

Making the African cities mobile: Non-motorized transport solutions in African Cities The case of Jinja/Uganda

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Market hours in Jinja /Uganda

(Photo: A.Jaarsma 2004)

Today, economic, social and environmental negative impact of Africa's rapid motorisation on the continents cities, their urban population and economies is becoming one of the leading topics on the agenda of African municipal decision makers and a crucial issue for Africa's productivity and future economic and social development in general.

On the one side, Africa's urbanisation rate is the highest worldwide. The transport sector is the fastest growing source of green house gas emissions. Trips vital to both the urban economy and the individual household are becoming more and more expensive and time consuming.

On the other side: Looking at the typical mobility of Africans in their respective City, everybody will also agree that most African cities are "Walking Cities". Though it is obvious that sufficient transport facilities and safe traffic conditions are essential for economic and social development, in most regions of Sub Saharan Africa non-motorised means of transport like the bicycle are ignored by national governments, focussing on the motorisation of the upper-income groups and interpreting the car-ownership as the symbol of progress and power.

Simultaneously they give the impression that the bicycle is oldfashioned and stands for poverty and remotelessness. The International Trade Centre (UNCTAD/GATT) estimated, that only 3-5% of the inhabitants of Africa own a bicycle.

One can conclude from both sides, that there is high need and not much time left for African cities to develop cleaner urban transportation systems with lower rates of motor vehicle use, more efficient public transport and high rates of bicycling, the most appropriate and cost-effective transport solution for urban Africa.

The Ugandan Case

Findings of the World Bank SSATP projects showed impressively that traffic calming and specific infrastructure for non-motorised transport users have a high cost/benefit ratio and can create a strong reduction in pedestrian and bicycle traffic accidents. Yet, municipal implementation of effective mobility policies requires years of training and experience making.

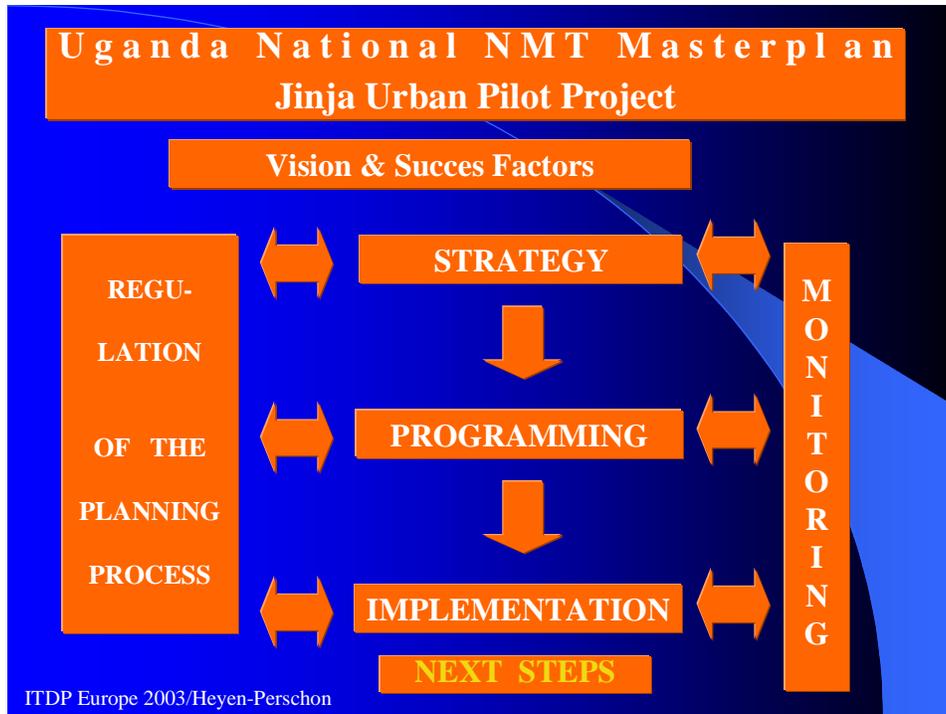
Making the majority more mobile by focussing the use of non-motorized means of transport, the Uganda NMT Masterplan targets a fundamental change of urban and non-urban transport policies at key decision makers on national and local levels. Once being successful, it shall motivate other African countries to review its national transport policy in terms of more sustainable transportation alternatives.

