



Report by INTALInC
Transport and Social Exclusion
in Uganda

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Section 1

Introduction

As cities grow in Africa with wide and chronically spread poverty, transition to inclusive urban development will require cutting-edge research to respond to transport needs of communities. This among other strategies will depend on resource-efficiency, socially and culturally-inclusive system innovations to improve mobility within cities in the global South. In Uganda, the nature urban development and transport services requires significant shift for inclusiveness of all social groups and this is at a critical time following efforts to localize of the New Urban Agenda and initiatives towards the SDG 11. Kampala's transport sector is dominated by commuter buses although the 2011 transport study found out that about 50% of the daily commuters use Non- Motorized transport for the trips to and out of the city. In our Kampala networking meeting, the issues of inclusive transportation, gender dimensions, travel experiences and modes were discussed in-depth to gain understanding of the challenges low income groups in the city face around which a research agenda for inclusive urban transport systems can be drawn.

Overview: National to city level

There is a national transportation policy strategy and a national transportation master plan for Uganda. But other than the big road and railway infrastructure plans underway, there is little evidence of other modes of travel such as water, non-motorized systems. And when it comes to urban-specific transport systems, the dominantly planned for transport is the contested 'public' transport services which are essentially privately run and largely motor cycles and commuter buses. In many urban centers of the country, non-motorized transportation services by bicycles is a ordinary system that passengers are used to. In Kampala, the challenges of transport/mobility manifest in the absence of a public transport system with the current system being the poorly regulated private transport services. Kampala's transportation systems has also for long been characterized by debilitating sector politics. The problem is worsened by the daily experience of peak period gridlock with some interchanges and cross-junctions gridlocked at different tome periods for the entire week. But this is a problem largely for the lower income to lower middle-income people in the city. The urban poor are excluded from transport services. They mostly use non-motorized with walking the most dominant. During the field work of workshop participants, some of the challenges of urban transport service provision that were established are as follows;

- Land use and transportation planning is key to delivering better transport services, but city does not own or control most of the land. Land prices are also rising rapidly that hinder expansion of easements and road reserves. Land prices continue increasing alongside expansion of the city. Groups with increasing purchasing power are acquiring land plots in the peripheries and peri-urban areas that will contribute to the development and expansion of the city.

- Politics of interference from elected leaders of the five divisions of Kampala has for long characterized transport or housing planning
- Due to politics and the vested interests of the commuter owners, a long-term transport vision has eluded the city leading to emergence of motorcycles as an alternative to the gridlocked large vehicles
- Difficulty of coping with the pace of growth of the city, especially in peripheral areas which are under serviced and where transport fares are higher compared to within the city
- Many distances are actually walkable but barriers for walkability affect particularly women and children partly because Non-motorised transport is not provided for on the network but also due to social attitudes of an urban dweller.
- Informal transport with motorcycles and bicycles plays a large role in providing mobility and livelihoods.
- Joined-up thinking. Although there is horizontal integration between sectors at the national level there is a tension between national and local governments. There is a problem of ownership and jurisdiction when it comes to urban infrastructure.
- General dissatisfaction with transport system due in part to many problems translating into economic losses on the part of passengers. In particular congestion and safety are big mobilisers of public opinion
- The government seeks to replicate successful experiences such as the one in Cape Town. Plans are to use the taxis as feeders but forgets about micro-level mobility
- A Bus Rapid Transport system is planned for at a cost of 670 millions dollars for three routes in Kampala but national budget for slum upgrading is 2.3m yet economic opportunities are fewer for the low income groups. There are barriers for implementation of planning at the local level particularly to serve low-income community that are not able to secure their resources.
- Kampala is missing reliable and unbiased baseline information for the planning and evaluation of transport policy.
- There has been an improvement in transport supply in quantitative terms, but a qualitative transformation is still largely missing due to longer travel time for short trips, costs associated with congestion, type and nature of buses that are gender insensitive as well as disability insensitive.
- Despite the existence of long-term urban development plans there is an overall lack of a concerted vision of the future.

