

Jinja Municipal Council, Uganda

EcoMobility SHIFT+ Assessment Report



Overview

The EcoMobility SHIFT+ is a methodology designed for cities to measure the performance in urban mobility and make informed decisions based on the areas that need improvement. Jinja, Uganda is one of the pioneer cities for EcoMobility SHIFT+ in Africa. One key benefit of this process is that it will engage different key actors and learn from outcomes.

An EcoMobility Steering Committee was formed to collect qualitative and quantitative data to analyze the transport system of Jinja. A Strategy Meeting was organized with representatives from the municipal authority, Boda and Matatus Associations, traffic police, press, and private sectors to identify the short- and long-term intervention areas.

The EcoMobility score for Jinja is 30% out of 100%, indicating that substantial efforts are needed to implement ecomobility. This is primarily due to the lack of an institution to plan and implement transport policies and services, although mobility is a critical issue faced by the residents.

Facts & Figures

Population

72,931 (2014 census)

Land area

673 km²

Modal split

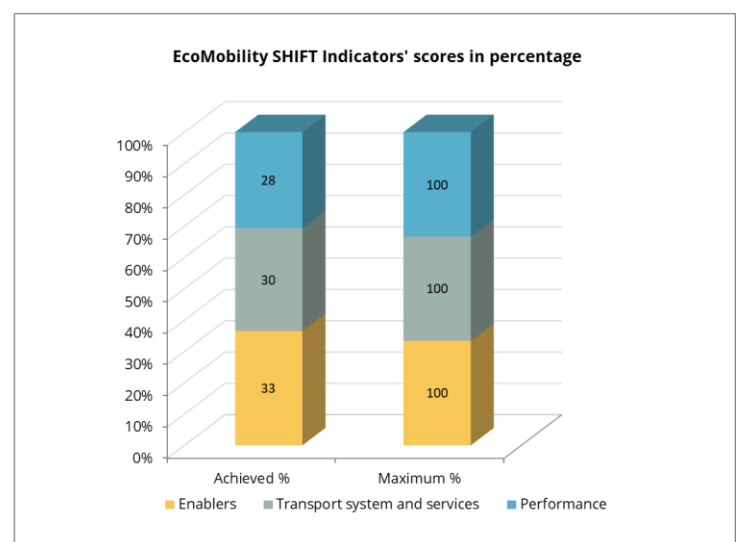
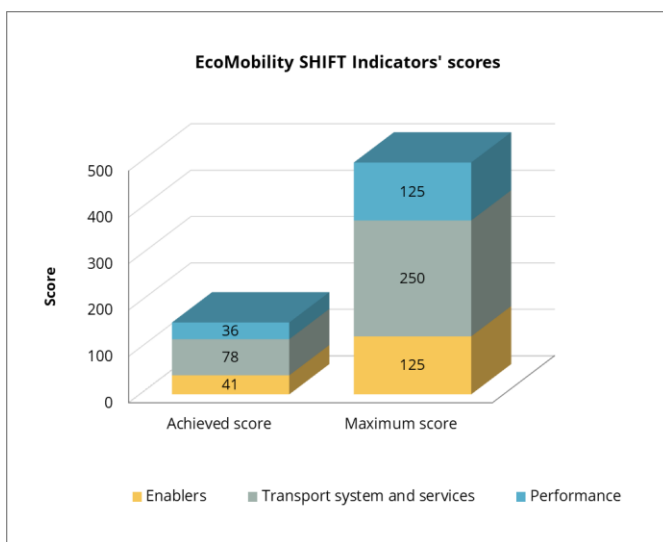
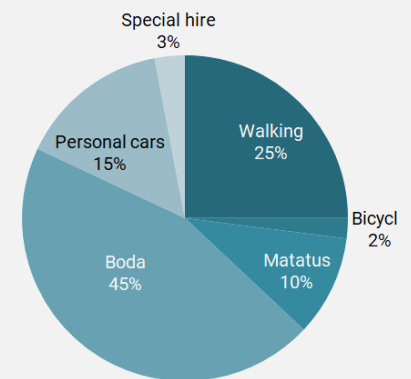


Figure 1: EcoMobility SHIFT+ Indicator scores and in percentage for each category

Overview of the 23 EcoMobility SHIFT+ indicators' ranking is presented below.

