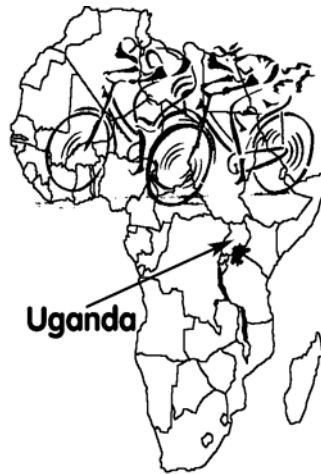


First African Bicycle Information Organization and Workshop (FABIO)



Topic:

MOBILITY STRATEGY - PLANNING FOR THE PEOPLE –
INNOVATIVE TRANSPORT PLANNING

STRATEGY TO POVERTY ERADICATION

Non-Motorised Transport (NMT) Master Planning As A
Poverty Eradication Strategy For The Developing Nations
Particularly In Africa.

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" Moving Slowly But Reaching Far"

Abstract Title: STRATEGY TO POVERTY ERADICATION - NON-MOTORISED TRANSPORT (NMT) MASTER PLANNING AS A POVERTY ERADICATION STRATEGY FOR THE DEVELOPING NATIONS PARTICULARLY IN AFRICA.

Topic: Mobility strategy - planning for the people – Innovative transport Planning

The process of rapid urbanisation in developing countries particularly those in Africa has become a threat and escalating the levels of poverty among the people. Considering that many of the African economies are agro based with uncontrolled population growth, and subsistence form of agriculture, the land has increasingly become less and less productive. And therefore, can no longer provide adequate employment, hence increasing the levels of poverty. This situation has lead to increase in urban migration for people to look for alternative employment since bigger proportions of industries and commerce are located in urban cities. Mobility choices for these people who make up the majority therefore become an issue.

This situation is worsened by the inefficient city planning for the use of road space leading to increase in traffic accidents, jams and pollution which in turn creates losses in time and lowers urban productivity up to 30%. Private automobile operators dominate many of the urban cities. This form of transport offers unreliable, uncomfortable and unsafe travels for unaffordable prices for majority of the population. People therefore resort to tracking long distances from the outskirts of cities to go to work or look for jobs.

NMT in many of the urban areas take up to 80-90% of the mobility model split, but this is not at all translated in the infrastructure facilities, hence creating undemocratic considerations on the road and limitations in access and therefore poverty continues to prevails. Considering the benefits of NMTs i.e. pedestrians, pedal cyclists, bicycle taxis (boda boda) cycle rickshaws, it is imperative for politicians to reconsider their perception towards NMTs if poverty is to addressed.

NMT master planning calls for restructuring and integrating transport systems and creation of public space to ensure reliability, efficiency, responsive, affordable and environmental consciousness. This will create time saving which will translate in increase in productivity, liveability and social development. The entire process requires reversal in the urban traffic mobility planning and restructuring of the urban transport strategy and prioritises (*case study of Bogota, Colombia*).

In Jinja Municipality - Uganda, FABIO initiated the implementation of an NMT master planning pilot project (2003-2006), in this process FABIO accumulated a bulk of experience, which can be utilised as a case study to strengthen the argument. It will also provide for a detailed experience in having such a project intergrated in the mainstream local government plans and programme. Successes and challenges of the Jinja / Iganga NMT Master Plan Pilot Project.

NB: This abstract is part of I-ce / Locomotives

INTRODUCTION:

The process of rapid urbanisation in developing countries particularly those in Africa has become a threat and escalating the levels of poverty among the people. Considering that many of the African economies are agro based with uncontrolled population growth, and subsistence form of agriculture, the land has increasingly become less and less productive. And therefore, can no longer provide adequate employment, hence increasing the levels of poverty. This situation has lead to increase in urban migration for people to look for alternative employment since bigger proportions of industries and commerce are located in urban cities. Mobility choices for these people who make up the majority therefore become an issue.

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THE NMT MASTER PLAN:

NMT Master planning is a process of enhancing the establishment of an all inclusive transport system, taking care of the core concerns of all categories of road users in view of productivity, safety, liveability, and infrastructure improvement. It is also a process which involves policy review with the aim of ensuring that all policy frameworks at all levels are conducive to and representative of the core concerns of different categories of road users especially non - motorised transport users.