- Tools for mainstreaming travel demand estimation do not consider the larger metropolitan scale of the city, thus skewing the information that is informing infrastructure and public transport service planning and development.

Kampala is the administrative capital and economic hub of Uganda. As the country's main economic nucleus, it is undergoing extensive physical, political, economic and environmental transformation. It attracts the largest share of capital inflows into the country's economy, and also has the highest per capita output. Recent official estimates placed its resident population at about 1.5 million (UBOS, 2014), with the highest growth rate of about 5.2% per annum. It is the engine and fulcrum of Uganda's economic growth, with its wide range of manufacturing, industry, service and construction industries. The city therefore continues to attract large numbers of rural-urban migrants from across the country in search of opportunities and access to services. Recent research suggests that the demographic dynamics of the city is also influenced by inflows of refugees and internally displaced persons (IDPs) escaping violent and armed conflict (Montieth and Lwasa, 2017). Subsequently, the city's population has continued to grow, surpassing its capacity to respond to existential and emerging local needs. The city has become a site of sharply contrasting socio-spatial realms, where small archipelagos of affluent neighbourhoods exist side by side with large swathes of proliferating informal settlements. According to the Slum Profiling Report (2014) presented by NSDFU/ACTogether, Kampala City has about 62 recognised slum settlements, accommodating close to 560,000 families. With an average family size of 5, this translates into total slum population of close to about 2.5 million people. Notably, this is twice the figure used as a baseline in the Kampala Physical Development Plan¹ [KPDP]. Poor households earn about 50-100 USD per month and are therefore cannot afford to meet their basic needs.

More than 1.5 million people live and work in the city, while another comparable number commute daily from Kampala's metropolitan areas as far as 30km into the city to earn a living. The spatial configuration of the city, among other factors, however, has greatly affected mobility levels and overall functionality and productivity due to the arising diseconomies of congestion. The city's current transport system is characterised by traffic jams with about 24,000² productive man-hours being lost daily. The most affected groups are the urban poor, including vulnerable groups like women, children and the elderly. More than 70 percent walk to make daily intra-urban trips while the rest use boda-boda bicycles and boda-boda motorcycle taxis, or the ubiquitous matatu 14-seater mini-buses. These different modes of mobility, though not without their advantages, have their drawbacks. Walking is the cheapest mode of transport employed by most of the city's urban poor to make work or other related trips since no direct costs are incurred. However, aside from a few streets within the CBD, facilities such as walkways, road crossing aids, signage or walk bridges are non-existent. Pedestrian safety is not guaranteed, given the high level of recklessness by motorists. Open manholes and poorly levelled streets pose serious hazards to pedestrians. They are also

¹ Kampala Physical Development Plan (2012).

² <http://theconversation.com/why-kampala-holds-single-biggest-growth-opportunity-for-uganda-52230>

exposed to air pollution, weather elements (for example floods, storms, heat stress etc.), abuse and harassment (especially for women and girls). Insecurity across parts of the city render walking unsafe due to rising insecurity that exposes women and girls to harassment, rape and other forms of abuse.

In Kampala urban transport/mobility policy, institutional and legislative framework landscape is messy and does not seem to have a direction. There is more of a crisis management than a concerted effort towards improved service planning. This is manifest in the recruitment of traffic wardens a reactionary response to congestion but no matching recruitment of transportation planners and little funding for comprehensive transport planning. Because transport services are not planned for properly, the low income group in the city face many challenges as follows;

- Access to critical social facilities (healthcare, education, religious etc.)
- Getting to work (Livelihoods)
- Mobility for vulnerable groups (e.g. children, women, disabled, elderly etc.)
- During bad weather conditions, some work areas simply come to a standstill
- State of urban transport/mobility infrastructure which is also devoid of non-motorized options
- Transport security and safety especially in early morning and late evenings
- Relationships between key actors (e.g. state, non-state and community)
- Non-motorized modes of transport (NMTs) and other transport alternatives (e.g. BRT, LR)
- Gender insensitive public transport system and disability insensitive infrastructure

Previous responses to Kampala's intra and inter urban mobility challenges (e.g. BRT, Pioneer Bus services, train services etc.)

