Kampala

Mobility

> **"As things currently stand, we are seeking to tackle the change in the way people behave, the way in which they perceive mobility and the way they cross the city, not forgetting the traffic regulations."**

Extract from the preliminary research, p.3

Our project / To significantly reduce road traffic density and congestion based on a digital contribution and changes in the behaviour of residents.

Our proposed solutions

1. Develop a **collaborative mobility approach** between the Kampala Capital City Authority (KCCA), the police, the Ministry of Public Works and Transport, the National Information Technology Authority, the National Authority of Ugandan Roads and innovation hubs.

2. **Build artificial intelligence** based on video surveillance images from KCCA cameras enhanced with a combination of detailed navigation maps and analysis of CCTV footage and of the Google Traffic application programming interface (API).

3. **Create awareness and consult the public about traffic conditions,** by broadcasting messages on the radio, via community barazas (meeting places) and digital supports (social media, texts, website).

ASToN
DIGITAL TRANSITION FOR SUSTAINABLE
AND INCLUSIVE CITIES

Kampala and traffic congestion

The government is investing in infrastructure to ease traffic, particularly by roadbuilding and putting traffic lights in place, but a change in behaviour, in the perception of mobility, and in the respect of traffic rules.

The challenges to overcome

- Road traffic is at a complete standstill several times a day, leading to major economic and environmental damages. The cost of this paralysis is estimated to be:

  - 24,000 hours' work per year;

  - 150,000 euros per year.

- Due to traffic congestion, the city needs to implement its multimodal mobility plan entitled "GKMA Multimodal Urban Transport Master Plan". The city's Information Technology and Communication (ITC) plan is not yet shifting towards intelligent mobility.

- Travel delays have an impact on the residents' daily life and the quality of their lives. High travel costs affect the prices of a number of goods and services.

- Travellers and road transport companies have no confidence in the reliability of traffic routes.

Kampala in figures

Population:
4.1 million inhabitants

Area: **189 km²**

Number of Matatus
(14 seater buses): **17,203**

Number of Bodaboda
(taxis-motorbikes in 2014):
405,124

Number of vehicles
on the road:
635,656 *(70 % of which are in the city centre)*

Our goals

Produce a route planner covering all available forms of transport. This will give users an overview of the mobility options available for their journeys and the possibility to select the best itinerary for them (hours, number of kilometres, etc.).

Pool all available data on traffic, incidents, weather, video surveillance, etc. This will make them consistent to increase road safety and convenience, as well as to inform residents and make a contribution to saving energy.

This content has come from the preliminary research carried out by the city as part of the ASToN project in 2021

www.kcca.go.ug   **kccaug**   **KCCAUG**

ASToN
DIGITAL TRANSITION FOR SUSTAINABLE
AND INCLUSIVE CITIES