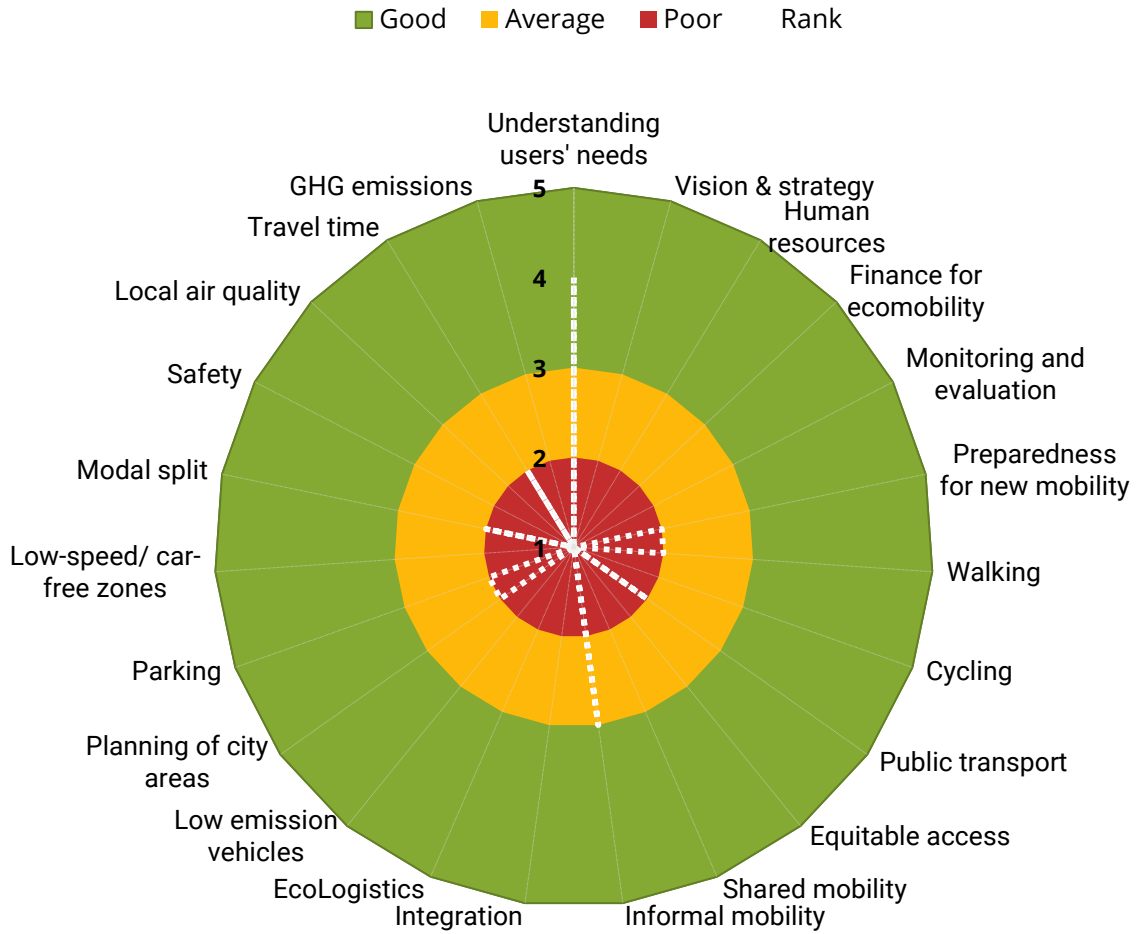


Figure 2: Overview of the EcoMobility SHIFT+ Indicators ranking

EcoMobility SHIFT+ Results based on Category

Enablers

Uganda's National Physical Planning Board and Non-Motorized Transport (NMT) Master Plan influence the city's Physical Development Plan. However, there is no actual transport policy so most of the transport interventions are the result of discussions raised in the Municipal Development Forum (MDF). The MDF consists of representatives from the municipal authorities, informal transport service providers, and residents who bring stakeholders' needs and concerns at budget conferences and local council meetings.