NMT Master Plan Vision

To have an integrated urban transport system (network) which is accommodative of all transport needs of the different categories of people for enhanced productivity, liveability and sustainable development of the Municipality.

NMT Master Plan Mission

To facilitate the process of integrating the NMT particularly bicycle transport, by improving on its image, infrastructure and mainstreaming it in the Municipality development programmes.

Objectives of the NMT Master Plan

- Promote urban and peri -urban road safety for NMTs by providing safe riding conditions.
- Advocate for the integration of NMT issues in the local government policy frameworks.
- Improve accessibility for all people in Iganga Town Council by taking specific care of the mobility needs of all marginalized groups.
- Promote sustainable economic development through poverty relief and women empowerment.
- Improve the urban bicycle culture (low image of the bicycle in the eyes of the privileged classes, decision-makers, women are not allowed to ride) among the people of Iganga Town Council.

DESCRIPTION OF THE PROJECT:

This project which is divided into three phases has been designed with short, medium and long-term perspectives.

The Short Term Phase includes issues like conceptualisation of the ideology and identification of the key stakeholders, sensitisation for change of attitude towards NMT, data collection and analysis, programming/ strategic planning, integration of the project in the local government programmes and policies, resource mobilisation, community mobilisation and participation, demonstration, monitoring and evaluation.

In the Medium Phase Stage we shall see capacity building, resource mobilisation, continued data collection, monitoring and evaluation, demonstration, infrastructure and policy development, planning, documentation, sharing of experience at national level and with the outside world through conferences and workshops.

The Third Phase will primarily include consolidation of infrastructure development and maintenance, lobby for integrated mobility public policy at all levels development of bigger projects and ensure sustainable resource management.

KEY AREAS OF FOCUS IN THE NMT MASTER PLANNING PROCESS

- Transport safety
- Reduction of environmental pollution by GHG Emissions noises and dust.
- Social inclusion
- Policy Review
- Convenience of travel
- Livability
- Productivity
- Professionalization of the bicycle transport sector
- Increasing attractiveness of non motorized travel

PARTNERSHIPS / COLLABORATIONS THAT HAVE BEEN INVOLVED IN THE MASTER PLANNING PROCESS (2001 - 2005)

The NMT Master Planning Process is a multi- lateral partnership between the Ugandan Government, the Government of Germany, the Netherlands Government and the Global Environment Facility.

The Government of Uganda:

This has been represented by the Ministry of Works Housing and communication and Jinja Municipal Council, and Iganga Town Council as the implementing bodies on behalf of the Ugandan Government and the First African Bicycle Information Organisation and Workshop (FABIO) as an NGO facilitating the NMT Master Planning process

Multi-lateral partnerships: These include:

- *the Global Environment Facility (GEF) through the Sustainable Transport Network for Africa (SUSTRAN - Africa),*
- *the German Technical Co-operation (GTZ),*
- *Interface for cycling Expertise (I- CE Netherlands), through the Low cost mobility initiatives programme (LOCOMOTIVES),*
- *the Institute for Transport Development Policy (ITDP- Europe),*

The above establishments have played the crucial roles of :

- *backstopping the NMT Master Planning Process*
- *building the capacities and capabilities of the different stakeholders in the NMT Master Planning process*
- *providing financial support to the NMT Master Planning process*
- *Provision of technical backstopping*
- *Backstopping the policy review process*
- *Creating and enhancing effective linkages at the international level in the Master Planning process*

The NMT Master Planning Process is one tool that will go a long way in reducing poverty levels and economically emaciating women in Uganda. Therefore it is important to have an overview of the agricultural sector in Uganda in relation to gender in order to appreciate the NMT master planning process.

Women and Agriculture:

Women contribute 70 – 80 % of agricultural labor and are responsible for about 80% of food crop and more than 50% of cash crop production. They are also often responsible for providing food for the household all year round. In productive work, men and women have traditional roles, particularly in Agricultural production and marketing, with men considered responsible for doing the majority of land clearing and women doing the majority of weeding and post harvest processing.

In terms of access to, control and ownership of assets in the household or community, our experience has found out that women have greater control over such things like utensils, bedding and handicraft. On the other hand they have greater access to utensils, bedding, family business, family furniture and handicraft. However their ownership over such items is limited except for handicraft and their husbands own the rest. Proceeds of money are controlled and totally owned by the husbands.

