Uganda - Kampala
23rd-24th January 2018

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University of Manchester

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Univeristy of Makerere

Transport and Mobilities: Early Career Researcher's workshop

3rd May 2018, University of Oxford, UK

The University of Manchester

Manchester Urban Institute

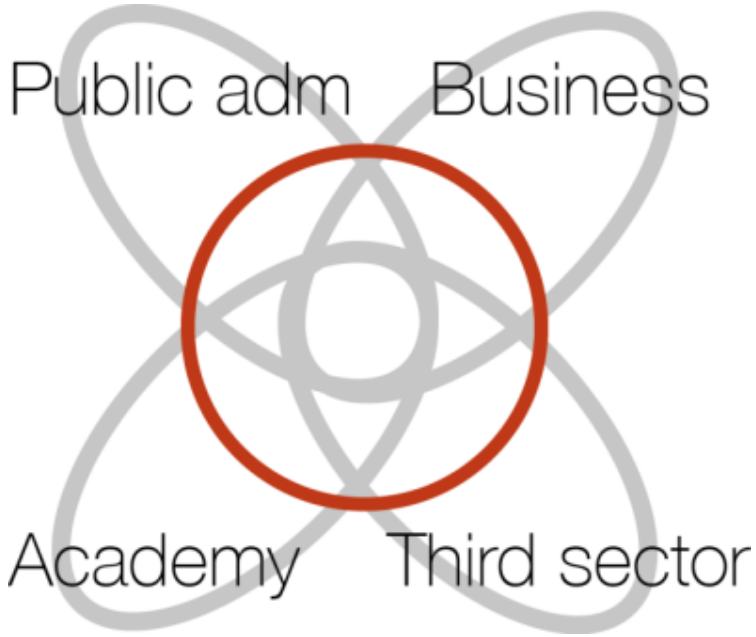
Makerere University

Aims of the workshop

- Relationships between poverty, mobility and access to services in Kampala
- How transport is currently organised and governed within the City?
- How could transport planning and policies be improved to meet the needs of disadvantaged groups?
- What new collaborations, governance and capability are needed to enhance access to sustainable mobility in Kampala?
- What are the evidence and research gaps for promoting pro-poor transport strategies at the local and national level?
- What are the key lessons and new understandings to take forward informal/formal governance arrangements for pro-poor transport in Kampala and other Ugandan cities?

