

# Bicycle Masterplan for Zanzibar and Stone Town Final Report – 31<sup>st</sup> October 2024 Revised and updated – 15<sup>th</sup> December 2024

A Tshwane University of Technology  
(TUT) Project under the auspices of  
the DST/NRF/SACN SARChI Chair in  
#SpatialTransformation in  
partnership with #Platform100

Funded by the African Development Bank for  
the Urban and Municipal Development  
Fund



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# **1. TERMS OF REFERENCE**



# **SERVICE CONTRACT**

**BETWEEN**

**THE AFRICAN DEVELOPMENT BANK**

**AND**

**TSHWANE UNIVERSITY OF TECHNOLOGY**

A public higher education institution established in terms of the  
Higher Education Act No. 101 of 1997, as amended)



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**THIS SERVICE CONTRACT** (hereinafter called the "Contract") is entered into by and between the **AFRICAN DEVELOPMENT BANK** (hereinafter called the "Bank"), an international financial institution having its headquarters in Abidjan, Avenue Joseph Anoma, 01 B.P. 1387, Abidjan, CÔTE d'IVOIRE

## **OF THE ONE PART**

and **TSHWANE UNIVERSITY OF TECHNOLOGY** formed and existing under the laws of *Republic of South Africa* (hereinafter called the "Consultant"), whose address is Office G076, Building 11, Tshwane University of Technology - Pretoria Campus, Staatsartillerie Road, Pretoria West, 0001.

**WHEREAS** the Bank has determined the need to procure the services of the Consultant, as such services are described or referred to in this Contract, subject to the terms and conditions hereinafter set forth;

**NOW THEREFORE** the parties hereto agree as follows:

### **ARTICLE I: SCOPE OF SERVICES**

1.1. The services to be performed by the Consultant under this Contract (hereinafter called the "Services") are described in the terms of reference attached hereto as Annex 1 (hereinafter called the "Terms of Reference") and forming an integral part hereof.

1.2. Notwithstanding Article XV hereof, the Bank shall be entitled to modify the Terms of Reference provided however, that no such modification shall change the essential nature or purpose of the Services. If, as a consequence of such modification, the scope of the Services is significantly changed, the Contract Amount (as defined in Section 8.1 hereof) and/or the Contract period may be adjusted by the Bank.

### **ARTICLE II: COMMENCEMENT AND DURATION**

2.1. The Consultant shall commence the Services on the 1<sup>st</sup> of October 2023 and shall carry out the Services for a period of 12 months in accordance with the schedules and time limits established under the Terms of Reference, or as otherwise indicated to the Consultant in writing by the Bank.



**ARTICLE III:**  
**DUTIES OF THE CONSULTANT**

3.1. The Consultant shall perform the Services with all due care, diligence, and efficiency, in accordance with the highest standards of professional competence and skill, and shall, in performing the Services, accept, promptly act upon, and comply with, such instructions and directions as may be issued by the Bank from time to time.

3.2. The Consultant shall report regularly to the Bank and seek guidance and direction therefrom on all matters relating to this Contract and the performance of the Services hereunder.

3.3. The Consultant shall perform the Services to the satisfaction of the Bank in accordance with the Terms of Reference and shall submit to the Bank satisfactory and complete report(s) as required under the Terms of Reference.

3.4. The Consultant designates Professor Amira Osman of the Tshwane University of Technology, Pretoria, South Africa, as the project's leader to spearhead and coordinate the performance of the Services and to act as the principal liaison between the Bank and the Consultant during the performance of this Contract. In this capacity, the project leader's responsibilities include, but are not limited to, daily supervision and oversight of the Services and all communications between the Consultant and the Bank.

3.5. The Consultant shall provide the services of qualified experts and employees through all stages of this Contract and shall identify such experts to the Bank for approval prior to the commencement of the Services. Any change of such experts shall be subject to the Bank's prior written approval. The Consultant shall upon written request from the Bank, promptly replace at its own expense any member of the Consultant's project team who the Bank considers unfit or otherwise unsatisfactory with experts approved by the Bank.

3.6. The Consultant shall keep and maintain accurate and complete accounts in respect of expenditure incurred by the Consultant under this Contract, in such form and detail as shall be satisfactory to the Bank, for the purposes of the Bank making payment under this Contract.

3.7. The Consultant shall seek and obtain all necessary visas and/or residence permits as shall be required for carrying out the Services and for performing its obligations under this Contract. The Bank shall, as necessary, use reasonable efforts to assist the Consultant in obtaining such visas and/or residence permits.

3.8. The Consultant shall be fully liable for the consequences of any error or omission on its part and for any damage caused by negligence on its part in carrying out the Services or performing its other obligations under this Contract.

3.9. The Consultant, by signing this Contract, covenants that neither itself nor any of its experts, employees or agents has any public or private interest, direct or indirect, nor shall acquire directly or indirectly any such interest which does or may conflict in any manner with the performance of the Consultant's obligations under this contract. The Consultant also agrees to excuse or else disqualify itself from any business or other arrangement which conflicts with the Consultant's performance under this Contract.

3.10. Except as otherwise agreed by the Bank in writing during the term of this Contract, the Consultant and any entity in which the Consultant has a professional participation or interest shall be disqualified from supplying any goods, performing any work or service related to or resulting from the Services.

**ARTICLE IV:  
REPRESENTATIONS, WARRANTIES AND COVENANTS**

4.1. The Consultant represents and warrants that it possesses the requisite experience, qualifications, competence and skills to perform the Services hereunder and to carry out all of its duties and responsibilities set out in this Contract and that all information given concerning such experience, qualifications, competence and skills is accurate.

4.2. The Consultant represents and warrants that it is in compliance with all the applicable laws and regulations in force at its place of incorporation. The Consultant covenants that during the term of this Contract it shall abide by and take all measures necessary to enable it to be in compliance with, all laws and regulations in force in any place where the Services are to be wholly or partially performed.

4.3. The Consultant represents and warrants to the Bank that: (i) the execution and delivery by the Consultant of this Contract, the consummation of the transactions contemplated hereby and the performance by the Consultant of this Contract will not violate, conflict with or result in the breach of any of the terms and conditions of, or otherwise give any other contracting party the right to terminate, any contract, agreement, license, franchise, commitment or binding arrangement to which the Consultant is a party and which would otherwise be material to the performance by the Consultant of its obligations hereunder; and (ii) the Consultant possesses and will maintain all required licenses, and permits in respect of, or otherwise possesses and will maintain good and valid title to, all the intellectual and other property necessary for the performance of its obligations hereunder. The foregoing representations and warranties of the Consultant shall survive the termination of this Contract.

**ARTICLE V:  
INSURANCE**

5.1. The Consultant shall be responsible for medical insurance coverage for its experts and employees performing the Services hereunder in accordance with relevant industry norms and standards. The Bank shall have no responsibility whatsoever for such coverage or for any medical expenses that the Consultant or its employees, agents, affiliates, contractors, subcontractors or other persons deriving authority from the Consultant (collectively hereinafter referred to as the "Consultant's Associates") may incur.

**ARTICLE VI:  
RELATIONSHIP OF THE PARTIES, INDEMNIFICATION**

6.1. Nothing contained in this Contract shall be construed as establishing or creating any relationship between the Bank and the Consultant other than that of independent contractor. Accordingly, the Consultant hereby agrees that the Bank shall accept no liability in contract or in tort or any responsibility for the acts, omissions, errors or negligence of the Consultant, or the Consultants Associates.

6.2. The Consultant hereby undertakes that it will indemnify and hold harmless the Bank from and against any action and all losses, liabilities, costs, claims, damages and expenses ("Losses")



(including, without limitation, reasonable attorney's fees) which the Bank may incur in relation to, arising out of, or otherwise in respect of any act, omission, error or negligence of the Consultant or any of the Consultant's Associates including without limitation all third party claims, and the Consultant will reimburse the Bank for all costs, charges and expenses which the Bank may pay or incur in connection with investigating, disputing or defending against any such action or Losses. The Consultant shall indemnify the Bank against all third-party claims of infringement of patent, trademark, intellectual property, or industrial design rights arising from the performance of the Services by the Consultant and any of the Consultant's Associates.

6.3. The provisions set out in this Article shall survive the expiration or termination of this Contract.

## **ARTICLE VII: CONSULTANT'S INABILITY TO PERFORM SERVICES**

7.1. If, at any time and for whatever reason, in the opinion of the Bank the Consultant is unable to perform or to complete the performance of the Services in a manner satisfactory to the Bank, the Bank may, at its option, either terminate this Contract, or extend the time within which the Services are to be performed. Any additional costs or expenses to the Bank arising from such extension shall be borne by the Consultant.

## **ARTICLE VIII: PAYMENT FOR THE SERVICES**

8.1. The Bank shall, subject to satisfactory performance of the Services, pay to the Consultant the amounts specified in Section 1 of Annex II to this Contract (hereinafter collectively referred to as the "Contract Amount"), which Annex II forms an integral part hereof.

8.2. Payment of the Contract Amount shall be in accordance with the modalities specified in Section 2 of Annex II to this Contract.

## **ARTICLE IX: COPYRIGHT, CONFIDENTIALITY AND OWNERSHIP**

1.1. The Consultant shall not at any time without written authorization from the Bank, communicate to any person or entity any Confidential Information disclosed to it for the purpose of performing the Services or obtained by it in the course of performing the Services, or make any public statements concerning this Contract. All Confidential Information shall be treated as confidential by the Consultant and the Consultant's Associates and remain the property of the Bank. The Consultant and the Consultant's Associates shall not be entitled to use or copy such Confidential Information for any purpose not related to this Contract. For purposes hereof, "Confidential Information" refers to all documents, statistics, reports, data or other information whether in written, oral or other tangible form provided, or made available to, or created, obtained, compiled or prepared by the Consultant in respect of, in connection with or by virtue of this Contract.

1.2. The Consultant shall exercise sufficient control over any Confidential Information in order to preserve the confidential nature thereof, and to safeguard the Confidential Information from

theft and/or access by unauthorized personnel and third parties and to ensure that Confidential Information is not used in an unauthorized manner.

1.3. The obligations of the Consultant under Section 9.1 of this Contract will not be deemed to have been breached to the extent that Confidential Information: (a) is disclosed by the Consultant to the Consultant's Associates solely in order to comply with obligations, or exercise rights, under this Contract; or (b) is in the public domain other than due to a breach of Section 9.1. Where the Consultant discloses Confidential Information to another person pursuant to clause (a) above, the Consultant will (a) notify the receiving person that the information is Confidential Information and (b) not provide the Confidential Information unless the receiving person agrees to comply with the terms and conditions set forth in Section 9.1. In every instance, the Consultant shall notify the Bank (a) of such disclosure to the Consultant's Associates prior to making such disclosure, and (b) promptly of any breach of its confidentiality obligations when it has learnt of such a breach.

1.4. The Consultant shall not publish or cause or permit to be published, without the prior written approval of the Bank, the existence of this Contract nor any conclusions or recommendations nor part thereof formulated in the course of or as a result of the performance of the Services.

1.5. All proprietary and intellectual property rights in all documents, reports, statistics, data, and other information provided, made available to, or created, obtained, compiled or prepared by, the Consultant in the course of carrying out the Services shall be vested in and become the property of the Bank. All such documents, reports, statistics, data and any other information shall, upon the completion of Services or termination of this Contract, be promptly returned to the Bank. Such materials shall be sorted and indexed by the Consultant in a manner acceptable to the Bank prior to delivery to the Bank.

1.6. The Consultant further agrees to include the contents of this Article in all subcontracts and consulting agreements entered into by the Consultant for the performance of Services under this Contract.

1.7. The provisions of this Article shall survive the expiration or the termination of this Contract.

## **ARTICLE X: ASSIGNMENT AND SUBCONTRACTING**

10.1. The Consultant shall not assign, transfer, or make any other disposition of any of its rights or obligations under this Contract, in whole or in part, except with the prior written consent of the Bank.

10.2. The Consultant shall not subcontract for the whole or any part of the Services to any person or entity except with the prior written consent of the Bank given in respect of the particular person or entity.

10.3. Notwithstanding any such consent given by the Bank pursuant to Sections 10.1, or 10.2 above, the Consultant hereby guarantees full compliance by each of the Consultant's Associates with the terms of this Contract and the prompt performance by each of them of the subcontracted parts of the Services. The Consultant further represents and warrants that it shall be fully



responsible as primary obligor to the Bank regarding the manner and standard of performance of the Services.

#### **ARTICLE XI: FORCE MAJEURE**

11.1. "Force Majeure" means any event or condition which (a) wholly or partially delays or prevents a party from performing any of its obligations under this Contract, (b) is unforeseeable and unavoidable, (c) is beyond the reasonable control of such party, and (d) occurs without the fault or negligence of such party.

11.2. The party affected by such Force Majeure shall give prompt written notice to the other party of the nature and probable duration of such Force Majeure, and of the extent of its effects on such party's performance of its obligations hereunder.

11.3. During the continuance of such Force Majeure, the obligations of the affected party shall be suspended to the extent necessitated by such Force Majeure.

11.4. In the event of Force Majeure which delays performance of this Contract or any part thereof by more than *Sixty* (60) days, either party shall have the right, by notice to the other party, to terminate this Contract.

#### **ARTICLE XII: FRAUD AND CORRUPTION**

12.1. The Consultant represents and warrants that no employee of the Bank involved in the award of this Contract, has received, or will receive, directly or indirectly, any benefit or advantage from the Consultant, or any of the Consultant's Associates, resulting from the award of this Contract or its performance.

12.2. If the Consultant or any of the Consultant's Associates is found to have engaged in any corrupt or fraudulent practice in connection with this Contract, the Bank may, in its sole discretion, do any or a combination of the following: (i) declare void or terminate this Contract without liability for payment of the Contract Amount or any part thereof; (ii) declare the Consultant ineligible to contract with the Bank or to enter into contracts financed by the Bank; and (iii) pursue legal proceedings against the Consultant. For purposes hereof, "corrupt practice" means the offering, giving, receiving or soliciting of anything of value to influence the action of an individual in the procurement process or in contract execution, and "fraudulent practice" means a misrepresentation of facts in order to influence a procurement process or the execution of a contract, or collusive practice among bidders prior to or after bid submission.

### **ARTICLE XIII: TERMINATION**

13.1. The Bank may terminate this Contract at any time without advance notice in the event the Consultant engages in misconduct. For purposes hereof, “misconduct” means conduct that is unlawful or improper, and that the Bank determines in its discretion, reflects seriously and adversely on the Bank.

13.2. The Bank may, upon giving not less than *Thirty* (30) days' notice in writing to the Consultant, terminate this Contract if the Bank determines that the Consultant has failed to perform satisfactorily the Services or to otherwise comply with any of its obligations under this Contract.

13.3. The Bank may, at its option and in its sole discretion, terminate this Contract when it is in the interest of or the convenience of the Bank to do so, provided, that the Consultant shall in such event be given prior notice of not less than *Thirty* (30) days of such termination.

13.4. The Consultant may terminate this Contract if the Bank has, within a period of forty-five (45) days after the due date, failed to pay any amount due to it in respect of which no dispute has arisen.

13.5. The Bank and the Consultant may terminate this Contract by mutual agreement in writing.

13.6. Upon termination of this Contract, the Consultant shall: (a) take immediate steps to end the performance of the Services in a prompt and orderly manner, mitigating any losses and keeping further expenditures to a minimum; and (b) promptly return all Bank equipment and, in accordance with Section 9.4 hereof, all documents, reports, statistics, data and other information provided, or made available to, or created, obtained, compiled or prepared by, the Consultant in the course of carrying out the Services.

13.7. If this Contract is terminated under this Article XIII, Article VII or XI, the Bank shall be liable only for payment, in accordance with the payment provisions of this Contract, for the part of the Services actually performed and expenses reasonably incurred prior to the effective date of termination.

### **ARTICLE XIV: DISPUTE SETTLEMENT**

14.1. The parties shall make every effort to resolve any disagreement or dispute arising between them under or in connection with this Contract amicably by direct informal negotiation. The party asserting the existence of a disagreement or dispute shall, promptly upon becoming aware of such disagreement or dispute, notify the other party in writing (such writing being referred to herein as the “Notice of Dispute”) specifying the nature of the disagreement or dispute, and shall also provide such other information about the disagreement or dispute as the other party may reasonably require.

14.2. If, forty-five (45) days after the date the Notice of Dispute has been given, the parties have been unable to amicably resolve the dispute or disagreement, either party may initiate arbitration proceedings in accordance with the UNCITRAL Arbitration Rules as at present in force.

14.3. The arbitral tribunal shall consist of one (1) arbitrator who shall be selected by agreement of the parties. If, sixty (60) days after the date of the Notice of Dispute, the parties are unable to

agree on the sole arbitrator, the London Court of International Arbitration (“LCIA”) shall act as the appointing authority.

14.4. The seat of arbitration shall be London, England.

14.5. The language to be used in the arbitral proceedings shall be English.

14.6. The resulting award shall be final and binding on the parties and shall be in lieu of any other remedy.

14.7. Nothing contained in this Contract shall be construed as or constitute a waiver, renunciation or other modification of any privileges, immunities and exemptions accorded to the Bank under the Agreement Establishing the African Development Bank, international conventions or any other applicable law.

14.8. The provisions of this Article shall survive the termination of this Contract.

#### **ARTICLE XV: MODIFICATION OR AMENDMENT**

15.1. Subject to Section 1.2 hereof, no changes, modifications or amendments shall be made to this Contract except as may be mutually agreed upon in writing by both parties hereto.

#### **ARTICLE XVI: EFFECTIVE DATE AND EXPIRY**

1.1. This Contract shall enter into force on the Effective Date which shall be the date of last signature by the parties).

1.2. Unless terminated under Article VII, XI, XII or XIII hereof or unless otherwise indicated in writing by the Bank, this Contract shall expire no later than the earlier of the 31<sup>st</sup> August 2024 or date on which all obligations arising out of or under this Contract have been discharged, except for those expressly stated to survive the termination of this Contract.

#### **ARTICLE XVII: NOTICES**

17.1. All notices or requests required or permitted to be given or made shall in the case of the Bank be addressed or made to the Manager, ***Urban Development Division***, or such officer duly authorized by it in writing to receive or act upon the same.

17.2. Any notice or request to be given or made under this Contract shall be in writing and have been duly made or given when delivered by hand, or by certified mail or by facsimile to the party to the following address, or such other address as any of the parties may have notified to the other party in writing.

## **FOR THE BANK**

**The African Development Bank  
Immeuble du Centre de Commerce International d'Abidjan (CCIA)  
Rue Jean-Paul II, Plateau, 01 B.P. 1387 Abidjan 01, Cote D'Ivoire.**

Attention: Mr. Stefan ATCHIA  
Title: Division Manager, PICU.2  
Department: Infrastructure and Urban Development  
E-mail: [s.atchia@afdb.org](mailto:s.atchia@afdb.org)  
Tel.: +225 20 26 16 11

## **FOR THE CONSULTANT**

**Tshwane University of Technology – Pretoria Campus  
Office G076, Building 11, Staatsartillerie Road  
Pretoria West, 0001, South Africa**

Attention: Prof Amira Osman  
Title: Professor of Architecture and Research Chair in Spatial Transformation  
Department: Architecture and Industrial Design  
Email: [osmanaos@tut.ac.za](mailto:osmanaos@tut.ac.za)  
Tel.: +27832874006

### **ARTICLE XVIII: GOVERNING LAW**

18.1. This Agreement shall be governed by and construed in accordance with the laws of England.

### **ARTICLE XIX: SEVERABILITY**

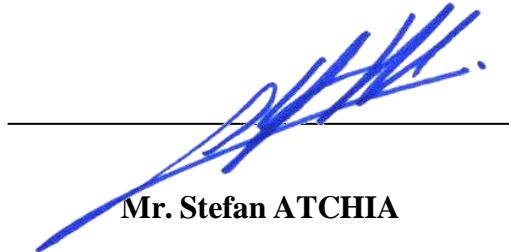
19.1. The invalidity, unenforceability or illegality of any provision (or part of a provision) of this Contract shall in no way affect the validity, enforceability or legality of any of its other provisions.

### **ARTICLE XX: COUNTERPARTS**

20.1 This Contract may be executed in any number of counterparts and by the parties hereto in separate counterparts, each of which when so executed and delivered shall be deemed an original, but all such counterparts together shall constitute one and the same instrument.

**IN WITNESS WHEREOF**, the parties hereto have caused this Contract to be duly executed on the respective dates specified below.

**FOR THE AFRICAN DEVELOPMENT BANK**



**Mr. Stefan ATCHIA**

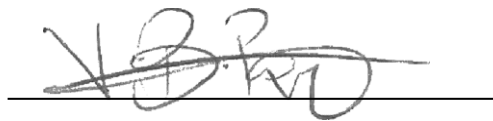
*Division Manager, Urban Development Division*

*Infrastructure & Urban Development Department*

28 September 2023

**Date**

**FOR THE CONSULTANT**



**Dr Vathi Papu-Zamxaka**

**Deputy Vice-Chancellor, Research, Innovation and Engagement**

**Tshwane University of Technology**

28/09/2023

**Date**

## ANNEX I

### AFRICAN DEVELOPMENT BANK GROUP



### TERMS OF REFERENCE (TOR)

#### Terms of Reference for support of Bicycle Masterplan for Zanzibar & Stone Town

##### Background

###### *Transport in Zanzibar:*

Zanzibar is part of the United Republic of Tanzania and consists of the two main islands of Unguja and Pemba and about 50 other small islets. In terms of transport, the majority mode of transport in Zanzibar - and the preferred mode of transport in Stone Town in the last century - remains cycling, with 41% of the modal split (followed by private car with 27%, motorcycle with 17% and public bus with 13%).

Today Zanzibar has approximately 10 car-vehicles per capita, and due to economic development, this figure is growing and will continue to grow rapidly. From international examples we know that if there are too many cars per capita (>150) the environment and the society will be damaged. (For comparison, South Africa has 174 cars per capita and Mauritius 192 cars per capita). Foreseeing this growth trajectory, Zanzibar is well-placed to plan ahead strategically for the increasing mobility needs. Therefore, it is essential to invest in the early stages of pedestrian, cycling, bus, tram, and rail infrastructure. This project focuses on bicycle infrastructure.

###### *Why Zanzibar?*

Zanzibar has been an innovation leader in Africa, as one of the first regions in Africa with a power network and the first city on the continent to have an elevator. It can similarly be an innovator and leader in non-motorised transport. This would be helped by Zanzibar being a small and topographically quite flat island, where everyday cycling is a highly appropriate non-motorized transport strategy. The encouragement of everyday cycling as a mode of transport for commuting should therefore be a target.

One unfortunate challenge is perception. Cycling sometimes has the stigma that it is for poorer people, because many people in developing countries see the car as an ultimate status symbol and a bicycle as transportation mode for poorer people. But improved infrastructure can also improve attractiveness and desirability, as one can see in cities like Amsterdam and Copenhagen, which are some of the most successful bicycle-friendly cities in the world today.

#### *Relevance of cycling for Zanzibar:*

Globally, there are numerous recognized benefits to cycling, including environmental benefits, increased access, improved health and quality of life, economic development and increased activity and vibrancy in the street environment. Major benefits include the following:

- Cycling is an environmentally sustainable form of transportation, as cycling possesses an intrinsic zero CO2 emission value.
- Cycling is also a cost-effective mode of transport, saving money for people's other needs and activities. This is an important consideration in Tanzania, which has been classified as one of the poorest countries in the world.
- Some parts of Stone town are not accessible by motorised modes and can be accessed only by motorcycle, bicycle or walking. Improving bicycle infrastructure will therefore improve access.
- Cycling helps to reduce parking congestion in the city, especially around the market centres. For example, although Malindi fish market has a small parking space which cannot accommodate even 20 cars, typically over one hundred fishermen park there everyday since most of the fishermen use bicycles.
- Cycling enhances the social and the economic development of Zanzibar by creating employment (trade business) such as selling of ice cream, fetching of firewood, fetching of water in gallons, carrying farm produce and distribution of fish to customers.
- Improving bicycle infrastructure will contribute to the local bicycle industry through hiring and repairs.
- Cycling as a major mode of transport helps to reduce the level of CO2 production and indirectly the long-term negative climate effects.

