

**SOCIAL FEASIBILITY AND GENDER PROFILING FOR THE PROPOSED  
KAMPALA CITY ROADS PROJECT  
STUDY REPORT**

*Submitted by*

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## Acronyms/Abbreviations

AfDB	- African Development Bank
AI	- Area of Influence
ATM	- Automated Teller Machine
BRT	- Bus Rapid Transit
CBOs	- Community Based Organizations
CDD	- Community Driven Development
ECD	- Early Childhood Development
EIA'S	- Environmental Impact Assessment
FGD	- Focus Group Discussion
GoU	- Government of Uganda
GKMA	- Greater Kampala Metropolitan Area
HSC	- Higher Secondary School
KCCA	- Kampala Capital City Authority
KIIDP	- Kampala Institutional and Infrastructure Development Programme
KOTSA	- Kampala Operation Taxi Stages Association
KPDP	- Kampala Physical Development Plan
KPIs	- Key Performance Indicators
LC1	- Local Council One
MoWT	- Ministry of Works and Transport
NADIVOT	- Nakawa Disabled Vocational Training Institute
NDP II	- National Development Plan Two
NMT	- Non-Motorized Transport
NTMP	- National Transport Master Plan
ROW	- Right of Way
RTI	- Respiratory Tract Infection
RMC	- Regional Member Country
SACCO	- Saving and Credit Cooperative Organizations
SPSS	- Statistical Package for Social Sciences
STDs	- Sexually Transmitted Diseases
STIs	- Sexually Transmitted Infections
TOD	- Transit-Oriented Development
TOR	- Terms of Reference
UTI	- Urinary Tract Infection
VOCs	- Vehicle Operation Costs

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## **Executive Summary**

### **Background**

Kampala Capital City Authority (KCCA) is the agency mandated to develop, maintain and manage the city's road network infrastructure on behalf of the Government of Uganda (GoU). In the execution of the above mandate, and within the framework and recommendations of the transport master plan for Greater Kampala Metropolitan Area (GKMA) 2008-2023 and the Kampala Physical Development plan of 2013, KCCA identified the need for reconstruction, widening and upgrading from gravel to bitumen standard, 67 Kms of selected city roads as well as signalling of a number of traffic junctions to improve the current mobility situation in the city. This is planned under a project to be funded with a GoU credit facility from the African Development Bank (AfDB). As part of implementing the feasibility studies, KCCA commissioned a Social Feasibility and Gender Profiling Study, with particular emphasis on gender profiling of potential benefits and risks to confirm the social justification of the project. It is against that background that this assignment was proposed and implemented.

### **Objectives of the Social Feasibility Study and Gender Profiling**

The main objective of this assignment was to undertake a comprehensive assessment of the potential social impact and gender profiling along the roads proposed to be funded by African Development Bank. The specific objectives focused on: 1) potential positive social benefits of the planned roads, 2) potential negative impacts, 3) potential dissatisfaction from local residents that might hinder implementation, 4) proposing gender-based recommendations for livelihood enhancement and restoration, and gender responsive design.

### **Study Approach and Methodology**

This feasibility study was conducted in Kampala City along the 28 project roads that are planned for expansion, upgrading, and reconstruction, within Kampala City. The study used a predominantly qualitative approach and methodology that entailed: 1) review of Uganda national development policy documents and African Development Bank Social Safeguards, 2) conducting Focus Group Discussion among the roadside community, women, market vendors, and transport operators, 3) conducting Key informant Interviews among Ministries/Department/Agencies including; Uganda National Roads Authority, Ministry of Gender Labour and Social Development, and KCCA Directorates (Engineering, Health, Education and Social services). Besides qualitative studies, minimum quantitative studies were conducted and these included: 1) observation and recording of all roadside facilities/assets/resources and occupants, that are assumed to be potential

beneficiaries, 2) a Survey among drivers using the project roads, conducted during morning, midday, and evening time, 3) extraction of assets data from the strip maps and computation of statistics on the affected assets as captured by the cadastral surveys. Both qualitative and quantitative data have been processed and merged to produce this Social Feasibility report.

## **Study findings**

### ***Existence of Policy Framework***

At the Policy level, Uganda has a robust policy framework under which this roads project will be implemented. The policies that are relevant and reviewed in this Social Feasibility Study are: 1) Uganda Vision 2040, 2) Uganda National Development Plan (2015-2020), 3) National Transport Master Plan (NTMP) including transport Master Plan for the Greater Kampala Metropolitan Area (2009-2023), 4) Kampala City Authority Strategic Plan 2014/2015-2018/19, 5) Kampala Institutional and Infrastructure Development Programme (KIIDP I & II), 6) Uganda National Gender Policy, and 7) Guidelines for Mainstreaming Gender into the Road Sub-sector (by Ministry of Works Housing and Communication and Transport). In varying details, all those policies underscore the need to transform Uganda's economy into a modern and a prosperous economy. Critical to that transformation is infrastructure investment and social services, social sector development, quantity and quality service delivery. In most of those policies, gender, environment, health and safety are identified as cross-cutting issues that should be integrated in planning, implementing, and evaluating development. Therefore, the proposed road project is responding to policy priorities, and is in consonance with the African Development Social Safeguards.

### **Positive Social Impacts of the Planned Road Project**

Results from all the studies conducted suggest that the proposed road project will generate a stream of impacts at different levels and on different social groups, including men and women. The proposed road project will reduce transport infrastructure bottlenecks such as; 1) narrow carriageways, 3) deformed road surfaces, 4) poor drainage, and the resultant heavy traffic congestion. Second, the project will contribute to the already existing vibrant transport services and positive travel behaviour within Kampala city, as reflected in the availability of vehicular traffic volume, multiplicity of travel purposes, frequency of travel, and gendered participation in travels. The third type of potential impact is improved access to socio-economic services and activities along the project roads. In total, a census of the roadside facilities identified 12,451 social and business service facilities along all project roads. These socio-economic facilities included; businesses, transport services, health facilities, education institutions, security and



administrative centres, professional service centres, recreation facilities, and natural resources. Data collected on occupants of those premises suggest that both men and women participate in those socio-economics activities that are located along the roads. One of the greatest impacts of the road improvement will be improved access to the 16 roadside public markets, in which both men and women participate, and vending a wide range of produce and products. However, the only snag is that most of the markets are open, lack proper solid waste facilities, lack parking space for passengers and offloading, and lack child day-care centres. Without complementary initiatives to upgrade the existing markets, the current dilapidated condition of the market will degrade the potential impact of the road project after road reconstruction, widening and upgrading.

### **Potential Negative Impact of the Proposed Project**

Assessment of the potential negative impacts indicated that the planned road project will result in physical displacement of roadside buildings and plots of land (based on strip map data). Of the 376 buildings that were recorded during the land surveys, 92% of the assets are partially affected. In addition, all the 2,895 plots of land are partially affected – implying the project will cause marginal physical impact. Other types of perceived impact will be in the form of injurious affection that tend to occur during construction, and these are; disruption of roadside business, secondary damages to structures, contractor’s induced environmental and health risks, and effects of mass influx. The potential risks during project operation will be mainly road traffic accidents, and only if and when not adequate furniture is not installed to control the road traffic accident.

### **Women’s Participation in the Transport Labour Market**

Based on the data from the Census of the Socio-economic activities along the project roads, interviews conducted among Taxi Operators, and Kampala Operations Taxi Stage Association (KOTSA), it was confirmed that women participation in the transport labour market is still low, both in terms of numbers and positions occupied by women. For instance, only 5 drivers and 45 conductresses operate within Kampala, under the Kampala Operations Taxi Stage Association (KOTSA). Similarly, results from the 37 transport FGD (bus, commuter, special hire and boda-boda stages), of the 483 operators recorded, 88% (423) are men operators and 12% (60) are women. Although data on vehicle ownership is not readily available, the general opinion is that the vehicle ownership by women is still low because most women are in a weak economic position and/or tend to find it difficult to meet the requirements and quality for effectively participating in the transport service and business. The factors accounting for low women’s participation in the transport labour market are culture (stereotyping roles), poverty, and protective partners.

## **Conclusion and Recommendation**

All indicators of social feasibility suggest that the project is socially feasible, and the positive impacts outweigh the negative impacts. The negative impacts can easily be mitigated through compliance to the national and International social safeguards. In order to optimize and leverage the impact of the roads on people in the targeted communities, it is recommended to invest in infrastructure development of the public markets. The feasibility study also proposes recommendations for community participation and gender mainstreaming through the project life-cycle. In addition, in consultations with the road users, the social feasibility study proposed an inventory of locations where road furniture should be installed to maximize road safety, as well as enhance effective road utilization by the pedestrians, including the vulnerable groups.

## CHAPTER ONE : INTRODUCTION

### 1.1 Background

Kampala city has a total road network of 2,110 km of which 575 km (24.7%) are paved roads and 1,535 km (72.6%) are unpaved roads. A significant portion of the unpaved network is heavily trafficked with over 300 vehicles per day. Traffic congestion in the city is growing fast due to poor road network, uncontrolled junctions, and insufficient road capacity which are out of phase with the increasing vehicles on Kampala roads. This congestion results into higher vehicle operating costs, long travel times and extremely poor transport services. Additionally, this uncontrolled traffic flow puts the lives of informal and formal business owners such as road side vendors, especially women and men at risk. The overall city aesthetics and quality of life is highly compromised by the dilapidated paved roads and sidewalks, unpaved shoulders and unpaved roads which are sources of mud and dust that hovers over large sections of the City.

On the other hand, the unpaved roads are characterized by potholes, distortions, cracks, etc., and the level of service is low. With the ever-increasing traffic volumes, it is becoming very expensive and unsustainable to maintain unpaved roads.

KCCA is mandated, among other things, to develop, maintain and manage the City's roads network infrastructure and to control and manage traffic within the City. In a bid to partly address the foregoing, the Government of the Republic of Uganda represented by Kampala Capital City Authority (KCCA) identified the need for reconstruction, widening and upgrading from gravel to bitumen standard some selected City roads as well as improvement of junctions to improve the current mobility situation in Kampala in order to achieve sustainable economic development. Some of these road links and junctions will be upgraded under Phase-2 of the Kampala Institutional and Infrastructure Development Programme (KIIDP) and the majority under the funding being secured from the African Development Bank.

The Government of the Republic of Uganda has applied for Credit from the African Development Bank (AfDB) towards the cost of reconstructing and or upgrading of over 67km of roads with Non-Motorized Transport (NMT) tracks, and associated on-street and off-street parking areas and signaling a number of junctions. The project will be implemented by Kampala Capital City Authority (KCCA) on behalf of Government of Uganda. This project will address critical bottlenecks that impede mobility in Kampala City and the surrounding areas. The project aims at implementing the recommendations of the transport master plan for Greater Kampala Metropolitan Area (GKMA) in 2008-2023 and the Kampala Physical Development plan of 2013.

As part of planning, reconstructing and or upgrading of over 67km of roads, KCCA has allocated funds for undertaking a Social Feasibility and Gender Profiling Study, with particular emphasis on gender profiling of potential benefits and risks to confirm the social justification of the project. It is against that background that this assignment is being proposed and implemented.

## **1.2 Objectives of the Assignment**

The main objective of this assignment is to undertake a comprehensive assessment of the potential social impact and gender profiling along the roads proposed to be funded by African Development Bank.

### ***1.2.1 Specific Objectives***

1. To assess the social benefits that are likely to accrue from the proposed roads that includes access to health, education, markets, and employment (SME) at the roadside and in the project zone of influence, with specific reference to men and women, and vulnerable groups.
2. Assess the role of women in the transport labour market, particularly within the city.
3. To undertake a comprehensive assessment of the potential negative impacts of the proposed road projects, in particular to the vulnerable populations such as women, children, persons with disabilities etc., and recommend mitigation measures.
4. To analyze the safeguard issues by foreseeing the likely dissatisfaction from local residents and business populations, including resettlement, displacements etc., that might hinder implementation.
5. Based on field data and representative consultations, make gender-based recommendations for economic and livelihood enhancement and restoration for the different businesses (formal and informal).
6. Based on the data and findings, make recommendations for community empowerment, gender responsive design and implementation of the roads improvement, with consideration of the national gender policy regarding mainstreaming in transport sector.

## **1.3 Feasibility Study Methodology**

This section describes the methodology that was adopted to execute the study. The methodology was predominantly qualitative, supplemented by quantitative methods. Whereas the purpose of the qualitative methods were adopted to collect detailed and descriptive data on the existing policies, potential impact on gender, women's participation in the transport labour market, potential risks of the transport project and the appropriate social safeguards; the quantitative data intended to quantify the potential disaggregated data by gender, the number of roadside assets/facilities/activities

that will directly benefit from the road improvement project and establish the level of access and utilisation of the roads by drivers and passengers.

The qualitative studies included:

- Review of policy documents and social safeguards
- Focus Group Discussions with: 1) Transport Operators, 2) Road Users Community, and 3) Market Vendors.
- Key Informant Interviews with: 1) Education Institutions, 3) Health Facilities, 4) Kampala Operations Taxi Stages Association (KOTSA) and, 5) Kampala City Capital Authority Policy Makers, 6) Ministry of Gender Labour and Social Development, 7) Uganda National Roads Authority.

On the other hand, the quantitative studies entailed:

- Observing and recording the roadside facilities
- Interviews with drivers operating along the road
- Calculations of the assets that will be displaced by the right-of-way, based on the strip map data

The following section describes the key aspects of both the quantitative studies and qualitative studies in terms of sampling, data collection, and data analysis.

