Activity Participation and Perceptions on Informal Public Transport and Bus Rapid Transit in Dar es Salaam City

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Concepts of Transport systems

Informal Public Transport (IPT)

- Unorganized system
- Operates without schedules,
- E.g., minibuses (*daladala*),
- motorcycles (*Bodaboda*)
- & tricycles (*Bajaj*)
Concepts of transport systems

- **Bus Rapid Transit (BRT) system**
  - Formal transport
  - With schedules
  - High capacity buses
  - Dedicated lane
  - Most organized

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Research Problem

• Public transport in Dar es Salaam is constrained by
  – the poor roads,
  – traffic congestion
  – high transport demand

• Many places are not well connected

• Difficult in commuting from one part to another

• The informal public transport is increasingly used as a means of transport.
Research Problem

• To overcome the existing challenges,
  – Implementation of the BRT system to provide
    • High capacity and affordable public transport.

• However, little is known regarding;
  – The ability of the IPT & BRT in supporting the activity participation of the inhabitants.
Research objectives

- To understand
  - The use of IPT for activity participation,
  - Perceptions on the BRT system in supporting activity participation
Methods: Data collection tools

• **Focus Group Discussions (FGDs),**
• **Participatory Geographical Information Systems (PGIS)**
• **Questionnaires** (socioeconomic data)
• Two study zones
  – Proximity to the planned BRT corridor (**Kimara-neighborhood**)
  – Peri-urban location (**Mbezi-neighborhood**)

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Methods: Data collection tools

- FGD
- PGIS
Dar es Salaam & the BRT locations
Key findings

IPT and activity participation

• As a means for participation in various activities,
  – Work, social matters, shopping & education

• Most flexible,
  – providing access to high & low density unplanned settlements.

• Offers alternative solution,
  – in areas where public transport is inadequate or not covered

• Can be seen as innovative solution for reducing transport exclusion/poverty and supporting activity participation
Key findings

BRT system & activity participation

• Perceived to benefit specific groups of people,
  – E.g., professional workers (their offices are concentrated around the CBD)

• Unsuitable for individuals without specific and with unstable sources of incomes (travel different directions)

• The system is still concentrated along major roads,
  – but individuals experience travel difficulties due to
    • lack of connectivity,
    • poor conditions of the local roads.

• Interpreted as additional costs of transport fare.
Activity participation
Activity participation
Conclusions

• The **formal transport system** is only concentrated in highly congested roads to **improve access to the city center**

• Individuals **living far away from trunk roads** experience more travel difficulties such as
  – lack of connectivity and poor road conditions,
  – high transport costs, safety and security

• Improving **local roads within neighborhoods** would increase the flow of goods, services, new opportunities, reduce transport costs and improve safety and security

• **Smaller vehicles and minibuses** can be considered as more flexible and suitable for local roads as compare to large buses.