URBAN PUBLIC TRANSPORT: ALTERNATIVES FOR IMPROVING
BUS OPERATIONS IN WINDHOEK/NAMIBIA

A THESIS SUBMITTED IN PARTIAL FULFILMENT OF THE REQUIREMENTS
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DEPARTMENT OF POLITICAL AND ADMINISTRATION STUDIES
AND THE INSTITUTE OF SOCIAL STUDIES IN
THE HAGUE, THE NETHERLANDS

BY

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ABSTRACT

The transport sector is a backbone to the development of all sectors of the economy and in the promotion of mobility. Soon after independence, the Ministry of Works and Transport, the custodian for the transport sector was tasked with a number of issues needing redressing. This includes the deregulation of the operators’ transport sub-sector.

The Government of Namibia made a decision in 1995 to deregulate the road transport, in particular, long distance bus operation, bus operation and taxis in urban areas. Through deregulation, the transport business was to open up and allow wider participation for all citizens. The White Paper believe that with the formulation of the new legislation to replace the then existing legislation there would be an increase in the supply of bus operation; while in urban areas, services to areas with no access to bus service would improve through the replacement of large buses with mini buses.

The aim of the study was to find out the extent to which transport policy has been implemented regarding bus operation in urban areas, looking at Windhoek as a case study. The overall objective was to investigate legislation and policies regulating public transport and their implementation status. The activities undertaken were to review policies in place, consult with the stakeholders to understand the implementation process.

The investigation was guided by two theories of policy implementation; the Interactive Model and the Theory-Driven Impact Evaluation. This paper finds that deregulation was
partly implemented, favouring the long distance bus operation and taxis in urban areas.
The objective to deregulate large buses in urban areas is not yet attained.

For Windhoek residents, public transport means poor bus service characterised by
irregular bus provision, delays at traffic signals, overloading, too many taxis and too few
facilities for these modes. Stakeholders meet on an occasional basis, and when even
they do, resolutions are sometimes not implemented for reasons that this study has not
explored. In order to improve implementation, stakeholders must embark on an
interactive process of implementation and develop operative goals for the laws
formulated. This is important to improve implementation and to prevent a situation
where policies are left as they were. As Windhoek experiences severe limitations in the
upgrading of the road network, it is important to seriously consider the application of
Travel Demand Management in its entirety, since this has been proven successful in
many cities in enhancing bus operation.
TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abstract</td>
<td>ii</td>
</tr>
<tr>
<td>Contents</td>
<td>iv</td>
</tr>
<tr>
<td>Tables, Figures and Photos</td>
<td>vii</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>ix</td>
</tr>
<tr>
<td>Acknowledgements</td>
<td>x</td>
</tr>
<tr>
<td>Dedication</td>
<td>xii</td>
</tr>
<tr>
<td>Declaration</td>
<td>xiii</td>
</tr>
<tr>
<td>Chapter 1: Introduction and Background to the study</td>
<td>1</td>
</tr>
<tr>
<td>1.1 Introduction</td>
<td>1</td>
</tr>
<tr>
<td>1.2 Background to the study</td>
<td>5</td>
</tr>
<tr>
<td>1.3 Research Problem</td>
<td>11</td>
</tr>
<tr>
<td>1.4 Significance of the study</td>
<td>14</td>
</tr>
<tr>
<td>1.5 The scope of the study</td>
<td>15</td>
</tr>
<tr>
<td>Chapter 2: Literature Review and Theoretical Conceptualisation</td>
<td>16</td>
</tr>
<tr>
<td>2.1 Literature Review</td>
<td>17</td>
</tr>
<tr>
<td>2.1.1 Policies and Legislation</td>
<td>17</td>
</tr>
<tr>
<td>2.1.2 Bus Operations</td>
<td>20</td>
</tr>
<tr>
<td>2.1.3 Alternatives for Improving Bus Operations</td>
<td>22</td>
</tr>
<tr>
<td>2.2 Theoretical Conceptualisation</td>
<td>26</td>
</tr>
</tbody>
</table>
2.2.1 Theory of Policy Implementation 27
2.2.2 Theory-Driven Impact Evaluation 31
2.2.3 Travel Demand Management 33

Chapter 3: Research Methodology and Methods 34
3.1 Study Area 34
3.2 Sampling Methods 35
  3.2.1 Purposive or Judgemental Sampling 35
  3.2.2 Systematic and Accidental Sampling 36
3.3 Data Collection Methods 36
  3.3.1 Document Review 37
  3.3.2 Simple Observation 38
  3.3.3 Participant Observation 38
  3.3.4 Semi-Structured Interviews 39
3.4 Data Analysis 40
3.5 Limitation to the study 40

