



PLENARY 6:
**SUCCESSFUL AFRICAN CITY:
DAR ES SALAAM- TANZANIA**

PRESENTATION BY:

ASTERIA MLAMBO **AND**
DAR ES SALAAM CITY
COUNCIL

MELECKIZEDECK KHAYESI
WORLD HEALTH ORGANIZATION,
SWITZERLAND



Developing a bicycle friendly city: who is involved?



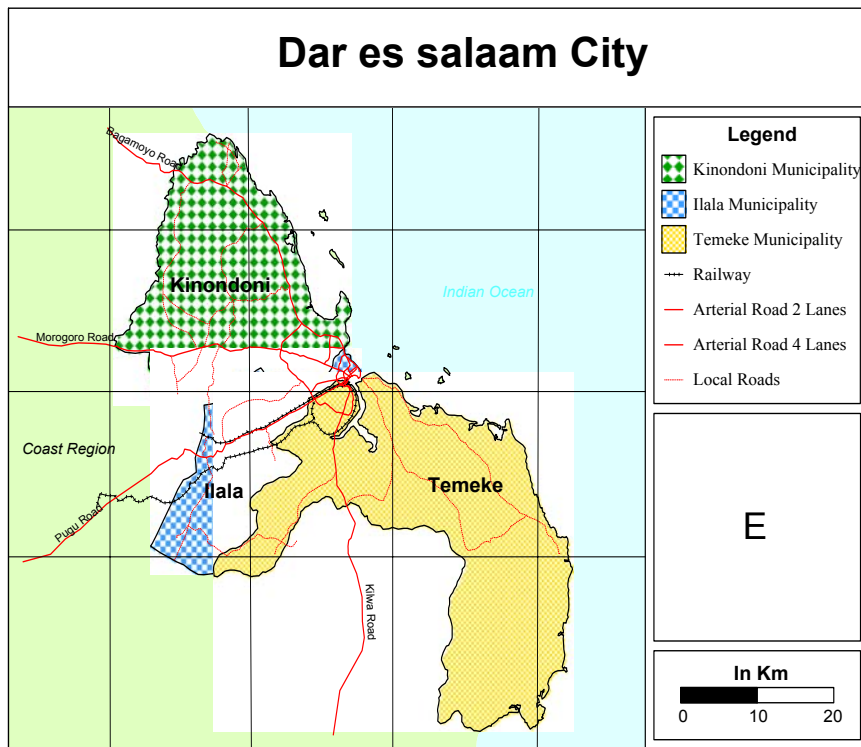
CaliforniaBIKE



TANZANIA IN AFRICA

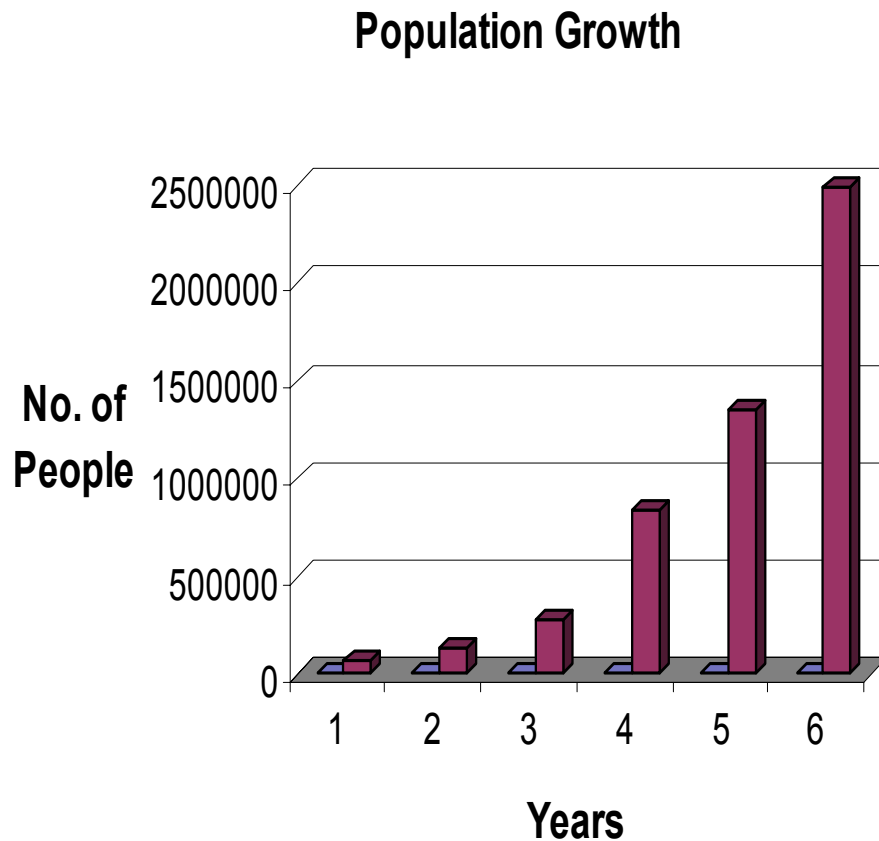


DAR ES SALAAM FACTS



- **The commercial city of Tanzania,**
- **Generates 70% of governments internal revenue**
- **Has the largest population in the country and the fastest growth of Vehicle**
- **City population is estimated 2.5 millions, with a yearly growth rate of 4.3% (2002 Census)**

CITY POPULATION GROWTH 1948 - 2002



Year		Population
1	1948	67,227
2	1957	128,742
3	1961	272,821
4	1978	843,090
5	1988	1,360,850
6	2002	2,500,000

AN OVERVIEW OF URBAN TRANSPORTATION IN DAR ES SALAAM



Dar es Salaam transport challenges



- **The city suffers from increasing congestion and inadequate public transportation**

Street vendors are trying to make their living on walkways



- **Unprotected Interventions are wasted efforts**

Terminals are in Poor condition and vehicle emission is increasing



**Emission
is a
threat to
peoples'
health**



QUALITY OF SERVICE IS EQUALLY POOR



**Uncomfortable
Sitting especially
in smaller buses**



**Reckless driving and parking causing
uncertainties to other users especially
pedestrians**

FACILITATION FOR WALKING AND CYCLING IN MOST ROADS IS LACKING



People enjoy walking, how safe are these pedestrians?

