

**PETTY TRADING IN URBAN PUBLIC SPACES:  
Experience and Preferences of Petty Traders in Dar es Salaam  
City, Tanzania**

**By**

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**A Dissertation submitted in Partial Fulfilment of the  
Requirements for the Degree of Master of Architecture of Ardhi  
University.**

**July, 2021**

## CERTIFICATION

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The undersigned certify that they have read and hereby recommend for examination by Ardhi University a dissertation entitled “**Petty trading in urban public spaces: Experience and preferences of petty traders in Dar es Salaam city, Tanzania**” in partial fulfilment of the requirements for the degree of Masters of Architecture of Ardhi University.

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## DECLARATION AND COPYRIGHT

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I, **Gastory, Stephano** declare that this dissertation is my original work and that it has not been presented and will not be presented to any other University for a similar or any other degree award.

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Lastly, I extend my warm gratitude to whoever backed the completion of this study. Although, any error/fault that might appear in this report is my sole responsibility and should not be linked to any of the persons named above.

## DEDICATION

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*To my parents and wife*

## **LIST OF ABBREVIATIONS**

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FGD	Focus Group Discussion
TARURA	Tanzania Rural and Urban Roads Agency
UNDESA	United Nations Department of Economics and Social Affairs
ILO	International Labour Organisation
NBS	National Bureau of Statistics
URT	United Republic of Tanzania

## **ABSTRACT**

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Petty trading in urban public spaces seems to be active and popular in income generation for the urban poor. This results to invasion and misuse of public spaces by urban poor as their market point. This study was set to investigate the experience of petty traders regarding urban design factors that influence petty trading in public spaces and also to comprehend their preferences in terms of types, activities and location of public spaces. Specifically, it examined the factors that influence petty trading in urban public spaces as experienced by petty traders; the preference of petty traders in terms of types, activities and location of urban public spaces; and recommends a possible approach that can facilitate the integration of petty trading activities in urban public spaces. Using a case study design, the study was conducted in Dar es Salaam city whereby public spaces along Uhuru Road were examined. The study revealed that petty traders have a wide understanding of public space and key elements of urban design that form urban public spaces that are functional and support urban economy by enhancing trading activities. Findings revealed that petty traders prefer streets, open spaces, playfield/stadiums and bus stations to be developed or redeveloped in the city centre to boost their undertakings. The study recommends that petty traders' needs and preferences should be considered during the design and development of public spaces through collaborative planning and design.

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## CHAPTER ONE

### INTRODUCTION

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#### 1.1 Introduction

Public urban spaces are areas that exist between private properties including streets, public squares, parks, highways and parking lots within city areas (Carmona, 2003). These spaces encourage social and cultural engagements which promote sustenance of the public life in the urban environment (Carmona, 2003:120). Various events are performed in urban public spaces that typically help the lives of urban residents (Carr *et al.*, 1992). They are main determinants of towns and cities that are typically described and accessed by public (Ayeh, 2007). The above observations therefore denote that all places open and used for public purposes by the public are made available as urban public spaces.

It is however, by nature these spaces in the public realm attract city dwellers and promote diversification of use from the intended function (Ayeh, 2007). The street intended for primary function to support circulation and movement for instance, no longer functions as street from the urban designer's point of view (Carmona, 2003:79-219). Streets, parks, highways, parking, public squares carry and support the immediate function viewed by the city dwellers appropriate and supportive. This is true as it is observed by several urban designers, geographers and scholars like Jacobs (1961) and Lynch (1979). It is believed that for a responsive environment of the city, the city inhabitant should be the subject of their own city make-up (Jacobs, 1961). Recent studies on the city growth have shown that, city that develop from human actions are

much more responsive to the elements introduced to support their lives than cities made from scratch and intends people to migrate (Carmona, 2018).

It is further noted from these studies that, cities are made by people who live in it; they're a manifestation of their experience and preference they make in their everyday life. These people are categorized into several groups contributing to the growth of cities. Dar es Salaam in particular, a group of petty traders are among of the unique components that have transformed the city's urban landscape, from overcrowded areas, to temporary urbanism, to city nomadic life. They have continuously caused spatial challenges that highlight policy shifting to business, and their convergence to public spaces. It is interesting to see public spaces intentionally made for specific functions slowly transformed and the city dwellers adopt. Formal urban public environments are extensively intruded, exploited and used by urban poor as their spaces for informal trade activities (Ayeh, 2007). The author further contends that in many developing world cities, the most urban poor are petty traders that occupy and use urban public areas as a selling point where they earn income and stay.

Despite several forces behind their use to the urban public space, it can be observed that some other public spaces are more favourable than others due to the attraction of urban elements. However, from the economic point of view, it is believed that business always follows where buyers are available, though urban design has its influence as well. In contextual urban design phenomenon, urban elements could be one of the reasons that attract petty traders' diversification in urban public spaces (Ayeh, 2007). This phenomenon is attributed to several factors like experience and preference. In this



context, this study breaks down what it meant to experience and preference that highlight the subject of petty traders' diversification in the urban public spaces of Dar es Salaam city.

## **1.2 Research Background**

Petty trading is not a new phenomenon for the urban economy. It has been part of urban development and the success for the growth of public space. Petty traders as a group of urban dwellers have been stirring redefinition of urban public space elements that have prompted studies to reinforce their emergence, needs and their script to rethink urban design and development (Mbisso, 2011). Despite their urban importance and being scattered, they have reinforced the responsible authorities to rethink on their management and seeing them as a source of valuable economic development. In December, 2018, the government released 670,000 identity cards to petty traders to recognize and assure them an uninterrupted operation in towns and cities (The Citizen, 2018). By doing this, the Government aimed at collecting eight trillion Tanzanian Shillings as levies from petty traders annually (*Ibid*).

According to Mbisso (2011), it is important to recognize that the influence of petty traders in public spaces is undeniable. The author further argues that laws and policies of integrating them to the wider economy have slowly started to be put forward. Ayeh (2007) observes that petty traders in the urban economy are seen to be debatable and classified as operating in areas intended as public spaces rather than a business. The classification of what is a place for 'business' and what is 'not' brings attention to this study. Practices show that petty traders selectively generate different spaces for business

within the specified public spaces through informal social frameworks (Mbisso, 2011). The author further reveals that, informal mechanisms can subjectively be viewed in spaces like roads that, “they are manifested in the way petty traders at their individual or collective capacities acquire and administer spaces to meet their daily needs and operation” (*Ibid*). From these observations, this study therefore, questions the factors that influence petty traders to generate space for trading within urban public spaces. It also questions the preference of petty traders in terms of type, activities and location of urban public space. It is consequently important to find-out the motives behind urban space preference by contextual drive of petty traders to acquire these spaces. In the non-fixed spaces, petty traders have no fixed spaces, “they may occupy a public space over a specified period of time, occupy an area along a street or form clusters on an open space” (Mbisso, 2011). Therefore, the detailed understanding of experience and preferences of petty traders towards urban public spaces was worthy of examination to understand how they are incorporated into the established urban spaces.

### **1.3 Statement of the Problem**

Petty trading has extensively been examined with varying foci. Many authors including Ayeh (2007), Brown (2005) and Mbisso (2011) have discussed petty trading focusing on space use and production. The experience of petty traders as the factors that influence them to conduct business in public space, their preferences in terms of types, activities and location of public space have not been covered adequately. Dar es Salaam city in particular, the most visible and scattered group are non-fixed traders who are forcing the government institutions to rethink their existential use of space in the economic advantage. It is, however, while these policies are done, the comprehensive

knowledge of petty traders' experience and preference regarding public spaces is not clearly understood. Spatial forces including design factors behind selection, modification and use of public spaces by petty traders are not understood. Such knowledge is appearing to be needed in strengthening urban planning adaptive capacity to growth and changes that shall create robust and yet responsive urban environment. As petty traders are strictly not allowed near the downtown areas, the environment still attracts them to occupy while the suburbs do not care much about their presence. It is for this reason, therefore, that there was a need to understand the experience and preferences of petty traders regarding public spaces. The sought knowledge is useful to inform planners, architects and urban designers in improving their urban planning and management practices.

#### **1.4 Purpose of the Study**

To examine the experience and preference of petty traders towards urban public spaces and recommend intervention strategies to make them integrated into an urban setting.

#### **1.5 Objectives of the Study**

- i. To analyse the factors that influence petty trading in urban public spaces as experienced by petty traders.
- ii. To establish the preference of petty traders in terms of types, activities and location of urban public spaces.
- iii. To recommend possible approaches that can facilitate the integration of petty trading activities in urban public spaces.

## **1.6 Research Questions**

- i. What are factors that influence petty trading in urban public space as experienced by petty traders?
- ii. What are the preferences of petty traders in terms of types, activities and location of urban public spaces?
- iii. How can petty traders be integrated to and continuously use urban spaces?

## **1.7 Significance of the Study**

This study is significant in different ways as follows; it examines the experience and preference of petty traders towards urban public spaces and recommend intervention strategies to make them integrated into an urban setting. Therefore, it will alert all stakeholders to take urgent measures to resolve challenges associated with petty trading in urban public spaces. Data obtained in this study will be useful to inform planners, architects and urban designers in improving their urban planning practices. The study will inform Local Government Authorities in planning and managing urban public spaces in such a manner that they area inclusive in offering access by a cross section of urban dwellers, petty traders included. The findings of this study can motivate other researchers to conduct a comparative study in other areas on petty trading in urban public spaces in Tanzania.

## **1.8 Scope of the Study**

This study focused on petty trading activities within the selected case study area of Uhuru Road in Dar es Salaam city. The study included petty traders conducting their

business in urban public spaces found along the case study area. The study did not focus on the petty traders who are located outside public spaces.

### **1.9 Structure of the Study**

This dissertation is organized into six chapters. Chapter One presents the introductory part and the background of the study. It highlights the statement of the problem, research objectives, and research questions, significance of the study and scope of the study. Chapter Two accentuates the relevant literature addressing various concepts of public spaces, overview of petty trading, and clarification of petty trading in public spaces. Chapter Three describes the subject matter by clarifying the relevant theoretical and conceptual framework that was applied in the study. Chapter Four reveals and describes the relevant methods, techniques, and tools used in the data collection. It also explains the selected cases and highlights the rationale for the selection of the cases. Chapter Five presents and discusses the findings. Chapter Six presents the conclusions of research findings, and provides relevant recommendations.

## CHAPTER TWO

### LITERATURE REVIEW

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#### 2.1 Introduction

This chapter provides an insight into various theoretical studies and conclusions produced by various researches. Moreover, the chapter addresses numerous ideas and principles related to petty trading and urban public spaces. It provides an informative interpretation of petty traders' practices in the urban context.

#### 2.2 The Concept of Urban Public Space

Urban public spaces are more connected in urban design to public life than to private life. Loukatiou and Banerjee (1998) argued that public life includes an open and general social context, while private life does not include a universal social context; it is typically intimate, shielded, familiar, and controlled by a single individual who share with few friends and family. Public space generally has dimensions of both physical and social activity (Carmona, 2003). The physical public space refers to public or privately-owned space that facilitates public life and social interaction (Carmona, 2003).

According to Carmona (2003), all spaces found in an urban setting accessible to and used by the public for various purposes are included in urban public space. Carr *et al.* (1992) describe public space as an open, publicly accessible space where different social activities take place. Public urban space is the most important place in urban areas, as it facilitates public life. The urban public space is a fundamental determinant of towns and cities like the one that shapes and makes the towns.

Public space is considered to be the public realm that refers to urban sites and the setting of public life (Carmona, 2003). According to Carr *et al.* (1992), urban public space can perform various activities that facilitate urban peoples' livelihoods. In light of the above assertions, this study explores how Dar es Salaam's urban public spaces support petty trading as one of the livelihood activities found in these settings. Different petty trading activities in urban public spaces are explored and analysed to reflect how the emerging urban space supports their livelihood.

Several authors have attempted to describe public space content. According to Carmona (2003), urban public space refers to any built environment where the public is free to access. It encompasses all streets, squares, pavements, walkways, parks, alleys, traffic intersections and road medians that are reserved for public use. People of different ages, gender and races meet and interact within public space. Besides, human geographers have described urban public space as a site for democracy. With this description in mind, Mitchell (2003) claims that public space can be conceived as a site where democracy becomes possible by allowing people to gather.

The urban public space is subdivided into two parts: external and internal (Carmona, 2003). External public space refers to the pieces of land lying between private property holdings. These include streets, public squares, parks, motorways and parking lots in urban areas. On the other hand, internal public space refers to public institution space, including museums, libraries, town halls, and public transport facilities such as train

stations or bus stations, as well as airports (*ibid*). As all of these spaces are public, it means they are publicly accessible and used.

A number of authors including Carr *et al.* (1992) and Carmona (2003) described issues of public accessibility as being very much considered, stating that certain public spaces are either deliberately or inadvertently less open to other individuals or to society (Carmona, 2003), which means that public spaces are regulated at some levels in terms of accessibility to ensure security. To control accessibility, Carr *et.al.* (1992) identified three forms of access: Visual Access, Symbolic Access and Physical Access.

Visual access (visibility) refers to the way people see in space before they reach it, which helps them decide on their suitability for them (Carr *et.al.*, 1992). Visual ambience helps them to know that they should feel relaxed and safe when in public space. Symbolic access refers to the signals (symbols) that may be animated or inanimate (*Ibid*). The symbol can influence some types of people to enter public space. It occurs when any sign can be soothing, welcoming, or threatening to affect public space entry (Carr *et.al.*, 1992). This seems to be valid as can be seen in some places of Dar es Salaam city where a space written as "bus stop" as an intended point of work for petty traders as opposed to one that does not. Physical access refers to whether the space is physically open or available to the public (*Ibid*). This affects peoples' ability to enter or use public spaces, depending on whether or not they can be seen (Carr *et al.*, 1992). This pattern is evident in different side roads of Dar es Salaam city where bus stops.



