

Policy and regulatory frameworks

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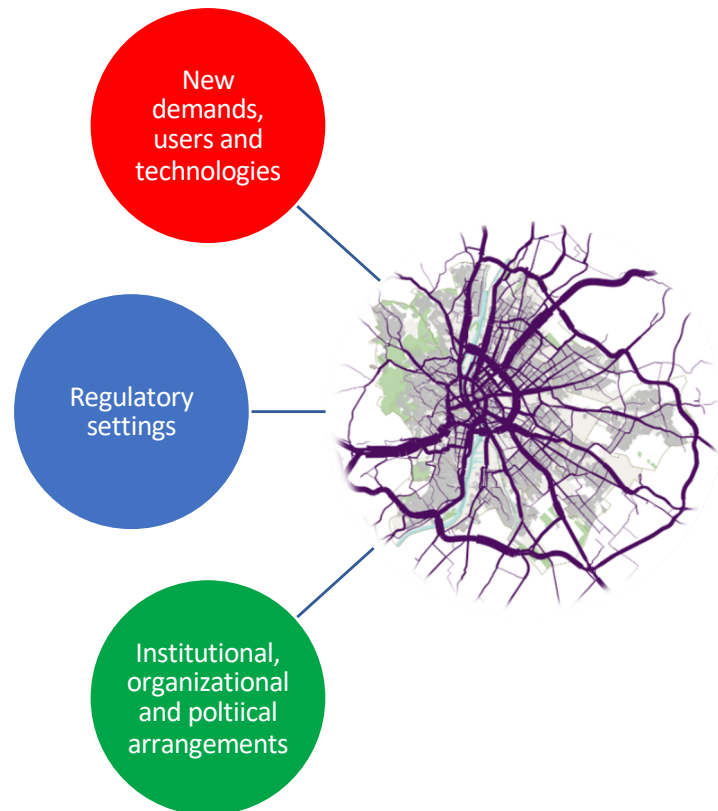


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Cities as movement AND place : political challenges and opportunities for city authorities



Governance
to ensure coordination
between multiple subsystems
and accommodate new
demands for reallocating
road/street space



Urban road-space in the wider national and regional context



Regulatory frameworks in the EU

(D2.2, led by Buchanan computing, available <https://www.roadspace.eu/>)

- Taxonomy of regulation :
 - Availability of the road network,
 - Manner of driving
 - Managing the kerbside
 - Time dependent and dynamic restrictions
 - ...
- Regulatory frameworks vary greatly within the EU context :
 - harmonizing of standards and regulations, but ...

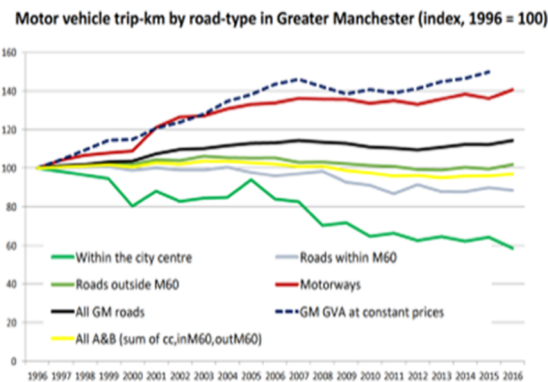
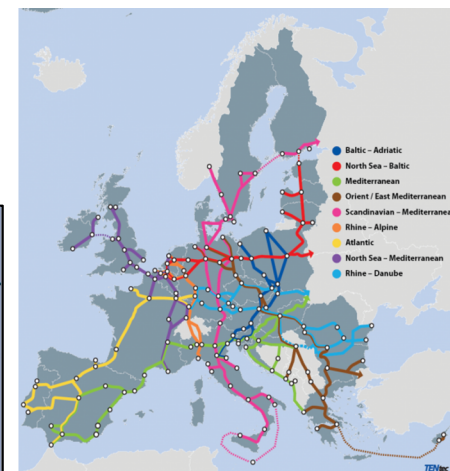
	Hungary	Portugal	Romania	Sweden	United Kingdom
End of speed limit zone				NOT USED	
One-way street					
Pedestrian crossing				or	
Advisory speed limit					

Superficial synchronization of form & appearance to road users

Cities are strategic nodes for a well-functioning TEN-T network.

