

NON-MOTORISED TRANSPORT PILOT PROJECT

Redesign of Namirembe Road and Luwum Street to create a 1.95km Non-Motorised Transport Pilot Corridor (NMT)

1.0 INTRODUCTION

The great majority of Uganda's roads have no infrastructure specifically designed for use by pedestrians or bicyclist: they must 'share the road' with motorised traffic.

The Government is undertaking major investment programmes aimed at improving the physical infrastructure of Uganda's roads, cities and urban centres. The Government and statutory bodies are also responsible for regulating and enforcing the safe use of existing infrastructure and the design of new infrastructure. It is important that the needs of pedestrians, cyclists and other non-motorised transport are fully considered in regulating and enforcing the use of all existing transport infrastructure in Uganda.

KCCA has been the leading agency in making sure that this government policy is implemented and hence the redesign of the Namirembe Road and Luwum Street to create a pilot NMT corridor. This particular KCCA intervention that is in line with the National NMT Policy whose primary objectives are to:

- Increase the recognition of walking and cycling in transport, planning, design, and infrastructure provision;
- provide safe infrastructure for pedestrians and cyclists;
- mainstream resources for walking and cycling in agencies' financial planning;

- develop and adopt universal design standards that provide for access to all sectors of the community; and
- Improve regulation and enforcement to enhance safety for pedestrians and cyclists.

The National NMT policy sets out the various responsibilities of all stakeholders involved in the provision and fostering of NMT as a viable mode of transport in order to ensure that NMT provision is rendered in an appropriate manner.

Colleagues, increasing motorisation, combined with some inadequately maintained infrastructure, has made non-motorised transport unsafe, in both urban and rural areas. The needs of NMT are routinely omitted from the designs of road improvements. Road accidents adversely affect NMT users, especially pedestrians and cyclists. More and more cities are now realising the benefits of NMT and are designing policies, programmes and projects to accommodate NMT needs. Not only does this lead to more sustainable transport, it provides a strong impetus towards improved urban environments.

2.0 BACKGROUND

Colleagues, KCCA received a grant from the United Nations Environment Programme (UNEP), The United Nations Human Settlements Programme (UN- Habitat), Iganga Foundation and Goudappel Coffeng of Netherlands to design a Pilot Non-Motorised Transport (NMT) Corridor in Central Business District (CBD) to promote the use of non-motorised means of transport (walking & Cycling) in the city through provision of more space to pedestrians and cyclists along this corridor and

thereby show case how a city that devotes more space to pedestrians and cyclists functions better and is more liveable.

3.0 THE NMT PILOT CORRIDOR PROJECT SCOPE

From Bakuli (Mengo) to Jaguar bus terminal two directional flow of vehicles will be permitted. The section between Jaguar bus terminal and Pride Theatre vehicular movement will be restricted to allow access for the residents and businesses of the area. Pride theatre to Mackay Road (New Taxi Park) and Kisenyi Road vehicles will be allowed in one direction, From New Taxi Park to Ben Kiwanuka Street and Burton Street vehicles will be restricted, while from Burton Street to Entebbe Road vehicles will be allowed in one direction from Entebbe Road. Traffic on Ben Kiwanuka and Burton Street will be allowed to cross the NMT route but with signalised control at the Ben Kiwanuka Junction.

The NMT corridor (Namirembe Road - Luwum Street to Entebbe Road) will not totally ban motorised vehicles from the entire route but will restrict them in certain sections of the route.

Designs for the route will be displayed at project sign boards at junctions along the route. In addition, traffic signage to guide all road users has been designed and is part of the project.

The redesign of the route will create wider spaces for pedestrians and cyclists for whom priority will be given. In certain sections of the route vehicular access will be allowed only at certain hours for delivery of goods (late night and very early morning).

4.0 PLANNED IMPLEMENTATION AND THE NEXT STEPS

Designs for the NMT Pilot Corridor (1.95km) were completed and the works are to be implemented this year as part of the ongoing works contract under execution by Stirling Civil Engineering Ltd. The NMT route will affect vehicular traffic movements in the area and for this reason a traffic impact assessment of the pilot project was carried out to identify alternative routes for car users.

Sensitization of the business community along the route and consultation at the Transport Sector Working group which is chaired by Ministry of Works and Transport (MoWT) has been carried out. Works started in April 2018 after stakeholder engagements had been carried out.

5.0 THE BENEFITS OF NMT PILOT PROJECT

Colleagues, the successful implementation of the NMT Pilot project will de-congest that part of the city and lead to wider coverage of the city with such routes; thereby facilitating inclusive access to all parts of the city by NMT users. In addition, more streets in Central Kampala will be pedestrianised so that car use is controlled thus reducing congestion and pollution from vehicles.

The business community should not worry that this will negatively affect their business. Actually it will enhance their business through reduction of congestion, improved safety/security for all and creation of easier access to the area for pedestrians. In addition, walking and cycling are beneficial to the population and have been proved to be an effective control of non-communicable diseases. There are case studies to support the above benefits to the community in other cities of the world.

6.0 CONCLUSION

I request you to permit the Authority to implement the NMT Pilot Corridor project in the Capital City.”

**MINISTRY FOR KAMPALA CAPITAL CITY AND
METROPOLITAN AFFAIRS**