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Nota di contenuto	Preface; Acknowledgments; Contents; 1 The Policy Case for Metropolitan Transport Authorities; Abstract ; 1.1 Introduction; 1.2 Investigating Metropolitan Transport Authorities (MTAs) Through

Institutional Analysis; 1.2.1 Introducing Institutions; 1.2.2 Applied Institutional Analysis: The Case of MTAs; 1.3 Institutions and Policy Problems: The Instrumental Logic; 1.3.1 Learning from the Classics; 1.3.2 Discussing MTAs and Policy Problems; 1.4 A Static Critique on the 'Instrumental Logic'; References; 2 Institutions, Institutional Change and Policy Outcomes; Abstract ; 2.1 Introduction  
 2.2 Emergence, Evolution and Institutional Efficiency  
 2.2.1 Functionalism and Equilibria-Institutions; 2.3 Looking Inside Stability and Change; 2.3.1 Stability and Path Dependence; 2.3.2 Historical Institutionalism and Varieties of Institutional Change; 2.4 Power, Institutions and Institutional Change; 2.5 A Policy Perspective on Institutional Change; 2.5.1 Who Cares? The Actors of Constituent Policies; 2.5.2 What Do Designers Want? Institutional Preferences Revisited; 2.5.3 A Peaceful Decision? Modes of Interaction for Reforming the Metropolis; 2.5.4 When Will Change Happen?; References  
 3 The New Governance of Transport in London  
 Abstract ; 3.1 Introduction; 3.2 A Brief History of London Transport and Institutions; 3.2.1 Policy Problems Between the Abolition of the GLC and the Constitution of the GLA; 3.3 Setting Up a New Government: The Greater London Authority; 3.3.1 No Compromise in Parliament: The 'Blair Factor' and the Labour Victory; 3.3.2 No Compromise at the Local Level: London Business and the Boroughs; 3.3.3 Avoiding Tacit Opponents: The Administrative Process; 3.3.4 Inside Labour: The PPP and the 'Livingstone Factor'  
 3.4 Understanding Change: New Governance for Better Transport?  
 3.4.1 Clear Accountability: The Mayor, the Assembly and TfL; 3.4.2 A Strong Metropolitan Leadership: The Mayor, Central Government and the Boroughs; 3.4.3 A New Decision-Making for Transport Policy; 3.4.4 Solving Congestion; 3.5 Some Preliminary Conclusions; References; 4 The Metropolitan Transport Authority of Barcelona (ATM); Abstract ; 4.1 Introduction; 4.2 From the Origins of Public Transport to the Abolition of the Metropolitan Government; 4.2.1 The Abolition of the Metropolitan Government; 4.3 The Establishment of the ATM  
 4.3.1 The Constituent Process: Beyond Coordination  
 4.3.2 The Establishment of the ATM: Some Provisional Conclusions; 4.4 Understanding Change: New Governance for Better Transport?; 4.4.1 The ATM and the Funding System; 4.4.2 Coordinated Planning: Project Elaboration, Approval and Implementation; 4.4.3 Coordinated Services: Company Affiliations and the Operation of the Services; 4.5 The ATM Model: A Conservative Innovation; References; 5 Lessons for Institutional Designers; Abstract ; 5.1 How to Trigger Institutional Change; 5.2 Driving the Change Process  
 5.3 Institutional Designs for Policy Capacity

## Sommario/riassunto

This book investigates the link between institutions and public policies with specific reference to transport. It opens by examining the main arguments for the establishment of metropolitan transport authorities. The potential impacts of institutional change on the policy efficiency of institutions are then examined. Key problems for institutional designers are identified, showing how they can hamper the achievement of desired policy outcomes through institutional solutions. Two in-depth case studies on institutional change in metropolitan transport (in London and Barcelona) are presented with a view to testing the aforementioned hypotheses and providing insights into the ways in which the two transport institutions were reformed. The concluding chapter identifies lessons for institutional designers and highlights the policy results that may be expected from the constitution of metropolitan transport authorities.