## **APPROACH AND PURPOSE OF THE PROJECT**

#### *Tactical Urbanism:*

The approach to the project is what is broadly referred to as 'Tactical Urbanism'. Rather than a major development or intervention, tactical urbanism refers to smaller strategic interventions as an opportunity to better understand the implications of potential permanent public environment upgrades. The term was popularised around 2010 to refer to a short-term commitment as a first step towards longer-term change and offering lower risk yet with potentially high rewards. Tactical urbanism is thus a deliberate, phased approach to catalysing urban change, consisting of local solutions for local planning challenges.

Generally, Tactical Urbanism interventions may include, but are not necessarily limited to: vehicular lane reductions, widening of sidewalk space, temporary vehicular movement limitations, partial street closures, activation programmes and special events, and public infrastructure installations, etc. It seeks ultimately to improve or revitalise the conventional design and use of streets and sidewalks, particularly in areas where pedestrian and other non-motorised movement are prevalent.

In the case of the current proposal, it seeks to pilot, test and evaluate for the first time in Zanzibar the potential design and activation of strategic cycling routes. This can take the form of a non-permanent bicycle lane, painted or separated with plastic bollards. The intention of the project is to plan, execute and evaluate such a tactical urbanism event with the longer-term view of potentially implementing permanent infrastructure based on the findings of the project. The final deliverable includes a Recommendations Report that can likely be aligned to longer term capital project implementation.

We believe such a "soft and tactical" attempt, which is not permanent, could be easily embraced by the

people, as it builds on existing local travel practices while also setting up the possibility for potential future interventions.

*Capacity building:*

Apart from implementing physical infrastructure, one of the most important goals of the tactical urbanism process is capacity building.

First, together with external experts in the field of public participation processes, we would like to contribute to building knowledge in planning sustainable transport infrastructure within the Department Urban and Rural Planning Zanzibar.

Second, the process will further the development of social capital between citizens.

Third, the project will also contribute to the building of organisational capacity between public and private institutions, non-profits, and their constituents.

## **OBJECTIVES AND ANTICIPATED OUTCOMES**

Key outcomes for the project include:

*During inception stage:*

- Identification and confirmation of strategic cycling and pedestrian networks and links in need of urban intervention;
- Identification and confirmation of strategic public spaces that could support or benefit from urban intervention and for launching the tactical urbanism event;

*During workshop stage:*

- Identification of the target audience. (In addition to the Department Urban and Rural Planning Zanzibar, this may include citizens, public and private institutions, and non-profit organisations.)
- Formulation and confirmation of partnerships with relevant stakeholders, with a view on longer-term management and maintenance;
- Agreed vision for selected area;

*During execution stage:*

- Hosting a temporary tactical urbanism event over a predefined period to test proposed and workshopped interventions;
- (This includes requiring all necessary approvals for the Tactical Urbanism installation, procurement and installation of materials, operationalising and monitoring and the event, and event clean up/removal);

*During closing stage:*

- Evaluation of interventions and recommendations for permanent installation / upgrade.

## **ANTICIPATED RESULTS AND ADDED VALUE**

*Key targeted development results:*

There are three main development results:



- 1) Public awareness and promotion of everyday cycling and sustainable transport; as well as the creation of awareness of the role of public spaces.
- 2) Bicycle infrastructure Masterplan Zanzibar (Plan, Costs and Implementation)
- 3) Prototype “Mini-Holland” bicycle Lane (tactical urbanism)

*Additional added value and complementarity:*

In addition to the three core results, there is further added value for Zanzibar, including:

- 4) Capacity Building for employees, civil servants and technicians at the Department Urban and Rural Planning Zanzibar;
- 5) The initiative will have broader public acceptance since the “Bicycle Infrastructure Master Plan” will be elaborated with public participation. Furthermore, the benefits thereof will also be better appreciated (such as the reduction in the need for parking spaces).
- 6) The proposed interventions are in full alignment with the existing Traffic Plan of the UNESCO Report on Stone Town (2016)
- 7) The initiative will attract international media attention as the first designated bicycle lane in Zanzibar.

## **SCOPE OF WORK**

*Project Description:*

The consultant team shall be responsible for the planning, designing, coordination, implementation, close out and overall monitoring of a tactical urbanism process along the selected streets in Zanzibar. The purpose of the tactical urbanism event is to test cycling as a form of non-motorised urban mobility, as well as potential associated space activation.

Through public participation and workshopping, the consultants will explore creative co-production strategies during the area selection, ideation as well as the actual event phases of the project.

Finally the consultants will develop a report on all aspects of the event, including findings and recommendations,

*The Scope of Services:*

The scope of the project consists of four stages, which are summarised below:

- I. Inception Stage*
- II. Workshop Stage*
- III. Execution Stage*
- IV. Closing Stage*

### *I. INCEPTION STAGE*

- Initiate data collection through preliminary identification of interested and affected parties (IAP) and potential associated social capital, community assets or facilities.
- City officials need to provide GIS or similar data where possible to produce the cycle network map/plans.
- Conduct preliminary screening of the larger study area to identify the intervention area / streets, and make the initial site selection for the Tactical Urbanism event - to be further finalised during co-production and stakeholder engagement input.

## *II. WORKSHOP STAGE*

- Finalise and assemble a database of stakeholder identification, local contacts, and interested and affected parties (IAP).
- Develop a co-production plan, including methodology and timelines. The plan describes:
  - how stakeholders will be engaged in the project, which can garner multi-stakeholder support and involvement in the project.
  - the methods to be used and an envisioned stakeholder project plan with timelines.
  - communication methods, as well including use of traditional and social media.
- Conduct co-production workshops, consisting of a thorough and meaningful stakeholder engagement that draws inputs from the community/residents/other stakeholders to help co-create the development of a successful shorter-term tactical urbanism event, as well as the longer-term success of the bicycle lane.
- Establish and run social media platforms as a key engagement tool.
- Recording of the process using different methods.
- Workshop relevant aspects within the Study Area such as:
  - safety issues
  - spaces where social interaction or other spaces of opportunity take place
  - key access points and linkages
  - places of attraction

## *III. EXECUTION STAGE*

- Tactical Urbanism Design Concept:
  - Basic layout and design of the proposed tactical urbanism event.
  - Detailed temporary activation programme aligned to the outcomes of the co-production workshops to be held with stakeholders.
- Approvals:
  - Obtaining all relevant approvals to host the tactical urbanism event.
- Operational Plan:
  - Operational Plan for the duration of the tactical urbanism event.
  - Includes activation programmes for the study area selected.
  - Prior notification of all relevant and affected stakeholders of the date, intention, duration and purpose of the tactical urbanism event.
- Branding, Marketing, and Events/ Place-making plans and implementation:
  - To manage the branding and marketing of the tactical urbanism event utilising a range of promotional media, including print media, social media or digital advertising.
- Hosting and Facilitation of the Tactical Urbanism Event:
  - Planning, coordination, management and close out of tactical urbanism event.
  - Manage the procurement of all materials and artists (where possible) required for the event.
  - Manage the procurement of any additional resources or services, such as security and cleaning services, for the duration of the event (these may also include artists for the activation of the space)
  - Regular site visits and management for the duration of the event.

- Closure of the event including the removal of all temporary installations, cleaning of the event area and debriefing of all stakeholders.

#### *Iv. CLOSING STAGE*

- Research Findings and Recommendations Report

### **DURATION**

- The total duration of this project is 12 months from project inception, and including final recommendations close out.
- The duration of the tactical urbanism launch event is a minimum of one day and a maximum of two weeks, 14 days.

### ***PHASE: DESIGN AND APPROVALS STAGE***

#### **6. DRAFT CONCEPT DESIGN**

- High level conceptual urban design framework illustrating installation of interventions layout

*Deliverables:* Online

- Draft Concept Design Framework

#### **7. APPROVALS**

*Deliverables:* Online

- Submission of all necessary applications and reports for approval of the event. (e.g. traffic management plans)

### ***PHASE: EXECUTION STAGE***

#### **8. EVENT COORDINATION**

Details to be added after consultation with the stakeholders.

#### **9. PROCUREMENT OF MATERIALS**

- Procurement of all required temporary installations and / or materials for the construction thereof.

#### **10. PROCUREMENT OF SERVICES**

- Procurement of all additional required services including, but not limited to cleaning and security services.
- Artists' works / installations (where applicable to implement)

#### **11. EVENT FACILITATION**

#### **12. PREPARATION AND INSTALLATION OF EVENT COMPONENTS**

#### **14. PROJECT BRANDING, COMMUNICATIONS AND SOCIAL MEDIA CAMPAIGN**

- Media and Communications Specialist

*Deliverables:* Online

- Presenting the preliminary results

*Deliverables:* Stone Town

- Action day

*Deliverables:* Stone Town

- Execution day

*Deliverables:* Stone Town

- Press conference with Mayor of Stone Town and AFDB Representatives to showcase results

*Deliverables:* Hybrid

- Hybrid event over an international holiday

### ***PHASE: CLOSING STAGE***

## **15. FINDINGS AND RECOMMENDATIONS REPORT**

*Deliverables:* Online

- Findings and Recommendations Report, including:
  - Financial report (tender, contracts, bills, statements)
  - Bicycle Masterplan (2 hardcopy's + pdf)
  - Project report (lessons learned)
  - Press review

## **ANNEX II**

### **AFRICAN DEVELOPMENT BANK**

#### **CONTRACT AMOUNT AND METHOD OF PAYMENT**

##### **1. Contract Amount**

Pursuant to Article VIII of this Contract, the Bank shall pay the Consultant the amounts specified below in respect of the Services and for all costs, fees and expenses whatsoever reasonably incurred by the Consultant in performing his obligations under this Contract.

A lump sum payable to the Consultant under this Contract for satisfactory completion of the Services shall be (*US\$ 30,000.00*), inclusive of per diem, travel, and all incidental expenses.

##### **2. Schedule and method of payment**

Payment shall be made upon satisfactory completion of the deliverables described in the Terms of Reference as follows:

The contract shall be a lump sum contract, and the proposed payment is schedule as follows:

- a) **Inception and Draft Report**, which sets out the work plan for the project design phase and consultations needed to refine the project components: 40%
- c) **Final draft, project implementation, documentation and training workshop**: Road map in the short-medium term for implementation based on the needs assessment: 60%



## **2. WORKSHOP PROGRAMME**



# ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN WORKSHOP



Tshwane University  
of Technology  
*We empower people*



PLATFORM



National  
Research  
Foundation

**SARChI**

SARChI: DST/NRF/SACN  
Research Chair in Spatial Transformation  
(Positive Change in the Built Environment)



# ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN WORKSHOP

**LOCATION:** MARU MARU HOTEL

**DATE:** 02 May 2024

**TIME:** 9:00am – 5:00pm

## WORKSHOP PROGRAMME

### **Part 1: Welcome and Introduction**

Time: 9:00 AM - 10:00 PM

Activity: Refreshments and greetings

Briefing for guided Walking tour -Tebogo Ramatlo

### **Part 2: Walking Tour**

Time: 10:00 AM - 11:00 PM

Meeting Point: Maru Maru Hotel

Activity: Guided walking tour around Stone Town to observe critical areas needing bicycle infrastructure enhancements. Walking tour led by Robert (please wear comfortable shoes and bring a hat)

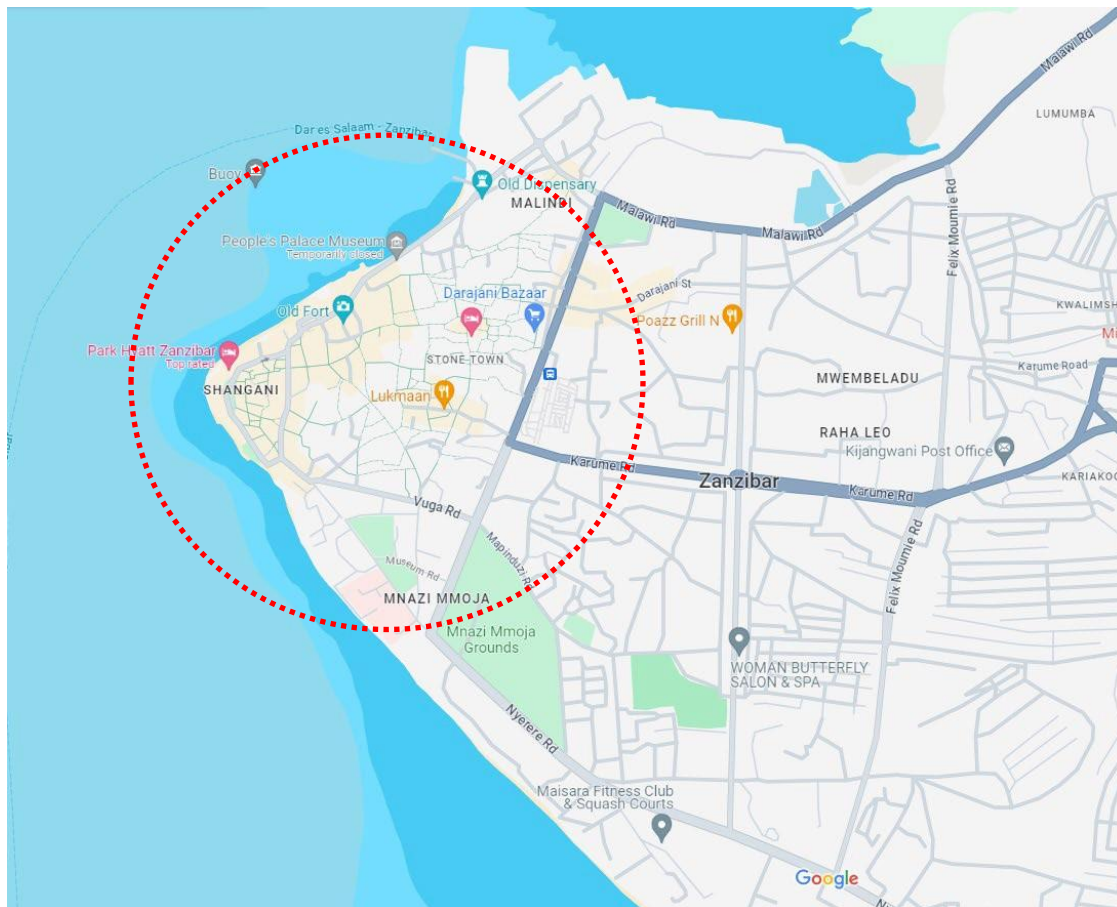


Figure 1. Route of guided walking tour, author 2024

Time: 11:00 AM - 12:00 PM

Activity: Speeches by Dignitaries - STCDA, COLA & MLHD Representatives

**Time: 11:00 AM - 12:00 PM – Lunch at the Roof Terrace**



### Part 3: Interactive Workshop



Figure 2. First workshop, R Krasser 2023

Moderator: Tebogo Ramatlo

Activity: 1:00pm – 1:30pm\_Keynote Presentation by Professor Amira Osman

1:30pm – 2:00pm\_Keynote by Juliet Rita

2:00pm – 2:30pm\_Presentation by Robert Krasser

2:30pm – 2:40pm\_ Briefing by Tebogo Ramatlo

2:40pm – 3:40pm\_ Interactive Workshop\_ Group 1 - Amira's and Group 2 - Roberts

3:40pm – 4:00pm\_ Feedback Presentation by Group 1- Amira's

4:00pm – 4:10pm\_ Feedback presentation by Group 2 - Roberts

4:10pm – 4:15pm\_ Group Discission

4:15pm – 4:30pm\_ Feedback Summary by Amira

4:30pm – 4:40pm \_ Closing Remarks by AFDB- Representative Mr Babati Mokgethi

Closing Refreshments



## **2.1 PARTICIPANTS & PARTNERS**



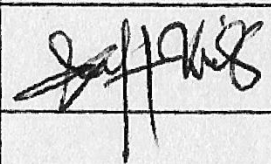
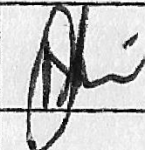
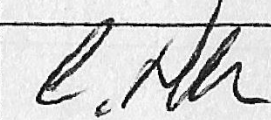
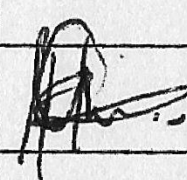



List of Participants Bicycle Masterplan of Zanzibar

#	Title	Name	Surname	Department Institution	Cell-Phone	E-Mail	2. May	Signature
1		Babati	Mokgethi	African Development Bank - Senior Urban Development Officer		b.mokgethi@afdb.org		
2	SGT	Ali A. Juma	Juma	Police	0774 757024	alialey76@gmail.com		
3		Amina Juma	Ali	Urban Municipal Council	0777 142228	aminiaminie@hotmail.com		
4	Urban Planner	Saleh Hamis	Ali	Commission for Lands (Cola)	0654 978751	salehehamisi11@gmail.com		
5	Disater Officer	Pili Haji	FOUM	DMC	0777 869769	pilihajifoum@gmail.com		
6	D/ Director	Said S.	UFUZU	Zanzibar City Council	0777496715	ufuzu_us@hotmail.com		
7	Record Officer	Badawy S	MOHD	FYPO (NCPWD)	0773 195961	mohammedbadawy007@gmail.com		
8	Eng.	Hassan A.	Hassan	MOICT	0773 017018	engineerlajeruu@yahoo.com		
9		Maryam Z.	Madewe	Municipal Council	0713 698209	madewe.mana@gmail.com		
10		Ameir Ali	Haji	West "P" Municipal	+255 777 56 1725			
11	RTA Focal	Thuwaiba Kombo	Kheri	NCD-UNTT	+255 773062211	thuwaibakombo@yahoo.com		
12	Data Officer	Hafidh Abdul Rahman	Seif	NCD-UNTT	+255 774 752121	ibnsaif.h6@gmail.com		
13	Dr.	Omar M	Suleiman	MOH Zanzibar, NCD Manager	+255 777 422119	omarsuleiman2@gmail.com		
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15	Urban Planner West A	Hanif Ali	Hassan	West "A" Municipality	+255 774 099799 +255 714 841822	hanifam@gmail.com		
16		Jacob M Kiswaga	Kiswaga	SMFC	+255 754 3609520	jacob.kiswaga@smec.com		
17	Director DOURP	Muchi Juma	Ameir	DOURP	+255 779 356566	muchildomuchi@gmail.com		
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20	Conservator	Asha Ali	Hanssan	STCDA	+255 777 421938	ashachidy@yahoo.co.uk		
21	Planning officer	Rashid Abdallah	Ali	STCDA	+255 777 3334795	binrashid2000@yahoo.co.uk		
22		Masoud S.	Massoud	STCDA	+255 778 849371	masxxxx@yahoo.com		



## List of Participants Bicycle Masterplan of Zanzibar

#	Title	Name	Surname	Department Institution	Cell-Phone	E-Mail	2. May	Signature
23				Traffic authority				
24	DG	Ali	Bakar	STCDA	+255 777 468418	alibakar@fulbrightmail.org		
25	Arch. UPD	Samir Hadad	Khamis	STCDA	+255 773 425133	samirhadad.arch@gmail.com	✓	
26	Eng.	Mussa A. Bakar	Bakar	STCDA	+255 777 425738	mussabakar@yahoo.co.uk		
27		Muchi	Juma Ameir	Director of Urban and Rural Planning		muchildomuchildo@gmail.com		
28		Sabiha	Saleh Issa	Zanzibar Urban and Rural Planning				
29		Yussuf	Abrahnnan	Zanzibar Urban and Rural Planning				
30		Ali Khamis	Mohammed			director@zmc.go.tz		
31		Juliet	Rita	ANWAC - The Africa Network for Walking and Cycling		juliet.ritta@walk21.com		
32		Remy	Sietchiping	Chief of Policy, Legislation and Governance Section within the Urban Practices Branch of UN-Habitat. He overs		remy.sietchiping@un.org		
33		Rafael	Tuts	Kenya - Director, Global Solutions Division - UN-Habitat		raf.tuts@un.org		
34		Anja	Nelle	GIZ		anja.nelle@giz.de		
35		Juma	Lukondia	Cyclist, bicycle Advocat Zanzibar		umalukondyasato@gmail.com		
36		Ally	Jape	Creating Experiences + Making Videos				
37		Humoud	Khamis Omar	Bluebikes	0776 828385	infor@bluebikeszanzibar.com		
38			Ananndababu	Hotel 1 Maru Maru	+255 774 007 005			
39		Sayd		Hotel 2 Balcony House	+255 776 237 300			
40	Director	Mohamed	Shaniff	ZiiEcotourism	+255 715 100 530	info@ziiecotourism.com		
41	Eng.	Hassan Ameir	KIJERUU		+255 773 017 018			
42	DI	Robert	Krasser	SIR - Salzburg	+ 43 650 4882266	office@robert-krasser.com		
43		Amira	Osman	Platform 100		osmanaos@tut.ac.za		
44		Tebogo	Ramatlo	Tswane University of Technology		ramatlote@tut.ac.za		



## List of Participants Bicycle Masterplan of Zanzibar

#	Title	Name	Surname	Department Institution	Cell-Phone	E-Mail	2. May	Signature
45		Suzanne	Degeeling	Kawa Foundation / Bluebikes	077965511	info@kawatrainingcenter.com	2/5	<i>[Signature]</i>
46	Eng.	YUNUS A.	Hammani	KIST	0773 941979	yunu12341@hotmail.com	2/5	<i>[Signature]</i>
47	Eng.	Lawrence	Gonsalves	Stone Town, bicyclist	0655-047769	lag3306@hotmail.com	2/5	<i>[Signature]</i>
48	Journalist	Ramona	De Silva	Zanzibar Mail	0777 844724	ramona_znz@yahoo.com	2/5	<i>[Signature]</i>
49	Tour Guide	Ulrica	De Silva	Zatoga - NGO - Znz	0777 878900	ulrica.zanzibar777@gmail.com	2/5 - 22	<i>[Signature]</i>
50	Urban Transport Planner	Rita	Joliet	Africa Network for Walking & Cycling	+254 721 291 445	ritajoliet@walk21.com		<i>[Signature]</i>
51	Filmmaker	Moses	Kyungui	BCT	0782 064481	moseskyungui@gmail.com	2/5	<i>[Signature]</i>
52	Officer.	ISMAIL	AKADIR	Department of Tourism	0776 0432 80	ismailsumar07@gmail.com	2/5	<i>[Signature]</i>
53	Urban Planner	SALTIH	ALI	COLA	0654 978751	Saliph36@gmail.com	02/5	<i>[Signature]</i>
54	DOURP	RABIA H SELEMANI		COLA	0773697141	rabiyun85@gmail.com	02/5	<i>[Signature]</i>
55	DOURP	RUBAN	RUBURI	COLA	0676-478532	goshenrubin@gmail.com	02/5	<i>[Signature]</i>
56	PLANNING OFFICER	ABDALLAH RASHID	ALI	MOLHD	0773334793	binvashed2000@yahoo.co.uk	02/05	<i>[Signature]</i>
57								
58								
59	URBAN PLANNER	D. GUNDY		DAR	+447740743371	dandy.gundy@dar.com	2/5	<i>[Signature]</i>
60	Road expert	Hussein	SABBAH	DAR	+961 33 88083	Hussein.Sabbah@dar.com	2/5	<i>[Signature]</i>
61	Saeed Sh							
62	Transport Planner	Saeed	SHOHANI	DAR	0044 797108061	Saeed.Shohani@dar.com	2/5	
63								
64								
65								
66								





### **3. WORKSHOP PHOTOGRAPHS**



















## **4. TACTICAL URBANISM PHOTOGRAPHS**



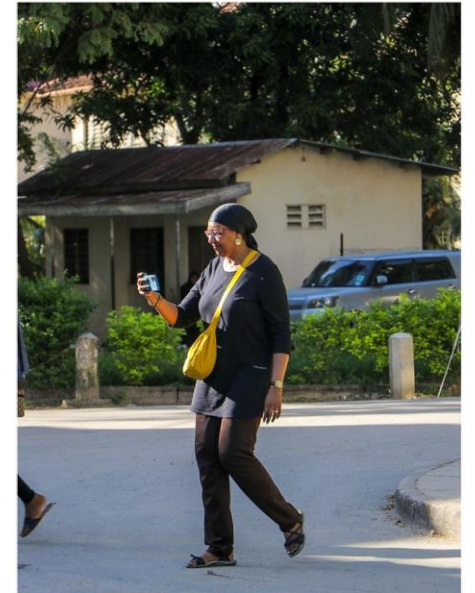














## **5. SOCIAL MEDIA POSTS**



# #ZanzibarBikeplan

## Bicycle Master Plan for Zanzibar and Stone Town

**a #Platform100 Project  
initiated by the  
DST/NRF/SACN SARCHI  
Chair in  
#SpatialTransformation  
with the Tshwane  
University of Technology**

The Bicycle Master Plan is a participatory urban mobility project that focuses on bicycle infrastructure.