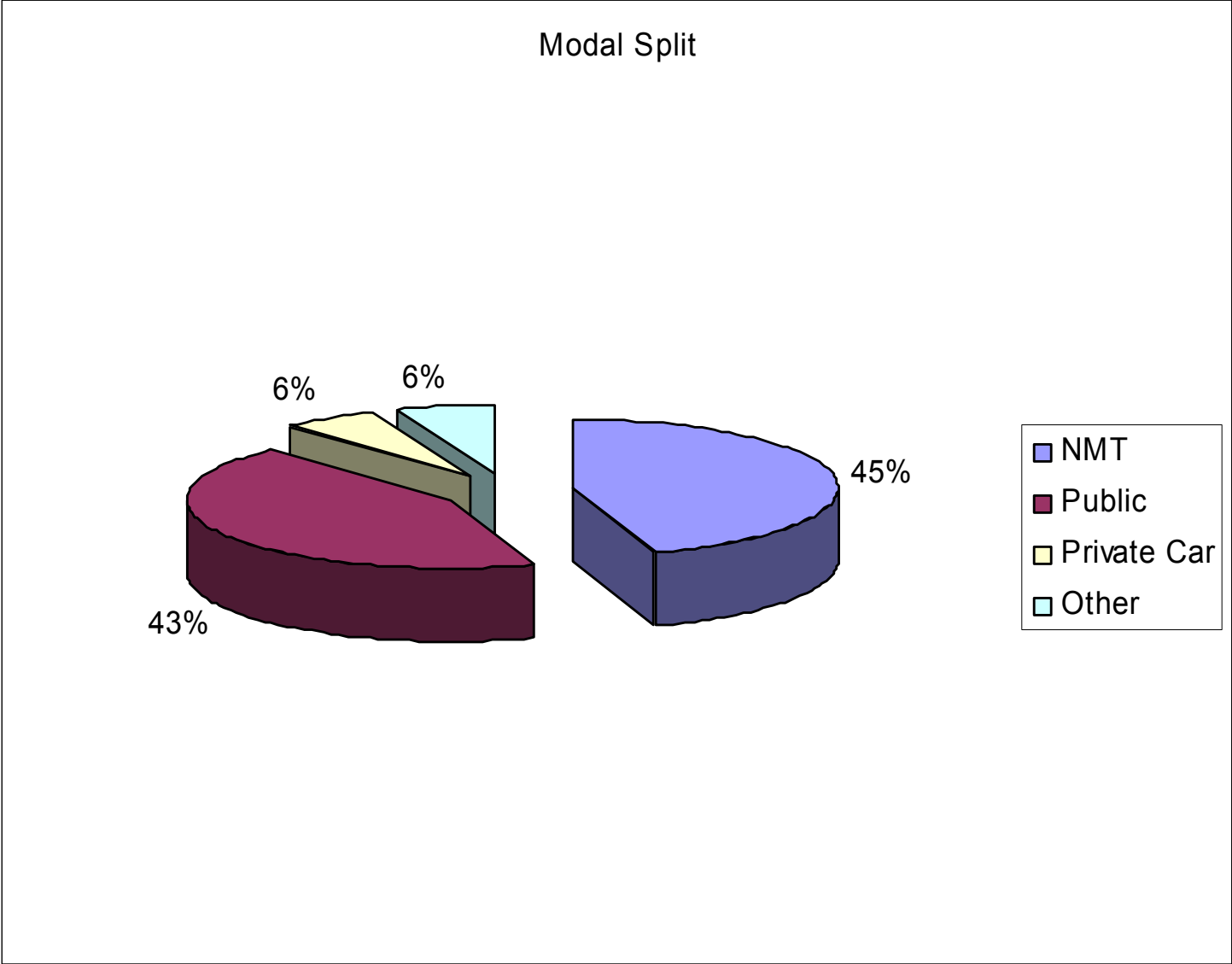


TRIP COMPOSITION : Modal Split (1995)

Mode	Trips ('000)	Percentage
Walk	959	32.6
Bicycle and Motorcycle	138	4.7
Taxi & Other Passenger Car	359	12.2
Bus	1,407	47.8
Truck	76	2.6
Other	1	0.0
Total	2,941	100.0

➤ **Public Transport takes a great share of city trips**

NMT and Public transport are major mobility means in Dar es Salaam (2004)



THE NEED FOR CHANGE

- **In order to improve the quality of urban transport in the city, a change in a positive direction was inevitable.**
- **A change that will bring an innovative mobility strategy, which apart from improving the service, it will also subsequently improve the quality of living of the city residents through improved mobility options.**
- **That needed CHANGE is the shifting from the present disorganized and unsatisfactory urban transport system to the introduction of a more organized mass transportation system.**

What are the options?

Bus rapid transit



Light Rail Transit



Underground metro



Urban rail



WHAT DID WE CHOOSE?

The Bus Rapid Transit (BRT) system
branded:

Dar Rapid Transit - DART

The National Transport Policy

Objectives:

- ❖ Improving the **capacity and quality** of the transport network in urban centres
- ❖ Improving the availability of **safe and affordable** transport services to the people in urban areas
- ❖ Establishing a transport system that aims at **enhancing mobility** and which is affordable to low income people
- ❖ Having the kind of urban transport that is **sustainable and environmentally friendly**.

DAR RAPID TRANSIT VISION

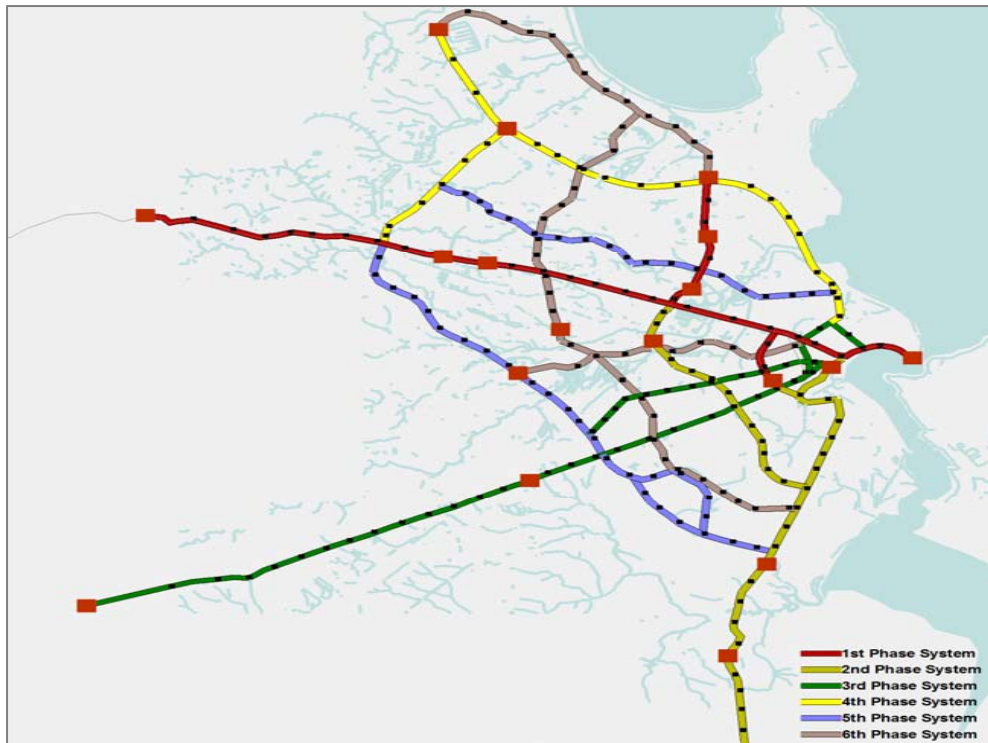
To have a modern public transport system at reasonable cost to the users and yet profitable to the operators using quality high capacity buses which meet international service standards, environmentally friendly, operating on exclusive lanes, at less traveling time.

