

# MORE project – TEN-T related issues

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5<sup>th</sup> MORE TEN-T Network Workshop  
On-line 13/12/21



# 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

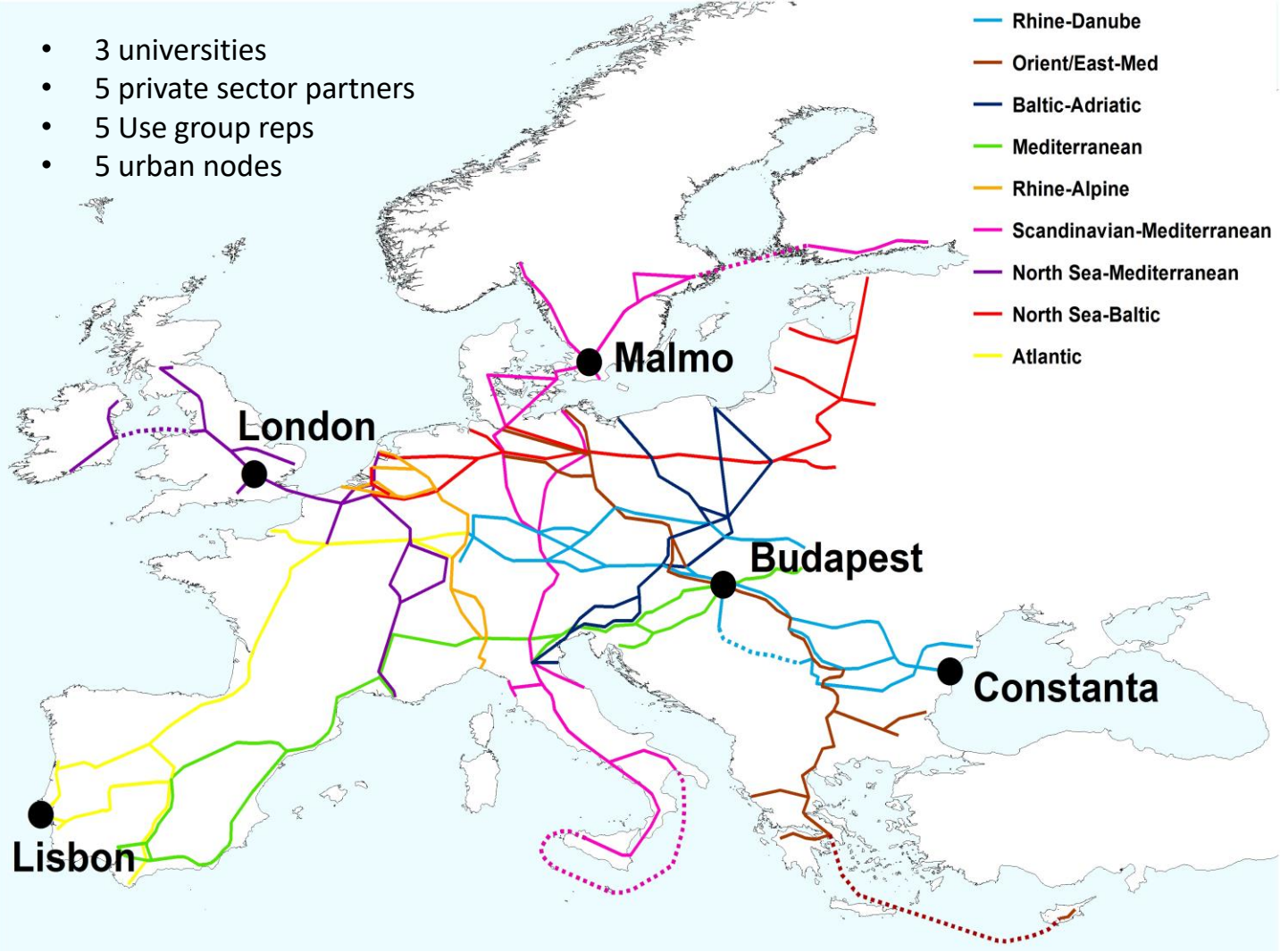
# Future challenges

- 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

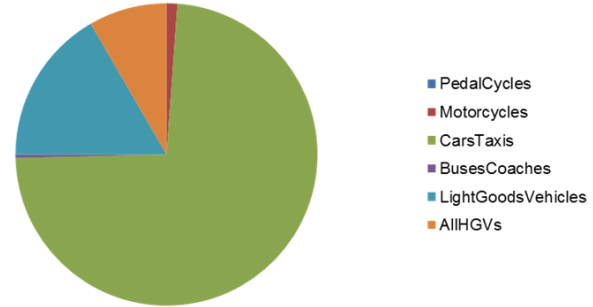