Section 2

Transportation Systems and Services in Kampala

Data from KCCA suggests that more than 120,000 boda-boda motorcycle taxis operate in the city providing transport services especially to school-going children from poor families, pregnant women and market vendors who cannot easily transport their produce to markets using matatus. A smaller proportion use the bicycle taxis. However, users of these mobility options are significantly exposed to inherent risks like accidents, harassment and physical abuse due to indiscipline and recklessness by the operators. Nevertheless, the boda-boda motorcycle taxis have become an almost indispensable part of the city's transport infrastructure given their ability to navigate through the daily traffic gridlock saving poor commuters valuable time.

The smallest percentage of the city's urban poor rely on the matatu minibuses for mobility. As with the other options, the minibuses have their drawbacks. Poor commuters, along with other users, lose a lot of time stuck in the city's endless traffic jams, which increases travel times and affects productivity (Kampala loses 28 trillion per year due to traffic congestion³). These minibuses are notorious for their unpredictably variable fares, have no fixed operating schedules or stops where they operate from, rendering them as very unreliable.

Until recently, the city's infrastructure network had degenerated significantly, partly stemming from inadequate resourcing and compounded by deep administrative and management dysfunction (Goodfellow, 2010). The absence of an efficient public transport system, underpinned by an ever shifting, highly contested and fragmented political landscape characterised by intense hegemonic contestations between the central government, elite, the opposition, the city's successive administrations and various groups with entrenched interests in the transport sector (for example the matatu-taxi and the boda-boda operators and their respective umbrella organisations) at different scales and levels typify the complexities that underpin mobility in a city like Kampala. These groups, and others, are locked in intense power contestations, where the ultimate objective of each is to circumvent or resist development regulations to ring-fence their interests (Goodfellow, 2013). Unfortunately, the resulting power gridlock has only contrived to limit the implementation of much needed interventions meant to improve urban functionality, of which accessible, affordable, safe and efficient transport and mobility is vital. In 2010, the city's administration was recentralised, and KCCA replaced KCC (refer to KCCA Act, 2010). Offered greater fiscal autonomy and financial support, KCCA has made extensive investment to improve key road infrastructure, much of which had fallen into a state of neglect and decay. Several feasibility studies have been undertaken for introducing bus rapid transit (BRT), light rail system (LRT), cable cars, fly-overs, road widening and upgrading, cognizant of the need for a more efficient

³ https://www.newvision.co.ug/new_vision/news/1455739/traffic-jam-eats-sh28-trillion

transport system (KCCA Strategic Plan, 2015-2016). However, many of these initiatives are supply-driven, technologically-focussed and long term. If implemented, they will respond to the needs of those using motorised transport modes, rather than the collective needs of a largely poor urban population. To improve the city's overall mobility levels, a more balanced approach which prioritises user needs and preferences is required. In the continued absence of an accessible, affordable and safe public transport system, the ability of the urban poor to access opportunities, improve productivity has ensnared them further in a vicious cycle of chronic poverty and precarious livelihoods.

The myriad of challenges, such as inadequate sanitation infrastructure, unemployment, extreme poverty, inadequate access to services (for example solid waste management, healthcare and education etc.), poor drainage, poor accessibility and inadequate housing that the urban poor living in Kampala's informal settlements are confronted with have been highlighted and analyzed extensively before (NSDFU/ACTogether, 2014; Ssendendo, 1992; Mukiibi, 2012). However, although transport and mobility clearly stand out as topical issues that require similarly urgent attention, very little research has been undertaken so far in this area. More research needs to be undertaken to better understand the scale, magnitude and extent of mobility deprivation and transport poverty in Kampala.