#### 1.4 Study Area and Project Location

The Study Area is Kampala City and the roadside communities located along the 28 project roads that are planned for expansion, upgrading, and reconstruction, within the five divisions of Kampala City. The total length of the proposed 28 roads and junctions for upgrade is 66.79 km, and for the purpose of planning construction, these roads and junctions are divided up into 5 Lots. The matrix below presents the list of the roads under their respective Lots.

*Table 1-1: List of project roads within Kampala City*

Lot Number		Road/Junction Name	Intervention	No. of km
Lot 1	1.	Wamala Road	Reconstruction	4.40
	2.	Luwafu Road	Reconstruction	2.43
	3.	Kabega Road	Upgrading	0.95
	4.	Muteesa I Road	Upgrading	2.02
	5.	Old Mubende Road	Upgrading	2.10
	6.	Canon Apollo Kivebulaya/Albert Cook Road Junction	Junction upgrade	0.30
	7.	Bulange Junction	Junction Upgrade	0.30
	8.	Kayemba Road	Upgrading	1.30

	9.	Kigala Road	Upgrading	1.10
		<b>Total number of km</b>		<b>14.94</b>
Lot 2	10.	Portbell Road	Dualling/Widening	6.95
	11.	Old Portbell Road and Spring Road	Dualling/Widening	3.46
		<b>Total number of Km</b>		<b>10.01</b>
Lot 3	12.	Fifth Street	Reconstruction	0.80
	13.	Sixth Street	Reconstruction	1.95
	14.	Seventh Street	Reconstruction	1.86
	15.	Eighth Street - Namuwongo Road	Reconstruction	2.73
	16.	Sir Apollo Kagga Road	Reconstruction	2.24
	17.	Muzito Road	Reconstruction	2.10
	18.	Ssuna 1 Road	Upgrading	4.16
	19.	Ssuna 2 Road	Reconstruction	2.58
	20.	Kabalagala Junction	Junction Upgrade	0.42
		<b>Total number of km</b>		<b>18.84</b>
Lot 4	21.	Kasubi – Northern Bypass	Dualling/Widening	2.40
	22.	Kibuye Busega	Dualling/Widening	6.50
	23.	Kyebando Ring Road	Reconstruction	1.80
	24.	Kisasi 2 Road	Upgrading	2.14
		<b>Total number of km</b>		<b>12.84</b>
Lot 5	25.	Mugema Road	Upgrading	3.44
	26.	Masiro Road	Reconstruction	2.10
	27.	Sentema Road	Reconstruction	4.10
	28.	Nsambya Hanlon	Junction Upgrade	0.52
		<b>Total number of km</b>		<b>10.16</b>

### 1.3.2 Qualitative Sampling Procedure

Sampling involves the selection of a portion of the finite population<sup>1</sup>. The choice of the sampling strategy was determined by the purpose of the study, and the key research issues to be investigated. For qualitative studies, a Purposive Sampling Strategy was used to select the study participants. With Judgment Sampling, the researcher actively selects the most productive sample to answer the research questions (Marshall 1996)<sup>2</sup>. The phrase ‘*most productive sample*’ relates to expert knowledge on the study objectives.

Table 1-2: Participants and Purpose for Inclusion

Study participants	Expert knowledge
Road Users	<ul style="list-style-type: none"> <li>• Have knowledge on transport problems, potential impact, risks and mitigation measure, and potential social safeguards</li> </ul>

<sup>1</sup> Battaglia, M.P. (208) Non-probability Sampling. *Encyclopaedia of Survey Research Methods*. Sage Publication

<sup>2</sup> Marshall, N.M. (1996). Sampling for Qualitative Research. *Family Practice*, Vol.13, No 6, pp 522-525

Community Markets	<ul style="list-style-type: none"> <li>• Current utilisation of the project roads, and the impact of the road on small business operation</li> <li>• Recommendation for optimising the impact of road improvement on the market operations</li> <li>• Potential risks associated with road improvements and mitigation measures</li> </ul>
Transport operators	<ul style="list-style-type: none"> <li>• Have information on the existing transport challenges, risks, transport services, location of social and economic services, road use, and the potential impact</li> <li>• Men and women's participation in the transport labour market, interventions, challenges, and proposal</li> <li>• Safety aspects related to motor transport in the city</li> </ul>
Head teachers	<ul style="list-style-type: none"> <li>• Knowledge on level of mobility issues related to access and utilisation of education services</li> <li>• Knowledge on transport related problems and their influence on the delivery and quality education</li> <li>• Knowledge of mobility related safety issues related to access to schools</li> <li>• Knowledge on the existence/availability of education institutions (ECD, Schools, Vocational Institutions) along and around the project road</li> <li>• Potential impact of the improved road condition on delivery of education services</li> <li>• Knowledge on the potential risks of the road improvement process and appropriate mitigation measures</li> </ul>
Health Facility In-charge	<ul style="list-style-type: none"> <li>• Knowledge on common health problems, current access and utilisation of health services</li> <li>• Knowledge on transport related problems and their influence on the delivery and quality health services</li> <li>• Knowledge on the existence/availability of health services along and around the project road</li> <li>• Safety and accident issues</li> <li>• Potential impact of the improved road condition on delivery of health services</li> <li>• Knowledge on the potential risks of road improvement process and appropriate mitigation measures</li> </ul>
Kampala Operations Tax Stages Association (KOTSA)	<ul style="list-style-type: none"> <li>• Level of women's participation in the transport services, challenges, and proposal</li> <li>• Have information on the existing transport challenges, risks, transport services, location of social and economic services, road use, and the potential impact</li> <li>• Safety aspects related to motor transport in the city</li> </ul>
Ministry of Gender, Labour and Social Development	<ul style="list-style-type: none"> <li>• Availability of policy to mainstream gender issues</li> <li>• Measures to maximise the impact of road improvement of men and women</li> <li>• Potential negative impact during land acquisition, construction and operations</li> </ul>

KCCA	<ul style="list-style-type: none"> <li>• KCCA is mandated to develop, maintain and manage the City’s roads network, infrastructure and to control and manage traffic within the City</li> <li>• Experience in road improvement projects, safety issues, transport infrastructure demands etc.</li> </ul>
Directorate of Engineering;	<ul style="list-style-type: none"> <li>• Information on structural design (reconstruction, widening and upgrading), prospects for mainstreaming gender in Design Manual, positive discrimination in recruitment of women for Eco-bus Project, and tailoring designs to gender and vulnerable groups, risk mitigation measures and social safeguards, during construction and operations</li> </ul>
Directorate of Gender and Community	<ul style="list-style-type: none"> <li>• Information on gender policy and legislation, road improvement impact (positive and negative), social safeguards, gender mainstreaming in the project design and implementation</li> </ul>
Development Directorate of Public Health	<ul style="list-style-type: none"> <li>• Information on health policy and legislation, inventory of health facilities along the project roads and area of influence, road improvement impacts (positive and negative), social safeguards, gender mainstreaming issues</li> </ul>
Directorate of Education and Social services	<ul style="list-style-type: none"> <li>• Information on policy and legislation, inventory of education institutions (Pre-primary, Primary, Secondary, Special Needs Schools and Institutions) long the project roads and area of influence, social safeguards, gender issues</li> </ul>

#### 1.4 Number of Roads Selected and Interviews Conducted per Road

Of the 28 roads, 18 were purposively selected for the Social Feasibility Studies. The main criterion that was used to select the roads was the distance of the roads, with priority given to longer roads. The Table below presents the names of the roads that were selected and the breakdown of interviews conducted. In total 86 interviews were conducted, and these are: 11 Focus Group Discussions (FGD), 9 Taxi Operator FGD, 17 Market Vendor FGD, 29 Education Institutions, and 20 Health Facilities.

*Table 1-3: Number of interviews collected per road*

Lot Number	Road/Junction Name	Road user FGD	Taxi Operators FGD	Education Institutions	Health Facilities	Markets Vendor FGD	Total
Lot 1	1. Luwafu Road	1	1	2	1	1	6
	2. Muteesa I Road	1	0	2	2	0	5
	3. Old Mubende Road	1	0	3	2	2	8
	4. Kayemba Road	0	0	1	2	0	3
	5. Wamala Road	0	0	0	0	0	0
	6. Kabega Road	0	0	0	0	0	0



	7. Canon Apollo Kivebulaya/Albert Cook Road Junction	0	0	0	0	0	0
	8. Bulange Junction	0	0	0	0	0	0
	9. Kigala Road	0	0	0	0	0	0
Lot 2	10. Portbell Road	1	1	2	1	3	8
	11. Old Port bell Road and Spring Road	0	0	1	1	2	4
Lot 3	12. Eighth Street - Namuwongo Road	0	0	2	1	2	5
	13. Sir Apollo Kagga Road	1	1	3	1	1	7
	14. Muzito Road	0	0	1	0	0	1
	15. Ssuna I Road	1	1	2	2	1	7
	16. Ssuna 2 Road	0	0	0	0	1	1
	17. Sixth Street	1	1	0	0	0	2
	18. Fifth Street	0	0	0	0	0	0
	19. Seventh Street	0	0	0	0	0	0
	20. Kabalagala Junction	0	0	0	0	0	0
Lot 4	21. Kibuye Busega	2	2	3	2	2	11
	22. Kyebando Ring Road	0	0	1	1	0	1
	23. Kisasi 2 Road	0	0	1	1	1	3
	24. Mugema Road	1	1	2	1	0	5
	25. Mugema Road	1	1	2	1	0	5
Lot 5	26. Sentema Road	1	1	2	1	1	6
	27. Nsambya Hanlon	0	0	1	1	0	2
	28. Masiro Road	0	0	0	0	0	0
<b>Total</b>	<b>11</b>	<b>9</b>	<b>29</b>	<b>20</b>	<b>17</b>	<b>86</b>	

## 1.5 Qualitative Data Collection Methods

### 1. Documentary Review

The first phase entailed review of the existing policy framework that will regulate the road projects. The documents that were reviewed included;

1. Uganda Vision 2040
2. Uganda National Development Plan (2015-2020)
3. National Transport Master Plan (NTMP) including transport Master Plan for the Greater Kampala Metropolitan Area 2009-2023
4. Kampala City Authority Strategic Plan 2014/2015-2018/19
5. Kampala Institutional and Infrastructure Development Programme (KIIDP I)
6. Kampala Institutional and Infrastructure Development Programme (KIIDP II)
7. Uganda National Gender Policy
8. Guidelines for Mainstreaming Gender into the Road Sub-sector (Ministry of Works Housing and Communication and Transport)
9. African Development Bank Gender Policy 2003

10. African Development Bank Group’s integrated Safeguard System 2013

*2. Focus Group Discussions*

In total 37 Focus Group Discussions were conducted along the project roads. Participants in the different groups included; Road Users, Taxi Operators, and with Market Vendors.

*Table 1-4: Table:- Category and Number of FGDs conducted by Lot*

Types of Studies	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total
<b>Focus Group Discussion</b>						
Road users FGD	3	1	3	2	2	11
Taxi Operators FGD	1	1	3	2	2	9
Market Vendor FGD	3	5	5	3	1	17
<b>Total</b>	<b>6</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>37</b>

In total, 550 people participated in the 37 FGDs that were conducted among the road users, Taxi operators, and market vendor FGDs. Of the 164 participants that attended Road User FGD, 70% were males and 30% were females. Of the 144 participants that attended Taxi Operator FGD, all were males – an indicator of under-representation of women in the transport labour market. Of the 242 participants that attended Market Vendor FGD, 28% were males and 72% were females. The gender variation in participants is in part due to the economic and everyday activities in which men and women participate. As illustrated in the table below, taxi operation in Uganda is a male domain, while there are more females in markets than men.

*Table 1-5: FGDs Participant by Gender*

Type of Study	Gender				
	Male	% of male	Female	% of Female	Total
Road User FGD	116	70%	48	30%	100% (164)
Taxi Operators FGD	144	100%	0	0	100% (144)
Market Vendor FGD	67	28%	175	72%	100% (242)
<b>Total</b>	<b>327</b>		<b>223</b>		<b>550</b>

NB: The nature of information sought from the FGDs is already presented in the table above, showing the inclusion criteria.



*Plate 1: Road User FGD conducted along Kibuye- Busega Road*



*Plate 2: Discussion with Road Users along Port-bell Road*



*Plate 3: Women FGD conducted at Luzira Market along Port bell Road*



*Plate 4 Women FGD conducted at the city abattoir along Old port bell Road*

### ***3. In-depth Interviews***

In addition to FGDs, 49 key informant interviews were conducted among managers of education institution and health facilities. Of these 23 (47%) were males and 26(53%) were females.

*Table 1-6: Number of In-depth Interviews*

Social Institution Studies	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Total
Education Facility KII	8	3	8	5	5	29
Health Facility KII	7	2	4	4	3	20
<b>Total</b>	<b>15</b>	<b>5</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>49</b>

The table presented the gender composition for the Education Institution and Health Facility interviews, with women representing 65% and men 35% for education, 65% male and 35% female for health facilities.

*Table 1-7: Number of In-depth Interviews by Gender*

Type of Study	Gender				
	Male	%	Female	%	Total
Education Facilities	10	35%%	19	65%%	100% (29)
Health Facilities	13	65%	7	35%%	100% (20)
<b>Total</b>	<b>23</b>		<b>26</b>		<b>49</b>

#### **4. Key Informant Interviews**

At the national level, the social feasibility study conducted Key Informant Interviews among; KCC officials, Ministry of Gender Labour and Social Development, Uganda National Roads Authority, and Kampala Operators Taxi Stage Association, and the following table presents the number of participants by gender. (*See appendix 1: List of key informants interviewed*)

*Table 1-8: Number of Stakeholder Interviewed by Gender*

Institution	Number of people interviewed		Total
	Female	Males	
Directorate of Engineering (KCCA)		1	1
Directorate of Gender and Community Development (KCCA)	2		2
Directorate of Public Health		1	1
Directorate of Education and Social Services		1	1
Uganda National Road Authority	2	1	3
Kampala Operators Taxi Stages Association	2	1	3
Ministry of Gender Labour and Social Development		1	1
<b>Total</b>	<b>6</b>	<b>6</b>	<b>12</b>

### **1.6 Quantitative Data Collection**

For quantitative data three quantitative methods were used, namely; drivers survey targeting the drivers using the road, a linear count of the roadside

assets/facilities/activities, and computation of the number of assets affected as determined by the Cadastral Surveys.

