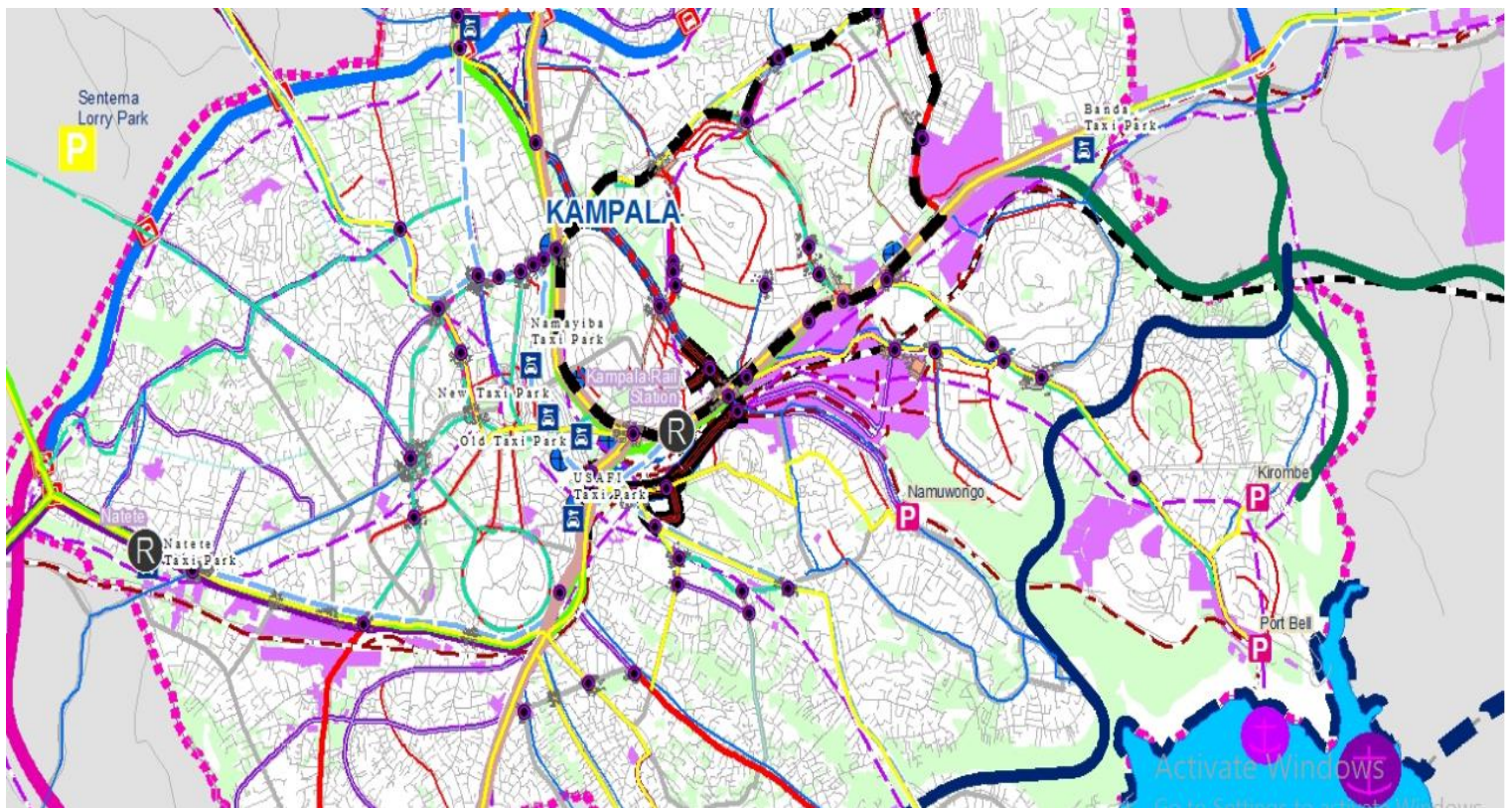




MOBILITY IN THE KCCA INTEGRATED DEVELOPMENT STRATEGY 2020-21 TO 2024- 2025:

REPORT AND FINDINGS OF A CONSULTATION WORKSHOP HELD IN KAMPALA 18TH MARCH 2020



PREPARED BY: CITIES & INFRASTRUCTURE FOR GROWTH UGANDA

FOR KAMPALA CAPITAL CITY AUTHORITY

MARCH 2020

Executive Summary

In March 2020, just before the COVID-19 Lockdown took effect, KCCA organized a workshop on “*Mobility in the KCCA Integrated Development Strategy 2020-2021 to 2024 – 2025*” to discuss KCCA’s next five-year Strategy with neighboring Local Governments and other key stakeholders. KCCA needed to consider how to apply the long term Greater Kampala Multi-Modal Urban Transport Masterplan - the next and practicable steps that need to be taken to implement it.

The workshop attracted 52 participants from MDAs, GKMA Local Governments, NGOs, Development Partners and other key sector players. The preparation of KCCA’s next five-year Strategy had involved widespread consultation and congestion and mobility issues was top of all the lists of objectives. Only 8% of traffic was by use of private cars, whereas taxi users and pedestrians were 80%; these proportions were related to the income levels of transport users.

The workshop considered the “mobility systems”, which are currently being developed. The Findings of the Workshop, to inform the KCCA IDS 2020-21 to 2024-25, were as follows:

Expressways:

The route North from the City Center is almost as congested as the route eastwards towards Mukono, but the VVIP and Bombo expressways which cover those routes are at an earlier stage of development.

The usage of the Entebbe Expressway has led to criticism of the lack of connections to it. The degree to which Expressways as opposed to improved urban roads can relieve congestion must be questioned. EG the value of the Southern Bypass as an Expressway, as opposed to an urban road, given that connectivity across that area is very weak, was questioned.

KCCA and GMKA LGs must work closely with UNRA on expressway priorities, taking account of the whole transport system and getting the connections to the urban main road network right.

Main Roads:

Scheduling of AfDB, KIIDP3 and UKEF Road upgrades needs to target:

- i. Main routes out of the City – e.g. City Center to Northern By-Pass at Bwaise and Busega etc.
- ii. Traffic Management: signalization and junction improvements likewise to prioritise removal of key congestion points
- iii. The programme for Detailed Urban Plans should target key nodes /congested junctions and transport interchanges (eg between bus and taxi routes)
- iv. Urban Road designs should be related to introduction of bus mass transit routes.
- v. Re-design of market access and ordinances to bar roadside markets, and reduce private car access to schools, where they are creating congestion, should be progressed.

Mass Transit Systems:

BRT, Rail, Light Rail / Metro should work together as complimentary in the long term, since all systems are needed to provide the necessary capacity. Upscaling of National Budget and creation of a consolidated fund for Mass transit solutions must be continued

- i. Solutions must continue to focus on **paratransit** and seek to regulate and strengthen relationships with the informal sector (taxis and boda bodas)
- ii. **MGR Rail project development should** be supported strongly, beginning with bringing extra rolling stock and engines in the near term, building up over time
- iii. **Bus Mass Transit** should be piloted and implemented within the near term on the north-south route to compliment, and not compete with, the MGR
- iv. **Light Rail and Metro transit** systems should continue to be planned for the medium term.
- v. **Non-motorised transport** route detailed designs should be developed and must be included in the road and rail upgrade designs, as well as developed in their own right.

Interchanges:

The programme and financing of the upgrading of key interchanges such as the Old Taxi Park New Taxi Park and USAAFI market must be included in mass transit proposals.

Park and Ride and National/International Bus Stations will also be planned beyond KCCA on the main Uganda Corridors in tandem with bus, rail and NMT solutions.

As above, detailed physical planning must prioritize the main taxi and bus route interchanges, and their connection to rail and NMT. Planning of bulk-breaking and logistics parks should also be prioritized and linked to GKMA warehousing and industrial site development.

Gender Equality and Social Inclusion:

Data on different sub groups and income levels shall be used to determine priorities so that decisions on transport will not prioritize the needs of high income groups. This should lead to greater decrease in congestion, of which low income users are the greatest cause.

Climate Change and Air Quality:

KCCA should create a smart green, and low emission road map for its mobility systems. This will ensure that access to climate funding is maximized, and that pollution levels, with the improved health consequences are addressed. Mobility infrastructure design must factor in long term climate projections.

Other main components of the next 5 year Plan:

- i. Continue to seek and establish short term ad hoc, and longer term, formal structures for integrated planning, coordination and technical collaboration between the key stakeholders.
- ii. Raise the level of technical integration of GKMA Physical Planning and Engineering Departments and Directorates on the specific mobility issues above.
- iii. Campaign for better road use and behavior
- iv. Involve private operators, especially taxis. Regulate the informal sector, enforce existing rules
- v. Continue to seek political champions and leadership

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REPORT OF WORKSHOP

1. CONTEXT AND OBJECTIVES

Kampala Capital City Authority KCCA is in the process of preparing its Integrated Development Strategy 2020-21 to 2024-2025. Based on a Review of the previous Strategic Plan 2014-2015 to 2018-2019, the aim is to build on the foundations which were laid during that period (e.g. the GK Multi-Modal Urban Transport Masterplan, and the KCCA/Cities that work workshop on transport held in April 2018) to implement the Strategy and improve performance (i.e. much greater percentage of planned projects, and real progress towards relief of congestion, achieved).

There are a number of different projects which are being developed for Kampala City by different agencies, over differing timescales. Having been requested, earlier, at the Uganda Transport Sector Development Partners Group meeting, CIG Uganda agreed to facilitate a transport workshop as part of its support for the preparation of KCCA's next five-year Integrated Development Strategy. This strategy should seek to coordinate all the different interventions in a bid to obtain synergy among the different players and projects in a streamlined manner and complimentary to each other. This initiative will be supported by the Development Partners Group and should be coordinated through the Sector Working Group.

Accordingly, KCCA organized a workshop on "Mobility in the KCCA Integrated Development Strategy 2020-2021 to 2024 – 2025" on the 18th of March 2020 at the Golf Course Hotel in Kampala. The intention of the meeting was to discuss KCCA's next five-year Strategy with neighboring Local Governments and other key stakeholders, who are critical to improving mobility in the City.

The priorities identified, following the discussion, are to constitute part of the forthcoming Integrated Development Strategy for KCCA, for which the first draft is intended to be completed by end of April 2020.

The Objectives of the workshop were:

- a. To table the current situation and the different projects which are being considered to solve the mobility and congestion challenges in KCCA, scheduled for 2020-2025.
- b. To inform KCCA's decisions on which projects will be prioritized and how they will appear in the next 5 years IDS
- c. To receive presentations on Gender and Social Equality, and Climate Change.
- d. To cross check with the findings of the recent (2018) "Cities that Work" workshop organised by the International Growth Center (IGC).

2. PARTICIPATION AND INTRODUCTIONS

2.1 Participants

The KCCA Mobility workshop attracted 52 participants with representatives from MDAs, Local Government leadership for the GKMA, NGOs, Development Partners and other sector players (the attendance list is attached in **Appendix D**). The World Bank, JICA and others were unable to attend due to C19 restrictions.

2.2 Introductory remarks by KCCA and CIG

The workshop was opened by Eng. Jacob Byamukama, Ag. Deputy Director Roads Management, KCCA who welcomed participants.

The Team Leader, CIG Uganda, Helena McLeod, appreciated the work that KCCA was delivering to ensure a comprehensive and integrated plan. She appealed for recognition of the need for green transport systems.

The Strategy Manager, KCCA, gave an over view of the IDS development process and the importance of the workshop to the development of the IDS.

2.3 Introduction by Uganda CIG Urban Specialist

Dr. Christopher Cripps (Uganda CIG Urban Specialist) stated that CIG is supporting the preparation of the IDS. He said that the main aim of the meeting was for KCCA to hear from representatives of the key stakeholders, transport system funders, MDAs who are closely involved in transport/mobility projects and neighboring Local Governments, while preparing its next 5-year Integrated Development Strategy (IDS).