Uganda is also a patriarchal society where men are the dominant players in decision making, as a result, men take control of the marketing of all household produce and its subsequent proceeds. The lower status of women in comparison to men is mainly a result of gender imbalances that arise from the unequal opportunities and access and control over resources and benefits.

Women are clearly at a disadvantage over men in terms of access to and ownership of means of transport (Bicycle, Donkeys/ oxen and cars), men are more superior in strength and can ferry heavy loads of produce to markets in a short time, men are usually greater risk takers and can chance the challenge of the unsafe riding conditions, and men have easier access to information especially market information on the other hand, many women especially in rural communities, hardly have access to information to know what is going on around them beyond their individual responsibilities. Their Access to information is limited by several factors that include the low levels of education and lack of time due to heavy work burdens among other reasons.

The NMT Master Planning process therefore argues that ensuring safe routes to markets, schools, and hospitals coupled with, increased information access by women, skills development, improved cycle friendly infrastructure, provision of bicycle loans / subsidies to women, are the best ways to reduce poverty at household level through increasing women economic empowerment at household level.

a) *safe routes to markets, schools, and hospitals*

- The NMT Master Planning process seeks to help establish a transport system that takes care of the needs of the different categories of people. It seeks to ensure transport safety through: establishing cycle friendly infrastructure, road marking, enhancing attitude change through sensitization and training of all categories of road users (Pedestrians, cyclists, motorists through their Associations e.g. Special Hire Car Association, Uganda Taxi Operators and Drivers Association (UTODA), Uganda Bus operators Association (UBOA). The NMT Master Plan also seeks to ensure that NMT issues are well integrated in the Highway Code and Road Safety Act, the Poverty Eradication Action Plan (PEAP), the National Transport policy and all other policy frameworks.

The NMT Master Plan and Poverty Eradication:

The NMT Master Planning process seeks to improve traffic behavior through ensuring that cycling and road safety are put on the curricular of both primary and secondary schools, and that there are set National standards on driving school curricular and in regard to the qualifications of driving instructors and also seeks to curb the problem of inexperienced drivers through the establishment of national computerized driving permits.

b) *Social inclusion*

The NMT Master Planning process is an all-inclusive project which enhances the participation of all the different stakeholders (policy makers, technocrats, the media, the boda boda society, the general public, the Police Department, women, youths, persons with disabilities, rural communities e.t.c) and categories of people in the planning, implementation and monitoring of project activities. This has boosted a sense of ownership and civic pride.

The NMT Master Planning process seeks to address issues of livability, convenience of travel and increasing attractiveness of NMTs. It recognizes the fact that venders usually sell their wares at the sides of busy streets and that women constitute the majority of the venders. It also recognizes the fact that venders are attracted to a sidewalk by mainly one factor namely the easy access to market for their produce i.e. the high pedestrian traffic points. Therefore the NMT master plan seeks to re – organize traffic flow and vending points by specifically desegregating pedestrian and cycle traffic from mainstream traffic.

The NMT Master Planning process is also seeking to boost access to markets and the boda boda sector by establishing bicycle storage facilities for day parking and overnight storage which assures and increases the confidence of the rural producers who bring food in the markets and the boda boda community about the safety of their most treasured means of livelihood. The NMT master plan is also encouraging the introduction of new and more durable brands of ladies bikes to ease cycling for women. One such partner in this field is the Institute of Transport Development Policy (ITDP – Europe) with the California bike.

The NMT Master Planning process is also aimed at enhancing communication and access to markets and market information especially by women. It is also going to enhance skills development in various sectors which include; issues of road safety, the highway code, organizational strengthening, collective marketing by women, skills empowerment in small enterprise management, savings and credit management, and record / book keeping.

The NMT Master Planning Process also calls for the provision of bicycle loans / subsidies to both urban and rural communities especially women, to help improve rural and urban mobility by accessing bicycles to low income individuals and communities at an affordable cost. The aim of the programme is to promote sustainable economic development through poverty relief, through promotion of initiative, employment creation and women empowerment while at the same time improving access to social economic and political services by closing the geographical gap in the remote areas. It is therefore of prime importance to have the NMT Master Planning process integrated in the mainstream national and local government plans and programs.

