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Challenges Facing Urban Transportation in Tanzania

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Abstract
Transportation is a key to the economy and production; it makes mobility more accessible and enhances the social and economic interactions. On the other hand, the increase of urban population, pollution and other negative impacts directly compromise the existing transportation systems and endanger the future transportation systems in developing countries. This paper examines the challenges facing urban transportation in Tanzania cities and provides some suggestions to reduce the existing problem. This has been done by looking at the design and plan of the Tanzania cities, coordination of transportation systems and car dependency. Environmental and social impacts which include congestions, air pollution, traffic accidents and energy consumption have been described. Suggestions for addressing the challenges facing urban transportation in developed countries like Tanzania have been examined by adopting the holistic approach. Such approach has shown to be effective in solving the challenges facing urban transportation in the cities of developing countries such as improving public transport, provision of off-street parking, enforcement of traffic laws and regulations and restrict car use.
Moreover, approaches to alleviate challenges facing urban transportation should be designed for specific cities and urban transport planners must understand that models and solutions used for cities in the developed countries may not be applicable to cities of developing countries
Keywords: Transport system, land use, rural-urban

1. Introduction

Urban transportation is the major challenges in both developed and developing countries since it interlinks with most (if not all) sectors of the urban setting. According to a World Bank study, the challenges of urban transport have been associated with globalization, urbanization, fiscal decentralization and economic transition. The growth of the population and density of the buildings in the cities only add further to the difficulties of traffic and plague to endless congestion, grave air pollution, alarming accident rates and lengthy travel time to work (Drakakis-Smith, 2003). Urban population growth plays a very important role in evaluating the supply and demand of transport. As the cities expand geographically transportation demand increases proportionately as distances of services and workplace may become more dispersed. It should be noted that when the income of the dwellers' increase tends to affect the transportation systems due to automobile dependency (Armstrong-Wright, 1993). Recently there has been serious debate among the transportation stakeholders, policy makers from government and planners about the causes of urban transportation problems and under what circumstances do the innovative, effective, reliable technique, and methods can be applied in order to solve the prevailing problem (World Bank, 2002).

The population of many cities in Tanzania has grown to the extent that cannot be controlled easily in recent years, and this increase is expected to continue in the foreseeable future. Fast-growing cities in Tanzania such as Dar es Salaam, Mbeya, Mwanza, Arusha and others have nurtured business and industries, which have resulted in creating jobs and higher income to migrants from rural areas. Thus, this increase has changed the morphology of the cities and enlarged the challenges in the urban transport systems, have resulted in congestion and delays in both passenger and products from the different places to reach the market; high level of pollution, fatalities and injuries have been increased (Mrema, 2011).

Statistical report shows that about 70 percent of vehicles registered in Tanzania remains in the growing cities (TRA, 2010). It is also estimated that urban transportation problem, especially traffic jams eat up to 20 percent of the annual profit of most businesses. Dar es Salaam Rapid Transit (DART) indicates that about 4 billion Tanzanian Shillings lost every day in the city due to challenges associated with urban transportation. Road traffic accidents (RTAs) in Tanzania cities are estimated on average to cause 3400 deaths per annum and about 20000 serious injuries (Nyambacha, 2011). Furthermore, over 50 percent of car users fatalities die pre-hospitals in the first hour succumb and in the following, four hours at the hospital due to urban transport problems occurring in major cities of Tanzania. The situation appears to worsen with time, although combined efforts involving transportation managers, stakeholders and policy makers to emphasize and address the challenges facing urban transportation in the growing cities of Tanzania. Therefore, with such scenarios, it is necessary to understand the challenges facing urban transportation and use possible solutions suggested in this paper to eliminate the persisting problems.

Many scholars in Tanzania have studied and outlined some challenges facing urban transportation systems with the aim to address the prevailing situation and measures to be taken after identifying the challenges facing urban transport. However, most of them pointed out congestion as a serious problem and suggested some theories and models, which can be applied in order to alleviate the challenges facing urban transport. Unfortunately, most of the models are static by nature and cannot be applied directly to capture the land use and their effects on the transportation system. These models treat transportation and land use as exogenous to each other and most of them have been developed to suit the environment of the developed countries such as the United States and Europe, the perspective which may not necessarily be applicable to another part of the World, especially in countries like Tanzania. The purpose of this paper is to examine the challenges facing urban transportation in Tanzania, using a holistic approach which considers the relationship of land management and transportation as a dynamic system involving other factors other than congestions.