### ***1. Drivers' Surveys***

This socio-economic survey targeted in-transit drivers, specifically at traffic congestion/stoppage spots. In other words, a spatial sampling strategy was used to select the moving vehicles at a specific location. A **Spatial Sampling Strategy** is used when the study addresses people temporarily congregated in space, and the data has to be collected before the crowd is dispersed. Due to the nature of the study, there was neither enough sampling frame, nor sufficient available time to use other methods<sup>3</sup>. In total, 197 drivers were sampled. Of these 177 (90%) were male drivers and 20 (10%) were female drivers.

The key issues that were investigated included; 1) the type of vehicle used, 2) gender of car occupants, 3) number of vehicle occupants by gender, 4) purpose of travel trips by gender, journey quality, 5) and number of trips made by gender, and the perceived transport bottlenecks (already presented above). The study was done on a Friday, morning and evening, and during school holidays in May 2019. The standby Research Assistants administered a short-structured questionnaire, as well as observing and counting the vehicle occupants.

### ***2. Recording of Linear Roadside Assets***

As part of capturing data for establishing the potential impact, the research assistant used a structured checklist to record roadside assets/activities/services along the ROW (except for one new road that was included later), as well as the occupants of those premises, both males and females. (*See Appendix 16: Facilities recorded*).

### ***3. Review of Strip Maps***

The Project had already carried out cadastral surveys on most of the project roads and shared the project strip maps with the consultant. The Strip Maps were reviewed to establish the extent of physical damage, especially impact on plots of land and structures. The results from review of strip maps informed the assessment of negative impacts.

#### ***1.6.1 Qualitative Data Analysis***

The qualitative data was recorded in English, transcripts were written edited, and the data manually analysed through tabulation and looking out for the emergent themes against the stated study objectives.

#### ***1.6.2 Quantitative Data Analysis***

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<sup>3</sup> Sarantakos, S. (2013). Social Research, 4<sup>th</sup> Edition, London: MacMillan International & RED GLODE PRESS

The analysis of quantitative data from passenger surveys and transact-walk observation, the data analysis involved entering the questionnaire data (close-ended data) onto the computer by the statistician, using EPI DATA programme, subsequently exported to the Window-based SPSS to generate descriptive statistics, in terms of frequencies, percentage, and mean.

### **1.7 Study Limitations**

There are a few study limitations that might have affected the study outcomes and these included, the following:

- Unwillingness by some potential respondents presuming that the study was a tax assessment exercise.
- Challenge of getting an equally representative sample of women for both qualitative studies and quantitative studies. The local mobiliser attributed the low women turn up for Community FGDs to the unique characteristics of the informal sector activities in which women participate, namely; too demanding business, sole ownership business without alternative helper; business tied to specific location, time, owner customers (such as food vending, restaurant/bar services, mobile money and vegetable-kiosks). During community market interviews the number of women tended to drop as the FGDs progressed, excusing themselves to go and catch up with business or household obligations.
- The passenger survey was conducted on a specific day and only once, as opposed to other repeated transport studies which could have limited variety. However, it gave an indication on the picture of drivers and road vehicle transport users for the proposed roads for improvement.



## CHAPTER TWO : NATIONAL LEVEL POLICIES

### 2.1 Introduction

The first objective of this social and gender feasibility study was to assess the policy context under which the project is identified. Review of policies is necessary because the KCCA road improvement project should contribute to national development goals and targets, especially of sustainable growth and poverty reduction. The second objectives for reviewing the international, national and Local Government Policies is that the policy priority goals informed the selection of relevant Key Performance Indicators (KPIs) for the social analysis of the project roads.

### 2.2 National Policies and Development Plans

#### *Vision 2040*

The vision is: *'A transformed Ugandan society from a peasant to a modern and prosperous country within 30 years.* Critical to this transformation journey is the need to scale up infrastructure investment to ensure sustained economic growth, support robust private sector growth and development, and increase fiscal space to support investment in social sectors to improve the quantity and quality of human skills in order to accelerate poverty reduction (section 4.2.2). Vision 2040 presents government commitment to infrastructure development and investment in social services, which benefit both genders.

#### *The National Development Plan (NDP II) (2015 / 2016 - 2019 / 2020)*

Uganda's objective is to attain middle income status by 2020. The plan proposes that that will be realized through *strengthening the country's competitiveness for sustainable wealth creation, employment and inclusive growth.* That will be achieved by pursuing a private sector-led; export oriented; quasi-market approach, as well as, industrialization, fast tracking infrastructure and skills development strategies. This plan has four objectives, namely: 1) Increase Sustainable Production, Productivity and Value Addition in Key Growth Opportunities; 2) Increase the Stock and Quality of Strategic Infrastructure to Accelerate the Country 's Competitiveness, 3) Enhance Human Capital Development, and, 4) Strengthen Mechanisms for Quality, Effective and Efficient Service Delivery.

Specifically, the NDP II recognises that **Infrastructure development** is critical for enabling a timely as well as efficient movement of merchandise and labour resources from production zones to the market. The key strategic infrastructure that this Plan focuses on include: **transport**, energy, ICT, oil and gas, as well as, water for production. Well-

developed energy, transportation, and communication network infrastructure is regarded as a catalyst to accelerate the harnessing of opportunities thereby spurring growth in the country (Section 404). For transport, the NDP II identifies; *standard gauge railway system, strategic roads, water transport infrastructure, air transport*. The proposed roads improvement in Kampala is in tandem with the National Development Plan, which acknowledges the need to develop the road network infrastructure to improve transport connectivity, effectiveness and efficiency to comparable levels of the developed countries with an average of paved road density of 100 KM per 1000 Sq. km by the year 2040. The target for this Plan period is to upgrade national roads from 3,795 km to 6,000 km by 2020.

In terms of social relevance, the NDP II has a separate chapter on Social Development that sets priorities to: *promote decent employment and labour productivity; enhance community mobilization and empowerment; provide social protection services; promote youth employment and participation; promote gender equality and women's empowerment; strengthening Institutional Capacity and redressing the imbalances and promoting equal opportunities for all*.

Some of the key objectives are:

- Increase the percentage of women accessing economic empowerment initiatives from 12 percent in 2009/10 to 30 percent by 2019/20.
- Promote compliance with Occupational Safety and Health standards at Public and private workplaces and working environment.
- Expand labour intensive public works to poor and vulnerable households.
- Promote and protect the rights of vulnerable groups-children, PWDs, older persons against abuse, exploitation, violence and neglect.
- Provide life skills and livelihood support to the youth.
- Mainstream gender and rights in policies, plans and programmes in sectors and local governments.
- Prevent and respond to Gender Based Violence.
- Promote women economic empowerment through entrepreneurship skills, provision of incentives, and enhancing their participation in decision making.
- Enhance effective participation of the marginalized in social, economic and political activities for sustainable and equitable development.



### ***National Transport Master Plan (NTMP) including transport Master Plan for the Greater Kampala Metropolitan Area 2009-2023***

KCCA prepared a master Plan which sets out a framework for development of the transport sector over the next 15 years, 2008-23. The proposed road project fits well in this master plan because it provides analysis and a realistic 15-year sector investment plan, and addresses the necessary management framework. It reflects the key role that transport plays in facilitating economic and social development. The Key objectives of NTMP/GKMA include to provide a long-term multi-modal reference framework within which consistent plans for individual modes can be developed. The Proposed investment programmes; 1) Road Development - dual carriageway, single carriageway, and bus rapid transit network, circumferential roads; 2) Traffic Management and Safety such as; Road Junction Improvement, Railway crossings, Pedestrian pavements, etc. Therefore, the proposed reconstructing and or upgrading of over 67 km of roads is part of fulfilling the GKMA Transport Master Plan.

### ***Kampala Capital City Authority Strategic Plan 2014/15-2018/19***

- **Vision:** To be a Vibrant, Attractive and Sustainable City
- **Mission:** To deliver quality service to the City

The Strategic Plan puts across four thematic areas and these are:

1. Economic Growth and the Integrated City Transport Infrastructure
2. Planned and Green Urban Environment
3. Social Development, Health and Education
4. Operational Excellence and Governance

**The proposed Projects under the Integrated City Transport Infrastructure include:**

1. Improvement, expansion and upgrading of Kampala's Road network
2. Designing and reconstruction of traffic junctions
3. Introduction of flyovers
4. Introduction of alternative mass public transport systems
5. Developing of transport management policies and systems
6. Revamping and expansion of Street Lighting network
7. City parking management project

The Strategic Plan also indicates that KCCA is mandated to empower and facilitate communities, particularly women, the vulnerable groups and people with special needs to realize and harness their potential for purposeful and sustainable development. This is supposed to be achieved through;

- advocating and collaborating for the interests of Kampala City Women in public policy decisions that affect their lives.
- increasing women's participation in public policy discussions on economic, political and social issues.
- supporting member organizations in their individual efforts
- supporting women economic activities.
- supporting programs that address Gender Based Violence.

The proposed project for reconstruction, widening and upgrading of the roads potentially the objectives of the the Kampala Capital City Authority Strategic Plan, especially the proposed projects 1 and 2 listed above, as well as the objective to empower and facilitate communities, particularly women and the vulnerable groups.

***Kampala Institutional and Development Infrastructure Development Programme (KIIDP2)***

The Second Kampala Institutional and Infrastructure Development Project (KIIDP 2) seeks to enhance infrastructure and institutional capacity of Kampala Capital City Authority (KCCA) and improve urban mobility for inclusive economic growth

**The project has two components:**

1. Widen, upgrade and construct city roads, junctions, drainage and associated infrastructure. The project is:
  - Reconstructing and widening roads
  - Constructing and converting roads into dual carriage
  - Upgrading gravel roads to tarmac
  - Signalizing 15 standalone junctions and 16 incidental junctions
  - Designing and constructing drainage channels
  - Preparing a Multi Modal Urban Transport Master plan
  - Updating the Kampala Drainage Master plan
2. The second component is the institutional and systems development support which aims to strengthen the capacity of KCCA to deliver on its mandate. Under this component, the project is:
  - Establishing an automated register for all properties and roads in the city
  - Constructing a Traffic Control Centre
  - Locating and naming premises and roads within the city
  - Streamlining the Revenue Management Systems

## ***Uganda National Gender Policy***

The purpose is to establish a clear framework for identification, implementation and coordination of interventions designed to achieve gender equality and women's empowerment in Uganda. The policy is a guide to all stakeholders in planning, resource allocation, implementation and monitoring and evaluation of programmes with a gender perspective. It proposes four objectives and one of the objectives is to ***'reduce gender inequalities so that all women and men, girls and boys, are able to move out of poverty and to achieve improved and sustainable livelihoods.***

The Uganda Gender Policy proposes four (4) priority interventions and action areas namely: **1) livelihoods, 2) rights, 3) governance and, 4) macro-economic management.** Under livelihood, the Government makes commitment to reducing gender inequalities so that all women and men, girls and boys, are able to move out of poverty and to achieve improved and sustainable livelihoods.

- Developing and implementing interventions that respond to diverse livelihood needs of women and men
- Developing and promoting labour and time saving technologies for the poor women and men
- Developing incentive frameworks to improve the earning potential of poor women and men for improved productivity and output
- Promoting social protection interventions for poor and vulnerable women and men; and.
- Developing strategies to eradicate the child labour incidence with emphasis on the exploitation of the girl child

The objectives of the proposed reconstructing and or upgrading of roads by KCCA are consistent with the policy priority interventions.

## ***Guidelines for Mainstreaming Gender into the Road Sub-sector***

The Guidelines for Mainstreaming Gender in the Roads Sub-sector is derived from the National Gender Policy. The Ministry developed these Guidelines as a practical strategy for ensuring that gender is explicit in all the sub-sector's institutions, policies, plans, programmes and budgets. These Guidelines are supposed be used together with the MoWHC guidelines on: *i) environmental impact assessment; ii) mainstreaming HIV/AIDS in the roads sub-sector; and iii) mainstreaming occupational safety and health in the roads sub-sector.*

The **overall objective** of the Guidelines is to strengthen the roads sub-sector's contribution to poverty eradication through influencing methodologies, analyses, policies, institutional practices and planning from the gender perspective.

The **purpose** of these Guidelines is to ensure that the travel and transport infrastructure and services provided by the sub-sector respond to gender needs.

