



THE REPUBLIC OF UGANDA

**Ministry of Works and Transport**

**DRAFT**

**NON MOTORISED TRANSPORT  
POLICY**

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## **Acronyms and abbreviations**

BRT	Bus rapid transit
eg	for example
FABIO	First Africa Bicycle Information Organisation, Jinja, Uganda
GTZ	Deutsche Gesellschaft für Technische Zusammenarbeit GmbH, Germany. The German agency for international cooperation is now known as Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)
I-ce	Interface for Cycling, the Netherlands
ie	that is to say
IFRTD	International Forum for Rural Transport and Development
IMT	Intermediate means of transport
ITDP	Institute for Transportation and Development Policy, New York, USA
KCCA	Kampala Capital City Authority
km	kilometre
KURA	Kenya Urban Roads Authority
MoWT	Ministry of Works and Transport
MTRA	Multi Sectoral Transport Regulatory Authority
NGO	Non-governmental organisation
NMT	Non-motorised transport
NRSA	National Road Safety Authority
NZ	New Zealand
RAI	Rural Accessibility Index
SSATP	Sub-Saharan Africa Transport Policy Program
SUSTRAN	Sustainable Transport Network hosted by UN Habitat, Nairobi, Kenya
TAFMOD	The African Forum for Mobility and Development, Uganda
TDM	Transportation Demand Management
TOR	Terms of Reference
UK	United Kingdom (of Great Britain and Northern Ireland)
UN	United Nations
UNEP	United Nations Environment Programme
UNRA	Uganda National Roads Authority
USD	United States Dollar
VAT	Value added tax
VTPI	Victoria Transport Policy Institute

## Glossary and definitions

<b>Boda-boda</b>	Originally bicycle taxis that operated at the border with Kenya. Subsequently a generic term for bicycle taxis in Uganda and then for motorcycle taxis. In present use, boda-boda increasingly refers to motorcycle taxis.
<b>Foot path</b>	Pedestrian way not associated with a road
<b>Footway</b>	Pedestrian way at the side of a road
<b>Kerb</b>	Line of concrete, bricks or stones forming a raised edge (often around 150 mm) between a footway and a carriageway.
<b>Pavement</b>	Road carriageway (footway in some English documents)
<b>Platform</b>	A raised level surface on a road, operating like a speed bump but providing a flat surface that can be used to identify a pedestrian crossing or shared road space. Also known as speed hump.
<b>Ramp</b>	A slope or inclined plane for joining two different levels, as between a road carriageway and a raised footway (replacing the kerb at strategic locations such as pedestrian crossings).
<b>Rumble strips</b>	A series of raised strips across a carriage way (or parallel to the carriageway in the case of lane markers) that alert drivers to potential danger by causing a tactile vibration and audible rumbling, transmitted through the wheels into the vehicle body.
<b>Shoulder</b>	Side of road used for structural support and drainage, but also may be reserved for use by non-motorised transport and/or vehicle emergencies and breakdown
<b>Side walk</b>	Footway for pedestrians at the side of a road (pavement in some English documents)
<b>Speed bump</b>	Speed bump (also known road hump or ‘sleeping policeman’) is a speed-reducing feature of road design to slow traffic. They are often 70-100mm high and 300 mm across.
<b>Street furniture</b>	Objects such as lights, information signs, bollards, benches, bicycle stands and plant displays placed in the street for the public good.
<b>Taxi</b>	Internationally, a taxi (or taxicab) is a vehicle for hire with a driver used by one or more passengers for a specific journey determined by the passenger. Such taxis exist in Uganda, but are not as common as in many other countries. In Uganda, taxis are generally public transport minibuses that travel along specific routes, with multiple stops and multiple independent passengers.
<b>Universal Design</b>	Universal Design refers to pedestrian and transport infrastructure, facilities and services designed for the widest range of potential users, including people with mobility and visual impairments (disabilities), the elderly, those in wheelchairs and people walking with small children or with pushchairs. While aiming to address the needs of people with disabilities, it is a comprehensive concept with provisions that can benefit all users.

## **Executive Summary**

### **Objectives**

Non Motorised Transport (walking and cycling) are the most popular means of transport Uganda. Yet they are also the most unsafe. This policy attempts to redress this through the achievement of the following objectives:

- An increase the recognition of walking and cycling in transport, planning, design, and infrastructure provision;
- The provision of safe infrastructure for pedestrians and cyclists;
- Resources for walking and cycling in being mainstreamed in agencies' financial planning;
- The development and adoption by all agencies of universal design standards that provide for access to all sectors of the community; and
- An improvement in regulation and enforcement to enhance safety for pedestrians and cyclists.

### **Universal Design**

Universal Design principles ensure that there is appropriate pedestrian access everyone, including the elderly, men and women in wheelchairs, people with small children and those with various disabilities, including mobility problems and visual impairment. Universal Design infrastructure includes ramp alternatives to steps, hand-rails where falls would be dangerous, lack of obstructions and clear signs. These features benefit pedestrians of all abilities and have a negligible effect on overall costs when included at the design stage. Government will require that appropriate 'Universal Design' principles will be included in all new and refurbished NMT transport infrastructure.