2. Literature Review

Urban transport is the movement of people and goods within urban areas using the technologies such as buses and trains. The challenges of urban transportation occurring in the urban cities are the result of globalization, urbanization, fiscal decentralization and economic transition. The notable challenges facing urban transport include, long commuting, traffic congestion and parking difficulties, the inadequacy of public transport, difficulties for non-motorized transport, loss of public space, accident and safety, environmental impacts and energy consumption, land consumption and freight distributions.

Location of the cities comprises different levels of accommodation and concentration of economic activity, which is pronounced to be among the complex structures that are supported by transportation systems (Rodrigue, 2009). When the city is large consists of complex structures, and the potential of disruption is very high if this complexity is not well managed. The notable urban transportation problems arise when transportation infrastructures due to various reasons that cannot meet the requirement of the demand for urban mobility. This is the major challenge to the transportation systems and inefficiency of the systems (Banks, 2002).

Transportation is the hub most growing cities to enhance productivity and control the economy; hence effective and efficiency measures must be employed before the changes have resulted in severe damage because the movement of labor, consumers and freight from origin to destination depends on the effectiveness of the transportation systems. Most of the theories addressing the challenges facing urban transport have been developed by economists basing on the income growth. Meyer (1993) states that the urban transport systems in developing countries shift as income grows to higher quality and more costly transportation modes while in poorer cities, the shift is from foot powered modes to motorized public transport. He argues that the situation is different in developed nations where people shift from public transportation to the private automobile. Unfortunately, these models are developed as if human problems of the urban design have unique solutions in which an expert can discover and execute (Scott, 1998).

Dimitriou (1992) argues that the models inherited by the transportation planners trained in the West, applying them in the transportation planning process in developing countries is inequitable results because incomes were too low for mass car ownership. Hook (1994), states that the World Bank utilizes methodologies on the transportation projects which encourage road building over non-motorized transport, but in real sense people in the developing countries have limited choice to consumer choices. Although these models were developed to suit the environment of developing countries but since the 1970s in the urban transportation planning models were rejected (Healy, 1977) and disarray (Dimitriou, 1992). However, in many countries, the planning department for urban transportation has remained powerful, assisted by sophisticated models and computational tools. The experience shows that most of these models when applied to developing countries the performance to solve the problem intended has proven a failure. The major reason for this failure is that these models are suitable to large-scale infrastructure and for long-term planning.

The empirical studies about the challenges facing urban transport has been conducted by several researchers and professionals of transport systems both in developed and developing countries. Meyer and Miller (2001) state that feature and patterns to determine the seriousness of the challenges of urban transportation in a particular city are the urban mobility. He argued that because urban mobility is associated with the purpose of the trips taken by users of the roads which include work trips, shopping trips, leisure and social trips, school and hospital trips and business trips. However, to achieve all the trips at the reasonable time it depends on the design and the level of service of the city. Gaudie (2002) studied the travel behavior of 408 households in Townville and Cairns in 1996-1997. The study found that locations play a vital role in fuel consumptions and travel distances. The study revealed that population located in outside urban cities uses on average three times the fuel compared to those located in the central of the cities. Outer urban dwellers had the least sustainable travel behaviors which create the challenges to policy makers, developers and city planners. In the United States and British, the land use pattern and the design of the cities has reinforced vehicle dependence, particularly in the suburbs of the

metropolitan regions (Giuliano and Narayan, 2003; Mrema, 2011). The authors suggested that the strongest planning and design of the city (controls facilities) will reduce the car dependence and shift to public transport, which automatically will alleviate the challenges facing urban transportation.