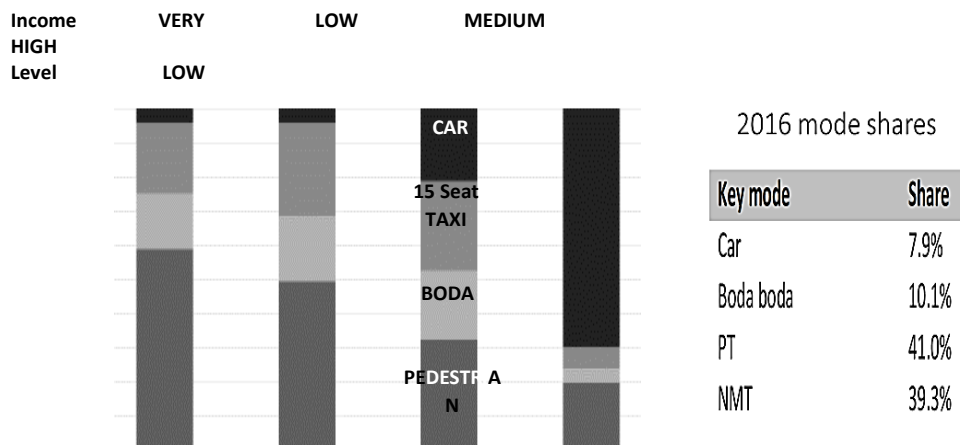
Whereas there has been some deliberation as to the governance of GKMA, it has now been resolved that this will be led by the Ministry for Kampala and Metropolitan Affairs (MoKMA). MoKMA will initially implement the Greater Kampala Economic Development Strategy, which has a strong mobility aspect. As this gets going, and within the timeframe for MDAs to be completing their Sector Plans per the National Planning cycle, it is necessary to continue to dialogue planning and implementation. This workshop is therefore also attempting to continue from that of “Cities that Work” which was organized in 2018 by the International Growth Center (IGC) in regard to implementation of the Greater Kampala Multi Modal Urban Transport Master Plan (GKMMUTMP).

He noted that much progress has been made by KCCA since its last Strategic Plan (2014-15 to 2018-19). Not least was the preparation of the formidable GKMMUTMP, up to 2040. There were some challenges in how to dissect such an extensive and long term Plan, and how to decide on the immediate and practicable steps that need to be taken to implement it. KCCA is determined to produce very practical and achievable objectives for its the next 5 years’ Strategy, which will be informed by this Workshop discussion.

He mentioned that stakeholders (e.g. Kampala City Divisions, citizens through social media, workshops with the private sector, and slum dwellers) have given their opinions on what they want KCCA to consider for the next 5 years. Responses covered decongestion, health, education, the

environment, amongst others, but congestion and mobility issues were top of the list (see **Annex A**). This very fact has been one of the main motivations for holding this workshop.

He requested that the discussion should take account of the basic facts that only 8% of traffic was by use of private cars, whereas taxi users and pedestrians were 80%; and that these proportions were related to the income levels of transport users (GKMMUTMP 2016 data):



“A man who beyond the age of 26 finds himself on a bus can count himself as a failure” *Attributed to Margaret Thatcher, former UK Prime Minister.* Has this era of Thatcherism caught up with Uganda?????¹

He guided that the discussion would now follow each of the list of “mobility systems”, which are currently under consideration, and look at their relative costs and scheduled implementation programs over the next five years.

¹ Quote included in a presentation at the Workshop by Dr Revocatus Twinomuhange, Climate Expert, Uganda CIG Mobility in the KCCA Integrated Development Strategy 2020/21 to 2024/25

3. DESCRIPTION OF DIFFERENT MOBILITY SYSTEMS AND ISSUES DISCUSSED

3.1 EXPRESSWAYS

Expressway projects (Figure 1)

1. The existing expressways included the Kampala Entebbe Expressway with Munyonyo branch and the Northern bypass which is under construction and estimated to be completed in 2022
2. Kampala Mpigi expressway is being procured
3. Kampala Jinja Expressway and the Southern Bypass are being procured and the Right of Way (RoW) still being procured. Phase 1 (Namagunga to Nakawa with Northern and Southern Bypass interchange) is estimated to be completed by 2024)
4. The outer beltway (not shown here) also plays a strategic role as an outer ring road with the inner ring road being the Northern and Southern Bypasses.
5. Southern Bypass is another part of Phase 1
6. Kampala Bombo highway, and the VVIP (elevated, linking the City Center to the Northern Bypass) are being designed
7. The JICA Flyovers which will link KJE to the Mpigi Expressway, are under construction with completion due in 2026

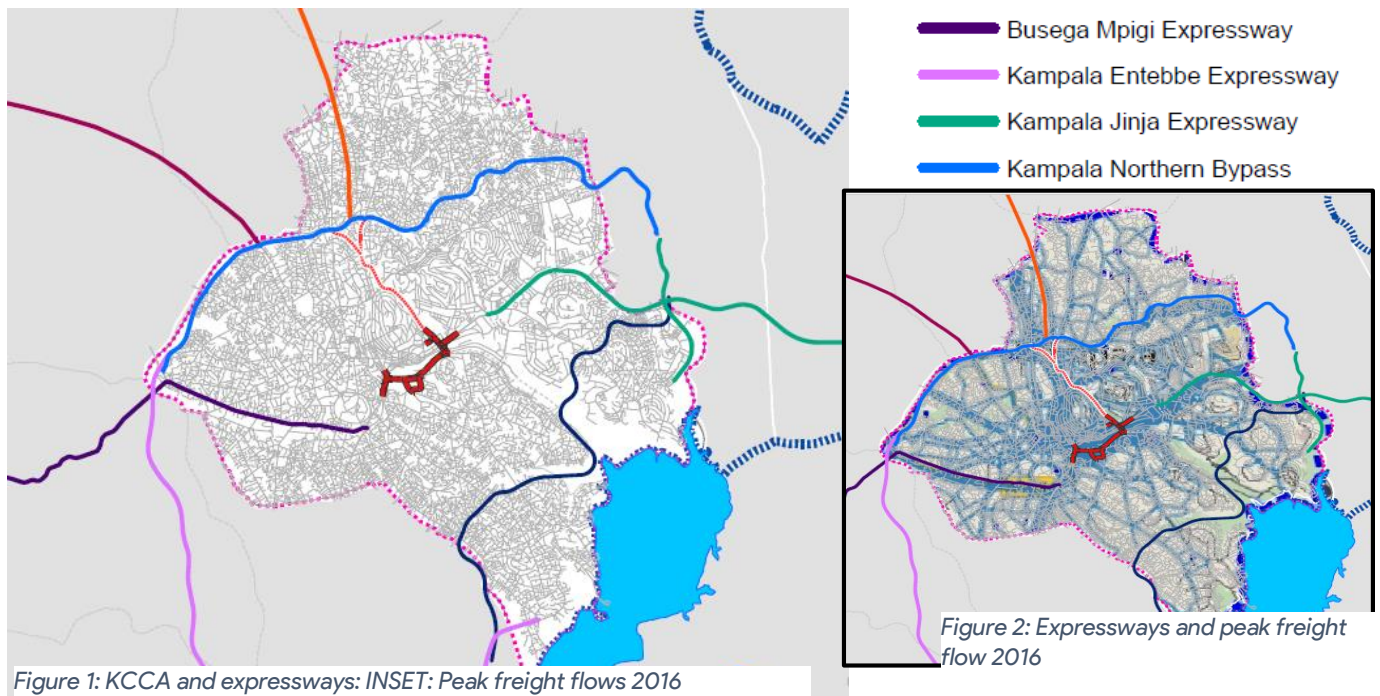


Figure 1 shows that the Northern Bypass, the JKE expressway, flyovers and Mpigi route through the City and **Figure 2** shows how they conform to peak freight flows (which are very similar to passenger flows). The peak flow from Kawempe through Bombo Rd is as great as from Mukono to the City Center, but the VVIP and Bombo expressways, which cover those routes are at a much earlier stage of development.

Outstanding Issues/questions on the expressways

1. What has informed the prioritization of expressways?
Kampala Jinja Expressway (KJE) was prioritised because of the high volumes of traffic. There is a very big population that moves through that direction. Likewise, the Kampala-Bombo is aimed at decongesting the north-south routes through the City.
2. Must we toll these highways? Is the issue to raise money or to decongest the metropolitan area?
3. There was a suggestion that Entebbe Expressway is underutilized even before the tolling has been started, because it does not have many entry and exit routes and therefore is unattractive to road users.
4. It was suggested that upgrading several of the main link roads between Kampala and Entebbe could have been better value and have a greater and wider impact on congestion: “Boulevards vs Expressways”.
5. An obsession with expressways is likely to lead to wastage of resources yet there are cheaper alternatives of decongesting the city for example building junctions, building flyovers, building roads that link highways etc. The value of the Southern by-pass was particularly questioned.
6. Expressways have an important role to play and their effective throughput should be tapped into by the development of key radial roads which link up with the expressways i.e. particularly the inner and outer ring roads of the expressway system.
7. Need to note that UNRA is developing an Expressway Masterplan. The priorities of KCCA, it was argued, are not in line with those of UNRA, and it is important that KCCA and others are engaged in its preparation.
8. Does current planning of individual solutions take into consideration all of the different modes of transport that could possibly decongest the city?

There was consensus on reducing the emphasis on expressways and to focus on the building of interlinking roads which have the potential of providing a cheaper alternative to decongesting Metropolitan Kampala. A contrary view was that expressways are stimulators of urban development along transport-orientated corridors which develop and decongest, medium term.

Expressway costs and programmes:

	2020-21	2021-22	2022-23	2023-24	2024-25	COST \$M
NORTHERN BY-PASS						43
JINJA ENTEBBE- MUNYONYO	Complete					
KJE PHASE 1						1,200
FLYOVERS						200
MPIGI EXPRESSWAY						91
SOUTHERN BYPASS						
BOMBO RD						
VVIP						
HOIMA						

3.2 Major Road Projects

The Major Road Projects which are planned or under construction are shown here:

1. Figure 3 shows Roads already completed (purple) or under construction (red) under KIIDP2

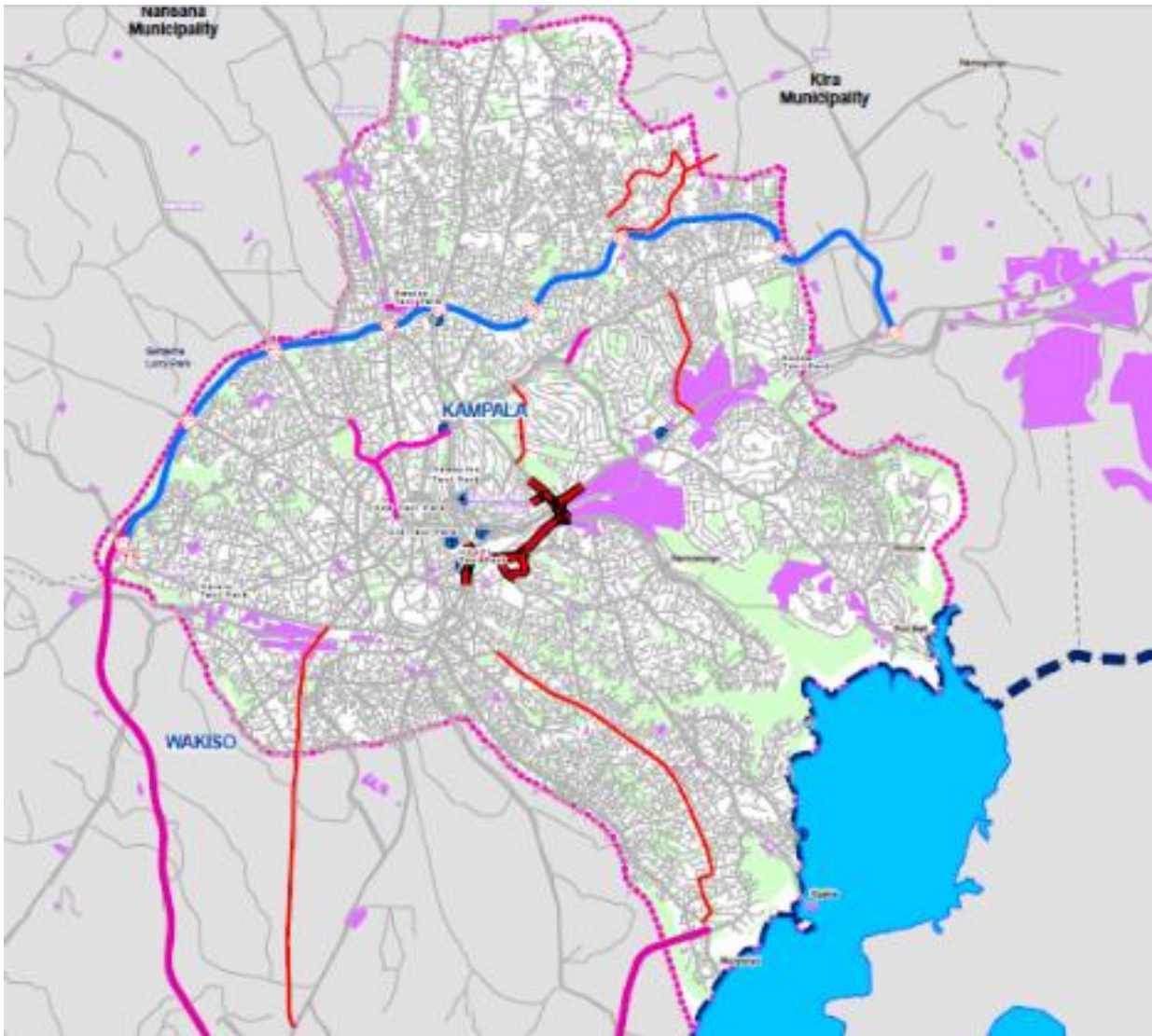


Figure 3: KIIDP2 Roads completed and under construction

2. Figure 4 shows 269 kilometers of roads funded by the African Development Bank (AfDB) (turquoise) which are to be completed in the next three years (procurement is ongoing) and Figure 5 shows KIIDP3 Roads (dark grey-blue), which are pending. Many, but not all, are the same (AfDB taking on many of KIIDP3).