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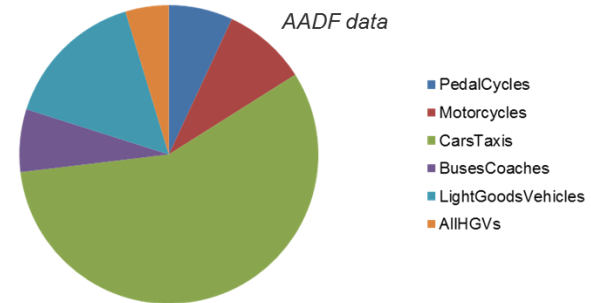
- 3 universities
- 5 private sector partners
- 5 Use group reps
- 5 urban nodes



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

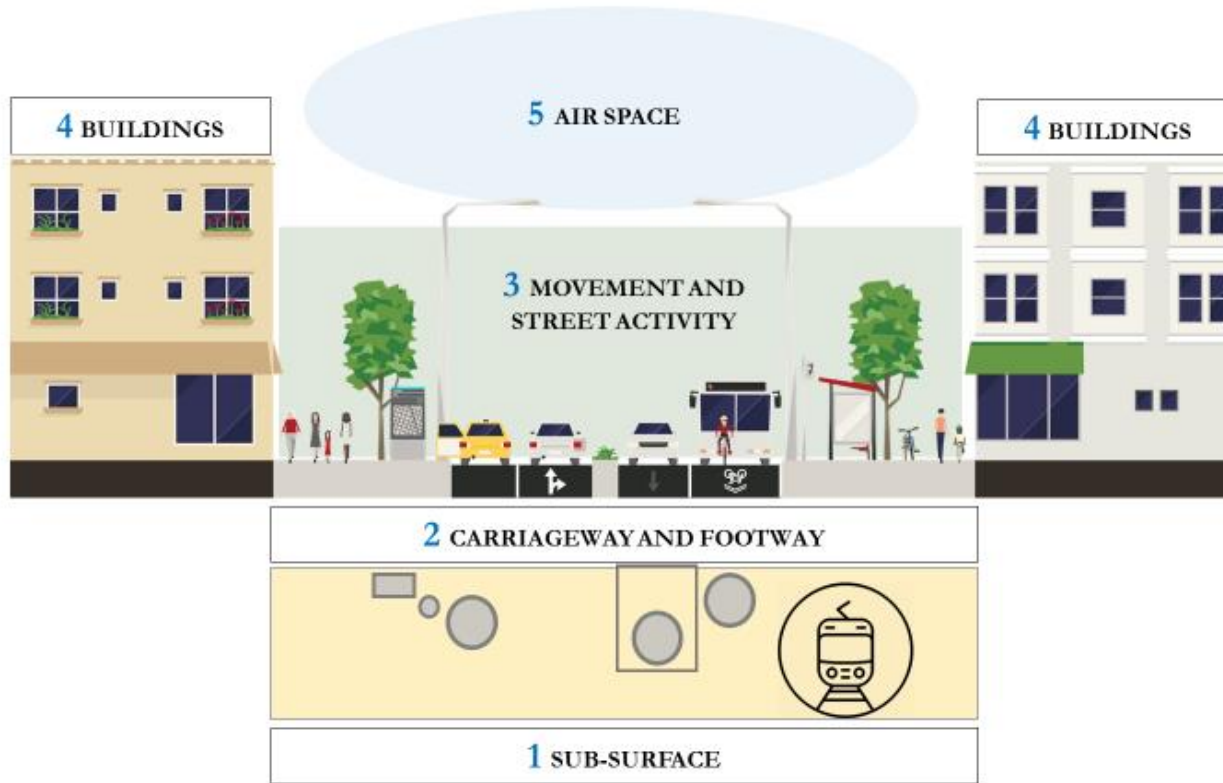


Total AADF:  
128,239



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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# Major TEN-T Challenges

