



POLICY CHALLENGES IN URBAN TRANSPORT & INFRASTRUCTURE: THE CASE OF KAMPALA

2nd Annual IGC Cities Research Conference; London
January 2016

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Together we can transform Kampala city

Profile of Kampala City:

City Population:

Resident popn is est. at **1.5 million** while day population est. at **4 million**.

60%

The city's contribution to Uganda's GDP.

5.2%

The current urban population growth rate

10 Million

Projected population by 2040 (source: KPDP).

Area Size: 189sq Kms

Traffic Scenes in Kampala City:



Kampala Transport Network in Context

Improved economic performance, greater human and social development and enhanced services are difficult to achieve with the current road network and transportation structures in Kampala. The city's transport system is central to its economy and its people

Kampala has approximately

Total road network Kms	2,110	
Paved	575	27%
Unpaved (gravel)	1,535	73%

- constructed for less than 100,000 vehicles in the 1960s and yet today with over 400,000 vehicles
- Most of the roads have outlived their usefulness and need total reconstruction and expansion.

Congestion in the city centre

Traffic Congestion has direct economic and social costs which in turn impose heavy costs on the National economy.

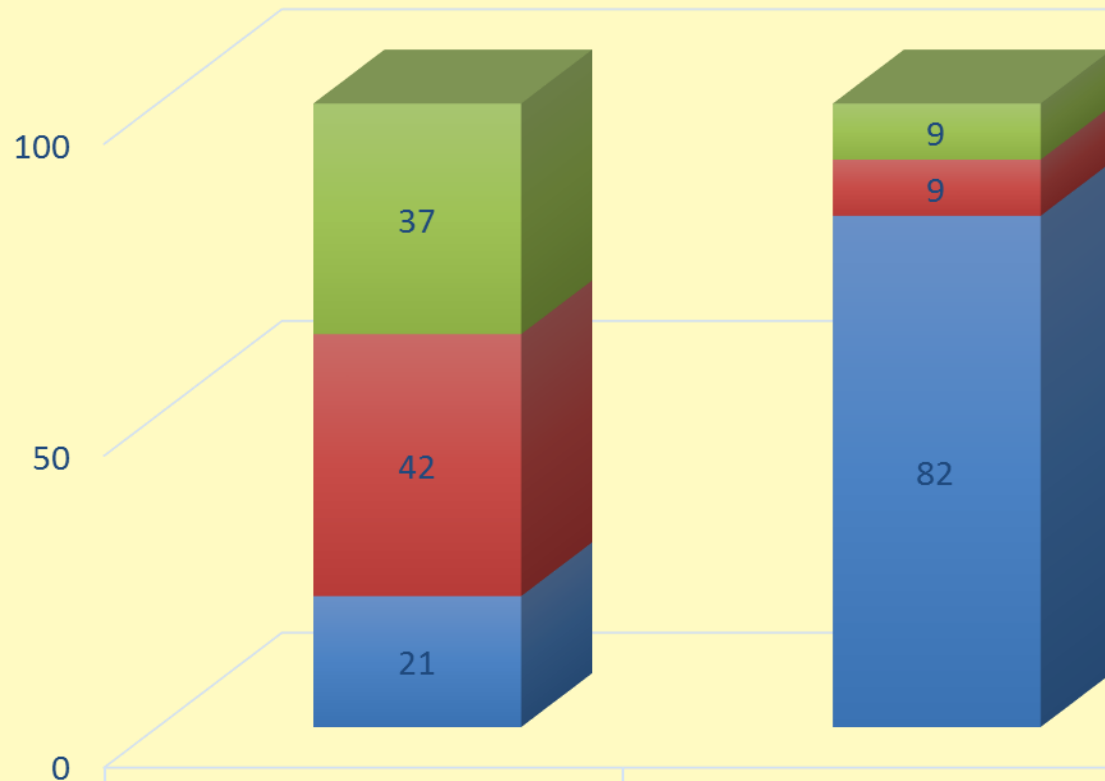
These sometimes hidden costs, damage the competitiveness of our Cities in the regional market, the attractiveness of the city as both a tourist destination and a place to live; such costs are:




- **Reduced productive time** - Unpredictable journey times
- **Increased risk and costs** to motorists/pedestrians
- **Green House Gas emissions** (GHGE) polluting the air;
- **Stress/anger /Tiredness** as a result of road rage (Violence exhibited by drivers in traffic jam).

“In Kampala, each day 24,000 man hours are lost by commuters due to traffic jam.”

Motorized Modal Split Estimation

The large numbers of people traveling to the City on a daily basis, combined with the absence of a well-organized public transport system and the poor Roads, lead to problems of congestion.