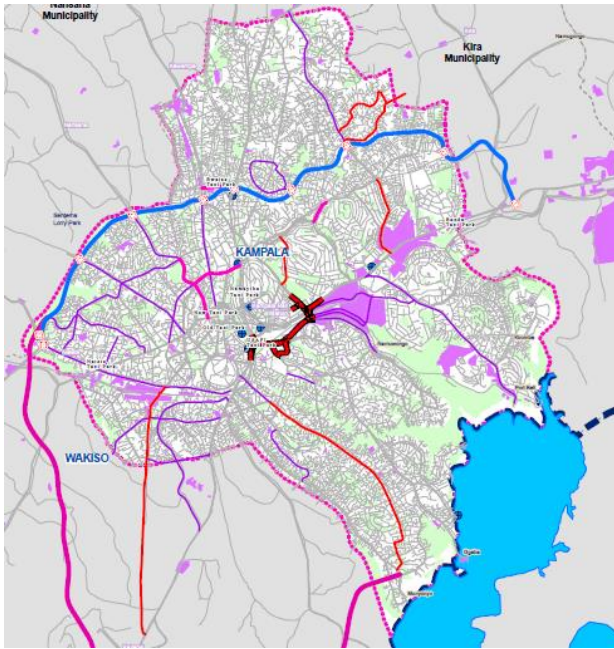


Figure 4: AfDB Roads (approved and under procurement)

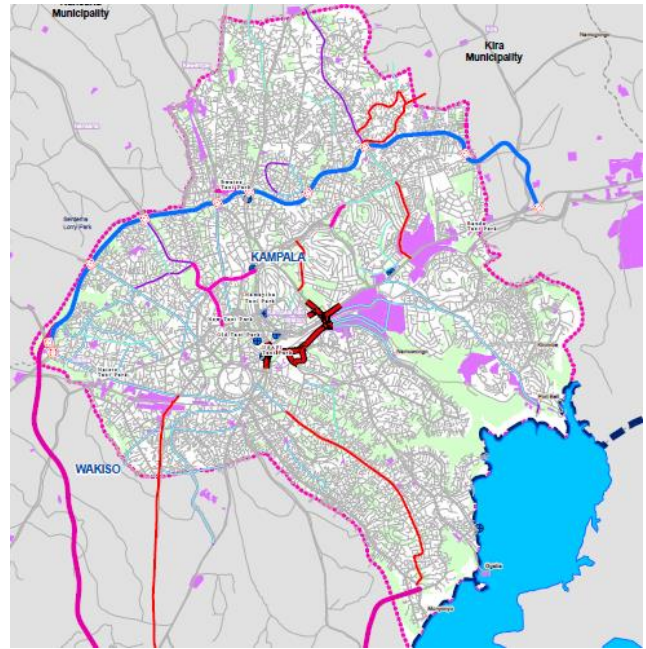


Figure 5: KIIDP3 Planned Roads

3. Figure 6 shows UKEF Annuity Roads (red), of which many comprise repair/upgrade of existing paved roads, especially in City center

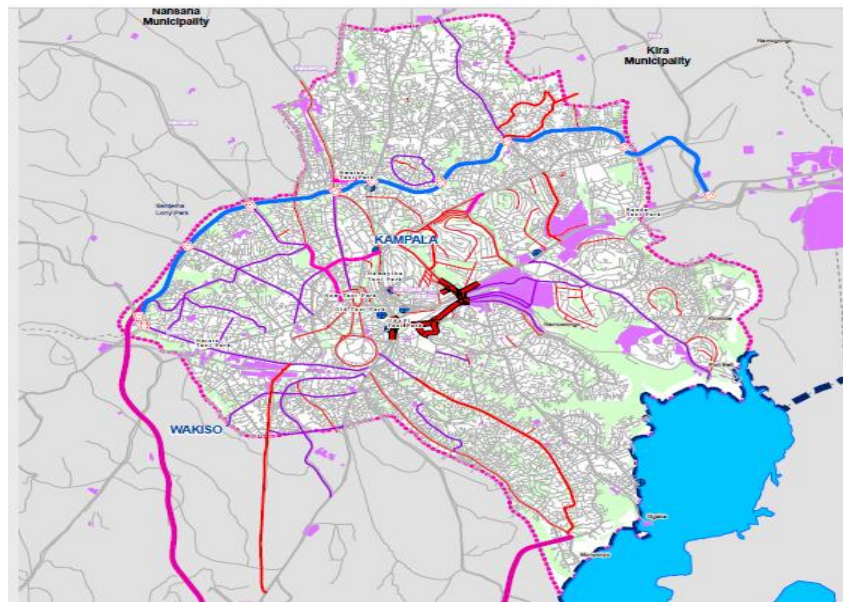


Figure 6: KIIDP 2, AfDB & UKEF Planned Roads

4. KCCA have funds to maintain over 90 kilometers of roads within the metropolitan area.
5. KCCA have promised to fix roads within the City. In particular roads which have developed depressions are all going to be fixed in the next five years. Roads within the City Square,

Kampala Industrial Area, Nakasero, Kololo and in other areas within the Capital City have been cleared for fixing.

6. It was noted that KIIDP 2 and JICA are going to construct all the junctions that have not yet been worked on (Figure 7). These projects are going to cover approximately 13 junctions. Other junctions with traffic lights are going to be worked on under AfDB and these will be completed by 2024.
7. The above include signalization, linked to a Traffic Control Center. The eventual main Integrated Transport System (ITS) architecture for the KCCA in the GKMMUTMP “consists of a traffic control center connected to several hundreds of individual signalized intersections”.

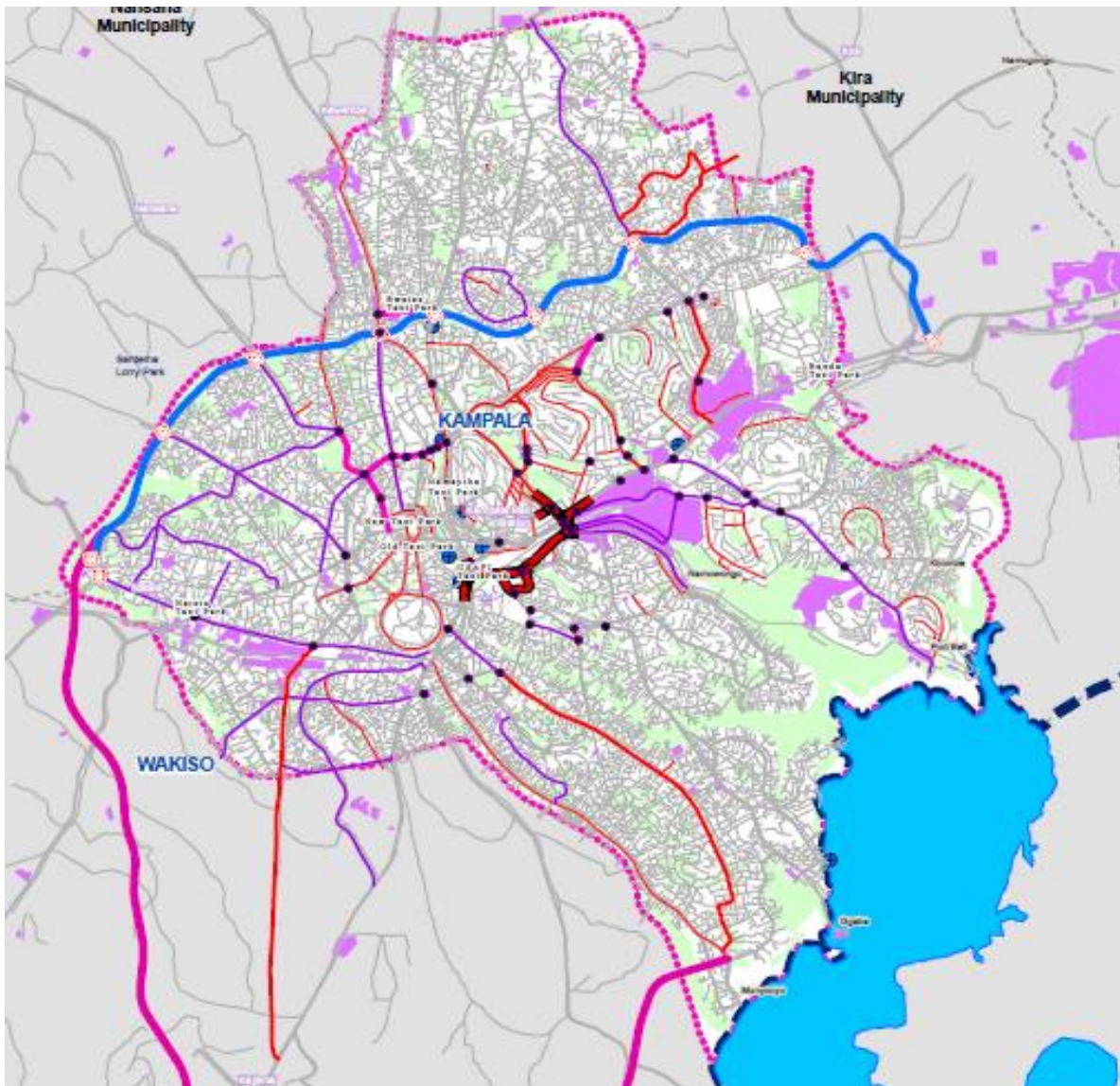


Figure 7: KCCA signalized junctions

Outstanding Issues/questions on the roads projects

1. KCCA are talking about constructing new roads, but are struggling to maintain existing roads. It is important that what we build, we maintain. Potholes in main city center roads are major impediment to traffic flow.
2. Some elements of connectivity on the urban grid are still not covered: eg from Ggaba Road to 8th Street (which will be connected by the southern expressway – but will this function also as a local connector?)
3. What is the position of KCCA in phasing freight out of Kampala to Namanve?
 - i. KCCA are currently having discussions with Uganda Revenue Authority (URA) to agree on which particular roads to reserve for freight, the road KCCA is going to leave to be used for freight.
 - ii. In the next two years KCCA shall issue licenses to warehousing companies.
 - iii. KCCA are going to have discussions with warehousing companies to agree on how to manage their relocation out of the City within the next two years
 - iv. In the meantime, all freight companies are permitted to access and use their warehouses under Schedule 2 and 3 of Restriction of HGVs Statutory Instrument. The changes will only be implemented after statutory instruments have been approved.
5. Connectivity to relieve congestion: the case was made that the road projects could best prioritise key routes – (eg from the CBD to the Northern by-pass via Yusuf Lule, Mulago Roundabout (flyover, signalized junction here?), Bombo Road) – to relieve congestion. There were also some one-way systems which could improve traffic flow – eg one in Industrial Area had been successfully trialed.
6. If only we could apply wisdom and a bit of money we could improve transport. Let's make underjoining bridges along these roads and improve access.
7. It has been proposed that road designs should include lanes for Boda Bodas.
8. Markets and Schools are among the main causes of traffic congestion.

