FACULTY OF COMMERCE, HUMAN SCIENCE AND EDUCATION

DEPARTMENT OF MARKETING, LOGISTICS AND SPORTS MANAGEMENT

QUALIFICATION : BACHELOR OF TRANSPORT MANAGEMENT	
QUALIFICATION CODE: 07BTRA	LEVEL: 5
COURSE CODE: TTP521S	COURSE NAME: TRANSPORT POLICY AND PLANNING
SESSION: JANUARY 2025	PAPER: THEORY
DURATION: 3 HOURS	MARKS: 100

SECOND OPPORTUNITY EXAMINATION QUESTION PAPER	
EXAMINER(S)	Prof. Smart Dumba Ms. Martha Polla Mr. Thomas Mwahenukange
MODERATOR:	Mr. Vetiraije Tjipombo

INSTRUCTIONS
1. Answer **ALL** questions from **Sections A and B**, and any **three (3) questions** from **Section C** 2. 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 6 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 Higher household income generally results in fewer trips being generated due to the availability of more private transport options.   **[2 Marks]**

1.2 Businesses are not impacted by public policies and should not be concerned with the policy-making process.   **[2 Marks]**

1.3 Public policy making is solely the responsibility of the executive branch of government.

[2 Marks]

1.4 Sustainable urban mobility, as outlined in SDG 11, aims solely to improve the affordability of transportation systems, without focusing on inclusivity, safety, or environmental sustainability.   **[2 Marks]**

1.5 Traffic congestion is only a concern in developed countries and does not significantly impact cities in developing countries.   **[2 Marks]**

1.6 Master and Local Plans, Government Directives, Court Rulings and Government Actions are all examples of public policy.   **[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 In economics, transport represent a composite demand.   **[2 Marks]**

1.9 Market failure refers to the efficient distribution of goods and services in the free market.

[2 Marks]

1.10 In terms of the road hierarchy, freeways represent higher-order roads performing a high traffic speed and high traffic volume function, while highways perform a lower vehicle speed and lower traffic function.   **[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 main advantage of Transit-Oriented Development (TOD)?

A. Encourages low-density housing.
B. Promotes the use of private vehicles.
C. Reduces the need for long-distance commuting by clustering amenities near transit stations.
D. Focuses on expanding road networks to improve accessibility.
E. None of the above.

2.2 How does stakeholder engagement contribute to the evaluation of public policy such as the Namibia Transport Policy (2018)?

A. It reduces the influence of diverse perspectives in the evaluation process.
B. It enhances transparency and accountability by incorporating feedback from those directly affected by transport policies.
C. It allows policymakers to bypass public opinion and make quicker decisions.
D. It limits the evaluation process to only governmental input.
E. It allows for passive participation.

2.3 What is the primary purpose of the Urban Transport Planning Process (UTPP)?

A. To focus on managing traffic congestion in the short term.
B. To gather data on public transport preferences only.
C. To reduce the number of vehicles on the road through toll systems.
D. To examine mainly air transportation services.
E. To predict and manage long-term transportation demand while considering land use and socio-economic changes.

2.4 In the Trip Generation stage, which factor is most likely to increase the number of trips generated from a household?

A. The proximity of the household to public transit stations.
B. The average age of the household members.
C. The amount of available parking spaces in the neighbourhood.
D. The number of motor vehicles owned by the household.
E. The average fuel price.

2.5 The following are key principles guiding transport policy, EXCEPT

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

2.6 Which of these socio-economic factors DOES NOT influence travel demand?
A. Car ownership.
B. Gender.
C. Age.
D. Income.
E. All these are correct.

2.7 Travel pattern data analysis is likely to result in the following types of movements, EXCEPT

A. External-Internal movements.
B. External-external movements.
C. Internal movements.
D. Internal-external movements.
E. Internal-external-external movement.

2.8 The following are key underpinning of the Urban Transport Planning Process, EXCEPT

A. Comprehensiveness.
B. Systems thinking approach.
C. Qualitative based.
D. Dependence on simulation and quantification.
E. All these are correct.

2.9 Which pair DOES NOT resemble the principles of a typical transport policy?

A. Safety and Security.
B. Health and Environment.
C. Equity and Equality.
D. Mobility and Accessibility.
E. Equity and Equilibrium.
F. All these are correct.

2.10 Which of these does NOT fit to be a definition of traffic congestion?

A. Traffic congestion refers to the incremental costs resulting from interference among road users.

B. Congestion is the impedance vehicles impose on each other, due to the speed-flow relationship, in conditions where the use of a transport system approaches its capacity.

C. Congestion is an imbalance between traffic flow and capacity that causes increased travel time, cost and modification of behaviour

D. Traffic congestion occurs when travel demand exceeds the existing road system capacity.

E. All these correct

Sub Total 20 marks

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

Question 3

3.1 Discuss the key factors that influence the number of trips generated in an area.   **[10 marks]**

3.2 What are the three main reasons for government intervention in the transport market?

[10 Marks]

Question 4

4.1 Define the term urban congestion and state the primary causes behind it?   **[10 marks]**

4.2 Discuss various strategies that governments can adopt to reduce congestion in urban areas.

[10 marks]

Question 5

The transport sector contributes significantly to environmental problems. Air pollution is one of the major problems caused by transport. Discuss in detail how you would go about proposing a policy aimed at addressing or minimize this problem.   **[20 Marks]**

Question 6

Evaluate the following tools of transport policy evaluation: -

6.1 Cost-Effectiveness Analysis (CEA)   **[10 Marks]**

6.2 Multi-Criteria Analysis (MCA)   **[10 Marks]**

Question 7

The Sustainable Development Goals (SDGs) provides a comprehensive framework for tackling global challenges through its 17 Goals. Identify goals related to the transportation sector and explain in detail their intended goals and targets.   **[20 Marks]**

Sub Total: 60 marks

TOTAL 100 MARKS

END OF QUESTION PAPER