
THE PEDESTRIAN EXPERIENCE OF SHOPPING STREETS IN STONE TOWN ZANZIBAR AND NG'AMBO

A research thesis submitted by:
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DEDICATION

To God Almighty my enabler & To my family with so much affection.

DECLARATION

This thesis is my original work and has not been presented in any other University or Institution for the purpose of awarding a degree to the best of my knowledge. This thesis is submitted in partial fulfilment of the examination requirements for the award of the Bachelor of Architecture degree, in the Department of Architecture and Building Science at the University of Nairobi.

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LIST OF FIGURES

CHAPTER ONE

Fig 1.1 Kenyatta street in Stone town Zanzibar demonstrating streets acting as the core of the urban society.	-01
Fig 1.2 Benjamin Mkapa street, Stone town Zanzibar demonstrating streets acting as a mere physical link in the urban society.	-01
Fig 1.3 Map showing the Swahili Coast of East Africa Source:-----	-02
Fig 1.4 Aerial view of Zanzibar town:-----	-02
Fig 1.5: Street located in Stone Town Zanzibar demonstrating different modes of transportation.	-03
Fig 1.6: Pedestrians and automobiles competing for space in Mlandege shopping street, Ng'ambo,-----	-03
Fig 1.7: Graph showing a Comparative Daily trips per capita,-----	-03
Fig 1.8 Chart showing Zanzibar transportation mode share,-----	-03
Fig 1.9 Pedestrian standing aside to give way to a vehicle in Mtendeni street, Ng'ambo:-----	-04
Fig 1.10 showing Darajani street in Ng'ambo Zanzibar.-----	-04
Fig 1.11 Shopping street located in Stone Town Zanzibar showing the pedestrian majority,-----	-05
Fig 1.12 Benjamin Mkapa Street located in Stone Town Zanzibar showing the pedestrian majority.-----	-05
Fig 1.13 Google image showing Stone Town Zanzibar and Ng'ambo:-----	-06
Fig 1.14 Aerial view of Stone Town Zanzibar and Ng'ambo:-----	-06
Fig 1.15 Bird's eye view of Stone Town Zanzibar and Ng'ambo.-----	-06
Fig 1.16 Image showing busy shopping street corner in Zanzibar town:-----	-07
Fig 1.17 Image showing busy shopping street in Zanzibar town.-----	-07
Fig 1.18 Image showing busy shopping street in Zanzibar town-----	-08
Fig 1.19 Image showing men resting along a street in Zanzibar town:-----	-08
Fig 1.20 Image showing the narrow nature of streets in Stone town Zanzibar:-----	-09
Fig 1.21: Women resting on a stone bench in Stone town Zanzibar:-----	-09
Fig 1.22: showing a busy shopping street in Stone Town Zanzibar.-----	-10
Fig 1.23: Street located in Stone Town Zanzibar demonstrating different modes of transportation used.-----	-10
Fig 1.24: Image showing men playing bao, a traditional board game-----	-11
Fig 1.25: Highly ornamented door in Stone Town Zanzibar.-----	-11
Fig 1.26: Image showing Swahili house 'sebule'-----	-12

CHAPTER TWO

Fig 2.1: Showing the various city elements according to Lynch (1960)-----	-13
Fig 2.2: Showing city elements in Jersey city.-----	-13
Fig 2.3: Showing pedestrian commercial street in Paris, France.-----	-14
Fig 2.4: Showing commercial street in Stone Town, Zanzibar.-----	-14
Fig 2.5: Image showing a street in Copenhagen acting as physical a unifying element.-----	-15
Fig 2.6: Image showing a street in Stone Town Zanzibar acting as a physical unifying element-----	-15
Fig 2.7: Image showing a street in Melbourne, Australia acting as social unifying element-----	-16
Fig 2.8: Image showing a street in Stone Town Zanzibar acting as social unifying element-----	-16
Fig 2.9: illustrating eyes scanning a pedestrianized street-----	-17
Fig 2.10: showing how pedestrian streets can be plant lined to help cool the neighbourhood-----	-17
Fig 2.11: showing how a pedestrian street in Stone town fosters social interactions.-----	-17
Fig 2.12: showing Appleyard's findings on the relation- ship between vehicular traffic and social interactions-----	-18
Fig 2.13: Image showing narrow street in the Swahili town of Lamu, Kenya-----	-18
Fig 2.14: Image showing narrow street in Lamu, Kenya-----	-19
Fig 2.15: Image showing how arches have been used to interrupt a long street-----	-19
Fig 2.16: Image showing how building offsets can reduce apparent street length-----	-20

Fig 2.17: Image showing a vibrant shopping street in Stone town Zanzibar.-----	20
Fig 2.18: Image showing outdoor activities in Stone town-----	20
Fig 2.19: Image showing social activities in Stone town-----	21
Fig 2.20: Image showing social activities in Ng'ambo-----	21
Fig 2.21: Image showing environmental pollution caused by motor vehicles.-----	22
Fig 2.22: Image Illustrating relationship between the environment and the observer through mental maps-----	22
Fig 2.23: Image illustrating natural street surveillance as advocated by Jane Jacobs-----	23
Fig 2.24: Map showing high accessibility of Malindi shopping street in Stone town Zanzibar-----	23
Fig 2.25: Showing street furnishings used for outdoor activities.-----	24
Fig 2.26: Showing traditional Indian shop frontage with folding doors left open throughout the day:-----	24
Fig 2.27: Showing a complete street in Melbourne, Australia-----	25
Fig 2.28: Image illustrating the key components of city prosperity-----	25
Fig 2.29: Image illustrating the pedestrian dominated street versus intergration of traffic:-----	26
Fig 2.30: Image showing pedestrian priority in woonerf shared streets-----	26
Fig 2.31: Image showing shared paved surface as used in woonerf shared streets.-----	27
Fig 2.32: Image illustrating transfer of traffic to city limits, a case of Venice-----	27
Fig 2.33: Sketch of the interior of a bazaar street-----	28
Fig 2.34: showing the Grand Bazaar, Istanbul, by Amadeo Preziosi, late 19th century.-----	28
Fig 2.35: Fig 2.36 showing the location of the Isfahan bazaar within the Iranian city.-----	29
Fig 2.36: showing a socio-religious square along the reknown grand bazaar of Isfahan, Iran.-----	29
Fig 2.37: Shopping activities along the Isfahan bazaar:-----	30
Fig 2.38: The Axis of the Isfahan Bazaar.-----	30
Fig 2.39: showing the urban nodes within the Isfahan bazaar:-----	30
Fig 2.40: showing the spatial organization of the Grand bazaar, Istanbul, Turkey.-----	31
Fig 2.41: Shopping activities along the Grand bazaar, Istanbul, Turkey.-----	31
Fig 2.43 showing a shopping street in old town Mombasa-----	32
Fig 2.45: 2 and 3 storey buildings built by Indian traders in the 19th century.-----	32
Fig 2.46: showing mixed use shop buildings along Usita wa Mui bazaar street in old town Lamu.-----	33
Fig 2.47: Image showing the extent and town structure of Lamu Old Town and the location of the main bazaar street:-----	33
Fig 2.48: showing the vibarnt nature of Usita wa Mui bazaar street during evening hours.-----	34
Fig 2.49: Bazaar street ennclosed by shopfront buildings built up by Indian tradesmen.-----	34
Fig 2.50: Image showing dynamic street character in Zanzibar town :-----	35
Fig 2.51: Image showing an Indian influenced gujerati door along Sokomuhogo street in Stone town:-----	35
Fig 2.52: Image illustrating different trade routes across the Indian ocean.-----	36
Fig 2.53: Illustration of NE and SW Monsoon winds which brought traders to the East African Coast.-----	37
Fig 2.54: Harbour of Zanzibar-----	37
Fig 2.55: Illustration of slaves from Zanzibar on a ship-----	38
Fig 2.56: Slaves in Zanzibar in chains during the 19th century.-----	38
Fig 2.57: Map showing trade routes to Zanzibar-----	39
Fig 2.58: Image showing Map of Stone Town showing the various mitaa.-----	40
Fig 2.59: Image showing the street networks and house densities within Kajificheni zone.-----	40
Fig 2.60: Map showing the street networks and house densities within Vuga zone.-----	41
Fig 2.61: Image showing the narrow streets of Stone town Zanzibar.-----	41
Fig 2.62: Image showing and intricately carved Punjabi door in Stone town Zanzibar.-----	42
Fig 2.63: Ground floor plan of Malindi caravan serai.-----	42

LIST OF FIGURES

Fig 2.64: Intricately carved Gujarati door in Stone town Zanzibar.....	42
Fig 2.65: Image of a typical window in Zanzibar.....	42
Fig 2.66: Image showing detail of Zanzibar balcony.....	42
Fig 2.67: Image showing the interior courtyard of Malindi Caravan Serai.....	43
Fig 2.68: An elevation of a contemporary Swahili house in Stone Town.	43
Fig 2.69: Plan drawing of a contemporary Swahili house in Stone Town.	43
Fig 2.70: Ground floor plan of three Indian Shopfront buildings in Stone Town.....	44
Fig 2.71: Indian Shopfront building along Sokomuhogo street in Stone Town.....	44
Fig 2.72: Image showing the floor plan of an Omani house in Kajificheni, Stone Town.....	45
Fig 2.74 Image showing the elevation of the STCDA offices that is an example of an Omani house.....	45
Fig 2.75: Image showing the internal courtyard of an Omani house.....	46
Fig 2.76: An aerial picture of both Ng'ambo and Stone Town.....	46
Fig 2.77: Image showing Michenzani apartments framing Old Ng'ambo.....	47
Fig 2.78: House density in Ng'ambo.....	47
Fig 2.79: Ng'ambo's skyline showing haphazard mix of buildings.....	47
Fig 2.80 Image showing a Karume road in Ng'ambo.....	48
Fig 2.81 Image showing Mlandege street in Ng'ambo.....	48
Fig 2.82: Mtomo house in Zanzibar with mud walling.....	48
Fig 2.83: Image showing construction of thatch roof in Zanzibar.....	49
Fig 2.84: Image showing a Swahili House in Ng'ambo.....	49
Fig 2.85: Image showing the elevation of a Swahili House.....	49
Fig 2.86: Long, narrow Michenzani apartments.....	50
Fig 2.87: Close up of Michenzani apartments constructed using prefabricated concrete slabs.....	50