The project uses temporary, tactical interventions based on existing local travel practices to explore long-term solutions for sustainable transport in Zanzibar.

The workshop held in Stone Town in May was the second in a series of participatory workshops aimed to culminate in the co-creation of a master plan that outlines non-motorized infrastructure plans for Zanzibar in general, and Stone Town, in particular.

The Bicycle Master Plan for Zanzibar and Stone Town is made possible with foresight and funding from the African Development Bank.

2nd Workshop  
held  
on 2 May, 2024  
at the Maru Maru  
Hotel, Zanzibar

## #ZanzibarBikePlan

- Identify strategic urban 'pinpricks'
- Develop multi-stakeholder partnerships
- Create a shared vision
- Host and test a temporary intervention
- Evaluate and make recommendations for permanent installation/upgrade.



We extend a special thanks to our local partners, the City of Zanzibar and to all the officials and city practitioners without whom the project would not be possible. Thank you to our implementation and research team, Robert Krasser, Tebego Emmanuel Ramatloba (Project manager) and Professor Amira Osman (Project lead).

Gratitude to the local hotels who too understand the economic value of a sustainable, people-friendly transport solution for Stone Town.

**To find out more follow #ZanzibarBikePlan**



# #ZanzibarBikeplan



#ZanzibarBikePlan

## METHODOLOGY

### Urban Acupuncture

#ZanzibarBikeplan is an urban mobility project that uses #tacticalurbanism to explore possibilities for permanent bicycle infrastructure. The project is piloting, testing and evaluating the potential design and activation of strategic cycling routes in and out of #StoneTown

The research-in-action project is inspired by innovative district improvements in the Kampung, Surabaya, Indonesia and the #urbanacupuncture techniques of Jaime Lerner, architect, urbanist and once-mayor of Curitiba.

The premise of #urbanacupuncture is that changes to a community don't need to be large-scale and expensive, but that strategically placed #urbanpinpricks can have a transformative impact on the entire system.



#ZanzibarBikePlan

## #tacticalurbanism

- a deliberate, phased approach to catalyse urban change
- builds on existing local travel practices
- a co-created, co-designed #sustainablemobility solution



#ZanzibarBikePlan

*Small-scale  
interventions*

*Partnering with  
local creatives*



#ZanzibarBikePlan



#ZanzibarBikePlan

## #urbanacupuncture

small-scale interventions  
to experiment with and best  
understand  
the implications of potential  
permanent public  
environment upgrades

#tacticalurbanism



#ZanzibarBikePlan

# #ZanzibarBikeplan



## LEADING INNOVATION IN NON-MOTORISED TRANSPORT

### Why Zanzibar?

**Cycling** is the key mode of transport in Zanzibar and for the last century, the preferred mode of transport in Stone Town. As a small and topographically quite flat island, everyday cycling is an appropriate non-motorized transport strategy.

Unfortunately the promotion of cars as an ultimate status symbol, often posits cycling as an inferior mode of transportation for poorer people.



#ZanzibarBikePlan

### *Context-based solutions*



#ZanzibarBikePlan

The **#ZanzibarBikeplan** aims to improve cycling infrastructure as has been successfully done in cities like Amsterdam and Copenhagen and in so doing, increase both the attractiveness and desirability of cycling as a mode of transport in Stone Town.

Zanzibar's current car-vehicles per capita is 10 and with economic development, is set to grow rapidly. International examples prove that too many cars per capita (>150) damage both the environment and the social fabric of urban spaces. As a @UnescoWorldHeritage site Stonetown has the potential to attract more tourists and more development.

[Linktr.ee/PLATFORM100ZA](https://linktr.ee/PLATFORM100ZA)

# *If it's safe to cycle it's safe to walk.*

## SOCIO-ECONOMIC BENEFITS OF CYCLING

In addition to the numerous globally recognized benefits to cycling as a mode of transport, the increased activity and vibrancy in the street environment and the low cost of cycling are important considerations in Zanzibar.

Given that some parts of the historic Stonetown World Heritage Site can only be accessed by motorcycle, bicycle or walking, improving bicycle infrastructure, improves access for both cyclists and pedestrians.

**Biking** reduces parking congestion in the city, especially around the market centres. The Malindi fish market for example has a small parking space that can barely accommodate 20 cars, yet is able to daily accommodate the over a hundred fishermen who use bicycles.

**Cycling** enhances the social and the economic development of Zanzibar. It supports employment opportunities from selling bread and ice cream, to fetching and carrying firewood, water and gas. Bikes transport farm produce and facilitate distribution of fish to customers. Improving bicycle infrastructure and promoting everyday cycling also contributes to the local bike-hiring and servicing industry.



#ZanzibarBikePlan



#ZanzibarBikePlan





**#ZanzibarBikePlan**

*Bikes make  
business sense*

*Why cycling  
infrastructure?*

## #Cyclinginfrastructure

- Improves access
- Reduces congestion
- Enhances economic opportunities
  - Transporting goods
  - Mobile retail (ice-creams, bread)
  - Cycling industry (hiring and repairs)



*Liveable, loveable cities*

## #Cyclinginfrastructure

- Healthy environment (zero CO2 emissions)
- Healthy, active citizens
- Vibrant street environment
- People – friendly
- Cost-effective



**#ZanzibarBikePlan**



**#ZanzibarBikePlan**

# #ZanzibarBikeplan



#ZanzibarBikePlan

## THE WAY FORWARD

On the 2nd of May, the #ZanzibarBikeplan team hosted the 2nd in a series of participatory workshops at the Maru Maru Hotel in Stone Town, Zanzibar.

A big thank you to all who joined the tactical session aimed at encouraging and facilitating non-motorised transport as a strategy to reduce traffic jams and vehicle congestion while simultaneously supporting small businesses that rely on non-motorised transport systems.

## **The co-creation of a master bike plan to prioritise and encourage non-pedestrian mobility and support local businesses in Zanzibar is underway!**

The **#ZanzibarBikeplan** focusses on improving walkability and encouraging small-scale income generating opportunities while increasing citizen safety through “eyes on the street”.

The master plan arises out of the context of some of these elements already present in the world heritage site and recognises that Zanzibar and Stone Town, in particular, is not only a tourist destination but also a “living town” with a community with livelihoods that need to be sustained. Given the nature of the city, with its narrow, winding streets, bicycles are an ideal method of transport and business.



#ZanzibarBikePlan



**A co-designed  
#urbanmobility strategy to:**

- reduce traffic jams and vehicle congestion
- support small businesses that rely on non-motorised transport

Collectively identifying  
and testing bicycle  
pathways  
to encourage and  
facilitate non-motorised  
transport

#sustainablemobility #urbanacupuncture



**#ZanzibarBikePlan**



**#ZanzibarBikePlan**

***Support the co-creation of  
a master bike plan for a  
World Heritage site!***

- follow #Zanzibarbikeplan
- contact Project manager, Tebogo Ramotlo to be included in the next workshop.



**#ZanzibarBikePlan**

**[Linktr.ee/PLATFORM100ZA](https://linktr.ee/PLATFORM100ZA)**



# #ZanzibarBikePlan



Thank you to all  
participants



University of Technology  
Zanzibar



PLATFORM



National Research Foundation

**SARCHI**  
Sustainable African Research Centre for Health and Innovation



[Linktr.ee/PLATFORM100ZA](https://linktr.ee/PLATFORM100ZA)



# ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN WORKSHOP

- 9am - 6pm**



WhatsApp: (+27) 719370493





## **6. MEETING MINUTES**



# ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN

## MEETING MINUTES & AGENDA

**LOCATION:** Online – Microsoft Teams

**DATE:** 28/March/2024

**ATTENDEES:** Tebogo Ramatlo - TUT  
Professor Amira Osman - TUT  
Robert Krasser - SIR\_Salzburg  
Muchi Juma Ameir – URP\_MLHD  
Ali Bakar - STCDA  
Samir Hadad Khamis – STCDA

### APOLOGIES

**TIME:** 3:00PM

## AGENDA ITEMS

- I. Introduction – Tebogo Ramatlo followed by Attendees
- II. Feedback from Previous Workshop – Robert Krasser
- III. Presentation of Upcoming Workshop – Tebogo Ramatlo
- IV. List of Attendees for Upcoming workshop– Robert Krasser & Tebogo Ramatlo
- V. New Items – Muchi Juma Ameir, Ali Bakar, Samir Hadad Khamis
- VI. Date of Next Meeting & Venue – 29 April 2024
- VII. Adjournment

ACTION ITEMS	OWNER	DEADLINE	STATUS
Upcoming Workshop	TR	02 April	In progress
<b>Workshop _ 2<sup>nd</sup> of April 2024</b> <b>Part 1: Introduction and Welcome by Mr Muchi Juma Ameir &amp; Mr Ali Bakar</b> Time: 8:00 AM - 10:00 PM Venue: Maru Maru Hotel Activity: Keynote Presentation for Professor Amira Osman Short Presentations by Robert Krasser and Tebogo Ramatlo <b>Part 2: Walking Tour</b> Moderator: Robert Krasser & Tebogo Ramatlo Time: 10:00 AM - 12:00 PM Meeting Point: In front of House of Wonders Activity: Guided walking tour around Stone Town to observe critical areas needing bicycle infrastructure enhancements, concluding with refreshments and bicycle try-outs. <b>Part 3: Interactive Workshop</b> Moderator: Tebogo Ramatlo & Robert Krasser Time: 2:00 PM - 5:00 PM Participants: All bicycle enthusiasts, governmental workers from STCDA, Cola, and the Ministry, along with other stakeholders. Activity: Interactive Workshop with Card-Based Mapping <b>Part 4: Presentation &amp; Discussion on Further Steps</b> Moderator: Tebogo Ramatlo Evening: 6:00 PM - Dinner Buffet and Networking Session			
List of Attendees	RK & TR	05/April	In progress
New Items	STCDA & URP		In progress
Date of Next Meeting & Venue	TR	29 April	TBC



# ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN

## MEETING MINUTES & AGENDA

**LOCATION:** Online – Microsoft Teams

**DATE:** 28/March/2024

### Organization

**ATTENDEES:** Tebogo Ramatlo - TR  
Professor Amira Osman - AO  
Robert Krasser - RK  
Muchi Juma Ameir – MJA  
Ali Bakar - AB  
Samir Hadad Khamis – SHK

Tshwane University of Technology  
Tshwane University of Technology  
SIR \_Salzburg  
Urban & Rural Planning \_ MLHD  
Stone Town Conservation Development Agency  
Stone Town Conservation Development Agency

**APOLOGIES** Ali Bakar - AB  
Samir Hadad Khamis – SHK had  
issues with connectivity

**TIME:** 3:00PM

## AGENDA ITEMS

- I. Introduction – Tebogo Ramatlo followed by Attendees
- II. Feedback from Previous Workshop – Mr Robert Krasser – MR Muchi Juma Ameir
- III. Presentation of Upcoming Workshop –
- IV. List of Attendees for Upcoming workshop– Robert Krasser & Tebogo Ramatlo
- V. New Items – Tebogo Ramatlo & Robert Krasser
  - a) Presentation of Maps for workshops
- VI. Date of Next Meeting & Venue – 04 April 2024
- VII. Adjournment

ACTION ITEMS	OWNER	DEADLINE	STATUS
<p><b>Introduction –Tebogo Ramatlo introduced the team and Welcomed Mr Muchi Juma Ameir</b></p> <p><b>Feedback from Previous Workshop -</b></p> <ul style="list-style-type: none"> <li><b>MJA gave a positive remark of last years workshop held in Zanzibar and the community of Zanzibar were asking what the next phase for the project is</b></li> </ul> <p><b>Upcoming Trip to Zanzibar, Stone Town</b></p> <ul style="list-style-type: none"> <li>TR, OS &amp; RK will be arriving in Zanzibar on the 27<sup>th</sup> of April – 4<sup>th</sup> May 2024 for the meeting, mapping and workshop. Programme for the week is as follows:</li> </ul> <p><b>Saturday 27 April</b> – Arrival_ TR, OS &amp; RK</p> <p><b>Sunday 28 April</b> – Walking tour Stone Town (Surveying)_ TR, OS &amp; RK</p> <p><b>Monday 29 April</b> – Workshop &amp; Meeting Preparation_ TR, OS &amp; RK –</p> <ul style="list-style-type: none"> <li><b>MJA requested that all meetings should be moved to either a Tuesday or a Thursday</b></li> </ul> <p><b>Tuesday 30 April</b> – Meeting with Zanzibar &amp; Stone Town Representatives</p> <p><b>Wednesday 1 May</b> – Workshop Preparation</p> <p><b>Thursday 2 May</b> – Walking Tour in the morning &amp; Workshop in the afternoon- Team _ All invited members</p> <p><b>3 May</b> – Report &amp; Feedback _ TR, OS &amp; RK</p> <p><b>4 May</b> – Departure _ TR &amp; OS</p> <p><b>Workshop _ 2<sup>nd</sup> of May 2024</b></p> <ul style="list-style-type: none"> <li><b>TR presented the workshop programme to MJA. Amendments will be upon discussion with members</b></li> </ul> <p><b>Part 1: Introduction and Welcome</b> - Mr Muchi Juma Ameir &amp; Mr Ali Bakar Time: 8:00 AM - 10:00 PM Venue: Maru Maru Hotel – <b>Venue booking in Progress</b> Activity: Keynote Presentation for Professor Amira Osman Short Presentations by Robert Krasser and Tebogo Ramatlo</p> <p><b>Part 2: Walking Tour –</b></p> <ul style="list-style-type: none"> <li><b>MJA mentioned that we should earmark the points of interest and major roads to visit for the walking tour</b></li> <li><b>RK suggested that we visit the harbour then cross to balcony hotel, followed by Marietta road then back to venue</b></li> </ul> <p>Moderator: Robert Krasser &amp; Tebogo Ramatlo Time: 10:00 AM - 12:00 PM Meeting Point: In front of House of Wonders Activity: Guided walking tour around Stone Town to observe critical areas needing bicycle infrastructure enhancements, concluding with refreshments and bicycle try-outs.</p> <p><b>Part 3: Interactive Workshop</b> Moderator: Tebogo Ramatlo &amp; Robert Krasser Time: 2:00 PM - 5:00 PM Participants: All bicycle enthusiasts, governmental workers from STCDA, Cola, and the Ministry, along with other stakeholders. Activity: Interactive Workshop with Card-Based Mapping</p> <p><b>Part 4: Presentation &amp; Discussion on Further Steps</b> Moderator: Tebogo Ramatlo Evening: 6:00 PM - Dinner Buffet and Networking Session</p> <ul style="list-style-type: none"> <li><b>AO &amp; TR will organize refreshments for the day</b></li> </ul>	TR		
	TR	02 May	In progress

**List of Attendees –**

- **MJA expressed the enthusiasm of Bicycle community in Zanzibar and will circulate a contact list of individuals to invite to the upcoming workshop**

MJA &  
TR

05 April

In  
progre  
ss

**New Items**

- **MJA asked the scope of the project – TR & RK stated that the project is limited to Design of the Cycling master plan & Tactical Urbanism workshop**
- **TR explained that Project is left with two stages the workshop and the tactical urbanism**
- **Workshop Plans are left as standing Items for the Next Meeting.**

TR, RK

In  
progre  
ss

Date of Next Meeting & Venue -

TR

29 April

TBC





## ZANZIBAR & STONE TOWN BICYCLE MASTER PLAN WORKSHOP

LOCATION: MARU MARU HOTEL

DATE: 02 May 2024

TIME: 8am - 6PM

### WORKSHOP PROGRAMME

#### Part 1: Introduction and Welcome

Time M - 10:00 PM

Activity: <2.' ( , = ) ArJtf{A- finf;--- 0

1. Welcome by Mr1vluchi Juma Ameir & Mr Ali Bakar
2. Keynote Presentation for Professor Amira Osman
3. Short Presentations -by Rubert Kresse and Tebogo Ramatlo for walking tour

#### Part 2: Walking Tour

Time: 10:00 AM - 12:00 PM

Meeting Point 4.mleJMatb llolel

HOUSE OF WORKERS

Moderator: Robert Krasser & Tebogo Ramatlo

Activity:

1. Guided walking tour around Stone Town to observe critical areas needing bicycle infrastructure enhancements, concluding with refreshments and bicycle try-outs

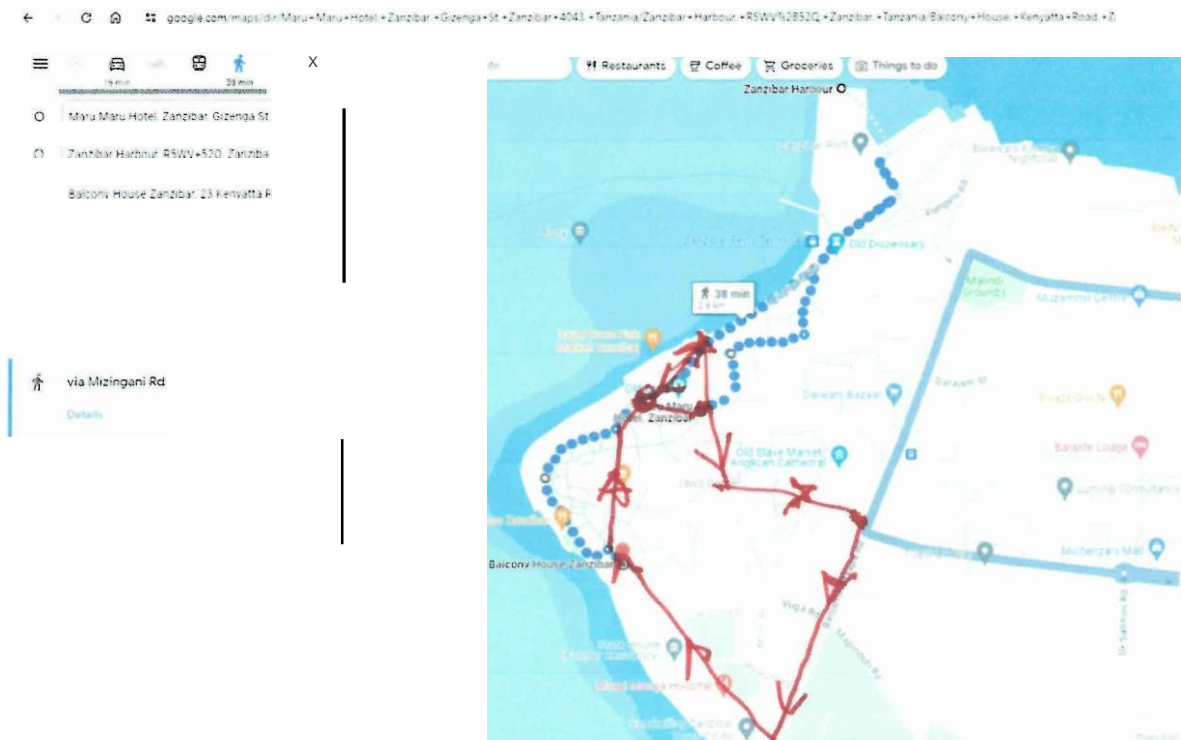


Figure I. Map of walking tour

SUGGESTION

\*DUE THRESHOLD FEAR'



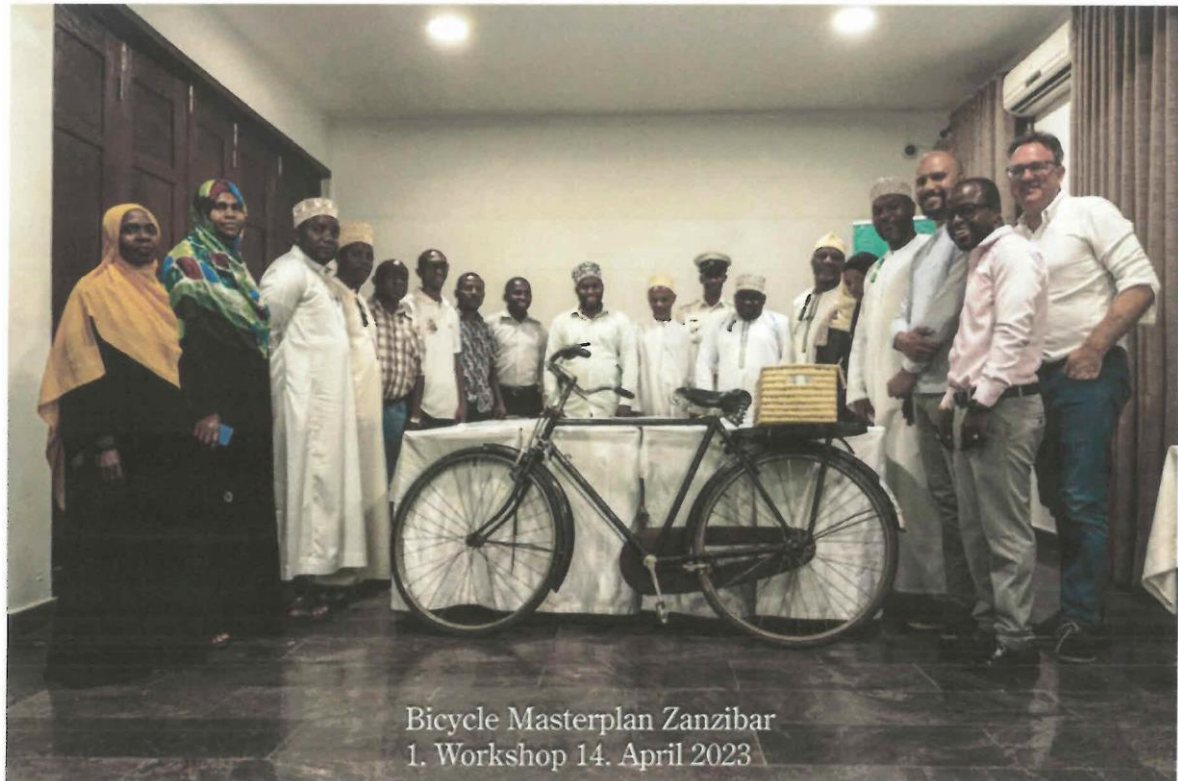
### Part 3: Interactive Workshop

Moderator: Tebogo Ramatlo & Isvi: e, 'tfimer

Time: 2:00 PM - 5:00 PM

Participants: All bicycle enthusiasts, governmental workers from STCDA, Cola, and the Ministry, along with other stakeholders.

