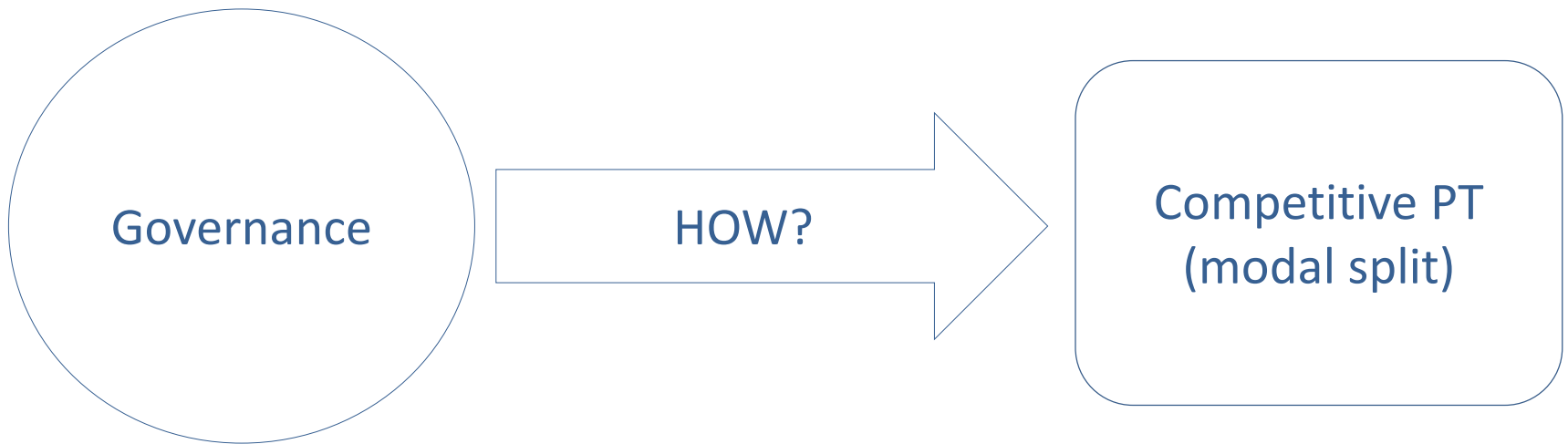


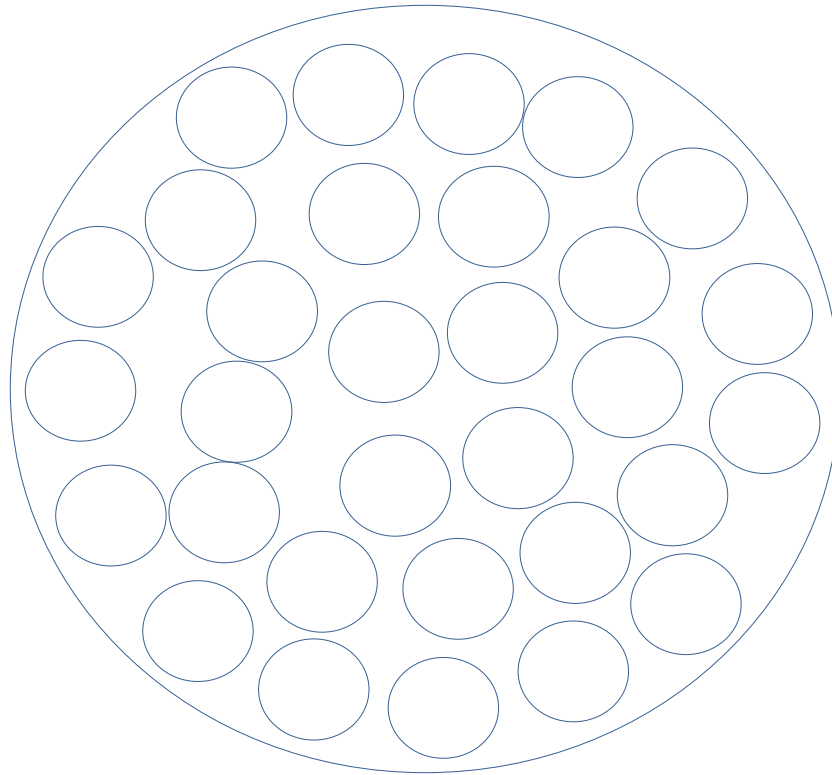
# Competitive public transport in Oslo and Amsterdam

informal institutions, institutional entrepreneurship, and  
problem-solving know-how