DAR RAPID TRANSIT MISSION

To provide quality, accessible and affordable mass transport system for the residents of Dar es Salaam which will subsequently:

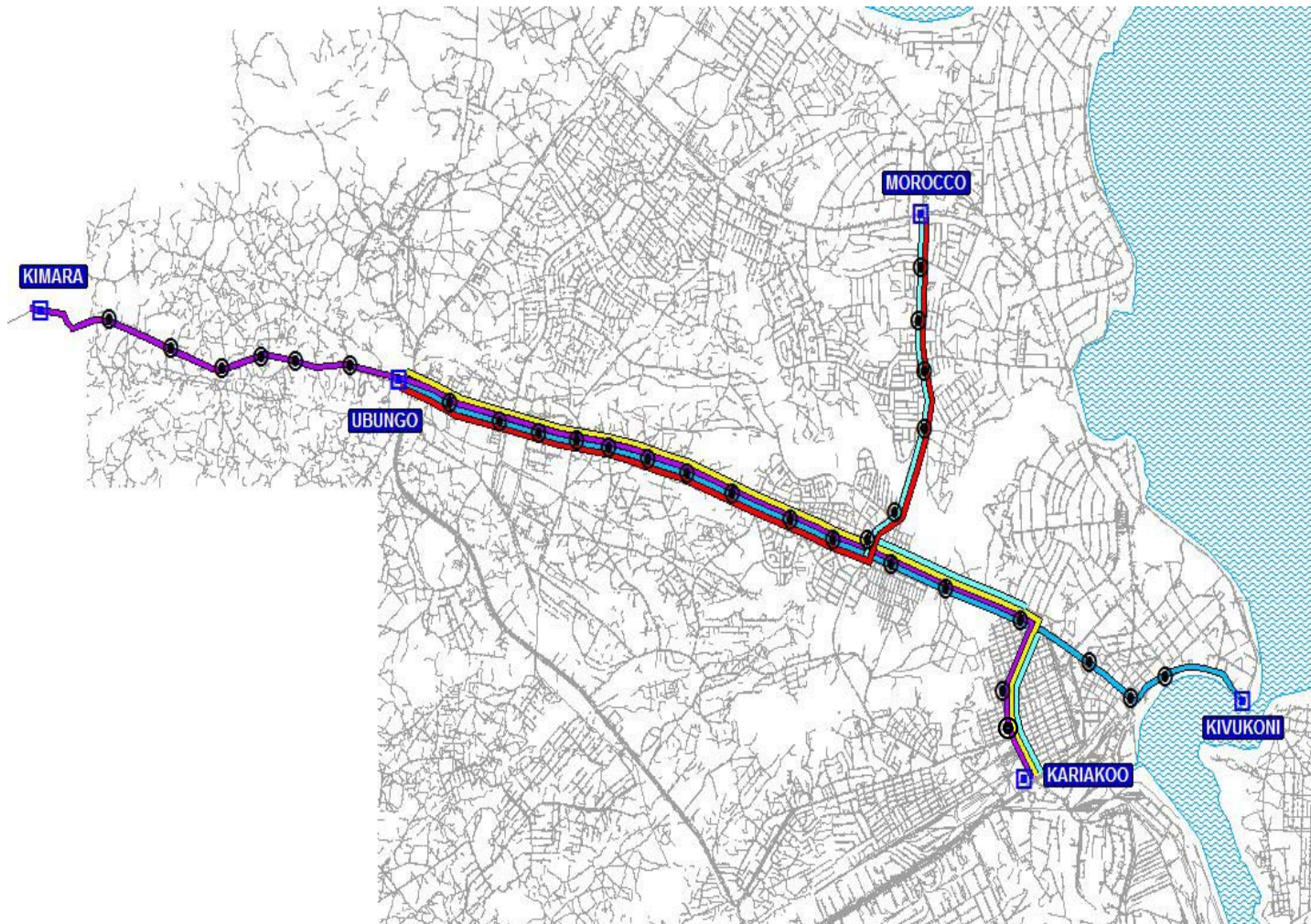
- enable poverty reduction**
- improve standard of living,**
- Lead to sustainable economic growth and**
- act as a pioneer of private and public investment partnership in the transport sector in the City**