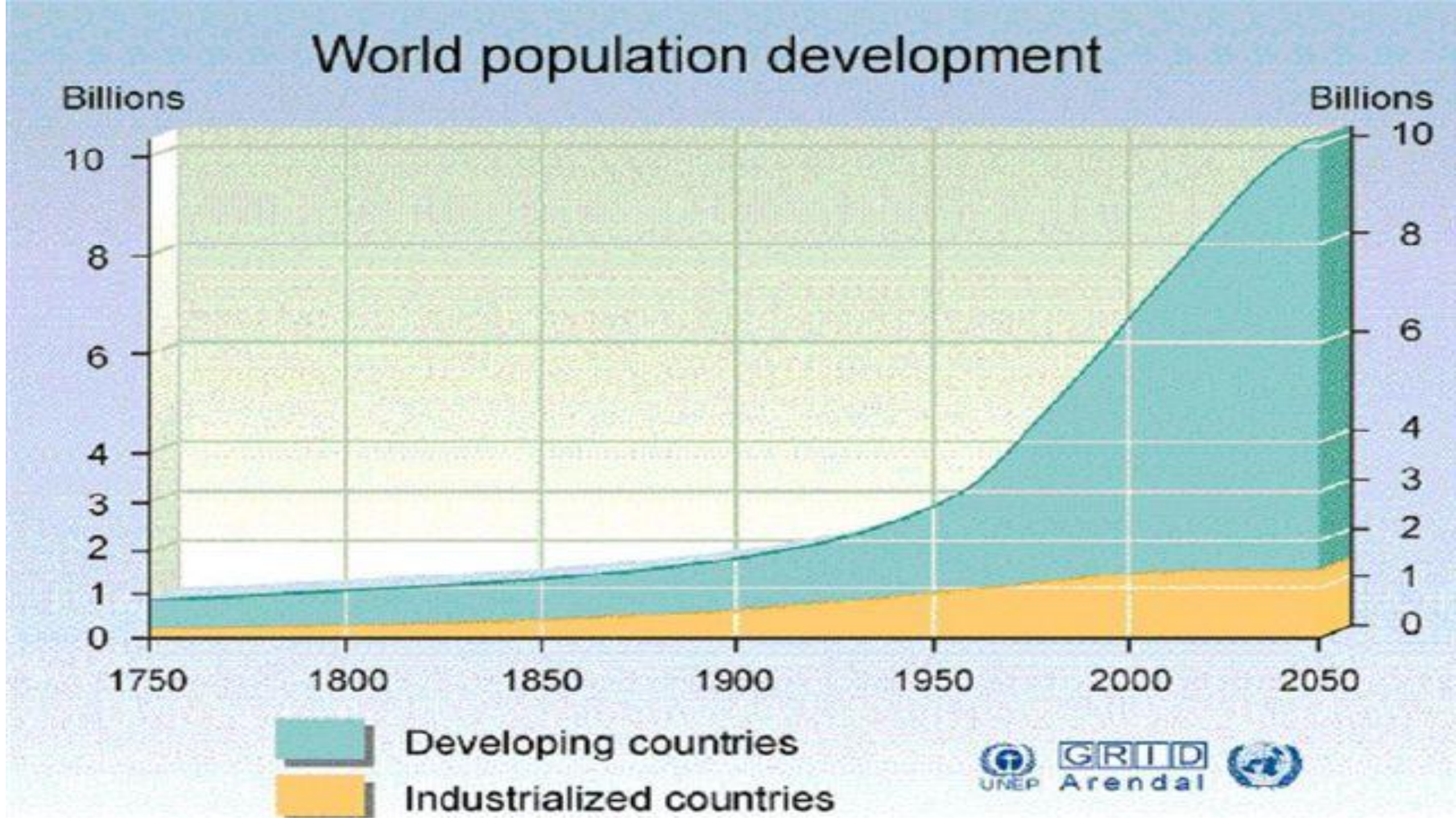
Who took part?

- Michael Wilkerson, CEO of Tugende
- Samuel Mabala, Commissioner for the Department of Human Settlements
- Enos Baluku, Transport Planner at the Ministry of Works and Transport
- Shuaib Lwasa, Associate Professor at Makerere University



- Martha Mugurura, Principal Urban Planner with the Ministry for Land, Housing and Urban Development
- Frances Birungi, Director of Programme for UCOBAC
- Gerald, from the Ministry of Works and Transport

