CALL FOR PROPOSALS

The Effect of BRT Stations on the Sustainability and Resilience of Surrounding Neighbourhoods (2nd Edition)

Introduction

The South African Cities Network (SACN) was established in 2002 by the Minister for Provincial and Local Government, in collaboration with the mayors of South Africa's largest cities and the South African Local Government Association (SALGA), as an independent Section 21 company with the mandate to:

- Promote good governance and management in South African cities;
- Analyse strategic challenges facing South African cities, particularly in the context of global economic integration and national development challenges;
- Collect, collate, analyse, assess, disseminate and apply the experience of large city government in a South African context; and
- Promote shared-learning partnerships between different spheres of Government to support the management of South African cities.

The primary thematic areas of the SACN focus on the city as a productive, well-governed, sustainable and inclusive space. The work of the SACN aims to assist and guide cities to become effective drivers of local and national development within a context where the rapid growth of city populations requires increased service delivery and improved city management. One critical area that cities need to grapple with is the built environment. South Africa's historical legacy has left a spatially fragmented and unequal urban landscape that needs to be transformed in order to create productive, well-governed, sustainable and inclusive cities. This requires effective spatial planning and land use management, efficient public transport to increase access for all city residents and ensuring that human settlements are well planned, well located and sustainable.

Background

In November 2013 a research study on ‘The Effect of a BRT Station on the Sustainability and Resilience of a Surrounding Neighborhood’ was conducted by the Urban Resilience Research Programme operated as a partnership between the University of the Witwatersrand National Research Foundation South African Research Chair in Spatial Analysis and City Planning and the Gauteng City Region Observatory. The research study was conducted by Geoffrey Bickford, a researcher at the South African Cities Network.

The title of the research paper is BRT impacts at a neighbourhood level: Insights from Diepkloof and was included in a publication Transport and Urban Development: Two
Studies from Johannesburg. The aim of the study was to understand whether the BRT system is generating the envisioned impacts in terms of inclusive access, mobility and transformation of the built environment.

There is an increasing body of knowledge on the potential land development and socio-economic impacts of BRT system investment both internationally and in South Africa. The study provided insights on the impacts which the Diepkloof BRT station in Soweto is having on the surrounding neighbourhood. The purpose of this request for proposal is to expand the study by repeating the method of impact assessment in Diepkloof two years later to provide a longitudinal data set. Additionally one other station in the Soweto area will be selected to which the same methodology will apply. In this way the study will develop a comparative assessment in understanding neighbourhood impacts of BRT in different areas in Soweto.

Such a study will assist in developing on going analysis regarding the extent to which BRT systems are meeting their initial objectives of poverty alleviation and redressing historical town planning (Gauthier & Weinstock, 2010). The BRT was primarily intended to improve access (both by restructuring space around public transport but also by improving the transport service offerings) of the poor majority of urban residents to the benefits of the city but it was also billed as the largest ever climate change mitigation initiative in Johannesburg. The latter is an important objective to assess but will not form part of this study.

**Role of the Researcher**

This research will be wholly undertaken by an independent researcher appointed by the South African Cities Network. The researcher will report to the project manager. While the researcher will work independently on the project, s/he will be encouraged to engage with the project management team for input and assistance. Reporting dates will be set up (indicated below) where progress on the project will be discussed with the working group. Any work to be presented at these meetings should be circulated to members of the working group 3 working days before each meeting.

The researcher will be encouraged to keep to deadlines, and let the project manager know of any difficulties s/he is facing in undertaking the research. The SACN project management team will endeavour to assist the researcher in any way, within their limited time capacities. If the researcher believes s/he will not make a deadline, s/he should let the working group know at least 5 working days in advance. We hope to create an environment of rich discussion, mutual assistance and cooperation to provide a productive environment in which to work, in order to achieve the best outcomes possible, for both the researcher and the programme.
**Project Objectives**

The objectives of the study are:

1) to provide a repeat study of the previous research conducted in 2013/14 with the aim of developing longitudinal insight as to the extent of change over time; and

2) to expand the study to an additional station area to gain comparative insights.