There are no dedicated transport personnel or department in the city, but issues related to transport is taken care of by the municipal engineer or urban planner. Finance is also a limitation. As a result, transport issues are largely overlooked.

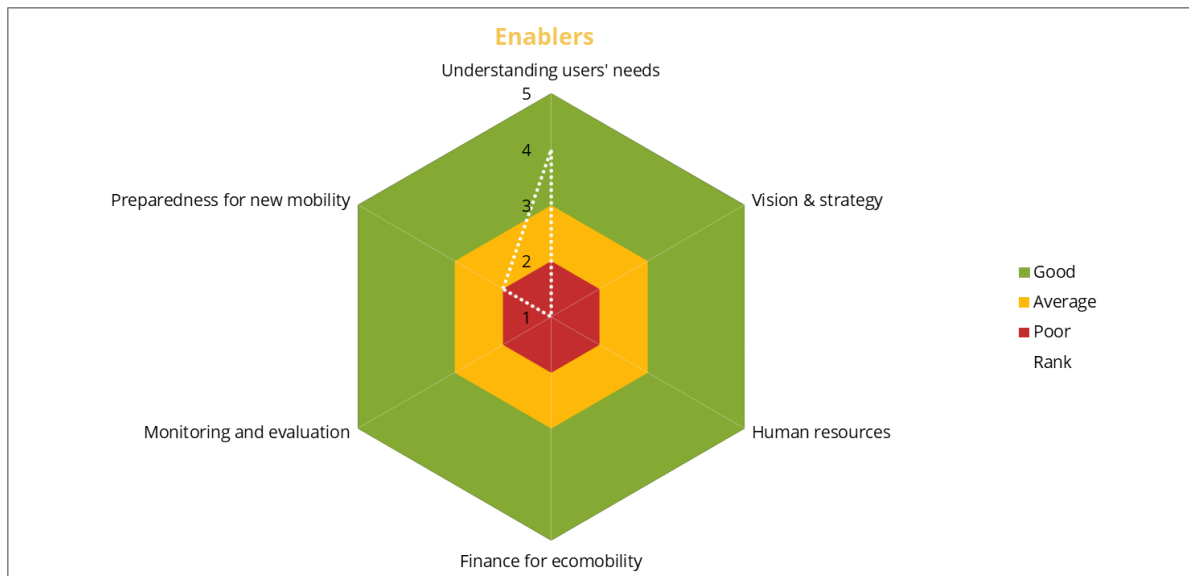


Figure 3: Enabler category's indicators' ranking

Transport system and services

There is no systematic consideration on providing transport system and services to local communities. Due to the void unmet by the formal public transportation system, informal mobility services such as the boda motorcycle taxis and matatus minibuses thrive. While they provided relevant mobility services for local communities, there are critical challenges that resulted from their dominance.

Each year, 40 fatal pedestrian accidents are reportedly caused by reckless boda drivers who share the same path as pedestrians. Although walking is a crucial travel mode, there is no safe, dedicated and continuous walking network within the city. Recognizing this, Jinja is investing in improving walkability in the city center by installing 160 solar street lights, widening of walkways from 1.5 meters (m) to at least 3 m, installing traffic lights and rehabilitating existing sub-standard sidewalks.

Cycling has been neglected at the policy and city design level, with significantly fewer cyclists seen on the road as most feel threatened by the bodas. An ongoing proposal is to improve walkability and order of the Taxi Park and areas around the central market within the CBD.

