A PRESENTATION ON NON-MOTORISED TRANSPORT POLICY (NMT) IMPLEMENTATION IN UGANDA
(A CASE STUDY OF KCCA)

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OUTLINE

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Transport sector in Uganda

Transport sector
- Ministry of Works & Transport:
  - Policy
  - Standards
  - Regulations
- Uganda national Roads Authority (UNRA)
- Uganda Railways Corp (URC)
- Civil Aviation Authority (CAA)
- KCCA, Municipal & Urban Authorities

Transport Modes
- Roads,
- Railways (1,266km),
- Air (EBB & 5 Aero)
- Water transport.

Classified Road Network
- National roads (21,000km)
- District roads, (32,000km)
- Community access roads, (75,000km)
- Urban roads (12,000km)

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1. In 2011, the United Nations Environment Programme (UNEP) and the Ministry of Works and Transport realised the need to develop a policy for Non-Motorised Transport (NMT).

2. The intention of the policy was to raise the profile of NMT within planning and programming for transport in general.

3. Policy developed and passed in 2012.

4. Policy implementation stage.
Non Motorised Transport (NMT) background

1. Non-motorised transport (NMT) in Uganda involves mainly walking and bicycling.

2. Despite increasing motorisation in Uganda, the non-motorised transport modes remain the main means of transport in the country.

Why NMT

1. Walking and cycling space limited or even non-existent along roads
2. Lack of quality public spaces to and around the city transport terminals
3. Unsafe environment
4. Streets with no clean air (polluted)
5. Social inclusion
6. Narrow streets shared with road side parking
7. Road footways often encroached on by vendors
8. There are no bicycle lanes
9. Inadequate provision of guardrails
10. Poor road signage is generally
Non Motorised Transport Policy (NMT)

Policy objectives
1. The primary objectives is to increase the recognition of NMT as one of the key transport modes and essential component of public transport.

Specifically
1. Increase and recognise walking and cycling in transport, planning, design, and infrastructure provision
2. Provide safe infrastructure for pedestrians and cyclists
3. Mainstream resources for NMT in agencies financial planning
4. Develop and adopt universal design standards.

What we need on roads

The problem

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Non Motorised Transport Policy (NMT)

5. Improvement in regulation and enforcement to enhance safety for pedestrians and cyclists.

6. Provide guidelines for the inclusion of NMT needs within transport projects.

7. Provide an over-arching advocacy document for the Government both to consider and approve.

8. Above all to provide the overall government direction.

- Regulations and enforcement
- Education and training
- Publicity
- Legislation
- guidelines

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Policy directions

1. Universal Design’ principles included in all new and refurbished NMT transport infrastructure.

2. Promote the safety of pedestrians and non-motorised transport through the National Road Safety Council (NRSC), to be replaced with NRSA.
   - Enforcement of safety-related legislation for all road users.
   - Promote maintenance on all roads in order to remove some of the main causes of accidents.
   - Promote the construction of new NMT infrastructure, including footways, cycleways and cycle lanes, particularly in areas of high risk to pedestrians and cyclists.
Policy directions

1. Improve the physical infrastructure of roads, cities and urban centres (Roads and road maintenance)
2. Recognition of equal rights to all road users
3. Recognition and promotion of gender equality and equity in road transport
4. Recognition of the importance of walking and bicycling as non-polluting, sustainable, environmentally friendly and healthy transport options.
5. Promote Non-motorised transport technologies (bicycle designs suitable for users, readily available and affordable).

Design platforms

Crossings

Visible signs
KAMPALA CAPITAL CITY NMT PILOT

**KCCA an overview**

**Function**
- Political, Admin Centre, Commercial Capital and Industrial

1) Total Area: 197Km
2) Topography: Hilly
3) Population: 3.15 Mil (day), 1.5 Mil (night)

Total road network: 1,218km
- (38.4% paved) 467km
- (61.6%: Unpaved) 751km

**Transport Means**
1. Private car
2. Public transport (14-Seater Minibus)
3. Motor Cycle
4. Bicycle
5. Walking

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KAMPALA NMT PILOT

KCCA with support from Goudappel Coffeng, UNEP, UN-HABITAT, Goudappel Africa and IGANGA foundation of the Netherlands carried detailed design of the pilot.

