

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

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BY

LAINA SHIGWEDHA

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SUPERVISORS: PROF. DR. F. BECKER

DR. J. MOOIJ

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.

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LIST OF ABBREVIATIONS

| | |
|---------|---|
| RTO | Road Traffic Ordinance |
| RTA | Road Transportation Act |
| RTTA | Road Traffic and Transportation Act |
| LAA | Local Authority Act |
| TDM | Travel Demand Management |
| COW | City of Windhoek |
| CBD | Central Business District |
| PTA | Passenger Transport Authority (UK) |
| PTE | Passenger Transport Executive (UK) |
| NAMPOL | Namibian Police |
| NABTA | Namibia Bus and Taxi Association |
| ALAN | Association of Local Authority for Namibia |
| MWTC | Ministry of Work Transport and Communications |
| MRLGHRD | Ministry of Regional, Local Government and Housing and Rural Development |
| RA | Roads Authority |
| TDLO | Township and Division of Land Ordinance of 1963 |

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DEDICATION

I dedicate my work to the memory of my parents Augustinus Amadhila Shigwedha and Lea Namulongelo 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.

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