- ‘First and last mile’ connections for passengers & freight requires greater involvement of local authorities in the governance
- Latest EC urban mobility framework communication, a shift to moving people and goods more sustainably

Ten-T core network corridor (Freight and passengers).
 Source : ec.europea.eu / Ten-T Lisbon Corridor (source : MORE)



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

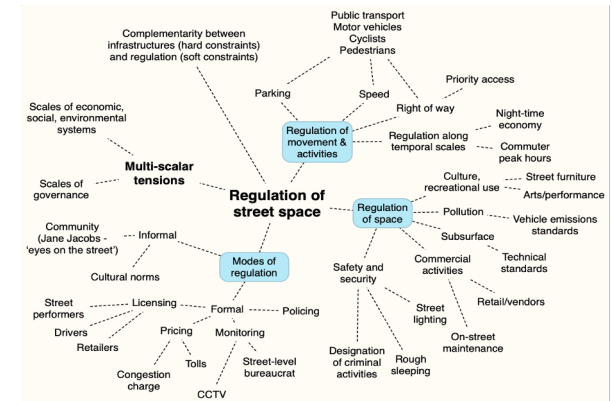
Contrasting trends in traffic volumes between urban and inter-urban roads in Greater Manchester (Source : Greater Manchester Transport Strategy 2040, Evidence base, 2018, p.59).



A crowded regulatory space

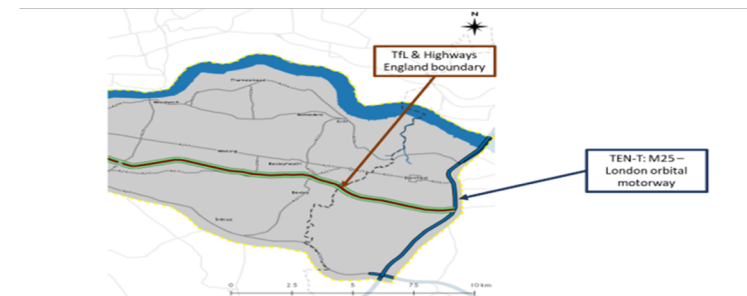
(D2.1, led by Sciences Po, available <https://www.roadspace.eu/>)

- Shared authority and ownership over the urban road network
- Institutional fragmentation across levels of government and within city administrations



Regulation of street space. ©McArthur

(Source: D2.1, Road space reallocation : organizations, institutional and political dimensions, Sciences Po, UCL,)



Administrative boundary between Highways England & TfL

Barriers and challenges faced by city authorities

(D2.1, led by Sciences Po, available <https://www.roadspace.eu/>)



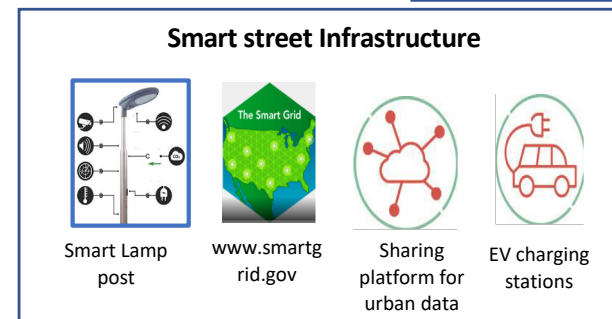
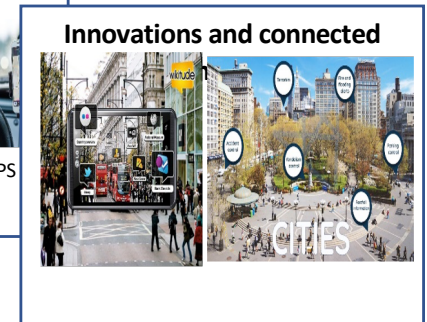
At strategic / planning level

