NAMIBIA UNIVERSITY
OF SCIENCE AND TECHNOLOGY

FACULTY OF COMMERCE, HUMAN SCIENCE AND EDUCATION

DEPARTMENT OF MARKETING AND LOGISTICS

QUALIFICATION: BACHELOR OF TRANSPORT MANAGEMENT	
QUALIFICATION CODE: 07BTRA	**LEVEL:** 5
COURSE CODE: TTP521S	**COURSE NAME:** TRANSPORT POLICY AND PLANNING
SESSION: JANUARY 2023	**PAPER:** THEORY
DURATION: 3 HOURS	**MARKS:** 100

SUPPLEMENTARY / SECOND OPPORTUNITY EXAMINATION QUESTION PAPER	
EXAMINER(S)	Dr Smart Dumba Mr. Pius Shifeta Ms. Hilma Nuuyandja
MODERATOR:	Mr Naville Geiriseb

INSTRUCTIONS
1. Answer ALL the questions.
2. Write clearly and neatly.
3. Number the answers clearly.

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

QUESTION 1 [2x15 Marks]

1. Which of these statements is NOT TRUE
   a) Transport policy making is both a political and technical process
   b) Transport plans set out the vision and transport policies translate these visions into actions
   c) Policy evaluation can be done before, during and after implementation
   d) Agenda setting involves deciding what is to be decided, is the first critical step in the policymaking process
   e) All these are TRUE

2. Policy evaluation applies evaluation principles and methods to examine the following, EXCEPT
   a) Content of a policy
   b) Problem of a policy
   c) Impact of a policy
   d) Implementation of a policy
   e) All these are correct

3. Generally speaking, all over the world three main reasons can be found for government interference in the transport market, EXCEPT
   a) Equity reasons
   b) Profit motives
   c) Market failure
   d) Revenue generation
   e) All these are correct

4. Which of these DOES NOT represent a method of policy evaluation?
   a) Formative evaluation
   b) Before and after evaluation
   c) Actual versus planned evaluation
   d) Economic evaluation
   e) All these are correct

5. Which of these is NOT a cause of traffic congestion?
   a) Too many cars against limited road capacity
   b) Adverse weather conditions such as fog and rain conditions
   c) Dysfunctional traffic lights
   d) Too many Heavy Goods Vehicles on the road
   e) All these correct

6. Which of these DOES NOT resemble a typology of policy?
   a) Formal and Informal policies
   b) Procedural and Articulative policies
   c) Current and Future policies
   d) Reactive and Proactive policies

e) Substantive and Administrative policies

7. Which of the following statements is INCORRECT about public policy
   a) Policy consists of courses of action rather than mere decisions
   b) Policy is the result of political processes only
   c) Policy is based upon law and is authoritative that is, it must be developed
   d) Policy is what government does, not what it says it will do or intends to do
   e) All these are correct

8. Which of these is NOT part of the 4-staged modelling process of the Urban Transport Planning Process
   a) Traffic assignment
   b) Trip redistribution
   c) Trip distribution
   d) Modal split
   e) Trip generation

9. All of the following are traffic congestion measures, except
   a) Travel time
   b) Driver fatigue
   c) Level of service
   d) Speed

10. Which of the following is NOT a tool for policy alternatives evaluation
    a) Risk-benefit analysis
    b) Cost-utility analysis
    c) Trend analysis
    d) Multi-criteria analysis

11. Urban transport is a complex subject matter and it deals with all of the following, except
    a) Environment
    b) Stoichiometry
    c) Politics
    d) Energy use

12. Generally speaking, all over the world three main reasons can be found for government interference in the transport market, except
    a) Carrot and Stick approach
    b) Generating revenues
    c) Equity reasons
    d) Market failure

13. The following are costs of congestion, except
    a) Exceeded road capacity
    b) Growing operating costs of vehicles (mainly fuel)
    c) Emissions of pollutants
    d) Costs of delays

14. Which one is not a barrier to policy implementation?
    a) Economic barriers
    b) Financial barriers
    c) Practical and technological barriers
    d) Legal and institutional barriers
15. Which of the following equation describes accessibility?
    a) Accessibility = Mobility x Land use
    b) Accessibility = Connectivity x Land use
    c) Accessibility = Transport x Land use
    d) Accessibility = Mixture x land use

Sub-total: **[30 Marks]**

QUESTION 2

Answer the following 10 questions either '**True**' or '**False**'.
1. Public transport policies strive to achieve accessibility and not only mobility.
2. In traffic congestion studies, supply based strategies are those that are concerned with altering travel behavior while demand-based strategies are those that increase capacity in response to travel demand.
3. A Bus Rapid Transit system requires a huge population and dense residential developments to operate viably.
4. Air pollution, accidents, traffic congestion, fuel costs are ALL examples of external costs in transport.
5. An urban development master plan is a policy in its own right.
6. Walking, cycling, push scooters and hand carts are ALL examples of Non-Motorized Transport.
7. Transit Oriented Development refers to an approach to urban design where policies promote urban development of higher density along mass transit corridors.
8. 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.
9. Participation can occur on a number of different levels, that is Information provision, consultation, deciding together, acting together and supporting independent stakeholder groups.
10. Congestion is a result of an imbalance of the travel demand and the transport system supply.

Sub-total: **[20 Marks]**

QUESTION 3

3.1 Differentiate transport planning from transport policy (5 marks)

3.2 Identify and explain three broad transport policy instruments at the governments' disposal to intervene and regulate the transport market. (20 marks)

Sub-total: **[25 Marks]**

QUESTION 4

Using examples, explain in detail the 4-stage transport planning model, clearly highlighting its applicability to developing countries' contexts.

Sub-total: **[25 Marks]**

Grand Total: **100 marks**