Main Roads and junctions costs and programmes

	2020-21	2021-22	2022-23	2023-24	2024-25	Cost \$m
KIIDP 2						175
AfDB						288
KIIDP 3						
UKEF						100
Traffic lights at junctions linked to Control Center						23

3.3 Rail

Rail Projects

The following Rail projects are under consideration:

1. **Meter Gauge Rail (MGR):** Figure 8 shows the MGR, of which the eastern sections up to Namanve are in use for passengers. The railway is used from Kampala to Mombassa for freight. Approximately 3000 people per day use this, and the coaches available are still very few. URC says that an increase of coaches alone can greatly improve the number of people using rail. The current routes considered for expansion are: Mukono, Nalukolongo eastwards, and the Western route. Nalukolongo route is not in use for passengers because the coaches are too few and cannot extend to this place. A feasibility study has been conducted on the Nalukolongo route and results shared with stakeholders and URC was waiting for comments at the time of the workshop.
2. **The Standard Gauge Rail (SGR):** Phase 1 is planned from Mombasa via Malaba to Kampala with the nearest station being at Namanve and then reaching the City Center.

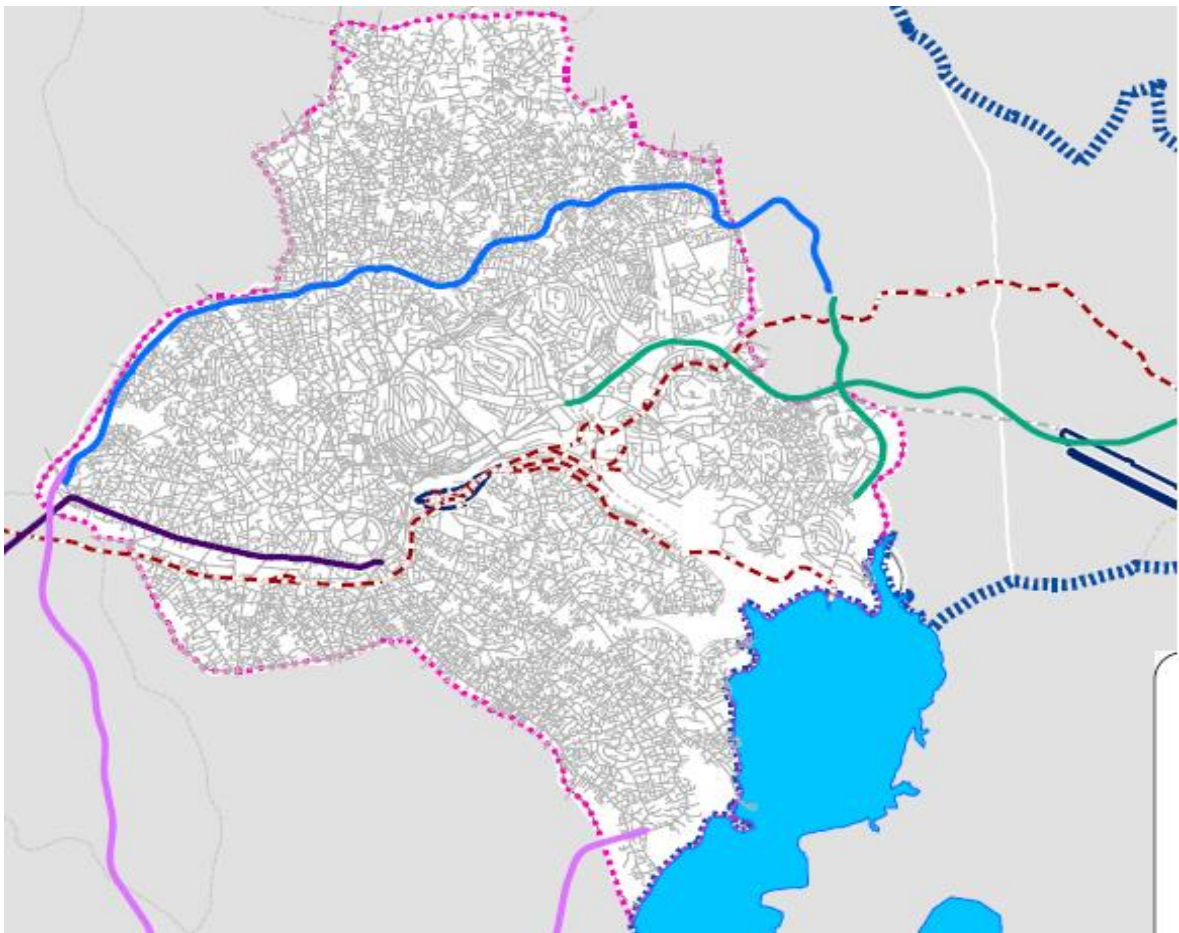


Figure 8: Existing MGR and Proposed SGR lines

3. Light Rail Project shown on Figure 9 (Pink), which would eventually extend to a Metro Rail network (as in the GKMMUTMP) is for a much more extensive urban rail network such as will be required for the projected volumes of traffic up to 2040. The GKMMUTP contends that even a BRT system could not have enough capacity by then.

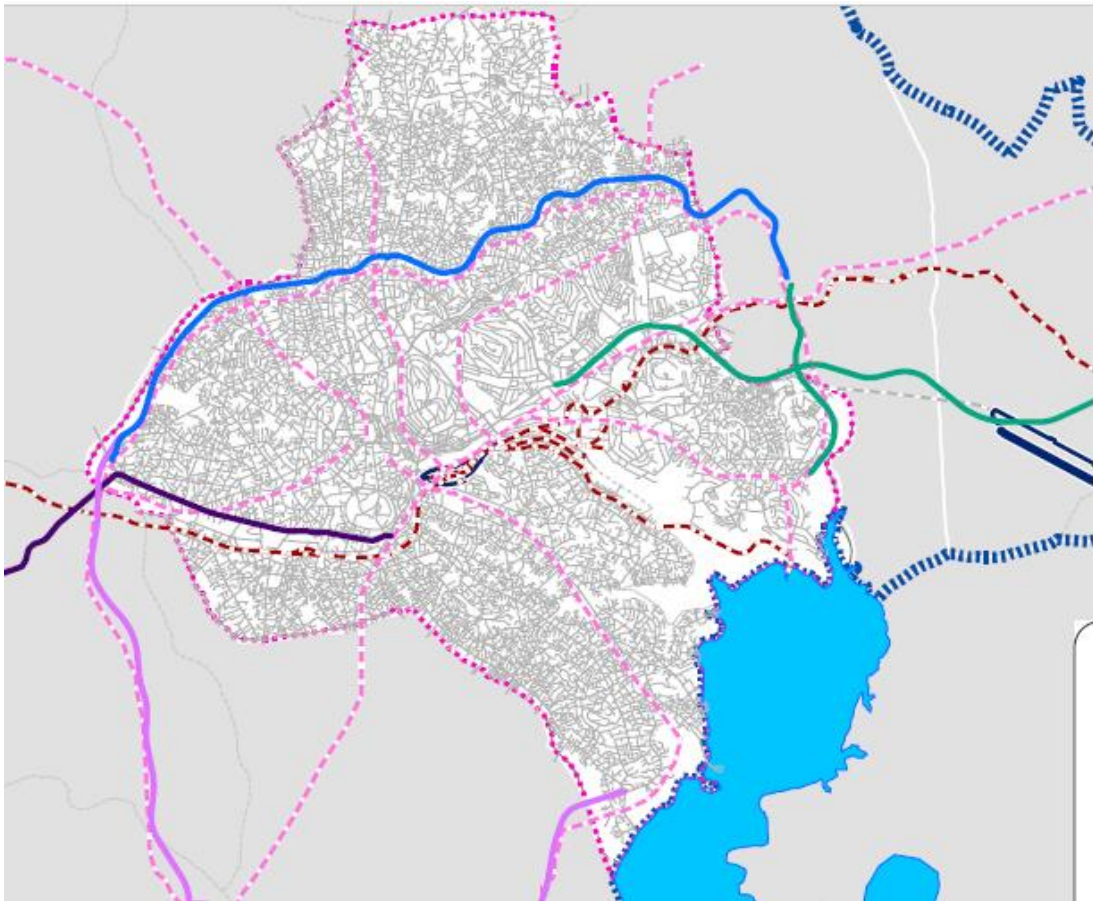


Figure 9: Proposed Light Rail Networks

Issues/questions on Rail

1. It was suggested that for mass transportation, there was need to improve rail transport.
2. URC suggested that for now, since there are no routes going to the north, there is need to first make good use of the existing routes before pushing for the new lines.
3. There are two scenarios for rail development which are being considered by URC. Scenario One prioritizes coaches and locomotives (single track with diesel) with the potential of moving over 300,000 passengers per day. The timeline for Scenario One is 2025
4. Scenario Two prioritizes modern locomotives with double track and electric trains. It has potential of moving approximately 700,000 passengers per day and takes into consideration congestion and accommodation of other options of transport like road. The timeline for Scenario Two is 2028 and is anticipated to take approximately 15% of passenger volumes. It is important to note that even with the implementation of these rail projects, taxi transport will still remain the most dominant transport system in the GKMA

5. What is the dis-coordination? Has Ministry of Works had conversation about the values of these projects?
6. Mono rails built on columns along major roads can be used to improve mobility (as in other cities globally)

KCCA Rail costs and programmes

	2020-21	2021-22	2022-23	2023-24	2024-25	Cost \$m
MGR Scenario 1	complete					250
MGR Option 2	Up to 2028					1350
LRT						

3.4 Bus Mass Transit

Bus Mass Transit Projects

1. The BRT current proposal has three main initial routes within KCCA (Figure 10, green)
2. They feed the larger radial suburban bus routes (shown yellow) on the principal north-south and east west routes which have the biggest passenger flows: Entebbe Road to Northern By-pass and City Center eastwards.
3. A “Green” City Center Circular Bus route (Figure 10 Inset) (route) is being proposed to ease congestion within the center.
4. There are various proposals from bus companies to operate mass bus transport for GKMA and the City.

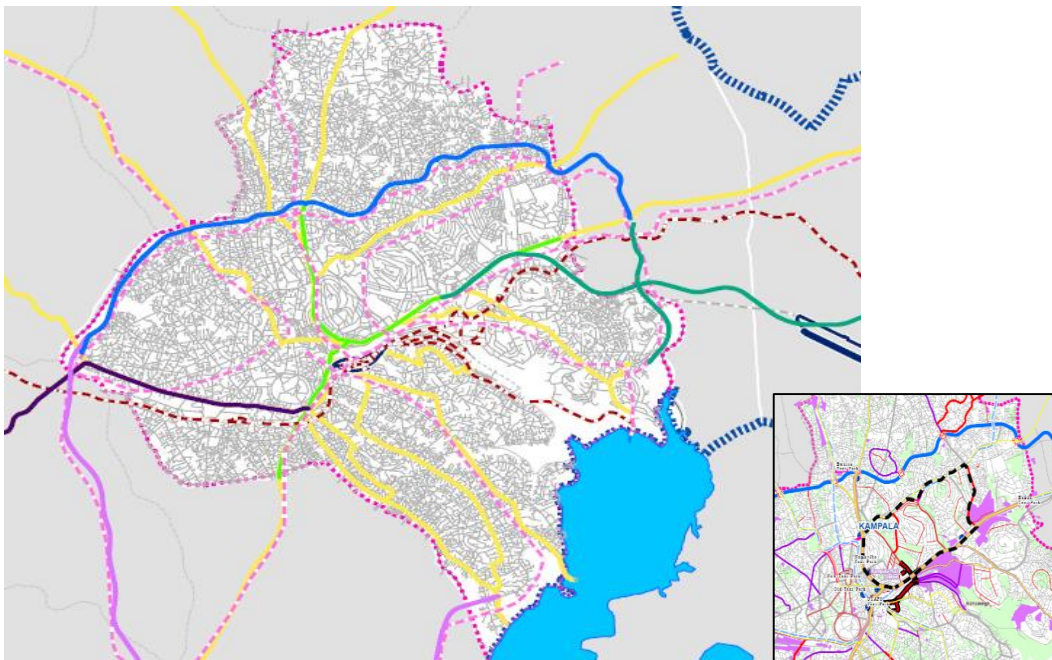


Figure 10: BRT and Bus routes and Green Route (Inset)

Issues/questions on Bus Mass Transit

1. When are buses going to be introduced? Are buses just going to add into the congestion that we are already having? The question is where we shall even park our cars (road-side parking may be removed to make way for Bus routes)?
2. The quality of buses that are currently plying the urban routes is very poor. We need to ensure that the buses that are introduced to our roads are good quality buses.
3. Are the current road program designs taking into account Bus Lanes and/or BRT?
4. A participant said that BRT had removed traffic congestion in Dar es Salaam

Bus Mass Transit Costs and programmes

	2020-21	2021-22	2022-23	2023-24	2024-25	Cost \$m
BRT system						400 (Infrastr)
Volume Buses						260 (Buses)
Green Bus Route						45 (infrastr)

3.5 Non-Motorised Transport (NMT)

Non Motorised Transport Projects

1. Walking streets are being piloted in the City Center.
2. The GKMMUTMP has indicated walking and cycling NMT routes in GKMA. (see Figure 11: High Priority is shown Green; Medium (broken blue); Low (blue))
3. Scenario 2 of the MGR expansion includes cycle and footpath routes from Mukono to Kampala alongside the railway line.