The above definitions have shown that it is not easy to come-up with a common description of public space. Since this study focuses on the experience and preference of petty traders, understanding the concepts of public spaces has helped to understand the value of public spaces and their role in ensuring the accessibility, needs and choice of petty traders. As the concept of public space varies, the purpose and function of such spaces vary as well. This study, can neither agree nor disagree with any definition of public space as the most appropriate one. However, the study went a step further where the concept of petty trading was contextualized and explicitly studied to establish the understanding of experience and preference of petty traders towards public spaces. Hence, it was able to relate the function and nature of public spaces and petty trading in urban setting.

### 2.3 Types of Urban Public Space

To understand urban public space, its different forms and styles are explored in the context of this study. Carmona *et.al.* (2003) play a critical role in the description of urban public spaces to understand their management and design. The authors categorized twenty forms of public space in four categories as positive, negative, ambiguous and private spaces, demonstrating how they interact distinctly.

**Table 2.1: Typology of urban public spaces**

Type of Public Space	Distinctive characteristics	Examples
<i>Positive space</i>		
1. Natural/semi-natural urban space	Natural and semi-natural features within urban areas, typically under state ownership.	Rivers, natural features, seafronts, canals
2. Civic space	The traditional forms of urban space, open and available to all	

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		and catering for a wide variety of functions.	
3.	Public open space	Managed open space, typically green and available and open to all, even if temporally controlled.	Parks, gardens, commons, urban forests, cemeteries
		<i>Negative space</i>	
4.	Movement space	Space dominated by movement needs, largely for motorized transportation.	Main roads, motorways, railways, underpasses
5.	Service space	Space dominated by modern servicing requirements needs.	Car parks, service yards
6.	Leftover space	Space left over after development, often designed without function.	SLOAP' (space left over after planning), Modernist open space
7.	Undefined space	Undeveloped space, either abandoned or awaiting redevelopment	Redevelopment space, abandoned space, transient space
		<i>Ambiguous space</i>	
8.	Interchange space	Transport stops and interchanges, whether internal or external.	Metros, bus interchanges, railway stations, bus/train stops
9.	Public 'private' space	Seemingly public external space, in fact, privately owned and to greater or lesser degrees controlled.	Privately-owned 'civic' space, business parks, church grounds
10.	Conspicuous space	Public spaces designed to make strangers feel conspicuous and, potentially, unwelcome.	Cul-de-sacs, dummy gated enclaves
11.	Internalized 'public' space	Formally public and external uses, internalized and, often, privatized.	Shopping/leisure malls, introspective mega-structures
12.	Retail space	Privately owned but publicly accessible exchange spaces.	Shops, covered markets, petrol stations

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13.	Third place spaces	Semi-public meeting and social places, public and private	Cafes, restaurants, libraries, town halls, religious buildings
14.	Private 'public' space	Publicly owned, but functionally and user determined spaces.	Institutional grounds, housing estates, university campuses.
15.	Visible private space	Physically private, but visually public space.	Front gardens, allotments, gated squares
16.	Interface spaces	Physically demarked but publicly accessible interfaces between public and private space.	Street cafes, private pavement space
17.	User selecting spaces	Spaces for selected groups determined and sometimes controlled by age or activity.	Skate parks, playgrounds, fields/courses/grounds
<i>Private space</i>			
18.	Private open space	Physically private open space	Urban agricultural remnants, private woodlands.
19.	External private space	Physical private spaces, gardens and grounds.	Gated enclaves/streets, private gardens, private sports clubs and parking courts.
20.	Internal private space	Private or business space.	Houses and offices

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**Source:** Carmona *et.al.* (2003)

In this study, not all typology of urban public spaces and their distinguished characteristics were identified and observed. Six categories of public spaces were observed in Dar es Salaam as described in the chapter four.

## **2.4 The Concept of Petty Trading**

Petty trading is one of the major informal sector activities found in urban areas, particularly in developing countries. It involves the individual selling of goods and services but having small capital to run their business (Mbisso, 2011). The author adds that petty trading involves selling agricultural products and imported consumer goods on a small scale at a convenient location accessible to a large number of people.

There are many definitions of petty trading. Most of these definitions are based on the location (space) where activity takes place. Ogbonna *et.al.* (2016) and Lyons and Snoxel (2005) posited that petty trading involves doing business at a location without a license or trading at a location not intended for commercial purposes. Bromley (2000) described petty trading as those business activities that are located in public spaces such as boulevards, alleys, avenues and streets. According to Bhowmik (2005), petty traders are concerned with selling goods and services either permanently settled in a certain location or mobile, but without a permanent structure. This study agrees with the definition of petty trading that base on the location (space) as stipulated by Ogbonna *et.al.* (2016), Bromley (2000) and Bhowmik (2005). However, this study involved a keen observation of petty trading activities taking place in public urban spaces which are not permanently settled.

## **2.5 Petty Trading in Urban Public Spaces**

Petty trading is one of the major petty traders' activities carried-out within the space found in urban setting, particularly the public spaces (Mbisso, 2011). Most petty traders conduct their business in areas that are considered public spaces, originally were not

intended for petty traders trading (Ayeh, 2007). There are many uses of urban public space which are based on user interest, needs, preference and public space perception. This makes designing space for petty traders a challenge for planners and architects (Mbisso, 2011).

Understanding how human practices create distinctive conceptualizations of space is important (Harvey, 1973). According to Montero (2001), there are both physical and functional conditions in public spaces that have greater influence in determining social interaction, comfort, and security of people, which attract people to that public space. Urban public space attracts petty traders to be their market point in many cities making them the major place to conduct their businesses (Ayeh, 2007). There are no planned places for them in most urban areas, which make them relocate to urban public spaces intended for other uses (*Ibid*). According to Chen *et.al* (2018), most of the urban public spaces used for their livelihood activities by petty traders include streets, road medians, streets, sidewalks and public squares.

The above situation has been found to resonate in public spaces found in Dar es Salaam whereby the study depicted that, there are factors influencing petty trading in public spaces. In this study therefore, a critical analysis of the experience of petty traders regarding the factors that influencing petty trading in public space and preference was conducted.

It is observed that the petty traders' decision regarding the place in which they operate business is primarily influenced by various factors including customer availability.

There is a tendency for government authorities in many cities to relocate and evict petty traders trading activities (Ayeh, 2007). Government authorities enact laws that are used to evict and clear the petty traders from public space. Regardless of how many times petty traders are expelled from their location by city authorities, they remain in the same public space and operate (Mbisso, 2011).

Petty trading is seen as an activity that brings dirt to urban areas and destroys urban public space (Kanbur, 2014). Local government harasses and penalizes most of petty traders for conducting their business around the public space. This shows how the policies and practices of government do not see the importance of petty trading and other informal activities taking place in cities (Chen *at el.*, 2018).

Various factors force the authorities to evict the petty traders from carrying-out their business in public spaces. According to Bromley (2000), it is one that results in congestion, crime, unsightliness, risk to public health and tax evasion. All of these factors make the government officials to see petty trade as activities that destroy cities. These make them to make policies and laws that strictly regulate the trading activities to be carried-out in urban areas.

Despite the policies and laws enacted by government authorities to deal with petty trading activities carried out in urban public spaces, petty traders have been struggling with those laws to ensure their life-sustaining business is maintained. There have been struggles against policies and laws that exclude petty traders trading firms that conduct their business in public spaces (Chen *at el.*, 2018). In Accra Ghana, for example, Steel

*et.al.* (2014) report that there have always been conflicts between the Metropolitan Assembly of Accra and people who conduct informal business, particularly petty traders. This conflict is the result of the petty traders being evicted from using public space as their market point. The Metropolitan Assembly of Accra conducts the expulsion in Accra's Central Business District called a decongestion exercise where petty traders are forced to move out of the city centre (Chen *at el.*, 2018). The central business district has highly congested roads and other spaces with high pedestrian movement that attract petty traders to conduct their business (Steel *et al.*, 2014), but Accra Metropolitan Assembly's laws and policies inhibit the CBD's petty traders trading activities, making the petty traders struggle to use public spaces (Chen *at el.*, 2018).

Not all government authorities have enacted policies and laws that exclude petty traders from conducting their business in urban public spaces. There are a large number of cities that have enacted policies and laws that enable particularly petty traders trading in public spaces to be carried out in the informal sectors. Recently in Tanzania for example, the government has decided to recognize petty traders by providing identity cards that assure them to conduct their business anywhere without interruption (The Citizen, 2018). Many cities on the other hand have initiated the weekly market and night markets that are conducted in the public spaces. Petty traders utilize these markets to conduct their business on a daily or weekly basis. In Lima Peru, for example, they allowed food sales and festivals to be held in public plazas and on the streets (Chen *at el.*, 2018).

According to Ayeh (2007), the spatial dynamics of the small trading activity should be understood and the spatial needs of the petty traders should be considered while doing urban planning. The author further adds that this activity needs to be analysed and adequately included in the urban space environment, and the use of public space by petty traders needs to be addressed in urban planning to minimize the negative effects of small trading on urban environment. Understanding the interrelationships between petty traders trading and the use of public space to sustain urban livelihoods is therefore very important.

Petty traders have the knowledge and skills to determine the better urban space to be their market point(s) (Mbisso, 2011). Therefore, it poses a challenge to the planning authorities in locating petty trading activities in urban areas. In this study, a keen observation was done to find-out the motives behind urban space preference supported by experience of petty traders to acquire these spaces that meet their interests.

## **2.6 Reflection and Conclusion**

It has been found from reviewed literature that there are concerns about spatial dynamics and the spatial needs of petty trading in public spaces. Many researchers focus on understanding petty traders' spatial needs and provision of space within the public space. There have been limited studies examining petty traders' experience and preferences towards urban public spaces. Therefore, this study focuses on examining the experience and preference of petty traders in urban public spaces.



## **CHAPTER THREE**

### **THEORETICAL AND CONCEPTUAL FRAMEWORK**

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#### **3.1 Introduction**

This chapter presents the theoretical and conceptual framework that set-out the understanding of the subject matter. The theoretical framework generates a link between the previous relevant literature and the research objectives and questions set-out to authenticate the validity of the study. This section highlights the various theories of public spaces that are relevant in informing the study. The aim is to gain an interpretation of many researchers' perspectives and observations in urban public spaces that link, concentrate, relate and contextualize this analysis.

In an attempt to analyse the experience and preference of petty traders in Dar es Salaam city, it is important to develop a clear understanding of the key conceptual variables of experience and preferences in practices of petty traders in the urban public space. Thus, various theories are described to formulate the conceptual components.

#### **3.2 Sociality Public Theory**

The theory focuses on peoples' feelings and reactions when using space. It describes the integration of peoples' feelings towards space when using space frequently and for a long time. The way public space is designed, its characters and the people around it, has an impact on the way space is perceived and used (Jagannath, 2018; Jacobs, 1961; and Gehl, 2011). The theory demonstrates that people prefer and experience space, depending on how public space is built, including how different structures and elements

are placed on it (Massey, 2005). This scenario is observed in this study whereby the way public space is designed and its characters including design elements influence and attract the usage of space for petty trading activities rather than its intended activity. Therefore, the theory fits in the study as it helps in understanding how petty traders experience space and make preferences that lead to the establishment of their activities within public spaces.

### **3.3 Place Theory**

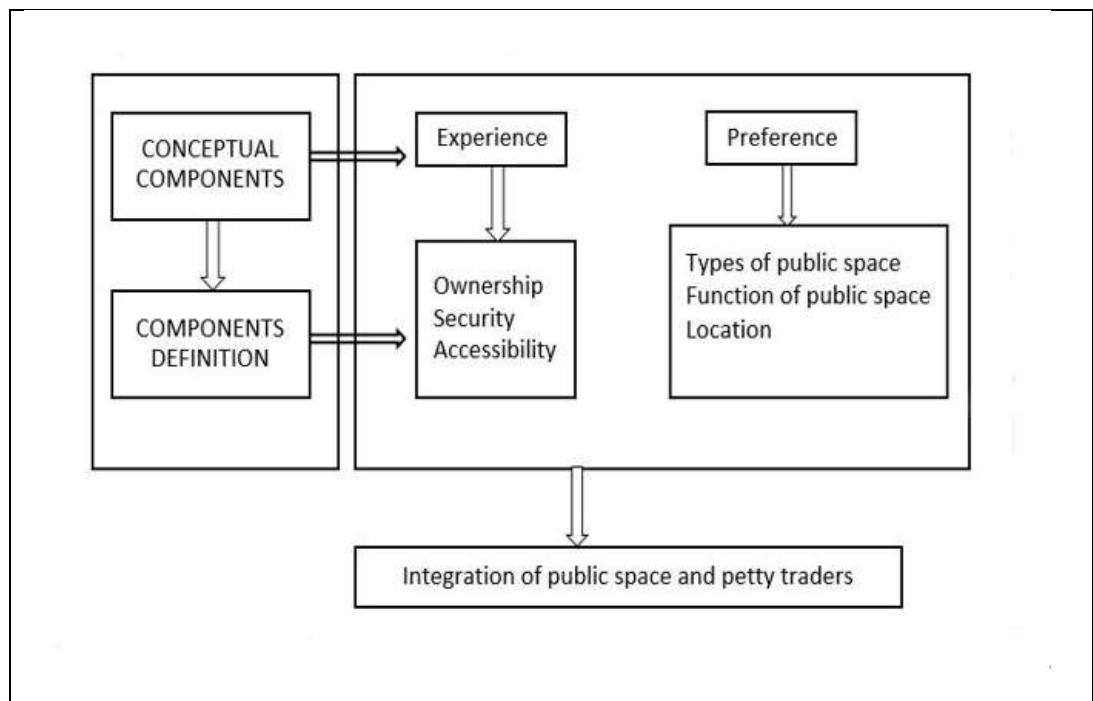
The theory theorizes that petty trading in urban public spaces can be seen as a result of the localization process carried out by the behavioural setting of petty traders. Place making is increasingly taking place in an urban environment where space is highly compatible in terms of activity (Carmona, 2010). Place making is the central design approach taken by a person based on the theory of place (Canter, 1997). According to Relph (1976), place making refers to a process in which human activities and functions located in a particular physical space influence the design of public space.