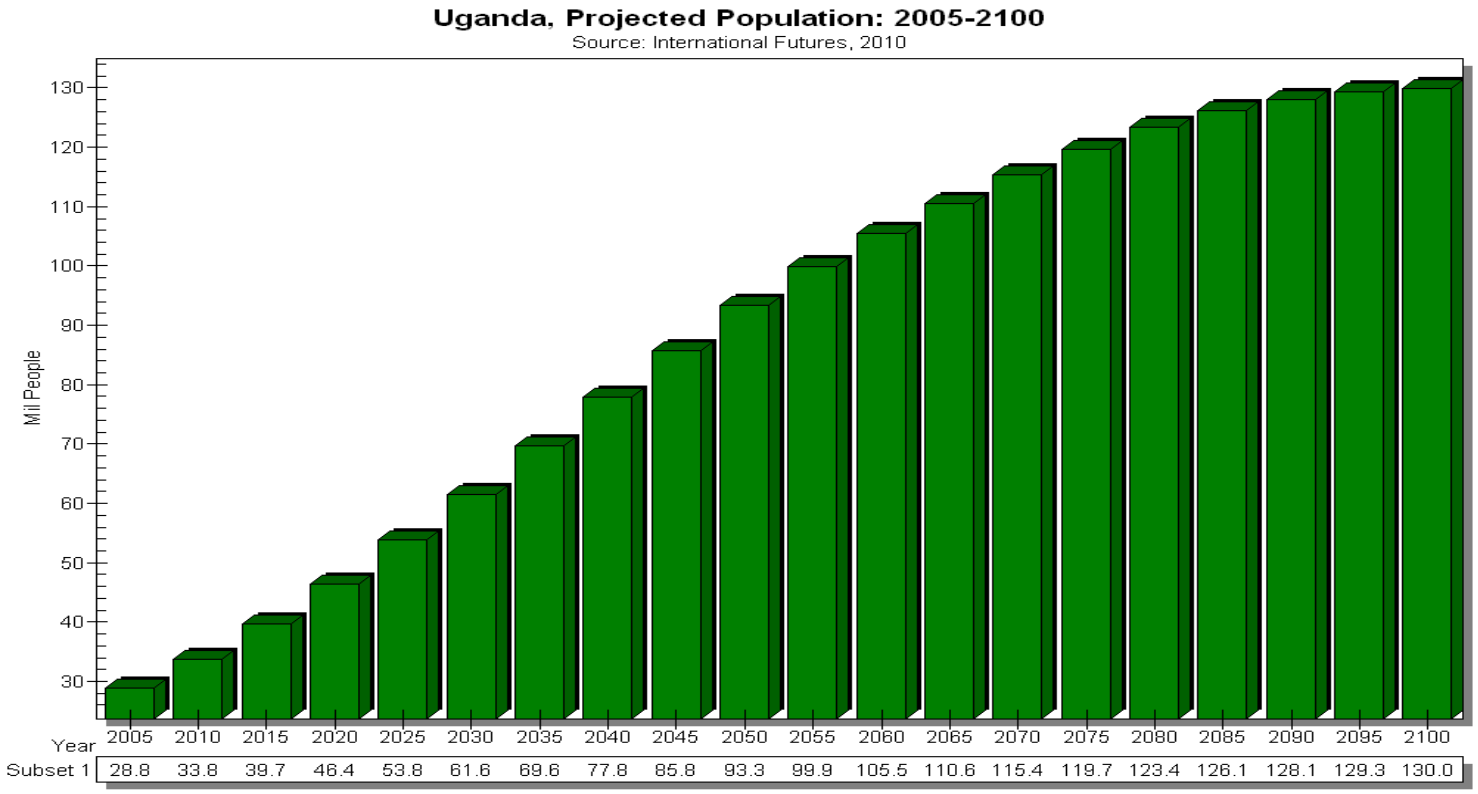
World population development

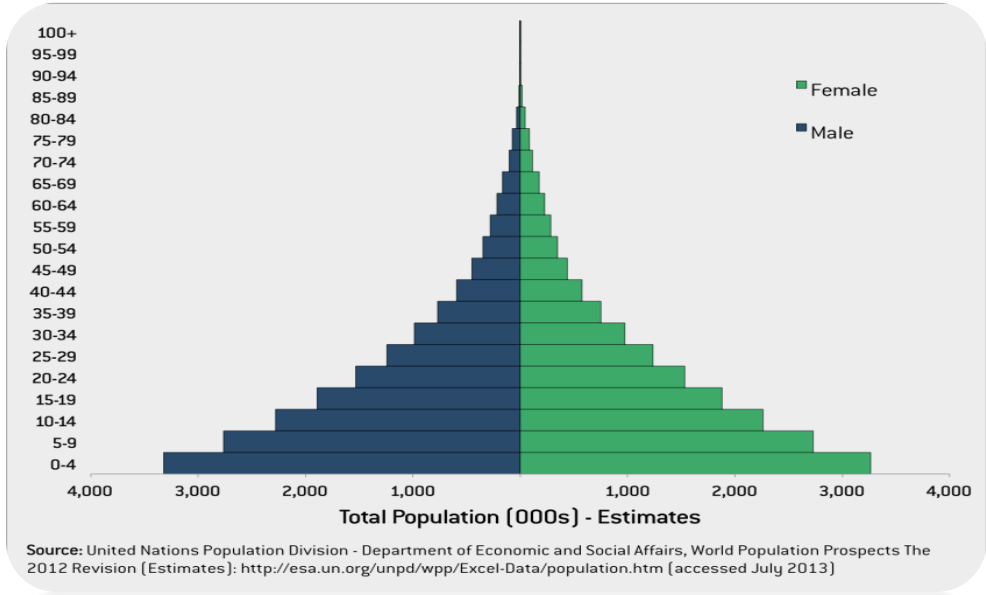


- 95% of the build out of humanity will occur in the urban areas of developing countries.
- These areas will drastically change and their population will double in size in the next generation