CHAPTER THREE

Fig 3.1: Shopping street in Zanzibar	52
Fig 3.2: Tactics for generating meaning.	52
Fig 3.3: Map showing randomly selected shops along Sokomuhogo street.	53
Fig 3.4: Image showing one of the Digital data loggers used during fieldwork;	54
Fig 3.5: Image showing Stanley tape measure used by the author used during fieldwork.....	54
Fig 3.6: Iphone 7 plus camera to take photographs during fieldwork	55
Fig 3.7: Image showing author interviewing shop owners sitting on a <i>Baraza</i> along Sokomuhogo street.....	55
Fig 3.8: Image showing pedestrians interviewed by the author.....	56
Fig 3.9: Image showing a shop owner interviewed by the author.....	56
Fig 3.10: An illustration of probability or random sampling.	57
Fig 3.11: An illustration of non probability or non random sampling.	57
Fig 3.12: Image showing a fieldwork sketch of a shop building along Mtendeni street.....	58
Fig 3.13: Image showing a fieldwork sketch of a shop along Darajani street.....	58
Fig 3.14: Map of Zanzibar island highlighting the area of focus.	59
Fig 3.15: Map showing the conserved areas of Stone Town, Zanzibar	59
Fig 3.16: Sokomuhogo street in Stone Town, Zanzibar.....	60
Fig 3.17: Darajani street in Stone Town, Zanzibar	60
Fig 3.18: Map showing location of streets selected within Stone Town Zanzibar.....	60
Fig 3.19: Mtendeni street in Ng'ambo, Zanzibar	61
Fig 3.20: Mlandege street in Ng'ambo, Zanzibar	61
Fig 3.21: Map showing location of streets selected within Ng'ambo Zanzibar.	61
Fig 3.22: Data logger taking readings of a shop unit along Sokomuhogo street.	62
Fig 3.23: Data logger taking readings of a shop unit along Mlandege street.	62
Fig 3.24: A fieldwork sketch of Darajani shopping street as a primary source of data data.....	63
Fig 3.25: A fieldwork sketch of Darajani shopping street as a primary source of data data.....	63
Fig 3.26: Heavy rainfall was one of the research limitations(Sokomuhogo street).....	64

CHAPTER FOUR

Fig 4.1:Image showing Mtendeni shopping street in Ng'ambo Zanzibar	65
Fig 4.2: Image showing Mlandege shopping street in Ng'ambo Zanzibar	65
Fig 4.3:Image showing outdoor activities along Sokomuhogo shopping street.....	66
Fig 4.4:Image showing Darajani shopping street in Ng'ambo, Zanzibar.....	66
Fig 4.5 :Showing geographical location of streets studied in Stone Town Zanzibar.....	66
Fig 4.6: Showing the 10 wards or mitaa that form Stone Town Zanzibar	67
Fig 4.7:Aerial view showing the densely packed nature of Stone Town Zanzibar	67
Fig 4.8: Image showing the high density settlements in Stone Town Zanzibar	67
Fig 4.9: Narrow and winding nature of streets in Stone Town Zanzibar	67
Fig 4.10 of Stone Town Zanzibar highlighting bazaar streets behind the Seafront.....	67
Fig 4.11: Map of Stone Town Zanzibar highlighting the main circulation channels.....	67
Fig 4.12 :Image showing Jaw's corner, a popular public open space in the heart of Stone town.....	67
Fig 4.13: Popular Forodhani gardens at the seafront	67
Fig 4.14: Showing the narrow street of Sokomuhogo framed by tall buildings.	68
Fig 4.15 (a): Image showing the narrow winding nature of Sokomuhogo street.....	68
Fig 4.16: Image showing the street acting as a storm water channel on a rainy day.....	68
Fig 4.17: A street light mounted on a building's wall along Sokomuhogo street.....	68
Fig 4.18: Showing the effect of street lighting on outdoor activities at night.....	68
Fig 4.19: Showing garbage collection in the morning hours along Sokomuhogo street.....	68
Fig 4.20: Map showing shopping activities within shops along Sokomuhogo street.	69
Fig 4.21: Showing Sokomuhogo street West elevation.....	69
Fig 4.22: Showing Sokomuhogo street East elevation.....	69
Fig 4.23: Vegetables displayed on a baraza along Sokomuhogo street.....	70
Fig 4.24: Fruits displayed on a baraza along Sokomuhogo street.....	70
Fig 4.25: Fruits and vegetables displayed within Jaw's corner.....	70
Fig 4.26: Food vendor selling porridge (<i>uji</i>) on a baraza along Sokomuhogo street.....	70
Fig 4.27: Food vendor selling <i>porrojo</i> and <i>chapati</i> on a baraza along Sokomuhogo street.....	70
Fig 4.28: Shopowner selling small merchandise outside their shop.....	70
Fig 4.29: Men gathered at the junction of Sokomuhogo and Gizenga streets to watch a football match.	70
Fig 4.30: Men gathered in the evening to play bao at Jaw's corner.....	70
Fig 4.31: Map highlighting the social hotspots along Sokomuhogo street.....	70
Fig 4.32: Men gathered at Jaw's corner in the evening to watch a football match.....	70
Fig 4.33: Pedestrians playing a board game while sitted on a baraza along Sokomuhogo street.....	71
Fig 4.15(b): Shop-keeper sitting outside their shop ready to welcome shoppers.....	71
Fig 4.34: Roof canopies at use on a rainy day.	71
Fig 4.35: Map showing the sun movement and wind direction along Sokomuhogo street.....	71
Fig 4.36: Roof canopies used as sun shading elements.....	71
Fig 4.37: Sketch Showing sunshading along Sokomuhogo street.....	71
Fig 4.38: Showing clothing levels for both men and women on a typical day.....	71
Fig 4.39: Showing gujerati doors as repeated elements along Sokomuhogo street.....	72
Fig 4.40: Showing wooden shutter windows as repeated elements along the street.....	72
Fig 4.41: Showing men playing bao at Jaw's corner.....	72
Fig 4.42: Showing men sitting near Jaw's corner.....	72
Fig 4.43: Map showing access lanes feeding into Sokomuhogo street.....	72
Fig 4.44: Blow up drawing of Jaw's corner highlighting the increased outdoor activities at access points and junctions.	72
Fig 4.45: Pedestrians stopping to fetch and drink water after a long walk.....	72

LIST OF FIGURES

Fig 4.46: Map showing location of Cosmus' shop along Sokomuhogo street.	-73
Fig 4.47: Showing the central table as a centre piece for the loop layout arrangement of Cosmus' shop.	-73
Fig 4.48: Showing the different curio items displayed within Cosmus' shop.	-73
Fig 4.49: Map showing location of Cosmus' shop along Sokomuhogo street	-73
Fig 4.50 (a): Ground floor plan of building hosting Cosmus' shop along Sokomuhogo street.	-73
Fig 4.51: Building elevation (E-01) of Cosmus' shop along Sokomuhogo street.	-73
Fig 4.52(a): Detailed floor plan of Cosmus' shop.	-73
Fig 4.53(a): Folding door opening towards Sokomuhogo street.	-74
Fig 4.54: Closed window with burglar proofing that limits visual interaction.	-74
Fig 4.55: Showing cut mangrove (boriti) planks on the ceiling.	-74
Fig 4.56(a): Sketch showing high time lag caused by the thick wall composition of Cosmus' shop.	-74
Fig 4.57: Image showing the use of artificial cooling strategies in form of a fan.	-74
Fig 4.58: Pedestrian sitted on a sunshaded area outside Cosmus' shop.	-74
Fig 4.59: Sketch illustrating use of sunshading elements to minimize heat gain.	-74
Fig 4.60 Map showing the location of Al tamim's shop along the street	-75
Fig 4.61 showing an exterior view of Al tamim's shop.	-75
Fig 4.62 showing an interior view of Al tamim's shop	-75
Fig 4.63: Strategic location of Altamim's curio shop, Sokomuhogo street	-75
Fig 4.64: Elevation (E-01) from of Altamim's shop from Sokomuhogo street.	-75
Fig 4.66: Sketch section cutting across Altamim's shop (S-01)	-75
Fig 4.67: Intricately carved gujerati door opening towards the street.	-76
Fig 4.68: Wooden window burglar proofed using iron bars limiting views into the shop.	-76
Fig 4.69(a): Sketch illustrating the coral aggregate floor slab.	-76
Fig 4.70: Image showing yellowish screed used as floor finish for the coral aggregate floor slab.	-76
Fig 4.71: Image showing the use of artificial cooling strategies in form of a fan.	-76
Fig 4.72: Sketch showing coral rug wall allowing moisture into Al tamimi's shop causing dampness.	-76
Fig 4.73(a): Image showing lack of roof canopy outside Altamim's shop that would help to minimize heat gain.	-76
Fig 4.74: Map showing the location of Mark's shop along Sokomuhogo street.	-77
Fig 4.75: Showing the layout arrangement and display around Mark's shop.	-77
Fig 4.76: Showing high level clothing display within Mark's shop.	-77
Fig 4.77: Showing strategic location of Mark's shop at a junction.	-77
Fig 4.78: Showing a ground floor plan highlighting location of Mark's shop.	-77
Fig 4.79: Layout arrangement of Mark's shop	-77
Fig 4.80: Showing a front elevation of Mark's shop (E-01).	-77
Fig 4.81: Showing a side elevation of Mark's shop (E-02).	-77
Fig 4.82: Showing the two door openings within Mark's shop opening to the street.	-78
Fig 4.83: Showing the doors as the main source of visual interaction from the street.	-78
Fig 4.84: Showing the ceiling made of black painted mangrove (boriti) planks.	-78
Fig 4.85: Showing light coloured surface finish on external wall of Mark's shop.	-78
Fig 4.86: Image showing the use of artificial cooling strategies in form of a fan.	-78
Fig 4.87: Illustrating roof canopy used as horizontal sun shading element.	-78
Fig 4.88: Showing the placement of HOB0 digital data logger in Mark's shop.	-79
Fig 4.89: Showing the use of a ceiling suspended fan to facilitate air movement within the shop.	-79
Fig 4.90: Graph showing the internal temperature and relative humidity of Mark's shop.	-79