The setting of behaviour is a functional description of the activities carried-out every day by a human being in a particular place (Barker, 1968). The behaviour of a person or groups of people using a place is the result of what Canter (1997) described as the identity of the place. According to Tuan (1977), a person's experience in the use of a place is an important component of a behavioural setting. Since the place consists of physical settings and activities, the interaction and experience of people using the space are important aspects to be discussed. Canter (1997) emphasizes the importance of experience and the preference of local people. This implies that there is a link between a

person, the activity and the location that determines whether or not the physical setting will be used effectively. Place Theory is relevant to this study as it helps in understanding how behavioural setting of petty trader is involved in the localization process in the urban environment.

### 3.4 Conceptual Framework

This study was guided by a conceptual framework developed by the researcher partly drawing ideas from the reviewed literature. The framework gives the relationship between variables that were studied as shown in Figure 3.1.



**Figure 3.1: The conceptual Framework Illustrating the Interrelationship of Variables of the Study**

**Source:** Researcher’s construction drawing insight from the reviewed literature

### **3.4.1 Experience**

Experience is the knowledge or skill generated either from doing, seeing or feeling (Cambridge Dictionary, 2021). The experience of a person or groups of people using a place result to identity of the place (Canter, 1997). Person's experience in the use of a place is an important component on forming the city (Tuan, 1977). Since the place consists of physical settings and activities, the interaction and experience of people using the space are important aspects to be discussed.

#### ***3.4.1.1 Public space ownership***

Public spaces are owned by multiple complex arrangements that are generally neither private nor public (Carmona, 2018). According to Kohn (2004), public spaces are government-owned and accessible to all. Carmona *et.al* (2019) argues that privatization of public space is a typical public space death. Public space privatization is mostly centred on ownership status (Punter, 1990). The question of the right to use public space depends most on who owns and manages the space (Carmona *et.al*, 2019). Public space can either be private or public, depending on who owns and manages them (Carmona, 2019). Whatever ownership, free, open and unrestricted public spaces should be available to all users (Carmona, 2019). This theory shed light on this study in exploring experience of petty traders regarding public space ownership and determining how public space ownership either private or government influence occurrence of petty trading activities in public spaces found in Dar es Salaam.

#### ***3.4.1.2 Public space security***

This is the factor which makes users of public spaces feel safe and relaxed when reaching public spaces (Carmona, 2018). The security objective is to ensure the user of public spaces is comfortable (Lang, 1994). Security is one of the factors to consider for public space to be successful (Montero, 2001). The factors which facilitate the security of public space have been described by various authors. According to Montero (2001), people's visibility to see each other within public space increases security and prevents crime from happening. Montero (2001) observed that high levels visited public space have a high sense of security compared to low visited public spaces. More and more, public-space activities determine the level of public safety. Public spaces with a variety of activities attract more people, increasing the sense of security (Crowe, 2000).

This theory is useful on this study in exploring how designed public space makes petty traders feel safe and relaxed to conduct their business on it. In this study the experience of petty traders regarding security as factor that make public space safe, attractive and comfortable for petty trading were explored. This theory illuminates this study in exploring how security influences petty traders in the use of urban public spaces.

#### ***3.4.1.3 Public space accessibility***

Apart from having a role as a component of health in urban settings, public space has an important role to play in ensuring a sense of community is achieved through social interaction when urban dwellers meet in those places (Carmona, 2015). Public space accessibility is an important aspect that ensures it is used effectively. Public spaces should be easily accessible to everyone to ensure effective social interaction and bring a

sense of community (Neal, 2009). Petty trading is essentially a social activity after being primary an economic activity as a trader and a customer eventually interact in the course of conducting a business transaction (Mbisso, 2011). Public space should be easily accessible to and exploited by everyone (Arendt, 1958). Hartley (1992) argues that since public space is a part of the public realm, it must be accessible to all and interact with different groups within society.

Accessibility is described as an easy way or means by which people can reach a particular area without any restrictions (Horner, 2004). There are different ways people can access public spaces. According to (Pasaogullari & Doratali, 2004) physical and psychological access, suggests that people must have access to public space. To make effective use of public space, it must be designed in such a way that it is easily accessible by all groups within a society. According to (Harnick, 2003), all groups of people found in a society should be easily accessible, regardless of any factor such as a location or social-economic condition or disability public space. This implies that the vital element of successful public space is accessibility. This theory sheds light in this study on exploring the experience of petty traders regarding accessibility of public spaces in Dar es Salaam and how they influence occurrences of petty trading activities.

### **3.4.2 Preference**

Most petty traders conduct their business in areas that are not originally intended for petty trading (Ayeh, 2007). There are many uses of urban public space which are based on user interest, needs and preference. This study comprehended the preference of petty trader's in terms of types, activities and location of public spaces. The study intended to

understand the interest and needs of this group so as to enhance planning authority to come up with the urban planning schemes that incorporate their needs and desire. The study observed that if the preferred space, activities and location of public space are considered, the problem of petty trading perceived as being chaotic will be addressed. The study observed that collaborative planning approach is the best method that can be used to capture user needs and preference. Therefore, this study employed collaborative planning approach as the means of critically assessing the preference of petty traders in terms of types, activities and location of public spaces.

#### ***3.4.2.1 Collaborative planning approach***

Collaborative planning is a method designed to empower stakeholders by elevating them to decision-making level through direct engagement and dialogue between stakeholders and public agencies, asking for ideas, active involvement and participation in community planning processes. Active involvement of the public can help urban designers achieve better results by making them aware of the needs and preferences of the public, and by using local knowledge to inform projects. If properly administered, collaboration can lead to more meaningful participation and creative outcomes to persistent problems than traditional methods of participation can do.

It allows urban designers to make decisions that reflect the needs and values of the community, fosters faith in the wisdom and utility of the resulting project and gives the community a personal stake in its success (Innes & Booher, 1999). In this theory, planning is not as a separate goal setting, processing of information, decision-making and implementation processes but as a continuous and integrated social learning process.

The discussion between urban planners/designers and users is the key planning tool (Friedman, 1979).

This theory illuminates the study on how petty traders are involved in making decisions about the preferred type of public space, use and location in Dar es Salaam. Also, the study uses a collaborative planning tool to explore the types of public spaces, use and location preferred by petty traders to be developed/ redeveloped in Dar es Salaam.

### **3.5 Conclusion**

The conceptual definitions for the analysis of experience and preferences of petty traders in this chapter call for the need to apply a research strategy capable of providing possible methods and tools for data collection and analysis, the proposed research strategy and the corresponding data collection methods are presented in the fourth chapter.



## **CHAPTER FOUR**

### **RESEARCH METHODS AND STRATEGY**

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#### **4.1 Introduction**

This chapter presents methods that were applied to address the research objectives and research questions. In this chapter, discussion of the methodology starts with the choice of the research strategy followed by research design, selection of the case, data collection methods, tool of analysis, validity, and reliability, and challenges faced during data collection.

#### **4.2 Research Strategy**

The study applied a case study strategy. According to Yin (1994), case study research strategy refers to an empirical study that seeks to understand a contemporary phenomenon in its real-life context. Case study strategy fits in the context of this study since it explored experiences and preferences which are real-life socio-cultural realities.

For the case study strategies to apply, the type of research questions identified must be explanatory ("how" and "what"), the aim of the research should be to understand contemporary phenomena, to investigate behavioural settings and to use multiple sources of evidence (Yin, 2009). This study satisfies the above condition as it explored a contemporary phenomenon: experiences and preferences of petty traders in urban public spaces. Also, the nature of research questions includes “how” and “what” questions that seek to understand the behavioural setting of humans and the

environment align with the strategy. Therefore, case study was the appropriate research strategy for this study.

### **4.3 Case Selection Process**

Before choosing the case study area, several public spaces located in Dar es Salaam city (as shown in Table 4.1) were visited in a reconnaissance study. The process involved listing all of major public spaces found in five districts of Dar es Salaam city, followed by identification of their location, and categorization of their typology based on their distinctive characteristics. Then, a few public spaces including natural spaces, movement spaces, public open spaces and civic spaces were identified and labelled (Figure 4.1). Various documents and archival records of public spaces were used to identify and categorize the typology of public spaces. Six categories of public spaces (Table 3.1) were selected where more detailed reconnaissance was carried-out.

### **4.4 Choice of the Subcase**

Reconnaissance of types of public spaces from six categories of public spaces were Natural spaces (Coco beach), public open space (Mnazi mmoja open space), movement spaces (Uhuru road), civic spaces (Azikiwe street), interchanges spaces (Ubungo bus terminal) and the user selecting spaces (Mkapa stadium). Uhuru Road (Figure 4.2) was selected as the potential case area of this study. Three basic criteria used for case selection were developed based on the principles for public space design, and Planning (Carmona 2018). The author stipulated that for public space to be active and vibrant it should be public owned, attract large number of users and consist structures for services such as shops (*Ibid*). Three basic criteria developed and used for case selection were;

1. It is a typical public space (Publicly owned)
2. Large number of petty traders
3. Public space with many temporary trading structures

**Table 4.1: Case Selection Criteria**

S/n	Public space	It is a typical public space (Publicly owned)	Large number of petty traders	Public space with many temporary trading structures”
1.	Coco-beach	3	2	2
2.	Azikiwe Street	2	2	2
3.	Uhuru Road	3	3	3
4.	Mnazi Mmoja open space	2	2	2
5.	Ubungo bus terminal	2	3	3
6.	Mkapa stadium	3	1	1

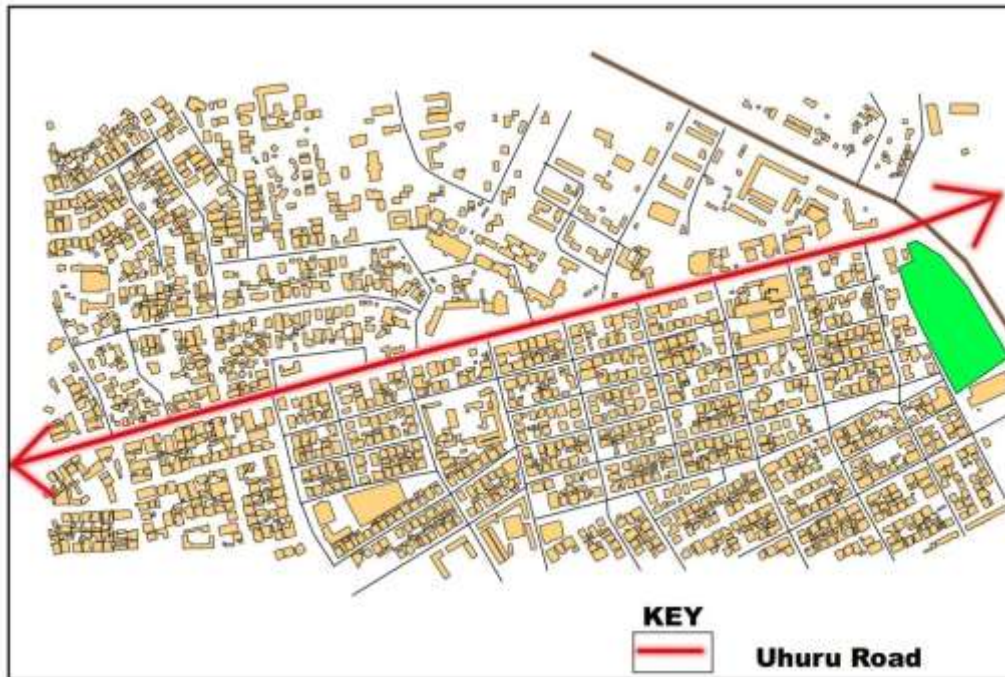
*Scale: 1= Low qualification, 2=Middle qualification, 3=High qualification*

**Source:** Researcher’s construction (2020)



**Figure 4.1: Selected Public Spaces for the Study**

**Source:** Google maps (2020)



**Figure 4.2: Selected Urban Space along the Uhuru road for the Case Study Analysis**

**Source:** Google maps (2020)

#### **4.5 Unity of Analysis**

Unit of analysis is the major entity that is being analysed in the study. It is the 'what' or 'whom' that is being studied. It has been argued that the unit of analysis of a particular study can be an individual, group of people, programme participants or institutions (Patton, 1987). The author further argues that the key issue in determining the unit of analysis is to decide what one wants to say at the end of the study. The units of analysis used in this study were individuals, group of people and institutions. Individuals and group of people included petty traders while institution included Ilala Municipal Council.

#### **4.6 Sampling**

This is a process of selecting several individuals or objects from a population such that the selected group contains elements of the representative of the characteristics found in the entire group (Orodho & kombo, 2002). Sample size used during data collection depended on the population size. Since the large the sample size the more representative the sample is, then, much consideration was put in ensuring that the sample size is as large as possible. In this case, 98 petty traders were chosen to represent the whole population. Simple random sampling was used to get the sample. The sample included people who were conducting petty trading in public spaces of the selected centres along Uhuru road, Dar es Salaam.

#### **4.7 Data Collection Methods and Instruments**

Different techniques and tools were used during the data collection process. The techniques used were considered relevant in collecting data that answered the research questions. Data collection methods used included interview and observation.

**Table 4.2: Data Collection Matrix**

S/n	Specific objective	Conceptual components	Conceptual definitions	Data needed	Source of Data	Data Collection method	Tools/ Instruments
1.	To analyse the factors that influence petty trading in urban public space as experienced by petty traders.	Experience	Ownership Accessibility Security	Experience of petty traders	Petty traders	Interview Observation	Checklist Questions
2.	To establish the preference of petty traders in terms of types, activities and location of urban public space.	Preference	Public space typologies	Types of public spaces preferred by petty traders	Petty traders Planning authority	Interview Observation	Checklist Questions
			Public space activities	Public space's activities preferred by petty traders	Petty traders	Interview Observation	Checklist Questions
			Public space locations	Location of public spaces preferred by petty traders	Petty traders Planning authority	Interview Observation	Checklist Questions
3.	To recommend a possible approach that can facilitate the integration of petty trading activities in urban public spaces.	N/A	N/A	Views on the possible solution on integrating public space and petty trading regarding the mentioned variables	Petty traders Planning authority		Synthesis

**Source:** Author's compilation (2020)

## **4.8 Interviews**

Interviews are questions which can be structured, semi-structured or unstructured asked orally to individual or group depending on the research design (Orodho & kombo, 2002). This method was used in the study to collect data from various sources and it included an individual and focus group interview. It involved gathering information from key informants such as petty traders and Ilala Municipal Council officers. It involved obtaining information through face to face conversation between the researcher and the above-mentioned respondents.

