

COMMENTS AND RECOMMENDATIONS

To: Japanese International Cooperation Agency (JICA), TANROADS
From: Umma wa Wapanda Baisikeli Dar es Salaam (UWABA)
Date: 19 July 2010
Subject: Comments and recommendations concerning "Preparatory Survey Report on the Project for Widening of New Bagamoyo Road in the United Republic of Tanzania"

UWABA would like to thank the Japanese International Cooperation Agency (JICA) for making available online the document entitled "Preparatory Survey Report on the Project for Widening of New Bagamoyo Road in the United Republic of Tanzania". We have reviewed all of the materials and have compiled a list of comments, questions and recommendations.

COMMENTS

Our main concern with these plans is that there is no mention anywhere of how the needs of cyclists will be addressed in this project. Protected footpaths and designated pedestrian crossings have been provided for pedestrians; however, no cycle lanes have been incorporated into the design. There is no indication whether cyclists are expected to use the footpaths or the dual carriageway. The footpaths are narrow (1.5m, and at some places eg bridges only 0.5m) and they pass through bus stop waiting areas, both of which will make the use of footpaths by cyclists both difficult and dangerous for pedestrians and cyclists. The dual carriage way target speed is 60km/hr and this is a dangerous speed for cyclists to be integrated with motorized traffic.

The documents mention coordination with other donors and the World Bank funded BRT project, but part of the BRT project is to encourage cycling as a means of transport through provision of dedicated cycling lanes. These have not been incorporated into the designs which means that when BRT is implemented the side parts of the road will have to be entirely reconstructed which means that JICA and World Bank funds will be wasted. This shows lack of coordination between JICA and the World Bank, as well as between TANROADS and DART.

Service roads are mentioned several times in the project summary. However, the document only states that TANROADS should be responsible for the future construction of service roads, and that service roads will not be constructed during this project. In addition, the stated objectives of service roads are to alleviate traffic congestion and to provide access to plots for vehicles, and not to cater for the needs of cyclists.

The entire project document does not mention non-motorized vehicles such as cycles even once, despite the fact that JICA reassured UWABA that these concerns would be taken into account at a previous meeting between JICA and UWABA. Even the traffic count data does not specify which types of vehicles were counted, whether cycles were included, and breakdowns by type of vehicle.

There is no mention of non-motorized transport in the environmental section on air pollution despite the fact that encouraging use of non-motorized transport is an important way of reducing urban air pollution.

The document mentions that there were public consultations in June to August 2009 but UWABA was not invited or informed about these consultations despite the fact that our NGO is well known to TANROADS, JICA, the World Bank and DART as an active NGO made up of and representing cyclists.

There is very little mention of road safety despite the fact that road safety is an extremely important impact of road design. Most mentions of road safety relate to safety during the construction phase and not the road safety of the final design. There is no emphasis on road safety of vulnerable road users.

UWABA finds these omissions extremely disappointing considering JICA has stated the goals of this project are to reduce traffic congestion and air pollution while also removing obstacles to economic growth. Encouraging individuals in Dar es Salaam to cycle is an important step in reducing traffic congestion, air pollution and carbon emissions. Also, when considering economic growth, small businesses should not be forgotten. Many small business people transport fruit, vegetables and other items use three-wheeled gutas and other cycles as well as hard carts. By not incorporating cycle safety measures into the redesign of New Bagamoyo Road, JICA hinders their ability to reach markets and make profits. In addition, disabled cyclists using three wheeled arm tricycles are not catered for.

QUESTIONS

1. On page v of the summary, it states that high-speed vehicles will be separated from slower speed vehicles in order to produce smooth traffic flow. Are cycles considered “slower speed vehicles”?

RECOMMENDATIONS

- Incorporate dedicated, physically protected cycle lanes into the current design in accordance with BRT project specifications. There should be clear road markings indicating the where cyclists should cycle and the direction cyclists should be moving in along the lanes. Additionally, bollards or guard posts should be placed a lane entrances to prevent cars, buses and trucks from accessing the lanes. These posts should be placed 1 meter apart from one another to allow disabled cyclists to use the lanes.

CONCLUSION

UWABA requests that these comments be taken into account and the terms of reference for the detailed designs of the roads by a consultant should include provision for cyclists. Due to the fact that this is a preparatory survey and not final designs, we hope there is room for these revisions. UWABA also requests to be invited to any public consultations about this project.