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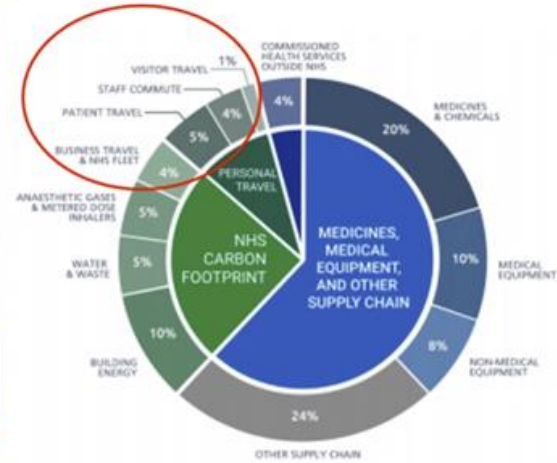
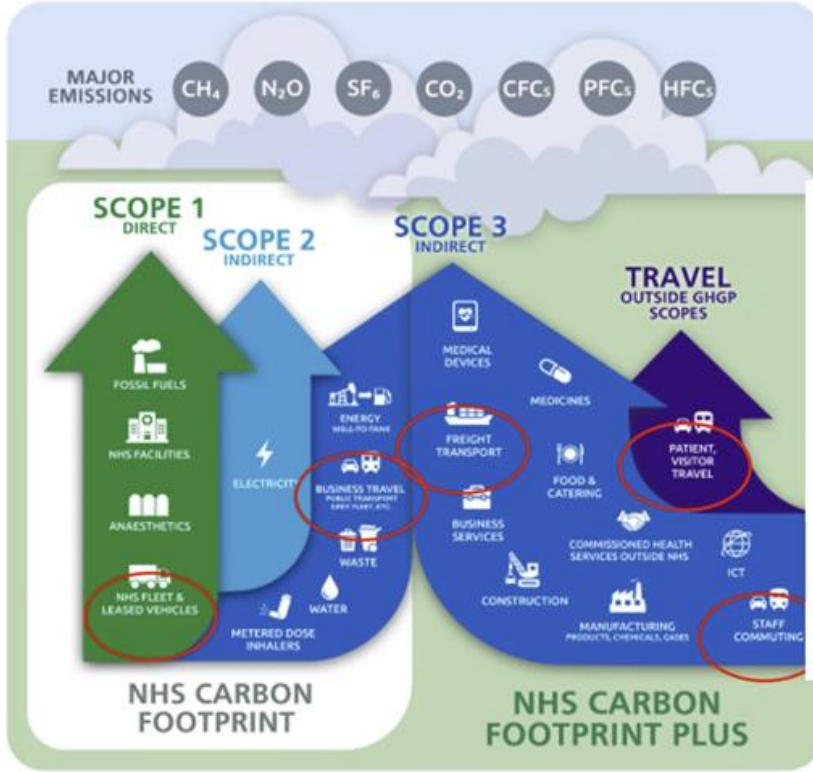
# Today's Workshop

- De-carbonising tourist travel:
  - Internationally
  - From port/airport to destination
  - For day-to-day travel
- Encouraging modal shift
  - Reducing car/truck use in cities supported by modal shift on the TEN-T network
  - And by major transfer points at the edge of the urban node
- Both require intra-agency co-ordination



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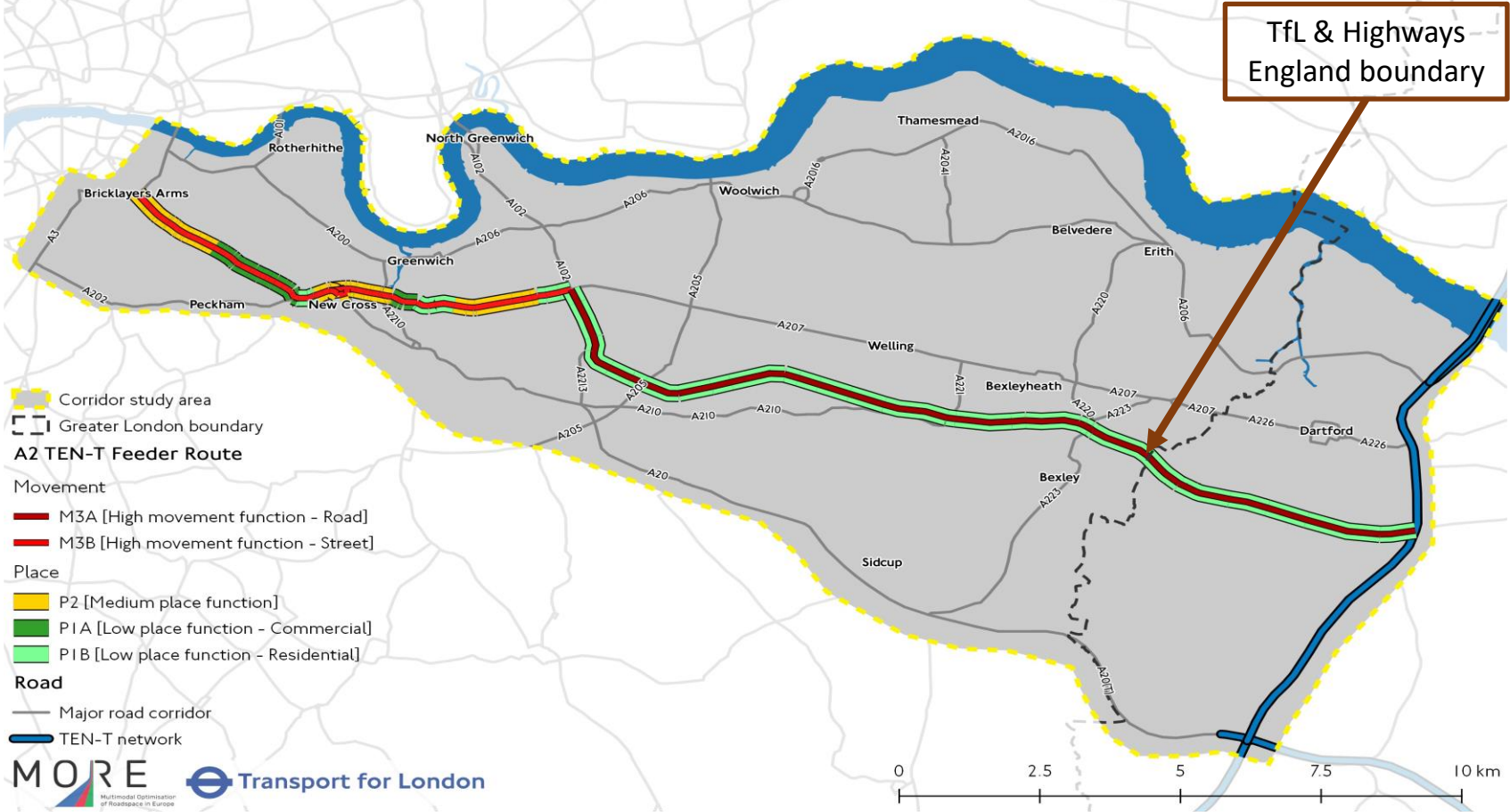
# Contributors to NHS travel and transport carbon footprint