Activity: Interactive Workshop with Card-Based Mapping



### Part 4: Presentation &

Moderator: Tebogo Ramatlo

Activity:

2. Presentation of proposed cycling lanes --
3. Presentation of proposed tactical urbanism points
4. Selection of next workshop date

next (work)

Evening: 6:00 PM - Dinner Buffet and Networking Session

**WORKSHOP PARTICIPANTS ATTENDANCE LIST**

NAME	SURNAME	ORGANIZATION	SIGNATURE
Tebogo	Ramatlo	Tshwane University of Technology	
Amira	Osman-AO	Tshwane University of Technology	
Robert	Krasser - RK	SIR _Salzburg	
Muchi Juma	Ameir- MJA	Urban & Rural Planning_ MLHD	(I)
Ali	Bokor - AB	Stone Town Conservation Development Agency	Q.)
Samir Hadad	Khamis-SHK	Stone Town Conservot;on Development Agency	(I)

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## **7. MEDIA COVERAGE**



# **Master Bike Plan Zanzibar and Stone Town**

## **Social Media Strategy**

### **Communication Goals**

To contribute to ongoing conversations about African Cities & Cities of the Global South and to showcase context-specific urban mobility solutions. This brief campaign aimed to introduce the Bicycle Masterplan for Zanzibar & Stone Town to online audiences, in particular, to those involved in developing sustainable urban mobility solutions.

Sharing information about the project and its methodology, the campaign communication messages included highlighting the following:

- Non-motorized mobility solutions contribute to safe, accessible, vibrant public spaces
- Zanzibar/Stone Town is a heritage site & tourist area AND a living town with a real community
- Current use and challenges for cyclists and pedestrians in Stone Town
- Benefits of non-motorised mobility
- Improving infrastructure for non-motorised mobility can elevate its status and offer cyclists and pedestrians legitimacy and dignity.

As an academic endeavor the communication messages linked to current research on the following:

- Tactical urbanism and urban acupuncture as appropriate architectural technologies
- Community based engagement
- Inclusive planning
- African initiatives to promote non-motorised transport

### **Outline of the content narrative developed**

- 1. Welcome participants, partners, collaborators**
- 2. Methodology: tactical urbanism & intro to team**
- 3. Context: Why Zanzibar**
- 4. Benefits of Cycling**
- 5. Feedback on the workshop held in Stone Town in May 2024**

### **Audience**

The key audiences included funders, partners and collaborators in addition to Zanzibar stakeholders (tourism, government) and local and global proponents of sustainable urban mobility solutions with a specific focus on African bike enthusiasts. *See end of document for a list of accounts identified and tagged in social media posts.*

### **Hashtags**

Zanzibarbikeplan #bicyclemasterplan #cyclingzanzibar #cyclezanzibar #bikes4Africa #bicyclebandits #cycling #cyclinglife #transportinfrastructure #cyclinginfrastructure #bikeplans #urbanmobility #sustainabletransport #sustainablemobility #streets4people #citiesforall #urbanacupuncture #creativecities #africancities #africancitieswork #globalsouth #stonetownheritage #zanzibarisland #stonetown #planning4people #spatialtransformation

### **Reach/impact**

Posts were shared on Instagram, Facebook and Threads. The campaign reached a fair number of accounts (300+) -see breakdown below and in screenshots at the end of the document. As these accounts are not being actively used, it is much harder to create a wide reach – the Meta algorithms that determine how far posts ‘travel’ is determined by amongst other things, consistency of posting and consistency of social media engagement both by the Platform100 account and by its followers. This means that adhoc



campaigns are not as effective as they would be if there was consistent active engagement on the accounts to grow followers. None of the social media accounts have really grown followers in the last year.

Currently, Instagram is one of the more popular social media platforms and the Platform100 Instagram account is the quickest to grow or garner new followers. Although the number of followers is limited, both the Facebook and the Instagram account have more consistent, engaged followers.

#### *Facebook*

5 posts and 1 reel reach ranged between 17 and 343 with engagement ranging between 3 and 43. Most popular posts were the invitation and the introduction to the project. See images at end of document for full breakdown.

#### *Instagram*

5 posts and 2 stories - total reach of 331 accounts – of these 179 were accounts that did not yet follow the Platform100 account. Sadly the second Instagram post which had already gained traction had to be deleted and reposted due to a technical Instagram problem (Instagram repeatedly deleted the content that went with the social media post).

#### *Threads*

2 posts with images and one with a video. Reach was limited on threads with very little audience engagement. Breakdown below.

### **Research links added to the [Platform100 Linktr.ee Account](#)**

#### **#UrbanAcupuncture**

<https://link.springer.com/book/10.5822/978-1-61091-584-7>

#### **Africa network for walking and cycling**

<https://walk21.com/work/africa-network-walking-cycling/>

#### **Research gate article**

[https://www.researchgate.net/publication/333023565\\_COMMUNITY\\_INVOLVEMENT\\_FOR\\_SURABAYA\\_%27S\\_PUBLIC\\_TRANSPORT\\_MANAGEMENT](https://www.researchgate.net/publication/333023565_COMMUNITY_INVOLVEMENT_FOR_SURABAYA_%27S_PUBLIC_TRANSPORT_MANAGEMENT)

#### **ArchDaily #urbanacupuncture**

<https://www.archdaily.com/948304/urban-acupuncture-regenerating-public-space-through-hyper-local-interventions>

#### **Inclusive Planning in Zanzibar – Unesco article**

<https://whc.unesco.org/en/canopy/zanzibar/>

#### **Promoting funding partner**

<https://www.linkedin.com/in/babati-mokgethi-829a534a/>

#### **African Development Bank Promotional Video**

<https://youtu.be/aTdRO8YZKYY>

#### **TUT/P100/AfDB Zanzibar Cycling Project - media coverage**

[https://youtu.be/fDWiiAB1\\_2c](https://youtu.be/fDWiiAB1_2c)

## Online Audiences

### Instagram

#### Team

@amiraosman0  
@teebza\_  
@robertkrasser

#### Stakeholders/potential audience

@tissavalverde  
@bycs\_org  
@bluebikeszsb  
@unescoworldheritage  
@unhabitat  
@unep  
@stonetown\_zanzibar  
[@archdaily](#)  
[@researchgate](#)

### Twitter

@newstreetssa  
@langabicyclehub  
@equimob  
@GregrioLuz1  
[@ClaiminOurSpace](#)  
@tsum\_africa  
@NUMOalliance  
[@MzikhonaMgedle](#)  
@herrie\_sch  
[@JehanBhikoo](#)

### Artists

@ukoko.\_  
@painting\_tz

#### [@springer](#)








@zanzibar\_tourism  
@walk21network  
@afdb\_group  
@globalwalkabilitynetwork  
@ayandaroji  
@africanpublicspaces  
@tut\_arch

[@smavundla](#)  
[@hlulani\\_com](#)  
[@activeforumcpt](#)  
[@chriskost](#)  
[@young\\_urbanists](#)  
[@rideyourcity](#)  
[@hlulani\\_com](#)  
@Walk21Network  
[@GuerreraCasas](#)  
@openstreetsct

[@ITDPAfrica](#)  
[@ICLEIAfrica](#)  
[@janenetuniz](#)  
[@GeoffBickford](#)  
[@lorenlandau](#)  
@TUMInitiative  
[@bicyclesbeyond](#)  
@ANWAC\_africa  
@ukoko.\_  
@teebza\_

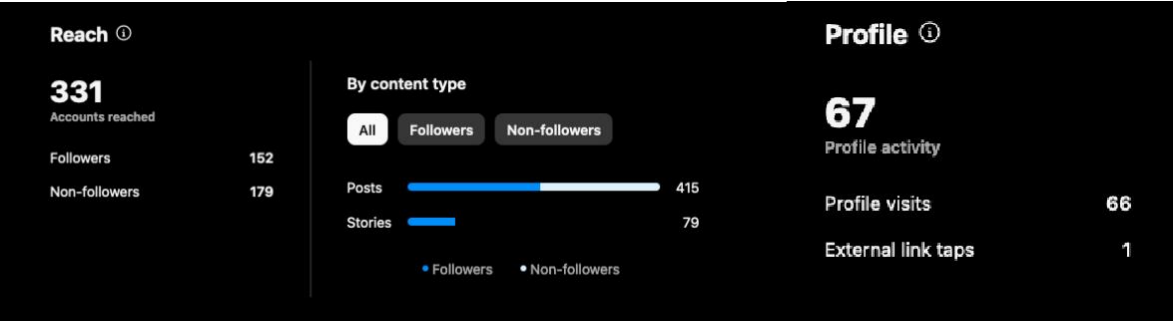
## Social media reach

### Facebook post reach

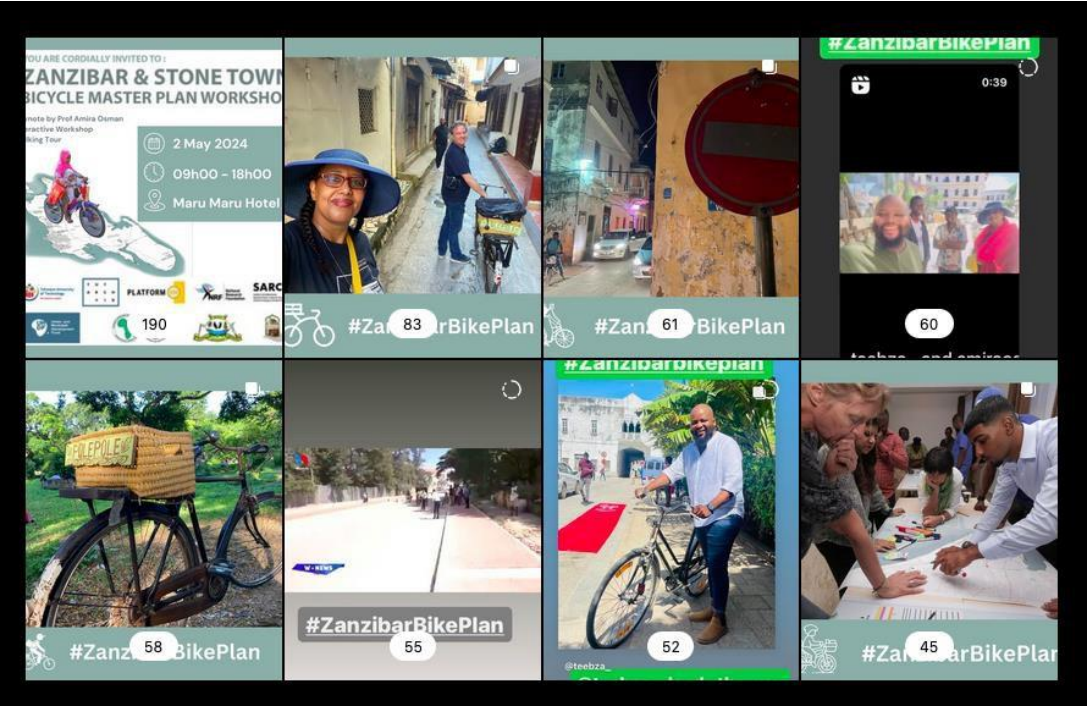
	<p><b>#Zanzibarbikeplan</b> is an urban mobility project that uses <b>#tacticalurbanism</b> to explore possibilities for permanent bicycle infrastructure. The project is piloting, testing and evaluating the potential design and activation of strategic cycling route...</p> <p>Thu, May 2</p>	Post reach	Engagement
		343	43
	<p>We're delighted to welcome all participants to the 2nd workshop of the Bicycle Master Plan for Zanzibar and Stone Town – a <b>#Platform100</b> project initiated by the DST/NRF/SACN SARCHI Chair in <b>#SpatialTransformation</b> with the Tshwane Universit...</p> <p>Wed, May 1</p>	Post reach	Engagement
		216	11
	<p>In addition to the numerous globally recognized benefits to cycling as a mode of transport, the increased activity and vibrancy in the street environment and the low cost of cycling are important considerations in Zanzibar. Given that some parts of...</p> <p>Sat, May 4</p>	Post reach	Engagement
		26	5
	<p>Leading innovation in non-motorised transport. Cycling is the key mode of transport in Zanzibar and for the last century, the preferred mode of transport in Stone Town. As a small and topographically quite flat island, everyday cycling is an appropriate...</p> <p>Sat, May 4</p>	Post reach	Engagement
		21	3
	<p>A Panel Discussion about the Life and Legacy of John Habraken Ever wondered about the origins of Open Building? The Council on Open Building invites you to a panel discussion about the legacy of the late architect and author, John Habraken,...</p> <p>Fri, Jun 7</p>	Post reach	Engagement
		17	0
	<p>Please send a DM if you would like to join this important talk on Wednesday 17th April 1-2pm - there will be an option to join online <b>#tutarchitecture</b></p> <p>Mon, Apr 15</p>	Post reach	Engagement
		17	1
	<p>The co-creation of a master bike plan to prioritise and encourage non-pedestrian mobility and support local businesses in Zanzibar is underway! On the 2nd of May, the <b>#Zanzibarbikeplan</b> team hosted the 2nd in a series of participatory workshops ...</p> <p>Fri, May 31</p>	Post reach	Engagement
		16	3

Instagram

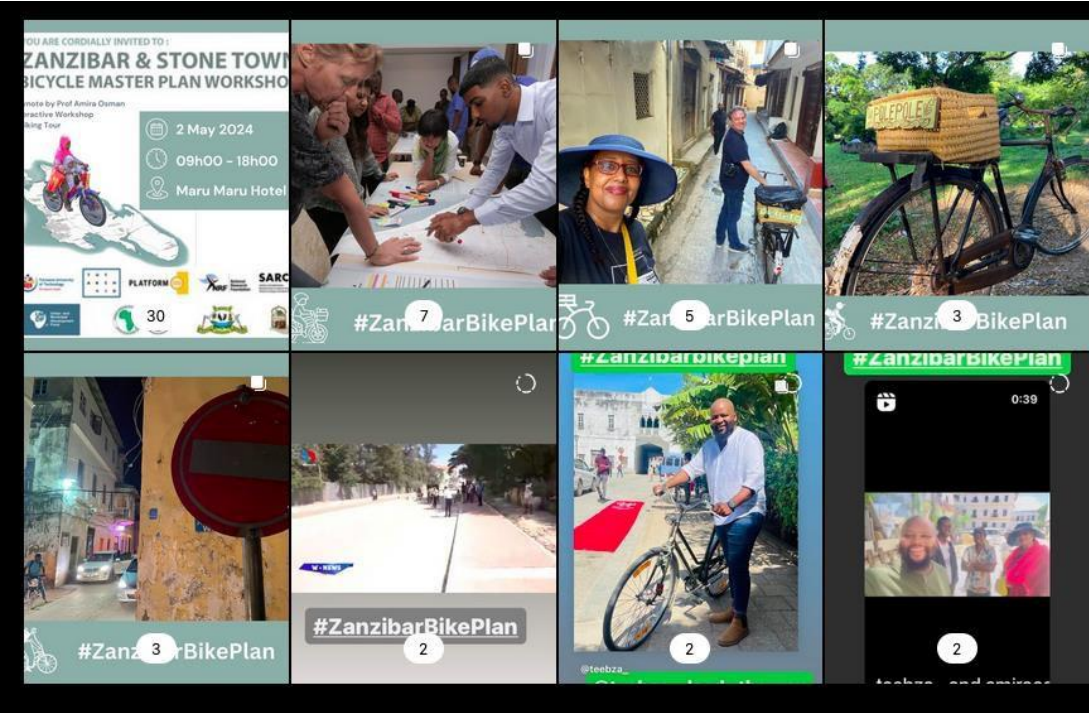
Profile visits and overall reach



Individual post reach

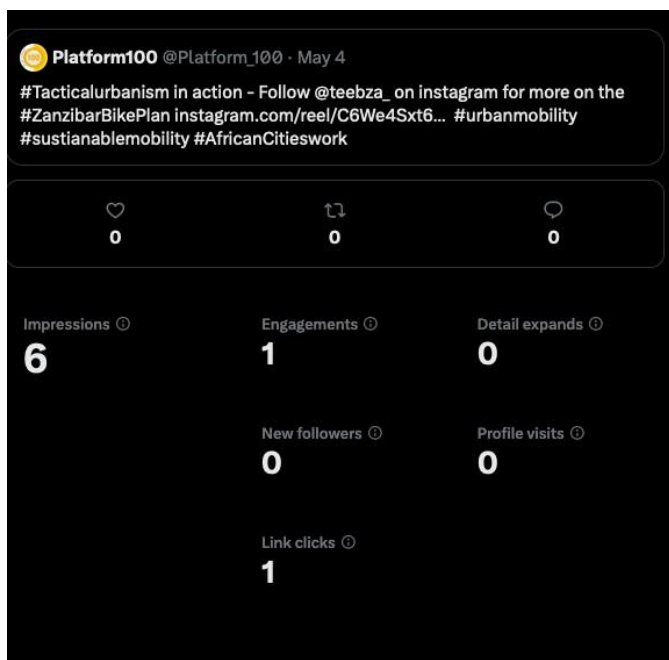
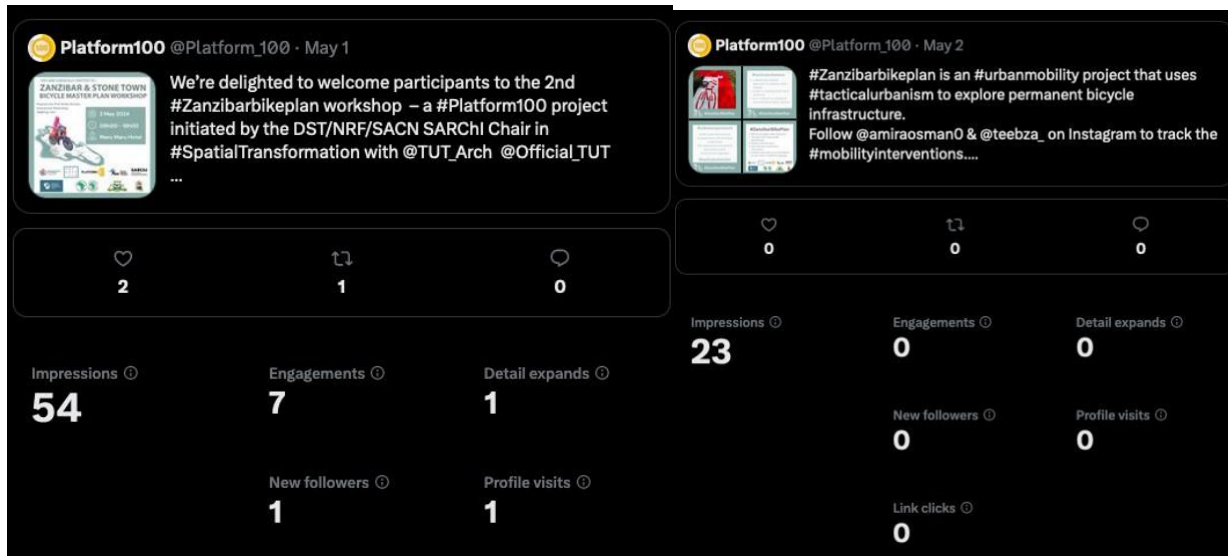


Individual post engagement





### Threads posts





## **8. POWERPOINT PRESENTATIONS**





# **WORKSHOP 1 – ROBERT KRASSER & TARIQ TOFFA**



# Bicycle Masterplan Zanzibar & Stone Town



**Amira Osman, Tariq Toffa**  
Professor, Architecture and Industrial Design  
Pretoria, South Africa

**Robert Krasser**  
Architect – Urban Planner  
Salzburg Austria

human  
scale  
&  
green



# Agenda of Workshop

9:45 Arrivals, Start

10:00 Welcome by Mr. Ameir

10:15 Introductions by Participants

10:30 Introduction & aims of workshop, by Tariq Toffa & Robert Krasser

10:45 Perspective on cycling by Mr. Ameir (e.g. experiences in Holland)

11:00 Invited presentations on mobility & transport in Zanzibar

## **Questions & discussion**

11:30 Presentation, by Tariq Toffa & Robert Krasser

## **Active participation session**

12:00 Questions & discussion over drawings

12:30 Summary & Outlook

Group Photo

## **Introduction by Participants**

**My name is...**

**I live in ...**

**My profession is ...**

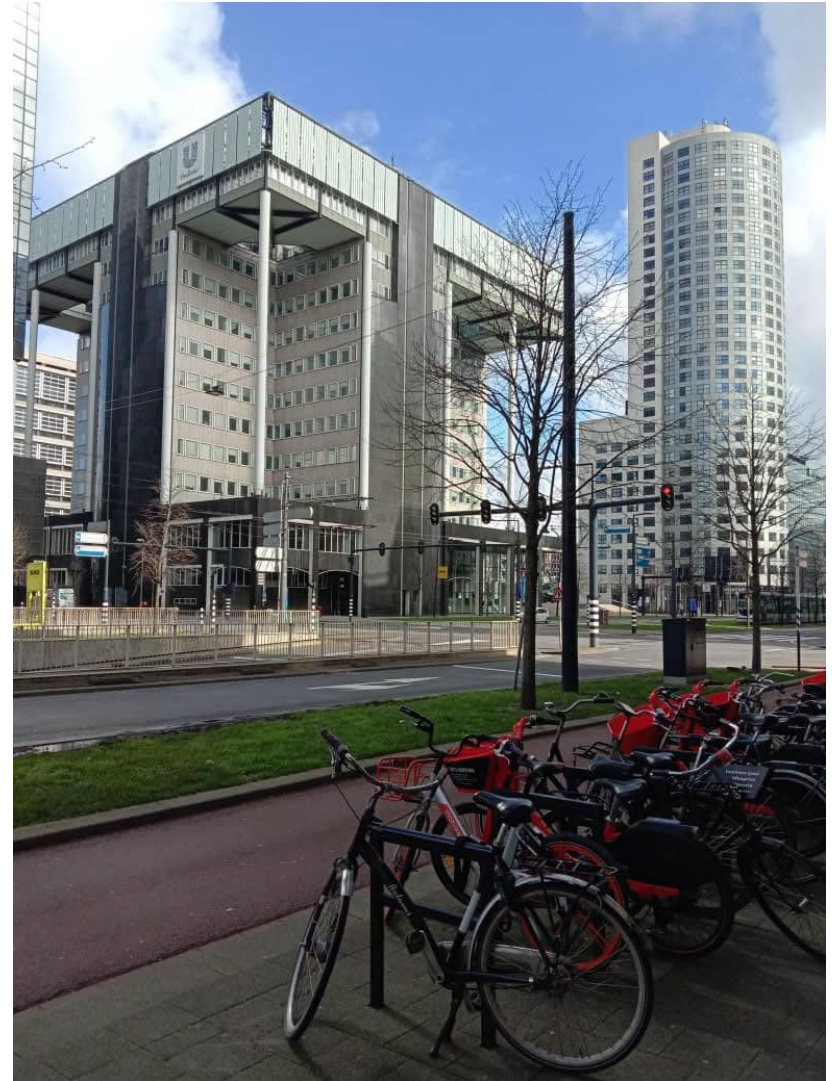
**I am employed at ...**

**I am interested in cycling because ...**

## Perspective on cycling by Mr. Ameir (e.g. experiences in Holland)



Eindhoven



Rotterdam

# The Project idea

Cycling was a preferred mode of transport in Stone Town in the last century, and became a **part of the urban culture**.



However, cycle use and culture stands to decrease over time (& increase in stigma), while motorized transport use is increasing rapidly. This trajectory **will intensify urban and environmental problems**.

Therefore, it is essential to manage vehicle increase and **invest in the early stages of non-motorized** (pedestrian, cycling) and public (bus, tram, rail) infrastructure.



