

ENTAMBULA YO

THE KAMPALA MOBILITY
NEWS BITE
VOLUME 2



BRIEF

Entambula Yo is the embodying project for all Mobility initiatives in Kampala. The news bite relays activities, achievements and plans of the project.

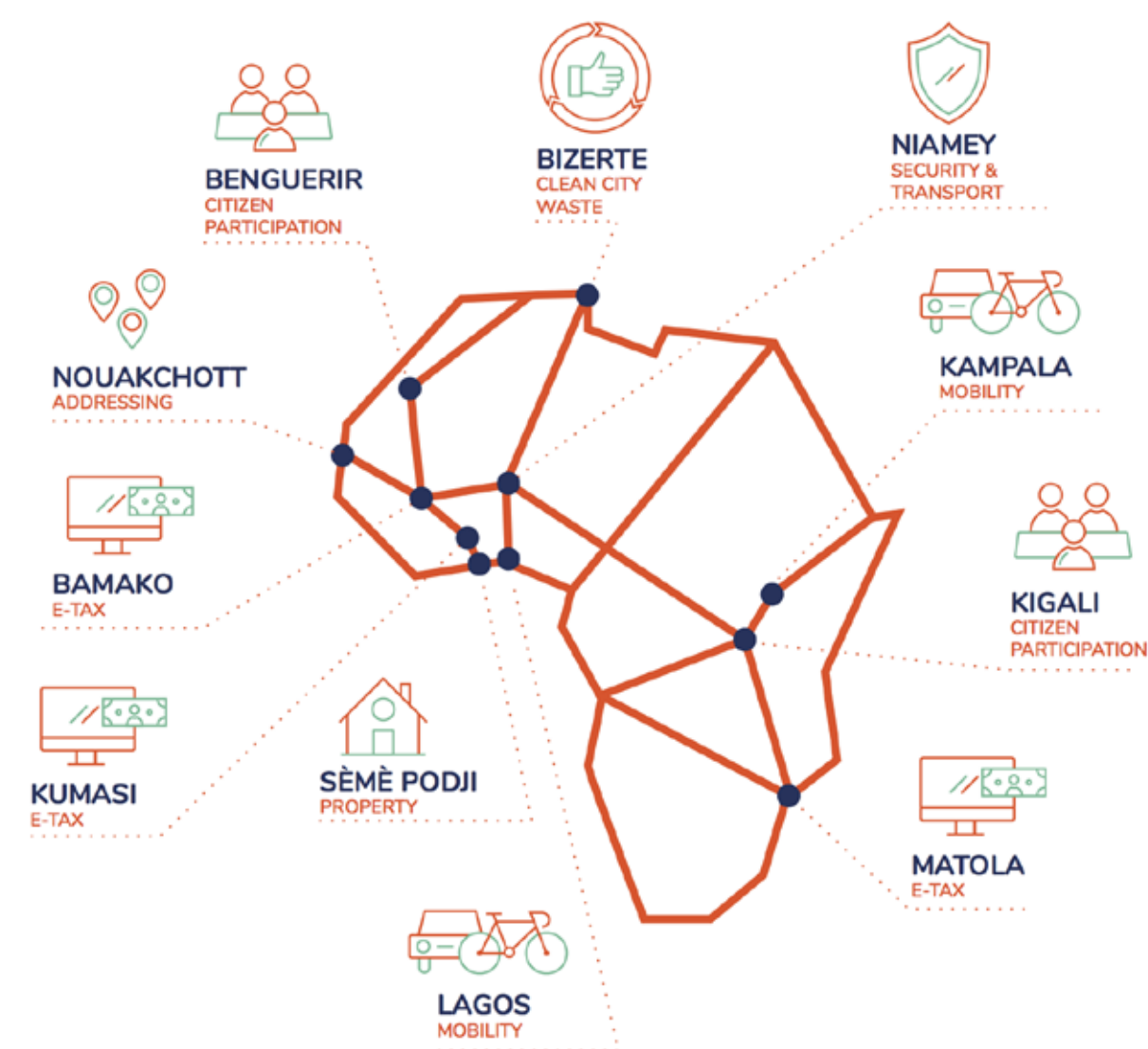
OBJECTIVE

To augment visibility for all KCCA infrastructural interventions using technology geared towards Open Administration and Accountability.

THE ASTON WAY

ASToN network brings 11 African cities together to develop digital practices in order to create sustainable & inclusive cities. Every city in ASToN chooses a theme or challenge to resolve. The chosen theme for Kampala is Mobility.

ASTON CITIES AND THEIR THEMES



Kampala has chosen to address Mobility in particular the ever growing frustration surrounding Traffic Congestion.

