



# A Non-Motorised Transport Corridor

Kampala, Uganda

## Introduction

“We are not in Europe” is what some of the sceptics in Kampala said to the City council when they first presented plans for a Non-Motorised Transport corridor in the Ugandan capital.

Jacob Byamukama, Engineer and Head of Transport and Traffic in the city says one of the biggest lessons from that pilot was the need to persevere and listen to criticism in a constructive way. “We don’t have to follow the examples of Europe, we can develop our own models” he asserts.

Indeed, the model has been adapted to the context, and despite challenges around enforcement, Jacob believes the corridor is a clear illustration of how cities can improve road safety by prioritising walking and cycling.

## The process

In 2012, partly in an effort to promote active mobility and improve road safety, Jacob led his team and convened partners in order to draw up plans.

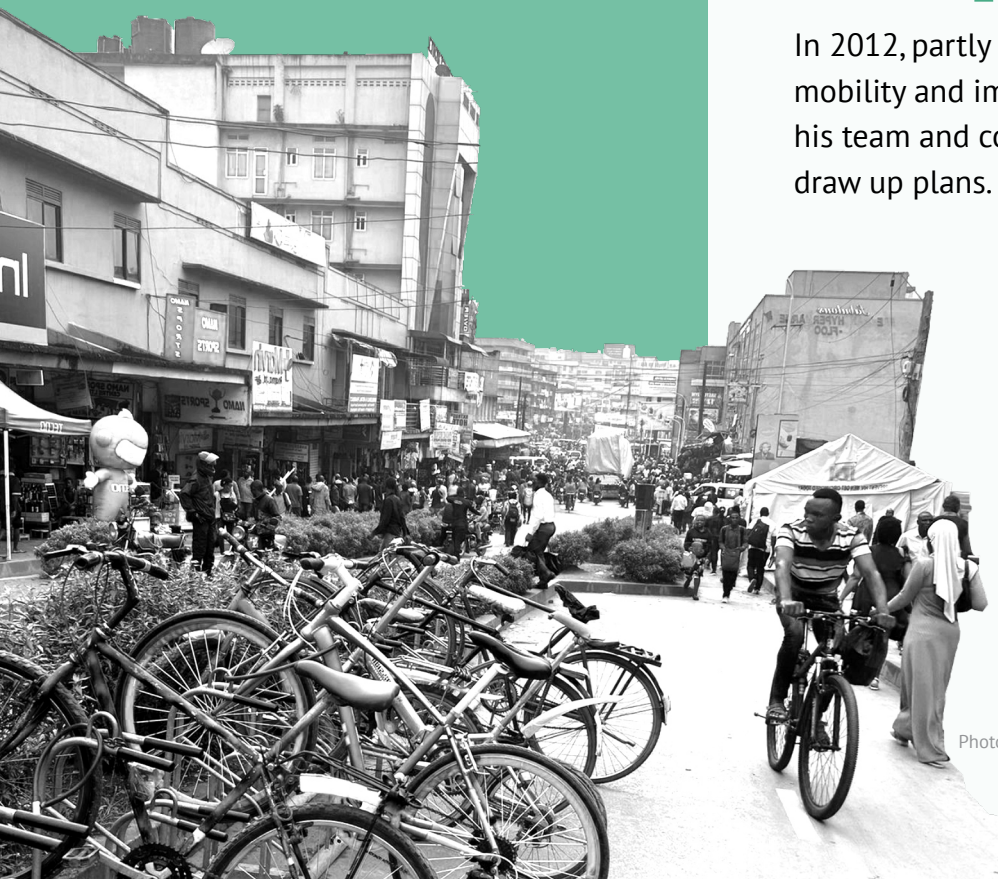


Photo source: Jemima Nalumansi

The big question was how to operationalise them. Thus, they worked with UN Habitat and UNEP, as well as other civil society groups, to secure funding and carry out stakeholder engagement.

After the creative and design stage, the next step was “a painful exercise” as Jacob calls it.

Namirembe Road and Luwum Street had been selected for the programme because of their central location and the connection to a major transport hub in the city. This made logical sense as the idea was to “to have an integrated network for all modes.” However, it also meant there was a multitude of stakeholders with different interests to contend with.

**Engaging with some of the businesses was challenging, and in at least one case required land use rezoning to enable the process to continue. In others, it came down to compromising on access points and making allowances for emergency vehicles.**

To address concerns, Jacob and his team worked to show that all vehicle users would have alternatives. They allocated times early in the morning and late at night during which business vehicles were allowed to access the corridor for loading and deliveries.

## Everyone wins

In addition to the stakeholder engagement, there were physical challenges such as flooding at the bottom of the corridor because of its topography. However, the project was completed in 2021 and Jacob says that these days most businesses are supportive.

**The benefits include lower congestion, less pollution and simply a better use of space. For Jacob, the corridor is the best demonstration that road safety can be improved through investment in Non-Motorised Transport interventions.**

As Jacob explains there are additional benefits such as increased security and the precedent this corridor has set for the development of similar infrastructure elsewhere in the city.



Jacob Byamukama giving a presentation  
Photo source: KCCA

# Sharing lessons with others

To other cities wanting to embark in similar pilots, Jacob says, “don’t pick an easy road, identify an area that can catalyse city-wide change”.

To get this right, he says it is important to find ways for contractors to be flexible and resourceful in terms of materials and designs.

Going forward, Jacob wants to incorporate more spaces to sit and rest in the corridor, including toilets, as well as more cycling and parking spaces, with the possibility of a shared bicycle system.

He emphasises that after you’ve done the hard work of building the corridor it is essential to ensure you maintain infrastructure, and work with other institutions to enforce rules.

He says law enforcement is not the only way and that he sees an opportunity to learn from others across other cities of the Global South who might be implementing creative mechanisms to encourage compliance to make sure such spaces “really work for our cities”.



Photo source: KCCA