

Linking Transport Policy to Governance of Urban Accessibility

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Under what conditions will transport policy success advance the goals of urban accessibility?

Policy Success

- Shifting Mode Share
- Repurposing Streets + Public Spaces
- Transport Financing

Urban Accessibility

- Integration of modes
- Integrated transit-land use
- Territorial coordination

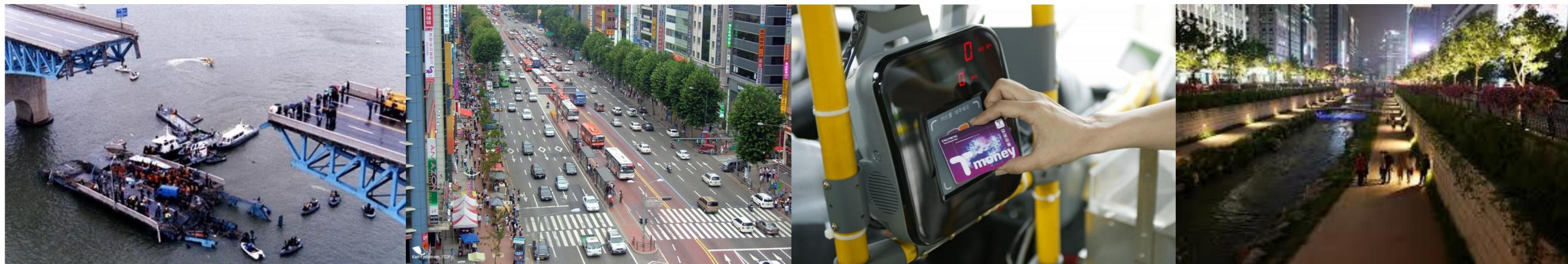
SEOUL (iterative policy changes produce fundamental transformation)

Transport Policies

- Highway demolition
- Bus industry re-organization
- Subway and taxi connectors
- Smart card payment system

Governance of Urban Accessibility

- Gangbuk CBD Revitalization (via transport and land use improvements)
- Intermodal System Integration
- Commercial resettlement



Policy Implementation Process

SEOUL

Leadership and governance of implementation process distributed across multiple levels of government, public agencies, and sectors nested in different territorial scales.

Multiple and Interacting Levels of Government

To gain national government approval for highway demolition and federal funding for bus service enhancements, Mayor Lee appeals to (opposing) Democratic Party leaders that support local autonomy and environmental aims as well as intra-party divisions.



Planning Across Public Agencies

“Transportation Improvement Task Force,” comprising 300 specialist planners, architects, and engineers, tasked with reimagining the future of Seoul’s bus system in close collaboration with expert urban policy and planning researchers at the Seoul Development Institute.



Moving Up Territorial Scales

From expressway demolition to bus network modernization to intermodal integration (via world’s first prepaid ‘smart card’ for all surface transportation modes including taxi, rail, and bus) in conjunction with urban stream restoration as centerpiece of linear park and revitalization of Gangbuk central business district.

Coordinating and Convening Public & Private Sectors

Structuring effective venues for public consultation (via Council of Merchants, Citizen’s Committee on Cheonggye Stream Restoration, 20-member Bus System Reform Citizen Committee), private negotiation (with bus operators), and Public Private Partnership (i.e. Korea Smart Card Company, 34.4 percent owned by the city, to develop and manage multimodal payment system).

Expanded Governance Capacity is a Product of the Policy Implementation Process



Wide-ranging Institutional and Stakeholder Engagement

Extensive interaction and co-production across multiple sectors, levels of government, and territorial scales critical to transformative change.

Leveraging a Single Policy Success to Build Forward and Backward Linkages Between Transport and Land-Use to Sustain a Larger Vision