A similar study was carried in India in the more densely populated areas of the central Chennai city found that, most of the dwellers living in the city- center use non-motorized mode of travel (walking and cycling, in particular) than those located in peripheral areas (Srinivasan and Rogers 2005, Kinsey 2011). They stated that the location of employment opportunities should be considered in planning the city, especially to low- income earners (Dimitriou, 1992; Elkin et al, 1991). The report to describe the transportation systems management and parking management strategies used to mitigate the congestion problems created by the shift of employment from the central urban location to suburban offer's complexes because the challenges occurring in urban growing cities differs from city to city (Bundara, 2010).

For example, in developing countries like Tanzania, the government has allowed the masses of the informal sector to carry a whistle of the challenges facing urban transportation systems (allowing the conventional buses to run at a loss) and at the same time not restricting totally the car dependence culture, as a result; the self-styled public transport has emerged; Daladala (Tanzania), Matatu (Kenya), Fula-fula (Democratic Republic of Congo); auto rickshaw (New Delhi) operated by private owners in such countries.

The emergency of the private ownership of public transport has contributed to the chaos of urban transportation systems observed today in developing countries (Dimitriou; 1992, Armstrong 1993). The authors stated that in order to reduce urban transportation problems; the stakeholders of the transport, policy makers and the city's authority should consider the following; Reform zoning laws to allow higher density mixed-use development in city centers and along transit corridors, which include; a minimum of three to four- story apartment with commercial activities on the first floor, zoning to prohibit urban housing construction outside presently urbanized areas; eliminating or reducing the parking requirements for the residential or commercial buildings as densities exceeding five units per residential acres and finally eliminating the inclusion of garage spaces with residential and commercial space sales and rentals where feasible (Holtzclaw, 1991; Lupala et al 2006).

However, in developing countries the application of such approach was found to be unsuitable because the mixed traffic is very common (non-motorized and motorized traffic). It is argued that this pre-occupation of issues involving urban transport problems by optimizing the capacity has created more problems in urban transport (Dimitriou and Banjo, 1990). The challenges of urban transport have been studied extensively in developing countries by different authors using models and theories that treat land use forecast as exogenous input to transport models and overlooking the fundamental impact of the transportation systems on the placement of land use activities. Therefore, applying such a model and theories two main problems can be observed; First, self-fulfilling in which the transportation system implicitly assumes that in the allocation of the land use activities, transportation system found to be the best solution to meet the transportation demand specified for a particular city. The second fixed land use inputs often lead to underestimation of traffic volumes on major new highway facilities (Kulash, 1991).

According to Thomson (1997) states that the problems of urban transport have been influenced by the integration of transportation and land use system, which has a tendency to influence a range of possibilities that are open to other import ways. A counterexample is the urban environment built up to high densities in Hong Kong and Singapore cannot be saved by transport dominated by private vehicles but the urban with low densities, and all of its activities are dispersed widely would be extremely difficult or expensive to serve with anything except with a large number of private vehicles. The distribution of land and transportation varies from city to city depending on the requirements. Although the distribution of the land varies, but the general uses in every city are almost the similar, and it is estimated that 65-75 percent of the land has been utilized residential, 5-15 percent for commercial and industrial and 15-25 percent surface space. Every piece of land has its own mobility requirements, and the transportation is directly associated with the land use. The link between urban transportation and land use is considered as a retroactive relationship between activities, which are, land use related and accessibility (Bland, 1982).

Ojoro (2011), described that the increase of informal sectors influenced by household orientation to the public transport catchments, household income, location of activities, number of school children in the house household, employment by poor land use control is the focal point of urban transportation problems. On the other hand, Oyesiku (2002) studied the urbanization in cities in Nigeria relating the development and urban transportation system. He found that different transport routes in Nigeria converge with a high degree of compactness, connectivity density, length and accessibility exhibited within the intra and interurban road networks which have created chaos and endless congestion in urban transportation. The fatality rate is much higher in developing countries than in industrialized countries due to a number of reasons; the heavy traffic mixed with poor maintenance of the infrastructure and with unfavorable environment for pedestrians, accelerating to conflicts between them and motorized vehicles over the use of the available space. It is noted that the accidents cost the