### **4.8.1 Semi-Structured interview**

Semi-structured interviews are used to gather data in the field while conducting qualitative research. It involves an open-ended question that is asked orally to the individual (Leedy *et al.*, 2004). The study employed open-ended interviews which provided room for the researcher and key informants to discuss in detail and provide a deep understanding of the study. Face to face approach was used in interviewing individuals. Semi-structured interview was done into two levels of informants. The first level involved petty traders who conducted their activities in public spaces whereby an open-ended interview was administered to obtain data. The interview was conducted in the evening when petty traders are mostly available in public spaces for their business. 98 petty traders were interviewed and provided information on their experience and preferences to public spaces. Open-ended interview guide was prepared in Swahili language. This made the interview to be conducted using this medium of communication. It enabled the researcher to directly public space users (Petty traders) where detailed information on the subject matter was abundantly generated.



The second level involved planning authorities in which five municipal officers (Town Planners) from five districts of Dar es Salaam region were interviewed. Open-ended questions were used as a guideline while interviewing them. The interview provided data on the list and type of public spaces found in their locality as well as the provision(s) that guide the design and management of public spaces.

For interviewee to understand in detail the topic and solicit their knowledge to public spaces, Focus Group Discussions with five to six petty traders were conducted especially during the evening hours when petty trading activities are taking place at large. This technique was conducted to get their opinions on petty trading. Six focus group discussions were conducted and each group discussion consisted of five to six participants (men and women).

#### **4.9 Observation**

Observation is the one among the important method in data collection when using a qualitative approach (Marshall & Rossman, 2006). Observation method allows the researcher to participate in the process without causing disruption (Denzin and Lincoln, 1994). This method requires the research to visit the site and observe various aspects within. This is a tool that provides information about the actual behaviour of the study area (Kombo and Tromp, 2006). This is where the researcher observes the situation and documents the information.

In this study, observation method was employed to gather information from the study area. The researcher visited the existing public spaces found in five districts of Dar es

Salaam region to observe issues pertaining to petty traders and getting information on their physical setting, activities conducted and generally to observe and comprehend what is happening in public spaces. The researcher spent time to observe a case study area (Uhuru road). This place contained rich information to support the study, as a public place utilized by petty traders. Photos of petty trading activities on public spaces were taken for analytical understanding of petty trading conditions for further inference of experience and preferences that the study sought to unravel. During the observation, the researcher was taking notes, drawing sketches of public spaces and mapping the area of interest such as roads, junctions that justify the existing conditions which are important in data analysis.

During observation researcher conducted participatory mapping to determine how people imagine their environment and spatial relations. It provided important data that used to plan, design and establish successful public spaces. Petty trader's mental representation of public space's location and content information were obtained through this method. Participants identify and circle areas to determine the preferred public spaces to be developed.

#### **4.10 Documentary Review**

In qualitative research according to Marshall (2006), sourcing on the historical/past context of the study is very important. The documents such as manuscripts, photographs, books are considered as good sources of information while conducting any study (Potter, 2011). In this study, various documents focusing on public spaces and petty trading were reviewed to get a general understanding of the subject matter. Also,

maps of public spaces distribution in Dar es Salaam city were studied to understand the general spatial context. The documents studied were those describing the role and importance of public spaces, and typology of public spaces. They provided information that enabled the researcher to compare and contrast with data collected from other tools. Relevant provisions regarding public spaces management, design and use such as Human Settlement Policy, Dar es Salaam Master Plan (2012/203) were also studied.

#### **4.11 Data Analysis and Organisation**

In this study, data collected were organised and matched with the variables to form categories of experience and preference of petty traders towards public spaces. The categories of data were analysed based on research questions to provide research findings which correspond to the research objectives.

#### **4.12 Data Presentation**

Data collected and results obtained were presented in a descriptive form consisting of texts, tables, figures, sketches, illustration and the actual respondent's narratives. To enable this, software such as MS Word and CAD were used to facilitate the process.

#### **4.13 Reliability and Validity**

Different data collection techniques such as interviews, observation, mapping, photographing and Focus Group Discussion were applied to ensure reliability is attained. Data collected were written and responses with key informants were noted and recorded. The triangulation of all information collected was done to verify if they lead to related findings. For the sake of ensuring validity, the researcher systematically

discussed how conceptual and theoretical frameworks inform the tools used to collect data. This implies that if any researcher conducts the study using similar data collection tools used, similar findings and results will be obtained. Finally, feedback of what was analysed and concluded was given to respondents including petty traders and respective planning authorities.

#### **4.14 Limitations of the Study**

The process of data collection generally faced a few challenges. At the beginning, most of the petty traders were sceptical with the purpose of the study worrying that it aims to come-out with the solution of evicting them from conducting their activities in public spaces. With an intensive work of the researcher to make them aware of the academic aims of the study, they provided maximum cooperation. Other challenges encountered include; delay in getting research permit from the government authorities; unwillingness of some petty traders to be interviewed due to various factors including being busy with the business. Some of the petty traders were unwilling to reveal some information such as who manage and collect tax in that particular public space. Furthermore, the outbreak of COVID 19 pandemic disease made difficulty to organize people to conduct a Focus Group Discussion. However, commitment and patience in the field enabled the researcher to overcome those challenges and reached the intended goal.

#### **4.15 Summary of the Chapter**

This chapter discusses the way this study was carried-out. The discussion shows clearly that the selected case study area was suitable for data collection. The next chapter focuses on the research findings.

## **CHAPTER FIVE**

### **FINDINGS AND DISCUSSION**

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#### **5.1 Introduction**

In this chapter, findings regarding the experience and preference of petty traders towards urban public space and intervention strategies are presented and analysed in line with objectives that guided the study, namely to;

- i) Analyse the factors that influence petty trading in urban public spaces as experienced by petty traders;
- ii) Establish the preference of petty traders in terms of types, activities and location of urban public space; and
- iii) Recommend a possible approach that can facilitate the integration of petty trading activities in urban public spaces.

#### **5.1.2 Overview of Public Space Typology in Dar es Salaam City**

Like other cities, Dar es Salaam city is comprised of public spaces where people recreate, socialize and enjoy their daily lives. These public spaces are either formally or informally developed to operate as space for social interaction as well as facilitate public life. There are different types of public spaces that are classified based on their distinctive features, use and purpose as earlier indicated. Public spaces in Dar es Salaam city have been randomly distributed all over the city regardless of ownership: private or public. Generally, public spaces found in various locations vary in terms of size,

features and functions. These public spaces are either located near residential, commercial, or commercial-residential areas within and outside the city centre.

The main types of public spaces identified in Dar es Salaam city are classified into six groups, which are natural urban space, civic space, public open space, space for movement, space for interchange and space selected by the user (Figure 4:1). All of these classified public spaces contain unique features that determine the nature and purpose of the classification.

**Table 5.1: Public Spaces Typology in Dar es Salaam**

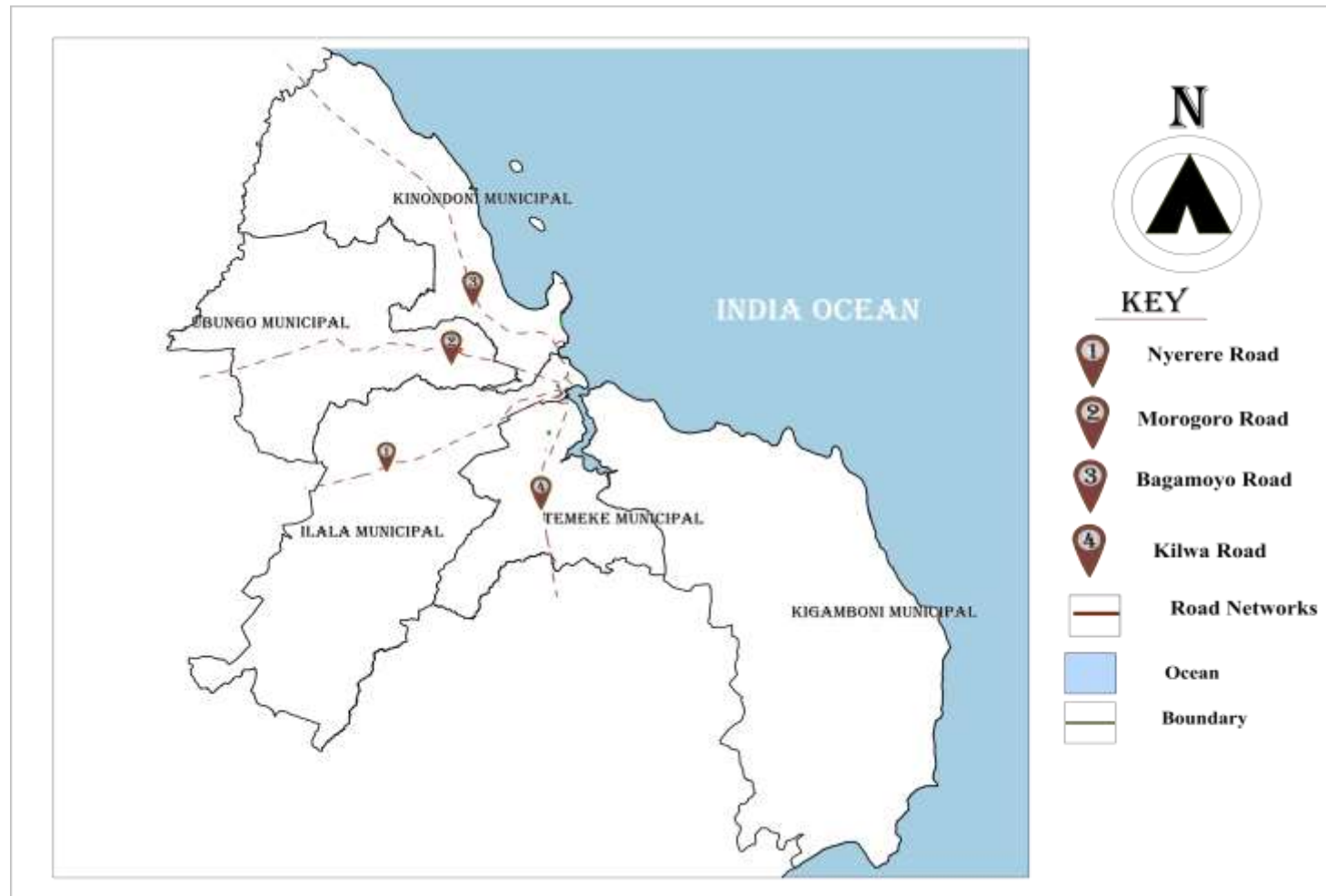
<b>Type of Public Space</b>	<b>Distinguished Characteristics</b>	<b>Name and Location</b>
1. Natural/semi-natural urban space	Natural and semi-natural features in urban areas.	Msimbazi Rivers, Coco beach.
2. Civic space	The traditional forms of urban space, open and available to all.	Azikiwe Street, Sinza Mori Street, Msimbazi Street.
3. Public open space	Managed open space, typically green and available and open to all.	Mnazi mmoja open space, Mwembeyanga open space, Sudan Park, and Magomeni open space.
4. Movement space	Space dominated by the movement of motorized transportation	Kilwa road, Bagamoyo road, Nelson Mandela Road, J.K Nyerere road, Sam Nujoma road, Uhuru road.
5. Interchange space	Transport stops	Ubungo bus terminal, Posta railway station, Tazara railways station, Mbezi bus station, Makumbusho bus station.
6. User selecting spaces	Spaces for selected groups determined and sometimes controlled by activity.	Benjamin Mkapa, Uhuru, Karume and Chamazi Stadium.

**Source:** Researcher (2020)

However, this study focused on the movement space (Uhuru road) as a case study area as stipulated in chapter four in which deep observation and analysis was done to investigate experience and preference of petty traders in utilizing that space.

### **5.1.3 Movement Spaces**

These are public spaces specifically designed for movement including pedestrian and motor transport. It is made-up of main roads, motorways, railroads and underpasses (Carmona, 2003). In Dar es Salaam, some areas are dominated by both pedestrian and motorized transport. Movement spaces that exist, including major roads such as Kilwa Road, Bagamoyo Road, Uhuru Road, Nelson Mandela Road, J. K Nyerere Road, Sam Nujoma Road and Morogoro road (Figure 5.1). This study selected Uhuru road as a case study area.



**Figure 5.1: Major Movement Spaces in Dar es Salaam**

**Source:** Google maps (2020)



#### 5.1.4 Public Spaces Functions in Dar es Salaam City

As depicted in preceding parts, the main function of public spaces is to facilitate public life and social interaction that brings a sense of community among urban residents. Apart from the intended functions, practices show that public spaces in Dar es Salaam city have been used for unintended purpose such as petty trading activities and other economic activities like garages, car wash, parking among others as shown in Plates 5.1 and 5.2.

Public spaces in Dar es Salaam city such as Mandela Road, Uhuru Road and Mnazi Mmoja open spaces have changed to be market points for petty trading and other activities. Some public spaces are very busy and occupied by commercial activities from morning to evening hours. Public spaces such as Uhuru Road are occupied by economic and other activities from morning to night hours.



**Plate 5.1: Petty Trading on Movement Space**



**Plate 5.2: Parking on Movement Space**

**Source:** Fieldwork (2020)

Therefore, the overview of public spaces in Dar es Salaam city paved the way for exploring the factors that influence petty trading in urban public spaces as experienced by petty traders and to establish the preference of petty traders in terms of types, activities and location of urban public space.

## **5.2 Factors Influencing Petty Trading in Urban Public Space as Experienced by Petty Traders**

The first objective of this study sought to find-out the experience of petty traders towards factors influencing petty trading activities in urban public spaces of Dar es Salaam. This was worthy including given the fact that urban design factors provide guidance and are taken into account during the design and management of public spaces. Urban design factors have a direct impact on the public spaces. Findings are presented in the subsequent subsections.

Factors of urban design spotted at Uhuru Road are grouped into management and physical design. Management of public areas includes ownership and accessibility, while physical design includes comfort and security.