Fig 4.91: Maps showing Darajani street in the 20th century.	-80
Fig 4.92: Building heights along Darajani street.	-80
Fig 4.93: Use of building offsets to reduce apparent street length along Darajani street.	-80
Fig 4.94: Poor street surface conditions and lack of storm water drainage systems.	-80
Fig 4.95: Street lighting provided by shop owners	-80
Fig 4.97: Waste accumulation outside shops.	-80
Fig 4.98: Map showing shopping activities within shops along Darajani street.	-81
Fig 4.99: Showing Darajani street North elevation.	-81
Fig 4.100: Showing Darajani street South elevation.	-81
Fig 4.101: Shoes displayed on the ground near Mchangani mosque.	-82
Fig 4.102: Clothes displayed on a door by a street vendor.	-82
Fig 4.103: Showing shopping activities extending to the street space	-82
Fig 4.104: Street vendor selling <i>kofias</i> .	-82
Fig 4.105: Street vendor selling clothes	-82
Fig 4.106(a): Street vendors displaying clothes by suspending them above the street.	-82
Fig 4.107: showing men sitted on a shaded area outside Mchangani mosque.	-82
Fig 4.108: showing the many pedestrians along Darajani street on a Friday mosque day.	-82
Fig 4.109(a): showing men sitted outside Mchangani mosque awaiting prayer time.	-82
Fig 4.110 Map highlighting the social hotspots along Darajani street.	-83
Fig 4.111: Pedestrians resting as they eat a fruit.	-83
Fig 4.112 Street vendor displaying wares on entrance steps.	-83
Fig 4.113 Street sunshading using orange canvas (<i>turubali</i>).	-83
Fig 4.114 Map showing the street orientation and the sun movement across Darajani street.	-83
Fig 4.115: Sketch illustrating sunshading elements along Darajani street.	-83
Fig 4.116: Showing clothing levels along Darajani street.	-83
Fig 4.117: Showing different types of doors along Darajani street.	-84
Fig 4.118(a): Showing different window types along Darajani street.	-84
Fig 4.119: Showing Mchangani mosque, an important node along Darajani street	-84
Fig 4.120(a): Showing high pedestrian traffic along Darajani street.	-84
Fig 4.121: Map highlighting street connections along Darajani street.	-84
Fig 4.122: Blow up drawing of Darajani street at the busy node close to Mchangani mosque.	-84
Fig 4.123(a): Street furnishing in form of entrance steps along Darajani street.	-84
Fig 4.124: showing an exterior view of Mohammed's shop.	-85
Fig 4.125: map showing the location of Mohammed's shop along Darajani street.	-85
Fig 4.126: showing over the counter layout in Mohammed's shop	-85
Fig 4.127(a): showing textiles merchandise displayed in Mohammed's shop.	-85
Fig 4.128: map showing the location of Mohammed's shop along Darajani street.	-85
Fig 4.129: Front elevation showing Mohammed's shop house along Darajani street.	-85
Fig 4.130(a): Ground floor plan of Mohammed's shop house.	-85
Fig 4.131(a): Layout arrangement of Mohammed's shop.	-85
Fig 4.132: Sketch section of Mohammed's shop.	-85
Fig 4.133: Showing front door opening at Mohammed's shop.	-85
Fig 4.134: Black painted boriti alternated with lime infill at Mohammed's shop.	-86
Fig 4.135: Light coloured surface finish used for Mohammed's shop house.	-86
Fig 4.127(b): Shopping activities happening over a counter close to the main door.	-86
which acts as the main air inlet.	-86
Fig 4.136: Showing coral rug slab above the entrance at Mohammed's shop.	-86
Fig 4.137: Exterior view of Ali's shop.	-87
Fig 4.138: map showing the location of Ali's shop along Darajani street.	-87
Fig 4.139: showing layout arrangement within Ali's shop along Darajani street.	-87

LIST OF FIGURES

Fig. 4.140: showing shops arranged along a central corridor:-	-87	Fig 4.188: Showing Mtendeni street South elevation.-	-96
Fig. 4.141: map showing the location of Ali's shop along Darajani street:-	-87	Fig 4.189:Image showing a fruit vendor along Mtendeni street -	-96
Fig. 4.142: Front elevation of shop building hosting Ali's shop.-	-87	Fig 4.190:Image showing a stationary fruit vendor along Mtendeni street -	-96
Fig. 4.143: Ground floor plan of shop building hosting Ali's shop.-	-87	Fig 4.191:Image showing moveable fruit vendors along Mtendeni street -	-96
Fig. 4.144: Front elevation of shop building hosting Ali's shop:-	-87	Fig 4.192:Image showing a hawker along Mtendeni street -	-96
Fig. 4.145: Sketch section of Ali's shop.-	-87	Fig. 4.193: Highlighting outdoor display of goods along Mtendeni street:-	-96
Fig. 4.146: Image showing door opening at Ali's shop:-	-88	Fig. 4.194: Showing a food vendor along Mtendeni street:-	-96
Fig. 4.147(a): Compressed sand blocks as walling material.-	-88	Fig 4.195:Image showing men sitted on a social node opposite Mtendeni mosque.-	-96
Fig. 4.148: Light coloured building surface finish.-	-88	Fig 4.196:Image showing shopkeepers sitting outside their shops while chatting away.-	-96
Fig. 4.149: Use of a fan to propel air movement during hot days.-	-88	Fig 4.197:Image showing high pedestrian traffic in the late afternoons.-	-96
Fig. 4.150: stainless steel crimp curved roofing sheet as sunshading element.-	-88	Fig 4.198:Image showing men sitting outside Mtendeni mosque.-	-96
Fig. 4.151: exterior view of Kasim's shop.-	-89	Fig 4.199: Roof canopy outside shop entrance.-	-97
Fig. 4.152: Map showing location of Kasim's shop along Darajani street.-	-89	Fig 4.200: Entrance steps as a site for social interactions -	-97
Fig. 4.153: Showing shoe display within Kasim's shop- -	-89	Fig 4.201: Map showing the street orientation and sun movement across Mtendeni street:-	-97
Fig. 4.154: Showing external view of Kasim's shop.-	-89	Fig 4.202: Sunshading elements along Mtendeni street.-	-97
Fig. 4.155: Map Showing location of Kasim's shop.-	-89	Fig 4.203: Sketch illustrating sunshading elements along Mtendeni street:-	-97
Fig. 4.156: Front elevation of Kasim's shop. -	-89	Fig 4.204: Showing clothing levels along Mtendeni street:-	-97
Fig. 4.157: Ground floor plan of shop building hosting Kasim's shop:-	-89	Fig 4.205: Showing different types of doors along Mtendeni street.-	-98
Fig. 4.158: Layout arrangement of Kasim's shop.-	-89	Fig 4.206: Showing different window types along Mtendeni street.-	-98
Fig. 4.159: Exterior view of Kasim's shop.-	-90	Fig 4.207: Popular social node along Mtendeni street.-	-98
Fig. 4.160: Kasim's shop front highlighting mild steel folding door.-	-90	Fig 4.208: Popular sitting area outside Mtendeni mosque.-	-98
Fig. 4.161: Floor screed floor finish used for Kasim's shop.-	-90	Fig 4.209: Map showing access lanes feeding into Mtendeni street.-	-98
Fig. 4.162: Showing building surface finish that absorbs sun rays.-	-90	Fig 4.210: Blow up drawing of Mtendeni street showing a popular social node near an access lane. -	-98
Fig. 4.163: Sketch showing lack of cross ventilation within Kasim's shop.-	-90	Fig 4.211: Pedestrian seating area along Mtendeni street.-	-98
Fig. 4.164: Showing roof canopy as sunshading element outside Kasim's shop.-	-90	Fig 4.212: Exterior view of Mariam's shop.-	-99
Fig. 4.165: Showing the placement of HOB0 digital data logger in Ali's shop. -	-91	Fig 4.213: Map showing location of Mariam's shop along Mtendeni street.-	-99
Fig.4.166: Showing the use of a ceiling suspended fan to facilitate air movement within the shop. -	-91	Fig 4.214: Showing Mariam's Shopfront.-	-99
Fig. 4.167: Graph showing the internal temperature and relative humidity of Ali's shop.-	-91	Fig 4.215(a): Showing display around Mariam's Shop:-	-99
Fig 4.168:Image showing Mtendeni street on a typical day.-	-92	Fig 4.216: Showing display counter within Mariam's shop.-	-99
Fig. 4.169:Image showing outdoor activities along Mlandege street.-	-92	Fig 4.217: Map showing location of Mariam's shop along Mtendeni street.-	-99
Fig. 4.170:Showing geographical location of streets studied in Ng'ambo-	-93	Fig 4.218: Front elevation of building hosting Mariam's shop.-	-99
Fig.4.171:Map showing Ng'ambo Zanzibar highlighting the busy shopping streets. -	-93	Fig 4.219(a): Ground floor plan of building hosting Mariam's shop.-	-99
Fig. 4.172 : Map highlighting the study area of old Ng'ambo.-	-93	Fig 4.219(b): Layout arrangement of Mariam's shop.-	-99
Fig. 4.173 : Aerial view showing the densely packed nature of old Ng'ambo.-	-93	Fig 4.220: Sketch illustrating visual interaction from the street into Mariam's shop. -	-100
Fig. 4.174 : Aerial view showing randomly clustered houses in Ng'ambo:-	-93	Fig 4.221: Black painted mangrove (boriti) planks alternated with lime infill for the ceiling- -	-100
Fig. 4.175 : Residential street in Ng'ambo.-	-93	Fig 4.222: Light coloured Building surface finish.-	-100
Fig. 4.176 : Commercial street in Ng'ambo (Mtendeni street).-	-93	Fig 4.215(b): Use of a fan to facilitate air movement within the shop.-	-100
Fig. 4.177 : Showing the street network and street orientation in Ng'ambo.-	-93	Fig 4.223: Use of a roof canopy as a sunshading element.-	-100
Fig. 4.178 : Public open spaces in Ng'ambo, Zanzibar.-	-93	Fig 4.224: Use of a roof canopy as a sunshading element.-	-100
Fig. 4.179 : Old Mtendeni street.-	-94	Fig 4.225: Exterior view of building hosting Ali's shop. -	-101
Fig. 4.180 : Mtendeni street today.-	-94	Fig 4.226: Social node close to Ali's shop -	-101
Fig. 4.181 : Street width able to allow for vehicular circulation- -	-94	Fig 4.227: Display areas within Ali's shop.-	-101
Fig. 4.182 : Building offsets in form of roof canopies along Mtendeni street.-	-94	Fig 4.228: Wooden shelving in Ali's shop used to display electronic devices.-	-101
Fig. 4.183 : Street surface finish in need of repair along Mtendeni street.-	-94		
Fig. 4.184 : Showing water stagnation after a rainy day along Mtendeni street.-	-94		
Fig. 4.185 : Careless waste disposal along Mtendeni street.-	-94		
Fig. 4.186 : Map showing shopping activities within shops along Mtendeni street. -	-95		
Fig 4.187: Showing Mtendeni street North elevation.-	-95		