society because when the head of the household is killed or disabled in road accidents, poverty is perpetuated or even increased. However, this may not be significant in developed countries where the legal and welfare systems to protect victims of road crashes considerable, but the situation is different in developing countries where the fatalities occurring in low- income groups bring other challenges to the family (Chin, 2003). In some countries like Malaysia and some ASEAN countries have managed to reduce the fatalities by limiting the use of motorcyclists because motorcyclists represent a high proportion of road use with more risk of accidents. In Tanzania, the motorcyclists have been increasing since 2006 and regarded as public transport operating in cities, taking the advantages of congestion and traffic jams occurring in peak hours. The rapid increase of motorcyclists is accelerated by indigent transportation infrastructures, poor land use management and uncoordinated systems regulating urban transportation (Ojoro, 2011).

One of the key issues involving the challenges facing urban transportation with regard to institutions regulating the urban transport system relevant to urban transportation planning is the lack of co-operation, inadequate and conflict of knowledge and lack of agreement over the nature of problems (Cox et al, 1997; Vigar et al, 2000). It is argued that the co-operation between the traditional professionals (e. g. Engineers of the local authority.), and the Public Roads Departments and planners have never been close. In Malaysia, the experience shows that the gap between these departments is like a thorn in the flesh, because engineers tend to stick to their engineering techniques to solve urban transport problems (such as congestion) by building more urban elevated expressways and flyovers (Bannister et al, 2002) but the approach indicates that only 3 miles are relieved from congestion and created more congestion after the flyovers. Barter (2001) argued that in order to alleviate the problems involving urban transportation systems is through dialogue, meetings, workshops and seminars, which will involve all people to participate to identify problems and suggest the best approaches to solve the problems.

There are must be a prerequisite with similar objectives of solving the challenges of urban transportation occurring in growing cities by breaking down the mentality of predict and provide, which has been in the minds' transport planners and policy makers (Goodwin 1991). It is very important to share concerns and thinking regarding the sustainable transport policy which will lead to some level of success. Bruton (1975), states that in the ancient of Rome, Julius Caesar prohibited the movement of cars during the daylight to alleviate traffic congestion on roads. OECD (1973), encountered that the wide spread of Restraint of Road Traffic technique in developed countries will result in the reduction of the heavy urban traffic problems.

Similar studies were carried out by the Thomson (1977) and Nadine (2003) in Western countries, which revealed that developed countries decided to relocate jobs and business out of the cities in order to reduce congestion. However, when the same scenario applied to Cairo, the city centres remain unattractive (Eastman and El-Hawal). The experience of the Cairo and Bangkok shows that in most cities, urban traffic problems are caused by missing links in the road network that connect interior the city, especially in the downtown areas. In view of this context, this paper will examine and give possible solutions to the challenges of urban transport occurring in developing countries, particularly in Tanzania where there is no study conducted to examine the challenges of urban transportation in growing cities using the holistic approach.

3.0 Urban Transportation in Tanzania

Urban transport in Tanzania is predominantly a road based, motorized and non- motorized. Other modes include rail and water based, which is not yet developed. Tanzania has a national transport policy since (2003) regulated by different authorities (Ministry of communication and transport, the ministry of finance controlling motor vehicle registration, regional road administration and planning commission), although little attention is given to urban transport issues.

The policy manages the urban roads and other infrastructure, road services, traffic flow and management, and land- use planning and transport for disadvantaged groups. However, pedestrians and non-motorized are not considered during the implementation of policies. It is necessary to consider this group because often are the losers in the struggle for available space and have no power to influence the urban transport policies.

Recently, the stakeholders and authorities involving transportation planning have combined effort towards building way out of congestion by increasing road width in urban cities. Although stakeholders of transport does recognize some challenges with traffic congestion, and the impact that poor land use planning has on the traffic flow and congestion yet they have to decide to proceed with implementation of widening most of the roads in cities of Tanzania. The notion of simply predicts and provides to build way out of congestion normally moves the congestion problems around it because the more roads become wider, the further flyovers build and other roads related infrastructures usually encourages private capital to bring more cars through a liberalized market.