### **5.2.1 Security**

Public space users feel safe and relaxed when using public space which is more secured (Carmona, 2018). The safety of public space is greatly influence various activities and people to visit the space. A good example of such a phenomenon was observed at Uhuru Road in which petty traders exposed that petty trading activities are conducted because a space is safe and inviting. The movement of people (buyers and sales people),

as their market point, in various locations along Uhuru road is greatly dependent on the safety of the area. For instance, one of the participants (petty trader) asserted that;

*“The road is like large open space where everything that happens is seen easily and nobody can hide to do crime. This makes our customers to move freely all the time buying their goods”*

Another participant (petty trader) added that;

*“Along this road, no robbery at all, who will do robbery in this situation where you are seen by everyone? This situation makes people (Customers) from different areas to come and buy goods peaceful and at cheap price”.*

Another participant said that;

*“Despite of very few recorded accidents since I started doing petty trading along this road, we are doing business peacefully and no any record of crime especially during the day and evening hours where the trading activities are at the peak”.*

From the above experiences provided by petty traders, safety on Uhuru Road in terms of the absence of crimes at a high level undoubtedly influences petty traders' operations. The movement and gathering of people along the roads at their marketplace increase the purchasing rate of petty traders.

Petty traders indicated that it is always safe to walk, buy and sell all the road due to the visibility of the space. The visibility of space through persons to see one another along Uhuru Road increases the safety of the place through a reduction in the crime rate. Petty traders also opined that street light security during the night increase visibility of the space in the night, allowing safe business during the night. Furthermore, they were of the opinion that low crime rate along the Uhuru road is influenced by the Polices' daily

patrol. The presence of Police patrol at night has proved to be one of the reasons why petty traders are influenced by the stability of security level in the area. One of the participants (petty trader) said that;

*“Apart from street light, every time patrol done by Police increases the security of this road during night that makes us to conduct our business at night without any doubt”*

From the experience of petty traders, security as one of the urban design factors has been attained along Uhuru Road. Responses from the participants indicate that Uhuru Road is secure due to its visibility at day and night, hence significantly influencing petty traders to conduct their business safely. This finding aligns with Montero (2001) who argues that people's visibility to see each other within public space increases security and prevents crime from happening; hence, invite people and various activities to take place.

Therefore, varieties of petty trading activities taking place along this road attract more people, which also increase the feeling of safety. Since the level of security is high, the space is highly visited by people (customers) that make growth and development of petty trading activities due to a high number of customers. This observation is consistent with Montero (2001) who contends that that a highly visited public space have a high sense of security compared to low visited public spaces. More and more public-space activities determine the level of public safety. Public spaces with a variety of trading activities attract more people and increase the sense of security (Crowe, 2000).

### 5.2.2 Accessibility

Public spaces should be easily accessible to everyone to ensure effective social interaction and bring a sense of community (Neal, 2009). This phenomenon is observed as petty traders along Uhuru Road are free to use public spaces for their activities without interruption since they have identity cards and pay tax to the municipal council. Though petty trading is not the intended function for Uhuru Road, it is seen to be popular and active.

In general, Uhuru Road is the space where people and goods from different areas of Dar es Salaam region are mainly transported. This route collects movements from various angles throughout the city. Roads, including the Ali Hassan Mwinyi, Msimbazi, Lumumba, Bibi-Titi and Mandela connect this road. Many residents can easily reach the space. Uhuru Road provides an easy accessibility that plays a major role in providing urban residents with opportunities including economic and social opportunities. Easy accessibility of the road means that, more local people come into the area as customers to petty traders. For instance, one of the participants disclosed that;

*“This road is visited by many people from different parts of the city who become our customers due to its easy accessibility which is facilitated by connected roads”.*

Another participant asserted that;

*“The movement of people to the city centre from different areas nourish our business as some of them stand here to get their needs.....this road is accessible to everyone, but the challenge that we get is the lack of space whereby some pedestrians are moving across our business. What we need is the separation of space between our business and pedestrians”.*

Evidence shows that all residents in Dar es Salaam can access the Uhuru Road as a moving space that is advantageous for petty traders found there. Petty traders specified that they are satisfied with the accessibility of the road. This allows them to carry-out their small trading operations successfully because customers are regularly present. Petty traders also stressed that the only challenge they face along the road is small space for trading and they preferred to separate the commercial area from the pedestrian space.

Therefore, this study noted that, petty trading activities along Uhuru Road flourish due to easy accessibility by residents. This is facilitated by major roads connected to it from various neighbourhoods to the city centre. This finding is consistent with Harnick (2003) who puts that, to make effective use of public space, it must be designed in such a way that it is easily accessible by all groups within a society found in a society regardless of any factor such as location, social-economic condition or disability.

### **5.2.3 Ownership**

Ownership of public space has a great influence on users. The Uhuru Road as the movement space found in Dar es Salaam is owned by the government through Tanzania Rural and Urban Road Agency (TARURA). TARURA has been given the mandate by the government to manage all roads found in rural and urban areas. Although petty traders are free to use Uhuru Road as their market point, they adhere to laws and regulations set aside by the owner. One of the participants disclosed that;

*“This road is owned by the government though everyone is free to use, and we even pay tax to the Municipal Council”*

Another participant disclosed that;

*“It is the government that owns this road. They usually do maintenance of it and employ a company for cleanliness everyday”*

Findings show that petty traders appear to know who owns public place where they operate. They were of the opinion that the government should exempt them from paying tax as they have small capital. Petty traders informed that, they have been paying tax and securing license to use space for trading. One of the participants informed that;

*“Since we have license, we are free to do our business anywhere on this road”*

This revelation indicates that the government ownership of public space (Uhuru Road) influence petty traders to conduct their business freely without interference as they term it to be the public space for all. This finding brings into line what Carmona *et al.* (2019) contended that the question of the right to use public space free, open and unrestricted available to all users become clear once the government own it.

### **5.3 Preference of Petty Traders in Terms of Types, Activities and Location of Public Space**

For successful use of public space, public acceptance is of paramount importance. Through collaborative planning and designing, public opinion and preference are identified as key methods to empower stakeholders and users to the level of decision making. The public needs and preference assessment help to achieve a better output of designs. This study employed collaborative planning tool to explore the types, use and location of public spaces preferred by petty traders to be developed/ redeveloped in Dar

es Salaam city. Therefore, this section presents findings on the preference of petty traders in terms of types, activities and location of public space.

### **5.3.1 Types of public spaces preferred by petty traders**

With insight from the reviewed literature, categories of public spaces were shown and described to petty traders. The traders were asked to use their experience and preference to choose their preferred type of public space, which seems to facilitate social interaction as well as their petty trading activities. These typologies of public spaces developed include; public open spaces, movement space, interchange space, civic space and natural space. Findings revealed that, majority of petty traders are aware of these typologies (of public spaces). They understand them either by seeing and/or by participating in conducting petty trading activities in those areas.

Furthermore, before data collection, photos of different types of public spaces designed and developed in various countries showing their designing elements such as benches, walkways, lights and waste disposal point were compiled. In the Focus Group Discussion, the researcher described the elements shown in compiled public spaces. Findings show that petty traders were interested in the design elements incorporated in public spaces. Petty traders suggested that despite the elements incorporated in public spaces, the space for conducting petty trading activities should also be provided. Commenting on this, one of the participants opined that;

*“If these elements such as benches and walkways are provided in public spaces, there is a need for the designer to provide even a minimum space for petty trading activities”*



During the FGD, participants mentioned streets, bus station, open spaces and playfield as their preferred public spaces to be provided and developed/ redeveloped in urban areas. One of the participants was of the opinion that;

*“Bus stations and stadiums like Uhuru and Mkapa are always full of people. Petty traders are always there conducting their business though they are disorganized and use the space randomly”.*

Furthermore, participants provided the reasons for selecting each public space as their preferred area to be developed or redeveloped. The main reason given for selecting the mentioned types of public space was the presence of large number of people once developed. Moreover, they selected streets, bus stations and open spaces because once developed, they become centres for social interaction, hence attract a large number of people who are customers for their goods and services. Another reason for selecting the mentioned public spaces is easy adaptation. That is, robustness and visibility of space as it becomes easy for persons to see one another which increase safety of the space.

The findings indicate that petty traders preferred public spaces that encourage social interaction and adapt changes easily that may occur due to different reasons. This observation seems to inform the theory of social public space which addresses the importance of considering factors that encourage social engagement when designing public spaces (Carmona, 2019). Similarly, the observation is consistent with the theory of robustness which stipulates that for public spaces to be successful, they should somehow adapt to changes that may occur due to different reasons including town regeneration that require public spaces to adapt new uses and activities among of which is petty trading (*Ibid*).

As earlier mentioned in this study, streets, bus stations, open spaces and playfields in Dar es Salaam, need to be redeveloped and upgraded to meet petty traders' needs and preferences. The focus of petty traders is to see existing public spaces accommodate their activities so that they conduct business safely and comfortably. For instance, one of the participants submitted that;

*“We are doing business in hard condition since there is no shed to protect us from sunrise and rainfall. In case of heavy rainfall or sunrise, we hide in neighbouring houses”.*

The public space in Dar es Salaam city should be developed to meet petty traders' needs who consider those areas as their market point. Town Planning/Designing Officer of Ilala Municipal Council narrated that public spaces should be designed and developed in a manner they promote both social interaction and influence economic development. Specifically, he said that;

*“It's true that there are a number of public spaces found in our municipality including roads, open spaces and streets, but, eventually there is no any consideration done during the planning and designing of public spaces process to accommodate petty trading activities. Even after seeing the invasion of public spaces done by petty traders, there are no measures taken to redevelop or upgrading a particular space to meet their needs. This is a big challenge we face”.*

This study revealed that both petty traders and Ilala urban planning authority view public spaces as the potential area that promotes economic development of urban residents. Petty traders mentioned streets, open spaces, bus stations and playfields/stadium as their preferred public spaces, and suggested to be planned and designed in a way they accommodate petty trading activities. As earlier indicated, Uhuru Road is a public space that plays an important role as a business point for petty

trading. Participants suggested that the preferred public spaces should be developed or redeveloped to accommodate and facilitate petty trading activities. This implies that despite being a social interaction point, public spaces should support the economic development of urban residents.

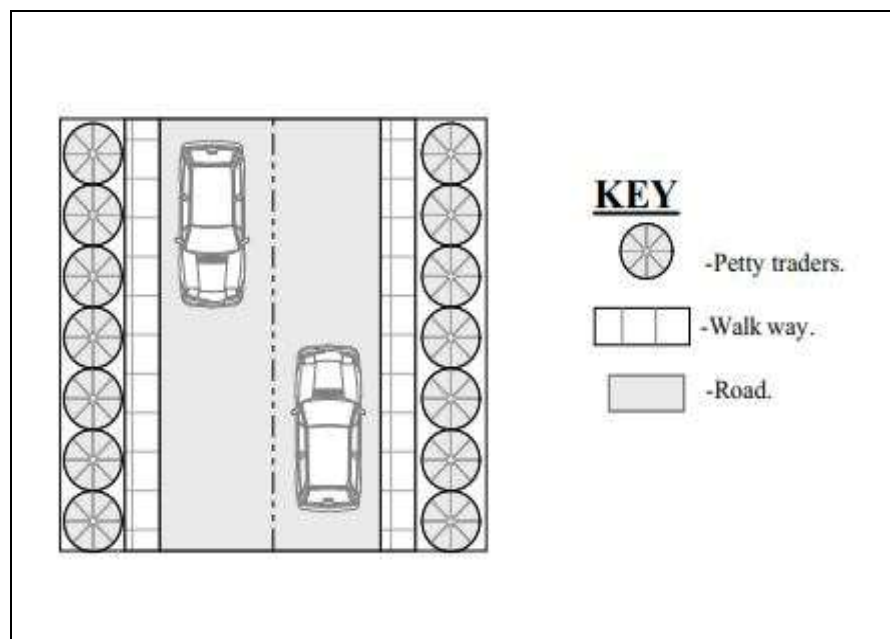
Petty traders narrated that proper design and planning of preferred public spaces, i.e., streets, open spaces, bus station and playfield/stadium should be fostered to meet users' needs and preferences. Since preferred public spaces provide a range of activities including socialization, enjoyment and exercises, the space for petty trading activities should also be considered. Petty traders indicated that most of urban dwellers are unemployed and they depend on informal activities to earn income. If the preferred public spaces are developed or redeveloped to accommodate petty trading activities, it will enable residents to be self-employed hence reduce unemployment rate in urban areas.

This study observed that health risks are partly considered in all business points. Wastes from goods and commodities are left behind and randomly littered to the environment. The preferred public space should consider at a high level the health of the public space users. Petty traders were much concerned over management of health issues. They asserted that the Municipal Council provides a tender to private companies that are obliged to collect wastes effectively in their trading areas. This observation is consistent with Kombe (2002) who revealed a similar trend in all Tanzanian cities.

Additionally, the study explored the ideas embodied in petty traders regarding the design and planning of public spaces based on perception and preference they have on using public spaces as the market point. The findings are presented hereunder;

### 5.3.1.1 Street

Petty traders preferred street because despite facilitating social interaction, also, accommodates petty trading activities of residents. Based on that factor, traders were much interested with the street that fosters petty trading activities. The researcher and petty traders discussed and drafted a perceived design of the street that facilitates petty trading activities to occur. In this design, participants suggested that the width of the street should be expanded so that it provides enough space to simultaneously accommodate trading activities and pedestrian movements. Figure 5.2 is a sketch draft of street and organization of space use drawn together with petty traders.



