

Urban transport reform in the GKMA: some first steps

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Presentation outline

The importance of mobility for urban development in the GKMA

Key priorities for initial investment

- Realistic regulation on informal transport
- Financial support for upgrading
- Enforceable private restrictions

Two key considerations for reform: funding/financing and coordination

Mobility in the GKMA

Cities drive growth through **scale** and **specialisation**.
This requires connectivity

Urban mobility key to this process – good transport links
boost productivity and liveability

Key challenges affecting connectivity in GKMA:

- 1) Limited and low quality roads
- 2) Lack of mass public transport

First steps in reform

A BRT is likely to have significant positive impacts on mobility in Kampala – but they come with **challenges** in implementation:

- Political resistance
- Enforcement requirements
- Affordability

First steps in reform: realistic regulation

Regulation alone is unlikely to improve quality of informal transport

Combining regulation with **financial support** can offer a potential solution

e.g. Awakula Ennume



First steps in reform: realistic regulation

Scheduling another win-win regulation?



First steps in reform: private restrictions

Restrictions on private transport are key to reducing long run congestion

- Getting restrictions in early is easier than retrofitting policy
- Price or quantity restrictions can achieve this
 - Price restrictions can provide additional funds
 - **Parking regulations** are one way to do this
- Success requires public transport alternatives. Incremental expansion and communication campaigns can help with this

Key considerations for reform

1) Coordination

Effective implementation of many of these plans requires coordination – between policies, and across districts

2) Long term funding of higher capacity systems

- Densification for user fees
- Subsidies
- Land value capture
- Fees from surrounding business

Summary

GKMA Multi-modal transport plan outlines key ways to manage private demand and expand public transport

Some key areas for initial reform:

- Realistic regulation on informal transport
- Financial support for upgrading
- Enforceable private restrictions

Funding and coordination key considerations for reform