In what way do the institutional set-up of metropolitan areas influence transport system outcomes?

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The limits of integration/coordination (1)

You both argue strongly in favour of integration/coordination between different PT modes and between transport and land use planning.

Coordination/integration also have disadvantages:

• It can be expensive (Lægreid & Rykkja, 2015)

• Risk of responsibility avoidance (Pell, 2016; Peters, 2006)

• Some areas benefit from not being integrated/coordinated, e.g. if there is a lack of knowledge and an experimental/innovative approach is needed (Peters, 2006)
The limits of integration/coordination (2)

- Integration/coordination in one dimension might have negative impact integration/coordination in another dimension (Lægreid & Rykkja, 2015)

Researchers and planners are perhaps too inclined always to suggest and argue for more integration/coordination

What are the limits to integration/coordination? What should not be coordinated?
Contradictory integration mechanisms (1)

"... a hybrid model of integration that combines hierarchy and networks” (Rode, presentation)

"...hierarchies and network seem to be working alongside each other to assist with planning and policy integration” (Rode, 2018)

Agreeing. ”It is the mix that matters” (Rhodes, 2008). "Network in the shadow of hierarchy” (Scharpf, 1994)
Contradictory integration mechanisms (2)

But the integration mechanisms might also contradict: ”Mix like oil and water” (Rhodes, 1999).

Rode (2018) provides examples of hierarchical structures (line management, silos) constituting barriers to integration. But it seems in the cases not to constitute a problem.

Why is it so? How has this contradiction between the mechanism – and the logics behind - been overcome in the cases?
The role of public institutions (1)

In what way do the institutional set-up of metropolitan areas influence transport system outcomes?

The new institutionalism, "institutions matters", "the organization of political life makes a difference" (March/Olsen, 1989)

"...VV is an extremely successful organizational model for the provision of integrated PT services..." (Buehler et al., 2019)
The role of public institutions (2)

But we should not exaggerate:
• Economic ups and downs
• Technological development/innovation
• Climate change
• Cultural trends

The MLP perspective (Geels, 2002) stresses that transitions take place when landscape, regime and niche developments align. Landscape and niche are partly outside the control of political institutions.
The role of public institutions (3)

• How much of the positive development in the German case cities is caused by the organisational model (VV)? E.g. car restrictiv policies, low car ownership, investments?

• What are the limits of political institutions’ influence?
Summing up

• What are the limits to integration/coordination? What should not be coordinated?

• How has this contradiction between the mechanism – and the logics behind - been overcome in the cases? (Philipp Rode)

• How much of the positive development in the German case cities is caused by the organisational model (VV)? E.g. car restrictiv policies, low car ownership, investments? (Ralph Buehler)

• What are the limits of political institutions’ influence?