

Evaluating the Economic Benefits of Non-Motorized Transport Infrastructure (NMT) for Sustainable Development Case Study: Non-Motorized Transport Pilot Scheme for Kampala City

Joseph Kigozi¹

¹Project Management and Engineering (PROME) Consultants Limited
P.O Box 24934, Kampala, Uganda
joseph@promeconsult.com

Abstract - Resilient and Smart Non-Motorized transportation systems are vital for sustainable development of cities. The characteristics of the existing transport network in Kampala CBD which is largely dominated by the roads was designed majorly to accommodate the vehicular traffic. Uganda's GDP growth rate has averaged at 4.8% between 2009 and 2017 the population growth at 2.9% average based the census years 2002 and 2014. The Ministry of Works and Transport developed and passed the Non-Motorized transport policy in 2012 and currently this policy is at implementation stage. Kampala Capital City Authority in the view of implementing this policy has undertaken a pilot project to establish Non-Motorized Transit corridors such as Namirembe Road and Luwuum Street which will be accessible to only pedestrians and cyclists. Due to migure resources available in developing economies it is absolutely necessary that comprehensive economic evaluation of Pilot infrastructure projects such as NMT is conducted to determine their efficacy before implementation on a broader scale. It is in this spirit that this paper seeks to provide technical assistance to government agencies, consultants, contractors and other stakeholders interested in estimating the economic benefits of NMT Investments.

Keywords: Non-motorized transport