# Aims of the Project

There are four main goals:

- 1) Public awareness & promoting** everyday cycling and sustainable transport
- 2) A Bicycle Infrastructure Masterplan Zanzibar** (Plan, Costs and Implementation) over long term
- 3) A prototype bicycle lane, & temporary event/launch (“tactical urbanism”)** in short term
- 4) Build up local cycling project expertise**, experience (employees, civil servants and technicians at the Dep. Urban & Rural Planning Zanzibar); with public participation processes (build public acceptance; reduction of parking spaces, etc.)

# Additionality and Complementarity

Further added value for Zanzibar:

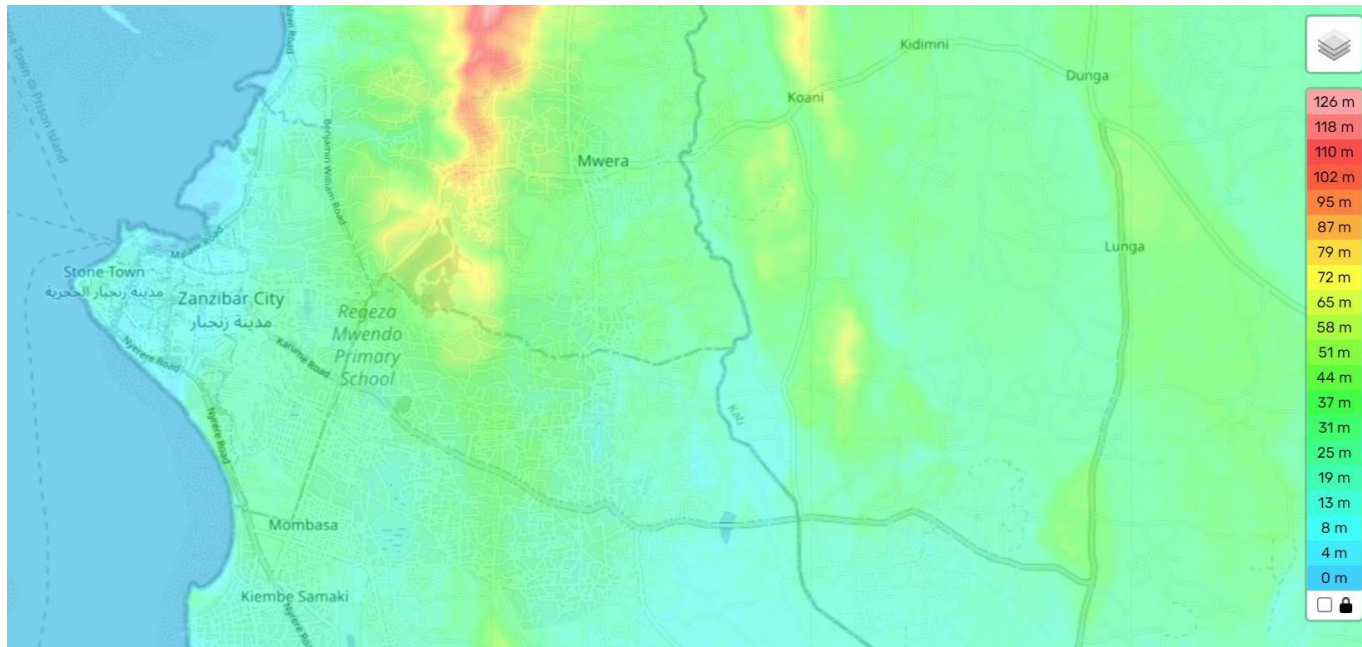
- The proposed interventions are in full alignment with the existing Traffic Plan of the **UNESCO Report on Stone Town** (2016)
- **Media attention** for the first designated bicycle lane in Zanzibar

## **Zanzibar is suited & predestined for cycling:**

- A relatively flat topography
- A dense & compact city
- Historical bicycle usage
- Existing bicycle usage & pedestrians
- Suitable all-round weather

## **Challenges:**

- Hot during lunchtime
- Currently no bicycle infrastructure





No cars, no motorbikes just bicycles at the Stone Town marketplace late 1950s



# Bicycles set to save Stone Town from traffic pollution

WEDNESDAY SEPTEMBER 15 2021



Cyclists from across East Africa Community: The govt of Zanzibar is promoting the use of bicycles to save the Unesco Heritage Site. PHOTO | FILE

## Second Vice President Hemed Suleiman Abdalla

### Summary

Stone Town has seen an influx of tour vans, the annual Dhow Festival, International Film Festival, the Sauti za Busara and others.

Monuments susceptible to damage include the Old Fort, the House of Wonder (Bait al Ajaib).

ADVERTISEMENT

By MOHAMED ISBA

[More by this Author](#)

Zanzibar has launched a bicycle riding campaign to stop environmental degradation in Stone Town, a designated World Heritage site, caused by motorised fossil-fuel traffic.

The campaign was symbolically led by the archipelago's second Vice President Hemed

Suleiman Abdulla and state officials who rode bicycles through the town's narrow streets of the Unesco-protected town and was joined by the public and hospitality workers and owners who benefit from tourism.

Covering 96 hectares, the delicate and vulnerable Stone Town also weathers vagaries of the Indian Ocean on its centuries-old coral-stone buildings dating back two centuries.

Stone Town has seen an influx of tour vans, the annual Dhow Festival, International Film Festival, the Sauti za Busara and others.

Zanzibar Stone Town Heritage Society, an advocacy group is also worried about the archipelago's extended economy that is piling pressure on historical sites and buildings, not to mention the construction of new hotels whose architecture is eroding the integrity by failing to conform to the traditional isles look.

Monuments susceptible to damage include the Old Fort, the House of Wonder (Bait al Ajaib); Old Ishnashri Dispensary; St. Joseph's Roman Catholic Cathedral; Christ Church Anglican Cathedral; the residence of the slave trader Tippu Tip; Malindi Bannara Mosque; the Jamat Khan; the Royal Cemetery and the Hamammi and other Persian baths.





Revolutionary Government Of Zanzibar,  
Presidents Office Finance, Economy and  
Development Planning

Technical Assistance for the Preparation of a  
Diagrammatic Indicative Structure Plan for  
Zanzibar Municipality and Its Immediate  
Periphery and Urban Development Policy for  
Zanzibar Town

**Final Report - Summary**

April 2015



Shapira & Hellerman Planners  
ROM Transportation Engineering Ltd.

This report takes into account the particular  
instructions and requirements of our client.  
It is not intended for use and should not be relied  
upon by any third party and no responsibility is  
undertaken by any third party.

## ZanPlan from 2015

- Spatial Development Plan
- Cycling is mentioned as a priority

## Promoting Cycling

Despite the popularity of bicycles in Zanzibar, cycling infrastructure does not exist. The estimation is that without proper strategy the use of cycling will reduce significantly. Therefore the following measures are recommended:

- Separated Cycling Paths - a 43 kilometers network of separated cycling paths
- Separated cycling lanes in urban areas, and designated paths along rural roads.
- Pre-planned lane widths, based on the projected demand for cycling in each area.
- Signs and signal along cycling paths and lanes adjacent to roads to increase driver awareness.
- Cycling Parking Space in Strategic Locations
- Cycling Training Program
- Increase bicycle supply and reduce their price to make them affordable
- Integrate bicycles in the high school system to allow pupils access to schools.

Map 12: Pedestrian Corridor Network



Map 13: Cycle Path Network



**Examples from other African countries**

Rwanda

Entrance to the Kigali car-free zone with cycle hire





# Rwanda

## Separated Bicycle Lane





# SOWETO, Johannesburg

## Bicycle lane connection to BRT-Bus



# Cape Town Bicycle Lane





# Johannesburg Nelson Mandela Bridge





# **Examples in famous European “Bicycle Cities”**

# Start of the movement for a 'paradigm shift': Protests in Holland "Stop Kindermoord" (stop childmurder) 1972 -1975



Kopenhagen ca. 1960





# Kopenhagen 2016





# Kopenhagen 2017

More than 50% of commuters cycle (average distance 6km)















# Bicycle usage in Copenhagen







## Transport von Gegenständen









Also in Winter with minus 5 degrees and snowfall commuters cycle to work in Copenhagen



# Elements of good bicycle infrastructure and planning



1

# Separated Bicycle Lane

(Copenhagen Model)















© Jonathan Maus/BikePortland





# Roundabout designed for cyclists





# Bicycle service stations in the station or at strategically important points





# Green light for all cyclists at the same time at one intersection





# Dustbin especial designed for cyclists









# Smooth surfaces for cyclists









# Bicycle bridge in Copenhagen

## “Cykelslange” (cycle snake)


















## Public bike rental stations





# Cycle lanes free of crossings

- 
- An aerial photograph of a city, likely Zurich, showing a wide river (Limmat) flowing through the center. A bridge crosses the river, and the city is built on a hillside. The image is used as a background for the presentation.
- Along rivers, streams and canals
  - (City) Mountains
  - Railway lines
  - Motorways
  - Industrial areas, airport
  - Why: If possible (car) free of intersections



# Along lake or sea coastline





# Along railway





# “Hovenring” in Eindhoven





# London – Cycle lane around bus-stop





Red asphalt = Cars are “guests”





# Bicycle counter





# All hotels offer rental bikes in Copenhagen





# Bicycle hotel - Malmö





# Footrests for cyclists





## Politicians and senior officials can also lead by example and cycle to work



All Boris Johnson wants for Christmas is a new bicycle

Besuchen



Feedback geben

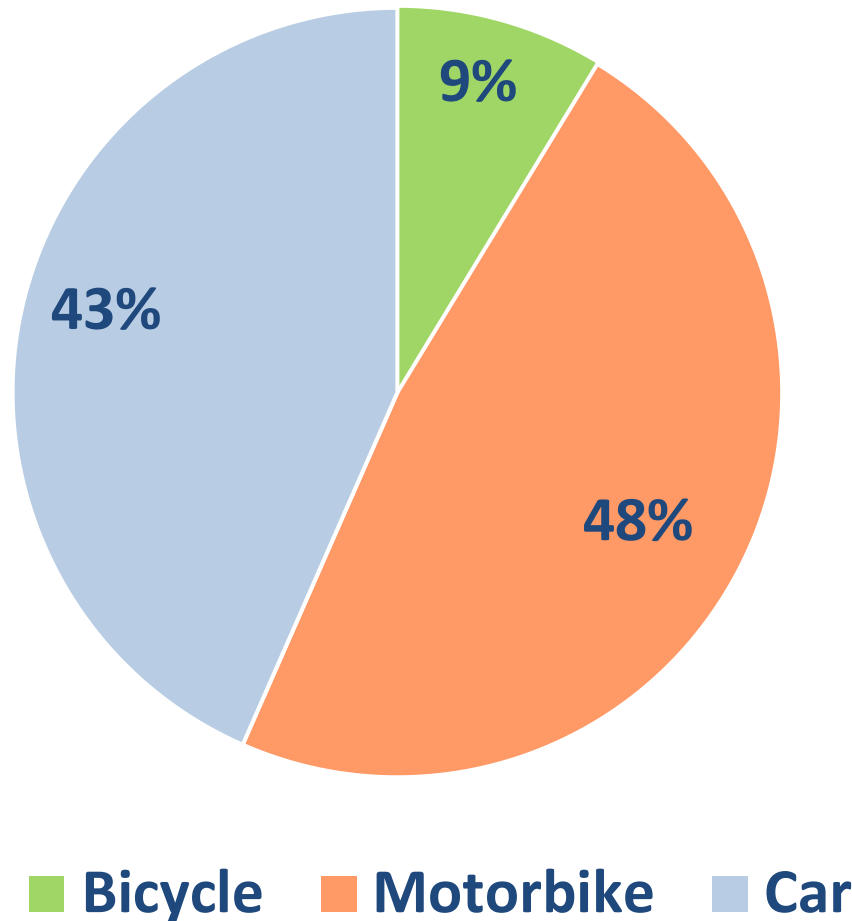
Facts & principles for Zanzibar



## Facts of Zanzibar

	Ammount	per 1000 People
Citizen	1.889.773	
Bicycle	120.000	65 Bicycles
Motorbike	More than 150.0000	
Car, Truck	150.0000	80 Motorized Vehicles

## Proportion of vehicles in Stone Town





## Average Daily Traffic Density

	Road	Bicycles	Motorbikes	Cars
1	Shangani Road	750	3.600	3.000
2	Nyerere Road	?	?	about 15.000
3	Malawi Road	?	?	about 15.000
4	Karume Road	?	?	?
5	Benjamin Mkapa Road	?	?	?

# Priorities for Zanzibar

## 1) Separate Bicycle Lanes

- Build separated bicycle lanes along arterial roads
  - The fewer crossing with cars the better
  - Everybody should be able to cycle safe and stress-free - from 8 to 88 years (i.e. all age groups)!

## 2) Start with bottlenecks

- Accident accumulation points
- Address areas of greatest traffic congestion, intensity & bottleneck. (Doing the hardest things first).

## 3) Encourage a culture of cycling

- Youth: Children at School (10 years of age cycle driving licence)
- Women: Safe commuting for women (household chores, healthcare, clinic, etc.)?

## 4) Bicycle Parking

- Companies should provide Bicycle Parking for employees and customers
- Attractive bicycle parking in big housing complexes
- Hotels





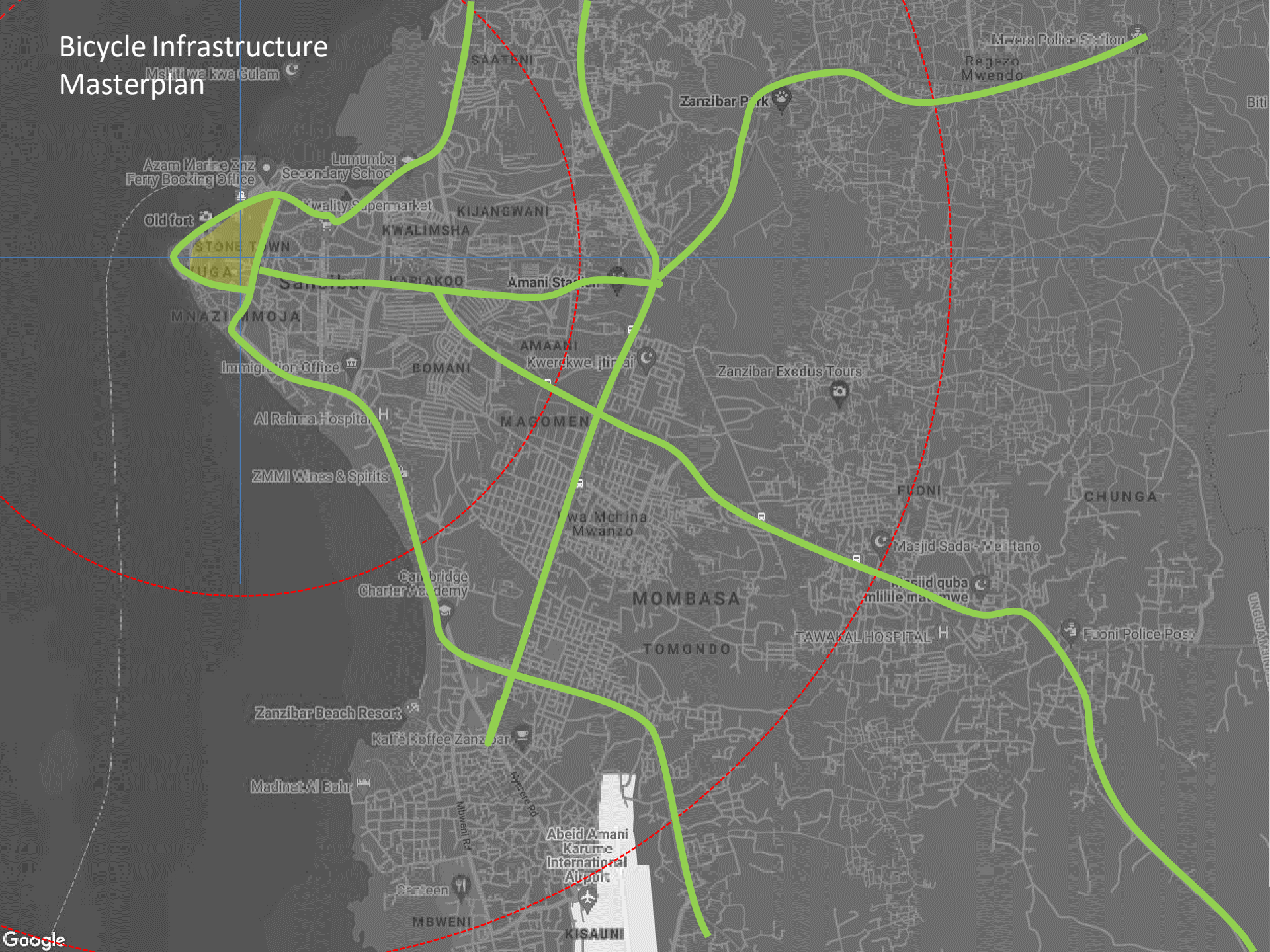








# Bicycle Infrastructure Masterplan







# Height

Cycle tracks should be constructed above the carriageway (at least 100 mm) to allow for storm water runoff. At property access points, the cycle track remains at the same level and vehicle access is provided by a ramp in the buffer.



✗ Cycle tracks constructed at the same level as the carriageway are prone to the accumulation of dirt, sand, and debris.



✓ Cycle tracks constructed above the carriageway are less prone to water logging and accumulation of debris.



✗ The lack of a waiting area at the bus stop results in the use of the cycle track by public transport passengers.



✓ Placement of bus shelters should allow for continuous cycle movement behind the passenger waiting area.



## QUESTIONS & DISCUSSION

## PART 2



Proposal for the first steps in Zanzibar

# Tactical Urbanism in Cairo









# Tactical Urbanism

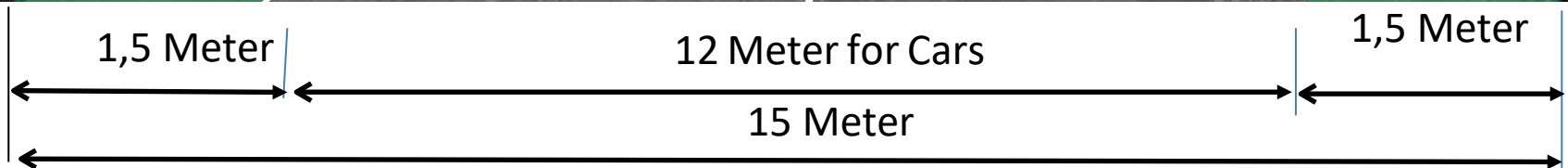
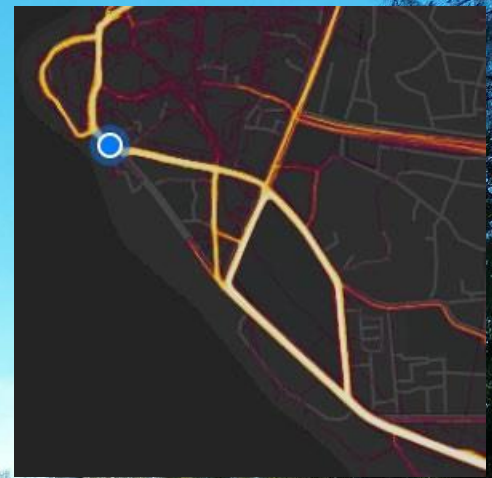
## Repurpose unnecessary bypass road





# Nyerere Road – Option 1

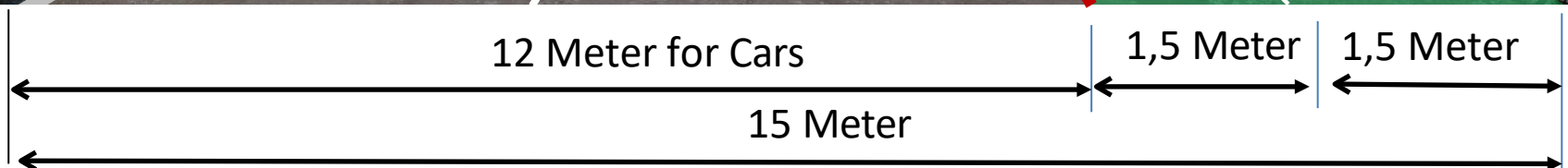
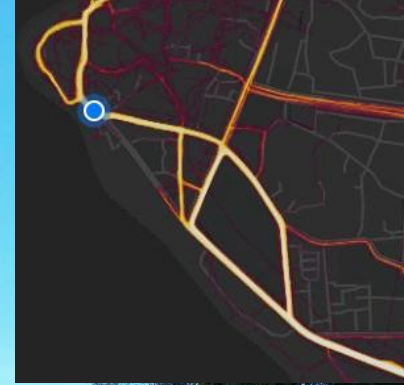
## Bicycle lane on both sides





## Nyerere Road – Option 2

### Bicycle lane on one side









# Voluntary bicycle licence test - for children aged 10







This cycling licence is issued by the authority at the request of the child's parent / legal representative:

if the child has reached the age of 10,

and it can be assumed that he or she has the necessary physical and mental fitness,

as well as knowledge of the road police regulations.

## Discussion, Summary & Outlook



## **(preliminary) Timetable**

<b>Date</b>	<b>Subject / Action</b>	<b>Location</b>
12. April 23	Capacity building workshop with the staff of the Urban Planning Department of Zanzibar and Stone Town	Stone Town
13. July 23	Public participation workshop in Stone Town	Stone Town
16. August 23	Presenting the preliminary results	Online
16. August 23	Action day	Stone Town
17. August 23	Execution day	Stone Town
18. August 23	Press conference with Mayor of Stone Town and AFDB Representatives to showcase results	Stone Town
22. September 23	International car-free day	Hybrid

## **Amira Osman**

Professor, Architecture and Industrial Design, Tshwane University of Technology  
SARChI: DST/NRF/SACN Research Chair in Spatial Transformation: Positive Change in  
the Built Environment

Director: PLATFORM 100

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Photos



[www.Robert-Krasser.com](http://www.Robert-Krasser.com)













































## **8.1 WORKSHOP 2 – ROBERT KRASSER**



# Bicycle Masterplan Zanzibar & Stone Town



**Amira Osman, Tebogo Ramatlo**

Professor, Architecture, Soth Africa

**Robert Krasser**

Architect – Urban Planner  
Salzburg Austria



# The Project idea

Cycling was a preferred mode of transport in Stone Town in the last century, and became a **part of the urban culture**.



However, cycle use and culture stands to decrease over time (& increase in stigma), while motorized transport use is increasing rapidly. This trajectory **will intensify urban and environmental problems**.

Therefore, it is essential to manage vehicle increase and **invest in the early stages of non-motorized** (pedestrian, cycling) and public (bus, tram, rail) infrastructure.

# Aims of the Project

There are four main goals:

- 1) Public awareness & promoting** everyday cycling and sustainable transport
- 2) A Bicycle Infrastructure Masterplan Zanzibar** (Plan, Costs and Implementation) over long term
- 3) A prototype bicycle lane, & temporary event/launch** (“tactical urbanism”) in short term
- 4) Build up local cycling project expertise**, experience (employees, civil servants and technicians at the Dep. Urban & Rural Planning Zanzibar); with public participation processes (build public acceptance; reduction of parking spaces, etc.)