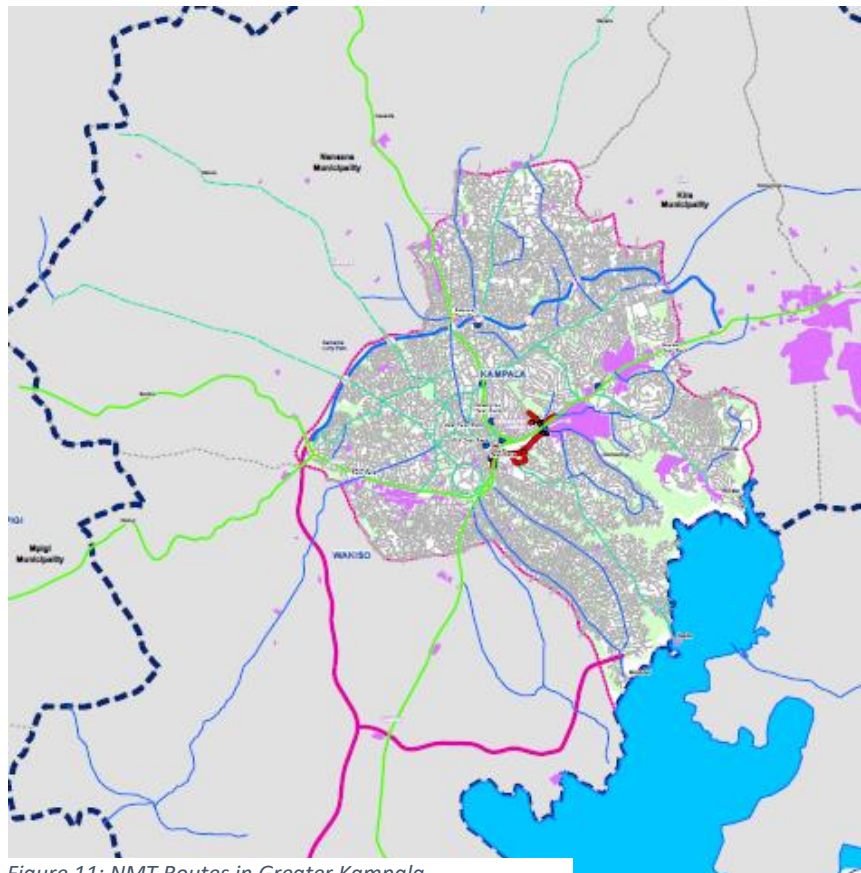


Figure 11: NMT Routes in Greater Kampala

Issues/questions on Non-Motorised Transport

1. Note again that 42% of movement is by walking and cycling
2. Traffic fumes are a bigger issue for pedestrians and cyclists (air quality).
3. New roads will include pavements, but will cycle lanes be considered?
4. Are the new expressway corridors integrating Non Motorised Users (NMUs) facilities alongside them? A perfect opportunity for the Southern Bypass shouldn't be missed as this offers a very strategic corridor for NMUs in addition to vehicular traffic. Along the Northern Bypass for instance this opportunity was missed and NMUs are now forced to use the non-existent often narrow widths on the embankments and also behind the guardrails which has significantly contributed to the poor safety record of the corridor because of the unsafe environment to NMUs who have no option but to continue exposing themselves because they were never considered in the planning and design process.

KCCA Non Motorised Transport costs and programmes

	2020- 21	2021- 22	2022- 23	2023- 24	2024- 25	Cost \$m
City Center Pilot						2
Mukono to Kampala Route						9

3.6 Interchanges

Interchange Projects

Modal Interchanges, bus depots, park and ride sites, lorry parks/logistics hubs, car parks (See Figure 12) are as important to the relief of congestion, and improved traffic flow, as roads and mass transit systems.

1. Taxi Parks (eg Old Taxi Park New Taxi Park, and USAAFI Market which are also planned as multi-story car parks – see Figure 14) are key interchanges with Bus and Rail. They are also congestion sites if not well planned.

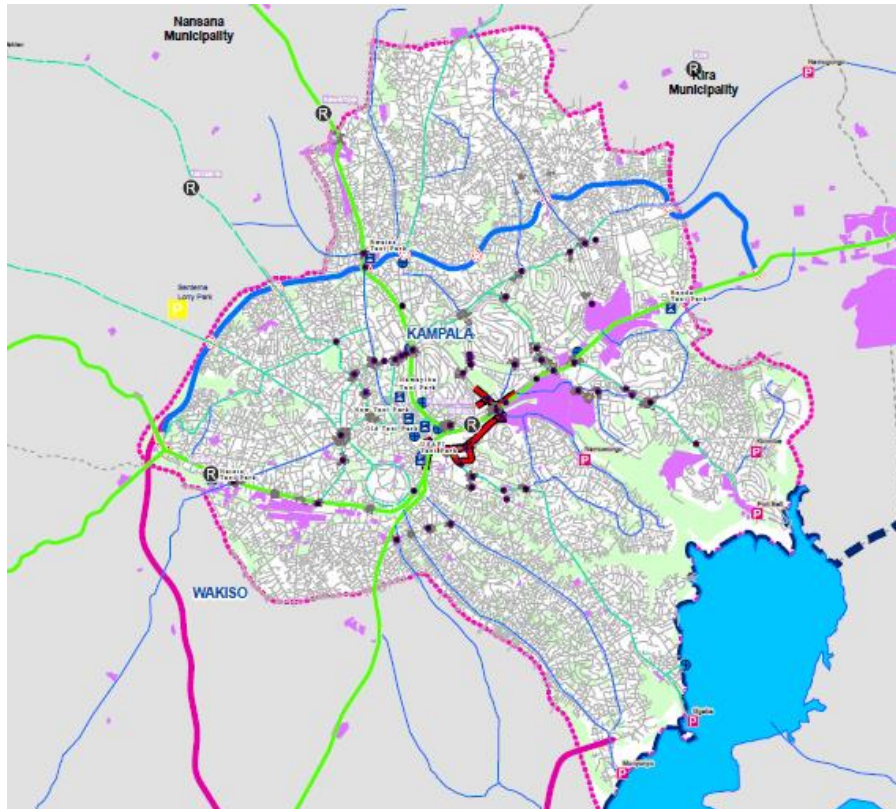


Figure 12: Intersection/nodes (Black), Taxi Parks (□), Bus Depots (P), Park and Ride (R), Lorry Park (L), Expressway Junctions and Rail Stations

2. Nodes at intersection of bus and taxi routes (Figure 13) also implicated re-planning of several key city junctions. These are also usually commercial centers.
3. Rail stations need bus / taxi /NMT exchanges
4. Park and Ride sites are planned outside of KCCA (Figure 12) – these can be joint KCCA/ LG projects funded by KCCA.
5. One Lorry Park is planned

KCCA Interchanges and Junctions: issues and questions

1. Interchange between taxi routes, bus routes and rail are potential congestion hotspots.
2. National and international bus company stations have developed over the years in their existing locations but could be moved out of the city.
3. Planning, costing, funding and implementing of the above requires detailed Planning (Referring to current and forthcoming KCCA Detailed Neighborhood Plans and those of GKMA Local Governments).
4. Logistics and bulk-breaking sites outside the City are equally needed for decongestion.
5. What is going to be done with the junctions? Some of the junctions seem not be planned properly and therefore should be improved. Best practice interchange design (intermodal connections, pedestrian safety, region-local transport connections) actually helped to inform planning of each transport mode.
6. KCCA was challenged to prioritize interchanges. "...it seems the interchanges had not been prioritized by KCCA which is wrong. It should remain as a key challenge for KCCA to priorities the interchanges in the next five years". The planning of these could be the drivers of mobility systems coordination.

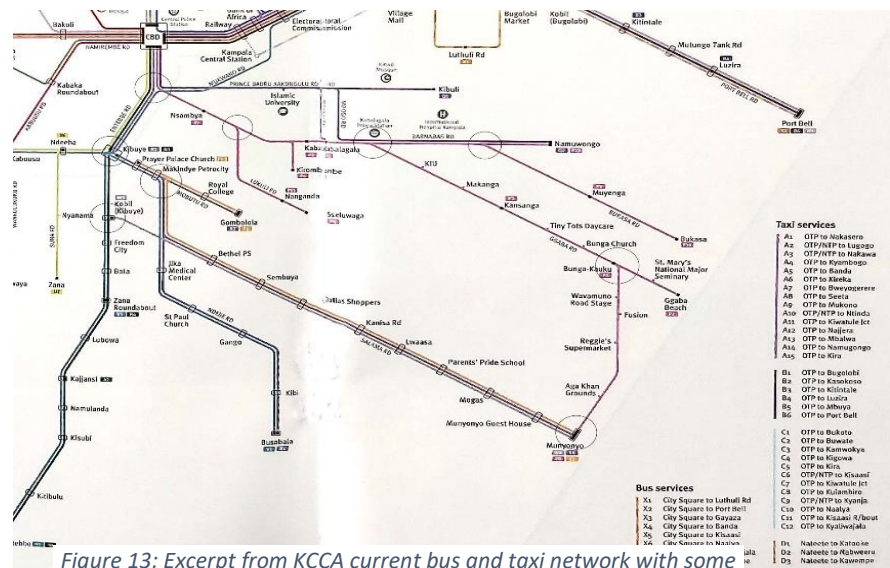


Figure 13: Excerpt from KCCA current bus and taxi network with some key route intersection nodes (circled)

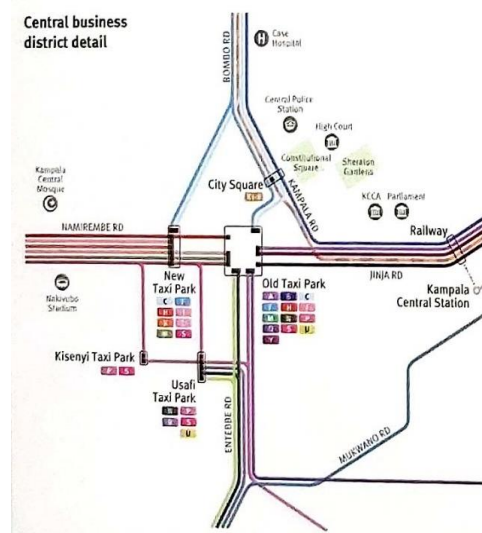


Figure 14: CBD Taxi Parks and their designated routes

KCCA Interchange costs and programmes

	2020-21	2021-22	2022-23	2023-24	2024-25	Cost \$m
Old Taxi Park						60
New Taxi Park						24

4. PRESENTATIONS

4.1 Key points on Gender, Equality and Social Inclusion

A presentation by the CIG Uganda Gender Social Equality and Inclusion Advisor, Sayson Meya (see **Appendix B** for full content)

i. **The Harsh effects of Mobility Poverty:**

Travel time, availability, accessibility, affordability on Access to economic opportunities, education, healthcare services, social and cultural activities and on vulnerable group of people

ii. **The reality:**

Unhealthy pollution, traffic jams, chorus of horns and shouts, the routine stress of urban life. Cars, trucks, taxis, B/Bodas jostle for the same space–narrow roads – creating stress – and fatalities are increasing. Pedestrians sharing crowded streets; pockets of dark corners whether day or night in streets, in buildings– “Who are the most vulnerable?” Women, PWDs, elderly and the most invisible the children.

iii. **What to do?**

- Identify and understand who the underserved populations are, what mobility they have and what is missing then plan to meet for future population as the city grows – with inclusive safe alternatives for all
- Affordable, inclusive, safer movement of people/goods and well-lit streets= safety/protection of life reduction of related fatalities and injuries.
- Leave No one behind – involve all in planning, designing, and meet vulnerable people’s needs
- Create data-evidenced driven policies and investment that creates measurable impacts on inclusivity
- Connects majority of its citizens– routes cover all areas including informal settlements
- Available–is affordable and does not take people’s time.

