

1. Introduction

1.1 Problem statement

The population and economic growth in South Africa has driven municipalities and policy-makers to promote sustainable transportation and spatial development as a means of achieving overall welfare and quality of life of the countries populations. Land use, spatial development and transportation planning are not integrated that has caused a fragmentation of responsibilities regarding the administration, planning and regulation of the various aspects of land use and transportation systems, infrastructure, operations and regulations.

A common denominator among the proposed policies is their multi-sectoral nature which entails that their impacts extend beyond the transportation and spatial development sectors to other sectors such as that of the environment, public needs in education and health, and development patterns pertaining to decreasing the pressures caused by socio-economic pressure. This situation has put enormous pressure on decision-makers to facilitate and coordinate actions among the range of actors involved in transportation planning and spatial development planning.

The purpose of this study is to evaluate, assess and compare integrated transportation plans (ITP) and spatial planning instruments of three different municipal spheres (local, metropolitan and district) with a view to present practical solutions to disparities or problems that emerge in terms of these plans and instruments.

The study areas that have been selected for this research are indicated in Figure 2.

The research hypothesis for this study emanates from the following question:

“There exists a measure of integration between the transportation plans and spatial development instruments within the three spheres of municipalities in South Africa”.

The integrated transportation plans (ITP) and the spatial development frameworks (SDF) of the municipalities selected for this study are the main instruments used in this dissertation. The focus is on the relation and integration of the above aspects as these apply to each municipality. This investigation gives rise to a number of results and conclusions that aim to assist each instrument in the case of disparities or problems when these are applied in reality.

Reference will be made to the integrated development plans (IDP), the growth and development plans/strategies (GDP) and other supporting instruments relevant to this study.

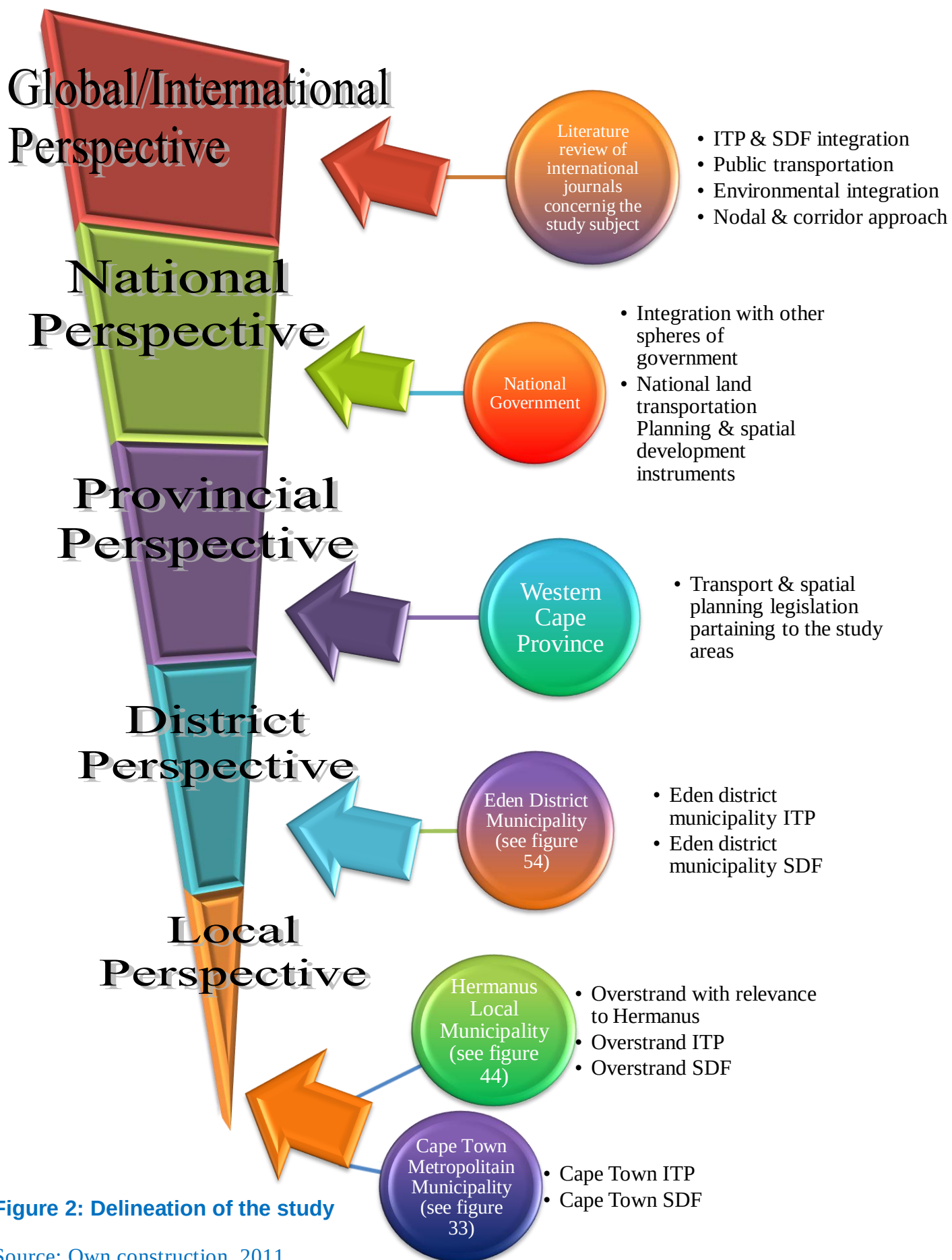


Figure 2: Delineation of the study

Source: Own construction, 2011

1.2 Research methodology

This study unfolds in two sections. In the first place a theoretical section presents a literature study where related studies in published research are explored in order to develop the theoretical frame of reference for the current study. Secondly, and on a practical level, the study focuses on the implementation of the transportation and development plans and instruments within nodal and corridor contexts and also identifies problems found regarding the sustainability of these.