**Figure 5.2: A Sketch of the Proposed Street**

**Source:** Developed by Researcher and participants (2020)

### **5.3.1.2 Bus station**

From the typology of public spaces, petty traders also preferred bus station. As earlier indicated, petty traders prefer bus station because despite facilitating the exchange of people and goods, it also accommodates petty trading activities of residents. During an interview with the planning authority (Ilala Municipal Council), it was revealed that there is a special program to redevelop all bus stations including minor and major bus stations found in Dar es Salaam city. Petty traders indicated that they want bus station to be developed by providing the space for petty trading activities. One of the participant was of the view that;

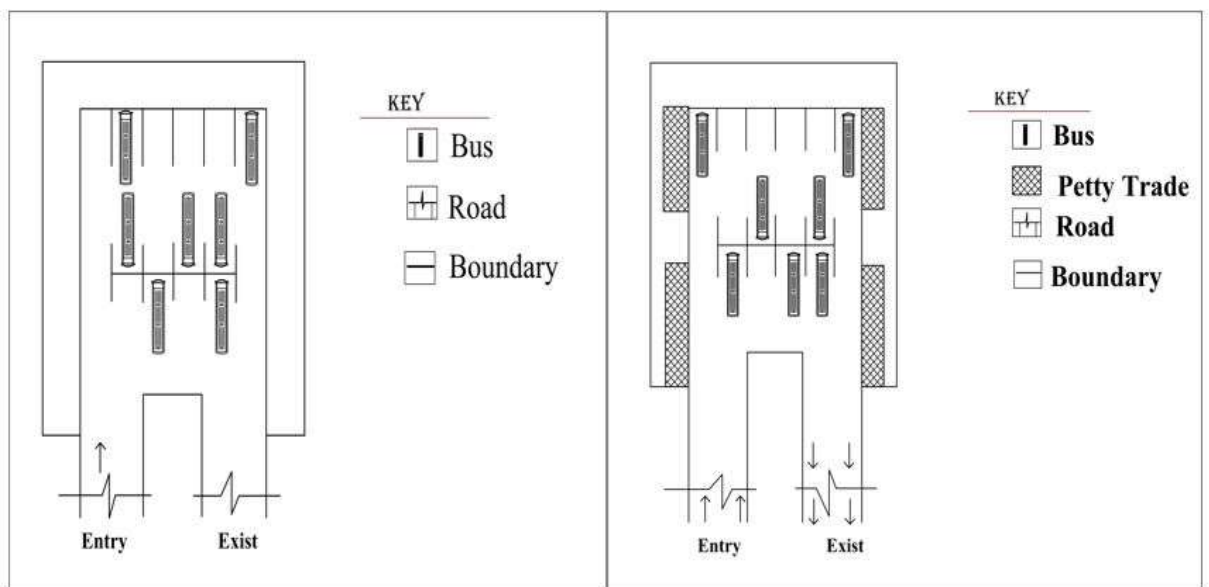
*“There are many bus stations including minor bus stations with no spaces for conducting our business. It is better to have bus stations with spaces for conducting business so as to provide minor services to passengers”*

This study revealed that petty traders see passengers as potential customers for their business. The bus station should be designed and developed by having important elements such as benches and waste disposal points. This observation seems to inform the theory of meaningful public space which addresses that a public space should contain some important amenities and features that will distinguish it from other spaces to be meaningful (Carmona 2018). Also, one of the participants disclosed that;

*“We can do petty trading in bus stations though the municipal authority considers us as polluters of environment. So, if provided with important elements that foster cleanliness, we can do our business much better”.*

The views above indicate the way bus stations should be developed by providing important elements that can be used by petty traders while conducting their business. During the FGD, petty traders with assistance from the researcher drafted a sketch of

bus station (Figure 5.3 and figure 5.4) showing important elements and space organization for accommodating passengers and petty trading activities. The sketch shows the draft of bus station and organization of space use drawn together with petty traders.



**Figure 5.3: A Sketch of Existing Bus Stop    Figure 5.4: A Sketch of Proposed Bus Stop**

**Source:** Researcher and participants (2020)

### *5.3.1.3 Open spaces*

It was found-out that, one of the factors that make petty traders prefer open space is the tendency of open space to accommodate various events and activities. Participants noted the importance of activities taking place in open spaces such as playing, and relaxation which invite people from different areas of the city. These seemed to be the potential areas for petty traders to conduct business. Apart from seeing the potential of

customers, traders also understand the role of open space as the place for social interaction among residents. One of the participants argued that;

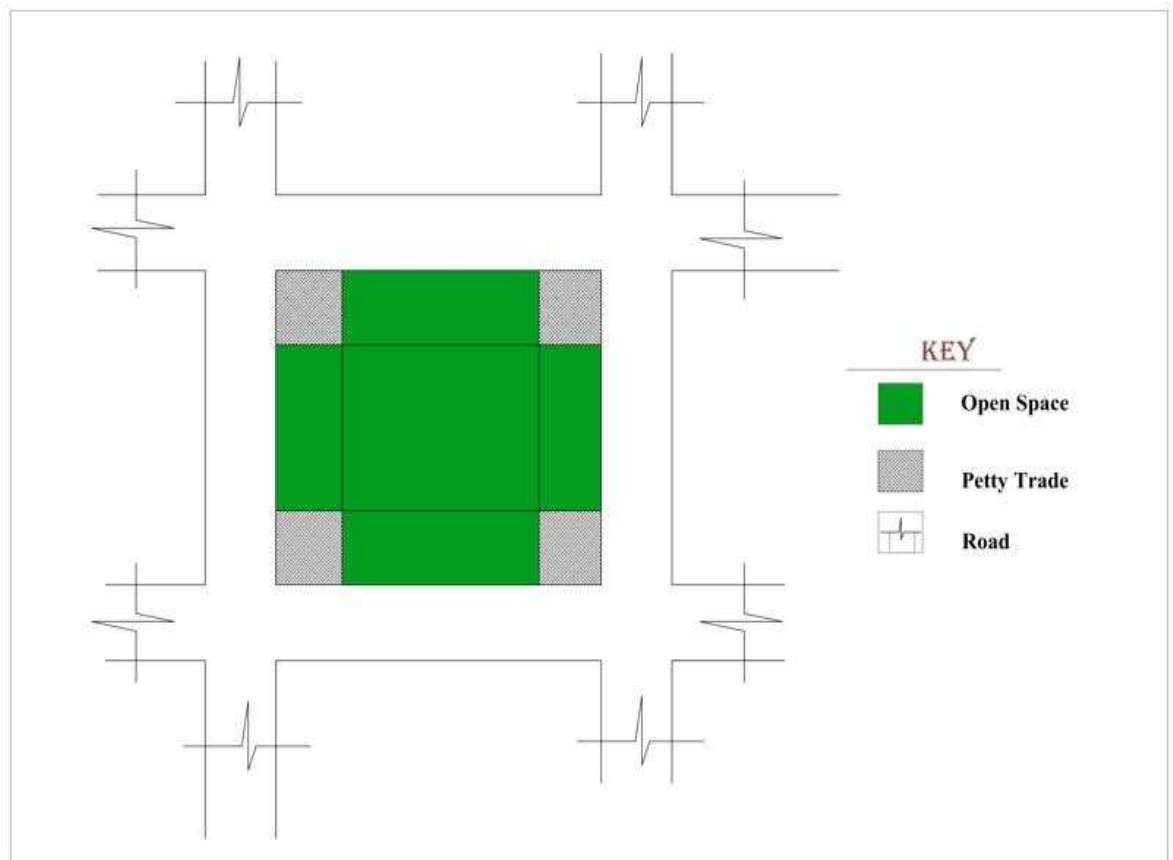
*“Since open space invites people to come and socialize, it is important for us to have space within for conducting petty trading activities”*

The Town Planning Officer of Ilala Municipal Council described that;

*“Most of open spaces found in Ilala especially Mnazi Mmoja, are potential areas for petty traders. Although, there is no official arrangement or design made to incorporate them to be part of space, but, they have organised themselves with their kiosks around the open space waiting for customers who are moving here and there”.*

Petty traders were able to suggest elements to be accommodated within open space that invite more people and facilitate trading activities. They mentioned benches, toilets and children play facilities to be included in open spaces.

During the FGD, petty traders with assistance of researcher drafted a sketch of open space showing important elements and space organization for accommodating petty trading activities. Figure 5.5 presents the ideas of both the researcher and participants of the study.



**Figure 5.5: A Sketch of the Proposed Open Space**

**Source:** Researcher and participants (2020)

#### **5.3.1.4 Playfield or stadium**

Petty traders indicated that petty trading activities should be accommodated when designing playfield/stadiums. They gave an example of Mkapa and Uhuru stadia in which outside a stadium no facility is designed to accommodate petty trading activities. Petty traders marked stadium as the potential area for their activities especially during special events or occasions. This was revealed during the FGD where one of the participants asserted that;

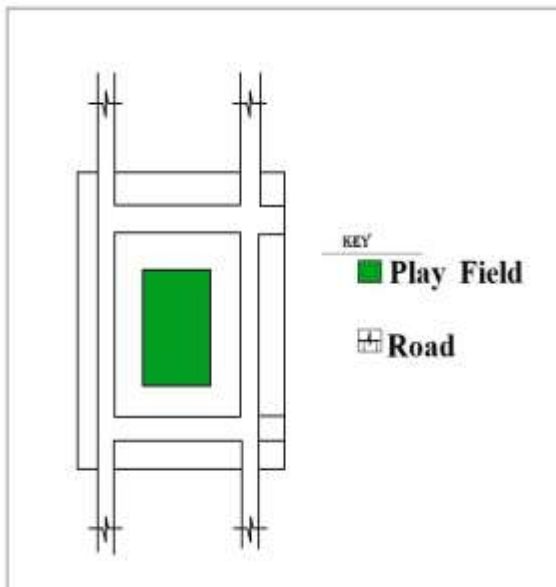
*“When a match is played at the stadium, many people are going to watch, but outside the pitch, there is no any arrangement that accommodates petty trading activities. This makes petty traders to*



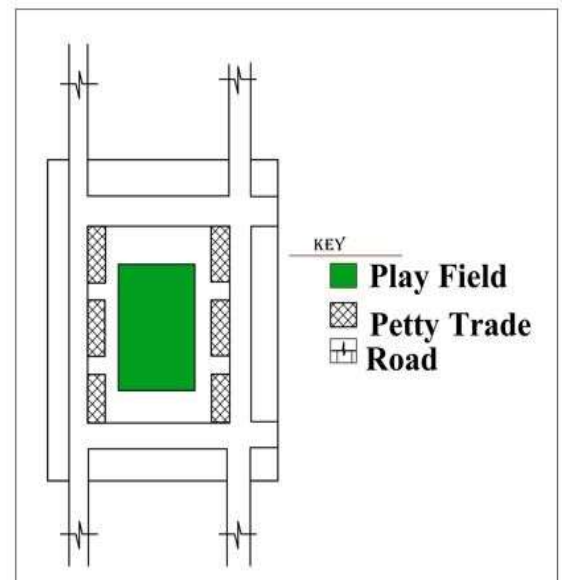
*scatter all over the ground without any direction. Everybody is conducting business in the space that fit him/her at that time”.*

They further indicated that, they are familiar with what happens in the stadium. So, they proposed to have space that accommodates the facilities that will be temporarily placed for conducting business during a special event or occasion. The researcher agreed with this opinion as it fosters the economic development of urban dwellers.

The study found-out that petty traders have ideas of how such spaces should be designed and organized. For that reason, they were invited to sketch a drawing of a stadium and organise spaces for petty trading activities. The researcher took Mkapa Stadium as an example where space organization for petty trading activities was done as shown in Figure 5.6 and Figure 5.7.



**Figure 5.6: A Sketch of Existing Playfield**



**Figure 5.7: A Sketch of the Proposed Playfield**

**Source:** Researcher and participants (2020)

The study found-out that for the stadium to accommodate the activities suggested by petty traders there should be special study to be done to review the standards size of stadium. This will easiness the process of designing stadium that fit for all urban dwellers.

### **5.3.2 Preferred Functions or Activities of Public Space**

Public spaces are designed and developed to accommodate a certain activity. As earlier indicated in this study, each public space has an intended function in which the design is done to suit it. Gehl (1996) argues that through design and within certain limits, regional, climatic and society, it is possible to influence how many people use public spaces, how long individual activities last and which activity types can develop.

The study found-out that petty traders prefer different types of activities to be conducted in public spaces. The preferred activities by petty traders are; trading activities which involve formal and informal trading activities, leisure and sports which involve resting and enjoyment, political which involves to meet and hold political meetings, culture and history which involves conducting cultural and historical events, traffic and transport which involves movement for pedestrians and bicycle traffic as well as vehicular traffic.

Petty traders insisted about petty trading activities to be considered as the crucial element during public space design and development because all the time, petty trading activities have been considered as informal activities that are not required in urban areas. They stressed that public spaces play a great role to enhance the economic growth of many urban residents in Dar es Salaam since they are regarded as market points to

meet customers. The researcher observed that petty traders see the potentiality of public spaces as the market place, Although, they contended that, the design and development of public spaces do not incorporate them as one of the major activities to be conducted within. They gave an example of Uhuru Road as a public space which plays a fundamental role in the economic development of urban dwellers though its design and development did not consider petty trading activities. One of the participants submitted that;

*“Look at the number of petty traders conducting business here. There is no any arrangement done before to accommodate us, that is why we have randomly occupied these spaces”.*

Another petty trader said that;

*“I have been conducting petty trading here for ten years, they built Machinga Complex for petty trading but still we are doing business along this road. What we need is for the government to design/plan this road in a way that petty trading activities could be conducted safely and healthily”.*

The quotes above indicate that petty traders have the desire to see the designs and plans of public spaces recognizing petty trading activity as an important activity and not an optional activity to be accommodated in public spaces. Petty traders at Uhuru Road expressed their heartfelt concern over the reluctance of responsible authorities to incorporate their activities in formal structures. That is, incorporating petty trading activities in city’s development plans. They revealed that this trend brings them into an attention that, at any time, they can be relocated or removed from conducting business in those spaces. This observation illuminates the current urban design practice in which the designing of cities engage some active uses such as shops, bars, and markets but neglect petty trading (Carmona, 2019). Petty traders prefer to have temporary structure

and semi-permanent structures that are used for conducting their business. All these structures should initially be provided with space during the design of public spaces.

