



**EXAMINING THE POLICIES AND PLANNING FOR NON- MOTORIZED
TRANSPORT INFRASTRUCTURE**

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ABSTRACT

This research was conducted to examine why Non-Motorized Transport (NMT) has been neglected in policy formulation and planning yet it is a valuable component of the transport system. The study was aimed at developing guidance in planning and implementation of relevant policies including NMT which is normally neglected. NMT includes all forms of movement that do not rely on an engine or motor for mobility. It is recognized as a valuable component of the transportation system and the environment due to the various benefits it holds. It can address a large range of transportation needs ranging from regional mobility to neighborhood access. Unfortunately many times this very important component of infrastructure development is often neglected either deliberately or due to lack of awareness of its importance. The study took a qualitative research technique based on case study approach. Data were collected using research tools, which included questionnaires and interview guides. 70 respondents were chosen using systematic random and purposive sampling techniques. The Town clerk, Planner, Engineer, pedestrians and cyclists were used as respondents in the study. The findings in this research show that policy makers do not provide for cyclist and pedestrian facilities in the planning and designing of transport infrastructure. The study has shown that lack of a NMT Policy for Non-Motorised Transport (still in a draft form “Non Motorized Transport Policy 2012), leaves a lot of loopholes for the actors to consider the importance of this sector in its implementation. The draft policy is also silent about NMT facilities like pedestrians crossings, walk ways, street lights and cyclist lanes are often neglected. The transport infrastructure master plan of Nansana Town Council provides limited space for expansion of roads, which affects the designing of better pedestrians and cyclist facilities in most roads of Uganda. It is recommended that, the draft non-motorised transport policy of October 2012 should be reviewed to include NMT aspects so as to give enforcement guidance to the implementers. The Urban Local Authority should also develop a network of cycle and pedestrian lanes to ease mobility along the road. Designated separate cycle and pedestrian lanes/paths from motorized lanes, are essential on roads with high volumes of traffic.