# broad question



# zooming in



# existing leads: pathways to higher modal split\*

integrated planning  
(single authority)

long-term strategy

lut integration

agency over funding

fare integration

higher risk allocation  
to operators

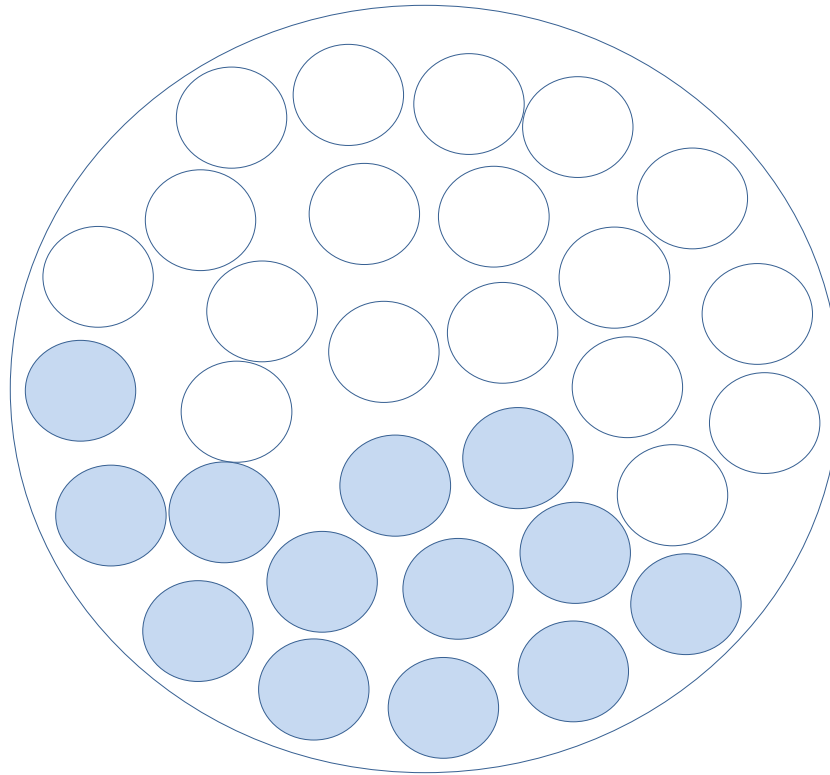
mad15, hel15,  
osl15, sto05, sto15

ams15, ber05,  
ber15, sto15

hel05, hel15, osl15

\*Hirschhorn, F., Veeneman, W., & van de Velde, D. (2019). Organisation and performance of public transport: A systematic cross-case comparison of metropolitan areas in Europe, Australia, and Canada. *Transportation Research Part A: Policy and Practice*, 124, 419–432.