2100	
City	Pop. (millions
Lagos	88.345
Kinshasa	83.494
Dar es Salaam	73.678
Mumbai	67.240
Delhi	57.334
Khartoum	56.594
Niamey	56.149
Dhaka	54.250
Kolkata	52.395
Kabul	50.270
Karachi	49.056
Nairobi	46.661
Lilongwe	41.379
Blantyre	40.911
Cairo	40.543
Kampala	40.136
Manila	39.959
Lusaka	37.741
Mogadishu	36.372
Addis Ababa	35.820
Baghdad	34.103
New York	30.193
N'djamena	28.815
Kano	28.277
Sana'a	27.213
Lahore	27.006
Chennai	25.813
Tokyo	25.631
Bangalore	24.768
Ibadan	23.680
Luanda	23.551
Hyderabad	23.170
Bamako	22.951

Uganda – fastest growing population?





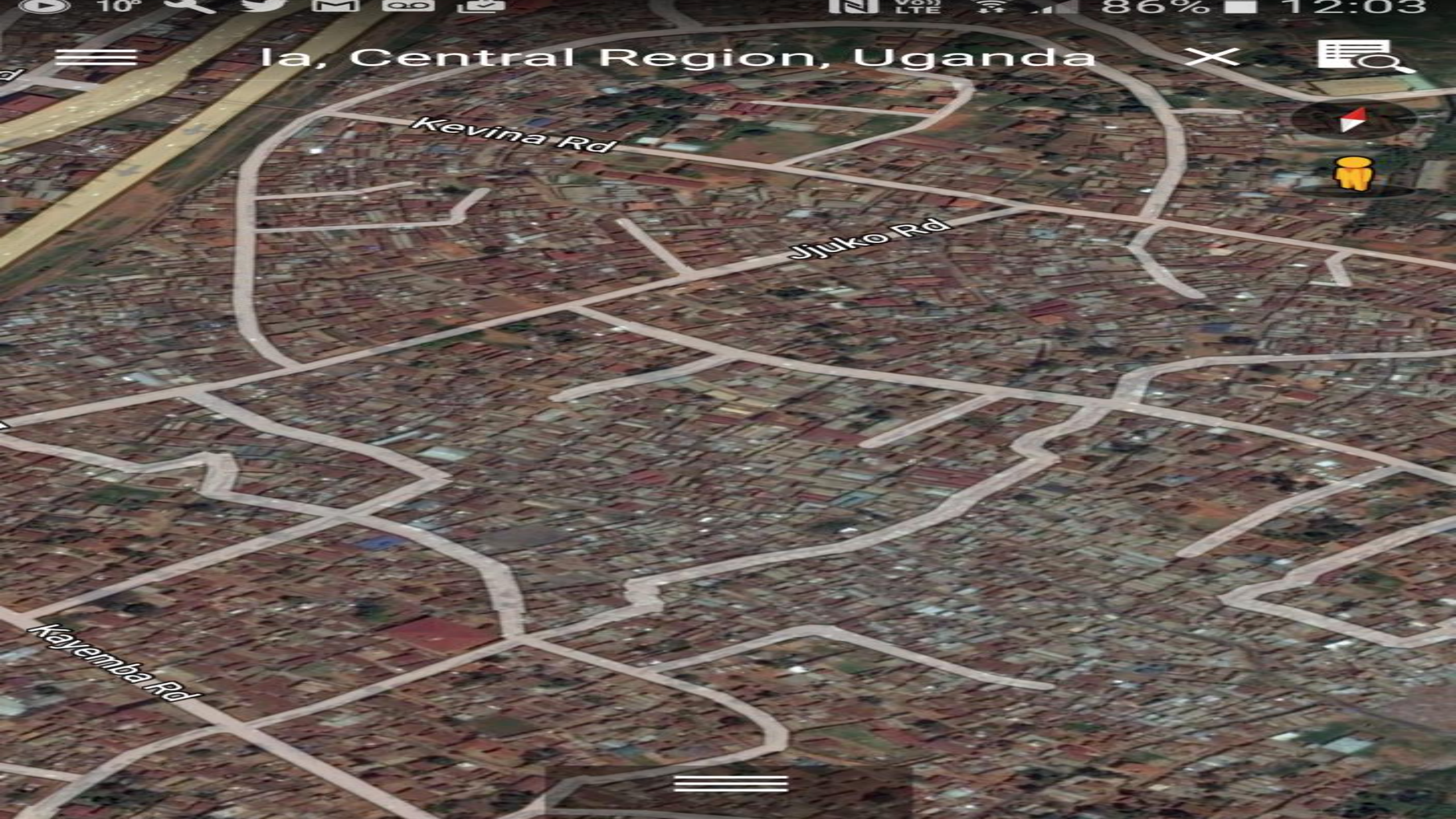
KYAKUWA
INTERNET
Bata

NEW LOOK
SAME SPIRIT
#SOUG

Beyi Layisi
CALL
any africell number
FOR ONLY
1 shilling per second
per second
africell

Best
FRIENDS
with
Beards

Poor and transport


86%
12:03
la, Central Region, Uganda
Kevina Rd
Jjuko Rd
Kayemba Rd

