

ABOUT INTALINC

Our mission is to provide the evidence to ensure that *every human being has a basic right to affordable, safe, clean and reliable mobility resources, with a particular focus on meeting the needs of low-income populations and excluded communities.*

Since January 2017, the International Network for Transport and Accessibility in Low Income Communities (INTALInC) has worked to build collaborative, cross disciplinary partnerships in eight African and Asian cities. The University of Makerere in Uganda is one of our case study partners.

The main aim of these collaborations is to develop a better understanding of issues impacting on mobility and accessibility in Global South cities, with a specific focus on the needs of the residents of low-income settlements and especially for vulnerable population groups, such as children, women, older and disabled people.

RESEARCH RATIONALE

- Transport is a key component of economic, environmental and social wellbeing, and increasingly so within the context of rapidly growing developing cities
- Due to a fundamental lack of access to transport services and resources, low income populations are often excluded from key, life-supporting activities, such as education, work, healthcare, social networking and leisure
- Where new transport systems are introduced, they do not take account of the needs and financial circumstances of the poorest citizens, and can worsen rather than improve their current travel conditions
- Little attention is given to transport poverty within the social welfare policies of developing nations, so that its consequences for social development are not adequately considered in the planning of cities or provision of public services

WORKSHOP OBJECTIVES

- To explore how transport governance is organised in Kampala, and the relationships between poverty, mobility and access to services in the city, and the capacity necessary to enhance sustainable mobility
- To examine ways in which transport planning and policy can be targeted to meet the needs of low-income and vulnerable groups, and the collaborations and modes of governance to support this
- To identify evidence and research gaps in promoting pro-poor transport strategy at local and national levels
- To understand the key requirements to transform pro-poor transport in Kampala and other Ugandan cities.

Link to full report: <https://intalinc.leeds.ac.uk/media/africa/>

KAMPALA STUDY CONTEXT

Kampala, with an estimated population of 1.5 million, is the administrative and economic capital of Uganda. Population growth is estimated to be 5.2 per cent annually and at its current rate of growth, the city will have 10 million inhabitants by 2040.

Urban poor populations inhabit swathes of informal settlements sitting side by side with more affluent neighbourhoods. Kampala has about 62 recognised slums with upgrade programmes in place, accommodating over half a million families (approximately 2.5 million people).

Kampala's manufacturing, service and construction industries make it an attractive destination for rural-urban migrants from across Uganda. More than 1.5 million people commute into the city to work each day, many of them travelling up to 30 kilometres. Kampala's citizenship is also influenced by refugees and displaced persons from bordering countries, escaping violent conflicts.

The city's transport network is characterised by traffic jams, and vulnerable groups such as women, children and the elderly are the most affected. A sizeable proportion of the urban poor population make intra-urban trips on foot, while others use *boda boda* bicycle and motorcycle taxis, or *matatu* 14-seater minibuses.

There are estimated to be more than 120,000 *bodas* operating within the city. These motorbikes have a number of advantages in terms of their wide availability, low cost fares, spatial penetration and ability to cut through the endless traffic jams. However, passengers and drivers are exposed to high pollution, variable fares and unpredictable timetables; and, particularly in the case of women and girls, harassment and abuse. There is little in the way of safe walking infrastructure in Kampala.

Since 2010, the Kampala Capital City Authority (KCCA) has made improvements to the dilapidated road infrastructure. Feasibility studies have been undertaken for Bus Rapid Transit and Light Rail systems, cable cars and further upgrades to roads. However, the proposed developments are supplier driven, technologically focused and long term, and designed to serve the needs of motorised transport users rather than the urban poor.

STUDY TOUR

Half of the workshop participants visited the Bwaise Settlement and met the Bwaise Community Team to discuss key issues of mobility and accessibility. The other half undertook a walkability audit in Wandegeya, the area surrounding the University of Makerere campus.

INTALInC's research in Uganda was coordinated by the University of Makerere and the University of Manchester



WORKSHOP PARTICIPANTS

The Kampala workshop was attended by nearly 40 academics, policy makers and transport practitioners. Over the course of two days, they contributed to discussions with local and international stakeholders, conducted fieldwork looking at key issues of mobility and accessibility in the city, and listened to academic and stakeholder presentations.

Participants included:

- Researchers and students from the University of Makerere, Uganda and from the five UK Universities in the INTALInC partnership – Leeds, Durham, Oxford, Manchester, UCL
- Partners from overseas partner universities – Lagos State University, Nigeria; Cape Coast University, Ghana; University of Asia Pacific, Bangladesh
- Policy officials from the Ministries of Works and Transport and Land and Urban Development, Uganda; and the Department of Human Settlements, Uganda
- Representatives from civil society organisations Kampala Tugende (motorbike taxi service), ACTogether (advocacy group) and Slum Dwellers International, Uganda
- Transport industry representatives from Pioneer Bus, Kampala Metro Boda Boda Enterprise, Uganda Sustainable Transport Network, and the Amalgamated Transport and General Workers Union

KEY FINDINGS

- Planning is key to delivering better transport but the KCCA does not control most of the land. The pace of city-growth and urbanisation, particularly in Kampala's peripheral areas is difficult to keep up with in planning terms
- Political interference from the elected leaders of Kampala's five districts can derail integrated government planning programmes with 'pet projects'
- There is a lack of data to assist the planning process and a problem of ownership and jurisdiction over infrastructure generally
- Informal transport is key to supporting mobility, accessibility and livelihoods. Micro-level mobility as it relates to different social groups needs to be better understood
- There is a serious funding imbalance between levels of investment for major transport projects and for social development and local economic uplift programmes, for example the BRT has received \$670 million to develop three routes in Kampala, while Uganda's entire slum upgrade budget totals only \$2.3 million
- Although horizontal integration between different policy sectors (e.g. transport, housing, city planning) is evident at national level, there is often tension between local and national government programmes and policies that makes it hard to identify the levers for change.



FUTURE ACTIONS

For research	Gather evidence concerning the importance of non-motorised transport (NMT) in the Kampalan context (and in other Ugandan cities), which should also be better targeted towards policy-makers and funding bodies. It is also necessary to improve our understanding of specific local contexts to produce practical, bespoke solutions
For policy	Guidance is needed to understand the types of data already available and what more is required, and new, improved ways to gather data. This will enable researchers to develop proposals to access funding opportunities and develop NMT options that can deliver national and local government stated Sustainable Development Goals and sustainable transport policy aims and objectives
For practice	Consider the appetite for action research projects, methods and 'know-how' about transport to link policy makers and communities more effectively. This requires capacity building projects and partnerships of the kind managed by the Makerere Urban Action Lab and the INTALInC workshop and network • Include a wider range of stakeholders in transport governance including SMEs and community organisations and deploy methods to empower them to build their local capacity to drive change