LIST OF FIGURES

Fig 4.229: Map showing Location of Ali's shop along Mtendeni street.	101	Fig 4.274: Sketch illustrating Reinforced concrete roof canopy.	109
Fig 4.230: Layout arrangement of Ali's shop along Mtendeni street.	101	Fig 4.275: Shop workers sitting on entrance steps.	109
Fig 4.231: Ground floor plan of building hosting Ali's shop.	101	Fig 4.276: Map showing the street orientation and sun movement across Mtendeni street.	109
Fig 4.232: Front elevation of building hosting Ali's shop.	101	Fig 4.277: Sketch illustrating sunshading elements along Mlandege street.	109
Fig 4.233: Wide mild steel door at Ali's shop encouraging visual interaction from the street.	102	Fig 4.278: Showing clothing levels along Mlandege street.	109
Fig. 4.147(b): Compressed sand blocks as walling material.	102	Fig 4.279: Showing different types of doors along Mlandege street.	110
Fig 4.234: Light coloured surface finish.	102	Fig 4.280: Showing different window types along Mlandege street.	110
Fig 4.235: Artificial cooling using Air conditioning.	102	Fig 4.281: People walking coming from the mosque.	110
Fig 4.236: Sunshading element in form of an RC slab.	102	Fig 4.282: Showing Mlandege police post.	110
Fig 4.237: Exterior view of Mohammed's shop.	103	Fig 4.284: Blow up drawing of Mlandege street showing a junction.	110
Fig 4.238: Mtendeni mosque near Mohammed's shop.	103	Fig 4.285: Sketch illustrating entrance steps used as a seating area.	110
Fig 4.239: Wooden shelves used for display in Mohammed's shop.	103	Fig. 4.266(b): Outdoor display of wares outside Salim's shop.	111
Fig 4.240: Glass counter used for display in Mohammed's shop.	103	Fig 4.286: Exterior view of Salim's shop.	111
Fig 4.241: Map showing Location of Mohammed's shop along Mtendeni street.	103	Fig 4.287: Display counter within Salim's shop.	111
Fig 4.242: Ground floor plan of building hosting Mohammed's shop.	103	Fig. 4.288: Display shelves within Salim's shop.	111
Fig 4.243: Layout arrangement of Mohammed's shop.	103	Fig. 4.289: Map showing Location of Salim's shop along Mlandege street.	111
Fig 4.244: Front elevation of building hosting Mohammed's shop.	103	Fig. 4.290: Front elevation of building hosting Salim's shop.	111
Fig 4.245: Door and window openings on the shopfront.	104	Fig. 4.291: Layout arrangement of Salim's shop.	111
Fig 4.246: Mild steel door opening.	104	Fig. 4.292: Ground floor plan of Salim's shop.	111
Fig 4.247: Soft board ceiling to minimize heat from the corrugated iron sheets roof.	104	Fig. 4.293: Sketch illustrating visual interaction with Salim's shop.	112
Fig 4.248: Light coloured building surface finish.	104	Fig. 4.294: Compressed sand blocks used as walling material for Salim's shop.	112
Fig 4.249: Use of a fan to facilitate air movement within the deeper spaces of the shop.	104	Fig. 4.295: Light coloured surface finishes used for Salim's shop.	112
Fig 4.250: Use of a roof canopy as sunshading element.	104	Fig. 4.296: Use of a fan for artificial cooling.	112
Fig. 4.251: Showing the placement of HOBO digital data logger in Juma's shop.	105	Fig. 4.297: Roof canopy acting as sunshading element.	112
Fig. 4.252: Showing the use of wall mounted fan to facilitate air movement within the shop.	105	Fig. 4.298: Exterior view of building hosting Juma's shop.	113
Fig. 4.253: Graph showing the internal temperature and relative humidity of Mohammed's shop.	105	Fig. 4.299: Exterior view of Juma's shop.	113
Fig. 4.254: Showing Mlandege street as a wide, two way paved street.	106	Fig. 4.300: Display within Juma's shop.	113
Fig. 4.255: Showing Mlandege street as a long straight street.	106	Fig. 4.301: Cluttered layout arrangement within Juma's shop.	113
Fig. 4.256: Showing tarmac paving along Mlandege street.	106	Fig. 4.302: Map showing Location of Juma's shop along Mlandege street.	113
Fig. 4.257: Showing water stagnation along Mlandege street.	106	Fig. 4.303: Front elevation of building hosting Juma's shop along Mlandege street.	113
Fig. 4.258: Showing waste disposal along Mlandege street.	106	Fig. 4.304: Ground floor plan of building hosting Juma's shop along Mlandege street.	113
Fig. 4.259: Map showing shopping activities within shops along Mlandege street.	107	Fig. 4.305: Layout arrangement of Juma's shop.	113
Fig. 4.260: Showing Mlandege street North elevation.	107	Fig. 4.306: Sketch section of Juma's shopfront.	113
Fig. 4.261: Showing Mlandege street South elevation.	107	Fig. 4.307: Showing visual interaction with wares being sold.	114
Fig. 4.262: A moveable fruit vendor along Mlandege street.	108	Fig. 4.308: Showing mild steel wide door opening towards Mlandege street.	114
Fig. 4.265: Street vendor selling <i>mkeka</i> on a handcart along Mlandege street.	108	Fig. 4.308: Showing mild steel wide door opening towards Mlandege street.	114
Fig. 4.263: Outdoor display of ceramics along Mlandege street.	108	Fig. 4.310: Showing the use of light coloured building surface finish.	114
Fig. 4.264: Shoe vendor along Mlandege street.	108	Fig. 4.311: Showing the use of a fan for artificial cooling.	114
Fig. 4.266(a): Outdoor display of wares outside a <i>mkeka</i> shop.	108	Fig. 4.312: Showing roof canopy used as a sunshading element at Juma's shop.	114
Fig. 4.267: Fruit vendor selling tamarind (<i>mkwaju</i>) along Mlandege street.	108	Fig. 4.313: Showing neighbouring buildings near Juma's shop.	115
Fig. 4.268: Shop workers sitting outside their shop awaiting to be assigned a task.	108	Fig. 4.314: Showing exterior view of Juma's shop.	115
Fig. 4.269: Pedestrians stopping to admire items displayed outside a shop along Mlandege street.	108	Fig. 4.315: Showing exterior view of Juma's shop.	115
Fig. 4.270: Shop workers sitting outside their shop along Mlandege street.	108	Fig. 4.316: Showing the storage room beyond the display room.	115
Fig 4.271: Image showing pedestrians coming back from their prayers (<i>salah</i>) at the mosque.	108	Fig. 4.317: Map showing Location of Suleiman's shop along Mlandege street.	115
Fig 4.272: Different types of roof canopies along Mlandege street.	109		
Fig 4.273: Sketch illustrating Corrugated iron sheets roof canopy.	109		

LIST OF FIGURES

Fig. 4.318: Ground floor plan of Suleiman's shop along Mlandege street.	115
Fig. 4.319: Front elevation of Suleiman's shop along Mlandege street.	115
Fig. 4.320: Layout arrangement of Suleiman's shop along Mlandege street.	115
Fig. 4.321: Door openings as sources of visual interaction.	116
Fig. 4.315(b): Showing the internal walls plastered and painted in orange water based paint.	116
Fig. 4.322: Showing the use of light coloured building surface finish.	116
Fig. 4.323(a): Showing the use of a fan for artificial cooling.	116
Fig. 4.324: Showing roof canopy used as a sunshading element at Suleiman's shop.	116
Fig. 4.325: Showing the placement of HOB0 digital data logger in Suleiman's shop.	117
Fig. 4.323(b): Showing the use of ceiling hanging fans to facilitate air movement within the shop.	117
Fig. 4.326: Graph showing the internal temperature and relative humidity of Suleiman's shop.	117

CHAPTER FIVE

Fig. 5.1 : Image showing the geographical locations of Stone town and Ng'ambo.	125
Fig. 5.2 : Image showing bird's eye view of Stone town and Ng'ambo.	125
Fig. 5.3 : Shopping activities in a street in Stone town Zanzibar.	126
Fig. 5.4 : Vibrant shopping activities in Darajani street, Stone town.	126
Fig. 5.5 : Streets acting as living spaces, a case of Kiponda street, Stone town.	127
Fig. 5.6 : Showing the wider streets of Ng'ambo.	127
Fig. 5.7 : Showing the tall buildings in Stone town which act as solar buffers.	128
Fig. 5.8 : Showing social activities at Jaw's corner, Stone town.	129
Fig. 5.9 : Showing street furnishings in form of stone benches at use.	129
Fig. 5.10 : Showing an example of a dense urban layout yet with many public open spaces for social interaction and natural lighting and ventilation.	129
Fig. 5.11 : Sense of completeness and enclosure suitable for shopping streets.	130
Fig. 5.12 : Showing the floor finish used throughout Stone town Zanzibar which was in good condition	130
Fig 5:13: Showing the use of street lighting to promote an extension of street life at night.	131
Fig 5:14: Sketch illustrating suitable arrangement of shopping activities based on similar trades.	131
Fig 5:15: Outdoor display of goods on a stone bench (<i>baraza</i>).	131
Fig 5:16: Showing how seating areas promote sociability.	132
Fig 5:17: Sketch illustrating narrow street width used as strategy to sun-shade the street.	132
Fig 5:18: Gujarati door as a common element among shopping streets in the town.	133
Fig 5:19: White coral walls, wooden shuttered windows and protruding balconies as repeated elements among shopping streets in the town.	133
Fig 5:20: Drawing illustrating access lanes after every 3 to 4 buildings.	134
Fig 5:21: Showing the traditional way of placing signages as is done in Stone town.	134
Fig 5:22: Sketch illustrating stone benches at every shop front.	134
Fig 5:23 (a): Sketch illustrating shop layout arrangement.	135
Fig 5:23 (b): Sketch illustrating shop layout arrangement.	135
Fig 5:24 Sketch illustrating visual interaction from the street to the shop.	135
Fig 5:25: Sketch illustrating use of thick walls to achieve thermal comfort in the shop.	136
Fig. 5.26: Image showing single banking in STCDA building	136
Fig. 5.27: Sketch showing use of sunshading strategy to minimize solar heat gains.	137
Fig. 5.28: Showing pedestrian priority in a shopping street within Stone town.	137
Fig. 5.29: Showing men sitted together engaging in discussions about their town.	138
Fig. 5.30: Showing public participation in creating policies regarding pedestrian shopping streets.	138