Chapter 4: Research Findings 42
4.1 Policies and Legislation 42
4.2 Bus Operation in Windhoek 47
  4.2.1 Road Infrastructure 47
  4.2.2 Travel Demand Management 48
4.3 Factors Influencing Poor Bus Service 50
4.3.1 Implementation of Policies and Legislations 50  
4.3.2 Suburbs without Access to Bus Service 51  
4.3.3 Suburbs with Access to Bus Service 51  
4.3.4 Overload of Buses 55  
4.3.5 Irregular Schedules of Bus Service 56  
4.3.6 Delay by foremen at checkpoints 60  
4.3.7 Delay of buses in traffic 60

**Chapter 5: Inferences and Alternatives** 63  

5.1 Inferences 63  
5.1.1 Policies and Legislation 63  
5.1.2 Bus Operation 67  

5.2 Alternatives for Improving Bus Operations 69  
5.2.1 Policy Implementation 69  
5.2.2 Bus Image 72  
5.2.3 Modal Split 73  
5.2.4 Travel Demand Management 73  
5.2.4 Facilities and Information at Bus stops 73  
5.2.5 Traffic Flow 74  
5.2.6 Ticketing System 74  

5.3 Further Investigations 75
References

Appendices

I: Bus stops visited during fieldwork

II: Semi structured questions for interviews

III: Interview Results: Stakeholders / Institutions

LIST OF TABLES, FIGURES AND PHOTOS

TABLES

Table 1 Rate of accidents compared with other regions  7
Table 2 Number of buses and passengers  53
Table 3 Travelled time to bus stops and waiting time at bus stops  59
Table 4 Kentucky Bus stops – Madume Ndumufayo Avenue  79
Table 5 Shanghai Street: Ondjambo bus stops  80
Table 6 Eveline street checkpoint: Goreangab suburb  81
Table 7 Otjomuise checkpoint  82
Table 8 Shanghai Street: Malaka Draai checkpoint  83
Table 9 Independence Avenue: Katutura Hospital checkpoint  84
Table 10 Ombili Bus stops/ Etetewe Street  85
Table 11 Sukkot Street: Golgota checkpoint  86
Table 12 Ongava and Okahwe Streets bus stops  87
Table 13 Ongava and Ombakata Street bus stops  88
LIST OF FIGURES

Figure 1  Average number of accidents  8
Figure 2  Causes of accidents in Windhoek  9
Figure 3  Vehicle population of Windhoek  10
Figure 4  Interactive Model of Policy Implementation  30
Figure 5  The state of bus service  54
Figure 6  Problems experienced by bus passengers  55
Figure 7  Time of waiting at the bus stops  57

LIST OF PHOTOGRAPHS

Photo 1  One of the many overcrowded checkpoints  56
Photo 2  Bus passengers stranded at Shanghai Street checkpoint  58
Photo 3  Vandalised / destroyed bus stops in Shangai Street  62
Photo 4  Open space bus stops  62
Photo 5  One of the many overcrowded checkpoints  89
# LIST OF ABBREVIATIONS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTO</td>
<td>Road Traffic Ordinance</td>
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<tr>
<td>RTA</td>
<td>Road Transportation Act</td>
</tr>
<tr>
<td>RTTA</td>
<td>Road Traffic and Transportation Act</td>
</tr>
<tr>
<td>LAA</td>
<td>Local Authority Act</td>
</tr>
<tr>
<td>TDM</td>
<td>Travel Demand Management</td>
</tr>
<tr>
<td>COW</td>
<td>City of Windhoek</td>
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<tr>
<td>CBD</td>
<td>Central Business District</td>
</tr>
<tr>
<td>PTA</td>
<td>Passenger Transport Authority (UK)</td>
</tr>
<tr>
<td>PTE</td>
<td>Passenger Transport Executive (UK)</td>
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<tr>
<td>NAMPOL</td>
<td>Namibian Police</td>
</tr>
<tr>
<td>NABTA</td>
<td>Namibia Bus and Taxi Association</td>
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<tr>
<td>ALAN</td>
<td>Association of Local Authority for Namibia</td>
</tr>
<tr>
<td>MWTC</td>
<td>Ministry of Work Transport and Communications</td>
</tr>
<tr>
<td>MRLGHRD</td>
<td>Ministry of Regional, Local Government and Housing and Rural Development</td>
</tr>
<tr>
<td>RA</td>
<td>Roads Authority</td>
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<tr>
<td>TDLO</td>
<td>Township and Division of Land Ordinance of 1963</td>
</tr>
</tbody>
</table>
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This work should not have been achieved without the invaluable support of my family.
DEDICATION

I dedicate my work to the memory of my parents Augustinus Amadhila Shigwedha and Lea Namulonge Gottlieb Shigwedha, my son Owetu Shikalepo and my nephew Conrad Hindulika Angolo for their guiding spirit.
DECLARATION

This thesis is entirely a product of the student’s own research and has not been published elsewhere or submitted for a degree to any institution of higher learning.

The research paper has been submitted in partial fulfilment of the requirement for the degree of Masters of Public Policy and Administration of the University of Namibia (UNAM) and the Institute of Social Studies (ISS), The Hague, The Netherlands.

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