Without equal access to affordable, reliable and safe public transportation facilities, low income groups and particularly women, boys and girls are faced with a number of constraints in their intra-urban mobility, which ultimately excludes them from utilization of other city services (KCCA 2011). Literature shows that city public transport is characterized by Omni buses that take the biggest share of trips and traffic, followed by motor cycles (Bodabodas), to privately operated bus services and an increasing use of bicycles. The general overview indicates that all modes of transportation are less sensitive to the specific travel needs of women, PWDs, men, boys and girls. For example the design of public taxis does not meet the boarding, sitting and disembarking needs of PWDs and pregnant women. The issue is that the available taxis have high step for boarding and alighting while the disabled would find it difficult to board with wheel chairs and clutches. The lack of legroom in taxis causes stiff knees and prevents shopping bags from being conveniently carried by both women and men. More often than men, women are carrying children with language when utilizing public taxis, and high steps make it difficult to easily board. The design of gender sensitive buses would have to utilize kneeling buses with wide corridors and wheel chair racks to enable use by PWDs. Women on the other hand, need buses with wider corridors to allow the use of strollers and that contain language racks and convenient spaces for expectant mothers. In addition to gender insensitive vehicle designs are issues around bus stops, which for many roads have been removed by design or turned into stages by omni buses for picking passengers. The gender dimension of this shortcoming is the creation of a public transport system, which is devoid of facilities that would bring about convenience, effective and efficient public transportation. By omni buses stopping just anywhere and everywhere, this has affected

traffic flow and inconveniences that translates into high costs for female and male road users and mobility stress (KCCA 2012).

There are national policies on public transportation as well as Non-motorized transportation. The later is to be promoted in rural areas while public transportation is largely between cities and within cities (Works 2012; Integrated Transport Planning 2010). The current public transport is private-sector managed with supervision from KCCA. This has however been critiqued that KCCA is more of collecting fees from the provider than managing transportation services that are inclusive. The transportation policy is thus privately led transportation services with supervision and guidance form KCCA and the ministry for transportation.

Section 3

Case-studies

Kampala Tugende

Tugende is a community-based initiative for financing private transport entrepreneurs with lease-to-own motorcycle packages for unemployed/self-employed youth. Since 1988, there has been a fast growth in number and use of motorcycles for transportation in the city. This number grew in tandem with the number of vehicles with the latter's numbers beyond the capacity of the roads, parking spaces and ease of getting around the city. The bodabodas emerged as a way to move around the congested roads easily by maneuvering spaces on the carriage ways of the road network. But perhaps the greatest motive bodabodas was the informal employment to the youths in the city. Over time the business of motorcycle-based transportation in the city has become synonym to the city fabric presenting many management and political challenges. But before discussing the challenges, the mechanics of the motorcycle entrepreneurs was structured in a way that the drivers of the motorcycles were waged and different from the owners. Individual entrepreneurs that could afford buying the, motorcycles often outright with no leases, would arrange informal contract with drivers who were to bring specified amount of proceeds per day. Discontent soon grew among the owners and drivers with many legal cases as well as police cases of graft. The business was also thought of as lucrative which attracted wrong doers with several cases of murders around the city and country registered between 2000 and 2008.

Tugende was started as company to lease the motorcycles to the drivers with a contract to drive and repay the loan. This did not reduce the thefts and murders, so Tugende introduced GPS tracking with the support of the Swedish Embassy in Uganda which granted Tugende an innovation award in 2012. This award was used to capitalize the business which expanded beyond the city to the entire country. Public transport services have continued to decline, and motorcycle-based transportation is now a dominant mode in the city. With the problems associated with ownership and operation of motorcycle transport in the city led to the Tugende innovation. The innovativeness of the initiative rotates around motorcycle loaning to individuals without access to traditional/conventional financial institutional access. These individuals mainly youths have no collateral for commercial loans and they are thus deemed too risky by mainstream Financial institutions such as commercial banks. Tugende company, <https://www.gotugende.com> was established after realizing that the Motorcycle riders were insecure at their job when owners of the motorcycles can change their mind any time. Likewise, the interest on commercial bank loans was unaffordable to many given the volatility of their business when City Authorities outlawed the transport services for years.

Tugende company trains the drivers on road usage, traffic rules and safety. Tugende company also installs a GPS tracker in case the driver is hijacked, or the motorcycle disappears. To date Tugende has financed over 7,000 motorcycles for its clients and has already created more than 3,250 new owners who have repaid the loans.