### **Safety**

The Government has recently developed a new Road Safety Policy and is committed to establishing a National Road Safety Authority (NRSA) and a Multi Sectoral Transport Regulatory Authority (MTRA). Ultimately, the NRSA will be responsible for road safety management, and coordination, whereas MTRA will deal with other regulatory and safety aspects.

### **Planning and Design**

The Government will ensure that the needs of pedestrians and bicyclists will be adequately addressed in the planning, implementation, regulation and enforcement of roads and other rural and urban infrastructure.

Government recognises the importance of adequate and appropriate design and implementation standards for roads and related infrastructure that meet the needs of all road users, including motorists, bicyclists and pedestrians. The relevant authorities are required to ensure their standards are appropriate for bicyclists and pedestrians, and that engineers, consultants, contractors and supervisors are aware of the relevant standards, and why they are important.

## **Rights to Use Roads**

Government considers that all road users in Uganda have equal rights to use the road but they also have clear responsibilities and must not abuse their rights. Dangerous road use is unacceptable and Government will improve enforcement. Drivers, bicyclists and pedestrians must be empathetic to the needs of others, giving way when appropriate and not unreasonably demanding priority on the road. Government will promote this through education and awareness creation, coordinated by the National Road Safety Council, and later the National Road Safety Authority.

## **Gender**

Government recognises that men and women have equal rights to own and use bicycles and that gender discrimination should be actively discouraged. Government will consult to gain greater understanding of the practices and attitudes relating to bicycles and gender and the social and economic implications of women using bicycles prior to initiating culturally appropriate promotion of bicycle use by women.

## **National Roads**

Government will require that all national road designs, and related infrastructure such as bridges, should include a non-motorised transport statement explaining how the needs of pedestrians and cyclists have been incorporated into the designs. This should include a statement as to the adequacy of the hard shoulder width close to trading centres.

Government will require that all relevant construction and maintenance contracts should require a non-motorised transport statement explaining how the needs of pedestrians and cyclists should be incorporated into the works. Government will require the relevant bodies to verify that there is compliance with these requirements.

## **Urban Roads**

Government requires that all urban road designs, and related infrastructure such as bridges, should include a non-motorised transport statement explaining how the needs of pedestrians and cyclists have been incorporated into the designs. Similarly, Government requires that all relevant construction and maintenance contracts should require a non-motorised transport statement explaining how the needs of pedestrians and cyclists should be incorporated into the works. Compliance should be verified.

Government will require the authorities responsible for urban roads to identify priority areas for retro-fitting NMT infrastructure, including covered drains, constructed footways and designated shoulders. The use of one-way routes should be considered, to allow greater allocation of space for NMT users.

Government intends that the safe space available to NMT users will be substantially increased through the consistent enforcement of existing regulations to prevent the encroachment of road shoulders and footways by construction materials, stationary vehicles and informal trading enterprises. Government will require the urban authorities and the relevant enforcement personnel to achieve this.

Government requires that the traffic management plans for Kampala should take into account the needs of NMT as a priority. Urban authorities will be asked to prepare plans for networks of bicycle routes as part of their traffic and transport planning.

### **Pedestrian Crossings**

Pedestrian crossings should be clearly marked with standard zebra stripes and stop lines. In general, they should be on platforms to emphasise the pedestrian priority of the crossing and to calm traffic speeds. Zebra stripes must be maintained to ensure the markings remain clearly visible. On national roads, appropriate traffic calming infrastructure and rumble strips should precede the crossings.

### **Provision for Cycling**

Government will ensure that all new and upgraded urban and national roads include consideration of the needs of bicyclists and include dedicated bicycle lanes when the existing and predicted demand justify this. Government will require the relevant authorities in Kampala and other large urban areas, to plan for through cycle routes between high density residential areas and major places of employment.

### **Integrated Transport**

Government intends that planning for the needs of pedestrians and bicyclists will be an integral part of all land transport schemes in Uganda, including transport terminals and Bus Rapid Transit (BRT). All BRT stops (stations) must incorporate Universal Design for easy pedestrian access and provide adequate bicycle parking facilities. In addition, integral to BRT planning and implementation will be the development of suitable medium-distance pedestrian and bicycle routes, with appropriate infrastructure to allow easy NMT access to BRT stops and terminals. Government will ensure that design consultants for BRT schemes incorporate these principles.

### **District and Community Access Roads**

Government will require that all district and community road construction, rehabilitation, major grading and engineering projects (including the provision of drainage) and related infrastructure such as bridges, should include a non-motorised transport statement explaining how the needs of pedestrians and cyclists have been incorporated into the design and works. Particular attention should be given to the adequate maintenance of road shoulders.

**预览已结束，完整报告链接和二维码如下：**

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