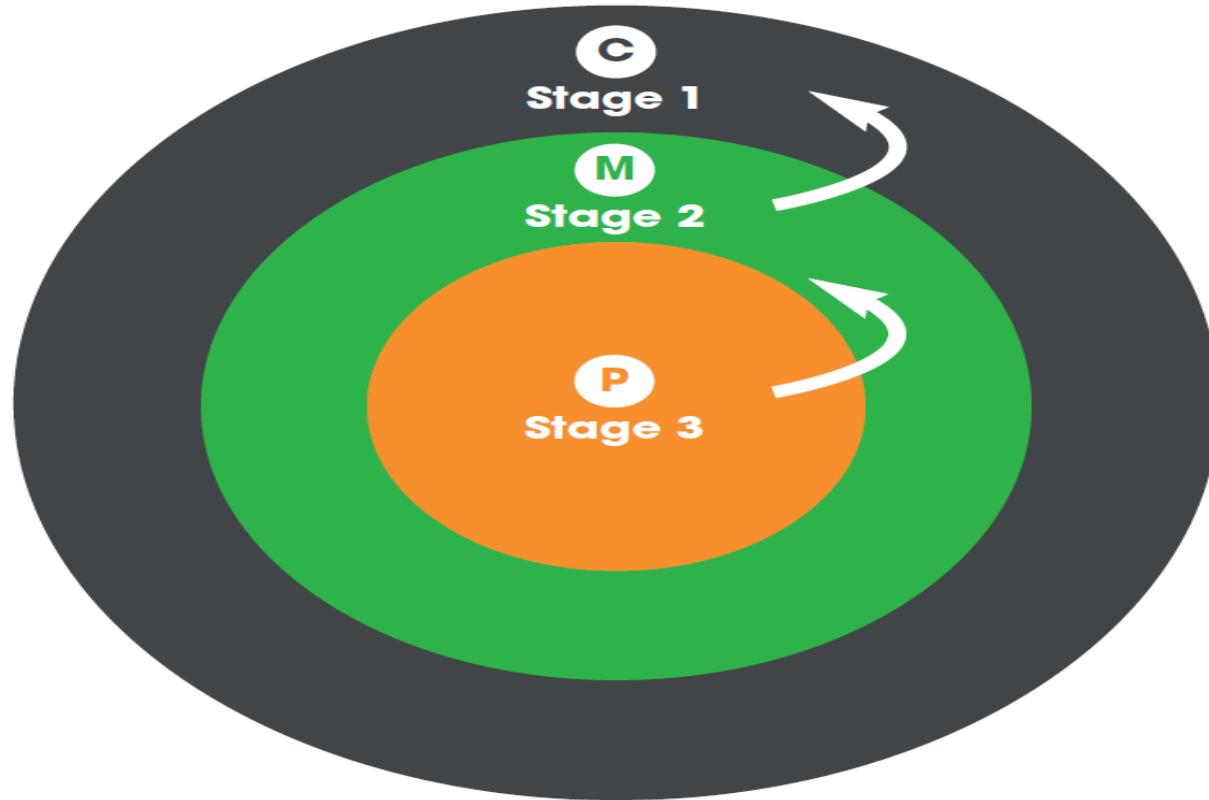


After



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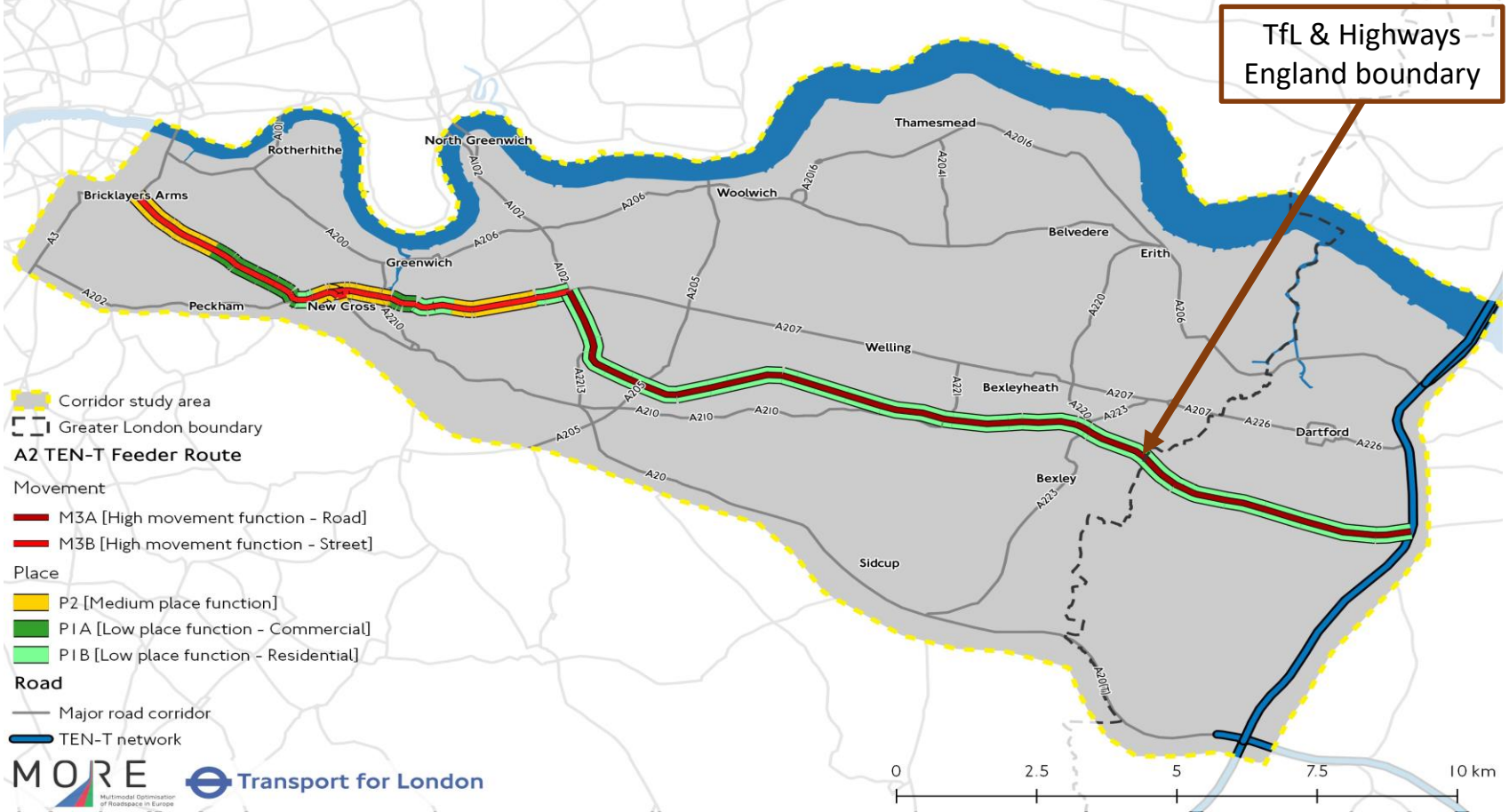
...with varying emphasis, spatially too