The value of the investment is estimated at \$7 Million since its inception and has invested significantly more into the Ugandan economy along with the new owners created. The new-owners incomes have also increased by over 200% and this doubles after drivers complete their lease payments with Tugende compared to private owners. This is a positive for the riders especially when they eventually have to own the motorcycles. There are issues of organization by the owners, uncertainty in regard to the KCCA management which has on several occasions tried to restrict the motorcycles in particular areas. These challenges have created political conflicts some of which have involved the President and KCAA often changing decisions against or in favor of the drivers. While these challenges linger, the motorcycle-based transport in the city also present problems to the users. Accidents are on the increase with fatalities, acts of murder and wrong doers using the mode creating an even escalated conflict wit the state as witnessed in the recent murders that the state is claiming motorcycle drivers are to blame for the murders. Despite the problems, many users in the city still opt for bodbodas as their transportation choice.

Safeboda, Taxify and Uber

Kampala has recorded a dramatic rise in ride hailing services, notably Safeboda created to offer safe, reliable and affordable transport services in a city now known for its chronic traffic gridlock during peak periods. Safeboda started the revolution, venturing into a vibrant transport marketplace to offer a transport option that appealed to a highly mobile population, providing a unique service in an industry bedevilled by a poor safety record. Taxify and Uber have also entered the market offer a combination of both vehicle and motorcycle taxi services that are accessible either by Android-enabled Apps. For each of these companies, the innovation is easy payment and ability to picked up on order. Knowing the rider before you take a ride and the flexible modes of payment are making these transportation options trending in the city.

These companies are revolutionising the services due to safety concerns. Motorcycle accidents are the highest causes of death in Kampala road accidents. SafeBoda's aim is to modernise informal transportation and ensure safe access to mobility. But the business model is the same. Flexible payment options and flexible operations of picking and dropping without necessarily requiring to camp at a stage. The tradition has been in Kampala for motorcycle riders to form cooperatives or organizations and go into informal contractual agreements with landlords and or KCCA to establish what they called stages. Stages are sports along the road network and strategic spots like cross junctions, busy commercial areas, markets, institutions and retail businesses. They often organize themselves with a leadership structure to manage the entry and exit of the riders as members of the stage as well as solving conflicts and disciplining members. These stages still exist and a source of conflicts and political gaming between KCCA, owners of commercial entities and politicians in the city. This is because it involves money collected from the members.

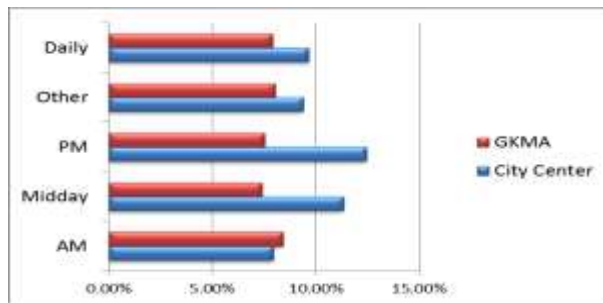


Safeboda, Uber and taxify are all using the same business model. The business model builds on ride with trained, trusted drivers, each equipped with a spare helmet for the passenger. But it is the payment options which make this service unique to the users. The key challenge for user with stage-based riders is the need to haggle the price for a trip. Safeboda, Uber-border and taxify all use apps that have GPS maps for navigation and prices are marketed as fair because these are determined on basis of length and time of the trip. A phot below shows a screenshot of the payment App advertised with a client who is a patron at a bar. With the legal requirement of no driving after drinking, this advert manifests the flexibility in getting a service at a spot where you are and flexibility of payment. Flexibility in payment is by mobile money, cash but also debit and credit cards. The companies have aggressively marketed their service with get a fair price every time with no hassle bargaining.