Gender mainstreaming requires undertaking gender analyses in all aspects of the roads sub-sector. Consequently, before any decisions are made, the potential impact on women as well as on men will be explored and measures will be put in place to ensure the achievement of potential favourable outcomes and mitigation of potential negative effects. Specifically, Section Three of the guidelines **overview of key steps in gender mainstreaming in policies, plans and programmes, through *prefeasibility, feasibility, design, budgeting, appraisal, procurement implementation, construction supervision.***

*Table 2-1: Guidelines for Mainstreaming Gender into the Road Sub-sector by MoWT*

<b>Stage</b>	<b>Gender Mainstreaming Guidelines</b>
<b>1. Pre-feasibility</b>	Mainstream Gender in <b>Situation Analysis by implementing</b> gender-disaggregated baseline.
<b>2. Feasibility</b>	<b>Gender Needs Assessment is supposed to</b> be undertaken during the formulation process. Here the focus is on Identification of needs related to: 1) reducing women’s and men’s travel time, 2) reducing women’s and men’s transport burden, 3) improving women’s and men’s access to services, 4) increasing women’s relative to men’s access to, ownership of and utilisation of means of transport including IMTs s
<b>3. Design</b>	This relates to design of gender-responsive interventions, especially in which gender is explicit in terms of the goal, objectives, activities, resource allocation, and monitoring and evaluation
<b>4. Budgeting</b>	Gender responsive budgeting is the allocation of resources in a manner that responds to the identified gender needs, especially having a budget that may have a gender specific line for implementing gender specific activities identified
<b>5. Appraisal</b>	This is a gender impact assessment supposed to be integral to the process of appraising sub-sector interventions. Here the purpose is to design strategies to strengthen potential positive outcomes and mitigate potential negative effects.
<b>6. Procurement Implementation</b>	Gender shall be incorporated in the Terms of Reference (ToRs), prequalification, bidding and contract documents in order to ensure that the private sector (the key implementers) addresses the equity issues
<b>7. Construction Supervision</b>	All monitoring processes shall incorporate a gender perspective, with sub-sector’s monitoring indicators disaggregated by sex and gender

Where KCCA does not have gender mainstreaming guidelines, this project will depend on these gender mainstreaming guidelines to integrate gender in this proposed project. These recommendations are therefore relevant to guide the proposed project.

### 2.3 African Development Gender Policy June 2003

The proposed roads are expected to be funded by the AfDB. Therefore, it is imperative that the project is well aligned with the AfDB policies and guidelines, one of them being the gender policy.

The AfDB Gender Policy paper defines the commitment of the African Development Bank (the Bank) to promote gender mainstreaming as a means of fostering poverty reduction, economic development and gender equality on the continent. The policy seeks to provide, among other things, a requisite framework for action, which will ensure equal access to women and men of all Bank resources and opportunities

**Goal:** The goal of the Bank's Gender Policy is to promote gender equality and sustainable human and economic development in Africa

**Objective:** The major objectives of the Bank's gender policy are two-fold: to promote gender mainstreaming in Bank operations and to support Regional Member Countries' (RMC's) efforts to attain gender Equality.

**Some of the Key Principles relevant to the KCCA Road Project are:**

- **Gender analysis will be an integral part of all Banks' policies, programmes and projects.** Gender analysis will be conducted for all Bank interventions in order to design interventions which respond to the needs and priorities of both women and men
- **Women's economic empowerment will be considered as key to sustainable development.** Measures will therefore be taken to support Regional Member Countries' initiatives that target women entrepreneurs and producers in both the formal and informal sectors and which adopt innovative lending policies and practice

**Priority Areas:** The priority areas for the Bank Intervention are: *1) education, 2) agriculture and rural development, 3) women's poverty, 4) health and, 5) governance.* In particular, education will partly entail expansion of female access to education. Women's poverty will entail strengthening women's economic capacity through education and training in business and entrepreneurship (marketing, trade, product design and innovation). Women's health will entail promotion of increase in women's access to appropriate, affordable and quality health care and information.

The subsequent African Development Bank Group's Strategy document titled, *"Investing in Gender Equality for Africa's Transformation 2013–2022"*, recognizes the need to reduce gender inequalities by "strengthening women's legal and property rights, promoting women's economic empowerment, and enhancing knowledge management

and capacity building on gender equality. Specifically, for economic empowerment, increasing women's access to and control over financial resources and services, leveraging infrastructure for gender equality, advocating for affirmative action in favour of women and women-owned businesses, increasing the productivity of women farmers. The proposed road projects are expected to increase women's access to economic opportunities as well as social services, as desired in the AfDB policy.

## **2.4 African Development Bank Group's integrated Safeguard System 2013**

The African Development Bank Group (AfDB) proposed its Integrated Safeguards System to promote growth that is socially inclusive and environmentally sustainable. It describes common objectives of the Bank's safeguards and lays out policy principles on five safeguard requirements that Bank clients are expected to meet when addressing social and environmental impacts and risks. The safeguards aim to:

- Avoid adverse impacts of projects on the environment and affected people, while maximising potential development benefits to the extent possible;
- Minimise, mitigate, and/ or compensate for adverse impacts on the environment and affected people when avoidance is not possible; and
- Help borrowers/clients to strengthen their safeguard systems and develop the capacity to manage environmental and social risks.

### ***2.4.1 Policy Implication for the Project***

Evidence presented above suggests that Uganda already has in place conducive macro-economic policies, sectorial and programme policies that put emphasis on infrastructure development, including roads infrastructure, as a catalyst of economic development. The implication is that the planned KCCA road project will contribute to the national policy priority. The Gender mainstreaming guidelines is a reminder that gender is such supposed to be explicit in the planning and implementation of the KCCA road projects, hence the need and justification of this social feasibility and gender profiling study.

In addition, the policies presented above are in tandem with the AfDB social safeguards policies namely:

- Operational Safeguard 1: Environmental and social assessment
- Operational Safeguard 2: Involuntary resettlement land acquisition, population displacement and compensation
- Operational Safeguard 2: Involuntary resettlement land acquisition, population displacement and compensation
- Operational Safeguard 3: Biodiversity and ecosystem services
- Operational Safeguard 5: Labour conditions, health and safety
- Checklist for Gender Mainstreaming in Infrastructure

## CHAPTER THREE : POTENTIAL SOCIAL BENEFITS ASSOCIATED WITH THE PROPOSED ROADS

### 3.1 Introduction

This chapter assesses the potential social benefits of the proposed road project. The impact is described at three sections. The first section examines the direct impact in the form of removal of transport bottlenecks and the potential utilisation of the road.

### 3.2 Improved Road Condition

One of the potential positive direct benefits will be the removal of the transport bottlenecks. The road users identified several bottlenecks whose removal will greatly improve accessibility and mobility, (*see appendix 3*). For instance, the drivers/passengers survey identified 27 transport bottlenecks/problems that the proposed road project will remove. For brevity, only ten most important transport bottlenecks, as reflected in the percentage value are presented below.

*Table 3-1: Percentage Responses of the problems experienced by the road users*

Problem	Driver Passenger Survey	
	Number of responses	Percent
<b>Physical Condition of the Road</b>		
1. Narrow carriageway	107	54%
2. Heavy traffic congestion	85	43%
3. Deteriorated tarmac surface/Surface deformation	61	31%
4. Effects of un-paved road condition (murrum, dust pollution, wet earth)	58	29%
5. Poor drainage system/flooding on the road	55	28%
6. Reckless/poor driving	27	14%
7. Frequent road traffic accidents	27	14%
8. Lack/few road signage along the road	17	9%
9. Lack of alternative roads	14	7%
10. Lack of pedestrian lane/facility	15	8%

*(Source: Driver/Passenger survey)*

The next table summarises all the transport bottlenecks generated from all other studies. It is necessary to note, when it comes, both men and women agree on the observed state of the roads (*See details in the Appendix 2*).

*Table 3-2: Summary of Transport Bottlenecks Reported by Road users*

<b>Condition</b>		<b>Characteristics</b>
1. Narrow Carriageway		- Deteriorated road shoulder
2. Deteriorated roads and Roadside drainage a		- Potholes - Open road surface - Blocked/clogged culverts - Flooding of during rains
3. Inadequate furniture	Road	- Lack of road signs - Lack of road makings - Lack of guardrails - Lack of pedestrian crossings - Lack of speed breakers - Dysfunctional traffic lights - Lack of street lights - Lack of roadside pedestrian lane/facilities
4. Inappropriate Designs	Road	- Many junctions along the roads - Many connecting roads - Many sharp-bends - Dangerous steep slopes - Lack of alternative roads - Lack of roadside parking - Lack of edge drop-off at market areas, timber market, stages
5. Human Behaviour		- Reckless driving/driver indiscipline - Poorly parked cars - Encroachment of road reserve by settlers - Theft along the roads

Below are pictures showing the transport bottlenecks



*Plate 3: Inadequate extension of tarmac to connecting roads along Luwafu road*



*Plate 4: Uneven road surface with potholes along Luwafu road*





*Plate 5: Blocked drainage channel along Kibuye-Busega Road*



*Plate 6: Silted trench in Ndeeba along Kibuye-Busega Road*



*Plate 7: Waterlogged pothole along Ssuna Road (Diniya Mosque)*



*Plate 8: Worn out road shoulders along the Eighth Street Road*





*Plate 9: Traffic Jam caused by lack of parking space at Kibuye Timber store along Kibuye-Busega Road*



*Plate 10: Road without Sidewalks at Sixth Street Road*



*Plate 11: Flooded pothole within the carriage along Eighth street Road*



*Plate 12: Flooded pothole within the carriage way along Ssuna road*

### **3.3 Potential Impact on the Transport Bottlenecks**

The transport bottlenecks presented above suggest the proposed road project should address all those transport bottlenecks, and once the transport bottlenecks are eliminated, it will contribute to transport bottlenecks, it will contribute to efficient

transport services, improve connectivity, and reduce road-based risks. But also, the nature of transport bottlenecks suggests a need to include community and driver sensitizations to change behavior on the road as part of its strategy during implementation.

The benefits will accrue to both men, women as well as children as summarised in the table below:

*Table 3-3: Potential Impact of Existing Risks by Gender*

Main Problem	Current Transport Bottlenecks and Risks	Potential impact after road reconstruction, widening, and upgrading	Potential Beneficiaries		
			Men	Women	Children
<b>Poor Road conditions</b>	Narrow roads, deteriorated road surface, mechanical depreciation (crutch plate), high fuel consumption	Reduction in vehicle operating costs, reduction in travel costs, time saving on part of drivers and passengers	✓	✓	✓
<b>Poor drainage system and flooding</b>	Flooding of open drainage system, loss of life caused flooded drowning of children, morbidity and mortality caused by flush floods, stagnant water (mosquito infestation), exposure to sewerage overflow and residual silt dust; effects of surface storm water on merchandise and property (cars and structures), blocking of roads and late delivery of produce/products/service to the market	Reduction in accidents and improved health condition; reduction in loss of goods and damage to property; and improved ambiance	✓	✓	✓
Effects of Floods on accessing education	Flooding of roads interrupts school's attendance and may cause school drop out	Regular attendance of school going children and value for money education services	✓	✓	✓
<b>Traffic Congestion related Problems</b>	<ul style="list-style-type: none"> <li>- Traffic friction and damages to headlamps</li> <li>- Loss of time in traffic jam and late arrivals at workplace, and reduced productivity</li> <li>- Late arrivals at home, false marital accusation, late-sleeping and early-rising of household members including children)</li> <li>- Slumber during working hours and road traffic accidents</li> <li>- Loss of personal belonging in traffic jam</li> </ul>	<ul style="list-style-type: none"> <li>- Reduced Vehicle operating costs</li> <li>- Improved punctuality, labour productivity, and marital stability</li> <li>- Adequate resting time for children</li> <li>- Reduction of fatigue induced accidents</li> </ul>	✓	✓	✓

In addition, the improved road condition and the associated furniture is likely to improve the quality of life of the general public and the vulnerable groups.

For instance, current lack of street lights is associated with several risks, with women being the main victims, and improved road condition would mean improved security, as the following quotation suggest:

*“There is thick darkness at night Amazon Corner. In order to avoid being raped at such a location, we (women) have to close the business before dark and report for work later in the morning”. Another interjected... “Neither the parking lights near Amazon corner can save us from rapists. We recommend to have street lights and security cameras at that spot, to enable us work for long hours without fear of any risks on our way back home (Luwafu road FGD).*

### 3.4 Potential impact on Transport Services

Evidence obtained from the driver/passenger’s survey suggests that the road project will contribute to improved transport service within Kampala City, as the following section indicates.

#### 3.4.1 Improving mobility on of already high traffic demand

One of the transport indicators that was used to determine the potential impact of the roads is the composition of vehicular traffic that is currently using the project roads. Results suggest that there are several types of vehicles that are currently using the project roads. Of the 197, 35% are saloon car/taxi, 23% are motorcycles, 12% are vans/pick-up trucks accounted, 10% are Minibus/matatus, 8% are Medium-single unit trucks-lorries or Fusos [2-3 axles], 6% are Light single unit truck-Dynas, 2% are Medium Bus-Coaster, 1% are Buses.

*Table 3-4: Percent of vehicles sampled by type*

Vehicle	Number	Percent
1. Saloon car/taxis	69	35%
2. Motorcycles	45	23%
3. Van/pickups	25	12%
4. Minibus/matatus	20	10%
5. Medium-single unit trucks-lorries, Fusos (2-3 axles)	16	8%
6. Light single unit truck-Dynas and tractors (2 axles)	12	6%
7. Medium Bus-Coasters	4	2%
8. Buses	2	1%
9. Heavy truck rigid (3 or 4 axles)	3	2%
10.Truck trailer and semi-trailer (4 +axles)	1	1%
Total	197	100%

Results presented above provide confirmatory evidence that, even when the roads are narrow and degraded, they are currently being used multiple vehicular traffic, implying that the post-construction phase will attract more or additional vehicular traffic.

### ***3.4.2 Benefits to drivers by Gender***

The second transport indicator is the people who currently use the project road. Almost all 177 (90%) of the vehicle drivers that were stopped/sampled were being driven by male and only a small (10% 19) proportion were female drivers.

### ***3.4.3 Passenger Composition and travel Purpose***

Based on the mean figures, the passenger composition by gender suggest that almost equal female, male, and children were travelling in the vehicle, with 4 being males, 4 females, and 5 children.