# Additionality and Complementarity

Further added value for Zanzibar:

- The proposed interventions are in full alignment with the existing Traffic Plan of the **UNESCO Report on Stone Town** (2016)
- **Media attention** for the first designated bicycle lane in Zanzibar

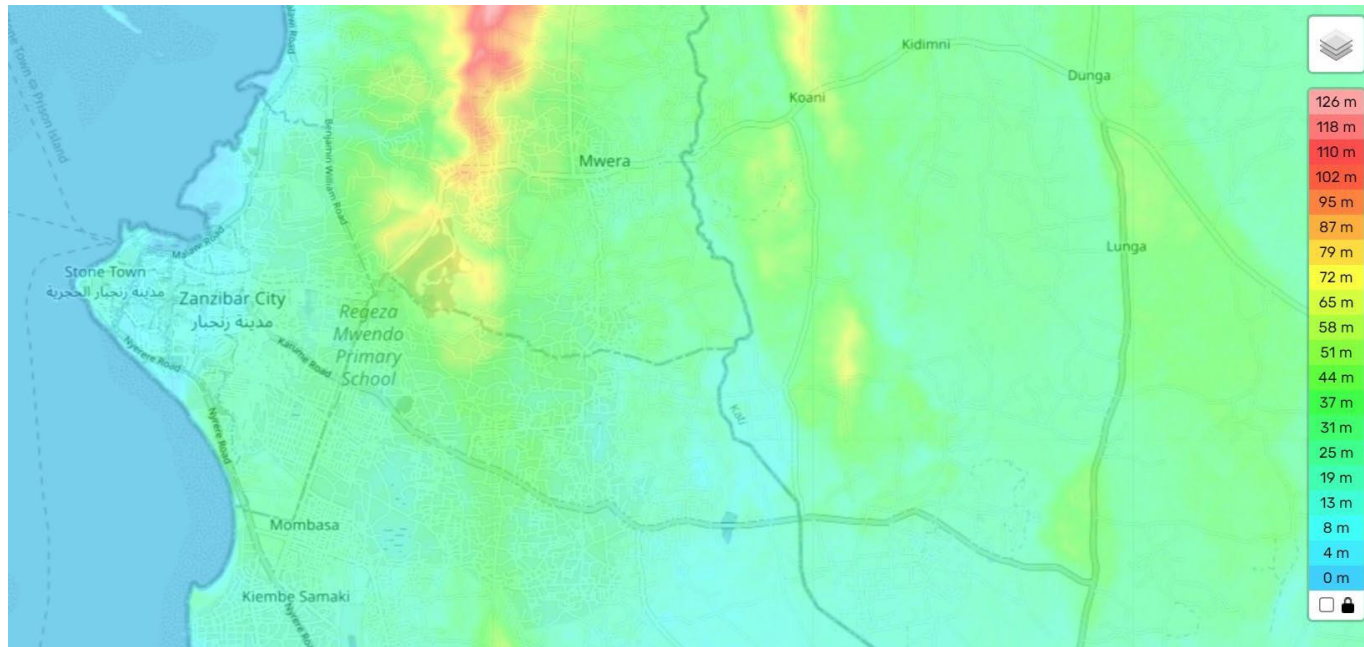
## **Zanzibar is suited & predestined for cycling:**

- A relatively flat topography
- A dense & compact city
- Historical bicycle usage
- Existing bicycle usage & pedestrians
- Suitable all-round weather

## **Challenges:**

- Hot during lunchtime
- Currently no bicycle infrastructure





Also in Winter with minus 5 degrees and snowfall  
commuters cycle to work in Copenhagen





No cars, no motorbikes just bicycles at the Stone Town marketplace late 1950s



# Bicycles set to save Stone Town from traffic pollution

WEDNESDAY SEPTEMBER 15 2021



Cyclists from across East Africa Community: The govt of Zanzibar is promoting the use of bicycles to save the Unesco Heritage Site. PHOTO | FILE

## Second Vice President Hemed Suleiman Abdalla

### Summary

Stone Town has seen an influx of tour vans, the annual Dhow Festival, International Film Festival, the Sauti za Busara and others.

Monuments susceptible to damage include the Old Fort, the House of Wonder (Bait al Ajaib).

ADVERTISEMENT

By MOHAMED ISBA

[More by this Author](#)

Zanzibar has launched a bicycle riding campaign to stop environmental degradation in Stone Town, a designated World Heritage site, caused by motorised fossil-fuel traffic.

The campaign was symbolically led by the archipelago's second Vice President Hemed

Suleiman Abdulla and state officials who rode bicycles through the town's narrow streets of the Unesco-protected town and was joined by the public and hospitality workers and owners who benefit from tourism.

Covering 96 hectares, the delicate and vulnerable Stone Town also weathers vagaries of the Indian Ocean on its centuries-old coral-stone buildings dating back two centuries.

Stone Town has seen an influx of tour vans, the annual Dhow Festival, International Film Festival, the Sauti za Busara and others.

Zanzibar Stone Town Heritage Society, an advocacy group is also worried about the archipelago's extended economy that is piling pressure on historical sites and buildings, not to mention the construction of new hotels whose architecture is eroding the integrity by failing to conform to the traditional isles look.

Monuments susceptible to damage include the Old Fort, the House of Wonder (Bait al Ajaib); Old Ishnashri Dispensary; St. Joseph's Roman Catholic Cathedral; Christ Church Anglican Cathedral; the residence of the slave trader Tippu Tip; Malindi Bannara Mosque; the Jamat Khan; the Royal Cemetery and the Hamamni and other Persian baths.





Revolutionary Government Of Zanzibar,  
Presidents Office Finance, Economy and  
Development Planning

Technical Assistance for the Preparation of a  
Diagrammatic Indicative Structure Plan for  
Zanzibar Municipality and Its Immediate  
Periphery and Urban Development Policy for  
Zanzibar Town

**Final Report - Summary**

April 2015



Shapira & Hellerman Planners  
ROM Transportation Engineering Ltd.

This report takes into account the particular  
instructions and requirements of our client.  
It is not intended for use and should not be relied  
upon by any third party and no responsibility is  
undertaken by any third party.

## ZanPlan from 2015

- Spatial Development Plan
- Cycling is mentioned as a priority





**Examples from other countries**



Quelimane, Mozambique 2024  
© www.robert-krasser.com











Alle altersgruppen



# Elements of good bicycle infrastructure and planning



1

# Separated Bicycle Lane

(Copenhagen Model)





# London – Cycle lane around bus-stop





## Politicians and senior officials can also lead by example and cycle to work



All Boris Johnson wants for Christmas is a new bicycle

[Besuchen](#)



[Feedback geben](#)

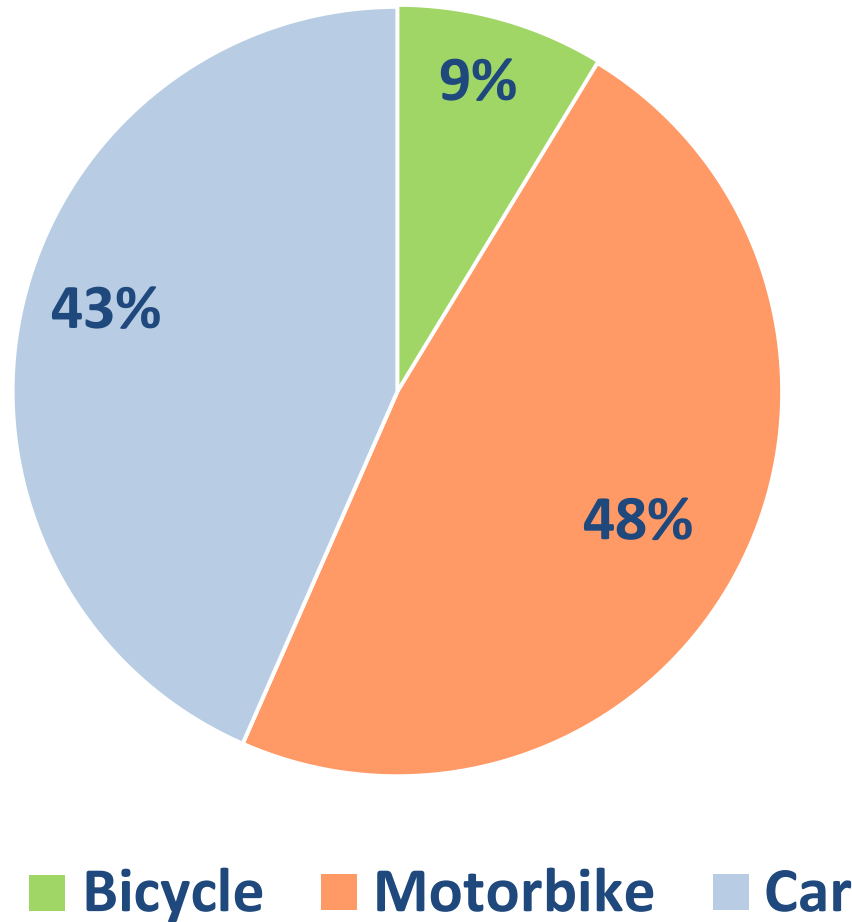
Facts & principles for Zanzibar



## Facts of Zanzibar

	Ammount	per 1000 People
Citizen	1.889.773	
Bicycle	120.000	65 Bicycles
Motorbike	More than 150.0000	
Car, Truck	150.0000	80 Motorized Vehicles

## Proportion of vehicles in Stone Town





## Average Daily Traffic Density

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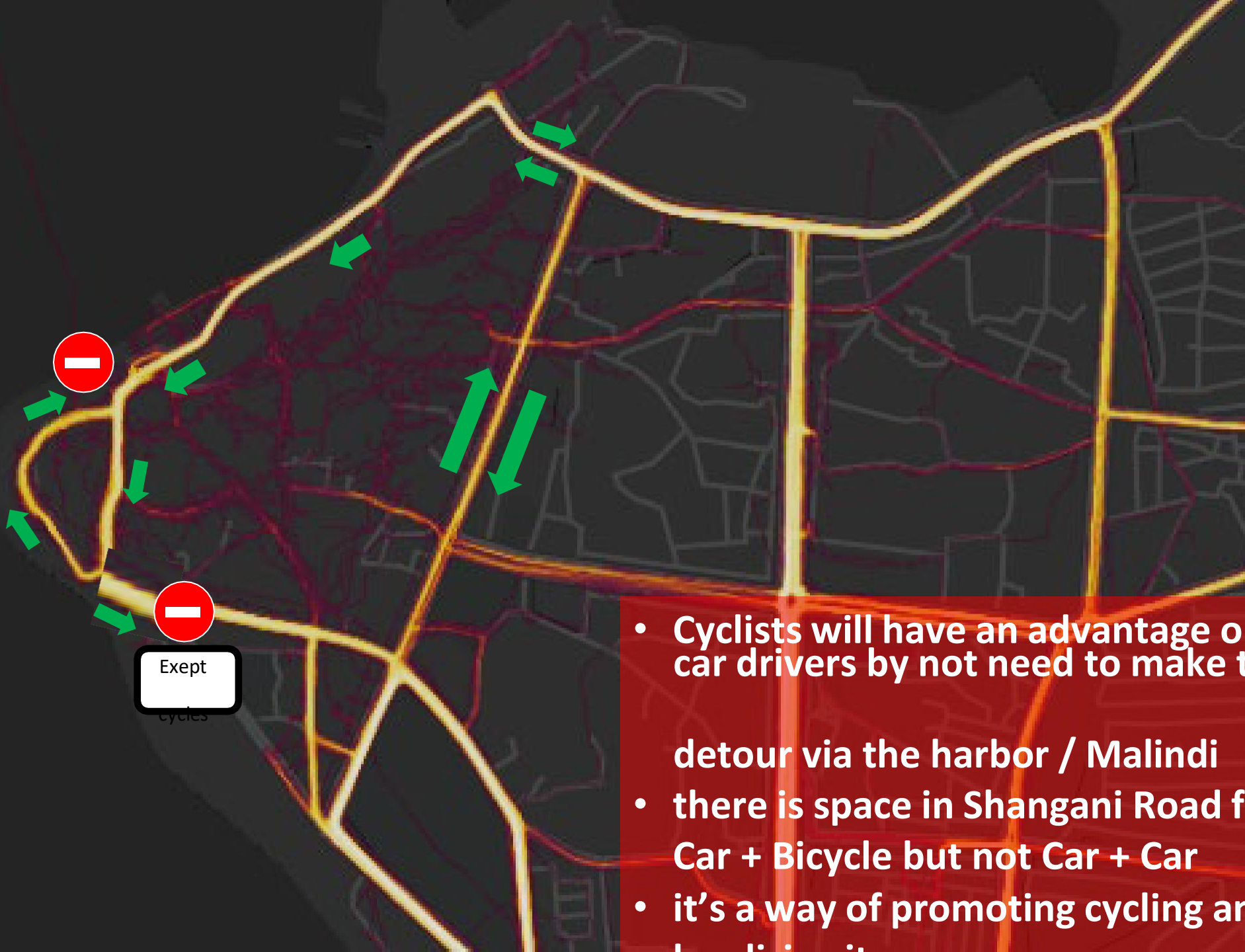
- Companies should provide Bicycle Parking for employees and customers
- Attractive bicycle parking in big housing complexes
- Hotels





## Discussion, Summary & Outlook





- Cyclists will have an advantage over car drivers by not need to make the
- detour via the harbor / Malindi
- there is space in Shangani Road for Car + Bicycle but not Car + Car
- it's a way of promoting cycling and



# Intervention 1: Signage „exept Cycles“





## Intervention 2: Mizingani Road





























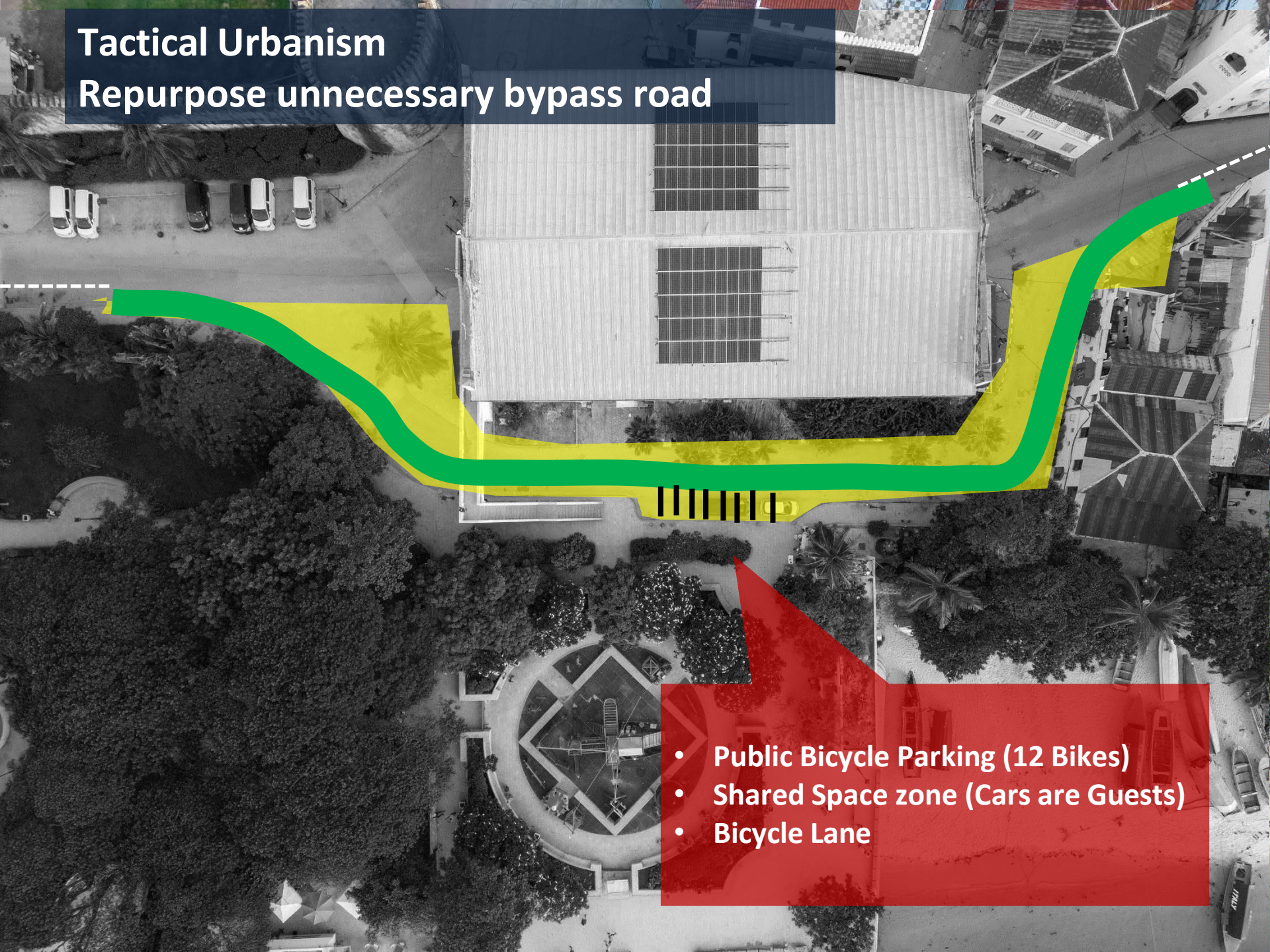
## Intervention 3: Temporary Bicycle Lane at Mizingani Road






# Tactical Urbanism

## Repurpose unnecessary bypass road

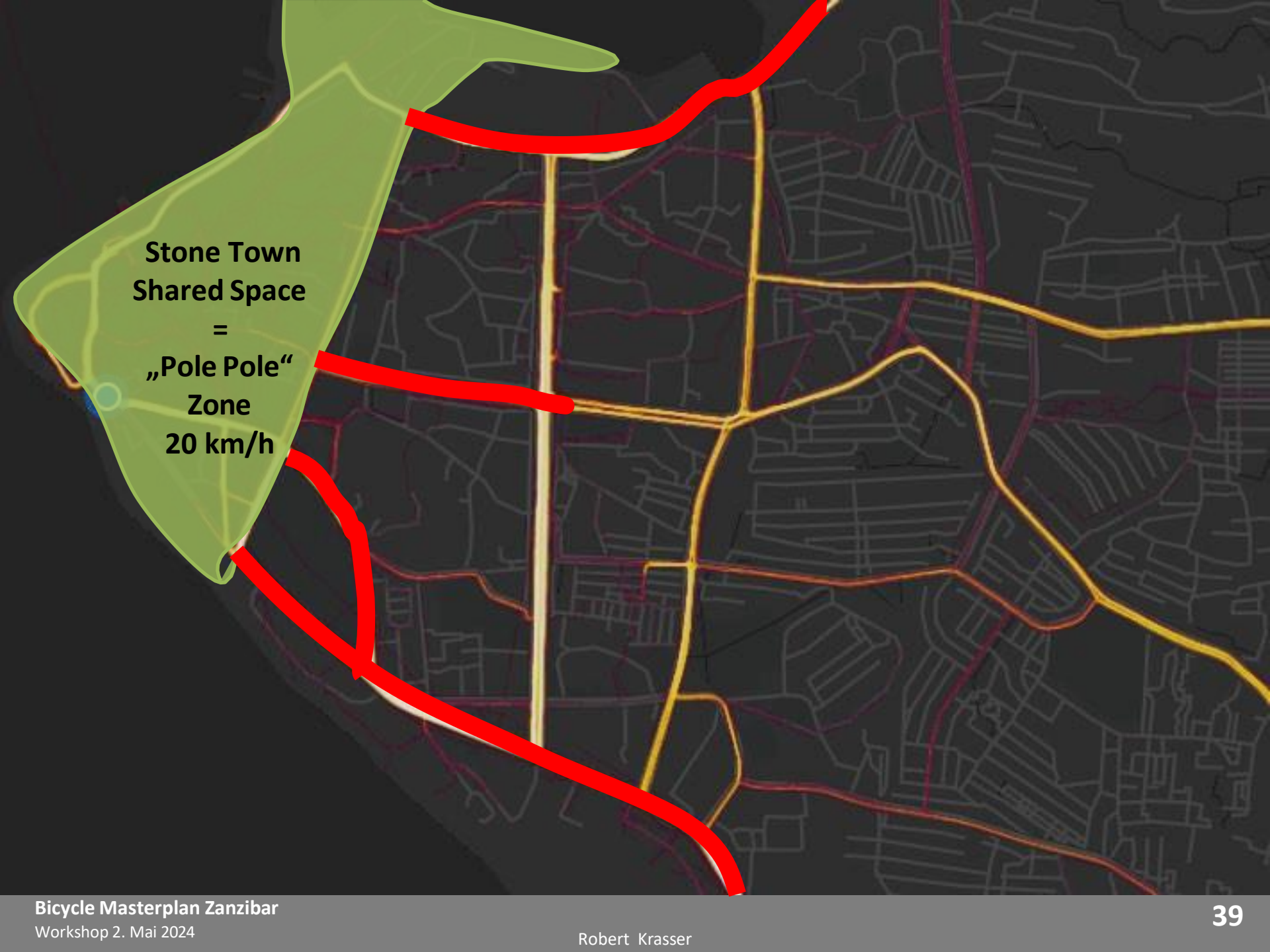
- 
- Public Bicycle Parking (12 Bikes)
  - Shared Space zone (Cars are Guests)
  - Bicycle Lane



An aerial photograph of a coastal city, likely in East Africa, showing a dense urban area with many small buildings and a few larger structures. A large, irregularly shaped area on the left side of the image, adjacent to the dark blue ocean, is highlighted in a solid light green color. This highlighted area extends from the shoreline into the water and covers some land. The text "Shared Space = „Pole Pole“ Zone" is centered within this green area.

**Shared Space  
=  
„Pole Pole“  
Zone**





Stone Town  
Shared Space  
=  
„Pole Pole“  
Zone  
20 km/h

The map shows a street network in Stone Town. A green shaded area on the left is labeled 'Stone Town Shared Space = „Pole Pole“ Zone 20 km/h'. A small light blue circle is located on the western edge of this green area. Several red lines are drawn over the map, highlighting specific routes: one runs horizontally across the top, another runs horizontally across the middle, and a third runs diagonally from the bottom left towards the center. The background map shows a dense grid of streets in light grey and yellow.





