

Institutions and Management

Definitions

Urban mobility cannot be managed without some form of institutional structure and responsibility for urban transport at the city level. Urban transport responsibilities include the planning and management of the circulation of vehicles, passengers and pedestrians on the road system (and where relevant, on local rail and water transport networks). They generally include:

- planning and development of transport infrastructure
- management of roads and road use, including the licensing of vehicles and drivers
- public transport organization, development and regulation
- financing and investment
- interface with land use and urban planning.¹

Context and Policies

Effective institutions with the necessary powers, skills and responsibilities are the most critical requirements for ensuring 'best practice' in managing urban mobility. Transport systems in many cities have grown complex and fragmented in their management and operation. When urban transport systems are left to market forces and the private sector, a city authority can have relatively little influence over the way they are run. Conversely, a city authority with the legislative power and adequate staffing to manage public transport, traffic management and control, and road infrastructure is able to formulate and implement policies in a planned and effective way. But for this to be truly effective, the city has to "listen" to its citizens and the staff responsible for each aspect of city mobility need to be working together, preferably "under one roof" (as in the case of London with TfL - Transport for London).

Issues

Many cities are in a 'vicious cycle'. They have complex urban mobility problems, but lack the resources to deal with them. A key problem is often the lack of a coherent policy combined with the lack of political will to deal with controversial transport issues.

Actions

The successful administration of urban transport is strongly associated with:

- continuity and progressive refinement of policies;
- consistent, rational and progressive strategies;
- effective, integrated institutions for urban transport policy-making and administration, with expert technical and financial staff, in both the public and private sectors;
- stakeholder consultation and participation; and
- well-developed financial institutions to support capital-intensive transport investments.

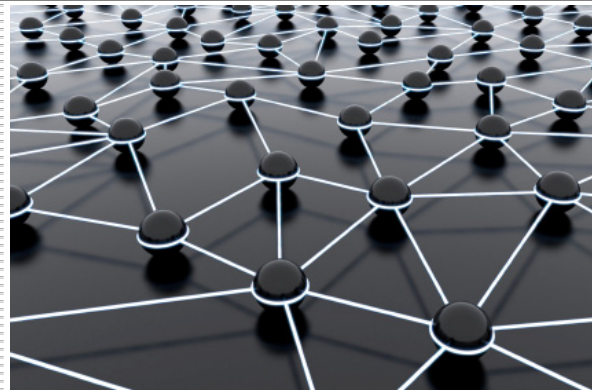


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Resources

Documents

- **China: Building Institutions for Sustainable Urban Transport**, 2006, Zhi Liu and Graham Smith, World Bank (USA)
- **Developing Sustainable Urban Land Use and Transport Strategies: A Decisionmakers Guidebook**, 2005, Anthony May et al., PROSPECTS (EU)
- **Strengthening Urban Transport Institutions: A Case Study of Lagos State**, 2006, Dayo Mobereola, Sub-Saharan Africa Transport Policy Program, World Bank (USA)
- **Urban Transport and Local Governance in Asian Developing Countries**, 2003, Akira Morita et al., University of Tokyo (Japan)
- **Urban Transport Institutions: A Sourcebook for Policy-makers in Developing Cities: Module 1b**, 2004, Richard Meakin, GTZ, Eschborn (Germany)

Presentations

- **Institutions for Urban Transport**, 2008, Sam Zimmerman, World Bank (USA)
- **Transport Management in Bangkok**, 2004, David Poo, Bangkok Metropolitan Authority (Thailand)

Recommended Links

- **Transport for London (Wikipedia)**
- **Transport for London (Legislative Framework)**

For further information

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¹ Urban Transport Institutions: A Sourcebook for Policy-makers in Developing Cities: Module 1b, 2004, Richard Meakin, GTZ, Eschborn (Germany)