This study observed that the preferred activities mentioned by petty traders are the ones that have been narrated earlier in the literature review of this study. This indicated that petty traders have an understanding of the intended functions and activities of public spaces. They agreed with the original functions of public spaces as the key factor that attracts users who become the customers of goods they sell. The study revealed that Uhuru Road as a public space, comprises traffic and transport activities but petty trading activities are conducted along this road due to the availability of customers in which is seen as a potential place for petty traders. Petty traders randomly occupy spaces and organise themselves, though the design do not recognize them. It was observed that Uhuru Road is seen as the vibrant market point with a variety of affordable goods and services although the plans did not provide space for petty trading activities. This observation informs about robustness of space theory whereby public spaces should at different times adapt to different uses and activities (Carmona, 2019). During the interview with Ilala Town Planning officer, he said that;

*“In planned areas especially city centre, design of public spaces (Uhuru Road) didn’t provide spaces for petty trading activities. Traders came after the design and development. So, they are using a small space that is either for pedestrian movement or drainage system to conduct petty trading”.*

The researcher observed that, formal and informal trading, traffic and transport are the major activities found at Uhuru Road as shown on Plate 5.3 and Plate 5.4



**Plate 5.3: Petty Trading Activities at Uhuru Road in Dar es Salaam City**

**Source:** Fieldwork (2020)



**Plate 5.4: Petty Trading Activities at Uhuru Road in Dar es Salaam City**

**Source:** Fieldwork (2020)

### **5.3.3 Preferred Location of Public Spaces**

For successful use and development of public space, collaborative planning and designing are important aspects. Through collaborative planning and designing approach, the researcher gathered petty traders' opinions and preferences on the

location they prefer public spaces to be developed. The researcher assisted petty traders to identify the preferred location by presenting to them the map of Ilala district showing the existing public spaces. The majority of petty traders were aware of the location of various areas shown on the map that enabled them to easily identify the preferred location for public spaces. This seemed to be a key method to empower petty traders as the public space users to the level of decision making. Based on this study, a preferred location refers to an area or piece of land preferred by petty traders in which different typology of public spaces will be developed. The location of public space has a great influence on its usage by the public.

By considering the scope of the study, the researcher and petty traders agreed to pick two types of public spaces in which petty traders were required to identify preferred location for them to be situated. The agreed public spaces were open spaces and bus stations. The location for open spaces and bus stations were identified and proposed by petty traders as their suitable location which enhances various activities to occur at once. The preferred location was selected based on the preference of petty traders and activities of public spaces raised earlier in this study. Petty traders provided reasons for selecting where to situate and develop a public space. They suggested that public spaces should be located in a place where it could be easily accessed by many residents of Dar es Salaam city. One of the participants asserted that;

*“Accessibility in terms of reaching the space easily assists in making the public spaces more attractive and active by collecting people from other parts of city”*

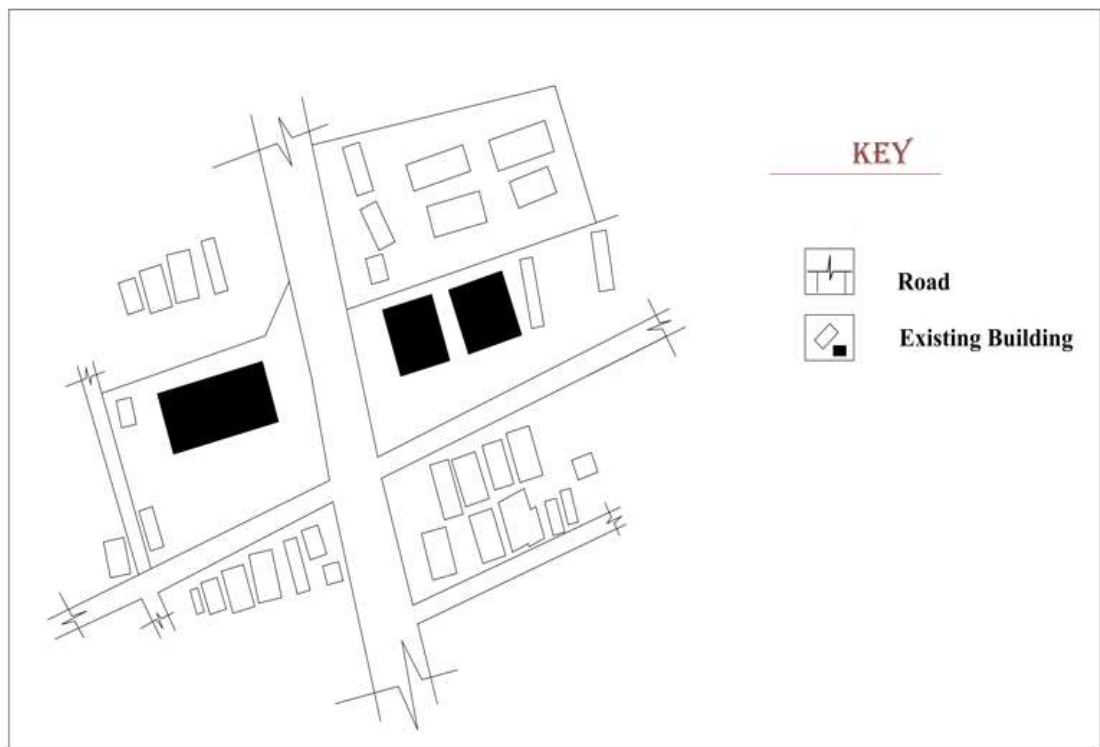
In selecting the preferred location of public spaces, petty traders were influenced by the movement of people and vehicles. They stated that preferred location for public space should be close to the movement of people to increase the vibrancy of space. Furthermore, petty traders argued that public spaces should be located in the city centre because it is a central area and all residents can be benefit. This was revealed by one of the participants who said that;

*“Locating public spaces at city centre can save and benefit a large number of residents who always travel for work to the city”.*

The study revealed that, petty traders have an understanding of the factors that influence the activeness of public spaces. Petty traders mentioned accessibility and movement of people as the major factor considered when selecting the preferred location of selected public spaces. The mentioned reasons subscribe to what Carmona (2019) termed as the key factors of successful public space that influence interaction among urban residents as well as offer opportunities for petty trading activities to occur.

From the above observations, petty traders preferred open spaces to be located where the Machinga complex is (Figure 5.8 and figure 5.9), This suggestion come out due to the fact that Machinga Complex as business centres is not used effectively by petty traders. This is caused by various factors described by petty traders including the buildings being storeys that make difficult for customers to reach the upper traders. This situation cause traders to run from the building and find other spaces away From Machinga complex where there is availability of customers. Petty traders also suggested, bus stations should be located where the existing UDART bus station is located (Figure 5.10) and (Figure 5.11). This is due to the fact that the space is easy

accessible by many urban dwellers. Petty traders insisted on the consideration of spaces for petty trading activities in planning and design of public spaces.



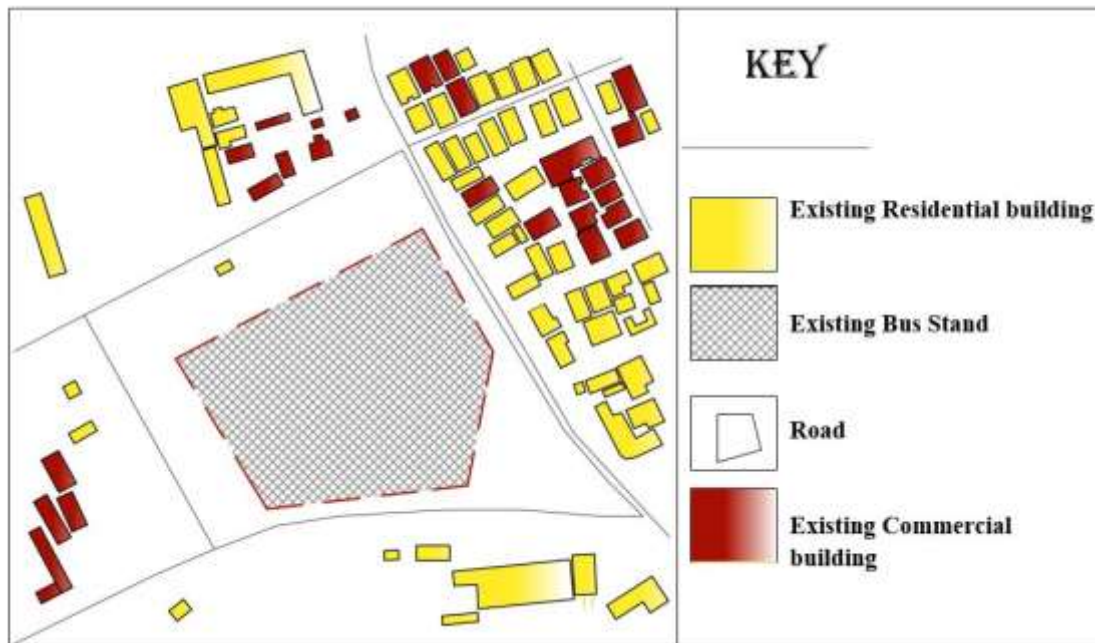
**Figure 5.8: Existing Machinga Complex**

**Source:** Researcher's construction (2020)

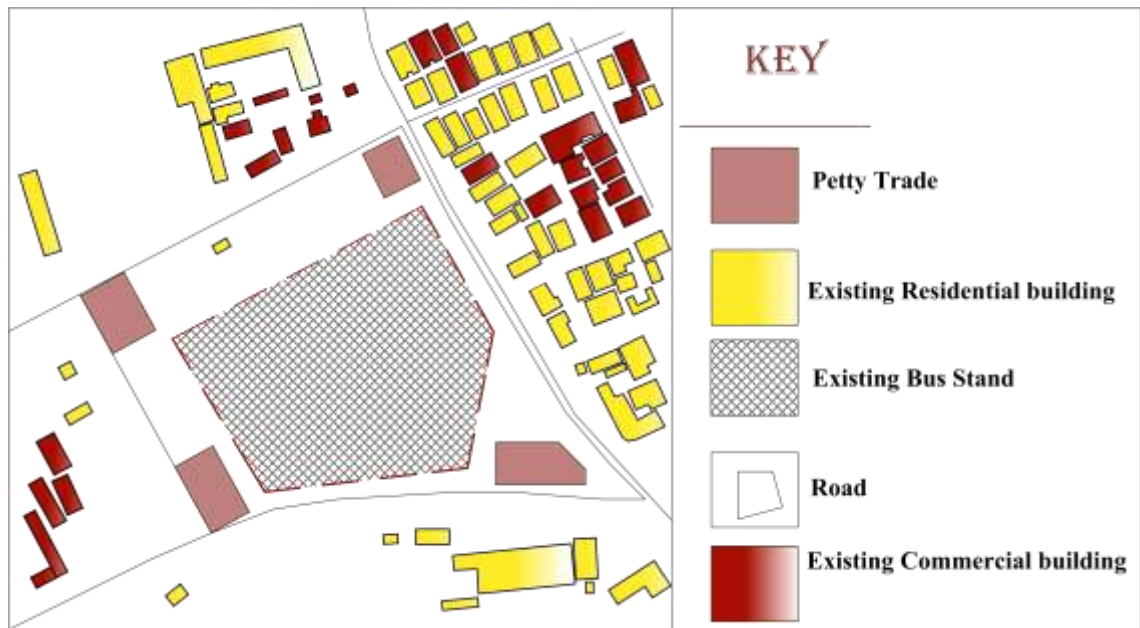




**Figure 5.9: Proposed Open Space**  
**Source:** Researcher and participants (2020)



**Figure 5.10: Existing UDART Bus Station**  
**Source:** Researcher and participants (2020)



**Figure 5.11: Proposed Bus Station**

**Source:** Researcher and participants (2020)

#### 5.4 Summary of the Chapter

This chapter has presented the findings from the case study area. The presentation has highlighted pertinent issues with regard to the experience and preferences of petty traders towards urban public space. The next chapter presents the conclusions and recommendations of the study.

## CHAPTER SIX

### CONCLUSION AND RECOMMENDATION

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#### **6.1 Introduction**

This chapter presents the conclusions and recommendations of this study. It starts with the conclusions, recommendations, and ends with area for further studies.

#### **6.2 Conclusions**

The investigation began with the curiosity that was derived from Government authorities to rethink about petty traders as a source of valuable economic development despite they are scattered randomly all over urban public spaces. This study aimed to explore the experience and preferences of petty traders towards urban public spaces in Dar es Salaam city. The objectives of this study were; to analyse urban design factors that influence petty trading in urban public space as experienced by petty traders, to establish the preference of petty traders in terms of functions and types of urban public space and to recommend a possible approach that can facilitate the integration of petty trading activities in urban public spaces. The study answered the research questions with regards to the objectives mentioned. The following are the key conclusions of the research presented from the objective of the study.

##### **6.2.1 Factors Influencing Petty Trading in Urban Public Space as Experienced by Petty Traders**

Petty traders have experience on urban design factors that influence petty trading activities to occur in urban public spaces. Accessibility, ownership and security are the

factors experienced by petty traders that influence petty trading activities to occur in public spaces.

In terms of accessibility, Uhuru Road as public space is accessible to all residents. The accessibility is facilitated by connected roads that collect some people and vehicles from different parts of the city to the city Centre. This accessibility of Uhuru road makes the availability of people in space that influence petty trading activities to be effectively conducted due to the presence of customers.

In terms of security, the space is safe as there is a low rate of crime which is facilitated by visibility where people see each other. The presence of a high level security influence petty trading activities to occur in public spaces. The existence of street lights along the road also increases the safety of the space that influences petty traders to conduct petty trading activities during day and night.

For the sake of ownership, a public space is owned by the government that make petty traders feel free to use it as their market point. The ownership influence petty trading activities to occur because there are no disturbances and adhere to laws and regulation.

The study concluded that petty traders have a wide understanding of key elements of urban design that once incorporated, result into urban spaces that are functional and meaningful to support petty trading activities, which are important means of livelihoods for urban dwellers. The study concluded that petty traders' experiences on the use of public spaces is the reality of cities that are made by people who live in it and the

manifestation of their everyday life. This conclusion relates with Tuan (1997) who addresses that, person's experience in the use of a place is an important component on forming the city. Also the conclusion agrees with Canter (1997) who describes that the experience of a person or groups of people using a place results into an identity of the place.