Quelimane, Mozambique 2024  
© www.robert-krasser.com









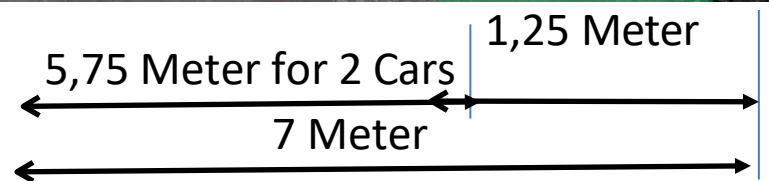
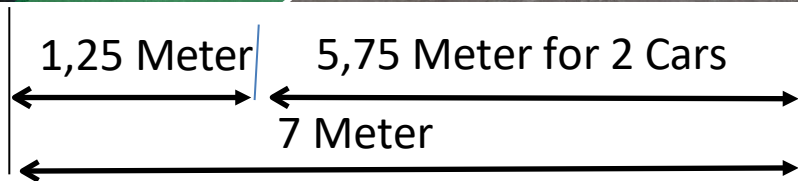






# Nyerere Road

## Bicycle lane on both sides





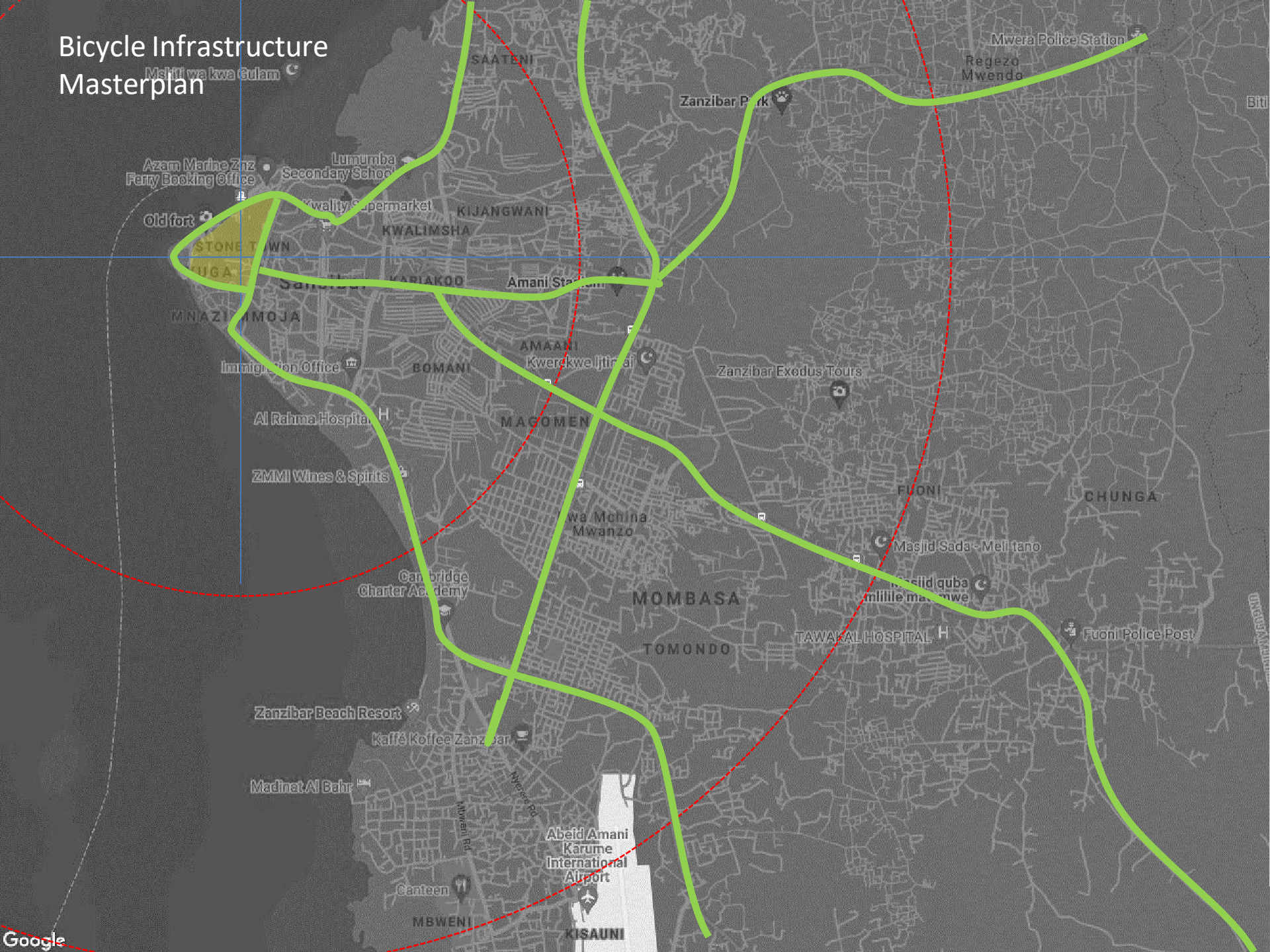








# Bicycle Infrastructure Masterplan





# Voluntary Bicycle driving Test for Children ag in Schools



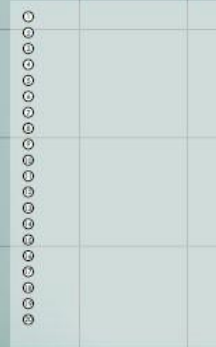
This cycling liscence is issued by the authority at the request of the child's parent / legal representative:

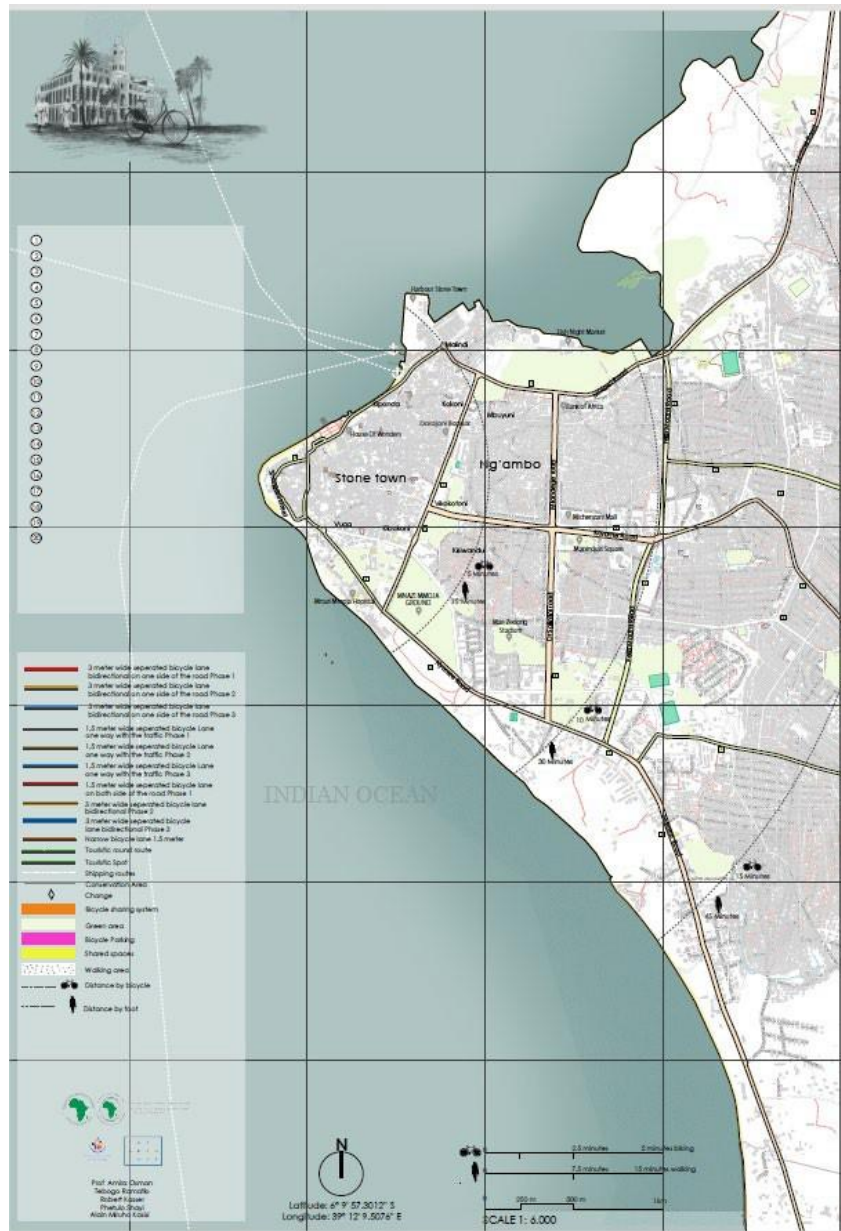
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and it can be assumed that he or she has the necessary physical and mental fitness,


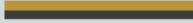
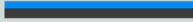
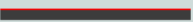
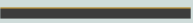
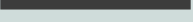

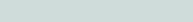
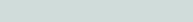

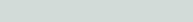




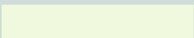




as well as knowledge of the road police regulations.









	3 meter wide seperated bicycle lane bidirectional on one side of the road Phase 1
	3 meter wide seperated bicycle lane bidirectional on one side of the road Phase 2
	3 meter wide seperated bicycle lane bidirectional on one side of the road Phase 3
	1,5 meter wide seperated bicycle Lane one way with the traffic Phase 1
	1,5 meter wide seperated bicycle Lane one way with the traffic Phase 2
	1,5 meter wide seperated bicycle Lane one way with the traffic Phase 3
	1.5 meter wide seperated bicycle lane on both side of the road Phase 1
	3 meter wide seperated bicycle lane bidirectional Phase 2
	3 meter wide seperated bicycle lane bidirectional Phase 3
	Narrow bicycle lane 1.5 meter
	Touristic round route
	Touristic Spot
	Shipping routes
	Conservation Area Change
	Bicycle sharing system
	Green area
	Bicycle Parking
	Shared spaces
	Walking area
	Distance by bicycle

## **Amira Osman**

Professor, Architecture and Industrial Design, Tshwane University of Technology  
SARChI: DST/NRF/SACN Research Chair in Spatial Transformation: Positive Change in the Built Environment

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[office@robert-krasser.com](mailto:office@robert-krasser.com)





## **8.2 WORKSHOP 2 – AMIRA OSMAN**



# ZANZIBAR AND STONE TOWN BICYCLE MASTER PLAN

Amira Osman, Professor of Architecture and South African Research Chair in Spatial Transformation, Tshwane University of Technology, Pretoria



WHAT DOES TRANSFORMATION LOOK LIKE?  
WHO PARTICIPATES IN DECISION MAKING ABOUT CITIES?  
WHAT ARE THE MECHANISMS TO DO SO?

**What do equity, dignity, inclusion look like?**

We must consider strategic **high-level decision-making** and **project-level interventions** and their impact on spatial transformation.

- how power and control manifest in the built environment
- how this is reflected in **morphology, infrastructure, networks, services, spatial planning, design, technology, transport, resource efficiency and urban management and built environment interventions**
- the **actors and decision-makers** that negotiate and act on different levels

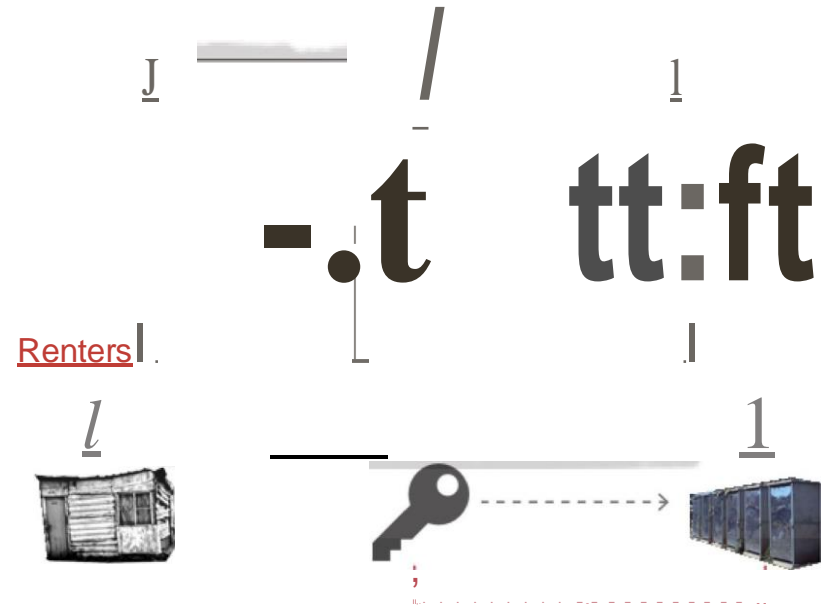


Stand owner 



Diagram: Cennette Swart

Diagram: Emmanuel Nkambule



OWNERSHIP | CONTROL & USE

Calayde Davey  
Simon Manuel  
UJ-UNIT2  
Amira Osman



# DESIGN/PLAN FOR UNKNOWN FUTURES

## DISTRIBUTED CONTROL IN THE BUILT ENVIRONMENT

(who makes which decisions, when)

UNDERSTANDING CITIES, INFRASTRUCTURE AND THE  
BUILT ENVIRONMENT IN TERMS OF LEVELS, SYSTEMS  
AND CONNECTIONS (the idea of disentanglement – making  
changes to one system of a city without disrupting others)

MEDIATING BETWEEN INDIVIDUALS AND THE  
COLLECTIVE IN THE BUILT ENVIRONMENT

(balancing individual and collective aspirations)



**higher-level** strategies enable project level **innovations**

**project-level** innovations can inspire **policy change** and strategic decision making at a higher level

varied responses to contextual needs, **smaller projects be aligned with larger visions**, facilitates coordination between diverse actors, **involves more people** and reduces conflict in complex systems



**Catalysts**, in the form of **individuals and small projects**, have been identified as important vehicles for collaboration, development and learning.

However, **catalysts and short-term and acupuncture interventions are promoted in light of the larger, longer-term visions that should drive them.**

## Achieve a balance

- between **the individual and the community**,
- between **the small intervention and the larger vision**,
- between **a building and its neighbourhood**, between **respect for what is already there and a new envisioned future**,
- between **the benefits to a specific community and the links with the wider city context**, between **what is permanent and what is transient**.





Marvel Studios

BLACK PANTHER

# WAKANDA FOREVER

NOVEMBER 11

[Home](#) > [Towards Implementation of Sustainability Concepts in Developing Countries](#) > Conference paper

# Where is Wakanda? Who is r•challa? The Sustainable African City Re-Imagined as a Livable and Lovable City

Conference paper | First Online: 11 October 2021

pp 29–39 | [Cite this conference paper](#)



[Towards Implementation of  
Sustainability Concepts in Developing  
Countries](#)



Where is Wakanda? A place? An idea? Who is T'Challa?  
Who are the African heroes?

Wakanda partially realised or mere plans, is the aspiration  
of many cities in emerging African economies.



<https://www.theverge.com/2018/2/23/17044448/black-panther-wakanda-maglev-train-hyperloop-transportation>

## The shiny towers

The problem with "Wakanda visions" of African cities, is that these imply a highly exclusive and exclusionary set-up and not an environment of equality. (Osman in Smith, 2018)

In African cities, there is an ambiguous relationship between governments and informal activities in cities in terms of service provision and support. (Osman in Smith, 2018)

Many African cities either aspire to have a new city or part of the city the has a particular image which is in reality conceptualised by governments and big capital.



“...a new form of urban colonialism driven not only by external (Western or multinational) investors but also by native ones, and by local and national governments, who share the same interest as international elites (Cardoso and Faletto, 2008, in Burocco, 2018; p62)

# Competition in cities between authorities, 'big capital' and communities

Warwick Junction, Durban, South Africa

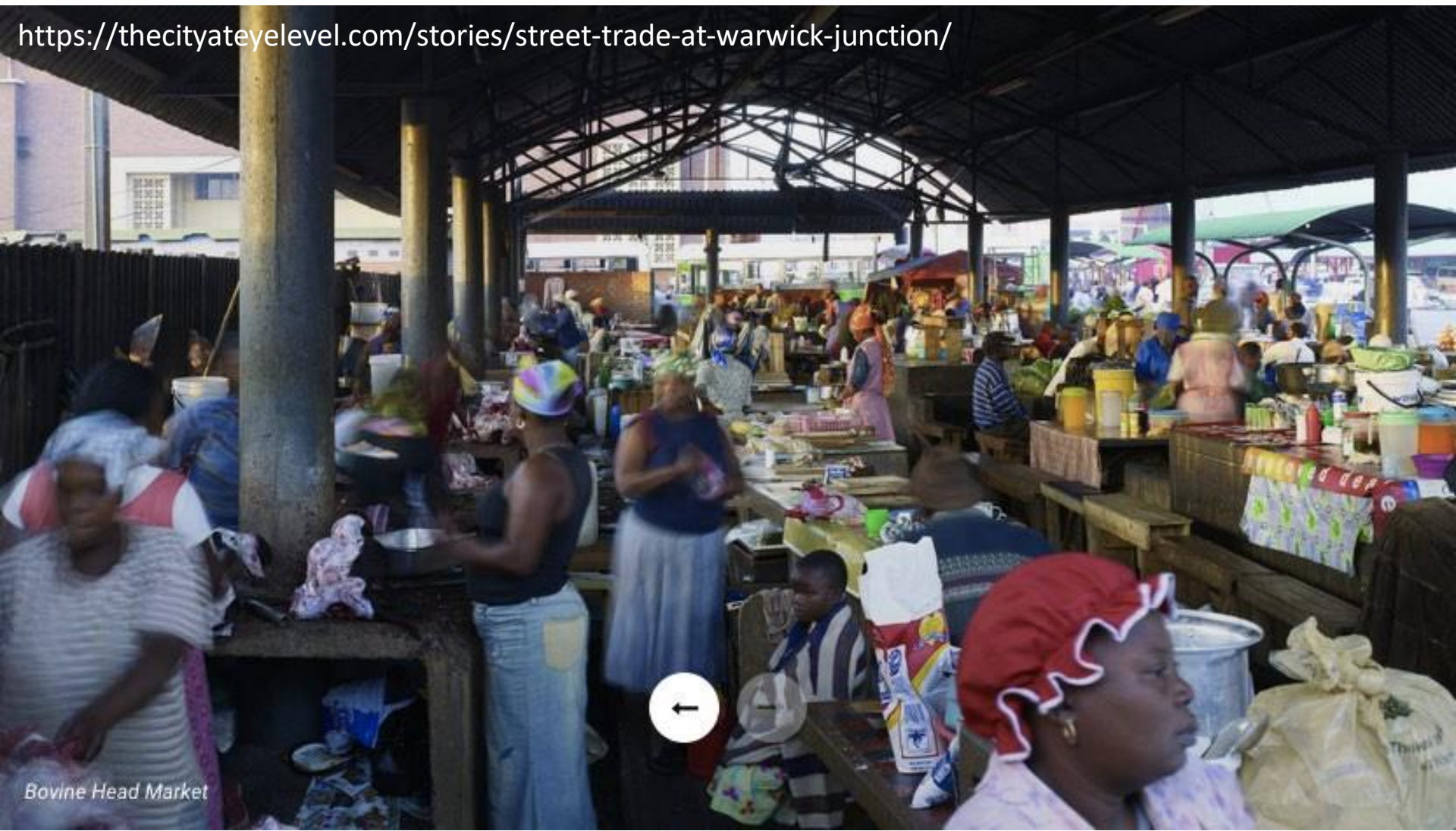
<https://thecityateyelevel.com/stories/street-trade-at-warwick-junction/>



Aerial View of Warwick Junction



<https://thecityateyelevel.com/stories/street-trade-at-warwick-junction/>



Bovine Head Market



<http://www.judybryant.co.za/news/market-value-at-warwick-junction/>





## **Decolonisation in cities, space, practice and education**

There is much to be “read” in imagery.

Places inhabited by the poor, and places where the poor carve out livelihood opportunities, continue to be highly disputed spaces and these poor residents continue to have an ambivalent relationship with the city authorities that are never fully supportive of it or its community.

## **Decolonisation in cities, space, practice and education**

While such contexts may be represented in tourist brochures as something to visit, the city also never fully acknowledges its presence by extending the same level of service it would any other part of the city.

Hackney (1990) refers to this ambiguous relationship between cities and their residents as “official vandalism”.



Many African cities aspire to becoming “world class” and “progressive” and “modern”.

These terms are translated into very specific imagery which is not always innovative or relevant.

These aspirations often leave poor communities disadvantage, silenced and hidden.

Various measures rate cities based on concepts such as livability or loveability.

The imagery that is used implies a scale and interface with the public realm that is highly **exclusive and exclusionary**.

It does not relate to the **finer grain of existing urban fabric**, and it does not imply a relationship with the streets that encourages **different levels of commercial activity** (entry level opportunities being balanced with larger commercial enterprises and anchor developments).

The imagery in terms of architectural character, infrastructure, massing and implied materiality is problematic and **lacks sensitivity to climate and context.**

**It demonstrates a lack of creativity and imagination**

A screenshot from the movie 'Black Panther' showing the Iron Man suit in a futuristic city setting. The suit is shown in a close-up, with its chest glowing blue. The background is a dense, futuristic cityscape with tall buildings and a hazy atmosphere.

[http://www.africaengineeri  
ngnews.com/the-real-  
wakanda-africa-rising-  
through-innovation-and-  
technology/](http://www.africaengineeri<br/>ngnews.com/the-real-<br/>wakanda-africa-rising-<br/>through-innovation-and-<br/>technology/)



Smaller and more subtle interventions and successes are not as visible or compelling as the imagery linked with future visions of cities.

These small actions may have immense catalytic and transformational potential. Yet, they are less captivating, sometimes invisible. However, they are vital for the survival of many.



Tea Ladies, Khartoum Nile Avenue <https://bastartdotme.wordpress.com/2013/06/21/humans-of-khartoum> and Kigali, June 2018, photograph by author

We need to question images of Africa as sold to us through various narrators – many times not from Africans themselves.



<https://www.thesouthafrican.com/lifestyle/wakanda-black-panther-country-facts/>



# REIMAGINE

## **The African City as a Livable City.**

equitable, beautiful, functional – has diverse opportunities, offers people a chance at improving their lives and livelihoods

## **The African city as a Lovable City.**

resonates with many people, over many years – accommodates and embraces diversity, choice and change – embedded in context its culture and climate

## HOUSING & URBAN ENVIRONMENTS

Amira Osman has been conducting a teaching experiment that has spanned 22 years using a particular approach to design that demands consideration of multiple design decision makers, the interface between people and the built environment and the technical implications thereof.

