



Bus Rapid Transit for Greater Kampala

Ministry of Works & Transport



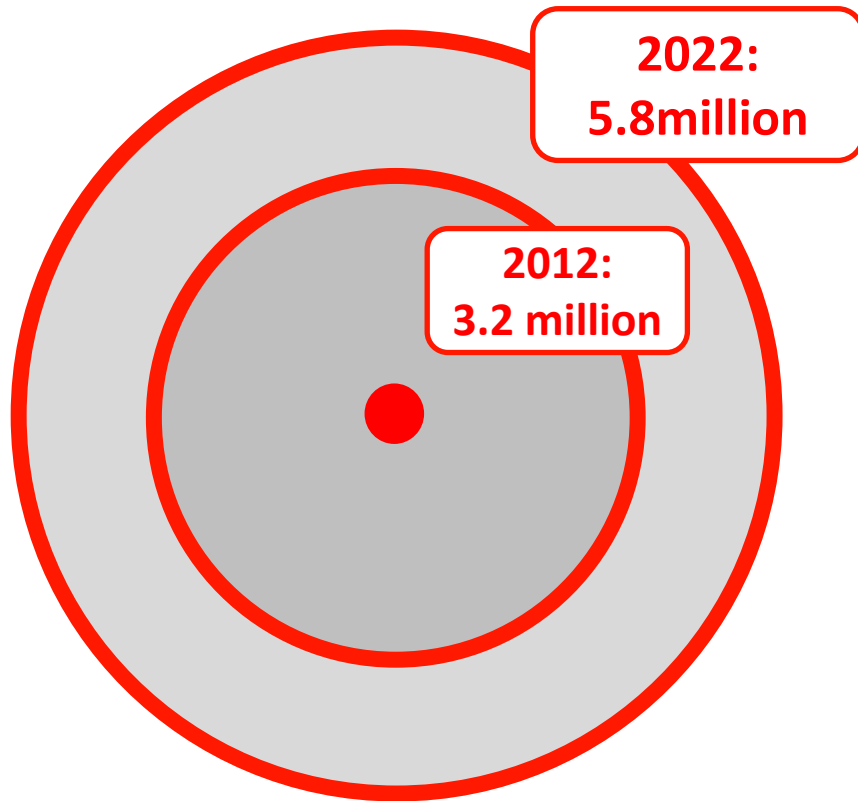
**BRT: a sustainable solution
for rapidly growing cities in Africa**