STRATEGIES & APPROACHES USED IN THE NMT MASTER PLANING PROCESS

The strength of the NMT Master Planning Process lies in the strategies and approaches employed since 2001 which included:

1. Ensured effective social inclusion of all stakeholders and all categories of road users in the NMT Master Planning process

During the master planning process a stakeholder analysis was made with the following objectives:

- *To provide for sharing information and knowledge in regard to NMT usage, policies and experiences among the different stakeholders.*
- *Identify the different stakeholders in mobility issues in Uganda.*
- *Harmonize the understanding of NMT / Bicycle / Cycling Master Planning process.*
- *Develop a plan of action that will guide the Master Planning Process.*
- *Develop a Master Planning strategy and vision.*
- *Sensitize the different stakeholders on the need for integrating NMTs in the District development programs and projects.*

The process led to a network of various stakeholders who included, the Ministry of Works, Housing and Communication, (MoWHC), the Boda - Boda Association, the Media, the Uganda Police Force, the Jinja Municipal Council, Women groups, Youth groups and other Development partners / Civil Society Organizations in Jinja.

2. Ensured that all stakeholders effectively understood and internalized the NMT Master Planning process. See appendix one - The NMT stakeholder analysis).

3. Establishment of task forces at the National and implementation levels to ensure effective community participation and ownership of project activities.

1. *A National NMT Committee established for purposes of lobby and advocacy and resource mobilization at national and international levels. This committee included:*

Table 1: National NMT Committee

	Stakeholder	Seats	Name of Representative
1	Jinja Municipal Council	2	His Worship the Deputy Mayor, Mr. Kirimwita Bagoole. The Deputy Town Clerk, Mr. Waidhuuba Joffram
2	<i>Members of Parliament</i>	1	Women Member of Parliament - Hon. Ruth Tuma.
3	International Development Partners	2	<ul style="list-style-type: none"> • Dr. Jurgen Heyen Pershon -International Consultant • Mr. Arjen Jaarsma - NMT Expert, Interface For Cycling Expertise (I – CE).

4	<i>Boda – Boda Association</i>	1	Chairperson – Jinja Boda Boda Association (JIBBODA)
5	FABIO /BSPW	2	<ul style="list-style-type: none"> • Programme Manager – Mr. Kayemba Patrick • Board Member – Dr. Christine Mwebesa
6	Uganda Police Force	1	Assistant Commander of Police (ACP) Traffic – Jinja Police Station
7	Ministry of Works, Housing and Com.	1	National Director of Transport
8	Media	1	Mathias Mutatyama

2. *An NMT Task force in Jinja Municipal Council, established for implementation, monitoring, follow up and co –ordination purposes. The membership of the Jinja Municipal Council Task Force comprised of:*

Table 2: Jinja Municipality Task Force

1	Chairperson	His Worship the Deputy Mayor, Mr. Kirimwita Bagoole.
2	Co - ordinator	The Deputy Town Clerk, Mr. Waidhuuba Joffram
3	Municipal Finance Officer	Mrs. Jannet Kyemba
4	Municipal Engineer	Eng. Wamuzibira
5	Head of Planning Dept	Mrs. Tabitha Kakuze
6	Division Chairpersons (3)	Chairperson, Central Division, Mr. Baswaale Kezaala Chairperson, Mpumudde Division, Mr. Kasedde Michael Chairperson, Walukuba, Masese, Mr. Magunda Bwambale
9	Secretary for Works	Mr. Muhammed Ashraf

It was agreed that the Deputy Town Clerk, Mr. Joffram Waidhuba, would act as the Co - ordinator of the master planning process, while the Deputy Mayor would chair the JMC task force.

3. Action plans and budgets were developed through a participatory process and included the following:

Identification of Demonstration Sites in Jinja Municipality and establishing a baseline by 29th November 2003.

Prior to the identification of the demonstration sites, a black spot analysis was made in by FABIO in co - operation with the Traffic department Jinja Police Station and later baseline survey was conducted in regard to transport related local conditions and problems in Jinja Municipal Council. The Latter targeted:

- *the Planing Department Jinja Municipal Council,*
- *All categories of road users*
- *The Boda Boda Cycists and the cycling Association*
- *Shop Owners*
- *The Town Clerk’s Office – Jinja Municipal Council*
- *Market venders*
- *The Uganda Transport Operators Association (UTODA)*
- *Pedestrians*
- *Women and Youth initiatives and political representatives*
- *The Traffic Department Uganda Police*
- *Persons with disability initiatives and their political representatives*

This baseline survey was aimed at establishing the following:

- Black spots in Jinja Municipal Council
- The Modal Split
- Attitudes of the different road users towards other road users
- Existing traffic conditions, policies and problems in Jinja Municipal Council
- Accident rate on the different roads in Jinja Municipality
- Opinions of the general public in relation to NMT Master planning
- Gaps and challenges in road use by pedestrians, cyclists, and motorists

The task of identifying the demonstration sites and carrying out the baseline survey was a joint effort between the technical department of the Jinja Municipal Council, the Traffic Department – Jinja Police Station and FABIO.