In Tanzania, the number of cars being imported into the country (most remain in Tanzania), and currently it is estimated that 1000 cars enter the market of Tanzania in every month (mainly Toyotas from Japan). It is estimated that the majority of daily trips in urban cities like Dar- es-Salaam are using public transport (61%),

while only (10%) take private cars and the remainders are through walking and bicycling. However, public transport which serves a large number of people is not given any attention in Tanzania.

There is a new policy in Tanzania currently being under the assistant of the Department for International Development (DFID) which supports the technical assistance program within the ministry of transport. Under this program, more attention has been given to public transport, Bus Rapid Transit (BRT) and land use planning and the supporting is coordinated by Dar -es-Salaam Urban Transport Authority (DUTA).

Despite the efforts and resources incurred to facilitate the establishments of the authority, but it appears that this program lack realism in the sense that it does not address the roles and responsibilities of stakeholders or resolve funding gap and how to mobilize the funds to support the planned objectives. The policy document fails to describe the importance of public transport.

Furthermore, the new policy does not acknowledge the roles of the municipalities, the city council or the ministry of land, housing and human settlements in determining the land use. Overall transport policy is weak in overcoming the challenges facing urban transportation in Tanzania because in order to meet the objectives related to urban transport the coordination which clearly will elaborate roles and responsibilities of the stakeholders is required.

3.1. Challenges of Urban Transportation in Tanzania

Tanzania is among the developing countries with rapid urbanization and fast- growing cities. A study indicating the changing of the morphology of many Tanzania cities gives an overview of the challenges of urban transportation in Tanzania. Many scholars have pointed out that congestion as a serious problem facing most of the growing cities of Tanzania. Congestion occurs when the demands of road space exceed supply in a particular time and in specific sections of transportation. Under such a situation, each vehicle impairs the mobility of others. The problem is persistent to most urban centres of Tanzania, which are commercial and industrial, particularly in Dar es Salaam, Mwanza, Arusha, Mbeya and others (Kiunsi, 2006). The problem of traffic congestion in cities of Tanzania is argued to be caused by behavior of drivers/users of the roads, road/vehicle conditions, population growth, the design of the cities and limited flow capacity (Bundara, 2010).

Vehicular growth: Statistical data available in the Tanzania Revenue Authority (TRA) in the department of vehicle registration indicate that the growth rates of vehicles have reached 10 percent during the year 2012.The growth rates in the cities like Dar es-Salaam for the past 20 years were 8 percent while in the other urban, city was 2 percent. The number of vehicles in the country is estimated to be 1.5 million, 80 percent are in urban cities. Dar es-Salaam constitutes a large number of the vehicles with 70 percent while the remaining vehicles are in the other cities.

Dar es Salaam with 4 million of Tanzania populations is estimated that there are 30 vehicles in every 1000 people with 1800 square km. The problem is not the number of vehicles in the country but the concentration of the vehicles in few selected cities, particularly in the urban cities. Therefore, in the absence of an adequate and efficient public transport system, a large number of the private and mixed transit modes have entered and will continue to enter the market to meet the travel demand. The increase of the vehicle, in particular, city results into acute congestion and delays, serious accidents, high energy consumption and intense pollution.

***Parking difficulties*:** It is pronounced to be another reason associated with traffic congestion. Roadside and unlawful parking are common features in Tanzania, especially in the CBD which forces some people to park in roadside, as a result the road becomes even narrower (Kiunsi, 2011). The ineffective regulation of parking has accelerated to worsen the situation. In the CBD, vehicles spend a lot of time in a parking which has increased demand of land consumption. Even when the parking facilities are provided, but the demand for parking is very high since there is an increase in motorization (Kiunsi et al, 2006).

High frequency of Accidents in Tanzania urban centers: Urban environment is the most prone area of motor accidents; it is estimated that on average in Tanzania, about 3400 deaths occur for each year and 20000 serious injuries in the major cities of Tanzania (Nyambacha, 2011). The situation has been contributed by undue concentration of vehicles in urban areas, traffic mix and resultant flow conflicts. Most of these accidents happen due to the general impatience and ill-tempered nature of road users and the conflict between motorcycle, pedestrians and other users of road transport in the cities (Ojoro, 2011).