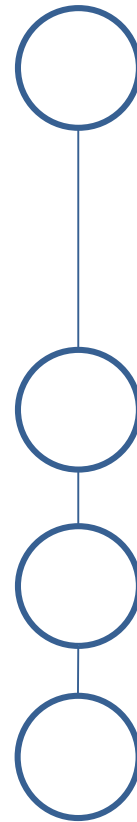
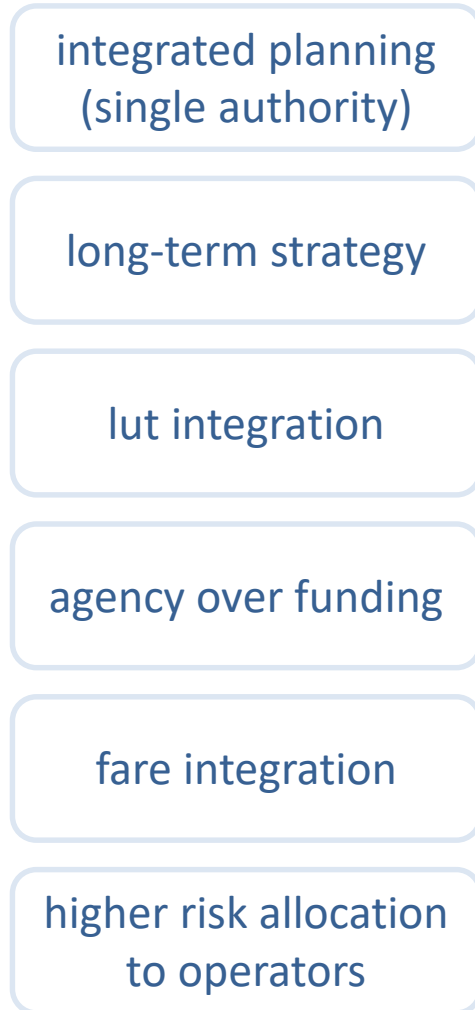
but there is more to investigate



# now: focus on some often neglected aspects

1. Informal institutions: collectively shared understandings, conventions, and procedures that structure behaviour, and help handling social interaction and coordination
2. Human agency: individuals' ability to intentionally pursue their interests and to influence the social world.
  - Institutional entrepreneurship: *"...activities of actors who have an interest in particular institutional arrangements and who leverage resources to create new institutions or to transform existing ones."*
  - Know-how: beyond expertise technical knowledge; problem-solving capabilities; in-depth professional knowledge and values with knowledge and information from other sectors, as well as collaboration, communication, and networking skills

# leads as starting point



Oslo



Amsterdam

# findings: at least 4 examples

1. Decision on where to provide PT (ridership vs coverage): shared understanding of PT as a facilitator of economic development - “user-driven” approach, shift of production towards high-demand lines
2. LUT integration (local vs regional interests): shared understanding of PT as a facilitator of sustainable economic development based on environmental agenda + metropolitan competitiveness – concentrated development
3. Implementation capacity: problem-solving know-how, *“It is not only about the institutions, but also the people within them”*, beyond technical expertise. PTA gains credibility, autonomy, and influence power
4. Budget constraints: key actors with institutional entrepreneurship – e.g. alderman for transport in Amsterdam - can mobilise support and resources

# interplay between informal institutions or key actors, and formal frameworks

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	Ridership vs coverage	LUT integration	Implementation	Subsidy constraints
<b>Oslo</b>	Complementary	Substitutive	Complementary	--
<b>Amsterdam</b>	Complementary	Substitutive	--	Accommodating

---

# conclusions and future research

- *How* is also important; understanding of governance of policy processes; political ideas and goals
- The interplay matters: formal frameworks, shared understandings, 'champions', experts and 'smart generalists'
- Discrepancy between design and implementation: implementation gap
- Has there been a change in focus in 'mature regimes', from cost minimisation to revenue maximisation?
- (To what extent) Are economic growth and sustainability compatible?

Thank you

# governance

The conditions for ordered rule and collective action; i.e. the ways in which societies create and uphold rules and order in social processes in the pursuit of collective interests (Bevir, 2013; Peters and Pierre, 2016; Stoker, 1998). The concept encompasses the governance of policy processes, both the formulation and implementation of policies, and the method of political steering, from hierarchical imposition to sheer information measures (Héritier, 2002; Treib et al., 2007).

Analytically, this can be broken down into three distinct dimensions: politics (concerning the actor constellation, i.e. range of actors involved in the process of policy-making); polity (concerning the institutional landscape in which these actors operate); and policy (concerning political steering, i.e. the nature and character of steering instruments being used) (Treib et al., 2007).