Table 1: Research methodology

Theoretical	Empirical
• Review of literature in the field that informs the current case study and clarifies theoretical points of departure • Review of the relevant policy and legislative frameworks • Identification of existing frameworks and instruments that will be used in the case study	• Review of points of departure in terms of relevance for South Africa • Investigate/assess the relevant plans and frameworks of each study area/municipality • Interview relevant role-players of the case study within each municipality

Source: Own construction, 2011

This current study, which for the most part employs a qualitative approach, focuses on developing solutions for the practical problems experienced during the implementation and integration of the spatial development plans and integrated transportation plans in the selected municipalities. Therefore, this research sets out to provide practical improvements aimed at solving actual problems.

From the case studies used in the research, conclusions are made and points of criticism are identified that can be used towards developing appropriate solutions for the integration of the integrated transportation plans (ITP) and spatial development frameworks (SDF) within the study areas.

1.3 Case study

The following general aims were chosen to further build on the basis of the study of each of the three study areas towards evaluating, assessing and comparing the integrated transportation plans (ITP) and spatial development frameworks (SDF).

The general aims of this case study, pertaining to the three municipalities of Hermanus, Eden District and Cape Town, are to explore the following:

- The extent of integration of integrated transportation plans (ITP) and spatial development frameworks (SDF);
- The integration of transportation and development within a nodal and corridor system;
- Possible developments in terms of public transportation as a solution to traffic problems within the study regions;
- Reference to transportation required for tourism needs;
- The impact of the development and transportation on the environment.

The above mentioned aims were selected because of the unique circumstances that these three municipalities have concerning their public transportation, corridor and node development and their natural environments.

1.4 Outcomes/conclusions

The theoretical and empirical reviews are followed by a number of conclusions and planning recommendations. The conclusions of the study comprise the results and a discussion of these in order to address the central hypotheses as also illuminated by appropriate theoretical points of departure as shown in Figure 3.

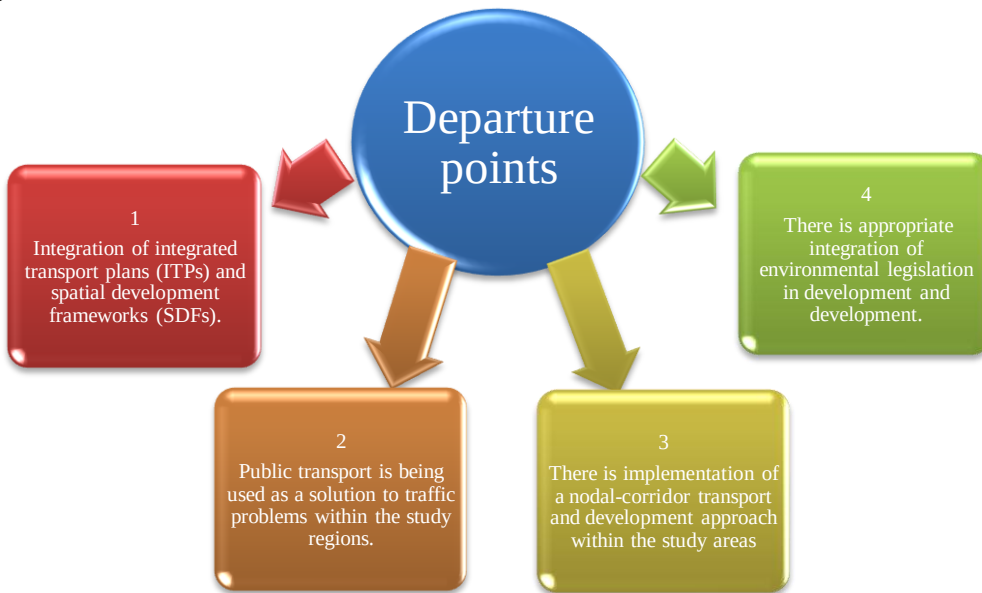


Figure 3: Graphic representation of the study departure points in terms of the central hypothesis

Source: Own construction, 2011

Theoretically, one can anticipate that a number of gaps will exist in terms of the integration of the integrated transportation plans and spatial development instruments, because such frameworks are often difficult to integrate fully; it is also often difficult to implement these in practice.

The insights that are developed from the findings are discussed towards the end of the dissertation and this is followed by a number of planning recommendations for the various types of municipalities with a view to assist improving the scientific base of the planning profession and its transportation and development instruments.