Environmental and noise pollution: This is another challenge of urban transport in Tanzania. It is estimated that for the period of 12 years (2000-2012), Tanzania has produced 86000 tons of carbon dioxide and 13000 tons of carbon-monoxide (Kombe et al, 2007). Pollution, including noise generated by circulating is a serious impediment to the quality of life and even the health of the urban population is endangered. Moreover, the energy consumption by urban transportation has increased and led to petroleum dependency. The notable major pollutants include carbon monoxide, lead, nitrogen and hydrocarbons (Kombe et al, 2007) which are a significant source of eye and respiratory diseases. The increase number of old and reconditions vehicles in Tanzania roads makes the pollution effect more serious.

Existing infrastructures: The road space in Tanzania is insufficient. Most of major roads and junction in Tanzania are crowded with parking vehicles, roadside hawkers and pavement dwellers. As a result, the roads for moving vehicles become much narrower. Currently, in Tanzania, the inner city rail service operates only in Dar es-Salaam. Other urban cities use a bus and other non-motorized as a means of transport. Most of the roads are not in good conditions and the buses carrying passengers in the urban cities are not specifically designed for urban conditions. The buses (Daladala) operating in urban cities of Tanzania are overcrowded, unreliable, not safe and involve long waiting. Overcrowding in the public transport is pronounced to be one of the reasons for passengers to shift to personalized transport.

3.2. Possible Solutions for the Urban Transportation Problems in Tanzania

Many studies on the urban transportation problem have not managed to capture the multifaceted nature, and the challenges occur in the urban transport. Some studies have tried to stipulate the wide range of urban transport problems but the extent, and their scopes have neglected its relation to other transport challenges. The challenges of urban transport cannot be solved as a piecemeal; combined and inseparable interrelationship exists between transport, and geographic locations have shown success when applied. Therefore, any realistic method intending to alleviate the existing problems must take into considerations the interdependence between the form of a city and the transport system.

The challenges facing urban transport in developing countries require innovative solutions; Gauraw, Young and Khisty (1998) stated that "a more holistic approach would be very essential in tackling the problems." They suggested three strands, which include economic, environmental and social costs in order to reduce some negative trends and impacts of urban transportation systems in developing countries. Moreover, they cautioned that developing countries would be wise to learn from the mistake made in developed countries such as European and United States and develop their own methods to tackle the problems and challenges facing urban transportation system rather than copying the approaches used in developed countries.

In Tanzania, a major cause of the transport problems has been contributed by the design of the city that favors the dominance of the automobile, the structural pattern of the roads, especially the traditional area of the city and the unplanned growth; uneven distribution of the land use imposes constraints on movement and to the facilities provided (JICA, 2007). The need to understand the design of the urban areas and the traffic carrying capability of the roads in order to tackle challenges facing urban transport is important.

In order to reduce urban transport at problems in Tanzania cities, it is suggested that traffic management, transport stakeholders and planners must coordinate, identify and address the possible solutions to improve traffic circulation in the cities. This can be achieved after understanding the design of the city, their route forms and transport needs. The following specific measures are also suggested.

1. ***Improve sector coordination***. There must be one authority with a mandate and power to coordinate the urban transport systems. So far, Dar es Salaam Urban Transport Authority (Duta) is the only authority tabled to as the future of coordinating the urban transport systems. However, the form and function of DUTA are not well described to stakeholders to whether the road and traffic infrastructures will be included or excluded from the DUTAs mandate; the financing of DUTA; and the relationship between DUTA and other sectors which are currently having some responsibilities will be brought under the mandate of DUTA.