*Table 3-5: Average number of vehicle occupants by gender*

<b>Gender</b>	<b>Number</b>
Male	4
Female	4
Children/adolescents	5

### ***3.4.4 Travel Purpose***

More than a half (56% 111) of the passengers had travelled for work, 42% (83) had travelled for business, 22% to buy domestic necessities and very few had travelled for medial, school, worshipping, and social networking. Formal work is the main reason for travel. This is expected, because this is an urban-based road project, and having conducted the passenger survey on a week-day (Friday). On the other hand, those passengers who had travelled for business, this included business itself, marketing, and value addition (e.g. produce processing).

In terms of the number of trips per month, majority of passengers reported to travel between 20-28 days per month. This lends itself to the required work days every month, since this was the main reason reported for travel.



*Table 3-6: Percentage of Passengers (driver inclusive) by Trip Purpose and number of trips per month*

Trip purpose	Males	Average No. of days p/month males	Females	Average No. of days p/month Females	Children	Average No. of Days p/month Children/ Adolescents <sup>4</sup>	Total (n= 197)
Place of work	53% (105)	25	11% (21)	27	1% (2)	22	56% (111)
Business/Marketing/ Value addition	28% (56)	27	13% (25)	3	12% (23)	28	39% (77)
Domestic necessities/Shopping	13% (24)	24	17% (33)	25	3% (6)	28	21% (41)
Medical	2% (3)	12	2% (4)	6	1% (1)	20	3% (6)
School	2% (3)	20	1% (1)	22	1% (2)	20	2% (4)
Place of worship	1% (2)	1	1% (1)	1	0	0	1% (2)
Social network	1% (1)	0	0	0	0	0	1% (1)
Others	1% (1)	8	0	0	0	0	1% (1)

In terms of gender, the data suggests that there is no big difference in the trip purpose. Regardless in the number of cases, the main reasons for travel is work (56%), business (39%), buying domestic necessities/shopping (21%). Results suggest that a larger percentage of men are more likely to take part in those travels than women. Though, slightly higher proportion of female travel to buy domestic necessities/shopping (17% females compared to 13%). There are some (2) children who travel to do business, suggestive of child-based employment, especially among school drop-outs. Few children had travelled for school, largely because this survey was conducted during school holidays.

Results on travel behaviour presented above suggest that the planned road project will improve travel and access to different sources of livelihoods that range from economic, social, educational and health forms of livelihood; and sought after almost the entire month.

#### **3.4.4 Journey Quality**

The quality of journey tends to differ by type and nature of the road condition (paved and un-paved roads), mode of transport used (motorcycle, mini-bus, bus), vehicle ownership (personal transport or public transport), day of the week (weekday or weekend), and season (wet season or dry season). There was an overall suggestion that, regardless of gender composition, the journey quality of journey by public means of transport is associated with loss of time due delays in traffic jam, exposure to theft, rough driving, and other associated risks. There was hope that improving the roads will improve the quality of travel for the passengers.

<sup>4</sup> Adolescents any person between 10-19 years

Overall, the results presented on transport services and travel characteristics suggest once road conditions improved, they will improve travel and mobility and access to sources of livelihoods, all time, for both men and women, as well as children.

### **3.5 Potential Improved Access to Economic Activities and Services**

The potential impact of the roads was assessed through the linear asset census (quantitative studies) and the focus group discussion among market vendors (qualitative methods). The rationale for conducting a linear census of asset/facility/activity was to establish the availability and density of socio-economic activities and people occupying those premises, as an indicator of potential impact of the road on economic activities. The market vendor discussion was case study of potential impact of roads on collective economic activities, with special attention paid to women and men.

### **3.6 Potential Benefit from the improved roads**

For conducting a linear census of asset/facility/activity, a total, 12,451 socio-economic facilities/facilities were observed on all the project roads and, in summary, those observed are the following (*for details refer to appendix 16*), and these include;

- **Business and commercial services** – retail/grocery shops, mobile money kiosks, saloon, boutiques, spare-parts, restaurants, furniture, metal works, butchery, supermarkets, timber sell outlets, petrol stations, open and closed markets, photo studios etc.
- **Transportation Services Centres**– motorcycle taxi (boda-boda) stages, Bicycle Taxi, Lorry and Trucks, matatu park/tuck, special hire
- **Health Facilities** – drug shops, pharmacies, rehabilitation centres, medical laboratories, medical stores, maternity services.
- **Education facilities** – Early Childhood Development Centres, Primary schools, Secondary Schools, KCC Learning Centres, Functional Adult Literacy facilities, Vocational schools.
- **Security and administration centres** – Military barracks, LC offices and Police stations
- **Professional service** - Civil society organisations, property developers, telecom companies, transport & logistics companies.
- **Recreation Facilities and Religion**– Bar/joints, sports facilities, places of worship
- **Natural resources** – wetlands, urban farming, open ground
  
- **Number of Occupants** – In terms of people occupying the roadside socio-economic activities, a total of 5,148 occupants were recorded; of those, 60% (3,078 were men, and 39% (2,032) were women, and 1% (38) were elderly of both gender (*for details refer to appendix 15*).

*Table 3-7: Total Number of people Participating in a given Socio-economic Sectors by Gender*

Land use/facilities	Males	Percent	Females	Percent	Elderly	Percent	Total occupancy	Percent	Share of the overall
Business Operators	2427	57%	1823	43%	38	1%	4288	100%	83%
Transport Operators	522	93%	40	7%	0	0%	562	100%	11%
Health Workers	92	49%	95	51%	0	0%	187	100%	4%
Education Staff	8	12%	58	88%	0	0%	66	100%	1%
Security and Administration	7	78%	2	22%	0	0%	9	100%	2%
Faith & Cultural Sites Staff	4	80%	1	20%	0	0%	5	100%	1%
Professional Services Staff	18	58%	13	42%	0	0%	31	100%	1%
<b>Grand Total</b>	<b>3078</b>	<b>60%</b>	<b>2032</b>	<b>39%</b>	<b>38</b>	<b>1%</b>	<b>5148</b>	<b>100%</b>	

In terms of actual composition, of the 5,148 occupants, 83% (4,288) facilities are/were businesses premises (*list of the business appears in the Appendix 16*). Of the 4288 business operators, slightly more than a half (57%) of the occupants were females and less than a half (43%) males. This represents the general cultural context where men are more in the business and public space than women, who are mainly in the domestic sphere. Even though, a further breakdown of the data on business occupancy suggests that a greater number of women occupies certain businesses and these are; Savings and Credit Co-operatives (SACCOs), supermarkets, saloons, restaurants, open-markets, and boutiques (*refer to colour code pink*) in the table below).

*Table 3-8: Gender Composition by Business*

Land use/facilities	Males	Percent	Females	Percent	Elderly (M+F)	Percent	Total occupancy	Percent
SACCO	365	34%	714	66%	8	1%	1087	25%
Supermarket	79	39%	122	60%	4	2%	205	5%
Saloon	46	25%	142	76%	0	0%	188	4%
Retail Shop/grocery	102	56%	76	42%	3	2%	181	4%
Restaurant	47	27%	128	72%	2	1%	177	4%
Open-market	50	38%	73	56%	8	6%	131	3%
Boutique	13	38%	21	62%	0	0%	34	1%
Clinic/drug shop	52	52%	49	48.5%	0	0%	101	54%



The analysis presented above suggests that the road project will have impact on economic activities, which serve as a source of livelihood for men and women, and on a small number of vulnerable groups.

### **3.7 Potential Impact of improved Road Condition on Public Markets**

As already indicated under the methodology, this social feasibility targeted 16 public markets along the project roads (*see appendix 4*), in order to have a detailed understand of the potential impact of road project on community infrastructure and utilities. The key issues that were investigated are; 1) existence of the market along the project roads, 2) type of ownership, 2) number of participants by gender, 3) products/services sold in the market.

#### ***3.7.1 Types of Market Ownership***

Of the 16 markets that were studied, 6 are owned by individuals, 7 are owned by KCCA, 1 by community, 1 by association, 1 Buganda Land Board (on behalf by the Buganda King).

#### ***3.7.2 Markets Vendors by Gender***

At the time of this assessment, (May 2019), there was a total of the 15,654 market vendors recorded as operating in the 16 markets, of those, adults formed the largest share accounting for 59% (9,293), next are the youth (18-35 years) accounting for youth 32% (4,986), elderly accounted for 8% (1182), and adolescents 0.4% (36). Of the adults 30% (4751) are males, and 29% (4,542) are females. Such results suggest that both genders almost equally participate in market activities, and therefore potential beneficiaries for the indirect impact of the roads project.

#### ***3.7.3 Composition of Goods Products sold in the market***

Based on observation, there are multiple activities carried out and goods/services that are being sold in the markets. The most common ones are selling of basic necessities. The rest are cooked food, fresh fruits and vegetables, meat/fish/poultry, textile and food items, grains and spices, firewood & charcoal, household, mechanics and repair, grain milling, hairdressing/saloon, car-washing, phone charging, herbal medicine, refreshment vending, and dairy products. Almost equal number of males and females take part in selling those products. The only exception is selling cook food whereby the proportion of male vendor (14%) was higher than that of females (6%). And, conversely, the proportion of female vendors (17%) participating in the sale of fresh vegetables is greater than those of men (6%).

*Table 3-9: Economic Activities undertaken in markets by Gender*

SN	Activities	No. of Males	%	No. of Females	%	No. of adolescents	%	No. of Youths	%	No. of Elderly	%	Total	%
1	Basic necessities (in lockups mainly)	2002	42%	2001	44%		0%	4000	80%		0%	8003	51%
2	Cooked food	1031	14%	409	6%		0%	179	3%	1006	43%	2648	11%
3	Fresh fruits & vegetables	403	6%	1,159	17%	33	46%	241	4%	4	0%	1914	9%
4	Meat, fish, poultry & egg sales -	458	8%	309	6%	3	8%	245	4%	7	1%	1047	6%
5	Textile and food items	330	6%	195	4%		0%	49	1%	152	11%	737	4%
6	Grains and spices	209	4%	205	4%		0%	35	1%		0%	458	3%
7	Firewood & Charcoal	112	2%	131	3%		0%	145	3%	1	0%	397	2%
8	Household items	59	1%	85	2%		0%	32	1%		0%	180	1%
9	Agricultural inputs	84	2%	40	1%		0%	6	0%		0%	133	1%
10	Mechanics & repair	50	1%		0%		0%	30	1%	10	1%	92	1%
11	Grain Milling	8	0%		0%		0%	6	0%	2	0%	16	0%
12	Hair dressing/saloon		0%	4	0%		0%	8	0%		0%	12	0%
13	Car-washing		0%		0%		0%	10	0%		0%	10	0%
14	Phone charging/repair/movies	3	0%		0%		0%		0%		0%	3	0%
15	Herbal Medicine	2	0%	1	0%		0%		0%		0%	3	0%
16	Refreshments vending		0%	2	0%		0%		0%		0%	2	0%
17	Dairy products - milk		0%	1	0%		0%		0%		0%	1	0%
	<b>Total</b>	<b>4751</b>	<b>30%</b>	<b>4542</b>	<b>29%</b>	<b>36</b>	<b>0.4%</b>	<b>4986</b>	<b>32%</b>	<b>1182</b>	<b>8%</b>	<b>15654</b>	<b>100%</b>

Almost all consumable products are currently being sold in the market, and such results suggests that different suppliers, vender, and consumers are likely to benefit from the road project.

### 3.8 Problems Affecting the Markets

However, there several constraints that affect smooth operation of the market, some of them are transport bottlenecks. In particular, if the non-transport bottlenecks persist after road construction, it will reduce the beneficial effects on markets accruing from improved road condition. The issues presented in the table below suggest that the public markets experience several constraints that range from road and transport problems, physical infrastructure of the market, sanitation, and limited access to capital and profits.

