

**Notes of meeting of Umma wa Wapanda Baisikeli Dar es Salaam  
with Carl Bro Associates (Consultants for Nelson Mandela Road)  
12<sup>th</sup> July 2007**

**Attendance**

Abdallah Khatib  
Elaine Baker  
Juma Ali Salehe Jongo  
Mejah Mbuya  
Shukuru Hassan

From Carl Bro Associates:  
Erling Mathiesen

The meeting took place mostly in English as Mr Mathiesen is Danish and does not have a detailed knowledge of Swahili, so there were translations of parts of the discussion into Swahili by Mejah and Elaine for the benefit of UWABA members who did not understand English well.

Mejah started by introducing UWABA and the UWABA members present at the meeting.

Mr Mathiesen showed us the drawings for Nelson Mandela Road.

He explained that the consultancy for the re-building of Nelson Mandela Road was originally done by a South African company in 2003 and that Carl Bro Associates were given a consultancy to review the original design. Carl Bro Associates submitted their final design to TANROADS on 22<sup>nd</sup> September 2006 and completed their consultancy services on 1<sup>st</sup> February 2007. The construction work has gone out to tender and while many tenders were received, only a few were within the budget available. The decision on the contractor has not yet been made.

He said that there had been discussions about the type of road Nelson Mandela road should be. One point of view was that it should be a 50 Km per hour road with traffic calming measures such as speed bumps. It was decided however that it should be an expressway with speeds of 80 Km per hour. This involved eliminating most of the speed bumps, even in areas where pedestrians are expected to be crossing. There are two lanes on either side for vehicles.

The design also incorporates a 3 metre wide service road on both sides. This road is to be used by pedestrians, cyclists and vehicles wishing to access plots, homes or businesses along the road. There was discussion as to making this 6 metres wide but this was not agreed for cost reasons.

The service road is wider near bus stops. There is no indication as to where the bus shelter will be (as this is where people waiting for buses congregate) or whether cyclists will pass behind the bus stop not through it.

The junctions along the road incorporate pedestrian crossings.

There are no road markings on the service road indicating who should use it, in what directions it can be used by different users or whether different users should keep to different sides or parts of the service road.

The road is being 100% funded by the European Union.

Mr Mathiesen said that safety for cyclists was also a matter of driver attitudes and policing. UWABA members agreed with this but said that infrastructure design is also important.

UWABA expressed some concerns that mixing pedestrians and cyclists on the same road. In conditions where the road is full of pedestrians cyclists cannot go at a reasonable speed and must dismount, and cyclists can also be a hazard to pedestrians especially children.

We also expressed concern that vehicles will be allowed onto the service road (there will be no bollards preventing this) and therefore it is likely it will be used by drivers as a way of passing out the traffic queue or as parking space.

We also expressed concern that having no clear markings or system on the service road causes problems as cyclists, pedestrians and vehicles do not know who has the right of way in which directions etc.

We also expressed concern about lack of a clear system at bus stops, which can cause cyclists to cycle through the people waiting for buses which is dangerous for people waiting and cumbersome for cyclists.

UWABA gave some materials to Mr Mathiesen including a copy of the "Cycles in Dar es Salaam" document written in conjunction with Robert Bartlett of Schorrell Analysis in Germany, some preliminary comments written by Mr Bartlett on Nelson Mandela Road drawings and photos of good examples (mostly from Nyerere Road) and bad examples (mostly from Kawawa road) of road design for cyclists in Dar es Salaam.

Mr Mathiesen emphasized that the consultant follows the terms of reference set by TANROADS and that UWABA should primarily address their concerns to TANROADS. UWABA asked for a copy of the terms of reference for the Nelson Mandela Road project and Mr Mathiesen said he no longer had a copy but that we should get them from TANROADS.

Mejah thanked Mr Mathiesen for his time and cooperation.