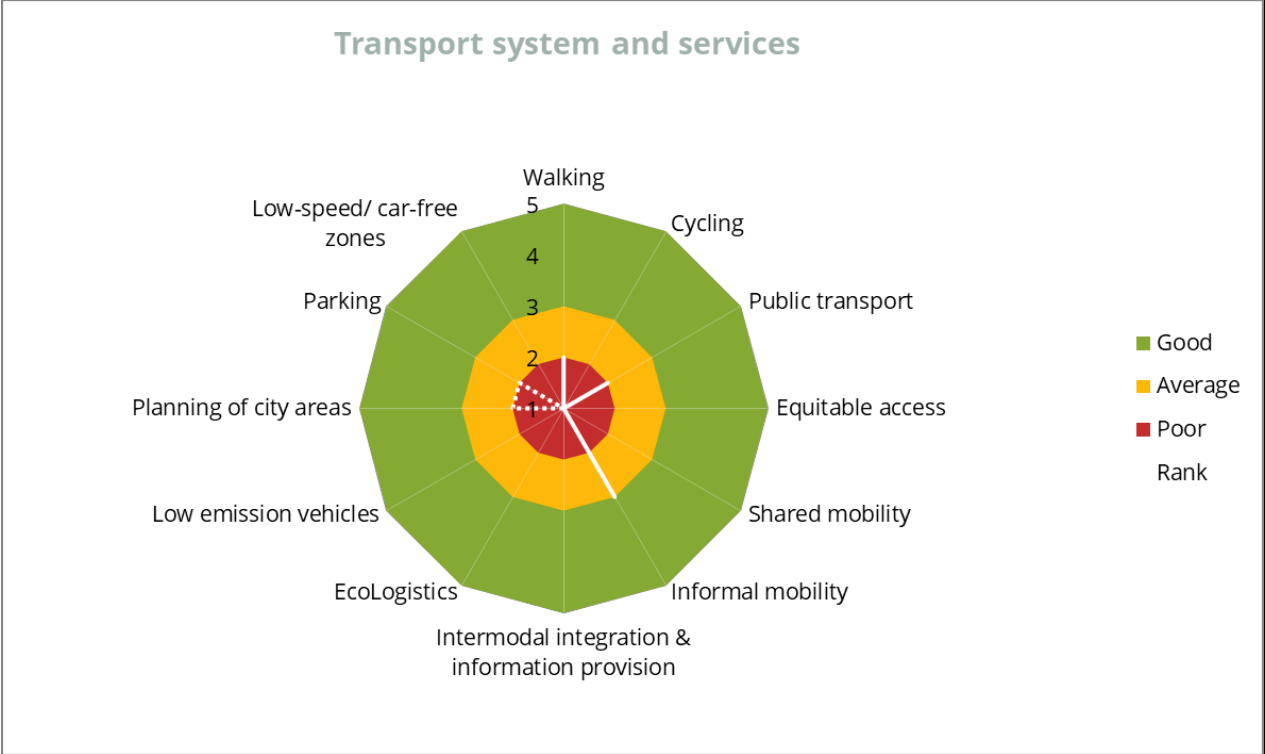


Figure 4: Transport system and services category's indicators' ranking

Matatu minivans are staged at the taxi park and serve mainly the route between Jinja and Kampala as there is no other public transport option. The matatu operators have been requesting the city authority to improve the taxi park by building a centralized bus terminal and upgrading the surrounding areas to reduce chaos. Due to financial constraints, the city has not approved it. Most people walk to the taxi park and it is also strategically located beside the Jinja Central Market. As the most vibrant part of the town, different activities can be observed. The lack of road demarcation and encroachment from roadside food sellers reduced the road space, resulting in competition for space and traffic congestion despite the low traffic volume.