Especially in medium-sized cities like Jinja, cycling can provide a high mobility to its users at low costs. Where cycling is already common, the highest potential for an increased use of non-motorized means of transport is on the women and the young. The SSATP projects also showed, that pedestrian and bicycle infrastructure design standards must be created under the specific African and local conditions.

Uganda's NMT Masterplan and - within - Jinja's NMT Pilot Project is a relatively new ideology in the transport development sector of Uganda. It is an idea that was first conceived in 2001 after the organization of the Pan African Bicycle Conference (PABIC) which was organized by the First African Bicycle Information Organisation and Workshop (FABIO), a non-governmental organization promoting non-motorised mobility.

FABIO, founded in 1990 and to date depending on foreign support – mainly through *Jugendhilfe Ostafrika*, Karlsruhe), organised a Stakeholders Workshop in 2003 in Jinja, Uganda's second largest city, making the consolidation of the NMT Master Planning process and conceptualizing the idea among the relevant stakeholders both on national and local level.

FABIO has established strategic partnerships with Jinja Municipal Council (JMC) and the Ugandan Ministry of Transport. With support from GTZ (Germany), Interface for Cycling Expertise (I-CE, The Netherlands), SUSTRAN (Sustainable Transport Network, Kenya) and ITDP Europe, the workshop clarified the strategy of the National Masterplan and the Pilot Project in a first period of three years (2004 – 2006). A vision was passed and short-, medium- and long term-targets developed. Jinja Municipal Council was identified as the main implementers of the Pilot Project assisted by representatives on the task committee.



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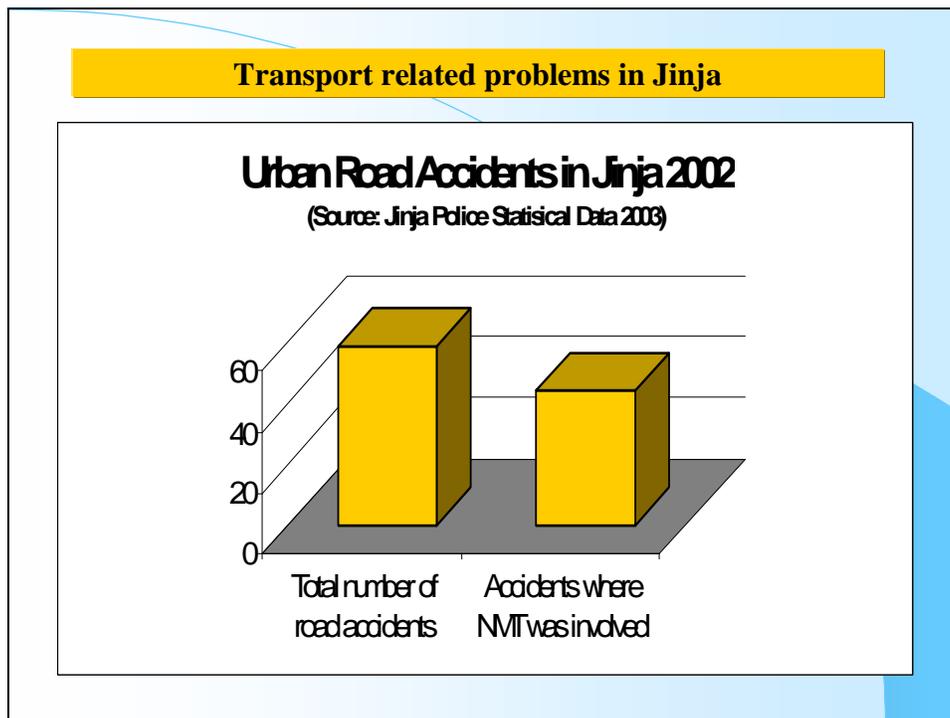
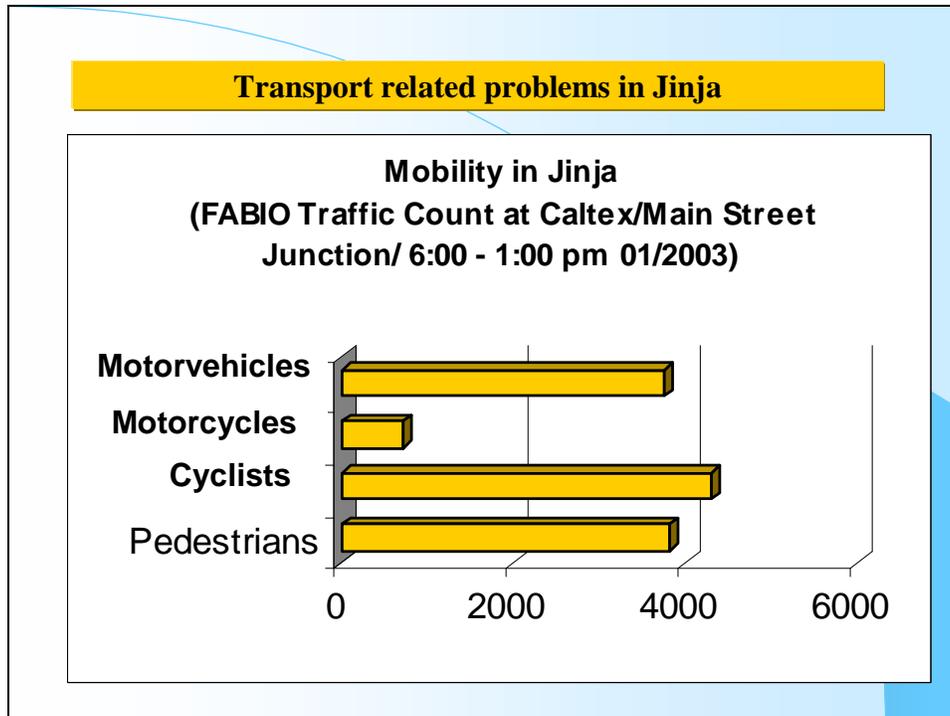
**DEVELOPMENT AND IMPLEMENTATION OF A
NON MOTORISED TRANSPORT MASTERPLAN IN
JINJA/UGANDA
AS A BEST PRACTICE URBAN PILOT PROJECT
FOR MEDIUM SIZED CITIES IN AFRICA...**