Traffic congestion refers to a state or condition in transportation where vehicles travel at slow speeds thus increasing the travel time and increasing vehicle queues. This is common at all major cities around the world and Kampala is not any different.

Traffic Congestion in Kampala is caused and categorized as either Recurrent or Non-recurrent. Recurring congestion is attributed to high demand to travel during specific hours of the day while non-recurring is attributed to the occurrence of unexpected incidents. Some of the causes of recurring traffic congestion are workplace reporting time expectations, school schedules and human behavior in particular indiscipline of road travelers.

In addition, the increasing number of vehicles, residents and commuters in the city as all key services are in Kampala. Inadequate and poorly acclimatized infrastructure ranging from narrow roads, roads with potholes etc, inadequate traffic management resources such as traffic personnel and traffic lights especially at traffic junctions, non-existent regulated public transport system.

Non-recurrent causes are attributed to car breakdowns, traffic accidents, civil construction works, inclement weather like flooding, special and social events like sports festivities, concerts, international conferences, etc.



TRAFFIC CONGESTION

Roads in Kampala account for 90 percent of the modes of transportation in the city as opposed to rail and water. Public transport in Kampala is predominated by 14-seater matatus with a population of 17,203 and Bodaboda (bicycle and motorcycle taxis) whose actual population is yet to be registered but in the past increased from 15,979 in 2007 to 405,124 in 2014.

The average speed of vehicles in the Greater Kampala Metropolitan Area is 25.9 km/h. Due to poorly planned road networks, and poor traffic management that result in elongated traffic congestion. It is estimated that over 24,000 man-hours are lost in traffic jams each year. The vehicle hours each year are estimated at 26,000 hours. The lost time and time vehicles spend on the road give an indication of the monetary loss and pollution attributed to the congestion.

Following the National Road Safety Report 2010, during “peak hours – given that half of the 375,324 vehicles registered in 2008 are in Kampala, and each uses a minimum of one litre of petrol in traffic jam every day, at UGX 3500 (1.2 Euro) per litre, this translates into losses of more than UGX 500 million (150,000 euros) per day”. It should be noted that the number of cars and the price of the litre have since increased implying an even higher loss in terms of revenue.

Loss in revenue to the government is not the only side effect of traffic congestion. Our citizens are victims of financial confinement in this regard. Trips to and from Kampala take between 1 to 5 hours especially during peak or rush hours (in the morning, 5:30AM – 9:00AM and in the evening 4:00PM – 9:00 PM). The delayed travel times impact on the cost of the trip to the citizens and hence the quality of life lived. The high travel costs also affect the prices of several products and services the citizens need. There has been a massive uproar from the road travelers and haulers inclined to the congestion on the roads around Kampala.

INTERVENTIONS TOWARDS MOBILITY

Non-Motorized Transport along Namirembe Road and (re-)construction of Pavement face-lifts.

(Re-) construction at junctions and major roads like the Kira Road junction, Makerere Hill Road, Nankulabye Junction, Lukuli Road, Kabuusu Bunamwaya Lweza road, John Babiha/Acacia Avenue inclusive of Lower Kololo, Elgon Terrace, Upper Kololo, Mabua roads

(Re-) construction of drainage channels along the city to address flooding for example the Nakamiro channel that is lined with concrete and is 3.2 kilometers long and 7 meters wide, Nabulagala drainage channel that is 1.6 km long.

CCTV Traffic Surveillance System at all major junctions in the city.

Implementation of the Traffic Control Center for Jinja road, Lugogo Bypass, Naguru junction along Lugogo bypass and Wampewo Avenue.

Integration with Google Maps by incorporating House numbers and Plus codes for 294,806 properties.

Signalization at Traffic Junctions with traffic lights, street lights and road signs.

Taxi (matatu) Route Registration and Allocation to re-align the routes that the taxis use and decongest the city.