The taxi park for matatu minivans serving the city and bringing residents to the capital, Kampala

Infrastructure project in the city are funded by development agencies or countries. For example, the iconic Jinja Bridge that overlooks the famous Source of the Nile River. The bridge provides for pedestrians to

enjoy the scenery. To maintain the classy appearance of this new bridge, the Ugandan President issued a directive to ban boda motorcycle taxis and this is adhered to by the boda operators who normally do not obey directives. This situation reflects the dynamic and complex governance to organize boda operators. Since the President receives respect from the boda drivers as he protects the industry, the city administration believes that the only solution to enhancing the safety and order of the boda drivers is to collaborate with the Presidential Office itself.



Roads are not unpaved with different types of users (left) and the newly built bridge crossing the Nile River which bans boda motorcycles at the order of the Ugandan President (right)

Performance

The high use of *boda* motorcycle taxis (45%) due to the lack of public transportation is one of the most significant contributors to road fatalities and decreasing levels of walking (25%) and cycling (2%) in Jinja. Traffic congestion is not yet an issue in Jinja, although private cars are increasing (15%). Jinja does not monitor the ambient air quality, although the transport sector is seen as the key contributor to poor air quality. This is because most vehicles are imported used vehicles that emit thick polluting fumes, particularly the four-stroke engine of most *boda* motorcycles.

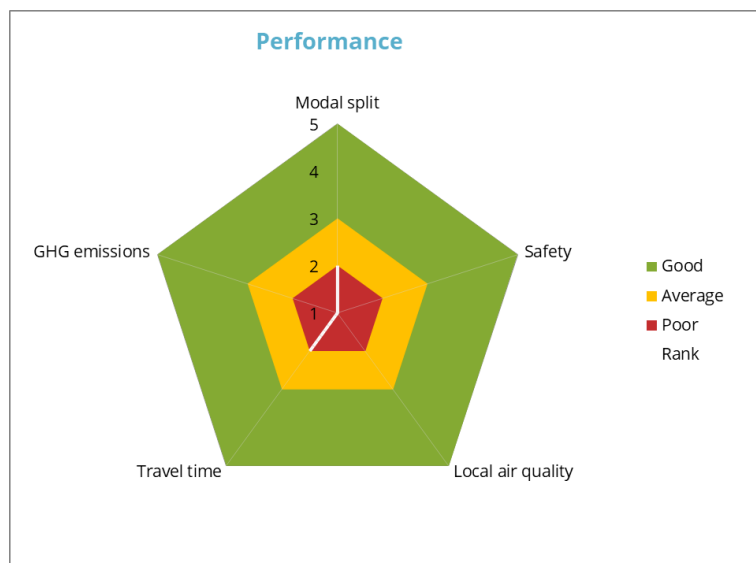


Figure 5: Performance category indicator ranking

Stakeholder working group

The SHIFT+ Steering Committee consisting of the Vice Mayor, Urban Planner, Traffic Police, and Environmental Planner are responsible for leading ecomobility issues. The committees invited the different stakeholders for discussion, including the informal operators, journalists, and private companies to gather information. Moderated by ICLEI, the meetings were engaging and energetic with many ideas and proposals to improve ecomobility. Some of the discussion is documented below.

Vision drafted during the Strategy Meeting

Citizens are educated and healthy, and live in a well-planned, unpolluted city that is highly accessible via affordable public transport and dedicated paths for walking and cycling; and well connected to surrounding areas by land, water and air.

Enablers and barriers

Factor	Enablers	Barriers
Policy	Since there are not many existing policies, there are many rooms to plan sustainable mobility.	Policy implementation.
Institutions	The political leadership is dedicated to ecomobility and recognizes the importance. Most residents are already acquainted to ecomobility lifestyle.	There is a lack of financial resources to maintain a Transport Department. Transport planning is by an Engineer and focuses on car-centric designs.
Finance	There is a chance to engage with development banks and agencies to finance small to medium-sized projects	Maintaining a stable revenue and expenditure stream to finance sustainable mobility projects is challenging.
Infrastructure	Jinja's urban structure was planned during the colonial times, making it compact with potential to strengthen active mobility infrastructure and transit-oriented development.	Lack of proper urban planning and implementation may result in sprawling low-density area.