**...ACCOMODATIVE OF ALL TRANSPORT NEEDS OF THE
DIFFERENT CATEGORIES OF PEOPLE - TAKING CARE OF
ISSUES OF URBAN PRODUCTIVITY AND LIVABILITY**

**WITH A SPECIAL FOCUS ON POVERTY REDUCTION AND
BEING INTERGRATED IN THE DIFFERENT NATIONAL
DEVELOPMENT PROGRAMMES FOR SUSTAINABLE
DEVELOPMENT OF UGANDA**

In order to achieve both - develop a new approach for a national policy for NMT and to start with concrete implementation of measures to improve the situation for pedestrians and cyclists - FABIO has created a great momentum to get commitment from the city of Jinja and the National Government of Uganda.

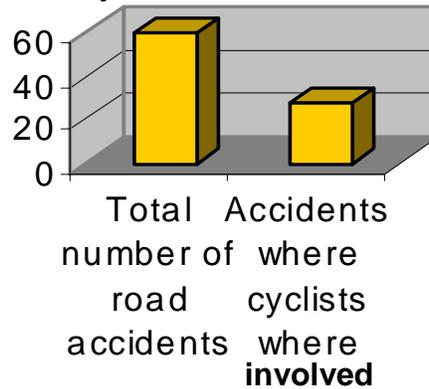
An initial analysis of the traffic situation in Jinja today – as part of a broader baseline study on transport related problems in Jinja – impressively showed the need for improvement of transport conditions in Uganda.



Transport related problems in Jinja

Role of cyclists in road accidents

(Source: Jinja Police Statistical Data 2003)



The main objectives on national level are the development of an integrated transport system, policies and infrastructure which take consideration of NMTs in Uganda. Specific infrastructure and policies that enhance safety of cyclists and pedestrians, create a liveable and productive environment within Jinja Municipality shall be established. Further relevant aspects are to increased awareness of the potential of NMTs in the social economic and political development as well as increased access and use of NMT among the women, children and people with disabilities.

