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**Nine Solutions to Ease Congestion in Dar es Salaam
Ready-to-go package**

People's Views

Nine Solutions to Ease Congestion in Dar es Salaam

Ready-to-go package

1. Introduction

Traffic congestion in Dar-es-Salaam is felt by everyone. It is a burden to the economy and frustrates efforts to improve the lives of the city's residents. Since Dar es Salaam is the metropolis of Tanzania accounting for more than 60% of national tax revenue of the country as a whole, congestion has a huge impact on the economy.

This brief is the first in the series of the People's Views on Business Environment in Dar es Salaam, the associated red-tape and how to ease them. This issue – *"The People's Views: Nine Solutions to Ease Congestion in Dar es Salaam"* presents proposals by citizens and different stakeholders following the report published by the Center for Economic Prosperity, May 2010 on the Impact of Traffic Congestion on the Economy. The proponents of each solution are acknowledged.

Immediate and Cheap solutions

By *Thadeo C. Ntambala*¹

This is a ready-to-go package which does not need huge investment, and mostly uses existing infrastructure. Some rules might need to be adjusted to make it work, for example, changing the working hours for some localities.

Solution 1: Different Vacation Periods

It could be decided that school vacations do not all take place at once: they could be split into periods of a few weeks, with every zone starting their vacation on a different dates. For example, Temeke Zone could start 2 weeks earlier than normal, while Kinondoni would start 4 weeks later than normal. This system works well in the Netherlands, where the small country is divided in 3 zones, with different school vacation schedules.

Solution 2: Restrict Cargo Traffic

Restrict the movement of large (exceeding 10 tons) trucks on busy route, with high traffic, such as Bagamoyo, Morogoro, Nyerere and Mandela roads. The movement of the trucks should be allowed only outside of rush-hours, especially at night. The use of smaller delivery vehicles to transport goods during the daytime should be encouraged instead.

Solution 3: Restrict Traffic Entry points

Cars should be allowed to enter main stream traffic only via select roads/streets, with no exiting or entering traffic less than 100m from any major traffic junction. This reduces interruption points in main traffic, caused by errant drivers. Such actions would reduce the number of congested junctions, making it easier to address problems by keeping the traffic within a local area and managing its entry into the main streams. It would also reduce significantly the traffic on some streets, making them available for cycling integration.

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Solution 4: Redirected traffic, double lanes

Use uncongested inner-most lane to ease a congested side. This can be used everywhere when double lanes are available and only one side is congested, with one traffic policeman after each 200M between junctions.

Solution 5: Passenger-friendly Bus Transport

The current environment of bus transport makes the transport acceptable only to low income people and/or those who cannot travel otherwise. To make people switch to buses from using their own cars, the quality and public safety standards on public transport must improve considerably

Less crowded, buses-level seat

A conductor should not be allowed to pack people like sardines. They should be prohibited from touching anyone and trying to squeeze in as many people as possible. Standing passengers should not exceed 30% of sitting capacity for buses with standing space. When no open space is available inside, buses should have a maximum of 2 standing passengers. This will be among the incentives that will promote switching to public from private transport

Noisy Transport

The conductors should be forbidden from hitting the body of a bus or using loud noises to call passengers. Clearly visible signs should be used instead

Solution 6: Priority traffic for buses

The left-most lane, on every double-lane road should be prioritized for buses and emergency services only. Other traffic should be allowed only when moving at speeds greater than 70 km/hr. Road rescue and other emergency services can also benefit, through this reserved lane.

No blocking by drivers.

There should be a list of unacceptable behaviors for drivers and conductors, such as standing side by side on the lane simply to chat or block other road users. Such behavior should be prosecuted and punished, if video evidence is provided.

Law enforcement must improve significantly

Frequent random checks for - drunk drivers, vehicles' road worthiness, drivers' licence etc, should be conducted. Any misconduct in any of those areas increases the risk of causing congestions or accidents. Any recorded video evidence should be acceptable in court, and passengers should be encouraged to take videos with their mobile phones, of any inappropriate behaviour they witness.

More direct-route buses

Buses should not be permitted to stop erratically in order for passengers to embark and disembark. The use of designated bus stop must be enforced.

Solution 7: Maintenance/construction at night

All maintenances or construction works on busy roads should be done during off-peak hours, preferably at night.

Solution 8: Decentralization of public offices

The decentralization public offices from city center is possible. This will reverse the current one direction movement of traffic towards the city center during peak hours. This can be done by locating the public offices in different parts especially at the outskirts of the city.

Solution 9: Promote cycling as a form of urban transport

By Elaine Baker-Guni²

Cities that promote and protect cycling as a means of urban transport (in the Netherlands or Denmark for example) experiences fewer congestion problems. Cities which do not (in Ireland for example) have very bad congestion problems due to reliance on private cars, which is an inefficient form of urban transport. In Dar es Salaam, all major roads should have physically protected cycle lanes, minor roads should have traffic calming measures (e.g. speed bumps) to protect and encourage walking and cycling, and workplaces should encourage employees to cycle and provide facilities (e.g. showering and cycle parking).

Conclusion

This brief puts forward ready-to-go-solutions which may not necessarily need huge investments. There will be a series of these briefs. The next brief will contain the medium term and long term solutions proposed by the people.



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The views expressed in this brief do not necessarily reflect those of the Center for Economic Prosperity but of the people themselves

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