



**NAMIBIA UNIVERSITY
OF SCIENCE AND TECHNOLOGY**

FACULTY OF COMMERCE, HUMAN SCIENCE AND EDUCATION

DEPARTMENT OF MARKETING, LOGISTICS AND SPORTS MANAGEMENT

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| QUALIFICATION: BACHELOR OF TRANSPORT MANAGEMENT | |
| QUALIFICATION CODE: 07BTRA | LEVEL: 5 |
| COURSE CODE: TTP521S | COURSE NAME: TRANSPORT POLICY AND PLANNING |
| SESSION: NOVEMBER 2024 | PAPER: THEORY |
| DURATION: 3 HOURS | MARKS: 100 |

| FIRST OPPORTUNITY EXAMINATION QUESTION PAPER | |
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| INSTRUCTIONS | |
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| <ol style="list-style-type: none">1. Answer ALL questions from Sections A and B, and any three (3) questions from Section C2. Number your answers clearly.3. The number of marks per each question or part question is given in square brackets []. These should guide you in the content of your answers.4. This is a Closed Book Examination. No books or notes may be consulted during the exam. | |

THIS QUESTION PAPER CONSISTS OF 5 PAGES (Including this front page)

SECTION A: ANSWER ALL QUESTIONS

Question 1: State whether the following statements are TRUE OR FALSE, each correct answer carries 2 marks.

- 1.1 Excluding certain stakeholder groups from the consultation process often leads to more effective and unbiased policy outcomes. **[2 Marks]**
- 1.2 Recurrent congestion is predictable and occurs regularly, often related to daily work schedules or seasonal events. **[2 Marks]**
- 1.3 Implementing supply-based strategies like road widening is the most cost-effective and efficient way to handle urban traffic congestion. **[2 Marks]**
- 1.4 Non-decision making is a tactic used to prevent certain conditions from becoming public policy issues. **[2 Marks]**
- 1.5 Land Use Management (LUM) policies aim to reduce the need for travel by improving access to services and managing zoning regulations. **[2 Marks]**
- 1.6 Citizen participation in public policy making is essential for building a sense of ownership and ensuring successful policy implementation. **[2 Marks]**
- 1.7 Pareto efficiency does not exist when no other improvements can be made in the allocation of resources to one individual without it causing a loss to others. **[2 Marks]**
- 1.8 Probably the best-known, simple and short definition of private policy has been offered by Thomas Dye, 'anything a government chooses to do or not to do' (Dye, 1972: 2). **[2 Marks]**
- 1.9 Mobility is defined as the ability to reach opportunities that is beneficial and Accessibility refers to the efficient movement of people and goods. **[2 Marks]**
- 1.10 Rider sharing, public transport, street widening, tele-working are all examples of demand based traffic congestion management strategies. **[2 Marks]**

Sub Total 20 marks

SECTION B: ANSWER ALL QUESTIONS

Question 2: Select the correct answer, each correct answer carries 2 marks.

2.1 What is the significance of agenda setting in the policymaking process?

- A. It determines which policies are implemented.
- B. It defines the rules for implementing policies.
- C. It decides which issues will be considered for decision-making.
- D. It evaluates the success of implemented policies.
- E. None of these is correct.

2.2 What does Kaldor–Hicks efficiency imply in the context of transport policy?

- A. Policies must result in absolute gains for everyone.
- B. Those who benefit from a policy could compensate those who lose from it.
- C. Policies should favor public transport over private vehicles.
- D. Efficient policies must reduce all negative externalities.
- E. The Government should compensate for the negative environmental externalities.

2.3 Although transport policy and transport planning are closely related, they serve distinct functions within the field of transportation management. What is the main difference between transport policy and transport planning?

- A. Transport policy dictates actions, while planning implements them
- B. Transport planning involves creating new laws.
- C. Transport policy focuses on resolving current issues.
- D. Transport planning deals with setting regulations.
- E. Planning dictates actions, while policy implements them.

2.4 What is one of the indirect costs imposed by transportation?

- A. Increased government funding.
- B. Congestion delay.
- C. Improved air quality.
- D. Higher user fees.
- E. Road User Charges (RUCs).

2.5 What is the key reason for integrating land use and transportation planning?

- A. To reduce the demand for public transportation.
- B. To create an equilibrium between transport accessibility and land development.
- C. To increase the distance between residential and commercial areas.
- D. To minimize government intervention in transport policy.
- E. To create a disequilibrium between transport accessibility and land development

2.6 All of these resemble methods of policy evaluation, EXCEPT

- A. Formative evaluation.
- B. Before and After comparisons.
- C. Actual versus planned comparisons.
- D. Economic evaluation.
- E. All these are correct.

2.7 The following are key principles guiding transport policy, EXCEPT

- A. Accessibility.
- B. Safety.
- C. Equality.
- D. Security.
- E. All these are correct.

2.8 Which of these is NOT a type of a land use?

- A. Commercial.
- B. Industrial.
- C. Residential.
- D. Recreational.
- E. All these are correct.

2.9 Which of these models is NOT part of transport-land use models?

- A. Spatial interaction models, (Gravity Models).
- B. Mathematical programming models.
- C. Stochastic utility models.
- D. Bid-rent models.
- E. Random Utility models.

2.10 Negative external effects are called external costs, and these following are examples, EXCEPT

- A. Costs due to the use of transport means such as road vehicles, ships or aero planes
- B. Costs due to private fuel costs and vehicle maintenance
- C. Costs due to transport means, ownership and availability
- D. Costs due to infrastructure
- E. All these are correct

Sub Total 20 marks

SECTION C: ANSWER ANY THREE (3) QUESTIONS, EACH QUESTION CARRIES 20 MARKS

Question 3

Discuss the various typologies of policy. In your answer, explain the distinctions between the following pairs of policy types (use relevant examples to illustrate the differences where possible).

[20 marks]

- i. Substantive vs Administrative policy [4 marks]
- ii. Vertical vs Horizontal policy [4 marks]
- iii. Reactive vs Proactive policy [4 marks]
- iv. Current vs Future policy [4 marks]
- v. Formal vs Informal policy [4 marks]

Question 4

4.1 Explain the public policy evaluation process. **[10 marks]**

4.2 Identify and explain five key reasons why policy evaluation is important. **[10 marks]**

Question 5

Explain the relationship between transport and land use and discuss the benefits of integrated transport and land use planning. **[20 marks]**

Question 6

Identify and explain three broad transport policy instruments at the governments' disposal to intervene and regulate the transport market. **[20 marks]**

Question 7

Using examples, examine in detail the 4-stage transport planning model, clearly highlighting its applicability to developing countries' contexts. **[20 marks]**

Sub Total: 60 marks

TOTAL 100 MARKS

END OF QUESTION PAPER