4.2. Cities, Mobility and Climate Change issues

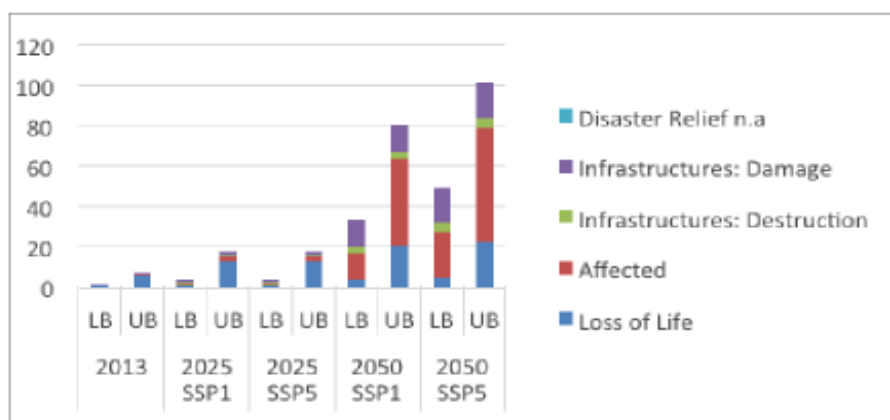
Transport and mobility are at the centre of the urban economy: a presentation by Uganda CIG Climate Change expert, Dr Revocatus Twinomuhange (see Appendix C for full content):

i. **Transport infrastructure is exposed to climate risk**

Roads, bridges and rail are considerably exposed and sensitive to rainstorms, flooding, and landslides.

The damage to transport infrastructure and disruption of transport has critical consequences for the:

- Urban economy
- Delivery of social services
- Cost of infrastructure – repair and replacement



Expected annual damage from floods and related events with no change in frequency in US\$ million
Annual damages of between \$1.3 and \$7.3 million in 2013 could rise to between \$3.7 and \$17.6 million by 2025, and between \$33.2 million and \$101.7 million by 2050.

Figure 15: Estimated economic costs of climate change impacts on transport infrastructure: Damages: - same frequency as now (double frequency is much more). Source: Author's construct

ii. Transport, GHG emissions and pollution:

- The transport sector in Uganda is a major source of GHG emissions, accounting for 75% of direct CO2 emissions from energy consumption

iii. To create Climate smart and sustainable urban transport:

- Incorporate climate change in planned and future transport infrastructure (especially at the design stage), flood return period, incorporate green infrastructure e.g. drainage systems, storm water management, permeable pavements, eco-roads and bridges, urban forestry (single trees and tree populations).
- Investments in public/mass transport – BRT, Metro, Railway: can reduce emissions, improve air quality (and improve health), and reduce congestions (multiple benefits)
- Fuel Efficiency Initiatives
- Promote Non-motorized transport: reduces emissions, improve air quality, reduce congestions etc.
- Shifting to electric mobility: create an enabling environment (policies and incentives) for local manufacturing and maintenance of climate smart mobility solutions - electric vehicles and electric motorcycles
- Aim to at least 50% of all new motorcycle and metro buses to be electric say by 2030
- Reduce the need to travel and improve connectivity by integrated land use / spatial planning e.g. compact cities, balanced urban structure, mixed development/land use, flexible zoning, create activity corridors etc.

iv. Tapping into climate finance:

- Design projects with an element of additionality and earn carbon credits
- Green Climate Fund (GCF)– Uganda is now accredited for direct access

4.3 Outcomes of “Cities that Work” Transport Workshop 2018: Progress on Action areas identified for implementing GK Multi-Modal Urban Transport Master Plan

A presentation of the previous workshop on GKMMUTMP, which was organized in 2018 by the International Growth Center (IGC), was given by Anna Oursler of World Resources Institute. The goal of the workshop was to take the then recently published GKMMUTMP and to discuss how to start implementing it.

Progress with the following proposals from 2018 was discussed (responses in **BOLD**)

1. **Regulations on informal transport services (paratransit)**
 - Public communications campaign about importance of public transport **NOT DONE**
 - Regulatory framework to guide paratransit operations **SOME DONE** (City Bus- Motor cycle registration – Boda ordinance)
 - MoU with surrounding Municipalities on paratransit management **NOT DONE**
2. **Traffic management and infrastructure investments to prepare for mass transit projects**
 - Redesign junctions and roundabouts: **YES, SOME DONE**
 - Campaign to sensitize public about traffic laws, and proper enforcement: **ON AND OFF: SPORADIC**
 - Reorganize traffic networks: **NMT, ROAD WIDENING, ON THE WAY**
 - Upgrade gravel roads to paved roads: **ONGOING**
 - Build bus terminals and interchanged hubs: **NOT DONE**
3. **Financing mass transit**
 - Allocate percent of National budget towards MoWT for mass transit **IT NOW HAS A BUDGET CODE**
 - Create a consolidated fund for mass transit, through additional sources of funding (parking levies, property taxes, advertising revenue) **NOT DONE**
 - Work with PPP Unit to identify which projects are best funded by PPP **ONGOING**
 - Find a political champion to spearhead this need **NO-ONE CURRENTLY IN PLACE**

5. PARTICIPANTS PRIORITIES

Participants list of initiatives for KCCA to follow over the next five years

Participants were requested to list their individual views of what the KCCA mobility projects should be over the next five years, and highlight the top three. The results were as follows:

- Bus Rapid Transit public transport (21 suggestions)
- Stakeholder engagement and coordination (10 suggestions)
- Paratransit reform and quick wins (9 suggestions)
- Walkways, bicycle lanes and better demarcation to promote NMT (9 suggestions)
- Build access roads/alternatives outlets (8 suggestions)
- Behavioral change through campaigns (8 suggestions)
- Improve and maintain the existing roads (7 suggestions)
- Enforcement of rules and regulations (7 suggestions)
- Regulate taxis and boda cyclists (7 suggestions)
- Build interchanges, junctions and bridges (6 suggestions)
- Alternative modes of transport i.e. water, rail (6 suggestions)
- Bridges and flyovers instead of expressways (6 suggestions)
- Integrate land use planning into transport planning (5 suggestions)
- Political leadership and political champions (4 suggestions)
- Community/end user participation in planning (4 suggestions)
- Develop transport terminals in the outskirts of the GKMA (3 suggestions)
- Make the streets safer for pedestrians (3 suggestions)
- Implement the earlier plans (2 suggestions)
- More funding to upgrade roads in the GKMA (2 suggestions)
- Integrate land use planning into transport planning (2 suggestions)
- High parking charge and therefore less street parking (2 suggestion)
- Integration of plans (GKMA, UNRA & National transport master plan) (1 suggestions)
- Environmental sensitivity (1 suggestion)
- Remove the taxi parks and bus terminals from the city
- Harmonize the entire transport sector so that interventions are aligned
- Reduce commuter taxis from the city
- Investment in development of bus/taxi terminals (for loading and offloading)
- Giving priority to Tondeka buses
- Development partners to be guided by local priorities
- Construct markets in areas easily accessible by cars and people
- Improve on road signage inspection

Suggestions by participants on top three priorities for the next five years:

- **First Priority:**
 - > Bus rapid transit public transport (8 as priority)
- **Second Priority:**
 - > Paratransit reform (6 as priority)
- **Third Priority:**
 - > Behavioral change through campaigns (4 as priority)
- **Fourth Priority:**
 - > Stakeholder engagement and coordination (3 priority)
 - > Build interchanges, junctions and bridges (3 as priority)
- **Fifth Priority:**
 - > Improve and maintain the existing roads (2 priority)
 - > Alternative modes of transport i.e. water, rail (2 as priority)
- **Sixth**
 - > Walkways, bicycle lanes and better demarcation to promote NMT (1 as priority)
 - > Build access roads/alternatives outlets (1 as priority)
 - > Enforcement of rules and regulations (1 as priority)
 - > Regulate taxis and boda cyclists (1 as priority)
 - > Bridges and flyovers instead of expressways (1 as priority)
 - > Political leadership and political champions (1 as priority)
 - > Charge high parking fees (1 as priority)

6. GENERAL COMMENTS

During plenary sessions, a number of issues were raised by the participants. Key highlights included:

- Incorporate land use to physical planning before implantation of any project in the sector
- Transport infrastructure is supposed to spur development in other areas (. e.g. satellite towns). This needs to be integrated into spatial planning to discourage people from moving to the city centre
- Multi model transport system needs to be incorporated in all transport sector designs and take into consideration future growth
- Decongesting Kampala require involvement of all stakeholders, since any development in the city impact on the neighboring urban centres. Development should therefore be linked for economies of scale.
- Government alone cannot manage public transport. There is need to involve the private sector, they have the experience to manage e.g. UTODA, through PPP.
- UNRA reiterated that they coordinate plans with KCCA through the sector working group but they also need to balance development of the transport sector across the country.
- MOWT is preparing an integrated National Transport Masterplan which should contain all the transport interventions. The ministry will be equipped with a strong urban planning department which will be responsible in reviewing all Masterplans.
- There is still a lot of demand for trucks in the city centre (Causes a lot of congestion)-There should be a plan for heavy vehicles.

7. CONCLUDING REMARKS

7.1 CIG Facilitator: next steps

The findings of the workshop (as listed in the Executive Summary) will guide decisions by KCCA Directors on the next five-year Integrated Development Strategy. Generally, a prioritisation process including financial screening is being implemented within KCCA with the SMT and the Directorates, to decide on what can be realistically achieved.

The KCCA Integrated Development Strategy will set the priorities: it will aim for collaborative decision-making and agreeing on priorities. It should also contribute to maximizing the value of financing the priority measures/projects and developing links within and outside environments. This workshop will therefore inform KCCA Strategic Planning and how the Authority works with others.

7.2 KCCA Ag. Deputy Director Roads Management

Safety of pedestrians and cyclists is important to us. Are they safe, do we have street lighting? Now this workshop will help to give us the deliverables over the next five years

Drainage is very important. The lake is invading us. We need to be sensitive to the issues of climate change. Most of the key sites near the lake are going under the water

City parking management should also be talked about. Should we allocate buses some space? People should be given an option other than the car. Congestion charges should be considered and that money channeled to public transport

We need to focus on improving water transport, by July we should have a Plan for that.

An ordinance provides that all boda bodas will have to use apps to access clients. These should also be electric so that we reduce pollution within the city

Traffic, drainage and integration of planning and development is top of the agenda in improving urban life. We need comprehensive plans for Kampala and the neighbouring areas

We shall share the report and you can make your comments. Let's continue and come up with an Action Plan. Thank you and nice evening

APPENDIX A: CITIZENS COMMENTS FOR THE IDS 2020-21 TO 2024-25

The Citizens comments were elicited through social media, settlement forum workshops, and a private sector workshop which were held to inform the preparation of the IDS.

Note: color green represents views from social media platforms, red represents slum dweller forums and blue represents Private Sector Foundation breakfast

A. TRANSPORT INFRASTRUCTURE

- **Reconstruct and Widen City Roads**

Initiatives/Work to be Done

- > Widen T- junctions
- > Create slip roads

- **Build Flyovers**

Initiatives/Work to be Done

- > Put up flyover highways from the center to far reaches. E.g., a flyover from some gazetted area in Nakawa flying over to Jinja will never be flooded with vehicles stopping in Kireka, Banda, Bweyogerere, Seeta, Wantoni, Mukono
- > Make the proposed Flyovers standard, with lane width of 3.6.