*Table 3-10: Problems Affecting market Operation and mitigation Measures*

<b>Facilitator/barrier</b>	<b>Mitigation Measure</b>
<ul style="list-style-type: none"> <li>• <b>Roads and transport</b></li> </ul>	
<ul style="list-style-type: none"> <li>• Poor road conditions affect access to markets, for instance, Wankulukuku Market on Ssuna Road</li> </ul>	<ul style="list-style-type: none"> <li>• Pave the road</li> <li>• Construct ring-roads around the market - e.g. Case Mugambe road and Maale road at Busega market</li> </ul>
<ul style="list-style-type: none"> <li>• Poor drainage and the associated flooding related damages and replacement</li> </ul>	<ul style="list-style-type: none"> <li>• Construct proper and adequate drainage at the market</li> </ul>
<ul style="list-style-type: none"> <li>• Losses associated with heavy traffic</li> </ul>	<ul style="list-style-type: none"> <li>• Improve/widen the roads connecting to markets</li> <li>• Construct edge offloading facilities</li> </ul>
<ul style="list-style-type: none"> <li>• Dust pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Construct the roads</li> </ul>
<ul style="list-style-type: none"> <li>• Accidents at market crossings</li> </ul>	<ul style="list-style-type: none"> <li>• Construct speed breakers</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Physical infrastructure of the market</b></li> </ul>	
<ul style="list-style-type: none"> <li>• Lack of parking space and lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade the market/install lights/parking space</li> </ul>
<ul style="list-style-type: none"> <li>• Muddy floor, roofless, and wall-less, and effects of weather conditions</li> <li>• Old and non-attractive shops</li> <li>• Limited working space</li> <li>• Few stalls and lock-ups</li> </ul>	<ul style="list-style-type: none"> <li>• Upgrade the market</li> </ul>
<ul style="list-style-type: none"> <li>• Insecurity, and theft</li> </ul>	<ul style="list-style-type: none"> <li>• Install camera and security lights</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of recreational facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Construct sports ground/facilities</li> </ul>
<ul style="list-style-type: none"> <li>• Lack of provision for early childhood education and care services</li> </ul>	<ul style="list-style-type: none"> <li>• Construct on-premise early childhood education and care services</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Sanitation</b></li> </ul>	
<ul style="list-style-type: none"> <li>• Poor sanitation</li> </ul>	<ul style="list-style-type: none"> <li>• Timely evacuation of solid waste, water supply, and sensitisation</li> </ul>
<ul style="list-style-type: none"> <li>• Inadequate water supply in the market</li> </ul>	<ul style="list-style-type: none"> <li>• Install standpipes and washrooms</li> </ul>
<ul style="list-style-type: none"> <li>• Toilets facilities, including urinal</li> </ul>	<ul style="list-style-type: none"> <li>• Construct more toilet facilities disaggregated by gender need</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Access to Capital and Profits</b></li> </ul>	
<ul style="list-style-type: none"> <li>• Lack of credit facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Fund (women) SACCOs</li> <li>• KCCA provide CDD funding to market vendors</li> </ul>
<ul style="list-style-type: none"> <li>• Seasonality of business (festive season, beginning of term)</li> </ul>	<ul style="list-style-type: none"> <li>• Entrepreneurship training</li> </ul>
<ul style="list-style-type: none"> <li>• High rental charges and license</li> </ul>	<ul style="list-style-type: none"> <li>• Construct additional market</li> <li>• Rationalise tax</li> </ul>

The biggest problem affecting most markets is infrastructure capacity. On observation, of the 16 markets, 10 markets are un-built. Open markets are associated with several challenges and these include; exposure to the scorching sunshine and torrential rains; short working hours, attraction of intruders (thieves and mentally ill people from Butabika Mental Hospital into Luzira New Market). Open markets usually lack ramps for disabled people. All markets, except (Bugolobi and City abattoir), lack concrete slabs, making it almost inaccessible and impassable during rainy season, and thereby negatively affecting sales. Markets also lack cold storage facilities, resulting loss of stock. The following quotes affirm deficiencies in infrastructure capacity.

*“Lack of cold storage. “We are forced to manually sprinkle water on the fruits and vegetables, cover the vegetables to prevent them from drying quickly or ripening”*  
**Kalinabiri market**

*“Lack of parking space for the customers turns away potential customers, which results in poor business performance”* **Kinonya Market along (Market along Sentema road).**

*“Lack of access/ring roads that goes around the market limits accessibility to the market, which discourages the would-be customers* **(Kinonya stage market Sentema road)**

Secondly, markets variously lack adequate parking space, working space, security lights and other important facilities, which compromises their safety and security. The pictures below show the status of overcrowding in the market.

*“Lack of parking space for the customers turns away potential customers, which results in poor business performance”* **(Kinonya Market along Sentema road market.**

*“Lack of access/ring roads that goes around the market limits accessibility to the market, which discourages would be customers* **(Kinonya tage market Sentema road**

Thirdly, whereas some women are mothers and come or would desire to come with their babies and infants to work, there are no provisions for Daycare Centres, as some women tend to stay at home resulting in irregular attendance and loss of wage incomes, as the following quote might suggest.

*Because of lack of childcare center within the market, mothers are forced to stay at home to breast feed their babies until the babies have grown up for 3 months. Foregoing work means loss of come on the part of the woman”.* **(Market along Sentema road)**

*“To try to solve the problem, the market authority provided an open umbrella that can serve as a shelter for our little ones as we concentrate on our work. But we are requesting for better well-built facility”.* **(Busega Market along Old Mubende Road)**

Thirdly, most markets lack proper solid waste management infrastructure, in the form of toilet facilities, timely evacuation of solid waste, as the following quotes might suggest.

*“The market suffers from poor garbage disposal, because garbage is collected once a week. Irregular and delayed garbage collection acts as a health hazard within the market”* **(Open Market Nalukolongo along Kibuye-Busega road)**

*“The poor sanitation in the market is caused by open dirty and smelly trenches, with the stench sometimes repels potential customers”. (Busega Market along Old Mubende road).*

*“Some people resort to easing themselves in the corridors of the buildings, some seek for toilet facilities from neighboring bars. However, women, especially Muslims women, find it difficult to use toilet facilities housed in bars.” (Jax Kisasi Market along Kisasi Road)*

Pictures showing the current situation of markets along the proposed city roads for improvement



*Plate 1: Temporary shades of an open market facility at Kalinabiri Market Bwaise*



*Plate 2: Poor Garbage disposal at Busega market*





*Plate 3: Poor Excreta Facility, Kitintale Market along Portbell road*



*Plate 4: Overcrowded Market, Kalinabiri Market along Sir.Apollo Kaggwa road (Bwaise)*



*Plate 5: Market Vending under Semi-permanent Structure in Namuwongo Market along Eighth street Road*



*Plate 6: Poor Market Condition, n Namuwongo Market along Eighth street Road*

### 3.9 Potential impact of Improved Road Condition on Education Services

#### 3.9.1 Existence of Education Institution

With the help of local leadership, a total of 106 education institutions were identified in the vicinity of the roads. Of 106 education institutions identified, most of them are Early Child Development Centres and Primary Schools (46), a small number is Secondary schools (12), and Vocational Training Schools (12), and University (2).

*Table 3-11: Education Facilities per Lot*

Grade/level of the Education Facility	Lot no.					Total
	1	2	3	4	5	
Early Child Development Centres	10	7	6	3	8	34
Primary Level	15	6	12	9	4	46
Secondary Level	4	4	1	3	0	12
Vocational Level	4	3	3	1	1	12
University Level	0	1	1	0	0	2
<b>Total</b>	<b>33</b>	<b>21</b>	<b>23</b>	<b>16</b>	<b>13</b>	<b>106</b>

*Full list of Education Institutions is placed in the Appendix 6*

Of the 106, research team visited and studied 29 education institutions. Based on the data that was extracted from the school records of the 29 education institutions, of the 16,622 learners, more than half (58%) of were females and (42%) were male as illustrated in the table below:

*Table 3-12: Total Enrolment of School Children by Gender*

Grade	Female	% Female	Male	% Male	Total	% Total
ECD	420	42%	572	58%	992	6%
Primary	7,196	63%	4,181	37%	11,377	68%
Secondary	1,828	49%	1,865	51%	3,693	22%
Vocational	248	44%	312	56%	560	3%
<b>Total</b>	<b>9692</b>	<b>58%</b>	<b>6930</b>	<b>42%</b>	<b>16,622</b>	<b>100%</b>

However, there is a variation in gender representation by grade. For instance, at primary level, of the 11,377 pupils, 63% (7,196) were females and 37% (4,181) were males. The high enrolment of girls at primary level is possibly because of the government program for free Universal Primary Education (UPE) (*see appendix 7,8a and b, and 9 for details*). Though, the number of female students tends to drop significantly at secondary level and vocational training. This can be attribute to the culture that tend to put more emphasis on male education than female education. The second explanation is that girls tend to drop out school due to various reasons, including early marriages.

Based on interlocutors during this assessment, there is a general consensus that improvement of the proposed city roads will improve access to education services through efficient time-saving, reduced on-road accident, reduced spillage of dirt water on uniforms, reduced dust pollution, and reduced drowning of children into open flooded drainage.

### 3.10 Problems Affecting the Delivery and Quality of Education

However, like market operations, there are several constraints that limit the access and utilization of education service, some of them relate to transport constraints. Like for market, if the non-transport bottlenecks persist after road construction, it will reduce the beneficial effects on education service accruing from improved road condition. The issues presented in the table below suggest that the education institutions suffer from transport constraints, shortage of teaching resources, demand factors, and environmental related constraints.

*Table 3-13: Problems experienced in providing education services*

SN	Problem	Total counts
	<b>Road/Transport</b>	
1.	Accidents due to overspending	12
	Lack of School signpost and Vehicles blocking entrance	3
	<b>Shortage of Teaching Resources</b>	
2.	Inadequate scholastic materials	17
3.	Inadequate number of staffs	10
4.	Very low salaries	10
5.	Limited space for expansion	9
6.	High operation costs	6
7.	Absenteeism of teachers	5
8.	Inadequate classroom blocks	4
9.	Lack a transport measure	4
	<b>Demand factors</b>	
10.	School fees defaulters	12
	<b>Environmental Factors</b>	
11.	Noise and dust pollution	7
12.	High taxes for the privately-owned institutions	7
13.	Insecurity(thefts)/ high rates of crime	5

The following section summarizes the key changes as presented by the school administration.

#### *Effects of Traffic Congestion on Quality of Education*

Traffic congestion (caused by transport bottlenecks and bad driving) has a negative effect on the quality of education in several ways. First traffic congestion during the early



morning and late evening hours not only contributes to late arrival at school and at home but also deprives teachers and children ample resting time<sup>5</sup>. Secondly, the noise and air Pollution caused by heavy traffic distracts children and teachers' concentration, and attract children to stare at traffic, especially in schools that are not shielded by perimeter walls (example Elina bright Primary School along Kayemba road, Sky Mark junior school along Old Mubende road). Thirdly, traffic jam and the associated lane indiscipline leads to encroachment and damage of school property (reported at Gloria Education Center along Sentema road).

### ***Road Traffic Accidents***

Poor road surfaces results in swerving waterlogged potholes or roadside driving by matatu drivers and boda-boda motorists, which leads to road traffic accidents, often involving pupils/students, teachers and parents, especially during early and mid-morning morning and evening hours while commuting to and from school. Accidents are common on unpaved road, especially along Old Mubende, Mugema and Suuna roads.

In addition, inadequate installation of road furniture (pedestrian crossing, zebra crossing, humps, rumble rumps, road signs) is associated with accidents<sup>6</sup>, as well constraining access to schools by children with difficult circumstances. Disabled children find it difficult to cross the roads with speeding vehicles (Nakawa Disabled Vocational Training Institute (NADIVOT) along port bell road.

The other cause of accidents is poor road alignment characterized by sharp bends and dangerous steep slopes<sup>7</sup> and dangerous steep slope<sup>8</sup>, which make road by teachers and children very hard because of poor visibility from the other side of the road.

*” Recently a pupil was knocked down with a parent while trying to cross to school”  
Sunrise Nursery and Primary school along Sir. Apollo Kagwa road*

*“Accidents while crossing the road are common. For instance, on 28<sup>th</sup> may 2019, one of our teachers was knocked down by a boda boda man trying dodge to the potholes” (Sir. Apollo Kaggwa Primary School along Sir. Apollo Kaggwa road)*

*“Because of lack of Zebra-crossing accidents are common. Even our bursar was knocked by a vehicle at that spot. We have always requested for road signage and speed breakers but to no avail” Bethel Parents Senior Secondary Busega (Kibuye – Busega Road)*

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<sup>5</sup> For the sampled schools, traffic congestion was reported Kitintale junction as you towards Kitintale Progressive Secondary School, at Nasolo junction along Portbell road, along Sir Appolo Kagwa road as you progress towards near Sir Appolo Kagwa primary school.

<sup>6</sup> Several accidents caused by speeding vehicles was reported at Bethel Parents Senior Secondary Busega along Kibuye –Busega Road, St. Peter's Secondary School Nsambya along Nsambya road, Sir Apollo Kagwa Primary school

<sup>7</sup> Reported near Aunt Claire Kindergarten in Bulange B along sentema road

<sup>8</sup> Reported at St. Peter's Nsambya along Nsambye Road, New Life Primary School and Glory Kindergarten, Elina Junior School along Kibuye Busega road

*“Junction near the school is a deadly black spot. No single day that goes without any reported accident slight and every day there is an accident especially in the evenings and night” - St. peter’s s.s Nsambya along Nsambya road*

### ***Air Pollution***

Unpaved roads are associated with excessive dusty and muddy condition during the dry and rainy season, respectively, leading to the spread communicable diseases in schools bordering poor roads, such diseases include influenza, cough and eye infection. Prevalence of such health condition is associated with high rates of school absenteeism in schools<sup>9</sup>.

### ***Poor drainage systems***

According to the different sources, the problem of lack/inadequate drainage system is associated with flooding, without visible landmarks children stray into flooded drainage, resulting in death, injuries (fracturing of limbs)<sup>10</sup> and, sometimes deaths of children (for instance, at a wide trench near Gloria education center along Setema road. In some open waterlogged drainage was serve as a breeding ground for mosquitos (Sir Apollo Kaggwa Primary School).

### ***Effects of lack of street lights and Crime***

*“High crime rates along the road since it is located in a slum and teachers are often robbed on their way to school. Therefore, we request for street cameras and street lights. In addition, KCCA staff used to organize school outreach services and supply vitamin A but such stopped”.* (Queen Ann Nursery and Primary School along Eighth Street Road)

## **3.11 Potential Impact of Improved Road Condition on Health Services**

The potential impact of road improvement on health services was measured in terms of the number of health facilities in the roads area of influences as reported by the local leaders, and through the census of assets/facilities/activities, and assessment of health conditions based as recorded in the Health Management Information System 7 days preceding the study.