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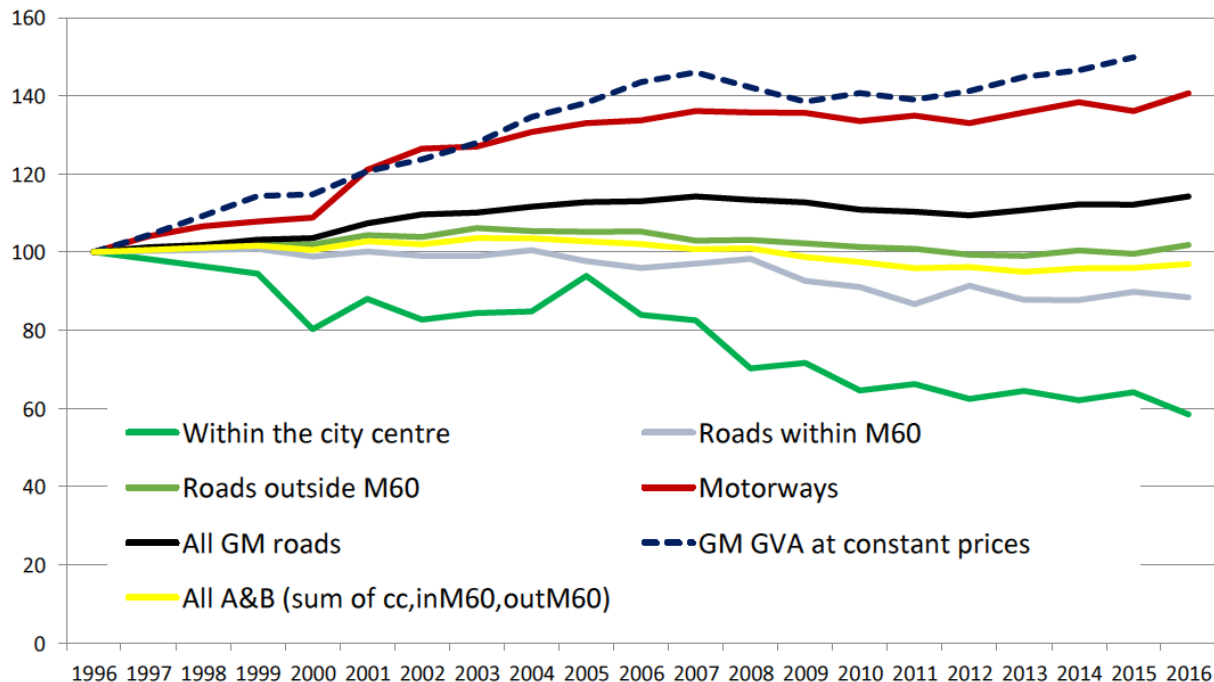
Major TEN-T Challenges

EU MORE - A2 Corridor Street Types



Contrasting traffic trends: TEN-T vs Urban

Motor vehicle trip-km by road-type in Greater Manchester (index, 1996 = 100)



Traffic within M60 has fallen during a period of higher economic and population growth in that area compared with outside M60.

Lack of TEN-T/Urban network co-ordination

- All MORE cities focus on roads within their administrative boundaries
- These boundaries often are unrelated to network structures
- There is very little day-to-day interaction between city authorities and national/TEN-T network operators
- Each authority tends to optimise its network with less consideration of repercussions for the other
- Policy priorities are often very different, at urban and inter-urban levels





Thank you –

<https://www.roadspace.eu>

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