1) Covers the Namirembe road- Luwum Street Corridor, and part of some neighbouring streets; altogether covering a total length of about 3.5km.

2) Links busy downtown to proposed BRT Pilot Corridor.

3) Converting one of the existing vehicular lanes into 2 bicycle lanes on the section of Namirembe road from Bakuli to Kisenyi road and on Luwum street from Burton street to Entebbe road.

4) New Pedestrian zone with pedestrian areas, bicycle facilities, greenery in the area around the old taxi park

5) The NMT route will improve and stimulate travel by sustainable modes

6) The proposed changes by KCCA to the function of taxi parks will galvanise the usage of the route

7) Integration with Bus Rapid Transit in the near future will ease accessibility to the CBD and could potentially lead to the growth of linked NMT facilities
Policy objectives and strategies for NMT in addressing the current situation

1. Lack of integrated and affordable public transport system. Public transport characterized by inefficient fragmented para-transit.

   • Link all bus stops with non-motorised access
   • Establish Mass Transit – BRT system as the core of public transport service
   • Establish urban Light Rail service on corridors where it is viable
   • Walking and Cycling

1. Poor road condition (about 38.4% of road network in good condition)

2. Widespread congestion average speed about 10km/h in peak hour. To drop to 4km/h by 2022 if business as usual

3. Lack of traffic management system.

   • Improvement of the Existing road infrastructure
   • Road maintenance, Rehabilitation and upgrading;
   • Urban Traffic Management Measures (junction improvements)
   • Gazetting and demarcation of all road Reserves

1. No clear road network hierarchy and inadequate road capacity

   • Adopt new road geometry and cross-sections that incorporates paved walkways.

1. Lack of safe and well-designed NMT facilities. High numbers of Road accident

2. Half of trips to the city are by NMT Modes with no or limited NMT Facilities

   • Include adequate facilities for NMT on every major road improvement project. (Prep of guidelines)
1. Inadequate funding for public consultation and marketing
2. Land acquisition, provision of land for shared spaces, footways and particularly cycle lanes beyond the pilot route
3. Provision of safe bicycle parking
4. Clearing existing footways of clutter
5. Cycle lanes to replace street parking spaces
6. Cycle lanes and footways to claim space on access roads (4-5 metres wide on average)
7. Provision of continuous pedestrian, cycle and shared routes
8. People cross from wherever it is convenient,
9. NMT Road users are very prone to accidents
PROPOSED TRANSPORT STRATEGY FOR KAMPALA

Short term 1-2 years
1) Improve existing road network condition
2) Introduce traffic management: signals, channelization, parking
3) Develop NMT infrastructure
4) Build professional capacity
5) Introduce Multi area transport authority (MATA)
6) Integrate land use and transport planning

Medium term 3-5 years
1) Improve existing road network condition
2) Develop initial integrated PT system with MRT (BRT) system as backbone
3) Construct the urban freeway and introduce grade separation

Long term 5-20 years
1) Complete the Metropolitan road transport (MRT) system with possible Light rail Transport (LRT) /suburban rail options
2) Construct the ring roads and other arterial roads
Future prospects: for NMT in KCCA

1) At least 80% of trips done with sustainable modes (walking, cycling, bus, rail)
2) At least 60% of trips by non-motorised modes (walking, cycling)
3) At least 200km of cycle lanes networked, separated and protected from motorised traffic
4) 50% reduction in road accident fatalities
5) At least 60% of residents within 1km of BRT station, 100% within 2km.
6) At least 80% of employment and local service centers within 2km of BRT station
7) At least 50% of motorised trips made on arterial roads with good mobility
8) 50% reduction in level of pollution due to road transport
**Conclusion**

1. Increase the recognition of walking and cycling in transport, planning, design and infrastructure provision

2. Provide safe infrastructure for pedestrians and cyclists

3. Mainstream resources for walking and cycling

4. Develop and adopt universal design standards that provide for access by all

5. Improve regulation and enforcement to enhance safety for pedestrians and cyclists
Thank you