The Potential of NMT in BRT projects.

"Moving slowly But Reaching far" A presentation to the Sustainable Mobility For African Cities Expert Meeting in Daker Senegal 7th, Oct. 2010..

Presented by: Kayemba Patrick, FABIO UGANDA.
The Presentation!

- Objective of the presentation.
- Introduction to FABIO.
- Current situation of Active Transport in Developing Cities.
- FABIO Trail since 2000 to date.
- Major Milestone.
- Lessons.
Why this talk?

- Sharing and Networking
- Igniting Debate and lessons for change.
FABIO?

- Local NGO of experts and agents of change of sustainable development started in 1997 under BSPW but restructured in 2006.

- **Vision** - A society where people have access and use environmentally friendly, affordable and sustainable means of transport for improved quality of life.

- **Mission** – To promote Active Transport for improved quality of life through Networking, Advocacy, bicycle accessibility, capacity building and awareness creation.
Welcome the world of Active Transport

• Boda Boda pedal cyclists
• Public spacing
• Cycling
• Walking
• Head caring
• Push carting
• Wheel Chairs for PWDs
• Safe routs to school and markets
• Availability of Active transport Facilities.

All inclusive policies
Typical situation in most cities

The poor have to rely on uncomfortable and unsecure public transport

The rich have their private cars

They all end up on the road.
Situation Analysis

Urbanisation in Uganda

- GKMA (Greater Kampala Metropolitan Area) contains 2.3 million inhabitants.

- It is expected to grow to 3.6 million in the next 15 years.

The current transportation system doesn’t work for so many people with national social economic impact.

The political sphere is not yet shaken until now??.
Active Transport in developing cities

• Many cities have implemented policies that restrict the use of active transport, particularly the bicycle, encouraging all people to motorize, regardless of its contribution in mobility of people.
• The Vision 2025 for Uganda had an aspiration of “motorized mobility for all”
• Boda boda pedal cyclists were restricted from operating in the CBD and pushed only to the periphery of the city.
• By not providing for facilities like lanes, parking space, high taxes on the bicycles, riding a bike in Urban cities is unsafe.
Analysis Count.

• Regarded as transport for the poor
• Low level of technological development
  80% of the
• Bicycles technology in Uganda is 1800 model
• Restrictive Cultures that limit women riding bicycle.
Pedal cyclist and walking are the most efficient users of the scarce road space than private parking helping in combating congestion in the city.

Walking and cycling are the most efficient and environmentally sustainable means of making short distances trips will be considered.

Otherwise Mobility in Kampala will remain survival for the fittest with a mix of traffic all sharing the available space.

Even with BRT, traffic congestion will not be solved.
Mobility in the city

Public transport of the 14 sitter taxis (Matatu) have not solved the problem of all inclusive mobility instead has caused a lot of congestion and not only for Active Transport but for all mobility in the city.
Current situation Count.

In the absence of a deliberate Government policy on promoting Active transport facilities has seen the emergence of motorised taxis 14 seater to fill the gap despite the negative long and medium term implication.

Slowly but sure Motor cycle are also taking a center stage in providing short term solutions to the problem. But at the same time creating big health related challenges in the long run. Most cities are no longer livable, unsafe and unproductive.
The social Economic Science of the Bicycle

Why the bicycle?

Sustainable developent

Easy access

Gender equity women on the bikes

Equitable and concious resource utilistion and infrasture devt.

Solves health problems

Increased Employment chances

Environmental conciousness
FABIO Trails

- We employed a double approach strategy of bottom and top.
- We realized poverty was the big issue to tackle using practical and strategic interventions. Also for Legitimacy Building.
Organize bicycle rallies in the city for the big politicians to participate in the picture is the Jinja Mayor. Raising bike image
Initiated a pilot intervention in Iganga a smaller (Sign Posting, speed reduction and traffic rechanneling to take prominent care of cycling and walking with support from I-CE, ITDP & GTZ through UN Habitat.

Provided bicycle to rural people with skill to use the bicycle for Income and access to the basic services on credit with support from Cycling out of Poverty and Bread for the world.
Engaged policy makers

FABIO develops conducive relations with the line Minister and govt. Tech.
Organized the first ever African bicycle conference PABIC 2001

• Came up with policy documents and demands, initiated North south collaborations for transfer of expertise.

The Jinja Declaration
25th November 2001

The participants of PABIC declare that the following severely inhibit development on the African continent:

Mobility and Transport
Poor access to markets for smallholders and small entrepreneurs, health care, schools, employment and leisure activity. Failure by governments to use all modes transport to improve essential service delivery, such as community health care, schooling, education and agricultural extension. Lack of planning for mobility needs of the majority population.

Economy and Productivity
High taxes and tariffs on bicycles, which have high price elasticity.

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25TH NOVEMBER 2001

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The Government started inviting FABIO in sector meetings in 2005 as FABIO started being inevitable.
Exposure Visits for the high level policy maker and make them jump on bikes. A team of city planners and the national technical People lead by the Director national transport.

In Collaboration with World Bank, ITDP-Europe and I-CE this was possible.
After the adoption of BRT we invited Penalosa to speak about Active Transport integration.
Held separate meetings with the Minister and the Mayor
The process of Active Transport integration in the BRT for GKM

Vision Setting
In line with the BRT
By all stakeholders

Programing and developing specific Active Transport interventions during BRT processes.

Implementation of conducive Active Transport facilities and Awareness creation through a strategic awareness plan.

Regulation of the planning process

Monitoring
Milo stones.

- FABIO has continued to influence the BRT process with a sandwich approach as a member of the national BRT tech. committee.
- BRT in Kampala is at feasibility and detailed design stage.
- ITDP and UN Habitat have written a GEF proposal to provide for the crucial technical assistance to ensure successful implementation of those high quality sustainable transport BRT project in Kampala, Nairobi and Addis.
Major Lessons

• Continued transfer of expertise and knowledge from the North was a key tool through the LOCOMOTIVE projects, ITDP-Europe, etc..

• With a clear vision, patience and legitimacy it is possible for the CSO to influence and lead the process of integrating Active transport solutions into BRT projects.

• It is not big resources but commitment and service beyond self that will yield sustainable cities.

• Success build on success regardless of level.

• Continued advocacy for inclusive transport planning and access by all.
Our desire for Kampala is to move from this.
To our desired destiny this
“Moving slowly but reaching Far”

Have a Great Day...