- **Increase Provision of One-Way Traffic Systems**

Initiatives/Work to be Done

- > Create a one-way system during rush hour, For instance, on Jinja Road from Kyambogo to Nakawa and places in Kampala like Acacia Avenue. This will help in traffic flow Thank you
- > Create dedicated lanes from city center to satellite towns.

- **Create Bus Lanes**

Initiatives/Work to be Done

- > One lane of each side of a road to be converted into a bus lane.
- > Clear markings for bus lanes for the buses that are yet to come and side Boda sections well marked
- > Create an outer lane for taxis and buses during rush hours

- **Deal with Heavy Traffic**

Initiatives/Work to be Done

- > Create special HGVs roads
- > Allocate different roads for different vehicles. For instance, HGVs should not mix with private vehicles in the city center

- **Increase Pedestrian Infrastructure**

Key Comments

- > More walkways - we are suffering with Boda bodas and also cars that park on our walkways.
- > Let's have some parts of the city center for just walking esp. the narrow streets
- > no car zones are NECESSARY
- > Create a non-motorized transport route: A lot of time is spent planting grass along the route, but the grass gets spoilt by pedestrians and hawkers immediately, how long will this go on. The NMT route is too narrow.

Initiatives/Work to be Done

- Put paved walkways on all roads in the city.
- **Improve Maintenance**

Key Comments.

- KCCA needs to completely rethink the traffic and road maintenance strategy. Engineers wait for rains to end but by that time contractors have developed that can't be budgeted for yet patch more repairs be added work can happen during dry spells of rainy season.
- Substandard road maintenance on city roads has caused a lot of traffic jam

Initiatives/Work to be Done

- Work on sir Apollo Kaggwa road from Chez Johnson to Bwaise it's in bad condition

Improve City Greenery

Initiatives/Work to be Done

- Plant more trees
- Create pockets of mini forests in the city to combat pollution
- Design should study pedestrian traffic in an area to determine which part will be concrete and which one a green belt.
- The maintenance department needs to procure kits to keep the road markings maintained especially at the new junctions. Road marking equipment does not have to be imported or sophisticated. They can be fabricated in Uganda and marking can be done by hand using templates.
- Employ contractors to do road works at night.
- **Remove Potholes**

Key Comments.

- At times I fail to get it how does a pothole spend over a month in the city so annoying

Initiatives/Work to be Done

- Melt the rubbish plastic and pour it in the millions of potholes staring at us on the roads we use daily
- More asphalt and fewer potholes
- **More Tarmacking**

Initiatives/Work to be Done

- More roads should be tarmacked.
- Find a way local communities can finance/tarmac their roads, please u can't do all the tarmac in all small road, let the public help. I have seen this wonderful program doing wonders in Rwanda.
- **Increase Road Signage**

Initiatives/Work to be Done

- Install road signs on all major roads and apprehend bad road users especially motorists and car drivers.
- Ensure signs to show if a road is one way or not
- **Increase Spatial Planning**

Key Comments.

- Stop working in isolation!
- Most urgent in reorganization of the city transport it is in chaos, the city is expanding very fast the planning needs to put this into consideration. KCCA should plan jointly with the surrounding municipalities.

Initiatives/Work to be Done

- Planned walkways with Water, sewage, cable sections planned to avoid construction of roads then the next day other companies are cutting through to fix or install pipes
- **Deal with Boda-Bodas**

Key Comments.

- One of Kampala's biggest problems are taxis and Boda-Bodas.
We all know it's a very hard task to eliminate them from the city, they are now a necessary evil Solve the transport question
- Very concerned about the traffic congestion, every road KCCA is building has not planned for Boda-Boda riders
- Why have you failed to regulate Bodas?
The Boda-Boda is getting messy by the day.
- **Limit Boda-Bodas access to the city centre.**

Initiatives/Work to be Done

- Either work at introducing the light rail system or mass buses
- We need a plan to control use of motorcycles in the city.
- Tighten regulations
- Impose tough operational rules
- Introduce electric trains. and create spaces for electric charging systems.
- Boda lane with strict rules for bodas.
- **Create special lanes for Boda-Bodas and should be included in future road designs.**

Reduce Traffic Jams

Key Comments.

- > There is a lot of traffic jam in Kampala and very tiny roads. Please solve these problems and keep on modernizing the town to really make it the center of the "Pearl of Africa".
Thanks. but you have failed to control taxis loading on the way leading to traffic jam
- > Traffic jam still nightmare
- > Kampala has a strategic problem of traffic Jam. Everyone who has to work in the city wastes more than 3 hours out of the 8 hours of work. That's terrible to productivity & economic development. You may fail on many fronts, but you need to address that.

Initiatives/Work to be Done

- > Set up efficient bus service
- > Restrict personal cars from city.
- > Feeder roads raised to reduce traffic flow.

- > Reorganize public transport system using mobile phone data to see which routes people actually travel, make it reliable, safe and efficient and I would happily leave my car at home.

- **Develop Partnerships**

Initiatives/Work to be Done

- > Work in conjunction with Wakiso district, Kira municipality to tarmac roads to reduce traffic jam Advise [@Railways Uganda](#) to buy new locomotives & Coaches !
- > Your work has been made easy. The Roads Act, 2019, provides for Shadow Tolling. Enter into as many Public Private Partnerships with reputable companies to construct roads and they Shadow Toll them over a long tenure, even 30 years.
- > KCCA should liaise with government to allow some Ministry Headquarter out of CBD to reduce the congestion.
- > That KCCA shares their plans regarding Logistics/Freight forwarding Industry work together to reduce transport costs and ease flow of trucks-ultimately more collaborations between organizations.

- **Decongest CBD**

Initiatives/Work to be Done

- > Make motorists/cyclists buy expensive stickers to drive into CBD during daytime.
- > Ban people from dropping off kids at school in CBD. Have designated buses. Organize the transport sector to enable us to deliver services to our clients in a timely manner. Remember that we always deliver in the City which has no provision for delivery trucks. Both in time and Space.
- > **Develop a Mass Transit Solution**

Key Comments

- > Plan for mass transport system as opposed to private cars in the city Centre
- > Access to the city is a challenge due to transportation. Need for a Mass transit solution

Initiatives/Work to be Done

- > Plan for the rapid urban transport system and replace all taxis and Boda-
 - bodas with buses, trams and trains.
- > Use old and new taxi parks as train stations.
- > Operationalize the metropolitan planning authority that would include parts of Mukono, Wakiso and Mpigi
- > Develop more sustainable means of transport such as BRT with electric & hybrid buses! /low carbon emission buses!

- **Develop Rail Network**

Initiatives/Work to be Done

- > Build more railway stations around Great Kampala.
- > Develop a Metro rail network
- > Develop a Light Rail Transit in Kampala Even if it's just a few Kilo meters from the city center.
- > Make Tramways and Railways within this city

Mobility in the KCCA Integrated Development Strategy 2020/21 to 2024/25

- > Benchmark in Spain on how to improve @Railways Uganda passenger train because they still run passenger trains on Metre gauge lines

- **Deal with Taxi Parks**

Initiatives/Work to be Done

- > Remove taxi and bus parks from town
- > Relocate /close the filthy old taxi park!

- **Improve Bus Services**

Key Comments

- > We deserve better in public transport. Why has an efficient bus system failed to take off? And trains too

Initiatives/Work to be Done

- > Implement an efficient and affordable bus system
- > Invest in buses *BRT*
- > Develop smart and ecofriendly buses for public commuters.
- > Create proper public waiting shelters in the city.
- > Bring back proper commuter buses

- **Deal with Taxis**

Key Comments

- > We only cry for the ban of taxis from the city Mostly taxis from Jinja road and Luzira etc.

Initiatives/Work to be Done

- > Remove 14-seater taxis from the city.
- > Create taxi stop stage outside the city, as with Entebbe

- **Transportation Education**

Key Comments

- > Sensitize the city dwellers on attitude change especially on observance of traffic rules, maintenance of cleanliness and physical planning.
- > **KCCA to sensitize on road use for both pedestrians and drivers.**

Initiatives/Work to be Done

- > Develop Models: KCCA should develop models to inform decision and present to stakeholders. E.g. on connectivity issues in the city - what does it mean to spend 2 to 3 hours in traffic, fuel usage, the environmental impact, work lost and impact on productivity.

B. LIGHTING

- **Improve Street Lighting**

Key Comments

- > Streetlights! If we can convince the President of the efficacy of spending over \$167 million on CCTV cameras that invariably become useless on darkened streets, why can't we have streetlights? Kampala, with 2,100 km of road needs 126,000 lights, since the average is 60 lights per dual lane kilometer! Since most of our roads are really small ones, we can say an average of 30 to 45 lights. Currently, we have only about 4,800 with almost half vandalized

Mobility in the KCCA Integrated Development Strategy 2020/21 to 2024/25

and not working for various reasons. We can have at least 25,200 lights along with the construction of 420km of road per year, if we keep the calculation at 60 lights per km of road. With private companies picking up the road construction bill, KCCA could concentrate on lighting.

Initiatives/Work to be Done

- > Introduce lights towards the buildings of Kampala.
- > Reduce on the taxes for led lights so that we bring in Curtian LED lights for building ads.
- > Put traffic lights at SPEAR house and Kasangati.
- > Solar power as altervative to the the grid: Not all the businesses require power from the grid. Introduce solar for non manufacturing sector to reduce utility cost
- > **KCCA should provide and repair the street/security lights in the settlement.**
- **Reduce Crime**

Key Comments

- > Have security and streetlights in the whole of Kampala as this will reduce on the high crime rate and also theft of KCCA properties for example the newly installed road signposts, Manhole covers, etc.
- > Let's start with all the dark streets in Kampala that attract thieves and murderers. Kyebando, 6th street, Mukwano Road etc. were dead bodies are on increase
- > Long lasting streets lights for public's safety, motorists and making Kampala away from darkness.
- > **There is a lot of theft in the area, KCCA should provide cameras and security lights.**
- > **There are too many dark corridors in the settlements, KCCA should provide streetlight even within the community because once there is darkness theft is rampart and commercial sex workers use it as an opportunity to do their work.**

Initiatives/Work to be Done

- > Work with the artisans to develop the street light poles or smarter tenchologies.
- > **Traffic Lights**

Key Comments

- > A number of junctions in the city had traffic lights such as the junction between The Square 1, The Square 2 and Kampala road. Crossing these intersections is a nightmare and an embarrassment. KCCA engineering and electronic department can install these without the need to contract a company

Initiatives/Work to be Done

- > Install Traffic lights at more junctions

C. DRAINAGE

- **Decrease Flooding**

Key Comments

- > Re-think flood management: reduce runoff generation + manage runoff at source
- > Floods! Looks like KCCA has never found a solution to curb floods all over the city

- > *Initiatives/Work to be Done*
- > implement the drainage master plan in collaboration with Wakiso, Mpigi and Mukono, Kayunga to control flooding!
- **Improve Drainage Infrastructure**

Key Comments

- > Extremely poor drainage system and sanitation of the city is not good
- > Poor drainage, though you're trying so hard but not smart enough
- > **The drainages are very dirty and not worked on, KCCA does not help to clean the drainages thus they should clean the drainages in the settlements. Between Kivulu II and Industrial area, a church was established by Grace Fellowship on the drainage, this has made the flow of water in the drainages hard causing them to be filled up with rubbish, during rainy seasons, the rubbish filters people's compounds therefore, KCCA should approach the pastor on this issue**

Initiatives/Work to be Done

- > Implement the drainage masterplan with neighboring districts!
- > **KCCA should install culverts on big drainages.**
- > **Provide weather stations in all divisions so that the community is alert of any down power thus readily prepare in case of flooding.**
- **Improve Drainage Channels**

Key Comments

- > We can't have open channels in the city.
- > Keep it simple and if possible increase the budget for cleaning and removal of silt from the channels

Initiatives/Work to be Done

- > Drainage channels need to be covered by concrete
- > Utilize the water channels you have in Kampala, like Nakivubo Channel and that Channel along Northern Bypass, why not expand them, develop them and deepen them, increase the water in them and introduce water transport in the city with small ferries,

D. POLLUTION

- **Improve Air Quality**

Key Comments

- > Do something urgent about air pollution!!!!
- > The air quality measurements we have been registering recently indicate a huge crisis in the coming years.
- > My main challenge with the city is air pollution that is so high on the city road. This is coupled by high traffic hence increased time of inhalation of the toxic air leading a sick workforce. What Happened to the polluter Pay policy? The city is suffocated.

