FEEDBACK TUTORIAL LETTER

1st SEMESTER 2019

ASSIGNMENT 2

PRINCIPLES OF TRANSPORT SAFETY AND INFRASTRUCTURE MANAGEMENT

TIS511S
Centre for Open and Lifelong Learning

Feedback Tutorial Letter

1st Semester, Year 2019

Principles of Transport Safety and Infrastructure Management
TIS511S

Assignment 2:

Marker/ Tutor: Jacinto Silva
Dear Student

Thank you for the effort and congratulations on completing assignment two (2).

This feedback tutorial letter provides guidance on how you were expected to go about answering the questions.

It's rather disappointing that only one (1) student contacted me to query certain questions on the assignment prior to the submission date. Students are encouraged to make use of my contact details which is highlighted on the tutorial letter, to seek clarity on concepts they do not understand.

Additionally, I've noticed that some students are still struggling to properly cite and reference work that is not originally theirs. Our library currently sell's the APA citation guide, I would advise you get a copy of that guide to better equip you and avoid losing marks.

All the best in the upcoming examination, and remember, success in no accident, your efforts will determine the outcomes of your upcoming examination, so continue working hard!

Regards

Assignment 2

Question 1

Required you to identify firstly the 5 E's, and apply their conceptual significance on the case study mentioned, by focusing on the factors that would help minimize such crashes. A total of 5 marks are awarded to discussions made around the following points.

Enforcement – traffic law enforcement activities are aimed at controlling road user behavior by preventative, persuasive and punitive measures to influence the safe and efficient movement of traffic and prevent traffic collisions and congestion. Law enforcement officers work diligently to prevent crashes by enforcing traffic safety laws pertaining to, among other things, seat belt use, child passenger protection, speeding, driving while impaired and distracted driving.

Engineering – looks at the creation of safe and forgiving road networks, by identifying particular dangerous sections of road and using/creating low-cost solutions (such as speed humps, pedestrian crossing (including bridges), Speed cameras, etc.

Education – education covers all measures that aim at positively influencing traffic behavior patterns, with emphasis on;

- Promotion of knowledge and understanding of traffic rules and situations.
- Improvement of skills through training and experience
- strengthening and/or changing attitudes towards risk awareness, personal safety and the safety of other road users.

Emergency Medical Attention – ensures that people involved in crashes get medical assistance within the critical 'golden hour' after the crash, as this saves lives and reduces serious injuries.

Evaluation – entails looking at what is being done, how useful it is and what could be done to improve the situation.

Question 2

A total of three marks are awarded for each correctly identified and explained benefit.

The following points relating to infrastructure planning are of immediate importance and benefit to XYZ enterprises.

- Transport infrastructure planning helps facilitate collaboration between XYZ Enterprises and its key stakeholders in the road industry
- Helps forecast future growth trends and sets measures on managing such growth.
- Helps allocate funding for current and future infrastructure programmes
- Helps forecast costs of infrastructure programmes
- Serves as a roadmap to achieving the visions of XYZ Enterprises

Question 3

As the transport manager you were tasked to give a brief explanation of a typical transport infrastructure risk management cycle to the CEO. There are Five (5) elements of a risk management cycle and students were awarded a total of three (3) marks for each well explained element, in relation to the following:

- Risk Identification – the first element of the safety management cycle is that of hazard identification. A hazard is anything that can cause harm to the transportation mode, equipment, people or infrastructure. Examples of hazards in transportation can be; wildlife activity, poor lighting, fatigue, bad weather, etc.
- Risk Estimation – entails the calculation of risk. Can be expressed as predicted mortality rates, frequency versus consequence plots and/ or expected loss rates.
- Risk Evaluation – determines whether risk is tolerable or warrants a response. This phase can be conducted using quantitative, qualitative methods or a combination thereof.
- Risk response – entails making decisions such as avoidance or elimination of hazard; or retention, whereby the intention is to ensure that risks falls below a given level or range deemed acceptable or tolerable level; transfer of risk to a third party (i.e. employing subcontractors or insurance premiums).
- Risk monitoring – ensures the responses are performing adequately throughout the lifecycle of the system, facility or activity. Risk monitoring can be achieved by conducting audits and/or retrospective evaluation analyses.

END OF FEEDBACK TUTORIAL LETTER