### ***3.11.1 Existence of Health Facilities along and in the Neighbouring Area***

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<sup>9</sup> (Reported in Muslim Girls’ Primary School along Mugema road, Namirembe Parents Mixed day and Boarding School along Mutesa 1 road)

<sup>10</sup> Reported at Mulama Secondary School, Elliana Junior School, along the entire Sir Apollo Kaggwa, Nathaniel kindergarten and Forth Town along Old Mubende road, All Saints Primary School (Kyenbando ring) and Muslim Girls Primary Schools along Mugema road, Gloria education center along Setema road

First, the Census of assets/facilities that was conducted before the adjustment of the road lots had identified 284 health facilities along the 37 roads for the 6 lots (but later the roads were reduced to 28 by 12<sup>th</sup> September 2019). Of the 284, half (55%) were clinic/drug shops (55% 157), the rest are: pharmacies (24% 68), medical store (11 32). There are a few hospitals (4% 12), laboratory (2% 5), maternity services (1% 3), nursing homes (1% 2), and Health centre II, IV and Rehabilitation centres each accounting for 0.4% (1) each. No Orphanage and Health Centre IIIs were recorded along the project roads.

On the other hand, through the Key Interview conducted in 20 Health facilities, a total of 84 health facilities were identified in the project area of influence. Most of these are clinics, pharmacies and drug shops (*see appendix 14 for full list of identified health facilities*)

*Table 3-14: Health Facilities per Lot*

Grade/level of the Health Facilities	Lot Number					Total
	1	2	3	4	5	
Drug Shop	0	0	2	0	1	3
Pharmacy	0	5	1	0	4	10
Clinic	15	11	17	14	10	67
Health Centre II	0	0	0	0	0	0
Hospital	0	3	0	0	1	4
<b>Total</b>	<b>15</b>	<b>19</b>	<b>20</b>	<b>14</b>	<b>16</b>	<b>84</b>

Based on the data extractions from the 27 health facilities, there are wide range of health conditions that affect men, women, and children. In total, there are 18 health problems recorded by the health facilities located in the project area, with malaria being the most common problems. Of relevance, is the prevalence of the problem of malaria, cough/flu, and accidents that are partly attributable to the poor road condition and these ranked as the 1<sup>st</sup>, 4<sup>th</sup>, and 7<sup>th</sup> health problems. The data table below presets the results, and the gold color-coded cell highlights gender difference in the prevalence of a given health problem.

*Table 3-15: Attendance of Health facilities by Gender*

Health condition	Children	% age	Female	% age	Male	% age	Youth	% age	Total	% age
1. Malaria	159	41%	97	25%	47	12%	86	22%	389	25%
2. UTIs	8	4%	78	36%	29	13%	100	47%	215	14%
3. Typhoid	8	4%	69	33%	63	30%	68	33%	208	14%
4. Cough/flu	57	38%	17	11%	33	22%	45	30%	152	10%
5. STI/STD	0	0%	21	20%	32	31%	50	49%	103	7%
6. Bacterial infection	66	64%	16	16%	18	17%	3	3%	103	7%
7. Road accidents	13	17%	22	28%	41	53%	2	3%	78	5%
8. Antenatal/Postnatal	0	0%	30	44%	0	0%	38	56%	68	4%

9. Pelvic inflammatory diseases	0	0%	22	43%	10	20%	19	37%	51	3%
10. Hypertension/ 11. Pressure	0	0%	8	17%	38	79%	2	4%	48	3%
12. Diarrhea	18	40%	13	29%	4	9%	10	22%	45	3%
13. Delivery	0	0%	35	100%	0	0%	0	0%	35	2%
14. HIV/AIDSs	2	7%	7	26%	6	22%	12	44%	27	2%
15. Brucellosis	0	0%	5	21%	16	67%	3	13%	24	2%
16. Dog bits	18	100%	0	0%	0	0%	0	0%	18	1%
17. Acute respiratory diseases	10	77%	2	15%	0	0%	1	8%	13	1%
18. Ulcers	0	0%	2	50%	0	0%	2	50%	4	0.3%
<b>Total</b>	<b>357</b>	<b>23%</b>	<b>457</b>	<b>30%</b>	<b>276</b>	<b>18%</b>	<b>455</b>	<b>29%</b>	<b>1545</b>	<b>100%</b>

*Source: Health Information Management System for 20 Health Facilities*

Malaria is the most common problem affecting adult males, adult females, children and youth. In terms of absolute numbers, a greater number of:

- Children is likely to seek curative services for malaria, bacterial infection, and cough/flu
- Adult females is more likely to seek health services for malaria, UTIs, Typhoid, HIV/AIDS, Antenatal/Postnatal, and road accident
- Adult males is more likely to seek health services for typhoid, malaria, hypertension, cough, STI/STD, and UTI
- Youth is more likely to seek health services for UTI, malaria, typhoid, STI/STD, cough/flu, antenatal and postnatal

The key message from that analysis is that the proposed road project will improve access to health services, thereby enable the different social groups to benefit from a wide range curative and preventive health services. Secondly, the appearance of STI/STDs & HIV/AIDS, road accidents, antenatal for the youth, and cough, points to the need to put in place comprehensive social safeguards to prevent and reduce the occurrence/spread of health-related risks.

### **3.12 Problems affecting the Delivery and Quality of Health Services**

Like markets and education institutions, there are several constraints that affect access and utilisation of the health services, with some relating to transport bottlenecks. If the non-transport bottlenecks persist after road construction, it will reduce the beneficial effects on health service accruing from improved road condition. The issues presented in the table below suggest that the health sectors suffer from transport constraints, health infrastructure, patient factors, environmental related constraints, and structural constraints.

*Table 3-16: Problems affecting the health services*

SN	Problems
	<b>Road and Transport</b>
1.	Poor drainage system
2.	Airborne disease caused by road induced dust
3.	Narrow road
4.	Blocked entrance to health facilities (poorly parked vehicles on the road)
5.	Many pot holes in the road
6.	Accidents on the road
	<b>Health Infrastructures</b>
7.	Inadequate equipment/ drugs
8.	Staff Shortage and burn-out
9.	Limited space for expansion
10.	Overwhelming number of patients
	<b>Patients Factors</b>
11.	Patients inability to pay for medical bills
12.	Self-medication by patients
13.	Lack of transport means (no ambulance)
14.	Limited financial resources
	<b>Structural Factors</b>
15.	High taxes
	<b>Environmental</b>
16.	Noise pollution affects patients

*Source: Health Facility interviews*

The poor road surface conditions are characterised by narrow carriageway, potholes, and poor roadside. The poor road conditions are associated with increased morbidity and mortality in Kampala city due to road traffic accidents and injuries, severely affecting the patients and disabled people<sup>11</sup>. Poor road condition and traffic jam at certain spots is associated with slow motor ambulatory services<sup>12</sup>. Stagnant water in submerged drainage is associated with mosquito infestation and prevalence of malaria. Dust pollution contributing to Upper Respiratory Tract Infection<sup>13</sup>. Dark spots along certain section of the roads is associated with mugging related injuries and loss of personal belonging.

<sup>11</sup> Road Traffic accidents at Joy Medical Centres Ndeeba along Kibuye-Busega road

<sup>12</sup> Reported at Nsambya Hospital along Nsambya road, Equator health services along Old Mubende road and Kibuye-Busega road

<sup>13</sup> (Reported at St. Edward Health Centre , Equator health centre along Old Mubende Road, Kings Shade Health Centre along Ssetema road

## CHAPTER FOUR : POTENTIAL NEGATIVE IMPACTS OF ROAD IMPROVEMENT

### 4.1 Introduction

The preceding chapters have presented the positive impacts that are likely accrue from improved road conditions. However, given the scope of intervention, socio-economic condition of the project area, and the construction activities, the road project will cause also negative impacts, impacting the current road users, property owners, and the neighbouring communities. Identification of such adverse impacts during this project feasibility phase is necessary so that appropriate mitigation measures are developed and adopted during subsequent phases. This chapter examines the potential negative impact of the planned road project during land acquisition, construction, and operation. The same chapter presents the potential dissatisfaction from local residents and business population

### 4.2 Potential Negative Impacts during Land Acquisition

#### *4.2.1 Physical and Economic Displacement*

**Physical displacement** relates to loss or relocation of home/shelter; and **economic displacement** relates to loss of income or livelihood source due to loss of assets or access to assets. Unless when the designs are adjusted, the planned project will cause both physical and economic displacement, albeit at a marginal scale. Results from the review of strip map data indicates that:

- 376 Buildings will be affected and, of those 345 (92%) will be partially affected and only 31 (8%) are wholly affected.
- 2,895 plots of land will be affected and, of those, all are partially affected and 0 is wholly affected.
- All the buildings that are partially affected are found on those roads that are due for upgrading (to paved), with the except for Kibuye-Busega Road that is due for widening, as the data in the following table indicate.

*Table 4-1: Number of Buildings that are Partially Affected along a given project road*

Road	No. of Buildings affected	Planned Works
Suuna Road	2	Upgrading
Seventh Street	2	Upgrading
Kibuye-Busega road	9	Dualling/widening
Kyebando Ring	11	Upgrading
Kisaasi 2 Road	4	Upgrading
Muteesa 1 Road	1	Upgrading
Mugema Road	1	Upgrading
Kayemba/Lukuli Road Incl. J-22	1	Upgrading
<b>Total</b>	<b>31</b>	

It is necessary to note, the analysis presented here is based on analysis of partial cadastral data because some of the strip maps were not readily accessible<sup>14</sup>. *(See appendix 22 for details).*

#### **4.2.2 Loss of Sources of Livelihoods**

Based on the survey data presented above, the results from census of the socio-economic assets/activities, and the focus group discussions, the land acquisition and the road construction will result in loss of sources of livelihood (structures, land, business activities), either on a permanent or temporary basis, especially when the government (KCCA) does not adequately compensate for the loss of assets in a timely manner. But also, the people who have permanent assets harbour fears of being physically and economically displaced prior to compensation.

*“We often hear from the media that for some roads, for instance Katosi road, the construction work commenced before the affected people were compensated”* (Community FGD Mugema road).

Secondly, the other form of loss due to resettlement is the depreciation of compensation value due to delayed compensation. According to the people, in urban settings, assets tend to appreciate value at a higher rate and any delayed compensation after the completion of the valuation exercise means depreciation of the compensation rates (Suuna Road). But also, freezing of development after the cut-off date means loss of income and increase in administrative costs, especially when the owner contracted loans

<sup>14</sup> Missing strip maps are for Nsambya Rd / Hanlon Rd Junction (J-1), Canon Apollo Kivebulaya/Albert Cook Road Junction, Bulange Junction, Kabalagala Junction, Masiro Road

from the Banks. Thirdly, makeshift business owners who are operating in the road reserve fear loss of daily income, especially given the fact that they are illegal occupants and not eligible for compensation for loss of business (Sir Apollo Kaggwa, Industrial Area Six Street, Old Port bell road). Fourthly, the business tenants might lose profits during the relocation transitional period, as well as getting detached from their traditional customer/clientele base within a given locality (Old Mubende Road, Garage owner along Sir Apollo road).

*“We are not entitled to compensation, and worse still, only given short notice to vacate the rented premises, which also negatively affects our sources of income”*  
**(Sir Apollo Kaggwa Community FGD).**

Lastly, women might become impoverished, especially when they are not adequately consulted.

*“Women are hardly consulted on matters concerning land acquisition, we only get to know long after compensation has been awarded to the man, thereby losing out on compensation benefits”* **(Community Focus Group Discussion).**

#### ***4.2.3 Negative impacts on cultural heritage sites***

Some of the proposed roads transverse areas with cultural heritage. According to the local population, there is one cultural heritage site at Nabisasiro wetland along Mugema road, in Rubaga division. This cultural heritage site has an identity, ceremonial, and spiritual aspect of Baganda, and it is visited by people for spiritual cleansing and blessings. Destroying the swamp or blocking access is likely to disrupt access and utilisation of this cultural site.

### **4.3 Negative Impacts during Construction**

The nature and degree of negative impact during construction will depend on the context within which the project is being implemented. The project transverses urban and peri-urban settings, with high concentration of roadside assets/facilities/services/activities, with people dependent on neighborhood networks and social relations for sources of livelihood.

#### ***4.3.1 Potential Secondary Damages to Roadside Infrastructure***

The term ‘secondary damage’ here is used to mean damages occurring after destruction of assets and economic activities that are already compensated. The extent of secondary damages will depend on the designated road width, the integrity of physical structures bordering the road project, distance between the structure and the road corridor, technology being used, and vibration sensitivity of the affected area. One of the



structures that might be prone to secondary damage is the Muslim Girls Primary School along Mugema road and where part of the School playground is likely to be affected. If the school were to be affected, it lacks spare land for extension or expansion. The pictures below show some of the structures that are too close to the project road.

*Pictures of road side permanent structures due to damage during construction*



*Plate 1: Buildings Close to Carriageway along Sixth Street Road*



*Plate 2: S Sir Apollo Kaggwa Primary School Close to the Road along Sir Apollo Kaggwa Road*

#### ***4.3.2 Effects of diverted storm water on business operations***

Residents and business operators along steep slopes suspect that potential blockage and/or re-channeling of storm water might cause flash flooding affecting their homes, business premises, health facilities and schools. The effects of storm water are more apparent along certain sections of the road that are situated on steep slopes (e.g. at Nalukolongo market along Kibuye-Busega Road) and/or that are traditionally prone to flash flooding after heavy rains (Fifth street, Sixth street, Seventh Street, Eighth Street, City abattoir along Port Bell road).

#### ***4.3.3 Blocking of Access Roads***

Transport operators suspect that the construction works will disrupt transport services, especially when access roads and drainages are blocked, and storm water is rechanneled onto nearby existing roads. It is necessary to note, being urban settings, the project roads have many adjoin roads that drivers and non-motorised transport/motorcycles alike, to avoid traffic jam during peak hours. For instance, Taxi operators that use Old Mubende road suspect that the construction of that road Male access road and Case Mugambe access road, with feeding Old Mubende road.