These companies work with a community of drivers who receive extensive training to make them the safest and most professional drivers on the streets. Trained in road safety, first aid, bike maintenance and customer care. Equipped with hairnets and a spare helmet. Identifiable and trackable through our system. When drivers join the SafeBoda community they typically see their business increase by 30 – 40%, providing valuable income to many men and their families. Cashless, GPS navigation systems and easy address locator for safe driving and transport in the city. These companies are revolutionizing the public transport riddled with car congestion and long travel time for short trips in the city. Safeboda and Uber as well as Taxify are open companies which the riders choose to join and can exit at will. Bodabodas are used by all categories of city dwellers from all social backgrounds especially with trips in the city centre where flexibility to get around is critical. The average daily cost for users is UGX 1000 – 4000 and the average length of trips for the users is 4.1 km. services are provided both within the city centre and within the greater Kampala and all neighbourhoods for the different social income groups.

However there are issues with these companies and the business model. Despite the emphasis on training for safety, many riders still don't follow the traffic rules. The boda accidents in which riders from these companies have been involved are on the increase. Safety does not seem to be an issue once they have the passenger even when the passenger can rate the rider on the App. This is related the road use culture in the city where respect for other users and adhering to the rule for example not splitting lanes or no driving on kerbs, all these are not followed. The pedestrians are exposed to risks just as the passengers of the motorcycles. Women, children walking to and from school are very vulnerable to the risky nature of driving on the roads in Kampala. Although this culture is similar to motorists with higher capacity of passengers, the motorcycles exacerbate the situation.



Distribution of Boda-Boda Trips by Time of Day: Source KCCA KPDP study 2012

Cyclist Lanes planning and implementation

In 2012, a team of consultants finalized a Physical Development Plan for Kampala under the World Bank funded planning exercise. The plan was finally approved the council of then KCC which was accompanied with a Capital Investment Plan. The Capital Investment Plan identified key priority investment projects to realize the implementation of the plan. 50 km of cycling lanes are to be constructed in Kampala as per the KPDP shown below. Public transportation is one of the investment area and Non-motorized transport is prioritized. The inclusion of cycle lanes in the KPDP has paved way for the first cycle lane in Kampala. This has been achieved through a partnership with Makerere University’s Department of Architecture and Physical Planning and particularly Ms. Amanda Ngabirano whose passion for cycling is now known in the city through the shared bicycles based at Makerere University. The inclusion of cycle lanes is premised on the transportation study which identified NMT used by 50% of the population.

NMT - Construct 50 km of Cycling Lanes			
Primary Responsible Agency:		KCCA	
Period: 1/2014-12/2016		Total Cost: \$ 5 M USD	
Background			
Currently, there is no dedicated infrastructure for cyclist and as a result the percentage of cycling trips is low.			
Objectives			
To increase significantly the use of cycling in Kampala by providing safe and attractive lanes and parking facilities			
Description			
A contractor will be procured to construct the 50 km of cycling lanes according to the standards and the priorities set in the master plan			
Activities			
1. Procure a contractor to construct the first network consist of 50 km of cycling lanes			
Responsibility: KCCA		Period: 1/14 - 12/16	
Products			
50 km of high quality walkways			
Inputs and Costs			
Quantity	Unit	Unit Cost \$	Total Cost (000 \$)
50	1 km of cycling lane	0.1 M USD	5 M USD
Financer			
Activity Income Stream: 0 %	KCCA: 0 %	GOU [Roads Fund]: 50%	Donor / [agency]: 50 %

Source: KCCA KPDP study 2012

As the redesign of road network in the city is progressing, three roads have been earmarked for inclusion of the cycle lanes. Namirembe Road, Luwum Street, Archer Road

(shown below) and Jinja Road. The latter two are linked and around Kololo neighborhood which is transforming into a commercial precinct.



Early in 2018, Kampala Capital City Authority finished the construction of the first cycling lane as one step towards a city with inclusive transport infrastructure. This has however been critiqued because the neighborhood in which it is located is high income and thus though it is a good step, it is still not inclusive since the NMT users are low income groups.



This lane means cyclists can ride without fear of being knocked. Kampala people have been fearing to cycle around the city because of the hostility and the risk of accidents that meet on their way. It is believed that the cycle path is along Archer Road is a model for design of the other prioritized roads. However, leaders of the traders in Kampala have expressed dissatisfaction about the designs because they were not consulted yet these streets and roads are the spaces for delivery of goods as well as trading in the evening. The new roads are to be redesigned to include wide traffic lanes, green cycle lanes and walkways for pedestrians to move safely.

