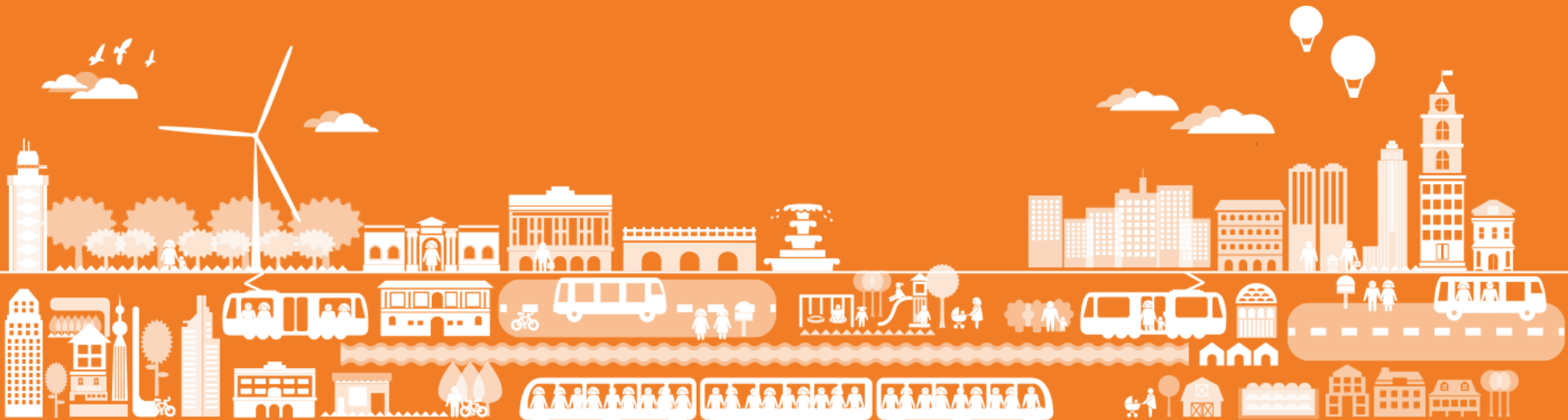


# One for all, or all for oneself? Governance cultures in regional public transport planning

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# Aim of the study

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- to study and explore how strategic governance of public transport evolves as a response to institutional reform.
- To compare and contrast public transport governance in two Swedish regions (the capital region of Stockholm and Västra Götaland with Gothenburg as the major urban centre)

# Institutional reform in West European public transport

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- Examples include deregulation, privatisation, and the introduction of competition.
- The control of Public Transport is divided between a number of organisations with sometimes differing interests.
- Reforms have in some cases resulted in organisational fragmentation that results in coordination problems (for instance between regional and local authorities)

# Sweden – a new Public transport legislation 2012

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- Regional Public Transport Authorities (responsible for strategic planning of public transport)
- Local authorities (responsible for land use planning)
- This new legislation allows operators to initiate new routes on a commercial basis
- This suggests a need to focus on the micro-level practices of *governance*