LIST OF TABLES

Tab 1.1 Table highlighting the selected cases Source: Author, 2019.	05
Tab 2.1 Table highlighting the classification of outdoor activities.	21
Tab 2.2 Summary table of the urban planning of Stone town, Zanzibar . Source: Nzilani, (2014).	41
Tab 3.1 Showing examined parameters and variables during the fieldwork study.	59
Tab 3.2 Showing data collection metods and analysis as used in carrying out the fieldwork study.	63
Tab 4.1 illustrating the outdoor social activities that take place from morning to evening on a typical day at Sokomuhogo Street.	70
Tab 4.2: A headcount of 3 main outdoor activities that take place along the street on a typical week day.	70
Tab 4.3: Summary of daily maximum and minimum temperature and relative humidity levels Mark's shop	79
Tab 4.4: Summary of daily mean temperature and relative humidity levels for Mark's shop	79
Tab 4.5: Summary of highest and lowest temperature and relative humidity levels for Mark's shop	79
Tab 4.6: Showing outdoor activities on a typical day along Darajani Street.	82
Tab 4.7: Showing a head count of the three major outdoor activities that take place on a typical day at Darajani Street.	82
Tab 4.8: Summary of daily maximum and minimum temperature and relative humidity levels for Ali's shop.	91
Tab 4.9: Summary of daily mean temperature and relative humidity levels for Ali's shop	91
Tab 4.10: Summary of highest and lowest temperature and relative humidity levels for Ali's shop.	91
Tab 4.11: illustrating the outdoor social activities that take place from morning to evening on a typical day at Mtendeni Street.	96
Tab 4.12: Showing a head count of the three major outdoor activities that take place on a typical day at Mtendeni Street.	96
Tab. 4.13: Summary of daily maximum and minimum temperature and relative humidity levels for Mohammed's shop.	105
Tab 4.14: Summary of daily mean temperature and relative humidity levels for Mohammed's shop.	105
Tab. 4.15 Summary of highest and lowest temperature and relative humidity levels for Mohammed's shop.	105
Tab. 4.16: Summary of outdoor social activities that take place from morning to evening on a typical day at Mlandege Street.	108
Tab. 4.17: showing a headcount of outdoor social activities along Mlandege street.	108
Tab 4.18: Summary of daily maximum and minimum temperature and relative humidity levels for Suleiman's shop	117
Tab.4.19: Summary of daily mean temperature and relative humidity levels for Suleiman's shop	117
Tab. 4.20: Summary of highest and lowest temperature and relative humidity levels for Suleiman's shop	117

TABLE OF CONTENTS

CHAPTER 1 : INTRODUCTION

1.0 Background of Study	01
1.1 Problem Statement	03
1.2 Research objectives	04
1.3 Research Questions	04
1.4 Justification of Study	04
1.5 Significance of Study	05
1.6 Scope and Limitations	05
1.7 Literature reviewed	06
1.8 Structure of Research	09
1.9 List of terminologies	11

CHAPTER 2 : LITERATURE REVIEW

2.0 Introduction	13
2.1 The Urban street environment	14
2.1.1 The urban form and the street	15
2.1.2 The concept of the pedestrian street	16
2.1.3 Current trends in street development	25
2.2 The origin of the Shopping street	28
2.2.1 The Middle East bazaars: Iran, Turkey	29
2.2.2 The Swahili bazaars: Mombasa, Lamu, Zanzibar	32
2.3 The History of trade in Zanzibar	35
2.4 The urban form and structure of Stone Town Zanzibar	39
2.4.1 The town structure and planning	40
2.4.2 The street character	41
2.4.3 The building typologies	42
2.5 The urban form and structure of Ng'ambo Zanzibar	46
2.5.1 The town structure and planning	47
2.5.2 The street character	47

TABLE OF CONTENTS

	2.5.3 The building typologies -----	48
	2.6 Counclusion -----	50
	2.7 Summary of Literature review -----	51
CHAPTER 3 : RESEARCH METHODS		
	3.0 Introduction-----	52
	3.1 Research Purpose-----	52
	3.2 Research Strategy-----	53
	3.3 Data Sources-----	53
	3.3.1 Secondary sources-----	53
	3.3.2 Primary sources-----	54
	3.4 Sampling design-----	56
	3.4.1 Population and Population frame-----	56
	3.4.2 Sampling method-----	57
	3.4.3 Areas of Study-----	60
	3.5 Data Analysis-----	62
	3.6 Data Presentation-----	64
	3.7 Limitations-----	64
CHAPTER 4 : FIELDWORK FINDINGS AND ANALYSIS		
	4.0 Introduction -----	65
	4.1 The case of Stone Town Zanzibar-----	66
	4.1.1 Urban planning of Stone town Zanzibar-----	67
	4.1.2 Sokomuhogo street character -----	68
	4.1.3 Darajani street character -----	80
	4.2 The case of Ng'ambo Zanzibar -----	92
	4.2.1 Urban planning of Ng'ambo -----	93
	4.2.2 Mtendeni street character -----	94
	4.2.3 Mlandege street character -----	106

TABLE OF CONTENTS

CHAPTER 5 : CONCLUSIONS AND RECOMMENDATIONS

4.3 Summary of findings-----	118
4.3.1 Urban planning parameters-----	118
4.3.2 Street character-----	119
4.4 Comparative Analysis-----	122
4.4.1 Street elevations-----	122
4.4.2 Environmental data-----	123
4.4.3 Street activity levels-----	124
5.0 Introduction-----	125
5.1 Conclusions-----	125
5.1.1 Chapters summary-----	125
5.1.2 Response to aims and objectives-----	126
5.2 Recommendations-----	129
5.2.1 Urban planning-----	129
5.2.2 Street character design-----	130
5.2.3 Response to global trends-----	137
5.2.4 Recommended Policies-----	138
5.3 Areas of further research-----	138

" The street is something more than a simple pathway, it is a series of connected places, somewhere for staying in, not just moving through" ~ *Cliff Moughtin*.

ABSTRACT

The street has played an major role in cities over time by being a space for mobility, communication, exchange and social interaction. Today, the multi-functionality of the streets is often ignored, they are usually seen as pure links in a road network rather than as public spaces for pedestrians. A report by the Zanzibar Urban Municipal, Zan plan (2015), indicates that the current road network in Zanzibar town does not adequately support non-motorized transport yet walking is by far the most dominant mode of transport in the town. This has affected the economic activities of this town which require the movement of pedestrians between residential areas and jobs, leisure and shopping. Whereas this is the case, Siravo, (1996), describes the streets of the historic area of Stone town to be narrow and winding through brilliant sunshine into cooling shadows and overallly intended for the pedestrians. This study therefore seeks to examine selected shopping streets within two towns in Zanzibar town; Stone town and Ng'ambo in order analyze their suitability for pedestrians and to ultimately develop guidelines for pedestrian friendly shopping streets.

After, a global survey of urban theories regarding factors that determine the success of pedestrian shopping streets, parameters and variables were identified and are used to conduct the fieldwork. The data collected from the field was done through observations, interviews, questionnaires, measurements and data logging. From the fieldwork findings it is evident that the shopping streets of the historic area of Stone town are more favourable for pedestrians compared to those of the newer town of Ng'ambo. However, they are not completely ideal and could me made better environments for pedestrians. This study therefore concludes by providing recommendations that address the so called 'modern' challenges facing shopping streets but with considerable lessons being borrowed from the historic area of Stone town which seems to have grasped the concept of pedestrian friendly streets centuries ago. Some of the key recommendations include: total pedestrianization of shopping streets, introduction of a series of social nodes along the street to pull pedestrians, having narrow streets with tall buildings (3 to 4 storeys) high to act as solar buffers and introduction of street furnishings such as sitting areas along the street that can attract pedestrians among many others.

CHAPTER 1 : INTRODUCTION

1.0 Background of Study

1.1 Problem Statement

1.2 Research objectives

1.3 Research Questions

1.4 Justification of Study

1.5 Significance of Study

1.6 Scope and Limitations

1.7 Literature reviewed

1.8 Structure of Research

1.9 List of terminologies



1.0 BACKGROUND OF STUDY

A street is an enclosed, three-dimensional space between two lines of adjacent buildings. They are the primary spaces of cities and the core of the urban society. According to Jacobs (1961), streets and their sidewalks are the main public places of a city and its vital organs. From ancient times, the street has played an indispensable role in cities by creating space for mobility, communication, commerce and social interaction. They were the first elements to mark a change of status of a place from a village to a town, from a town to a city and from a commercial center to a capital city. Streets are therefore key in determining the form and function of a city.

Streets radiated from the nucleus of the city, which was usually the seat of political power or place of worship such as a mosque, temple or cathedral. They often constituted the “communication spine” of the city, often linking harbors to markets and other trading centers. Streets have traditionally served three main purposes: mobility, commerce and social interaction. Today, there are multiple functions of streets as links or places that have commercial, economic, civic, ceremonial, political, cultural and social value hence acting as a mirror of the complexities of the urban societies. (un-habitat, 2013)

However, this multi-functionality is often overlooked, and streets are usually regarded as mere links in a road network, enabling travel between two or more destinations. The other significant aspects of the street as a public space are often omitted. The pedestrians in these towns are faced with the challenges of inadequate space allocated to non-motorized transportation, poor street designs, poor maintenance of the streets, lack of access to basic services among many other challenges.