While at the University of Pretoria (1998-2009), Amira established this research field through a number of courses and studios. In 2015, the experiment was taken further and in more depth in the UJ\_UNIT2 studio at the University of Johannesburg. In 2017, Amira has partnered with Afua Wilcox, a 'L9ung architect with excellent





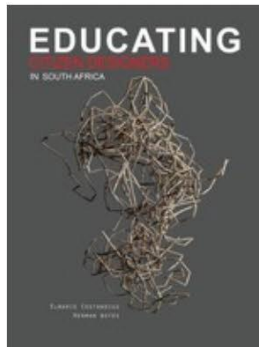








# Community Engagement, Catalysts in the Built Environment and Reflections on Teaching Architecture with a Focus on Housing Design



## Educating Citizen Designers in South Africa

Elmarie Costandius

Herman Botes

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Published by: African Sun Media, SUN PReSS

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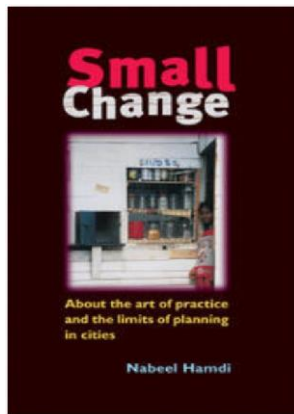




Photo: Dook







Chapter

## The Pickle Jars

**How Tandia's cucumbers grew and grew... and just kept on growing into schools and markets.**

*By [Nabee/ Hamdi](#)*

Book [Small Change](#)

Edition	1st Edition
First Published	2004
Imprint	Routledge
Pages	7
eBook ISBN	9781849772532

[Shar](#)

### ABSTRACT

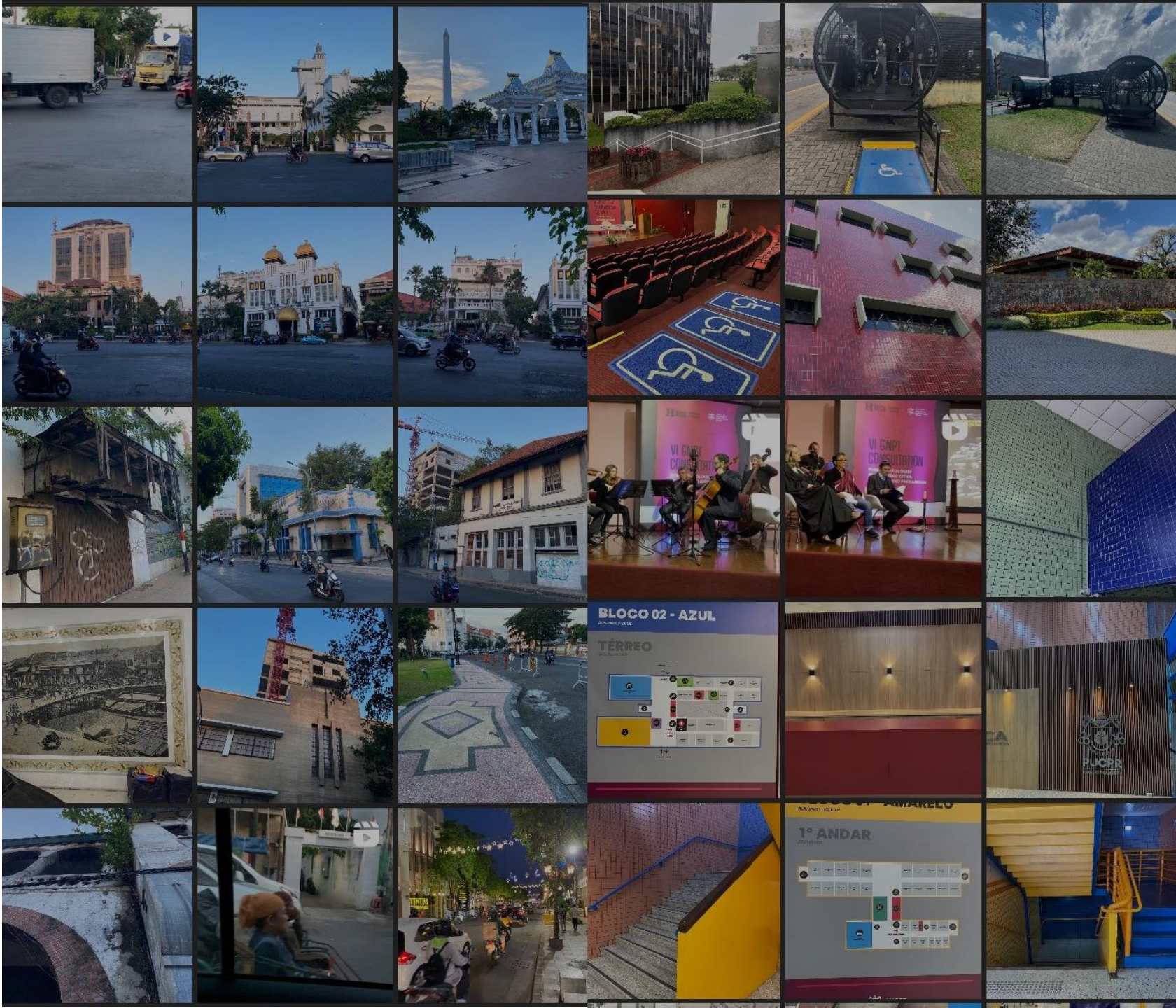
The Council of Community Representatives' newly established enterprise fund set about its task of generating work and money in the sustainable and mutual way its members had agreed: that is, with careful attention to social enterprise, economic development and the environment. Their initial task was to sort out what needed to be done and with whom, in ways that would enable small enterprises to emerge and grow. They wanted to know more about who was already doing what, how existing small businesses got started and what was stopping others from getting started. What skills were under-utilized, what natural resources were at hand? Later, they will want to know, in respect to it all, what equipment, working capital or start-up cash is

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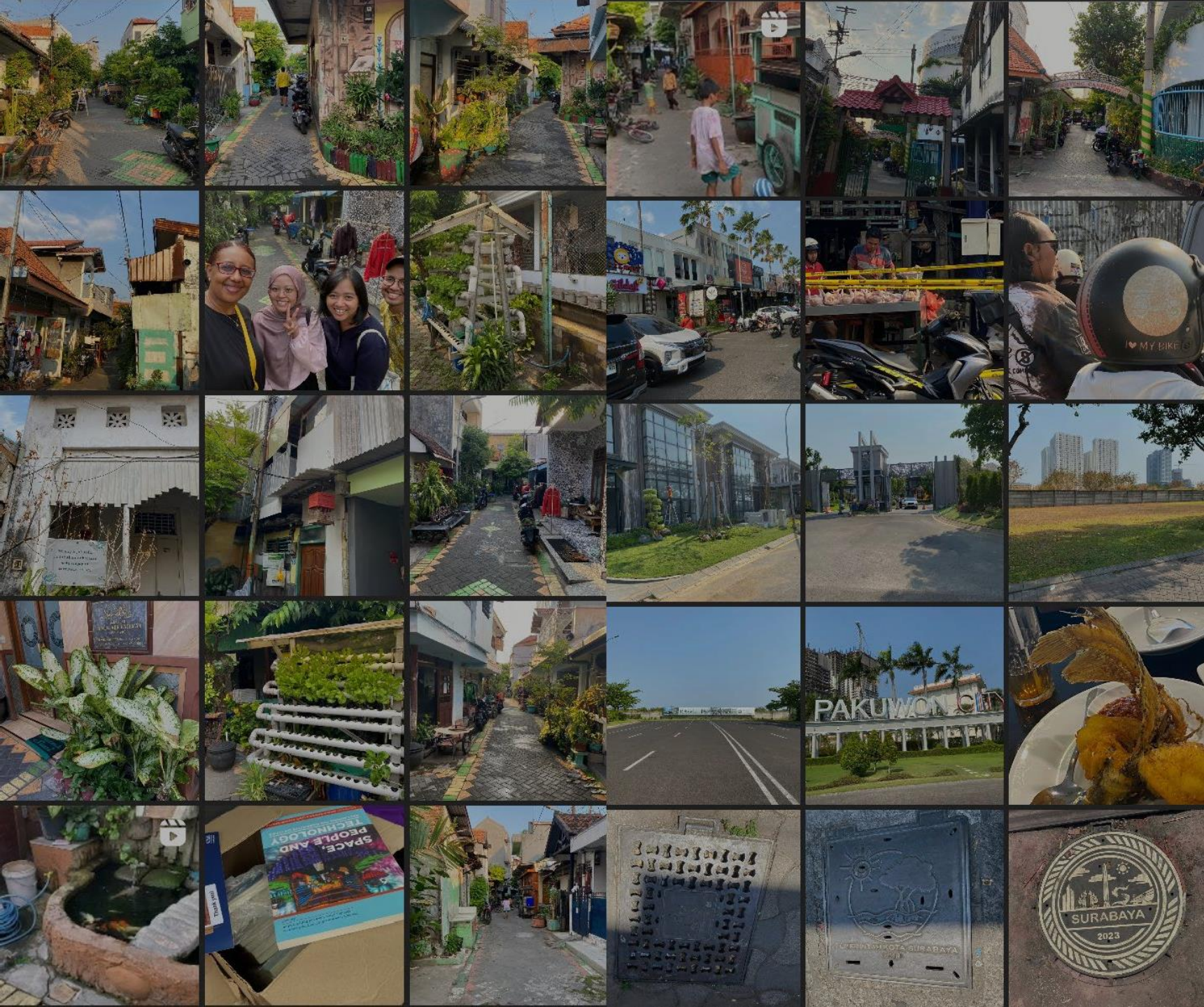






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# Exploring Sustainable Urban Food Provisioning: The Case of Eggs in Dar es Salaam

by **Marc C. A. Wegerif** <sup>1,2B</sup>

<sup>1</sup> Rural Sociology Group and Sociology of Development and Change Group, Wageningen University, Hollandseweg 1, 6706 KN, Wageningen, The Netherlands

<sup>2</sup> Institute for Development Studies, University of Dar es Salaam, Dar es Salaam, Tanzania

*Sustainability* **2014**, 6(6), 3747-3779; <https://doi.org/10.3390/su6063747>

**Submission received: 21 April 2014 / Revised: 27 May 2014 / Accepted: 28 May 2014 / Published: 10 June 2014**

(This article belongs to the Special Issue **Sustainable Food Chains**)

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## Abstract

Global food supply is dominated by transnational corporations, which have great power and are widely critiqued for the negative environmental and social impacts of their operations. Many argue that this industrial food system is unsustainable, yet its expansion seems inevitable and alternatives are seen as incapable of feeding the world's growing and increasingly urban population. Since much of the world's future population growth is going to happen in the cities of the developing world, they have become the frontline for the expansion of the industrial food system, raising the serious challenge of ensuring food security for residents. This paper, based on a qualitative study of patterns of egg provisioning in Dar es Salaam, explores whether existing patterns of food supply in this rapidly growing city, of over four million people, provide workable alternatives. Eggs are an important source of nutrition and patterns of egg supply offer a lens through which to explore the sustainability of different modes of provisioning. A range of non- corporate provisioning patterns, based on small-scale enterprises, are found to have social, economic and environmental advantages, challenging assumptions that corporate food chains are necessary, or desirable, to feed cities sustainably.

**Keywords:** right to food; food networks; eggs; sustainable development; Dar es Salaam; food chains;

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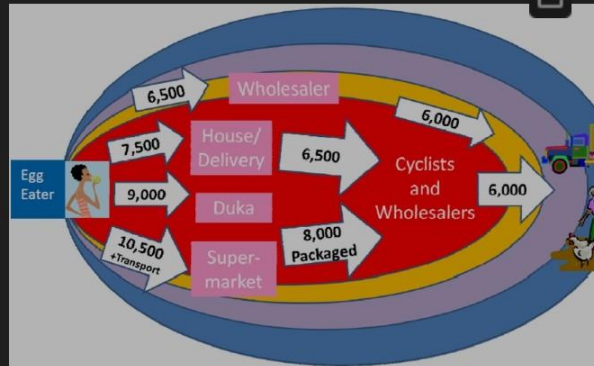
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close enough for motorized transport (public or private) to be feasible, get TSh6000 (\$3.87), but usually have to cover the transport costs and at times have to sell on credit.

Producers who live well beyond the city or produce quantities that require larger scale transport, depend on agents and transporters and receive less for their eggs. Agents get the TSh6000 (\$3.87) but take a cut to cover their own costs and to make a profit.



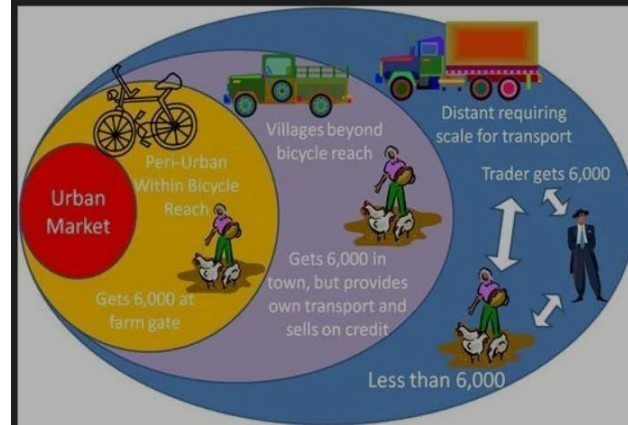
**Figure 9.** Simplified diagram showing amounts paid by eaters per 30 eggs to different retailers and amounts paid to producers or other distributors, Dar es Salaam, February 2012.

**Figure 10** shows the prices paid per 30 eggs in February 2012. While prices fluctuated during the research period this basic pattern of benefit remained similar. Each sphere represents the situation of different producers according to their locations and links to the market.

Top

sustainability of different modes of provisioning. A range of non-corporate provisioning patterns, based on small-scale enterprises, are found to have social, economic and environmental advantages, challenging the assumptions that corporate food chains are necessary, or desirable, to feed cities sustainably.

**Keywords:** right to food; food networks; egg production; sustainable development; Dar es Salaam; food chains; supermarkets; bicycles; micro-enterprises



**Graphical Abstract**

## Introduction

The main question this paper contributes to addressing is whether there are sustainable alternatives to the industrial food system which

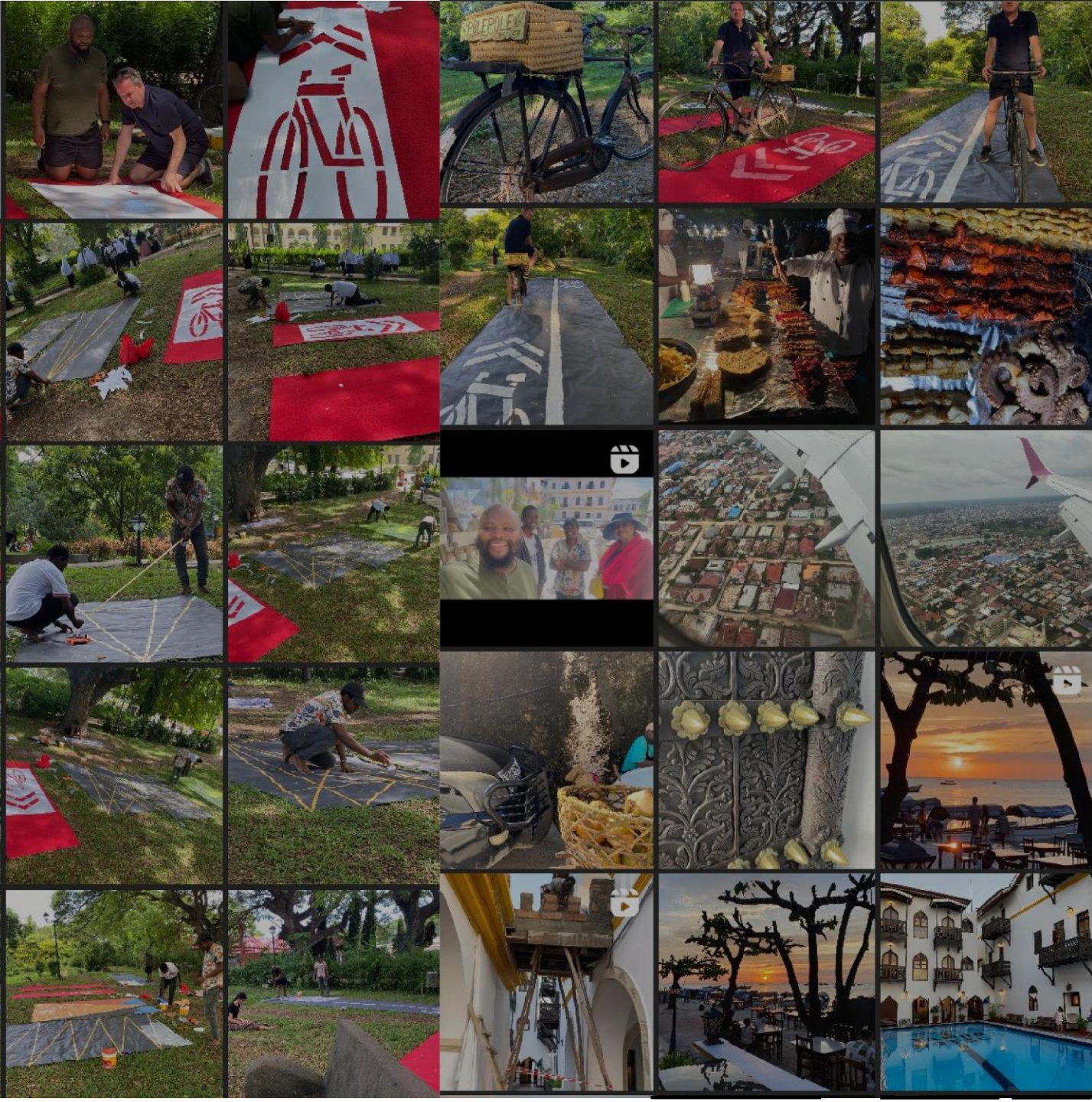






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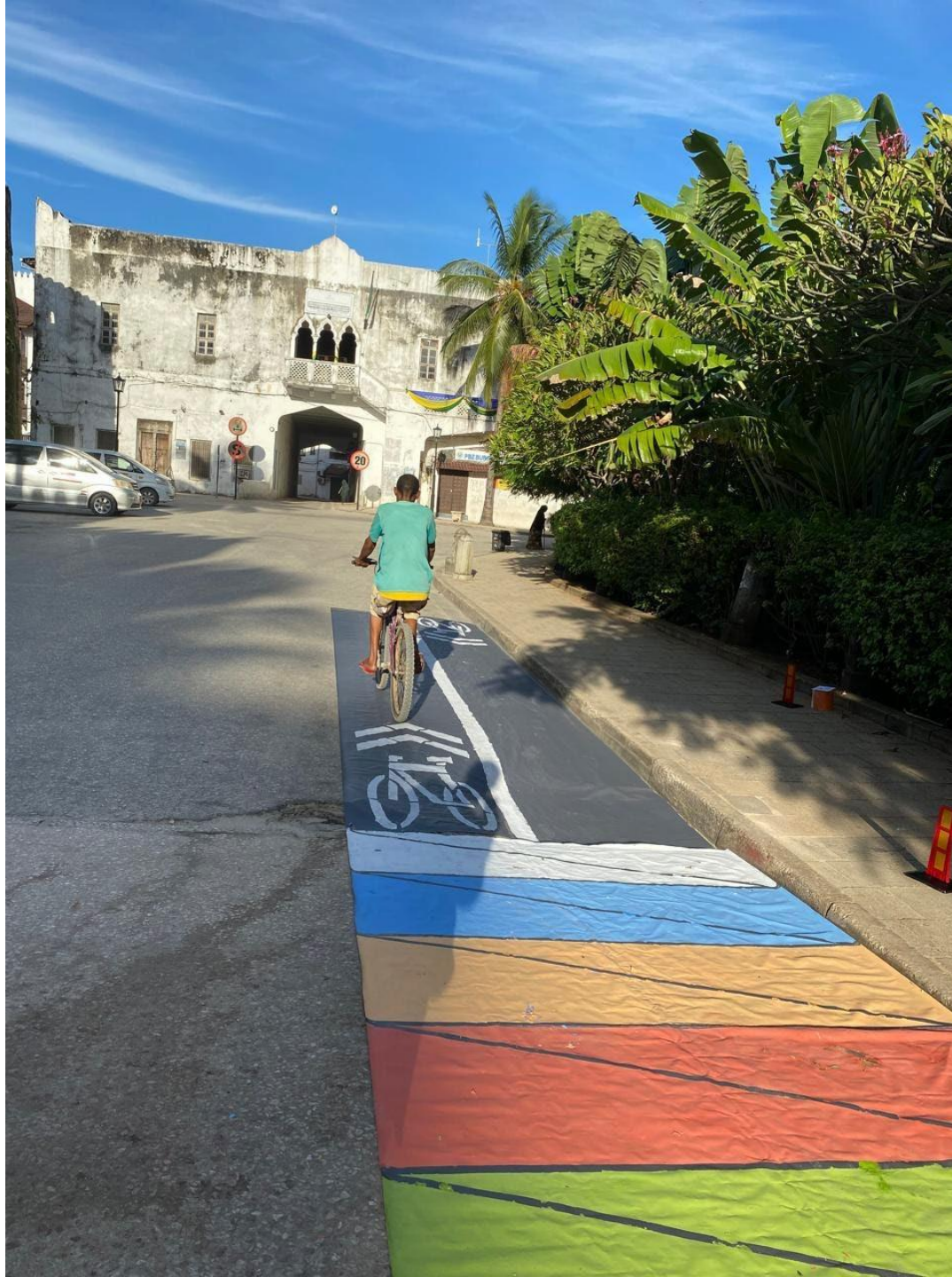








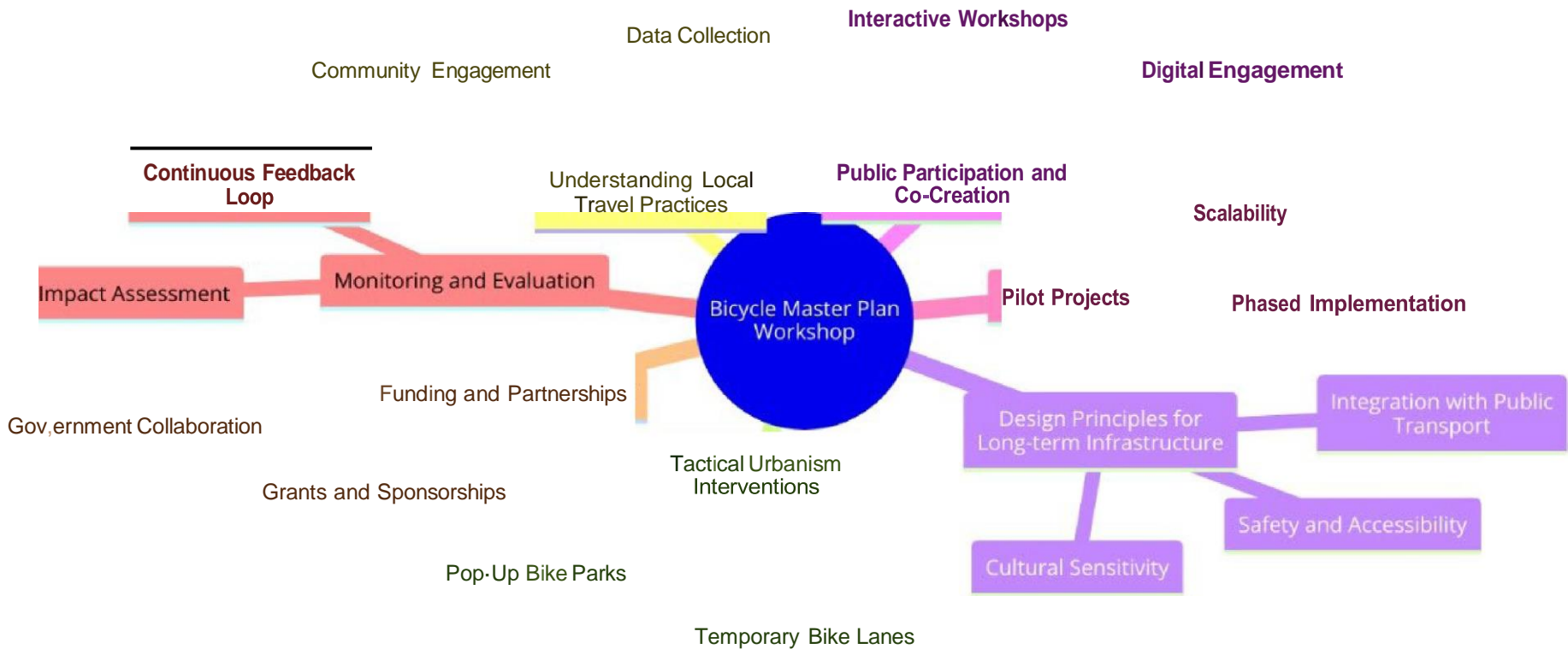
















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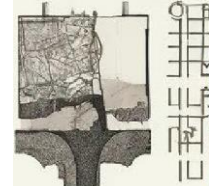
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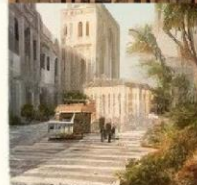
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## **8.3 WORKSHOP 2 – TEBOGO RAMATLO**





**Health** - Cities like Copenhagen in Denmark are ranked the sustainable cities with low carbon footprint due to the cycling culture which increases accessibility, health, and happiness of its citizens.

**Equality**- Cycling also lowers the inequality gap and increase affordability due to low cost of travelling.

**Connectivity**- Cycling isn't just about moving from point a to b, it also a way of experiencing cities culture, heritage sites and points of interests, places of work, live and play.

**Sustainability**- My travel experience and lessons from other cities has increased my awareness of the importance of good planning for cities with sustainability as a primary goal including integrated mobility systems.



Cycling to a youth Centre in Berlin – Natalia Garzon 2013



In South Africa where there are high levels of inequality, cycling is another form of reducing transportation cost, making cities accessible, sustainable and smart using 4IR technology as a tool to connect bikes to people. As a student, I cycled to the university, malls and the city daily. My Honours final project focused on designing a cycling and skating recreational park which provides electricity and water sanitation to the African mobility tower and the surrounding neighbourhood. Since then, I have participated in the

- City of Johannesburg cycling lanes workshop hosted by former city of Johannesburg mayor Mpho Parks Tau
- City of Johannesburg 4IR urban mobility planning committee facilitated by Daisy Mcwango city of Johannesburg Transportation Department

I'm currently part of a cycling group that meets on weekends across different parts of Gauteng. Below are images of cycling experiences in different cities.



Cycling in Johannesburg City, picture taken at Maboneng- Dikole Tau 2023





Left\_ Renting a Bike in Los Angeles – Thorsten Deckler 2019



Right\_ Rented Bike in Copenhagen – Author 2023





Bike Training my son – Olivier Mutombo 2014





Cycling with my son to Soweto Theatre – Author 2014





Mapping and Investigating mobility in Cairo – Author 2023