MASAI

Investment

Key topics

- Poverty challenges and relations to transport system and mobility
- Urban planning and governance
- Pathways to transformation

➢ Taking ideas forward locally

➢ Developing a future research agenda for INTALInC

➢ Developing appropriate methodologies for coproduced research with communities

➢ Mechanisms for involving policy stakeholders

BWAISE KALIMALI WATER &

Key issues - safety

- In 2010, almost 3000 people died due to road accidents in Uganda, of which 17% were operators or passengers of motorcycles
- Pedestrians - road crossings, pavements etc

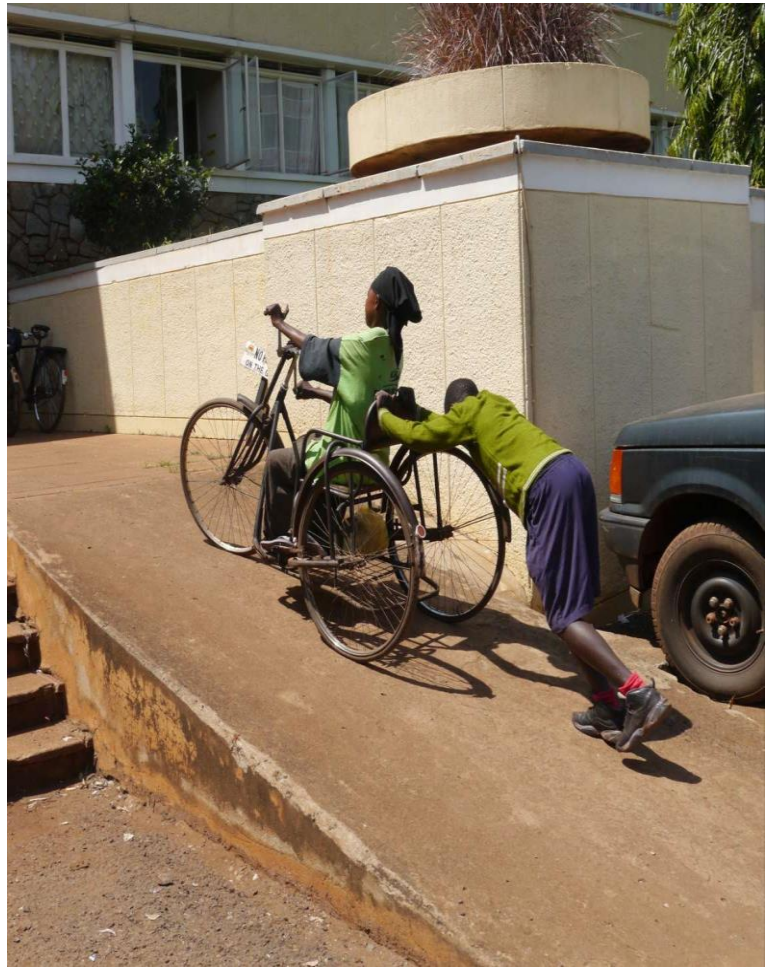
Gender

airtel
Orange
MTN
DUBAI ELECTRONICS
Priority Dealer
UAA 688W

NMT Policy

"to increase mobility, accessibility to services and promote sustainable economic and social development that will improve quality of life"