The Dar Rapid Transit will be implemented in phases along the city corridors



- **DART system will have 130 km, 18 terminals and approximately 228 stations.**
- **All the system will be integrated between feeder services and bicycles.**
- **The system will be implemented in 6 phases, beginning 2007.**

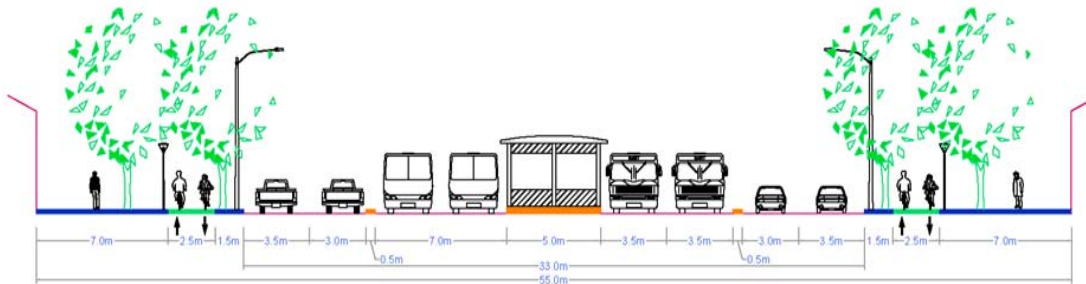
DART initial corridor (Phase I)



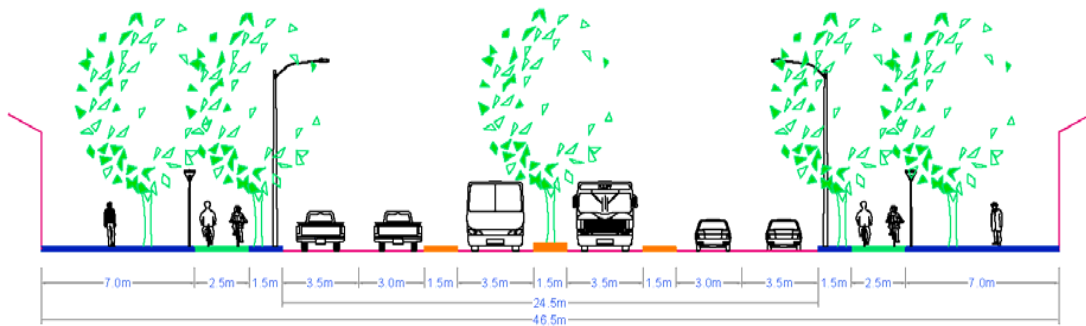
Main attraction points covered by the system:

- Kariakoo
- Kivukoni
- Posta
- Ubungo
- Magomeni
- Manseze
- Kimara

A standard cross section to be applied for most segment in the proposed corridor has been established



**STANDARD CROSS SECTION
AT STATIONS**



**STANDARD CROSS SECTION
OFF STATIONS**

Key Considerations

- **Sidewalk and bicycle lanes on each section whenever is possible**
- **Dual carriage way of four lanes for mixed traffic and dual carriage way of two lanes for BRT vehicles**

DART IS NOT ONLY BUS LANES



EXISTING SITUATION



PROPOSED DEV.

- **Transformation of this space into an area for social enjoyment will add value to city life.**

Waterfront design along the beach are also addressed



NECESSARY STEPS TO ACHIEVE THE NEW VISION OF DAR URBAN TRANSPORT :

1. Sensitize and educate the public giving high priority to existing bus owners



POPULARIZING CYCLING AND SOLICITING POLITICAL WILL



Former City Mayor, Hon. Kleist Sykes, riding a California Bike to officiate NMT studies: the city Cycling Master Plan