By using a participatory approach, problem identification, planning and implementation shall be done with respect to all relevant stakeholders on ministerial, district and county/municipal level. It was emphasized that capacity and capability of FABIO for effective steering of the first phase of the project shall be improved.

The way forward to increased bicycle use and methods for concrete implementation of NMT friendly infrastructure

STEP 1: Develop a Short- and a Long term perspective

STEP 2: Analyse present NMT network condition

STEP 3: Prioritise the areas for improved NMT Traffic

STEP 4: Prepare a list of attractive intervention options

STEP 5: Discuss areas and options (Step 3 and 4) with all involved and (re-)prioritize

STEP 6: Prepare sketch designs for interventions

STEP 7: Prepare detailed project designs

Jinja Demonstration Site Interventions

The participants of the Workshop agreed on the objectives of the Jinja Pilot project and concluded:

“The main objective of the Jinja Pilot Project on Non-motorised Transport within the Ugandan National NMT Masterplan is the improvement of non-motorised transport and mobility in Jinja Town and the reduction of the high rate of accidents faced by pedestrians, cyclists and customs of Boda Boda (Bicycle Taxis).”

The identified problems in Jinja and especially at the above mentioned sites are:

- the large number of Boda Boda-Bicycle Taxis
- less space for pedestrians and cyclists
- northern part of the main road is quite more busy than the southern part
- unloading trucks and freight carriage vehicles (esp. at market area)
- poor parking facilities at public destinations
- high speeding vehicles along Nalufenga Road to Caltex Station
- high parking fees levied

The proposed short-term interventions are:

- a. Construct cycling lanes on the Main Street, independent from the road space for motorists
- b. Construct proper bicycle parking / stages
- c. Construct road narrowing with bicycle slips (along Nalufenga Rd/to Caltex Petrol Station)
- d. Provide sign posts to guide cyclists, motorists and pedestrians
- e. Construct speed humps along high traffic speed sites in town
- f. Construct Zebra-Crossings gazetted along busy streets

Due to limited external sources and to financial restrictions within the municipal budget, the options a, b, c and e were prioritised as the most important interventions. According to the limitations for 2004 the following interventions were selected to begin with:

INTERVENTION 1: Construct of cycling lanes on the Main Street, independent from the road space for motorists

INTERVENTION 2: Construction of bicycle parking / stages at the Market area (see example)

INTERVENTION 3: Construction road narrowing on Main Street (afrom Nalufenga Rd/to Caltex)

INTERVENTION 4: Construction of a speed hump at Caltex Petrol Station

Example: Intervention 2: Bicycle shed at the town hall

Intervention	Bicycle shed at the town hall (3)
Budget	US\$ 1,380 (10%)
Proposed	- separated bicycle shed for around 100 bicycles on the terrain in front of the town hall.
size and materials	- concrete and iron sheet
Process	- let the mayor officially take away the 'no bicycle parking' sign in front of the town hall during the car free day (or other public event); - take care that there will be a guard watching the bicycles during the day; - do not charge any fee for storing a bicycle, this is not good for the public image of JMC; - stimulate the staff of the town hall to use their bike for daily commuting; - try to convince larger companies in Jinja that they should also build a bicycle shed (on their own costs).

Finally and in a wider and long-term perspective, the participants discussed further measures to improve the urban situation for non-motorised travel. A consensus was drawn on the following interventions (not prioritised):

- a. construction and completion of a comprehensive cycle network (including Safe Routes to Schools)
- b. comprehensive road calming
- c. comprehensive bicycle shed network (night and day parking)
- d. education and capacity building (JMC, FABIO)
- e. provision of credit facilities or women and youth
- f. introduction of new bicycle technology (California Bike) policy review by JMC

Sources:

1. Report on transport related local condition and key problems in Jinja-Uganda. FABIO. First African Bicycle Information Office. Jinja 2004
 2. Mobility for the majority: A blueprint for African bicycle renaissance. Paul Steely White. Africa Programs ITDP. New York 2003
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