   One authority only existing in Dar es Salaam will not be effective to tackle the problems facing urban transportation to whole countries, which has different geographical features. The slowdown of the process to establish the DUTA is the indication that there is no authority responsible for driving the progress. Even though the stakeholders engaged in this process see the role of the DUTA to coordinate the urban transport systems will be the only solutions to overcome the challenges facing urban transportation yet the establishment is very slow. Therefore, it's very important to build the consensus among the stakeholders and generate a platform for change.
2. ***Construction, Improvement and frequent maintenance of drainage systems.*** Inadequate and blockage of drains result in occasional flooding of roads during rainy seasons. These affect traffic flows and reduce the life span of a road as a result of development of potholes on the roads. It usually observed in most city centers of Tanzania that drainage systems were not very effective, especially during rain seasons. The construction, improvement and frequent maintenance of drainage systems will support the span of the road as well as reduce problems associated with poor drainage systems.
3. ***Provision of off-street parking facilities according to the design of the city***. Lack of off-street parking may result in on-street parking which narrow the existing roads and leading to obstruction of traffic flows. The off-street parking space should be provided along the road where the concentrations of activities are high.
4. ***Provision of traffic light at major junction of the cities*** .Larger volumes of the traffic are observed during the peak hours almost in every outstanding road of the cities in Tanzania. Other roads should be

provided with "STOP" sign at appropriate arm junctions, and others should be managed by traffic wardens accordingly. In addition, all roads in Tanzania cities should be provided with road signs whenever there is no sign.

5. ***Restricted car use***: It should be noted here that the goal is not to ban all car sales and stop citizens from buying these vehicles but rather to rationalize the use of cars (e.g. Use them only when strictly necessary, while using public transport, bicycles and walking for most of the trips). In a city where the poor do not use cars excessively, road's building and road improvements in order to relieve congestion are very regressive. By restricting the car use and emphasize the non-motorized to take advantage it takes up very scarce government resources leaving the needs of the poor unattended.
6. ***Regular maintenance of roads in cities.*** The road maintenance agencies should be well funded to carry out their duties. The government must pay attention during the rehabilitation of the major roads. Furthermore, whenever there is the largest concentration of pedestrian's complete separation of vehicles should be encouraged to reduce pedestrians-vehicular conflicts in the cities. This can be achieved by creating barriers such as underpasses and overhead foot bridge. The Transport System Management (TSM) strategy should be introduced such as one way systems, improved signals, traffic engineering improvement of road network, intersection and bus priority lanes.
7. ***Intensive studies of Transportation problems:*** There has not been any comprehensive transportation study for many urban centers in Tanzania. Thus, the volumes of traffic along many urban routes of cities are not known. A time series data on the various components of urban traffic is important to city planners interested in future transportation planning. Traffic flow on major roads of the cities must be monitored regularly so that the design capacities of these roads are not exceeded. It is suggested that at the national level, it is convenient to adopt the "Best Practices" which enable to use the optimal techniques that have shown effectiveness after implementation. Such technique, including, cleaner fuels, improving public transportation, enforcement of traffic regulations, modify existing infrastructure and building new infrastructure. In additional to that, stakeholders and planners addressing the challenges facing urban transportation must promote non-motorized modes of transportation, integrating land use and transportation systems, inspecting and maintaining vehicles, increasing education to users and controlling urban transportation problems in developing countries.

4. Conclusion and Recommendation

The challenges of the urban transport cannot be solved without clear coordination of stakeholders together with suitable policies. Urban area, whether big cities, cities or town has grown and will continue to expand, but the demand has always exceeded the level of service provided. The deteriorating of public transport forces people to shift to personalized transports, which are not safe, fuel-inefficient, increase traffic congestion and increase pollutions.

In Tanzania, it shows clearly that multitude of stakeholders both (formal and informal), layers of geographical inversions and competencies and the intersection between policy formulation, regulation, service provision and service user, reveals a high level of complexity, contradiction and overlaps. Although there are a large number of stakeholders with some level of responsibility towards ensuring a functioning of the urban transport system, there is no clear institution that coordinates or is accountable for engage in the whole process of the urban transport problem as a result of the overall inefficiency in rendering the service.

This paper has examined the nature, type and causes of urban transportation in Tanzania cities and has made some possible suggestions to reduce the problems. However, urban transportation remains to be challenging phenomena recurs in many urban centers, combined efforts should be to adopt "Best Practices" which has shown to be effective in tackling the transportation problems in developing countries like Tanzania. It is suggested that approaches that are efficient and flexible is one needed by developing countries in order to alleviate the transportation problems occurring in various urban cities, and the finest way is for every city to develop its own version and models to examine the challenges facing transportation systems.

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