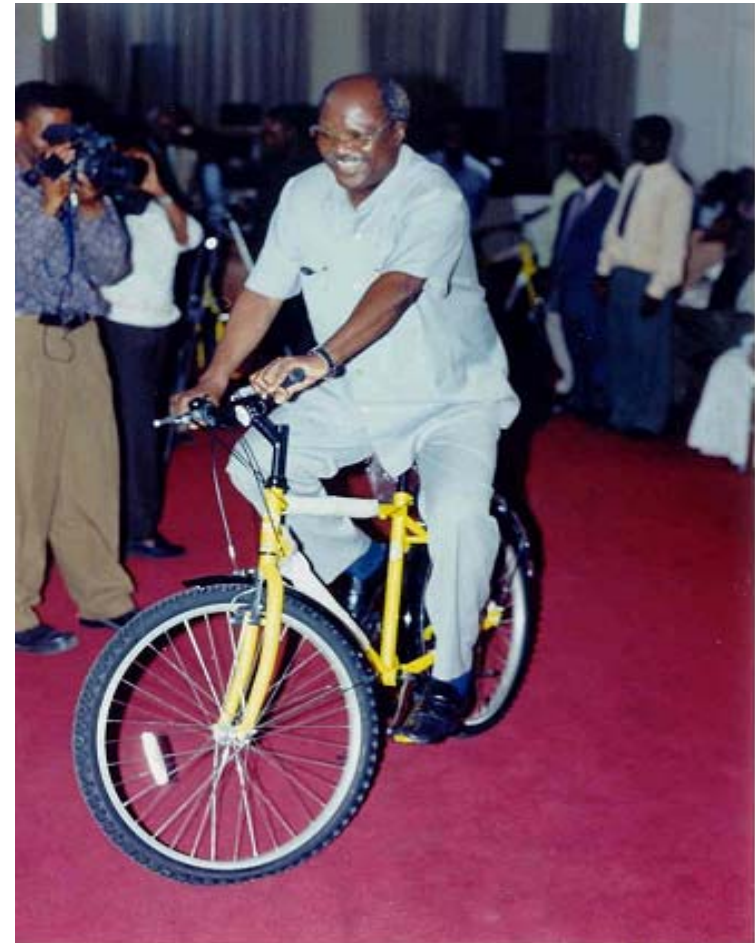


Former City Mayor, Hon. Sykes riding a bicycle presented to him by AALOCOM on behalf of “ITDP” in December, 2005.

POPULARIZING CYCLING AND SOLICITING POLITICAL WILL



Former Minister of Transport, Prof. M. Mwandosya being briefed on how to use a California Bike presented to him by AALOCOM on the Climax of 2005 National Transport Week



Former City Director, Mr. W. Mukama riding a California bike presented to him by AALOCOM in December, 2005

