

## REPORT

**To:** TANROADS  
**From:** Umma wa Wapanda Baisikeli (UWABA) Dar es Salaam  
**Date:** 5 July 2010  
**Subject:** Comments on the Ubungo-Kigogo-Msimbazi road designs

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After reviewing the Ubungo-Kigogo-Msimbazi road designs, UWABA has noted several positive features along with others that we need either further clarification on or that we feel need to be changed.

### POSITIVE COMMENTS

UWABA noted two positive aspects in these designs, which are:

- The inclusion of walkway/cycleway lanes into the designs. It is good that these are marked as “walkway/cyclist” and not as “service road” as this implies that vehicles will not be allowed on the walkway/cycleway.
- Walkway/cycleways are divided from the carriageway by wide ditches and strips of grass or curbs. This will protect cyclists and pedestrians from vehicles.

### QUESTIONS

There are some aspects of the designs on which UWABA needs clarification. These are:

- Is the section labeled “corridor” the same thing as a service road? If so, will bicycles be allowed to use it? Will motorized vehicles be allowed to use it?
- In the part of the designs for pedestrians and cycles (marked walkway/cyclist) two types of pavement have been indicated. Will different types of concrete delineate which path is for cyclists and which is for pedestrians? If not, how will these paths be divided?

### RECOMMENDATIONS

UWABA’s recommendations are:

- It is likely that motor vehicles will use the walkway/cycleway to park on, to pass out queues and to drive on unless they are prevented from doing so by physical barriers. Therefore we recommend to place bollards at walkway/cycle lane entrances (at junctions and entrances to plots) in order to prevent motorized vehicles from driving onto the paths to use them as additional vehicles lanes or parking areas. We recommend that these bollards be spaced one metre apart so that disabled tricyclists can still access the lanes.
- We would like to receive designs of bus bays. Cyclists should not have to cycle through people waiting at bus stops. We recommend that the cycle lanes pass behind the bus stops (as is the case on Nyerere Road)
- There should be clear road markings and road signs showing which part of the walkway/cycleway is for pedestrians and which is for cyclists to prevent collisions between pedestrians and cyclists.
- It should be included in the designs whether cycle paths are one-way or two-way.

### CONCLUSION

UWABA thanks TANROADS for responding to our request to review these road designs along with allowing the opportunity to submit comments. We look forward to working with TANROADS in the future on these roads and others.