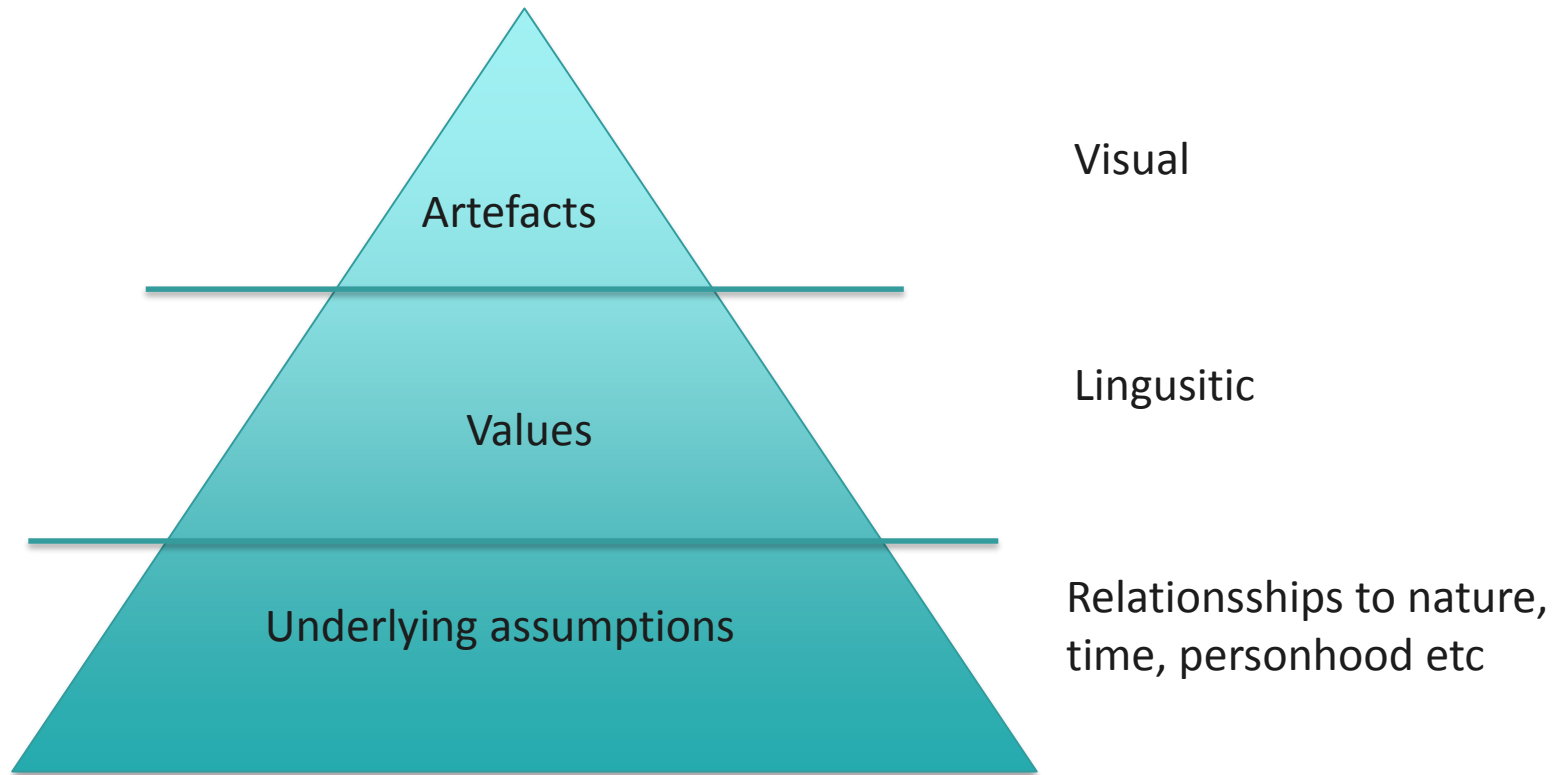
# Theory - Modes of Governance

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- Politics
  - stakeholder constellations
    - **public ↔ private**
- *Polity*
  - institutional arrangements;
    - **locus of authority, interactions, mandated vs. voluntary engagement**
- Policy
  - Instruments to ensure implementation;
    - **E.g. legal bindingness, sanctions, flexibility vs. fixity of regulations**

*(Based on Treib, Bähr & Falkner 2007)*

# Theory - Culture's three layers



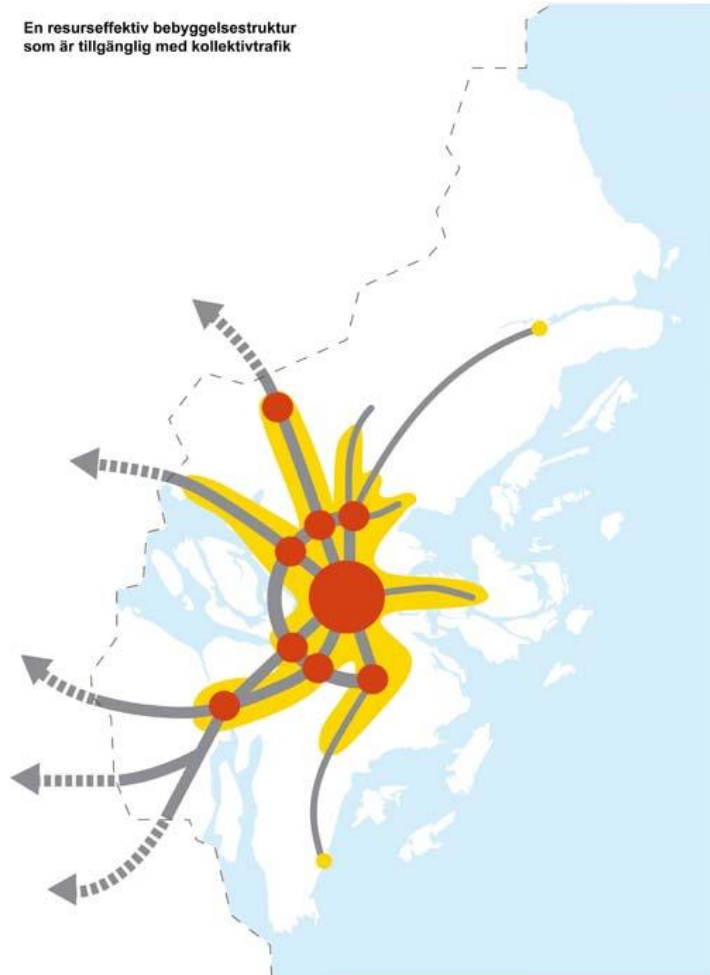
# Method

- Comparative case study:
  - Capital region of Stockholm
  - Västra Götaland (VGR), with Gothenburg as the major urban centre
- Interviews with officers
  - Regional Public Transport Authorities, Local Authorities, Regional Associations of Local Authorities, the Swedish Transport Administration.



# Networks & arenas in Stockholm

1. Regional development plans for Stockholm (1991; 2001; 2010)
2. Sector meetings
3. Annual meetings
4. Subregional networks of municipalities, e.g. Stockholm NorthEast





# Informal arenas in VGR

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- Sub-regional public transport councils
- City traffic forums
- Strategic traffic forums
- 'The Västtrafik model'
- Network for infrastructure planning

*"that's where everything happens, that's where we actually work"*

*"The question is how big the real possibility for influence actually is. Is there a way to [organise collaboration], with less labour and a simpler system, so that politicians and everyone involved can see more clearly how it works?"*

# Synthesis: Two ideal types

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|          | Negotiation | Co-action              |
|----------|-------------|------------------------|
| Case     | Stockholm   | VGR                    |
| Politics | Lobbying    | 'Gothenburg spirit'    |
| Polity   | Formal      | Soft spaces            |
| Policy   | Budget      | Networks as instrument |

# Conclusions and further research

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- governance cultures should be seen as an factor affecting e.g. the purpose, degree and outcomes of collaboration in planning practices.
- We need to pay critical attention to the cultural particularities of governance practices if we are to understand the prospects of better planning outcomes.

# Thank you for your attention!

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