	Private Car
	Motorcycles (Boda Boda)
	14-Seater buses(matatu)

% trips

37

42

21

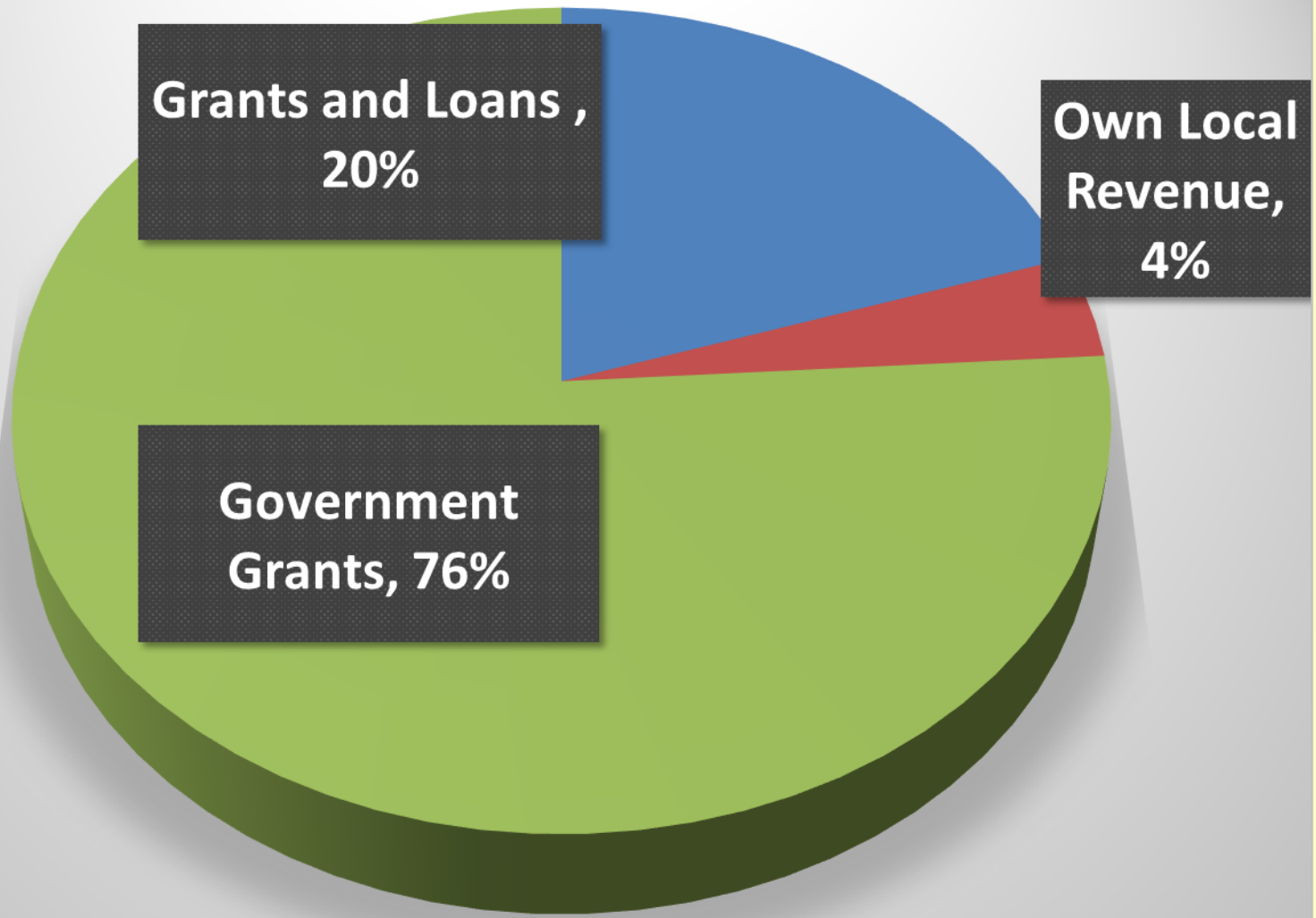
% persons

9

9

82

Current Infrastructure Financing in Kampala



Policy and Other Challenges to Transport Infrastructure Development

- **Land tenure system in Uganda leading to High Resettlement costs**
- **Under funding** (Kampala requires over USD 1.5Bn to pave the entire road network)
- Absence of enabling Policy framework for infrastructure financing at City Level
- **Failure to implement the Physical Development Plan** together with the Detailed Neighborhood Plans to guide infrastructure development
- **Lack of a Mass Public transit system**
- **Old and aching road infrastructure**



Kampala – Jinja Road reconstructed

On-Going Interventions by KCCA



- Over 150 kms of road constructed
- Upgrading & Expansion of major Junctions across the urban districts -
- Re-construction of pedestrian walkways
- Dualing of several roads
- Introducing solar street lights
- Developing a city wide multi-modal transport master plan & a detailed neighborhood plan

Proposed Interventions by KCCA

Kampala Flyover Project



- Resumption of passenger rail services
- Boda Boda Free Zones
- Regulating heavy vehicle CBD access

Non-Motorised Transport



Cable cars



- Bus Rapid Transit system
- Congestion Fees
- Multi- storey car park

Arising Research Questions

1. Innovative Financing for Urban infrastructure
2. Innovative Technologies for Urban Infrastructure Development
3. Analysis of the potential effect of congestion charges on economic activity in Kampala



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