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# strengthening of formal framework: Oslo

## Integration land use and transport

- Densification: e.g. legal restrictions around Marka border
- National policy provisions for Spatial Planning and Transport coord. (1993 and 2014)
- Oslo and Akershus Regional Land Use and Transport Plan (2015)
- Increasing parking restrictions

## PT Integration

- Planning integration across counties: Ruter (2008) – multimodal metropolitan vision (no silos)
- Increasing ticket and fare integration + enhanced passenger information system

## Funding

- Commitment from Oslo and Akershus (minimum subsidy level)
- Oslo packages (growing share of \$ to PT, especially since 2008)
- Urban Agreements (Zero Car Growth target)

# strengthening of formal framework: Amsterdam

## Integration land use and transport

- Strong push and investment in bike infrastructure
- Increasing parking restrictions

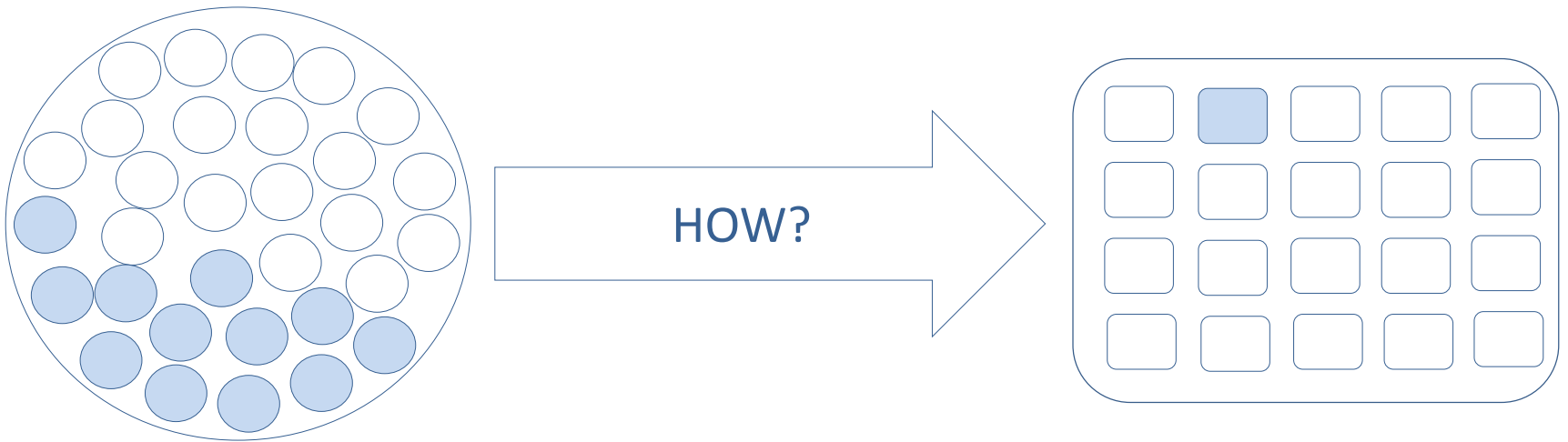
## PT integration

- Strengthening of PTA after regionalisation of PT planning (2000 Transport Act)
- Long-term metropolitan planning framework (since 1990s)
- Nationwide ticket and fare integration (1980) and nationwide passenger information (1990s)

## Risk allocation

- Net-cost contracting combined giving operators freedom to design services

but there is more to investigate



# method: qualitative case-study analysis

1. Academic and grey literature

2. Policy documents and reports

3. Interviews

first question open and non-biased: what would be the main explanatory factors driving the modal split of PT in their respective regions.

Subsequent questions: specific institutional factors revealed in the solution from Hirschhorn et al. (2019).

Finally, new promising leads

4. Theoretical background: institutional theories; agency theories

# interviews

Case	Interviewee Affiliation
Oslo	Ruter
Oslo	Ruter
Oslo	Ruter
Oslo	Norwegian State Railways
Oslo	Oslo Municipality
Oslo	Institute of Transport Economics (TØI)
Oslo	Institute of Transport Economics (TØI)
Oslo	Institute of Transport Economics (TØI)
Oslo	Norwegian University of Life Sciences
Oslo	Consultant
Oslo	Consultant
Amsterdam	Vervoerregio Amsterdam
Amsterdam	Vervoerregio Amsterdam
Amsterdam	Amsterdam Municipality
Amsterdam	Amsterdam City Council
Amsterdam	GVB
Amsterdam	Universiteit van Amsterdam
Amsterdam	Delft University
Amsterdam	Consultant