Municipal Initiatives to facilitate Mobility

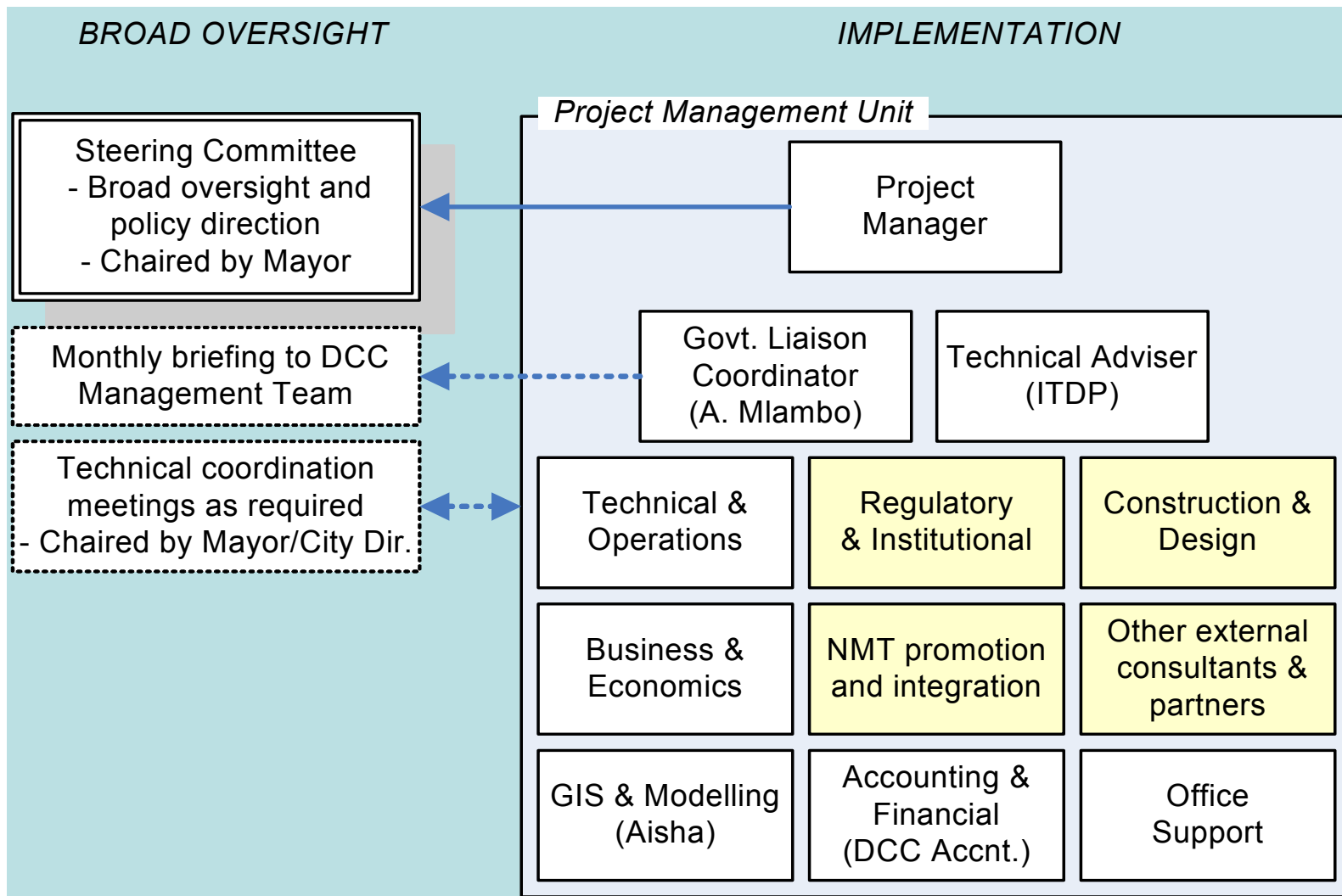


- **Walk-ways, cycle tracks and bus lay bays constructed by Ilala Municipal Council**