- Reshuffle policy priorities to support the shift to urban liveability and well-being
- Institutional and organizational barriers
 - Tensions between objectives
 - Weak powers for strategic planning
- Political barriers
 - Disruption resulting from political cycles
 - Centralisation of power around the mayor's office.

	Barriers
Budapest	<ul style="list-style-type: none">- Tensions between objectives across different institutions- Divergent views on the right way to solve transport problems- Centralisation of power undermines the decision-making authority of actors outside political office
Constana	<ul style="list-style-type: none">- Data sharing and access across different organisations- Regulatory standards for new approaches to road space allocation
Lisbon	<ul style="list-style-type: none">- Weak powers for strategic planning at the metropolitan level- Limited authority over regulations influencing travel behaviour- Public sector hiring freeze- Fragmented efforts to repurpose streets
London	<ul style="list-style-type: none">- Conflicting performance targets across the different institutions responsible for allocating road space- Conflicting professional and technical ideologies across decision-makers- Disruption resulting from political cycles and participation of elected officials
Malmö	<ul style="list-style-type: none">- Divergent ideologies on the priority given to private car travel- Specialisation of land use and transport planning- Political influence over decision-making

At implementation / operational level

- Limited standardization of policy practices to support new approaches to road space allocation – Lack of :
 - Regulatory standards and indicators
 - Guidelines for delivering across silos
 - Conflicting performance targets
- Limited manpower and authority :
 - To enforce regulations and policies, ex. Police force
 - To enforce regulations about traffic, safety and crime
 - Data sharing and access across different organisations
 - Coordination between land use and transport planning.
- Barriers beyond the public sector
- Barriers resulting from the rapid development of smart city technologies



How do cities make it 'work'?

Lessons from the MORE project

(D2.1 & D2.3, led by Sciences Po, and D2.2, led by Buchanan computing, both available <https://www.roadspace.eu/>)

Leadership and policy narratives	Champions: Policy entrepreneurs, integrated transport agency, newly formed department.	BKK, TfL, city wide transport authority Malmo.
Administrative structures and capacity building	Accumulate policy resources, competing for national & EU funds, partnerships with private sector.	Eg: Constanta regulating parking supply, charging and enforcement, SUMPs in all 5 MORE cities.
Design Standards and Indicators	Using national guidance materials on urban street design. Context specific design, no “one design fits all solution”.	Guidance and performance indicators need to be further developed.
Dialogue with citizens and stakeholder groups	Formalized space for dialogue between a variety of stakeholders (public, technical experts, elected officials)-	Lisbon and London
Standard setting and international networking	Engagement with international working groups on standards and norms for cyber security, artificial intelligence, digitization of streets, surveillance technologies.	Standards set by European Network and Information Security Agency (ENISA), National Cyber Security Centre (NCSC) in the UK.

Cities as urban street space managers

Maximize the opportunities and minimize the risks

Examples
London: Growth-led, integrated land use and transport planning
Malmö: Public investment programme to support decarbonization

Adopt sustainable urban mobility policies

Examples
Budapest: Heart of Budapest traffic calming strategy
Constanta: Pedestrianisation of streets, new public transport routes
London: Healthy Streets approach

Take local initiatives (a political act) to actively shift to place-making

Examples
London: The Mayor's 80/20 mode split
Lisbon: Public plaza program
Malmö: Master planned eco-districts

Regulate to innovate

Examples
Constanta: Parking supply, charging and enforcement
London: Congestion charging, ultra low emissions zone
Lisbon: "Soft" regulation of shared mobility operators





Thank you !

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