- To increase the recognition of NMT as one of the key transport modes.
- To Increase the recognition of walking and cycling in transport planning, design, and infrastructure provision
- To provide safe infrastructure for pedestrians and cyclists
- To mainstream resources for walking and cycling in agencies' financial planning
- Adaptation of policy issues to all agencies that provide access and standards to communities for NMT users
- To improve regulation and enforcement to enhance safety for pedestrians and cyclists.



Top down, bottom up, and middle out

- Government
- … to governance
- Combinations

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REGULAR PAPER

WILEY IBG

Towards a geography of informal transport: Mobility, infrastructure and urban sustainability from the back of a motorbike

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Informal transport is vital to billions of people living in rapidly growing cities in the Global South, yet is increasingly marginalised as governments legislate against modes of transport that do not conform to ideals of the "modern city". Using an innovative combination of GPS and qualitative methods, this paper investigates how the estimated 145,000 boda-boda motorcycle taxis in Kampala, the rapidly growing capital of Uganda, provide mobility and income for its inhabitants. While careful not to over-romanticise the informality of African cities, we argue that there is a pressing need to understand the contribution that uniquely adapted local transport solutions like motorcycle taxis make to the sustainability of the planet's most rapidly growing cities. The paper shows how mobile methods reveal the ways in which informal transport weaves the city and the lives of its residents together, and proposes a research agenda to make informal urban transport and the kinds of mobility it enables more visible within debates concerning the future of cities.

KEYWORDS
informal transport, infrastructure, Kampala, mobility, qualitative GPS, sustainable urban development

1 | INFORMAL TRANSPORT, MOBILITY AND URBAN SUSTAINABILITY

Lack of mobility affects billions of people across the world, with up to 90% of households lacking adequate transport to fulfil basic development needs (Lucas & Jones, 2012). At the same time, megacity leaders identify transport and congestion as the most pressing issue that they face (Economist Intelligence Unit, 2007). In terms of sustainability urban transport constitutes 60% of kilometres travelled globally and is the largest cause of carbon emissions and air pollution (Van Audenhove, Korniichuk, Dauby, & Pourbaix, 2014). These problems have been exacerbated in the Global South by rapid population increase, the marginal location of informal settlements, widespread motorisation and the inability of municipalities to cope with the pace and scale of urban growth (Kamlja & Skorte, 2009; Kutzbach, 2009). In Africa alone, 350 million more people will live in cities by 2030 (Parnell & Pieterse, 2014), but the region will receive less than 5% of global investment in transport infrastructure (UN Habitat, 2013).

Mobility is vital to the survival and development of booming urban populations and, in the absence of planned public transport, informal alternatives like rickshaws, tuk-tuks, minibuses and motorbikes have spread rapidly in cities across Asia, Africa and South America to meet demand. Informal transport describes unregulated and unconventional transport modes with flexible fares, schedules and routes (Cervero & Golub, 2007). While informal transport makes a major contribution to

