

Mwanza, Tanzania

Sustainable Urban Development Plan

Completed

Page 2

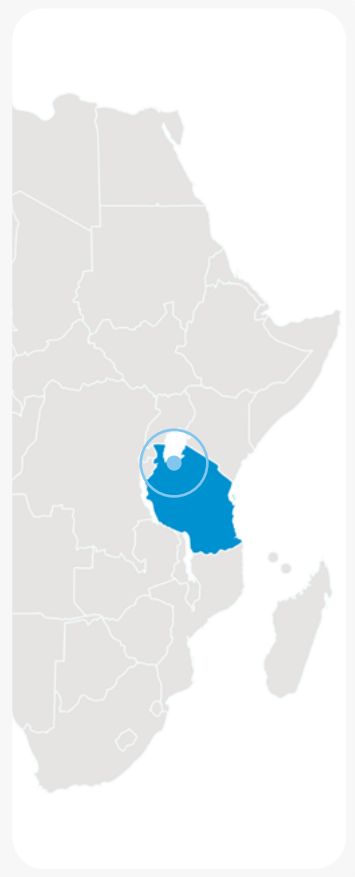
SUMP Implementation Support

Upcoming

Page 3

Basic information

Population	→	1,311,000
Growth rate	→	5.3%
Urban area	→	425 km ²
Region capital city		
GDP per capita	→	USD 1,089
Baseline motorisation rate	→	Under ~50-100 motor vehicles/1,000 inh.
Modal split		
Walking	→	61%
Cycling	→	3%
Public transport	→	25%
Motorcycle	→	7%
Private car	→	2%
National GHG emissions per capita	→	0.206 (tCO ₂ eq)
Exposure to climate change	→	HIGH



Context

Mwanza is a major transport hub located on the southern shores of Lake Victoria and one of Tanzania's fastest-growing cities. Its strategic position makes it a key gateway for trade and regional connectivity within the East African Community, while rapid population growth and expanding economic activity are placing increasing pressure on the city's transport system. These dynamics underline the need for sustainable mobility solutions that can support growth while minimising environmental and social impacts. MobiliseYourCity has supported the development and implementation of the SUMP for Mwanza over the past few years.

Mobility planning – Sustainable Urban Mobility Plan (SUMP)

Technical Assistance: Sustainable Urban Mobility Plan (SUMP)

Funded by: Agence Française de Développement (AFD) under the funding line MobiliseYourCity Africa

Funding amount: EUR 375,000

Implemented by: AFD through the MobiliseYourCity Africa Programme

Local counterpart: Mwanza City Council

Consultant involved: SYSTRA

Project start date: 2023 Q2

SUMP completion date: 2025 Q4

Final SUMP report: No public SUMP report available

Supported activities:

- SUMP inception
- Urban mobility diagnosis for Mwanza
- Vision and strategic objectives
- Action plan and financing

Completed Outputs:

Inception Phase: The inception phase was completed, establishing the SUMP's governance structure, methodology, work plan, and stakeholder engagement framework.

- **Component 1:** Active inception and mobilisation
Establishment of project governance bodies, mobilisation of stakeholders, and validation of the SUMP scope, methodology, and implementation framework.
- **Component 2:** Diagnosis of mobility, accessibility, safety, land use and governance
Comprehensive diagnosis based on quantitative surveys, qualitative consultations, institutional analysis, and spatial assessment of mobility and land-use patterns.
- **Component 3:** Vision and strategic objectives, scenarios, and priority measures
Definition of a vision and strategic objectives, construction of scenarios, formulation of priority measures proposed by the SUMP
- **Component 4:** Action plan, implementation, budgeting and financing
Translation of the selected scenario into a phased action plan including implementation modalities, monitoring and evaluation indicators, timelines, and indicative budgeting and financing frameworks.

Cross-cutting mission: Participatory Process (concertation and consultation)
Continuous stakeholder engagement through workshops, focus groups, and consultations with local authorities, transport agencies, civil society, and sectoral institutions throughout all SUMP phases.

Final deliverable: Complete SUMP report in December 2025.

Insights from practice: lessons learned from the SUMP process

The Mwanza SUMP demonstrated the value of extensive data collection and participatory processes in building a shared, evidence-based understanding of urban mobility challenges in a fast-growing secondary city.

The process confirmed that walking and paratransit dominate daily mobility, yet are insufficiently supported by infrastructure, regulation, and safety measures, leading to accessibility gaps and high exposure of vulnerable users to road risks.

Strong stakeholder engagement throughout the process helped align institutions around a long-term, integrated mobility vision, strengthening local ownership and positioning the SUMP as a common reference framework for future investment decisions.

The SUMP also illustrated that linking mobility planning with urban form is essential to contain sprawl, reduce long-term infrastructure costs, and achieve meaningful emissions reductions in rapidly urbanising contexts.

Implementation support - Walkability pilot project

Technical Assistance: Pilot project to improve walkability and market access in Mwanza through tactical urbanism.

Funded by: Agence Française de Développement (AFD)

Funding amount: EUR 400,196

Implemented by: AFD through the Institute for Transportation and Development Policy (ITDP)

Local counterpart: Mwanza City Council, Ilemela Municipal Council, Nyamagana District, in collaboration with MLHHSD, TARURA, TANROADS

Supported activities:

- Data collection and analysis (NMT counts, traffic surveys, topographic surveys)
- Design reviews for Old Buhongwa, Mwaloni, and Buswelu markets
- Tactical urbanism interventions and complete street concept design
- Capacity building for local stakeholders

Status of implementation

Project start: 2024 Q2

Project completion: 2026 Q1

Completed outputs:

- Comprehensive mobility and NMT data collection around key markets
- Design review reports with prioritised recommendations for three market areas
- Temporary tactical urbanism interventions demonstrating pedestrian-priority street designs

Insights from practice: key pilot project takeaways

The pilot project was needed to address unsafe, fragmented pedestrian environments around Mwanza's major markets and to demonstrate scalable, people-centred street design solutions.

Rapid urban growth and high pedestrian volumes around Mwanza's markets have created significant safety and accessibility challenges, particularly for vulnerable users. By combining design reviews with low-cost, temporary interventions, the project tests practical solutions that respond to real mobility patterns, integrate public transport access, and align market redevelopment with the objectives of the SUMP and TASUFIP.

Highlights in the past year

The pilot project to access the Mwanza market has started.

During the past year, the project advanced from analysis to on-the-ground demonstrations, implementing temporary interventions that visibly improved crossings, reduced vehicle speeds, and reorganised street space. These pilots have strengthened stakeholder buy-in and provided concrete lessons to guide final designs and future investment decisions.

Last updated in December 2025