# EU MORE - A2 Corridor Street Types

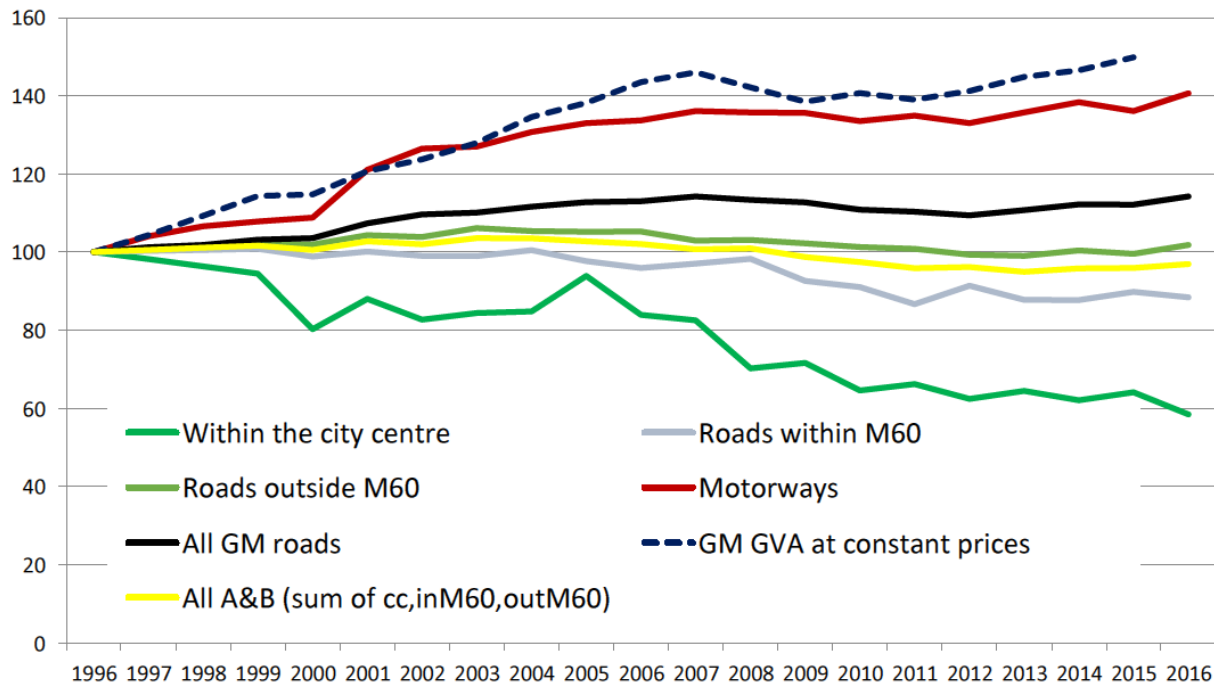


TfL & Highways  
England boundary



# 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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