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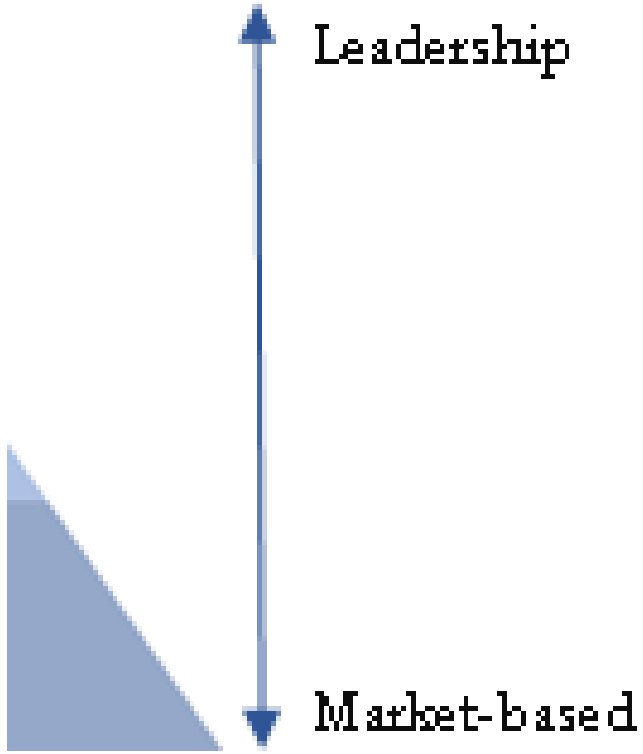
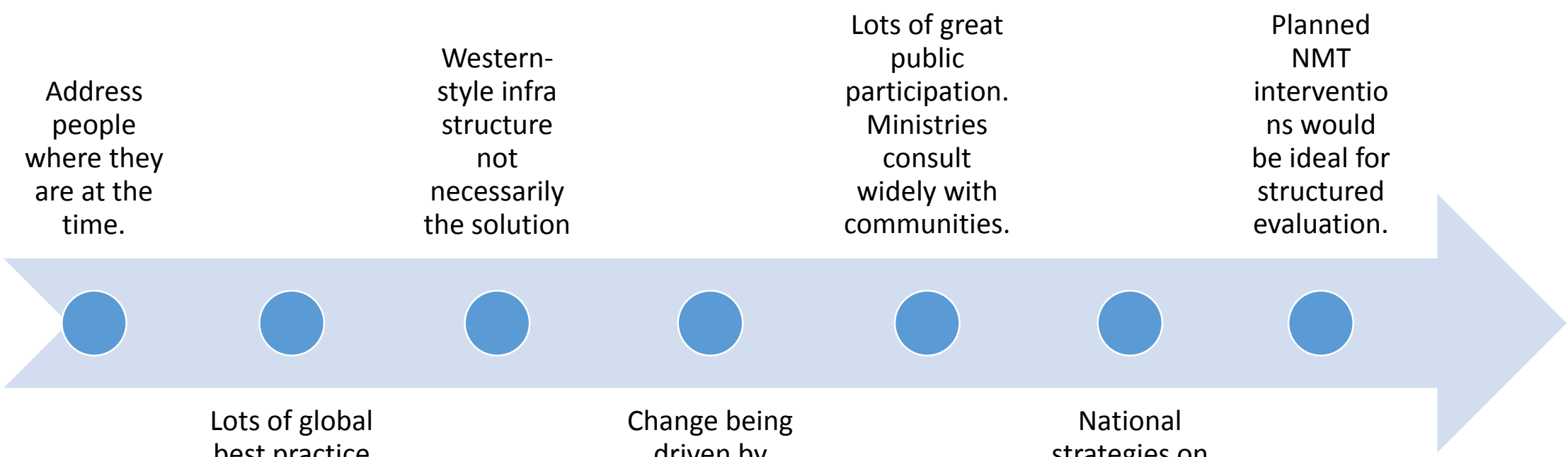


Lessons


Address people where they are at the time.
Lots of global best practice little implementation.
Western-style infra structure not necessarily the solution
Change being driven by middle-out governance as well as top-down and bottom up initiatives.
Lots of great public participation. Ministries consult widely with communities.
National strategies on NMT and KCCA have strategies on gender and NMT for Kampala.
Planned NMT interventions would be ideal for structured evaluation.

What do policy makers and practitioners need from the research community?

Principle	Present up-to-date issues	Ability to co-define 'problems'	Necessary to deal with 'how to' issues
Access	Access to data, networks, research participants	Open doors to other groups Assist in learning about and navigating policy landscape/culture	Access to recent knowledge
Actions	Accommodate student placements and applied projects	Help understand research for transport problems	Demonstrate local context of issues ie trend, presence and impact
Outputs	Provide local solutions	Policy development	Help secure funding

Recommendations

International Network for Transport and Accessibility in Low Income Communities

INTALInC

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