The findings of this survey came up with the following conclusions:

- Nalufenya Road and Kyabazinga Highway were pointed out as the deadliest routes with the most accident spots with a majority of accident counts involving cyclists or pedestrians. Jinja Main Street was found to be the busiest street in regard to cycle use.

Strengthen Advocacy and Lobby Campaigns

- A resolution was made to incorporate the NMT Master Plan into the National Transport Master Plan of Uganda and the same was done for the PEAP, which was undergoing review. A number of recommendations from the different sessions on NMT Master planning were compiled presented to the Parliamentary Sectional Committees on Transport and the Natural resources so as to use the committees to expedite these recommendations in Parliament. Even when debating in the Ministry of Transport, Members of Parliament were used to support NMT issues.
- A resolution was also made that the NMT Master Plan, should be presented by the Ministry of Works, Housing and Communication for integration in the National Budget. This was to be done in co-operation with Jinja Municipality, the Local Government and the Works Department.
- On the issue of waiving bicycle tax, it was resolved that a white paper be developed and sent to parliament and the Ministry of Finance, and Economic Planning.

Traffic Condition:

- It was resolved that the NMT Master Planing Teams should push for
- The need to open up training schools for bicycles where at the end of study, the trainees would be allocated awards as one of the biggest problems is that road users do not properly understand road signs and traffic regulations.
- It was also resolved to advocate for the improvement of conditions of the Traffic Department at the Jinja Police Station (***which also controls the whole of the eastern region***) that there is need for a greater effort in improving the conditions of the Traffic Department at Jinja Police Station, whose condition leaves a lot to be desired, with:
 - *A staff of only 11 officers in charge of the entire eastern region*
 - *No vehicle attached to the department thus hampering speedy monitoring of the traffic situation in the region*
 - *No adequate facilitation in terms of stationery and necessities.*
 - *No accident related equipment (e.g. stretchers, gloves, e.t.c.) which not only puts the lives of accident victims in danger but also those of the traffic personnel at risk*

- Jinja Municipal Council was to come up with criteria of registering, identifying and monitoring all boda - boda operators within the municipality for effective control. However it was cautioned that since the goal was to promote cycling, it would be advisable not to impose more regulations on cyclists in the Municipality as this would discourage rather than encourage cycling in the Municipality
- Jinja Municipal Council and the police were to work hand in hand and help put up road signs, zebras and humps in areas where they are needed, and one such place that was identified was on the Nalufenya Highway, where the Red Cross has been commissioned to handle it.

Endorsement of MSP Proposal:

- *The FABIO team lobbied for the endorsement of the MSP proposal by the government of Uganda through Ministry of Water, Lands and Natural Resources*

Road Planning & Infrastructure

- *It was resolved that in future road construction, all roads constructed within the Municipality / country must have a demarcated lane for bicycles and more restrictions should be put on motorists to respect the vulnerable road users.*
- It was also resolved that the Ministry of Transport and FABIO for the following:
 - *Integration of road safety in the primary and secondary school curriculums*
 - *The enforcement of the culture of the use of seat belts*
 - *The revision and establishment of a standard national curriculum for driving schools and also taking care of the qualifications of the trainers*

OTHER STRATEGIES INCLUDED:

- 4. The use of Municipalities as the implementation organs so as to ensure the sustainability of project activities**
- 5. Ensuring effective follow up and evaluation of project activities by all stakeholders which enhanced transparency in the NMT Master Planning Process**
- 6. Building the capacities and capabilities of the various stakeholders both financially and technically**
- 7. The willingness to learn from past experiences and mistakes within the project and elsewhere**

SUCSESSES AND CHALLENGES FACED IN NMT MASTER PLANNING:

The Jinja Municipality Case Study - A Count down of Events

- Jinja Municipality actively participated in the Pan African Bicycle Conference (PABIC) 1 hosted on 21st - 25th November 2001, aimed at lobbying governments and policy makers to recognize the significance of NMTs in national economic development.
- 26th November 2001, the then Mayor of Jinja, His Worship Mr. Nsubuga Bewayo approves the provision of cycle infrastructure on two access roads in Jinja Municipality. (**NB:** Mr. Bewayo had been to the Netherlands on two occasions).