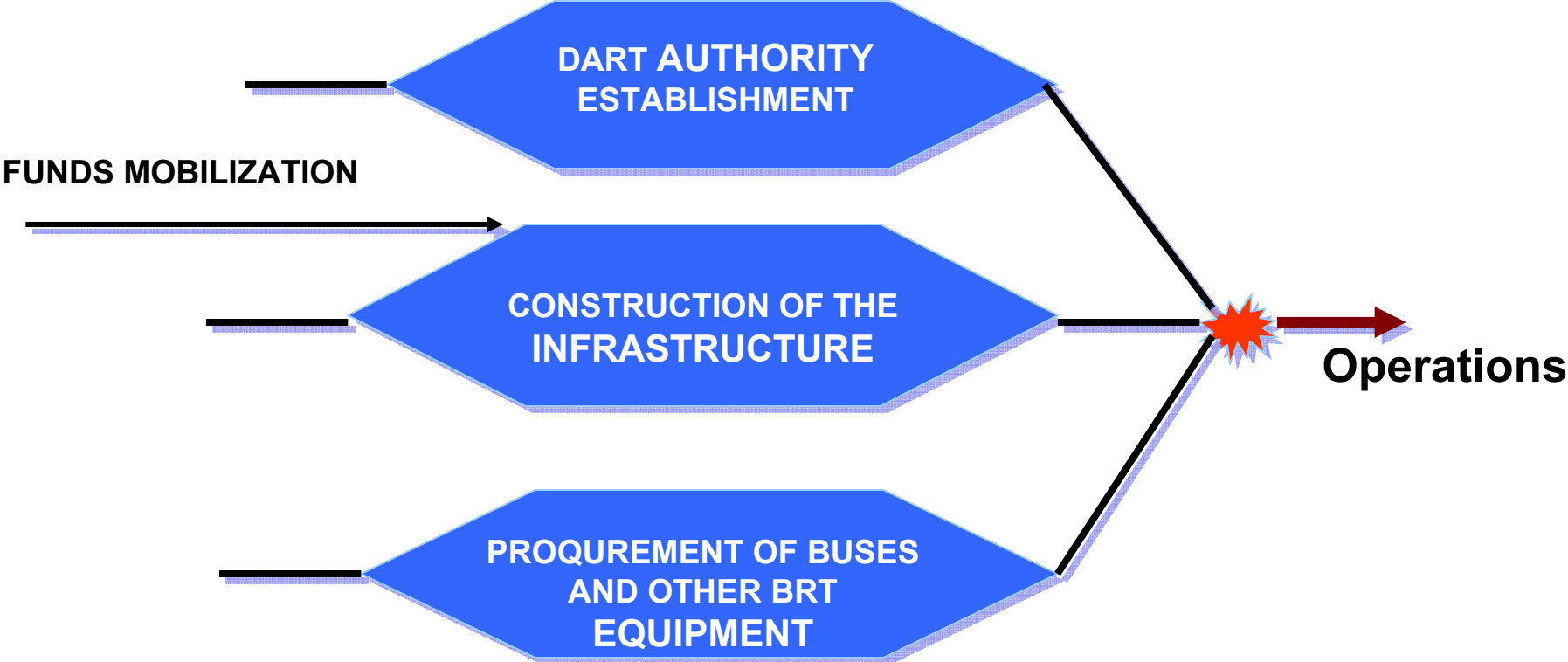
NMT Provision and protection



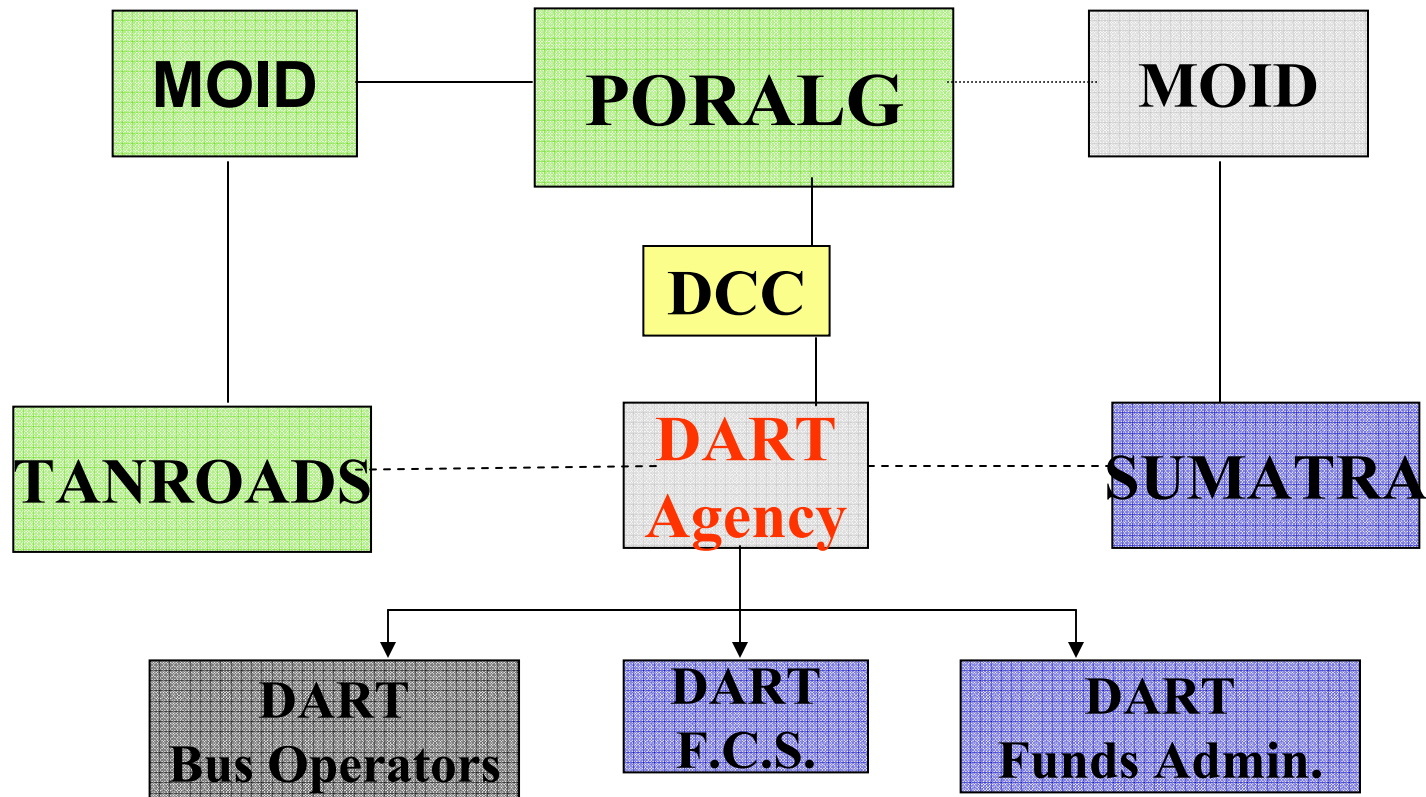
ESTABLISHMENT OF THE PROJECT MANAGEMENT UNIT - PMU



Three Key Activities to Take Place



DART System Institutional Framework



Division of Responsibility and Financing Between Public and Private Sectors



Public Sector

- **Planning**
- **Infrastructure construction**
- **Development; contracting service provision**

Private Sector

- **Bus acquisition, operation and maintenance**
- **Fare collection system implementation and operation**
- **Resources management**

✓ **Funding for the infrastructure will be coordinated by the Dar Es Salaam City Council, investments in vehicles to operate the system will be largely a private undertaking and its financing will be essentially private.**

Dar es Salaam Success Factors

- ✓ Clear and Shared Vision**
- ✓ Political will**
- ✓ Commitment of all stakeholders,**
- ✓ Integrated approach (NMT inclusive) and**
- ✓ Feasible Plans prepared by the consultants effectively utilizing participatory approaches**

“A BETTER CITY IS RISING IN DAR ES SALAAM”.



Dar es Salaam 2006



Dar es Salaam 2007

THANK YOU