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Results-Based Monitoring Of Urban Transport Case Study: City of Tshwane, South Africa

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Abstract

Realising sustainable urban transport systems (SUT) and improving citizens' spatial mobility is a challenging task in fast-growing urban agglomerations, particularly in low-income countries. Only few city governments coordinate land-use and transport systems in an integrated way. Institutional and financial capacities or the human resources for this complex task are often insufficient, or the topic (SUT) is not a priority on the political agenda. Consequently, the transport volumes are growing unbalanced, and the negative effects of motorized transport such as air pollution, noise, and surface sealing are increasing, while accessibility to services is declining in many urban areas, particularly for the poor.

This situation requires that we ask which capacities need to be strengthened in order to increase city governments' degree of information on dynamic transport and settlement processes and options in their areas? Which feed-back mechanisms help administrations and councils to more clearly define and really achieve their objectives with regard to sustainable urban mobility?

Against the background of existing practical difficulties with mastering results-based monitoring of urban transport worldwide, a monitoring and evaluation system was designed and tested in the City of Tshwane (formerly City of Pretoria). Attention was given to both the practicality in respect of the city government's limited available resources, and the meaningfulness of data (as a basis for political and administrative decision-making). The findings include an overview of indicators, methods, instruments and frequencies of investigations for evidence-based transport planning, which also includes analysis of often neglected trends.

On top of that, a results-based monitoring system has to be embedded into specific governance structures and processes (responsibilities, decision making power, incentives, capacities) in order to initiate learning processes within organisations and encourage a change in policies. Therefore, this doctoral research also covers aspects of the political-institutional dimension of urban transport as well as aspects of land-use, transport demand and supply, socio-economic impact, environment impact, and frame conditions.

To successfully re-direct urban transport policies towards more sustainable transport systems, it is argued that cities and their stakeholders should apply impact-oriented monitoring on a consistent basis. Only by means of such feedback mechanisms will cities be able to govern transportation proactively. For this purpose, appropriate capacities in this field need to be identified and developed as a priority going forward.

A more detailed English paper can be obtained from the author.

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