

# Mwanza, Tanzania

Partner city

Status of the project: Ongoing Sustainable Urban Mobility Plan



## Basic Information

Urban area: 425 km<sup>2</sup>

Population: 1,311,000 | Growth rate: 5.3%

Region capital city

GDP per capita: USD 1,089

Modal split:

Walking: 61%

Cycling: 3%

Public transport: 25%

Motorcycle: 7%

Private car: 2%

National GHG emissions per capita: 0.206 (tCO<sub>2</sub>eq)

Exposure to climate change: HIGH

## Context

Mwanza is one of the fastest growing cities in Tanzania. It has a prime location on the Lake Victoria and it has a great potential to become a leading urban centre in the Lake Region and all of the East African Community. Due to its locational advantage, Mwanza offers great investment opportunities that will increasingly attract investors and visitors from all over the Globe. In view of the rapid population growth and economic advantages that Mwanza poses, the Government of Tanzania decided to prepare a master plan to serve as a tool for guiding the spatial and economic growth of this City. This master plan is anticipated to serve as a tool for coordinating actors and projects, attracting planned economic ventures and providing certainty over investment.

Sustainable transport modes dominate commuting choices in intermediate cities in Tanzania. Analysis of available Master Plans suggests walking is the dominant transport mode, accounting for between 50% and 70% of trips in most cities surveyed. Cycling, an equally sustainable alternative, is used by an additional 3% to 8%. In larger cities such as Mwanza and Arusha, public transportation is the second most-used mode, accounting for 20% and 27% of trips, respectively, while other motorised vehicles account for 8% of trips.

Administratively, the country is organised into Regions which are subdivided into Districts, and Districts are further subdivided into wards. All the administrative divisions are represented by respective Governments, except for wards, which are governed by District Authorities. Regional Government i.e., Regional Secretariat, acts as a coordinator between the National level and Local Governments. Additionally, Regional Government assists in the institutional capacity building of Local Governments. Based on the settlement population and other criteria established by The Urban Planning Act, certain districts are classified into Urban District and Rural District. Urban Districts are ruled by City/ Municipal Councils, whereas as Rural Districts are ruled by District Councils.

Mwanza City is comprised of the Nyamagana and Ilemela Districts. In 2000, the Nyamagana District attained city status and is since then referred to as Mwanza City which is ruled by the City Council. Meanwhile, the Ilemela District is largely rural and is ruled by the Municipal Council. The city has 12 Divisions and 21 wards, of which 12 wards are in the Nyamagana district and nine wards are in the Ilemela district. In addition, the city has a total of 481 subwards (Mitaas), eight villages and 72 sub-villages (vitongoji) as per Mwanza City Master Plan 2008-28. Mwanza City and Ilemela local governments collectively occupy the surface area of 1337 km<sup>2</sup>, out of which only 437 km<sup>2</sup> is dry land area, including islands, while 900 km<sup>2</sup> belongs to the Lake.

## Support from the Partnership

**Technical assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** AFD under the funding line MobiliseYourCity Africa

**Funding amount:** EUR 375,000

**Implemented by:** AFD through the MobiliseYourCity Africa Program

**Local counterpart:** Mwanza City Council

## Status of the SUMP process

**Tender publication:** 2022 Q4

**Project start date:** 2023

**Completed Outputs:** Inception Phase

**Expected outputs:**

- Component 1: Active inception of the SUMP process
- Component 2: Diagnosis
- Component 3: Definition of a vision and strategic objectives, construction of scenarios, formulation of priority measures proposed by the SUMP
- Component 4: Detailing the selected scenario into an action plan, including monitoring and evaluation indicators, implementation modalities and horizons, budgeting and financing of measures
- Cross-cutting mission: Participatory Process (concertation and consultation)
- Final SUMP report

**Insights from practice: lessons learned from the SUMP process**

- At this stage only the inception phase is completed. First findings will be available after the diagnosis phase, expected in March 2024.

## Highlights in the past year

The Sustainable Urban Mobility Plan has successfully kicked off. During their inception and diagnosis mission, the consultants witnessed a great interest from the stakeholders, including the Local Government Authorities and the public transport operators and users. The main issues identified so far are road safety, pedestrian mobility and lack of urban planning around public transport stations.