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Project
Manager

UN-Habitat
Governing
Council

Nairobi
April 2013

Main challenge



**Kampala population growth
5.7% per year = 660 per day**



**Maximum capacity
per lane per hour:
800 vehicles, or
9,000 bus passengers**

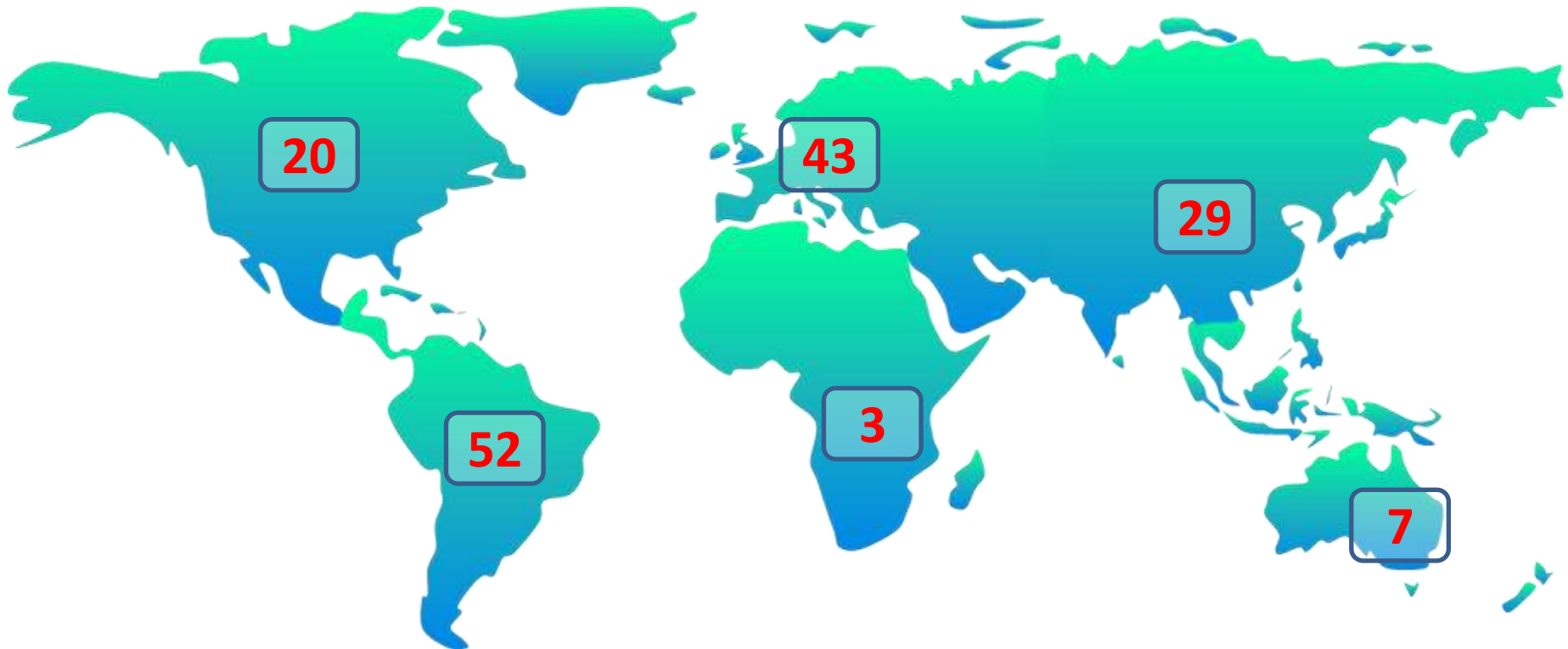
Bus Rapid Transit



Photo:
ITDP

- High-frequent mass transport
- Large buses
- Separate bus lanes
- Fast, attractive & safe
- Affordable
- Low investment
- Quick realisation

154 Cities with Bus Rapid Transit



Curitiba, 1974
Sao Paulo, 1980
Santiago, 1991
Bogotá, 2000

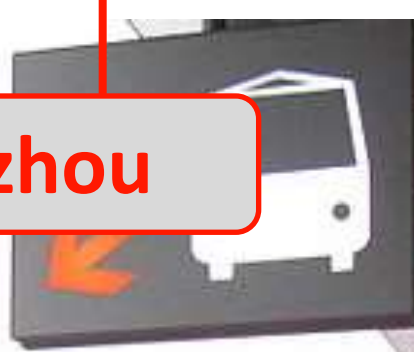
Istanbul, 2007
Lagos, 2008
Johannesburg, 2009
Cape Town, 2011