- 2002 - His worship Mr. Nsubuga Bewayo was replaced as Mayor by His Worship David Wakudumira the current Mayor of Jinja.
- November 2003, - FABIO entered into partnership with the Jinja Municipal Council and other NMT stakeholders and in a stakeholder workshop, roles were streamlined for the different parties.
- March 2004 FABIO in collaboration with Jinja Municipal Council undertook a situational analysis of the transport related local problems in Jinja Municipality, which culminated in joint selection of demonstration sites for the NMT Master Planning process
- May 2004 FABIO, Jinja Municipal Council and other stakeholders engaged in a strategic planning process in which the Mayors of Jinja Municipal Council and their technical teams effectively participated.

This was aimed at bringing together the different stakeholders in the NMT Master Plan with a purpose of determining its direction, to create a forum for sharing experiences in the area of transport, particularly non-motorized means of transport, to internalize the NMT Master Planning process and develop ways and means to mainstream NMTs in both local and National Development programs, to develop short medium and long term strategic direction and implementation plan of the project, update the stakeholders on achievements and challenges so far with the NMT Master Plan and last but not least identify the activities of the NMT pilot and identify who was to co – ordinate the project. (Who is who in the project implementation)?

- June 2004, the NMT process entered its implementation stage and in August 2004 an External expert provided to Jinja Municipality to assist with the formulation of road designs, JMC response was slow and non committal and the NMT process stalled
- October 2004, FABIO and a team of experts held dialogues to try and get the progress project back in line. A demonstration site re - visit made and the Mayor and his team agree to open up NMT account, and fulfill the municipality's financial contribution by 15th November
- November 2004, NMT Master Planning process rejected by the August House - JMC and interventions prohibited on Main street Jinja
- May 2005 FABIO receives official communication about the rejection of the NMT Master plan Jinja Municipality

What had been done in Jinja?

- Organised stakeholders and strategic planning workshops.
- Carried out a baseline survey on transport-related problems and local conditions in Jinja Municipality.
- Carried out a series of consultative workshops to establish the different transport related problems by the different categories of people.
- Participated in dialogues and meetings to ensure NMT issues are well integrated in the National Policy frameworks, at all levels e.g. the High Way Code, the PEAP, the Road Safety Act, e.t.c.
- Carried out an expert analysis of the traffic situation at the demonstration sites in Jinja.
- Developed long and short-term perspectives.

Why did the NMT Master Plan fail in Jinja?

The failure of the NMT Master Plan in Jinja Municipality can be attributed to:

- *Changes in the mayoral office*
- *Lack of memoranda of association signed between the different partners*
- *Poor attitudes of policy makers towards NMTs*
- *A visible lack of commitment on the part of the top leadership of Jinja Municipality*
- *Self interest on the part of the mayor who owns the tender on day parking which is making use of the 2 1/2m of outer road space that would otherwise be used by cyclists.*
- *The hesitance of Jinja Municipal Council to take over full ownership of the project*
- *Failure by Jinja Municipality to play its roles in the Master Planning process including but not limited to meeting its financial obligation.*

A New Start in Iganga Town Council

- Held preliminary dialogues with officials of Iganga Town council to introduce the idea of NMT Master Planning in Iganga Town Council
- Carried out a series of consultations with other Stakeholders in relation to the relocation of the project
- Held an introductory workshop on NMT Master planning with officials from Iganga Town Council and Iganga District to help conceptualise the idea of NMT Master Planning
- NMT Master Plan Task Force put in place.
- Stakeholders trained in NMT Master planning, traffic planning and formulation of road designs
- Proposed demonstration sites in Iganga Town Council were earmarked by Iganga Town Council Officials
- Project given approved by Iganga Town Council and project account opened and town council contribution for first phase met.

Challenges Faced In the NMT Master Planning Process

- Poor attitudes towards NMT by policy makers and the motorized class
- Lack of skills and technical expertise in NMT Master Planning
- Political influence

CONCLUSION:

In conclusion therefore; despite the challenges faced, FABIO is still determined to achieve its organizational goals and commends all its partners both within and without for their moral technical and financial support that have been able to see us through.