The result is that these streets repel the pedestrians. Reduced pedestrianization reduces the level of shopping activities within these streets and also discourages sociability. Reduced shopping activities affects the local economy and can lead to a drop in the Gross Domestic Product of a particular urban centre which directly affects the dwellers of the area. On the other hand, lack of social interactions create segregated neighbourhoods which have been associated with lack of safety, security, health and well-being of the public. (un-habitat, 2013)

As mentioned before, commerce was one of the main purposes of streets from time immemorial. The earliest shopping streets are believed to have originated from Persia from where they spread to the Middle East and Europe. From around 3000 BCE, zoning policies confined trading to particular parts of cities creating conditions necessary for the emergence of the shopping street also known as bazaar.

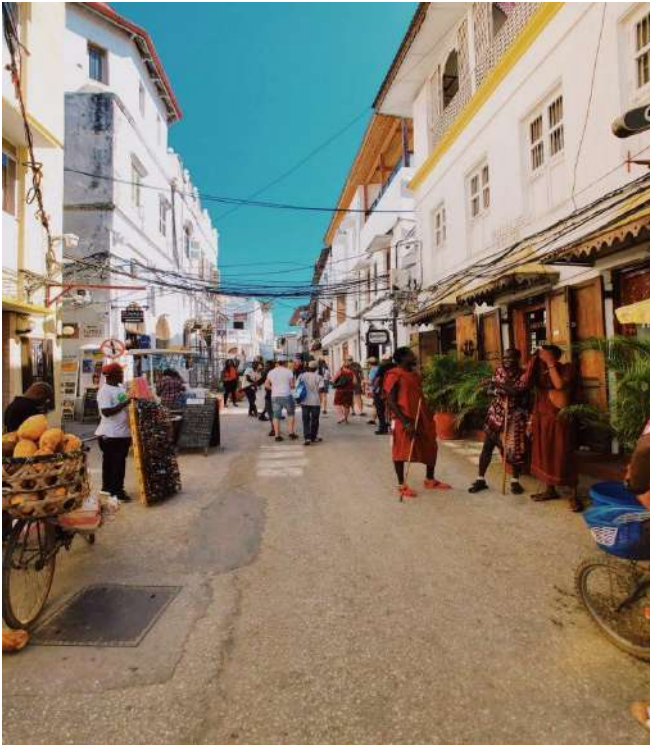


Fig 1.1: Kenyatta street in Stone town Zanzibar demonstrating streets acting as the core of the urban society. Source: www.dezeen.com



Fig 1.2: Benjamin Mkapa street, Stone town Zanzibar demonstrating streets acting as a mere physical link in the urban society. Source: <https://driverabroad.com/>



Fig 1.3: Map showing the Swahili Coast of East Africa Source: United Nations Department of Public Information, 1994.



Fig 1.4 :Aerial view of Zanzibar town:
Source:<http://yallabook.com>.

According to Ulrich Malisius (1985), Zanzibar was both politically and commercially the principal town of the East African Coast by 1804 with profitable trade of ivory and slaves. Zanzibar became host to traders from Arabia, Persia and India. The Indian tradesmen built up the shopping (bazaar) streets of shopfront houses within Zanzibar's townscape. According to Siravo (1996), these streets were narrow, intended for the pedestrians and winding through brilliant sunshine into cooling shadows.

These narrow streets bring forth the social life which flows out of the houses into the thoroughfares, fostering a sense of community. These streets are also conducive despite the challenging climate prevalent in Zanzibar of being warm and humid. Siravo (1996), points out a prominent architectural feature in these streets locally known as a 'baraza' which were the focal point of community life in Zanzibar. It is here that men welcomed visitors without compromising the privacy of their womenfolk and it also served as flat surface on which traders with no market stalls of their own piled their wares. (McIntyre et.al, 2013). In the newer town of Ng'ambo, the streets are wider but still manage to bustle with activities especially around the main market of Darajani.

According to Zan Plan (2015), walking is by far the most dominant mode of transport accounting for 42% of all daily trips in Zanzibar town. Although the current road network might accommodate motorized traffic, it does not adequately support non-motorized and public transportation. This is the case despite the scale and importance of both pedestrian and cycle infrastructure which is inadequate and lags far behind other forms of transport infrastructure. This has affected the economic activities of this town which require the movement of people between residential areas and jobs, leisure and shopping. An efficient and effective transport network is therefore required to link people with these activities. (Zan Plan, 2015).

Despite Zanzibar's abundance of primary factors including fertile land and soils, fresh water, natural ports, abundant fishing grounds, amiable climate and natural beauty, it suffers severe underdevelopment and is counted amongst the poorest of nations. Zanzibar Town's role in Zanzibar's economy is central contributing close to 70% of Zanzibar's GDP. (Zan Plan 2015).

Yet as pointed out, the economic activities of this town are driven by the movement of people between their residential areas and jobs, leisure and shopping. This study is therefore worthwhile in order to establish the quality of space allocated for the pedestrians in the shopping streets of this town which are its key commercial links. This study will prove useful in developing guidelines for the design of commercial urban environments that favour the pedestrian.

1.1 PROBLEM STATEMENT

Streets support the physical and mental health of residents. According to un-habitat (2013), they should be clean and safe and promote social inclusion and sociability. They should be spaces that attract rather than repel the public. Streets should be able to promote: infrastructure development, enhance environmental sustainability, support high productivity and promote quality of life, equity and social inclusion.

While this is the case, today most cities perceive their streets as pure links in a road network, allowing for travel between two or more destinations. Certain important aspects of street as a public space have been overlooked and the automobile has been given priority. This has led to uncondusive and unpleasant urban neighborhoods that hinder pedestrianization and ultimately socialization. (un-habitat,2013).

Zanzibar town is not the exception. According to Zan-plan (2015), the current road network has accommodated the motorized traffic but does not equally support non-motorized and public transportation. This is the case despite the scale and importance of both pedestrian and cycle infrastructure which is inadequate and lags far behind other forms of transport infrastructure. There lacks an efficient and effective transport network required to link people with the economic activities of the town.

Consequently, the economic activities of this town which require the movement of people between residential areas and jobs, leisure and shopping areas have been affected. Reduced shopping activities by pedestrians affects the local economy of Zanzibar town which in turn affects the economy of the entire island of Zanzibar. On an individual basis, the conditions of these streets affects the safety, security, health and well-being of the pedestrians.



Fig 1.5: Street located in Stone Town Zanzibar demonstrating different modes of transportation. Source: <https://www.worldnomads.com>



Fig 1.6: Pedestrians and automobiles competing for space in Mlandege shopping street, Ng'ambo, Source:Author, (2019)

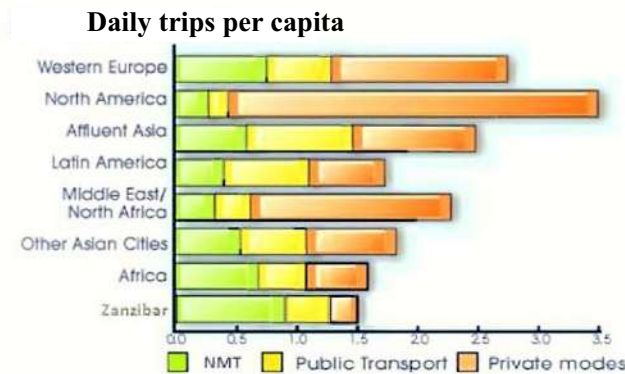


Fig. 1.7: Graph showing a Comparative Daily trips per capita. Source: Zanplan 2015

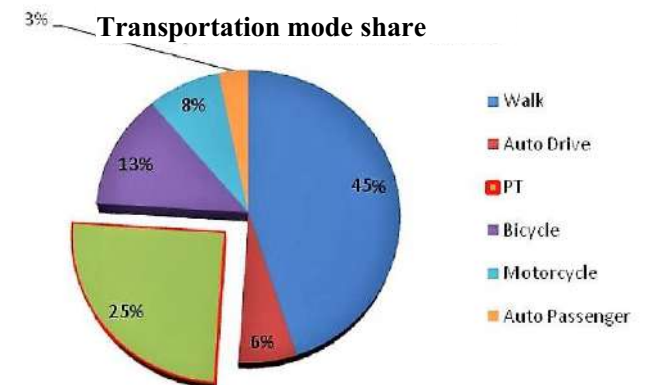


Fig. 1.8 Chart showing Zanzibar transportation mode share. Source: Zanplan 2015



Fig. 1.9 Pedestrian standing aside to give way to a vehicle in Mtendeni street, Ng'ambo. Source: Author, 2019



Fig. 1.10 showing Darajani street in Ng'ambo Zanzibar Source: Author

The design of these streets repels the users hence reduces the shopping activities within these streets and also discourages sociability within the street.

With walking as the most dominant mode of transport in Zanzibar town, it is of value to study the quality of the space allocated for the pedestrians in the shopping streets which are the primary spaces in the urban set up. This study will prove useful in developing guidelines for the design of pedestrian friendly streets within Zanzibar which will improve the local economy and boost social interactions among the walking majority of this town.

1.2 RESEARCH OBJECTIVES

- 1.To document the character of shopping streets in Stone town Zanzibar and Ng'ambo.
- 2.To analyse the character of the pedestrian environment present within the shopping streets of Stone Town Zanzibar and Ng'ambo
- 3.To develop guidelines on the design of pedestrian friendly shopping streets in Zanzibar.

1.3 RESEARCH QUESTIONS

- 1.What is the character of shopping streets in Stone Town Zanzibar and Ng'ambo?
- 2.What is the character of the pedestrian environment of shopping streets of Stone Town Zanzibar and Ng'ambo?
- 3.What are the guidelines that can be developed in order to design pedestrian friendly shopping streets in Zanzibar?

1.4 JUSTIFICATION OF STUDY

The findings of this study are useful in providing design guidelines for shopping streets which favour the pedestrians. These guidelines may be applied to Zanzibar and other Swahili towns of the East African Coast. Through this study, policy makers and planners will become aware of designing streets for public use and those which promote social interactions and boost economic productivity.