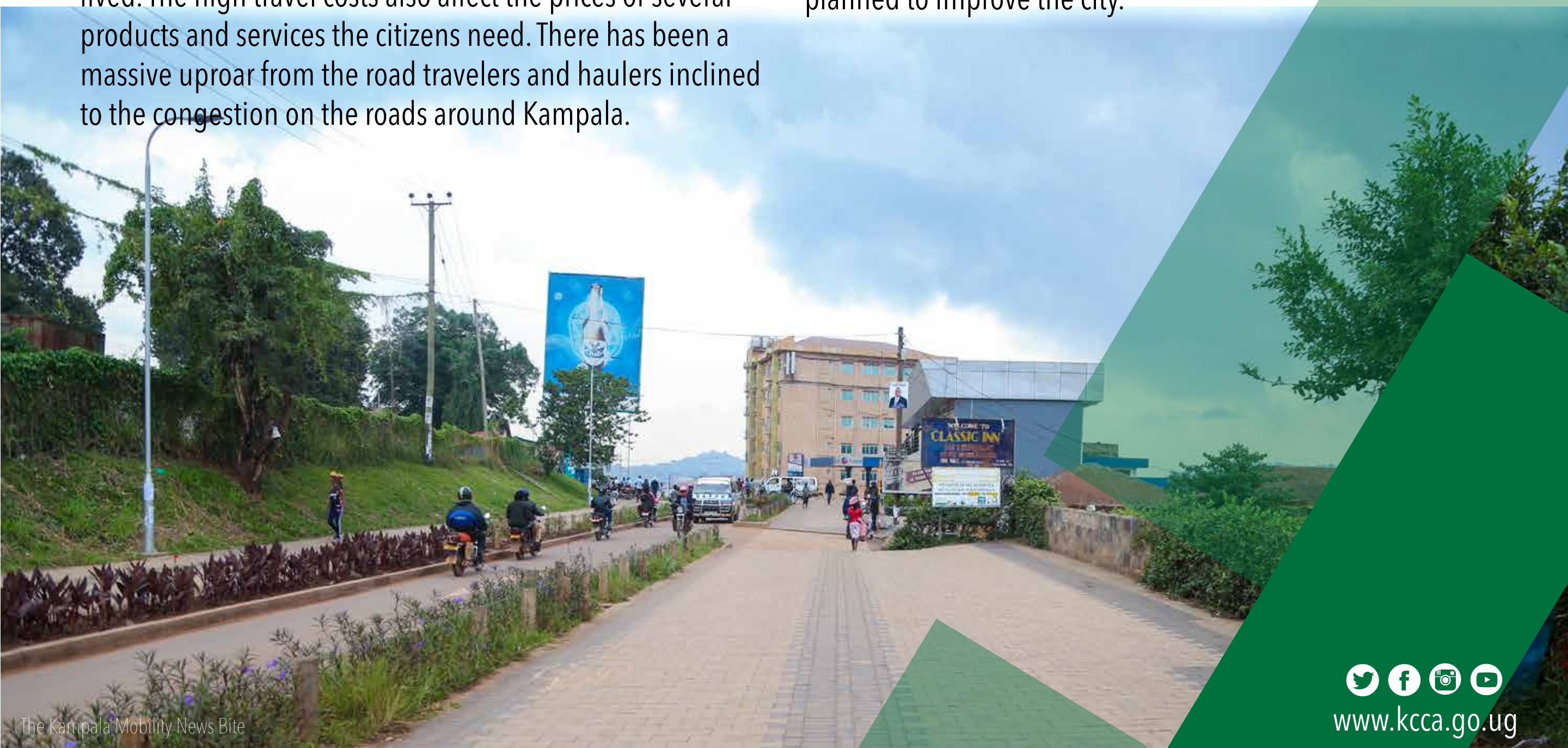
Creation of Boda Boda free zones that restrict their access within the city center.

Preparation to implement Public Transport System that digitizes all major actors in the Public sector.

Implementation of a pilot Smart Parking System in conjunction with SRPOST and WeGo.

Use of automated platforms to assist in city planning for example iRoads and Enterprise Geographical Information Systems.

This is not a conclusive list there are still plenty in the pipeline planned to improve the city.



ICING ON THE CAKE!

There is no single intervention that solely eradicates Traffic Congestion. The above interventions majorly address recurrent congestion hence the need for a solution to tackle non-recurring factors. The latest addition to the list of initiatives is the Incident Reporting System where citizens can report and get information about real time traffic updates in the city.

In order to deliver this, we are implementing this initiative in a phased manner.

Phase 1

This was concluded in June 2020. The project was launched in Paris and a project team formed. The key activities for this phase were formulation of the baseline study (accessible on our website under the ASToN project). We hosted a transnational meeting for all member cities in the network. Engagement of like-minded stakeholders were on boarded for example Uganda Police Force, Ministry of Works and Transport, National Information Technology Authority and private organisations.

Phase 2

We are currently in Phase 2 with the following key deliverables as our target.

1. Preliminary research

Focussed research about the problem, the people it affects and how it affects them, the solution and any associated risks

2. Communication Plan

The guiding document for communication throughout the project.

3. Local Action Plan

The activities to carryout, the timelines, problems faced, strategy, etc

4. Experiment Checklist

Steps to take during phase 3

Phase 3

This phase entails implementation of the solution.

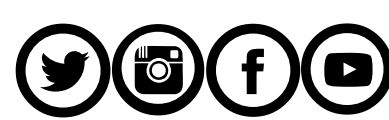


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