Initiatives/Work to be Done

- > Launch a campaign to stop burning

Mobility in the KCCA Integrated Development Strategy 2020/21 to 2024/25

- > Set up a scheme to progressively get all the old vehicles off the road, research what has brought results in other cities.
- > A go-electric initiative, fossil fuel emissions from the multitude of vehicles are hurting the air quality of our already cramped city.
- > install air cleaners in the heart of Kampala,
- > Enforcement of laws against noise pollution.

E. PLANNING

- **Improve Neighborhood Planning and Involvement**

Initiatives/Work to be Done

- > Before planning permission is given, check with the neighbors around the suggested development and do some research into the implications of the new project on the surrounding properties (as in the UK). Do not just give out licenses to anyone without due diligence.
- > Zoning of Residential and Commercial Areas
 - > Organize a public Town hall meeting with the people for this. We can't air all our important thoughts on Twitter.
 - > KCCA needs a think tank center or department so that the development can be enhanced.
 - > Have a periodic dialogue with stakeholder groups
 - > Have a toll-free line for feedback
 - > New buildings are still being constructed without facilities for the disabled and parking
 - > KCCA should share the City's master plan so that people can be guided on the kind of houses to build in a given place, this will help reduce on inconveniences caused by evicting people said to have constructed their houses on a road reserve.
 - > KCCA should collaborate with local leaders to see how to improve on the services they offer the community.
 - > KCCA should also consult the residents in case of development so that what is done is in line with what the community desires.

- **Improve City Planning**

Key Comments

- > Few traders were engaged in the city planning regarding the construction of the NMT route yet it's affecting all our businesses.
- > Kikuubo market has been ignored and left out in the city planning yet they are the biggest taxpayers, we need services too.

Initiatives/Work too be Done

- **Improve Spatial Planning**

Key Comments

- > Stop concentrating commercial developments, institutions in city centers, encourage spatial planning, other than concentrating on developing only Kampala city. Also the drainage system and road next work should be a priority.
- > Telecom companies randomly dig across roads and don't mind the quality of repairs they make. ORDER needs to be reflected in all you do. Otherwise planning is long overdue.
- > The city needs to be zoned and needs densification – e.g. improved spatial planning. The current mixed-use development in the city is affecting service delivery, business environment and property value
- > Uncoordinated planning with other government agencies is cause for the chaos in the city. The service delivery agencies should be invited for the next engagement.
- > Kampala has to be planned and then plans shared with all relevant stakeholders like National water and sewerage cooperation, UMEME and telecom companies among others so that all plan and preparations are synchronized.

Initiatives/Work to be Done

- > Implement public sector coordination that should include effective planning and implementation and optimal use of public resources to deliver desired services to the public.
- > Ensure that inter-sectoral planning contain KCCA before major implementations of projects e.g. road constructions, lighting, taxation...
- **Ensure Eco-friendly Planning**

Initiatives/Work to be Done

- > So let's use this platform and these are common people views to take our city and the nation ahead.
- > Kampala needs to be redesigned as a green waterfront city, artificially integrating impala sanctuaries and recirculating water canals. Port bell has to be redeveloped as an entry harbor for commuter water transportation within the canals for better transportation ecosystem
- > Build plans with the times - energy efficient, water harvesting, greener parking and road networks that are pedestrian-friendly

APPENDIX B: MOBILITY, GENDER EQUALITY AND SOCIAL INCLUSION

The following was presented at the Workshop as a PPT by the CIG Uganda GESI Expert:

Mobility Poverty: the issues

- or adequacy of transport options presenting barriers to satisfy basic activity needs—for the vulnerable, the invisible....
- The effect of mobility poverty is harsh in diverse segments of society—often denies equitable access etc.

The reality is:

- Unhealthy smog levels and traffic jams, chorus of horns and shouts, are routine irritations of urban lives—Kampala City!
- Does the reality of urban mobility match with the public aspiration for safe, clean, reliable, and affordable ways to get from A to B and back?
- Our transport planning system penalizes people who cannot afford a car –the one who struggles to cover rising public transport fares, those who lack access to public or private transport because of their vulnerability-age, disability, gender, where they live etc.
- People hurry from one-end-to another; cars, trucks, bicycles, Boda - Boda jostle for space—narrow roads: stress.
- Pedestrians share crowded streets; pockets of dark spaces, corners whether day/night streets/building— “who is most vulnerable? Women/ the children – the girl child
- Road fatalities are on the increase!!!

What to do?

- Think about the elderly, children, PWDs,
- Ensure sustainable, safe and equitable access for all, especially vulnerable demographics.
- Affordable, inclusive and safer movement of people/goods
- Reduction on traffic related fatalities and injuries; safety/protection of life (lit streets etc.)
- Create sustainable, long-term and data evidenced driven policies and investments that create meaningful and measurable impacts inclusively
- An efficient people-mover system is the backbone of urban planning

Leave No One Behind especially those who are invisible

- Identify and understand who the underserved populations are, what mobility they have and what is missing
- Plan to meet for future population as the city grows—with inclusive safe alternatives for all
- Mobility—transport routes cover all areas including informal settlements
- Safe for—lighting, crossing, personal safety (secure for all)
- Available—does not delay people’s travel; connects city to majority of its citizens
- Does not leave anyone behind –involve all in planning, designing, and meeting vulnerable people’s needs

- While new technologies have a role to play in effective and efficient transit systems, the basics should not be overlooked—functional infrastructure, adequate mobility-transportation supply, and safe systems.

What to do...

- Sustainable and people-centric mobility system lie in our (transport fraternity)'s ability to harness the capabilities-factoring resilience into infrastructure planning, retrofitting existing urban infrastructure to innovative urban infrastructure that responds inclusively and equitably to all people.

“Relationships” are one of the best vehicles of transformation!”

APPENDIX C: Cities, Mobility and climate change

A following was presented at the Workshop as a PPT made by CIG Uganda Climate Change Expert, Dr Revocatus Twinomuhange

Cities, Mobility and climate change

- Cities are both drivers and victims of climate change
- Cities are drivers of climate change through increased GHG emissions
- Between 1950 and 2005, the level of urbanization increased from 29% to 49%, but global carbon emissions from fossil-fuel burning increased by almost 500%.
- Population, economic activities, households, industries, transport and other infrastructure are concentrated in urban areas.
 - > This makes urban areas hot spots for energy consumption and GHG emissions.
- At the centre of the urban economy is transport and mobility
 - > Transport infrastructure is exposed to climate risk
 - > Transport is major source of GHG emissions that cause climate change and cause air pollution

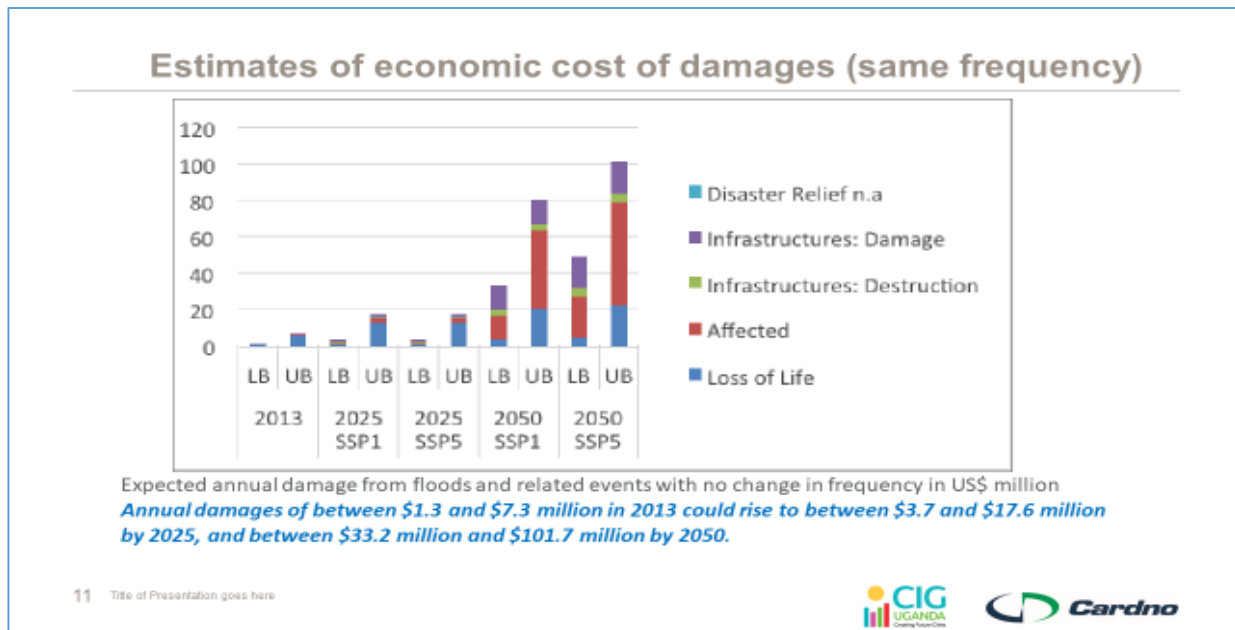
Cities as Victims of climate change

- Climate change impacts and extreme weather events can cause widespread implications for:
 - > the urban economy,
 - > Infrastructure, including transport
 - > Ecosystems, and
 - > Inhabitants.
- Cities in developing countries cities are particularly vulnerable, due to
 - > widespread urban poverty
 - > existing environmental shocks and stresses.
- Risks are amplified by lack the necessary infrastructure and institutions to respond

Mobility and transport – the vulnerabilities

- Kampala city has spread without adequate controls
 - > Inadequate public transport to the extended areas,
 - > Almost exclusive reliance on motor vehicles.
- The main challenges
 - > accessibility and connectivity
 - > Travel time, costs, maintenance
- High GHG emissions from transport
- The transport is considerably exposed and affected by rainstorms, flooding, landslides, but also dust
 - > the roads, bridges and rail.

- The disruption of transport has critical consequences on
 - > Urban economy
 - > Delivery of social services
 - > Increases costs of infrastructure – repair and replacement.



Transport and GHG emissions:

- The transport sector in Uganda accounts is a major source of GHG emissions
 - > 75% of direct CO₂ emissions from energy consumption
- Kampala/GKMA lacks an integrated and affordable public transport system,
 - > Most public transport trips taken by 14-seat minibuses.
 - > The motorcycle, a big problem but only transports 8% of the city's population
- The major sources of air pollutants in Uganda include:
 - > imported second-hand vehicles.
 - > Motor bikes are a significant source of air pollution in urban areas - low stroke engines
- Dust - road network infrastructure is poor and unpaved roads are a source of dust.

Climate smart and sustainable urban transport

- Mainstream climate change in transport policy, planning, standards and guidelines (SEA and EIAs)
- Climate proofing existing transport infrastructure – roads, bridges, rail etc.
- Incorporate climate change in planned and future transport infrastructure (especially design)
- Investments in public/mass transport – BRT, Metro, Railway
- Shifting to electric mobility: vehicles and motorcycles
 - > Aim to at least 50% of all new motorcycle and metro buses to be electric say by 2030

- > Address the growth of motorcycles: The growth rate is now close to 130% per year
- Fuel Efficiency Initiatives
- Non-motorized transport
- Enabling environment for local manufacturing of climate smart mobility solutions - electric vehicles and motorcycles
- Land use planning, an instrument to reduce need to travel and improve connectivity

The opportunities and tapping into climate finance

- Climate smart infrastructures
 - > Improved air quality – the avoided health risks
 - > Resilient transport saves finances – the avoided risk to damage and costs of replacement and repair
 - > Improved and efficient transport
- Bus Rapid Transit NAMA
- Fuel efficiency NAMA
- Design projects with an element of additionality and earn carbon credits
- Green climate Fund (GCF)– Uganda is now accredited for direct access

APPENDIX D: List of attendants

Name	Organisation	Position	Contact
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