**Project Scope**

**Research Questions**

1) What has the effect of the BRT stations in Soweto been on their respective surrounding neighbourhood?
   a. Have the stations changed the urban fabric and land use in the neighbourhoods?
   b. Have the stations changed the quality of life for those living/working nearby?
      i. What have the positive effects (if any) on the surrounding neighbourhoods been?
      ii. What negative effects (if any) has the station had?
      iii. What unexpected effects (if any) has the station resulted in?
   c. Can the changes seen be related to the sustainability and resilience of the neighbourhood and, if so, how?

**Method**

As a starting point, the researcher will, in consultation with the South African Cities Network project management team, identify an additional station in Soweto to study. This will be done through aerial photographs, a short desktop study and a site visit, to identify a station that is surrounded mainly by residential land use.

The project will utilise the same methodology of the previous study and will be based on existing empirical data and on interviews conducted by the researcher with various stakeholders in the study area, including home owners, tenants, possibly small business owners and, importantly, BRT commuters. In line with the research questions above,
the research will investigate the effect, if any, that the BTR station has had on the surrounding neighbourhood. This will include the impact that the station has had on the land use and built environment of the neighbourhood, and on the people who live and work there.

The desktop study based on existing empirical data will look at BRT usage statistics; and changes in urban form and land use. Sources of data may include but not be limited to, the Census, City of Johannesburg planning application data, Rea Vaya station usage data, GeoTerralmage (GTI) data and aerial photographs.

In order to ensure continuity and comparability November should be the targeted month for all fieldwork to be conducted as this is when information was collected when the initial study was conducted in 2013. December is not a good month for field work and January will serve to be too late.

Quantitative Interviews will be conducted with BRT users at the station during a peak morning period (the questionnaires from the previous study will be utilised again). A sample of approximately 80 interviews per station should be targeted.

Qualitative interviews will be conducted with residents and workers in the neighbourhoods within a comfortable walking distance of the station, 400m. Questions will be based on the effect the respective station has had on the neighbourhood, positive or negative. A semi-structured interview process should be used, so as to allow some comparison between respondents, as well as draw out textured and individualised responses. 20 interviews should be conducted per station area (a total of 2 station areas are required, Diepkloof Station and one additional station) of about half an hour each. Rather than a random sampling method, respondents should be chosen based on different characteristics. This could include, for example, tenants, landlords, workers, business owners (formal and informal) and BRT commuters.

**Resources and Remuneration**

The remuneration for the project will be based on the estimated cost of a post-graduate researcher for 80 days. The total remuneration for the work will be no more than R40 000.

**Deliverables and Timeframes**

The main output of this project will be a full research report. Supplied with all relevant supporting data and information, the deliverables in working towards this end will entail:

1. 19 October 2015- Inception meeting. Agreement with the project manager on a detailed project plan, delivery timeframes, and intermediate milestones within 1 week of confirmation of contract;
2. 21 October 2015 - Inception report detailing detailed project plan, delivery timeframes, and intermediate milestones
3. 14 December 2015 - First Draft submission including data collected initial research findings and analysis in the form of a draft report;
4. 15 February 2016 - Final draft report
5. 29 February 2016 - Final submission

The project will take place over three and a half months, beginning mid Oct 2015 and due at the end of February 2016.

**Expertise Required**

Researchers should display relevant experience, technical expertise or capabilities with respect to the following:

- Qualitative and quantitative research methods experience including desktop and interview based research processes and results
- A track-record of good, accessible communication and writing
- Ability to work to timeframes and specified outputs
- Understanding of the relationship between public transport systems and urban development would be advantageous
- A detailed understanding of the BRT systems in South Africa and other specific topic(s) to which the proposal responds would be advantageous
- Knowledge, awareness and understanding of literature and data on urban development In relation to public transport
- Familiarity with the South African Cities Network and the context of urban development would be of added advantage
- Capacity to work interactively and consultatively

**Criteria for selection**

Bids will be adjudicated on relative value for money gauged against the following criteria:

- Qualifications 40%
- Previous research & references 40%
- Previously disadvantaged individuals 20%

**Submissions and enquiries**

The award of this tender will be assessed on the basis of the assessment criteria indicated above.

- Interested service providers should provide the SACN with:
- A brief proposal indicating description of the understanding of the brief and outlining previous experience and demonstrable knowledge (specify any particular capabilities, innovations, or limitations);
Copies of profiles and CVs to support the evaluation.

E-mail your proposals (or enquiries – by 7 October) to sadhna@sacities.net by close of business on 14 October 2015.