Jakarta, 2004
Tehran, 2007
New Delhi, 2008
Guangzhou, 2010

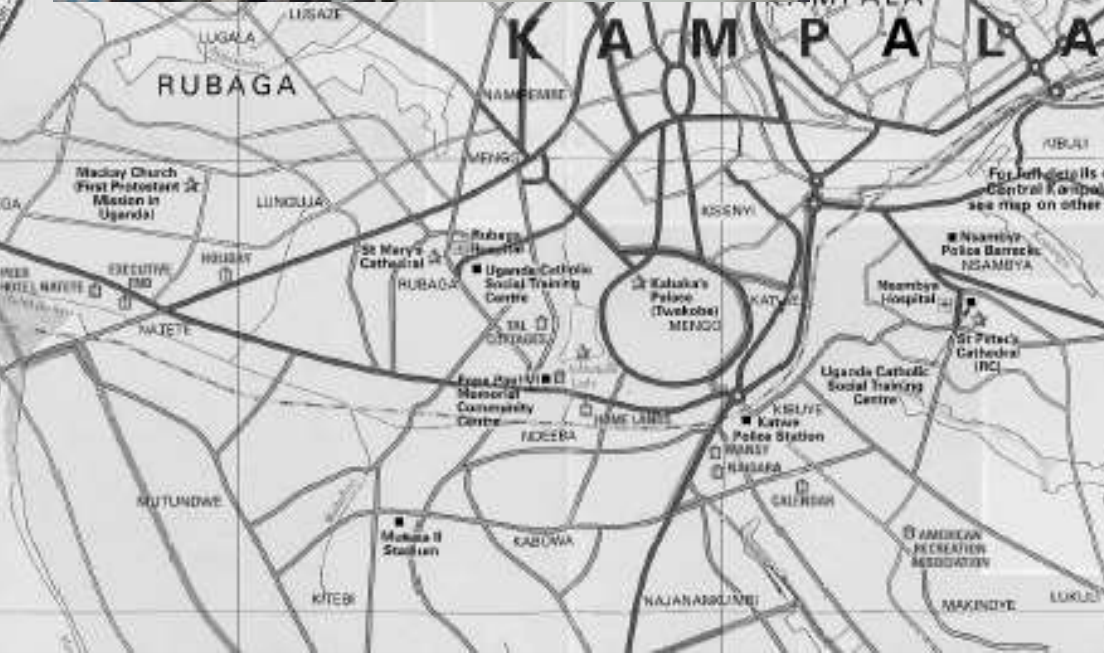
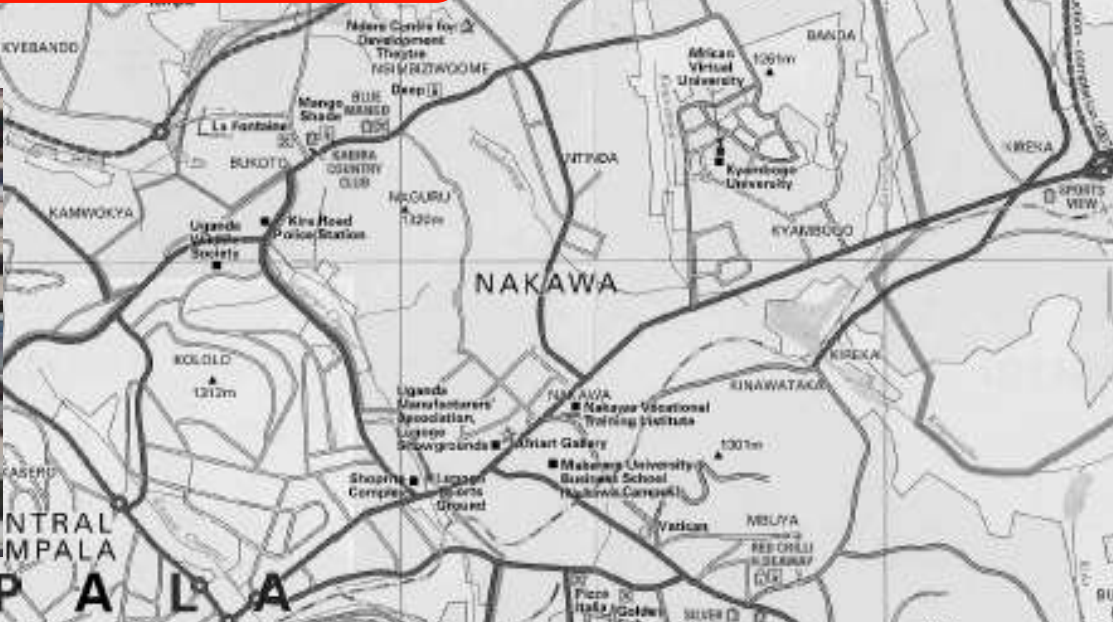
Bogotá



Guangzhou



Kampala



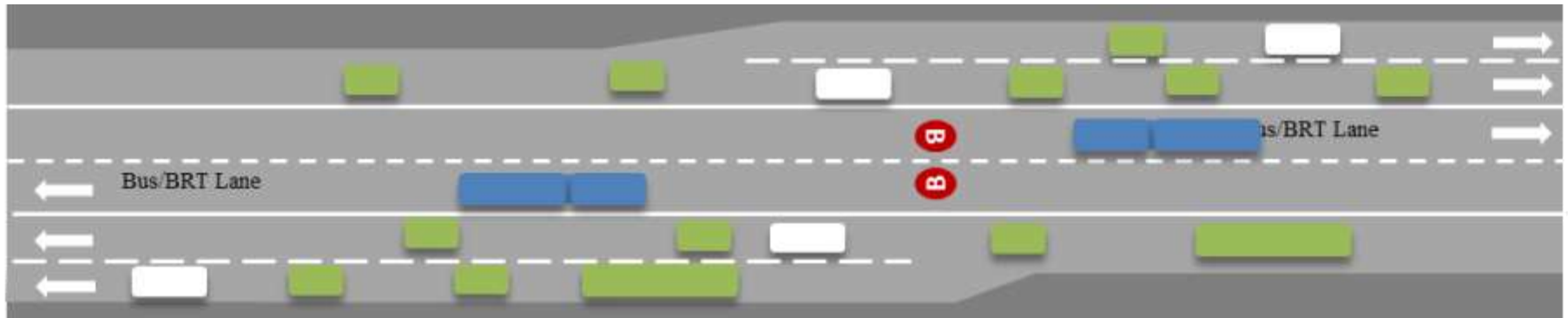
BRT for Greater Kampala: main characteristics