The impetus of this study is the belief that there exists a knowledge niche in the former scholarly studies of Swahili streets in Zanzibar. Malu (2018), looked at the environmental performance of traditional swahili markets in Zanzibar and Mombasa whereas Zahra (2017), looked at the effects of urban morphology on microclimate in Zanzibar. While both studies lean towards the thermal conditions and how they affect the comfort of the user, this study seeks to analyze all aspects affecting the comfort of the pedestrians in the shopping streets of Zanzibar Stone town and Ng'ambo. The study findings will not only have a micro effect on the comfort of individual users but if implemented and sustained, will have a macro effect of the economy of Zanzibar at large.

1.5 SIGNIFICANCE OF THE STUDY

This study will fill the gap in the existing knowledge on design of streets as public spaces that promote productivity and boost sociability. It will provide specific knowledge in the design of shopping streets in an area such as Zanzibar where culture and climate are key. The study will be of benefit to the local governments, the policy makers and the relevant professionals on how to design shopping streets that boost the local economy and foster social interactions. The main beneficiary of the study will be the pedestrians in our urban societies whose safety, health, well-being and financial development will be guaranteed if the streets are designed and modified to be spaces of urban vitality.

This study will help identify the salient factors that affect the quality of space provided for the pedestrians in Zanzibar town. By developing guidelines on the improvement of this space, the local government can adopt the strategies in order to create vibrant, conducive and pleasant streets which will promote the quality of life and support high productivity. With the rapid rise of urbanization in towns along the Swahili Coast, the study will be of timeless value because it will apply to existing streets seeking to be revitalized and new streets being designed in the new forthcoming cities.

1.6 SCOPE AND LIMITATIONS

1.6.1 Scope

The study is limited to the streets of Stone town and Ng'ambo in Zanzibar. The selected cases include:

Town	Street
Stone Town	Sokomuhogo street, Darajani street
Ng'ambo	Mtendeni street, Mlandege street

Tab 1.1 Table highlighting the selected cases Source: Author, 2019

The study of these specific streets will provide an indispensable opportunity to capture the quality of environment provided for the pedestrians in this town. In selected cases, the study involves an in depth analysis on:

- The function of the street as a social node that promotes social inclusion and equity.
- Street activities and their ability to promote productivity.
- Street geometry in terms of the street orientation, street width, street length, street character and street connectivity index and how it affects the pedestrian.
- Infrastructure development and the ability of the streets to facilitate access to basic services.
- The microclimate of the streets and their contribution to the comfort of the pedestrians.

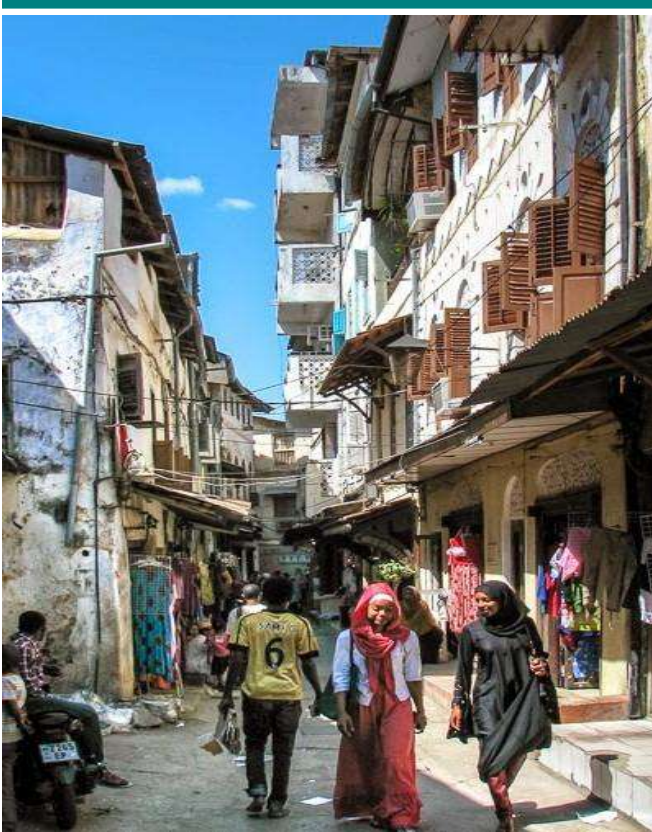


Fig 1.11 Shopping street located in Stone Town Zanzibar showing the pedestrian majority.

Source: <https://pwezapweza.blogspot.com>



Fig 1.12 Benjamin Mkapa Street located in Stone Town Zanzibar showing the pedestrian majority. Source: www.dongweoceanview.com

1.6.2 THE LIMITATIONS

This research is limited by time and finance. The time allocated for study is not enough for the author to carry out a research on more streets within Zanzibar town in order to compare the results. This would have been useful in designing a comprehensive design framework that applies to all shopping streets in Zanzibar town irrespective of the type of activities.

Due to the shortage of time, the author is also limited to the shopping streets of Stone Town and Ng'ambo of Zanzibar and not those found in outer urban ring beyond Ng'ambo. The author is also unable to make several trips due to financial constraints in case some information is missed out during the first trip.

1.7 LITERATURE REVIEWED

The research carried out is based on:

a) Literature review of material published

i. Shatry, A. (1991) *A conservation plan for Old Town of Mombasa, Kenya*. National Museums of Kenya.

The book discusses the history and development of Old Town, the urban layout, *the street character*, the building typologies, the construction materials, the climate of the area. It also defines the public spaces within Old Town and the history of the areas and the current use then. It discusses the recommendations for improvements in certain areas within Old town and the building guidelines permissible for the area.

ii. Usam Ghaidan (1975) *Lamu, A study of the Swahili town*. Nairobi: East African Literature Bureau.

This book discusses the history of built forms as well as that of the people of Lamu archipelago. It further points out the factors that led to the creation of the towns in the archipelago overtime. The author then analyses particular historic buildings and sites, then further gives recommendations for their preservation, restoration and possible future use.

iii. Antje Rickens- Korner (2003), *Stone town styles of East Coast Africa- Cape town, South Africa*

This book contains a mildly comparative study of the early Swahili Architecture in the stone towns of the east African coast, mainly Lamu and Zanzibar. It goes into detail of the various door types, architectural elements, building technology and materials present in these two towns. It also discusses various house typologies in Swahili architecture as well as contemporary styles that are surfacing particularly interior decor.



Fig 1.13 Google image showing Stone Town Zanzibar and Ng'ambo. Source: <https://www.google.com>



Fig 1.14 Aerial view of Stone Town Zanzibar and Ng'ambo. Source: <https://yallabook.com>



Fig 1.15 Bird's eye view of Stone Town Zanzibar and Ng'ambo. Source: <https://shutterstock.inc>



Fig 1.16 Image showing busy shopping street corner in Zanzibar town. Source: <https://www.alamy.com>



Fig 1.17 Image showing busy shopping street in Zanzibar town. Source: <https://www.urbanadventures.com>

iv. Bianca Stefano, Siravo F, (1996). **Zanzibar, A Plan for the Historic town**, Geneva: The Aga Khan Trust for Culture

The book gives an insight in Zanzibar as the capital of Zanzibar Archipelago; its history and development and an account of the building typologies in the Island. It goes ahead to discuss the structure and townscape of the conservation area of Stone town Zanzibar.

vi. Amos Rapoport (1969) **House, Form and Culture**. Prentice Hall Inc. This book gives an understanding of the importance of cities on human behaviour, psychological, cultural and social needs; the effects of urban forms on people and the role of images in the city.

vii. Alexander, C (1977). **A Pattern Language**. Published by Oxford University Press, Newyork. This book illustrates how the patterns of vernacular architecture connects people to their surroundings in an infinit'e number of ways.

viii. Lynch, K (1960) **Image of the City**. Published by The M.I.T. Press

This book illustrates how people orient themselves with five major elements that are publicly visible by all in the urban areas: (1) paths, (2) edges, (3) districts, (4) nodes, (5) landmarks.

ix. Moughtin, C (2003). **Urban Design: Street and Square**. Published by Architectural Press.

This book gives a detailed analysis of Urban design. It covers the streets, squares and buildings that make up the public face of towns and cities.

x. Moughtin, C (1995). **Urban design: Ornament and Decoration**. Published by Architectural Press. This book offers a detailed analysis of urban design, covering the streets, squares and building that make up the public face of towns and cities. It includes the arrangement, design and details of these elements and the roles they play in city planning.

xi. Jane Jacobs (1961). **The Death and Life of Great American Cities** Published by New York: Random House. The author of this book argued that urban renewal did not respect the needs of city-dwellers. It also introduced the sociological concepts "eyes on the street" and "social capital."

xii. Un-habitat (2013). **Streets as Public Spaces and Drivers of Urban Prosperity** Published by Un-habitat, Nairobi. This report demonstrates the importance of streets as public spaces and their transformative ability to address a range of issues pertaining to the primary pillars of sustainable urban development, namely, social, economic, environmental, governance and spatial.



Fig 1.18 Image showing busy shopping street in Zanzibar town. Source: <https://www.alamy.com>



Fig 1.19 Image showing men resting along a street in Zanzibar town. Source: <https://pwezapweza.blogspot.com>

xiii. Shibu Raman (2010). ***Designing a Livable Compact city: Physical Forms of City and Social life in Urban Neighbourhoods***. Published by Alexandrine Press. The paper discusses the finding of a research that examined the relationship between urban design and layout and aspects of social and communal life.

b) Literature review of material unpublished

i) Mutonga P. Wanjiru (2014) ***Evolution of Swahili Architecture: A case of Mombasa, Lamu and Zanzibar***. This thesis provides a basic understanding of the historic origin of some Swahili architectural elements of the different typologies of Zanzibar. It investigates the factors that impacted on the transformations of Swahili Architecture and the contributions of different societies to the evolution of Swahili Architecture.

ii) Essajee Asya (2017) *Urban Social Spaces: The case of traditional Swahili Towns*

The research discusses the character of *streets*, squares and waterfronts of traditional Swahili towns. The study establishes lessons learnt from the relationship of these urban spaces with social life in these towns.

iii) Abdillahi zahra adan (2017) *Effects of urban morphology on microclimate in warm-humid climates*

This research discusses the effect of the urban geometry on the microclimate conditions in urban centres. The study examines the effects of the existing urban forms of Stone Town and Ng'ambo on the microclimate of Zanzibar city and highlights some of the adaptation strategies that could improve the comfort levels of outdoor spaces such the *street*.

iv) Waweru Lynda Wambui (2018) *An Evaluation of the Pedestrian Shopping Street Environment: A case of Old Kilindini Road, Mombasa*