The NMT project along Namirembe road is designed by partners from University of York, Makerere University, and Stockholm Environment Institute (SEI). The team is engaging the public through awareness campaigns to change people's perceptions towards cycling and the proper use of the cycle lanes. The biggest challenge is the bodabodas who along with

other motorists do not adhere to the traffic rules of lane use. The project is dubbed as “implementing Creative Methodological innovations for inclusive and Sustainable Transport project” – research intervention being undertaken both in Nairobi and Kampala. The project objective is to include a wider cross-section of residents in urban planning to improve sustainable mobility. As noted by one potential user,

The cycle lane is a very good development on Archer road ensuring safety for cyclists and order in the city.” More of these will make Kampala a better city for all.

The pedestrians also have their own walkway along the route. Being a new thing, it means the city authority must be hard on motorists like one in this picture that invades the cyclists’ lane. Enforcement of rules around use of the spaces will be key to success. Building more inclusive city transport infrastructure is not only good for movement but also ensures safety and wellbeing benefits for residents and promotes economic opportunities. This is going to be the key challenge since driving habits in the city have gone from bad to worse.

Conclusions and recommendations

Further research is needed that will explore the challenges of public transportation for the low income groups and how enhancing transportation services for the poor can help improve the city-wide equity issues. Data needs are critical for evidence-informed policies in this area in the specific Ugandan context. Some of the future research work needed is listed below;

- i. Production of baseline data to establish mobility needs particularly for the low income groups
- ii. Re-defining benchmarks for multi-modal mobility: Walking vis-à-vis other transport options
- iii. Integrating future visions with existing forms of (in)formal transport
- iv. Strategies for responding to the need for affordable mobility
- v. Leveraging local resources and capacities with other actors
- vi. Challenging paradigms and expectations of transport planning and development, i.e. notions of modernity/development
- vii. Building local capacity for planning and delivery of transport + advocacy
- viii. Integrating ideas and responding to expectations of smart mobility across the spectrum of agendas
- ix. Enhancing visibility of vulnerable actors
- x. Empower and enable local communities and other transport sector actors to appropriate infrastructure
- xi. Realising these recommendations:
- xii. Exploit mobile phones/new media for data collection and monitoring
- xiii. Strengthen, streamline, standardise and empower locally produced data for planning and monitoring
- xiv. Set up framework for multimodal planning
- xv. Institute a participatory transport planning process:
- xvi. Consultations at micro (i.e. the neighbourhood scale on needs, preferences, and solutions)
 - i. Consultations at the meso (city) scale (i.e. dialogues with different interest groups e.g. boda-boda drivers, taxi associations etc.)
 - ii. Creation of spaces for the co-production of a definition of modernity and expectations of planning
 - iii. Stronger involvement of the government in transport regulation (i.e. fare setting)
- xvii. Creating partnerships between public and private actors for practical solutions at all levels
- xviii. Participatory planning with communities

- xix. Wider visibility to successful bottom-up experiences (e.g. evening markets, elevated pavements with in-built space for street vending, halting relocation of slum dwellers etc.)
- xx. Quadruple helix partnerships for capacity building and training of current and future transport professionals + advocacy groups (e.g. making engineers talk to people)
- xxi. Strengthening the role of universities in promoting planning education grounded in local knowledge and experience
- xxii. (Re)training of city managers/personnel in effecting inclusive transport strategies
- xxiii. Planning for enabling safe and inclusive (smart) mobility practices by developing tools that can be progressively adopted by local communities – Defining alternatives and contingencies (e.g. 6-hour gridlock)
- xxiv. Developing a planning, auditing and monitoring system that prioritise needs of vulnerable actors – planning for inter-generational changes
- xxv. Co-produce education programmes and material (i.e. handbooks) with local communities and actors for building capacities for the use and appropriation of transport infrastructure
- xxvi. Donor agencies should be a helpful partner, not the dictating agencies, with emphasis on demand-based financing

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