### **6.2.2 Petty Traders' Preference in the Types, Activities and Location of Urban Public Space**

Petty traders have an understanding of the types of public spaces, their functions and activities. They prefer streets, open spaces, playfield/stadiums and bus stations to be developed or redeveloped in the city centre. They are much focused on the public spaces that invite a gathering of people which is potential for their business.

The study concluded that Uhuru Road as a public space was not designed to accommodate petty trading activities. These influence petty traders to have a special request of considering space for trading during planning and designing of public spaces. In terms of the preferred function of public space, petty traders are aware of the functions of public spaces. They prefer the following functions to be accommodated in public space; trading activities which involve formal and informal trading activities, leisure and sports which involves resting and enjoyment, political which involves to meet and hold political meetings, culture and history which involves conducting cultural and historical events, traffic and transport which involves movement for pedestrian and bicycle traffic as well as vehicular traffic.

In terms of the location of public space, petty traders prefer public space to be situated and developed in areas that are easily accessible and accompanied with the movement of people and vehicles. An active and vibrant public space is the one that is preferred by petty traders to conduct business.

The study concluded that if the preferred space, activities and location of public spaces are considered during design, the perception of petty trading as a chaotic activity will be positively reconsidered among the city developers. This conclusion reflects and answers what Mbisso (2011) contended that, designing space for petty traders is a challenges for planners and architects.

### **6.3 Recommendations**

The study suggests that urban public space is an essential asset for the urban economy as it provides space for conducting economic activities. It is recommended that, design and management of public spaces should be done based to the public spaces users' needs and preferences. The needs and preferences of stakeholders in urban space utilization should not be neglected.

“It is suggested that, there should be a better approach in designing public spaces that are preferred by public space users including all stakeholders such as urban residents and petty traders. It is recommended that during the designing and developing of public spaces, a critical analysis should be done by considering user needs and preference in terms of types, activities, and location of public spaces to avoid public space to be inactive and useless. In their work, urban designers should define and incorporate

spaces and various activities suggested by users to avoid invasion and misuse of the public spaces. This provides a wide range of activities to be done within public spaces that ensure the activeness of the space.

Urban designers have neglected the importance of petty trading in urban economy because their designing does not consider the needs of petty traders. It is therefore recommended that, petty traders like other users should be involved in decision making regarding urban space use and development. It is commended that collaborative planning and design is the best approach to involve users (including petty traders) in designing public spaces. The approach is proposed to cure the problem of invasion and misuse of urban public spaces by petty traders.

For public spaces to be active and successful, it is recommended that the urban design factors that influence or affect the activities done in public spaces such as security, comfort, ownership and laws should be examined and taken into consideration during the process of designing and developing public spaces.

It is suggested that once public spaces are developed, there should be a set of provisions that guide their use and utilization. The government authority should enforce laws and legislative frameworks that support public space management. The responsible authority should involve users of public spaces including petty traders while developing the laws and policies that guide the management of public spaces so as to avoid misuse and invasion of spaces.

#### **6.4 Policy Implication**

Currently, the government of Tanzania recognizes petty traders by providing identity cards as licenses that ensure their work is carried-out without interruption in towns and cities. This is one of many government efforts to promote petty traders. Also, there is an upgrading program that is carried-out all over the country under the Ministry of Lands, Housing and Human Settlements Development to improve and enhance good living environment for urban dwellers. The program involves the upgrading of informal and redevelopment of formal settlements by provision of services that improve living conditions of urban dwellers. The program therefore should consider designing and upgrading of public spaces based on preferences and users' needs.

Urban Planning Act No. 8 (2007) provides power to the planning authority to control and regulate development in its relevant planning areas. This should be enforced effectively to avoid invasion and misuse of public spaces by petty traders through redesigning and redeveloping urban public spaces that are seem to be chaotic due to petty trading activities. Once public spaces are developed or redeveloped, there should be a set of provisions that guide the use and utilization of public spaces. The government authority needs to enforce laws and legislative frameworks that support public space management. The Municipal Council needs to involve the users of the public space including petty traders while developing the laws and policies that guide the management of public spaces.



## **6.5 Areas for Further Study**

The study has investigated the experience and preferences of petty traders towards urban public spaces. A gap on experience and preferences of other users including residents towards petty trading activities conducted on public spaces remains. This area requires more scientific studies to come-out with the solution of developing public spaces that cater for all public space users' needs and preferences.

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## APPENDICES

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### Appendix 1: Petty Traders In-depth Interview Guide

#### A: Interview guide for Petty traders

Name of the Interviewee.....

Date of the Interview.....Time.....

1. What are urban design factors that influence petty trading in urban public spaces as experienced by petty traders?

Je ni upi mtazamo wa wafanyabiashara ndogo ndogo kuhusu sababu za kimuundo/upangaji mji zinazoathiri au kuvutia biashara ndogo ndogo kufanyika katika maeneo ya wazi/umma?

- a) Why are you conducting your petty trading activity at this place?

Kwanini unaendesha shughuli zako za biashara ndogo ndogo katika eneo hili la wazi/ umma?

- b) What urban design factors influence you to conduct petty trading activity at this place?

Je ni sababu gani za kimuundo/upangaji mji zinazokuathiri au kukuvutia kufanya biashara zako ndogo ndogo katika eneo hili la wazi/umma?

- c) How the mentioned urban design factors affects or influence your petty trading activity in public spaces?

Ni kwa jinsi gani sababu tajwa hapo juu zinaathiri au kuvutia ufanyikaji wa biashara yako ndogo ndogo katika eneo hili la wazi?

2. What are preferences of petty traders in terms of functions and types of urban public space?

Je ni aina gani ya shughuli na maeneo ya wazi/umma wafanyabiashara wadogo wanapendelea zaidi katika mji?

- a) Do you know type of urban public spaces that exist in urban area? YES or NO  
Je, unafahamu aina ya maeneo ya wazi/umma yanayopatikana mjini? NDIO AU HAPANA
- b) If yes mention types of urban public spaces that you're familiar with.  
Kama jibu ni ndio, taja aina za maeneo ya wazi/umma unayoyafahamu
- c) What type of function/activities is conducted in mentioned public spaces?  
Je ni aina gani ya shughuli zinazofanyika katika maeneo ya wazi uliyoyataja hapo juu?
- d) What type of urban public space is mostly preferred by you?  
Je ni maeneo gani ya wazi unayopendelea zaidi katika mji?
- e) Why you prefer the mentioned public spaces?  
Kwanini unapendelea zaidi maeneo hayo ya wazi katika mji?
- f) In case of new planning and design, where you prefer the mentioned public spaces to be located?  
Ni sehemu gani ya mji unapendekeza maeneo tajwa ya wazi yapangwe au kuwepo?
- g) Why you prefer that location?  
Kwanini unapendelea sehemu tajwa kupangwa eneo la wazi?
- h) What is your preferred type of functions/activities should be conducted in public space?  
Je ni aina gani ya shughuli unapendelea zifanyike katika maeneo tajwa ya wazi/umma?
- i) Why mentioned functions/ activities should be accommodated within the urban public spaces?



Kwanini unapendelea shughuli tajwa hapo juu zifanyike katika maeneo ya wazi/umma?

**B: Interview guide for respective planning authority**

1. What types of urban public spaces are found in your planning authority?
2. What types of public spaces are more preferred by petty traders in conducting their activities in your planning authority?
3. What are urban design factors you're considering when designing and planning urban public spaces in your planning authority?
4. In your opinion, what urban design factors affects or influence petty trading activities in public spaces?


## **Appendix 2: Observation Guide**

1. Physical setting of existing urban public spaces,
2. Existing infrastructures,
3. Existing petty trading activities conducted in public spaces, and
4. Physical setting of preferred location for public spaces.

Appendix 3: Research Permit from the Regional Commissioner's Office

THE UNITED REPUBLIC OF TANZANIA  
President's Office  
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT

DAR ES SALAAM REGION  
Phone Number: 2203158  
Fax number: 2203158  
email: [ras@dsm.go.tz](mailto:ras@dsm.go.tz)  
website: [www.dsm.go.tz](http://www.dsm.go.tz)



REGIONAL COMMISSIONER'S OFFICE,  
3 RASHID KAWAWA ROAD,  
P.O. BOX 5429,  
12880 DAR ES SALAAM

In reply please quote:  
Ref. No. .... 2020

District Administrative Secretary,  
TEMEKE  
P. O. Box .....  
DAR ES SALAAM.

RE: RESEARCH PERMIT

Prof/Dr/Mrs./Ms/Miss Stephand Gatoru is  
student/Research from Ardu University has been  
permitted to undertake research on Petty trading in Urban public spaces  
From 30/7 2020 to 31/8 2020.

I Kindly request your good assistance to enable her/his research.

For; REGIONAL ADMINISTRATION SECRETARY  
DAR ES SALAAM

Copy: Municipal Director,  
TEMEKE  
DAR ES SALAAM.

Principal/Vice Chancellor  
ARDU UNIVERSITY

THE UNITED REPUBLIC OF TANZANIA  
President's Office  
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT

DAR ES SALAAM REGION  
Phone Number: 2203158  
Fax number: 2203158  
email: [ras@dsm.go.tz](mailto:ras@dsm.go.tz)  
website: [www.dsm.go.tz](http://www.dsm.go.tz)



REGIONAL COMMISSIONER'S OFFICE,  
3 RASHID KAWAWA ROAD,  
P.O. BOX 5429,  
12880 DAR ES SALAAM

In reply please quote:  
Ref. No. ....

..... 2020

District Administrative Secretary,  
TEMKE

P. O. Box .....

DAR ES SALAAM.

RE: RESEARCH PERMIT

Prof/Dr/Mrs./Ms/Miss Stephanie Gastony is  
student/Research from Arshi University has been  
permitted to undertake research on .....

Petty trading in Urban Public Spaces

From 30/7 2020 to 31/8 2020.

I kindly request your good assistance to enable her/his research.

.....  
For; REGIONAL ADMINISTRATION SECRETARY  
DAR ES SALAAM

Copy: Municipal Director,  
TEMKE  
DAR ES SALAAM.

Principal/Vice Chancellor  
ARSHI UNIVERSITY



THE UNITED REPUBLIC OF TANZANIA  
President's Office  
REGIONAL ADMINISTRATION AND LOCAL GOVERNMENT

DAR ES SALAAM REGION  
Phone Number: 2203158  
Fax number: 2203158  
email: [ras@dsm.go.tz](mailto:ras@dsm.go.tz)  
website: [www.dsm.go.tz](http://www.dsm.go.tz)



REGIONAL COMMISSIONER'S OFFICE,  
3 RASHID KAWAWA ROAD,  
P.O. BOX 5429,  
12880 DAR ES SALAAM

In reply please quote:  
Ref. No. ....

..... 2 ..... 2020

District Administrative Secretary,  
✓ *KINONDANI*

P. O. Box .....

DAR ES SALAAM.

RE: RESEARCH PERMIT

Prof/Dr/Mrs./Ms/Miss *Stephano Eastok* is  
student/Research from *ARDHI UNIVERSITY* has been  
permitted to undertake research on .....

*Petty Trading in Urban Public Spaces*

From *20/7* 2020 to *31/8* 2020.

I Kindly request your good assistance to enable her/his research.


For; REGIONAL ADMINISTRATION SECRETARY  
DAR ES SALAAM

Copy: Municipal Director,  
*KINONDANI*  
DAR ES SALAAM.

Principal/Vice Chancellor  
*ARDHI UNIVERSITY*

Appendix 4: Research Permit from Ilala Municipal Council

**HALMASHAURI YA MANISPAA YA ILALA**  
*BARUA ZOTE ZIPELEKWE KWA MKURUGENZI WA MANISPAA*



SIMU NA. 2128800  
2128805  
FAX NO. 2121486

OFISI YA MKURUGENZI  
I MTAA WA MISSION  
S.L.P 20950  
11883 - DAR ES SALAAM

Kumb. Na. IMC/AF.3/ ..... 19 / 08 / 20.20.

Ardu Ilala ya Ardhi  
Afisa Biashara  
Kata-fumbazoni Uhuru Road/Masoko

YAH: RUHUSA YA NDUGU STEPHANO GASTORY KUFANYA  
PROJECT/FIELD/RESEARCH

Tafadhali rejea somo tajwa hapo juu.  
Mtajwa hapo juu ni mwanachuo katika chuo cha ARDHI  
ambaye amekubaliwa kufanya Project/Field/Research juu ya  
"Petty trading on Public Spaces" Katika ofisi yako kuanzia tarehe 24/8/2020  
hadi tarehe 30/9/2020  
Hayo mpokee na kumpa ushirikiano kulingana na mahitaji yake.  
Nakutakia kazi njema.

Kny: MKURUGENZI  
HALMASHAURI YA MANISPAA YA ILALA

**Kny: MKURUGENZI WA MANISPAA  
HALMASHAURI YA MANISPAA YA ILALA**


*Handwritten notes:*  
Afisa Mtendaji  
Mtaa wa Madence  
Meya/mb. Bug  
Afisa Mtendaji  
Mtaa wa Madence



**Appendix 5: Research Permit from Temeke Municipal Council**

**TEMEKE MUNICIPAL COUNCIL**  
*[All letters should be addressed to the Municipal Director]*

Tell: +255 22-2851054  
Fax: +255 22-2850640  
E-mail: temekemanispaa@tmc.go.tz  
website: www.tmc.go.tz



Ofisi ya Mkurugenzi  
92 Barabara ya  
Mandela/Taifa  
S.L.P: 46343,  
**15833 - DAR ES SALAAM**

Ref. No. TMC/MD/  
WED MIBURANI, KIBONDE MAJI,  
TEMEKE.

Date: 18/8/2020

TEMEKE MUNICIPAL COUNCIL

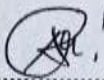
RE: RESEARCH PERMIT: STEPHANO GASTON

Please refer to the heading above

This is to inform you that, permission is granted to the above mentioned student/researcher from AFDH UNIVERSITY to conduct researcher on petty trading on urban public spaces

The study will be conducted from 24/8/2020 to 30/9/2020.

Please give with necessary assistance.

  
For: MUNICIPAL DIRECTOR  
TEMEKE  
Municipal Director  
TEMEKE

**Appendix 6: Research Clearance from Ardhi University**