This research establishes the character of urban pedestrian environments with the urban context. It goes ahead to evaluate the quality of the pedestrian environments along the Swahili urban shopping street and how the users interact with them. The study concludes by formulating a framework that can be employed to transform the shopping streets and craft bazaars of Old town Mombasa into urban spaces of vitality. This study informs this thesis by suggesting variables that can be used to evaluate the pedestrian shopping environments in Swahili towns along the East African Coast.

v) Malu Ruth (2018), *Environmental Performance of Traditional Swahili Markets: A case of Stone Town, Zanzibar and Mombasa*

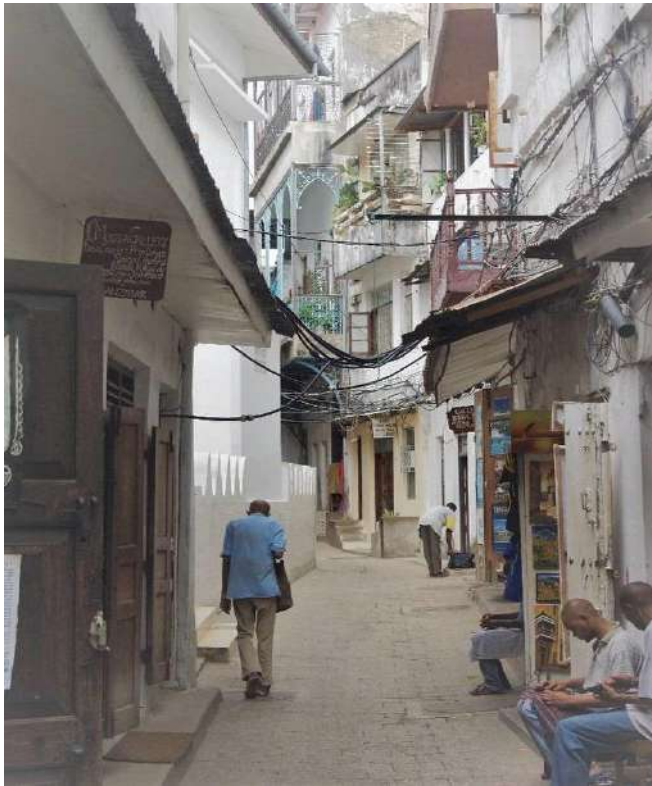


Fig 1.20 Image showing the narrow nature of streets in Stone town Zanzibar:
Source: <https://www.vagabondway.net>



Fig 1.21: Women resting on a stone bench in Stone town Zanzibar: Source: <https://www.masterfile.com>

This study documents the character of the traditional Swahili markets in Zanzibar and establishes their thermal comfort levels. This thesis concludes by developing thermal comfort strategies appropriate for traditional Swahili markets in Zanzibar. The author touches on street markets such as Sokomuhogo in Stone Town Zanzibar which begins to establish the character of shopping streets in Stone Town Zanzibar.

vi) Manda Kakaire, (2016), *Thermal comfort analysis of buildings in Stone town and Ngambo, Zanzibar*

The thesis investigates the human comfort levels of the Swahili stone houses mainly looking at the old building typologies in stone town and the modern built typologies in Ngambo.

vii) Shapira & Hellerman Planners (2015), *Structure Plan for Zanzibar Municipality (Zanplan) and Its Immediate Periphery and Urban Development Policy for Zanzibar Town Final Report - Summary.*

This report summarises the Consultant's findings and recommendations regarding the City's historic developmental; the recommended and approved Vision and Strategy for the City's future development and policy recommendations in the relevant spheres. All these are designed to provide the requisite strategic direction and statutory tools to guide Zanzibar City's future development.

c) Precedent Studies

Case studies will be analyzed in detail bring out the main points showing relevance of the study as well as to exhibit the practical manifestations of the principles explained in the literature.

d) Internet sources

This will be key in gathering information relevant to the area of study and that are not available in published materials. It includes, maps, images, news reports and any relevant information retrieved from credible websites.

1.8 STRUCTURE OF THE STUDY

Chapter One: Introduction

This chapter introduces the street as the primary space in the urban context which has multiple key functions. This chapter also illuminates the problem facing streets today of lacking productivity and social inclusion. This chapter introduces Zanzibar as the area of study and the problem faced in the



Fig 1.22: showing a busy shopping street in Stone Town Zanzibar. Source: <https://pwezapweza.blogspot.com>



Fig 1.23: Street located in Stone Town Zanzibar demonstrating different modes of transportation used. Source: <https://www.easytravel.co.tz>

streets which has led to low economic productivity. It also highlights the aims and objectives of this study, the selected scope and limitations. This chapter also explains the significance of the study and its contribution to the body of knowledge. This chapter concludes by listing the literature reviewed by the author and how the different sources have helped to gather knowledge in the specific area of study.

Chapter Two: Literature Review

This chapter provides a critical review of the literature on streets. It begins by a global survey of the phenomena of streets, the role of streets in the urban set up and the various types of streets. It goes ahead to look at the pedestrian street and the current trends in street development. This chapter also gives an account of the origin of the shopping streets until they arrived in the Swahili Coast. The Chapter provides a historic account of trade in Zanzibar and looks critically into the urban form and structure of Zanzibar town. It concludes by giving a summary of the literature highlighting the variables on which the quality of space in the shopping streets of Zanzibar can be measured.

Chapter Three: Research Methods

The third chapter involves identifying major sources of data collection as primary and secondary data. Primary data entails using interviews, observation, physical measurements, analytical sketches, photographs and analytical notes while secondary data entails a critical review of reliable source of information relevant to the study, both published and unpublished materials.

The overall parameters investigated include the physical forms of the identified shopping streets, the geometry of the streets, materiality and street microclimate parameters.

Chapter Four: Fieldwork Findings and Analysis

This chapter will give a documentation of the selected shopping streets in Zanzibar town based on the variables identified from the Literature Review. In this chapter the author will also develop a critical analysis of the selected streets based on the variables, all on the basis of whether or not they favour the pedestrians on these shopping streets.

Chapter Five: Findings and conclusions

In this Chapter, the author draws conclusions and gives recommendations on design of pedestrian friendly shopping streets. The author develops an implementable framework that can be used to improve the current state of the shopping streets in Zanzibar town and that which can help in the design of shopping streets in developing towns outside Zanzibar town. The chapter concludes by the author identifying related areas of further research.

1.9 LIST OF TERMINOLOGIES

Bao - Is a traditional board game played in most of East Africa coast. Bao is Swahili word for game.

Baraza- Stone bench, which is also a meeting or gathering place and reception area usually in form of a raised stone platform on the front elevation of the stone houses where people sit and hold casual discussions

Bazaar- Bazaar in Persian literature has a broad meaning and has been used for a crowded covered or semi-covered space known as a place in which renowned merchants conduct commercial activities

Biashara - A Swahili word translated to mean business.

Boriti - these are mangrove poles used as support in the construction of flat roofs and suspended floor slabs along the Swahili coast. Boriti refers to the rounded poles. The term varies along the East African coast.

Buibui - black cloak or cover worn over all other clothing by Muslim women.

Caravanserai- A roadside inn where travelers (caravaners) could rest and recover from the day's journey.

Chowk - Hindi word for a multi-purpose courtyard.

Creek- A narrow area of water that flows into the land from the sea, a lake, etc.

Dhows - a traditional wooden sailing ship.

Harem - the private family quarters of a Muslim house.

Ibadi - Muslim sect that originated in Oman.

Kaskazi - Swahili name for the north-east monsoon winds which blow from October to February.

Kiwanda - open walled courtyard.

Kanzu - Is a white or cream coloured robe worn by Muslim men

Kusi - A Swahili name for the southeast monsoon winds which blow from June to September.

Mabati - this is a Swahili term for corrugated iron sheets.

Majlis- the main reception room of a Swahili house.

Makuti - thatch material used for roofing and shade structures; the word also means a roof covered with thatch, or a house covered with a thatch roof.

Mihrab - prayer niche; also implies shape of the prayer niche.

Mitaa - ward or section of a town.

Musafarkhana - (Swahili/Persian) house of travellers.

Musharabiya- latticework of turned or carved wood used for screens or enclosing balconies for privacy and ventilation.

Ng'ambo - A Swahili word translated to mean the other side

Plattenbauten - A German word to refer to a building whose structure is constructed using large prefabricated concrete slabs

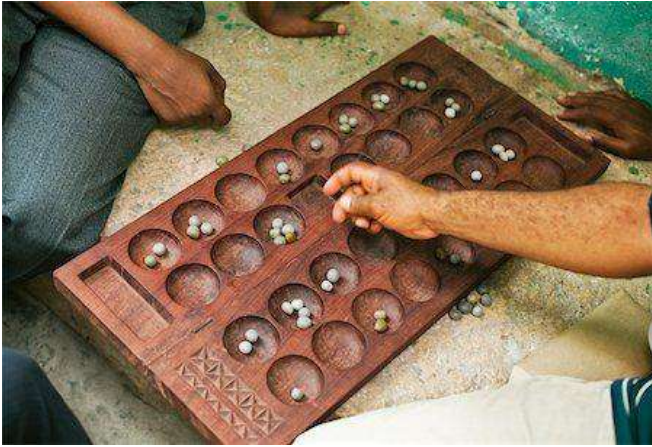


Fig 1.24: Image showing men playing bao, a traditional board game : Source: Author, 2019



Fig 1.25: Highly ornamented door in Stone Town Zanzibar. Source:<https://www.bizarreglobehopper.com>



Fig 1.26: Image showing Swahili house 'sebule'.
Source: <https://www.safari254.com>

Sebule - indoor reception, front room or guest room, usually next to the entrance, but sometimes on the first floor.

Souk or souq- Arab market or marketplace; a bazaar.

Stone Town- The part of a traditional Swahili town that was built primarily of permanent stone walling material. Usually, it denotes the old part of a town, when referring to Swahili city states, for example, Zanzibar Stone Town refers to the older part of the town, despite the growth and development of New Town, Zanzibar

Swahili- A cultural group of Bantu origin in East Coast of Africa. Arab traders called the inhabitants along the coast the Swahili, a term derived from the Arabic word sahil or 'coast'.

Zangh - Arab word translated to mean coast of the black people