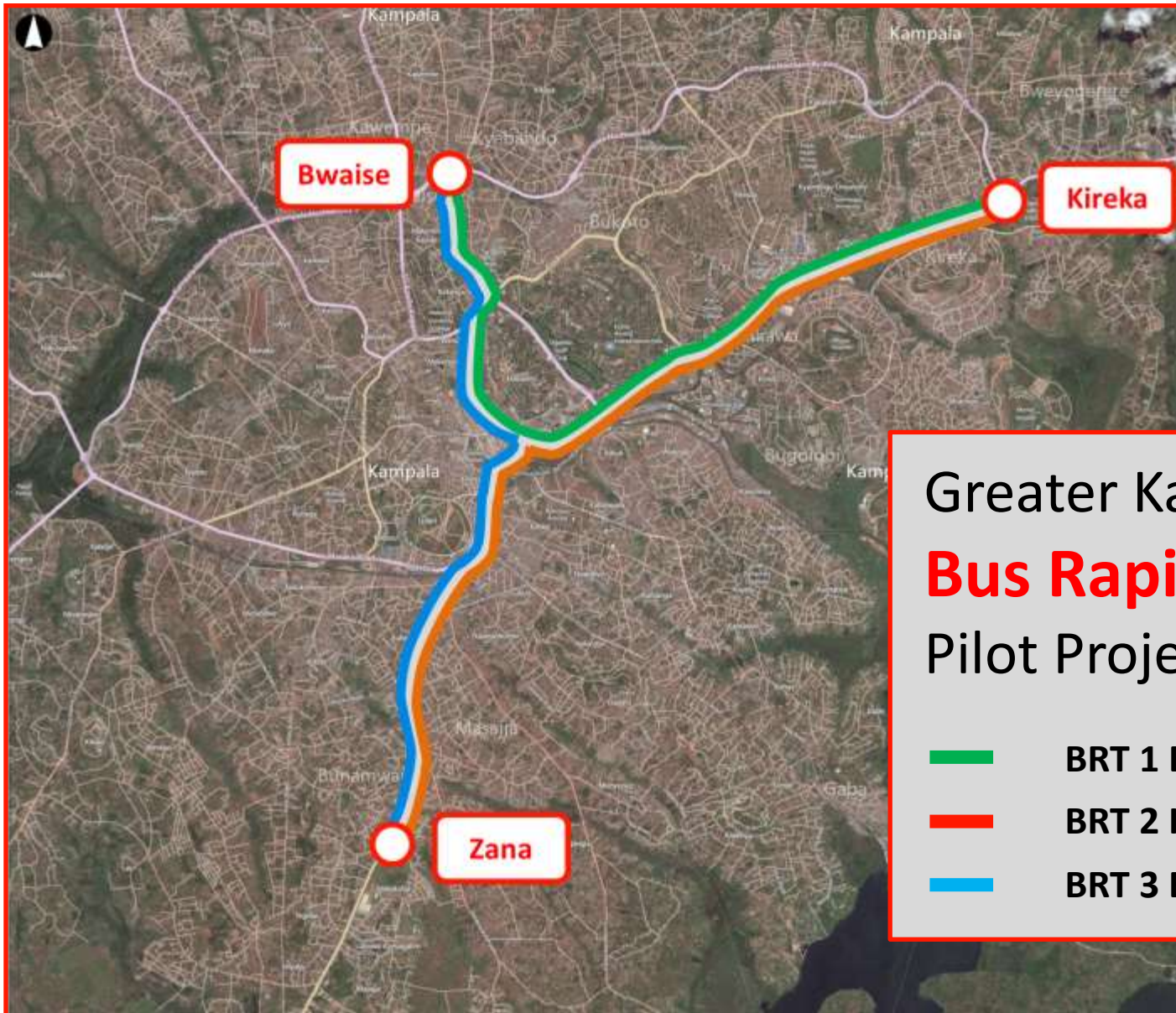
- High capacity vehicles: 18m long articulated, low floor buses
- High frequency: up to 60 vehicles per hour (each way).
- High operating speed 30 km/h to minimise need for subsidy.



Traffic management

- Complete redesign of the right-of-way
- Separate bays for parking, loading & unloading
- Key junctions: traffic lights and separate lane for right-turns
- Introduce one-way traffic in the city centre





Greater Kampala
Bus Rapid Transit
Pilot Project

-  BRT 1 Bwaise - Kireka
-  BRT 2 Kireka - Zana
-  BRT 3 Bwaise- Zana

Implementation

- Infrastructure: USD 8 million per kilometre (including stations and systems, excluding land acquisition and fleet).
- Fleet: to be provided and financed by the Operator.
- Realisation in 5 years: from feasibility study 2012 to start operation in 2017.
- Key to success: a Transport Authority or BRT Agency for realising the project and managing the operation.
- Result: approximately 300,000 passengers per day.