Actions planned

The SHIFT+ Working Group committee members invited the different stakeholders for discussion and about 11 key actions were proposed during the meeting. All stakeholders are given a chance to propose short- and long-term actions and vote for its priority (1- least; 5 – highest priority).

Goals	Action items	Timeline	Priority for Jinja
Planning and organization	Integrate ecomobility into the upcoming Physical Development Plan	By July 2019 – Urban Planner	5
	Retain the EcoMobility SHIFT Steering Committee and meet quarterly to follow up on ecomobility actions	Quarterly meetings led by the Vice Mayor	5
	Improve information flow and communication by strengthening communication between the municipal authorities, traffic police, Boda and Matatus Associations and the MDF	EcoMobility SHIFT Steering Committee	2
Improving active mobility	Designate pedestrian-only streets (proposals: Nizam and Allidina roads around the central market)	By December 2019 – Urban Planner	5
	Secure funding for bicycles and bicycle parking	By December 2019 – EcoMobility SHIFT Steering Committee	4
Improving safe access	Reduce illegal parking that obstructs access and improve walking conditions	Traffic Police and Municipal Council	3
	Install traffic lights to improve traffic order	Municipal engineer – by 2020	5
	Construct two new terminals for matatus	MDF	4
Improving boda services	Work with the Boda Association, traffic police to prepare a plan and approach the national government for support	MDF – before the next federal election in 2021	5
	Training for boda drivers and encourage uptake of driving licenses	EcoMobility SHIFT Steering Committee and traffic police – ongoing	5
Raising	Organize Mobility Week to raise	June 2019	2

Goals	Action items	Timeline	Priority for Jinja
awareness	awareness of ecomobility among the general public		
	Public gatherings with media and create talk shows	EcoMobility SHIFT Steering Committee	3

Jinja also aims to reorganize the market area to be more pedestrian-friendly. This transformation will be funded by the Transformative Urban Mobility Initiative (TUMI) as Jinja won the 2019 TUMI Global Urban Mobility Challenge Award.



Boda motorcycle taxi stage outside the Jinja Central Market, the main hub in Jinja (left) and road side vendors occupying road space, increasing conflict between different transport users (right)



The vibrant Jinja Central Market that is selected as the TUMI Global Urban Mobility Challenge 2020 winning project.



SUSTAINABLE MOBILITY OBJECTIVES	ACTIONS	RESPONSIBILITY	TIMELINE
INCREASE EQUABILITY INFRASTRUCTURE	REVISIT PDP TO INCLUDE MORE EC/MOBILITY/100	PHYSICAL PLANNER	IN NEXT 6 MONTHS
INCREASE WALKWAYS	TRAIL END REPAIRS INTO WALKWAYS	PHYSICAL PLANNER + ENGINEER	5 YEAR 2016-2021 NEXT CHOICE 2020
INCREASE PUBLIC CYCLE MANAGEMENT	CYCLING CAMPAIGN + EVENT + MANGROVE PROJECT	MAYOR'S OFFICE + MOBILITY TEAM	NEXT 7 MONTHS
SENSITISE INSTITUTIONS	APPOINT MOBILITY TASK TEAM TO IDENTIFY QUICK WINS	MAYOR'S OFFICE UJICA, CHIEF OF POLICE HEALTH	IN NEXT 3 MONTHS
GREENING ROADS	PLANT SHADE TREES + INSTALL BENCHES	ENVIRONMENT + PHYSICAL PLANNING	ALIGN WITH EVENTS ABOVE

SUSTAINABLE MOBILITY OBJECTIVES	ACTIONS	RESPONSIBILITY	TIMELINE
IMPROVE CYCLING FACILITIES	WORK WITH BANKS + HOTELS TO SECURE BIKE PARKING	TEAM: PLANNING, ENGINEERING, EDUCATION, FINANCE	IN NEXT 6 MONTHS - 1 YEAR
IMPROVE SECURITY	POLICE TO FOCUS ON DANGEROUS AREAS	PLANNERS POLICE	IN NEXT 2 MONTHS
IMPROVE SAFETY FOR CHILDREN	IMPLEMENT SAFE CROSSINGS FOR CHILDREN @ SCHOOLS + FORMER SCHOOLS	AMEND/SARSAI, ECO SCHOOLS INITIATIVE	6 MONTHS
SENSITISE POPULATION TO NMT	NO VEHICLE DAY ON ONE OF THE ROADS	TRAFFIC POLICE PUBLIC ENFORCEMENT TEAM	NEXT 3 MONTHS
IMPROVE BODA-BODA SERVICE	ENGAGE WITH BODA-BODA DRIVERS	MOBILITY TASK TEAM	ONCE TASK TEAM IS SET UP

③ TRANSPORT SERVICE
(PROVISION OF TRANSPORT, WELL INTEGRATED MOD)

STRENGTHS:

- MATATUS ARE FLEXIBLE
- BODA BODAS ARE MODERN
- MATATUS + BODAS
- WATER TRANSPORT
- AIRPORT
- NEW BUSES WILL BE INTRODUCED
- MATATUS INDUSTRY
- TRAFFIC LIGHTS
- PHYSICAL PLANNING

WEAKNESSES:

- BODA-BODAS DON'T HAVE LICENSES
- NO PUBLIC BUSES
- NEED MORE WALKWAYS
- VERY FEW WALKWAYS
- NEED NIGHT LIGHTS
- DIFFICULT TO CROSS
- ROADS ARE NOT MAINTAINED
- DRIVERS ATTITUDE
- NOT GAZETTED
- DIRTY EMISSIONS
- NO HELMETS/SEATBELTS
- NO SAFE CROSSINGS



Discussion with the stakeholders led by the Vice Mayor

Summary

Traffic congestion is not yet an issue although private cars are increasing. Boda motorcycle taxis contribute significantly to road fatalities leading to unfavorable walking and cycling environment. The lack of planning institution and financial resources are significant challenges for the city to plan and implement transportation projects as it is reliant on external funding or donation. Therefore, ground-up solutions are simple with high impacts are important for Jinja to reinvest itself.

Some of the other key focus areas to improve ecomobility in Jinja include:

- Work with the Boda Association, national government and traffic police to regulate the boda industry as this is a detrimental issue to social cohesion and economic losses. Organize public campaigns to raise awareness on ecomobility and road safety.
- Planning for safe access and upgrading the quality of the matatus services and the Taxi Park as they provide integral services to the local communities. Planning for walking and cycling network that are universally accessible; install more traffic lights and street lights.
- Establish a transport authority as the policymaker for sustainable mobility for Entebbe, including planning and operating public transport, and working together with the Urban Planning Department.

About EcoMobility SHIFT+

The EcoMobility SHIFT+ scheme is developed by ICLEI-Local Governments for Sustainability to provide local authorities with a useful tool to *assess, analyze, and act* to improve sustainable mobility. By working with the public and private stakeholders, this tool analyzes the ecomobility performance and status quo to identify short-term and long-term interventions and making informed decisions. The backbone of this system is 23 indicators categorized into three main dimensions: Enablers, Transportation System and Services, and Performance. This is a powerful tool for policymaking by capturing and synthesizing complex data into meaningful information.



About CitiesSHIFT: Capacity building and networking for climate- and people-friendly mobility project

Funded by Hewlett Foundation, the overarching goal of this project is to support cities to identify challenges and opportunities of urban mobility system in the hope that the city could shift towards more ecomobile modes of travel, i.e., walking, cycling, public, and shared transport. Six project cities from China, India, and Uganda participates in this project.



Scan the QR code and download the reports about the project and project cities.

Contact us

If you are interested in conducting EcoMobility SHIFT+ for your city, please contact us
Sustainable Mobility Team
ICLEI-Local Governments for Sustainability World Secretariat

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