#### ***4.3.4 High Vehicle Operating Costs and risks***

Based on past experience, transport operators, predict an increase in vehicle operation costs during the due to diversion of traffic to narrow, congested, bumpy, winding by-pass roads and, sometimes, without proper road signs. Such diversions are likely to be associated with increase in vehicle operating costs (mechanical, fuel), loss of travel time, late arrivals at home and workplace, exposure to accidents by unsuspecting residents (especially infants), and decrease in labour productivity. Specifically, late arrivals at home among married people is associated with false accusations of infidelity.

#### ***4.3.5 Temporary Disruptions of Business***

Construction works will displace temporary roadside business structures, namely; horticulture gardens, mobile money kiosks, temporary structures housing micro-businesses, as well as walkways. One example is at Dania Mosque near Kobil where many traders vend their merchandise.



*Plate 1: Roadside Flower Garden due for physical displacement near kabusu Junction along Kibuye-Busega Road*



*Plate 2: Makeshift micro-business and power lines due for physical displacement along Kyabando Ring road*





*Plate 3: Makeshift micro-business and power lines due for physical displacement along Mugema road*



*Plate 4: Makeshift micro-business due for physical displacement along Ssuna road*



*Plate 5: Makeshift micro-business (vegetable/mobile money kiosks) due for physical displacement along Old Mubende road*



*Plate 6: Motor cycle repair due for displacement along Sir Apollo Kagwa road*

**4.3.6 Effects on Delivery on Delivery of Public Services**

As a common practice, construction works are associated with damages to public utilities, namely; water pipes, sewerage system, utility services ducts, power lines etc. and all these have a bearing on peoples’ livelihoods.

**4.3.7 Environmental and Social Problems**

Evidence from discussions with the people suggests that the construction works might be associated with multiple adverse environmental impacts that might include; noise, dust and air pollution, etc. The negative environmental impact is likely to affect mainly the roadside schools, health facilities, open markets and roadside business activities. Dust pollution is usually associated with spread of communicable diseases (flu/cough), contamination of open water sources, staining of properties/merchandise/groceries. As the following quote suggests:

*“Whereas we look forward to enjoying the benefits that come with the roads, major road maintenance works are associated with thick dust. Very few customers venture into the market to get engulfed in dust and eating dust polluted food”*  
**(Busega Market)**



*Plate 1: Dust pollution on murrum road(Old Mubende Road)*



*Plate 2: Road condition of Murrum roads (Mugema road)*

**4.3.7 Social Problems**

Evidence collected from the interviews suggested that past and ongoing road projects in Kampala City attract casual labourers, service providers, child labour, commercial sex workers and thieves. Reference was made to the ongoing construction along Northern

Bypass. It is possible that the planned road construction will attract commercial sex workers, exposure to Sexually Transmitted Infections (STI), child labour, theft among other vices.

#### 4.4 Potential Negative Impact during Project Operation

The project operations will be associated with negative impacts, and those that were identified are the following;

- Blocking social and business interactions because of the road guard rails.
- Increased population and the negative impact on the public utilities and services.
- Increase in crime rates especially when deterrent measures (police patrols, traffic and street lights, and CCTV security cameras) are not established. Reference was made to Kampala-Entebbe Expressway.
- Increase in the cost of living due to mass influx and new business.
- Fast deterioration of the newly constructed road condition due to substandard work or poor maintenance.
- Anticipated tax increase and the costs of licences and other levies.

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[1] Pooley, J. (Year?). Concepts and Terminologies, Making Sure we have Common Understanding, IFC

[2] Missing strip maps are for Nsambya Rd / Hanlon Rd Junction (J-1), Canon Apollo Kivebulaya/Albert Cook Road Junction, Bulange Junction, Kabalagala Junction, Masiro Road



## CHAPTER FIVE : ROLE OF WOMEN IN THE TRANSPORT LABOUR MARKET

### 5.1 Introduction

The transport labour market is a male dominated trade with minimal participation of women. For this gender profiling study, it was important to assess the current level of involvement of especially women in the industry, the challenges related to their participation as well as make proposals for their improved and increased engagement in the transport labour market. This was done at three levels, namely, at the national level at Kampala Operations Taxi Stage Association (KOTSA), at select Taxi Operators stages, and on all roads covered by this study.

### 5.2 Current level of Women Participation in Transport Labour Market

Based on the evidence obtained from the Activity Census along the project roads, Taxi Operators, and Kampala Operations Taxi Stage Association (KOTSA), women's participation in transport labour market is low, both in terms of numbers and positions occupied. For instance, whereas there is an estimated number of between 1,800 and 2,000 Taxi Operators within Kampala, only 5 of those are women drivers and 45 women conductresses. Similarly, results from the FGD conducted at 37 select bus, commuter, special hire and boda-boda stages, indicate that 483 people recorded, out of those, 423 (88%) were men and only 60 (12%) were women, as the table below indicates.

*Table 5-1: Number of men and women transport operators on different stages along*

Road Name	No.of stages	Male		Female		Total	
		n	%	n	%	n	%
Sentema	5	94	73%	34	27%	128	27%
Kibuye Busega	7	93	98%	2	2%	95	20%
Mugema	4	64	100%	0	0%	64	13%
Portbell	4	55	87%	8	13%	63	13%
Sir.Apollo Kagwa	6	32	82%	7	18%	39	8%
Old Port bell	3	25	76%	8	24%	33	7%
Fifth street	3	30	97%	1	3%	31	6%
Eighth Street	4	26	100%	0	0%	26	5%
Luwafu	1	4	100%	0	0%	4	1%
<b>Total</b>	<b>37</b>	<b>423</b>	<b>88%</b>	<b>60</b>	<b>12%</b>	<b>483</b>	<b>100%</b>

*Source: Taxi Operators FGD at select stages*

Additionally, in a comprehensive census of all socio-economic activities, of the 562 transport related businesses that were identified, 522 which translates into 93% were men and only 40 which translates into 7% were women owned and operated.

*Table 5-2: Ownership of transport related businesses by Males and Females.*

Land use/facilities	Males	Percent	Females	Percent	Total occupancy	Percent
Motor cycle Taxi	272	97%	10	4%	282	50%
Bicycle Taxi	100	100%	0	0%	100	18%
Lorry/Tuck Park/stage	73	89%	9	11%	82	15%
Matatu park/stage	50	71%	20	29%	70	13%
Special-hire park/stage	25	100%	0	0%	25	4%
Driving school	2	67%	1	33%	3	1%
Bus Stage	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>522</b>	<b>93%</b>	<b>40</b>	<b>7%</b>	<b>562</b>	<b>100%</b>

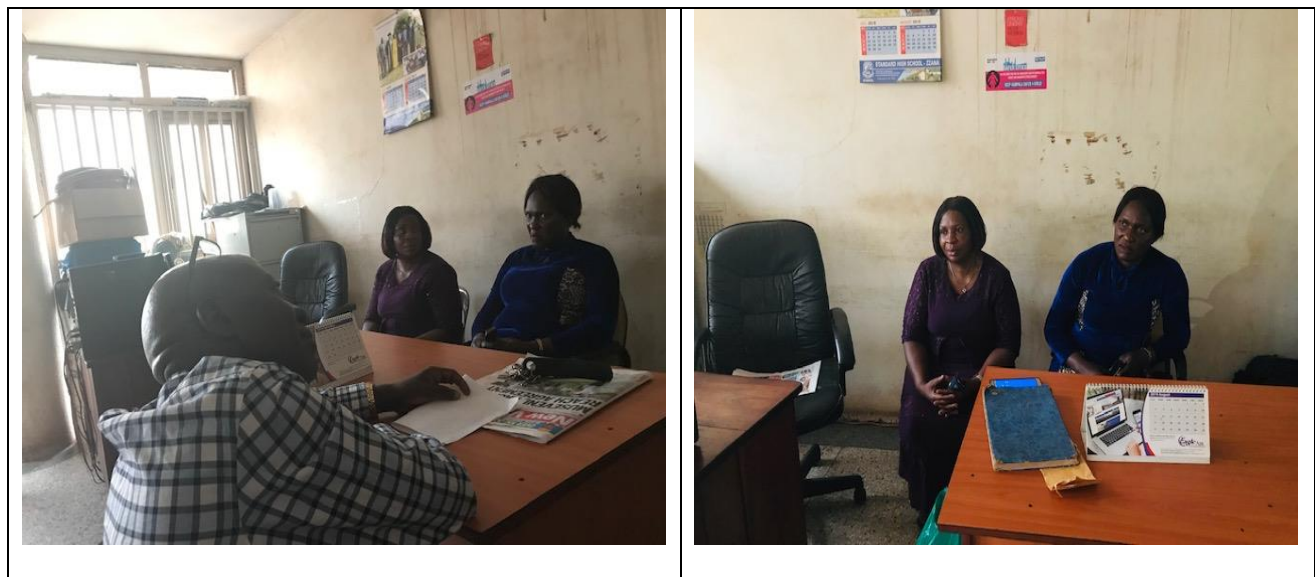
*Source: Census of all Roads*

All the data presented above confirms that women’s participation in the transport sector is still low. Although data on vehicle ownership is not readily available, vehicle ownership among women is predictably low because of the low income and/or shunning the trade due to demands associated with monitoring daily trips, revenue, and repair. For instance, the two women drivers operating Kampala Operations Taxi Stage had six (6) 4 and 2 vehicles each, but that is primarily because they have a wealth of experience in transport business as drivers and managers.

### **5.3 Benefits Associated with Women Participation in the Transport Labour Market**

For the two women drivers above mentioned, for the many years they have managed to acquire capital and invest in the transport sector, they have constructed residential houses, and have been able to meet the cost of education for their children.

*Picture of Women Drivers (Late Evening After Work)*



#### 5.4 Challenges associated with women participation in the Transport Labour Market

Based on the interviews conducted in KOTSA, there are several challenges that affect effective women's participation in the transport labour market and some of them are:

- Stereotyping about women employment in the public transport sector, with men and women themselves perceiving such work to be man's work. The cultural belief is that women are not supposed to be taxi/truck drivers or boda-boda ridders.
- Men tend to be protective and restrictive to their spouses intending to join public transport employment, for fear of losing them to other men. As the Deputy Secretary KOTSA intimated:

*“With this kind of work, husbands can hardly allow their wives to become Taxi drivers or conductress for fear of their wives being seduced by other men in the taxi-parks or during transit”.*

- In reality, women participating in the public transport sector are exposed to multiple risks that range from sexual harassment by men (fellow taxi operators, male passengers, and employers), violence, car hijack and abduction at night, and so on.
- Women tend to have limited knowledge and interest about mechanical conditions and maintenance of the vehicle.
- Due to those risks, and marital obligations women tend to shun working long hours into the night, which limits initial attraction, selection and carrier progress.
- Poverty and the associated inability to raise initial capital for buying commercial vehicles for public transport.
- High demand for initial entry requirements, with the prequalification for the High-Class Driving Permits, which being five (5) years' experience of driving. Yet, even after obtaining such a permit there is no guarantee of getting a driver's job.
- Women tend to be discriminated against equal payment for work of equal value than men. The gender pay disparity is attributed to weak bargaining power among women and stereotyping a woman's role in public transport employment.
- There is the problem of insecurity, where women are much more vulnerable to car highjacks than men.

The negative impact assessment presented here informs the social safeguards presented in the conclusion and recommendation chapter.



## CHAPTER SIX : CONCLUSIONS AND RECOMMENDATIONS

### 6.1 Introduction

The main objective of this assignment has been to undertake a comprehensive assessment of the potential social impacts and gender profiling along the roads proposed to be funded by African Development Bank. The actual assessment of the potential impact has been approached through six study objectives and six chapters. The first Chapter has been the introduction that presented the study objectives and methodology. The second chapter has described a selection of Uganda National Policies and International Standards under which the roads project is being proposed, as a basis for establishing whether the proposed road project is consistent with the policy priorities, and/or how such policy can inform the design and implementation of the project process. The third chapter has assessed the potential impact of the road project including access to health, education, markets, and small enterprises. The fourth chapter has assessed the potential negative impacts of the roads project through its cycle of land acquisition, construction and operation. The fifth chapter has assessed the role of women in the transport labour market, and the sixth and last chapter presents the conclusion, and recommendations.

The conclusion will be aligned with the five empirical objectives. The recommendations are divided up into two sections as per the TOR requirements, namely; 1) Recommendation for economic and livelihood enhancement and restoration; 2) Recommendation for gender responsive design and implementation of the roads project.

### 6.2 Key Conclusions

#### *6.2.1 Relevance of the Project to Existing Policy Framework*

Review of the macro-economic policies suggest that the proposed project is consistent with Uganda's policy priorities. The need for reconstruction, widening and upgrading from gravel to bitumen standard, as well as signalling of selected traffic junctions to improve the current mobility situation in the city is consistent with National Development plans and policies and the AfDB commitment of promoting infrastructure development (including roads), as a catalyst for equitable economic growth, poverty reduction, and social development, while mainstreaming gender issues. As an opportunity, Uganda has guidelines for mainstreaming gender in the road sub-sector through pre-feasibility, design, budgeting, appraisal, procurement, implementation, and construction supervision. This is in consonance with AfDB Gender Policy commitment to promote gender mainstreaming in Bank operations and to support RMCs' efforts to attain gender Equality.

### ***6.2.2 Social Benefits that are likely to Accrue from the Proposed Roads***

Results presented in the report suggest that there is a social justification for investing in the proposed project roads. The selected roads are characterised by deteriorated road surface, narrow carriageways, poor drainage, and heavy traffic congestion, inadequate/poor road signage, poor road design reflected in lack of roadside walkways, pedestrian crossings, speed-breakers, traffic and street lights. However, there are also risks that are caused by human behaviour and actions, for instance, a sub-culture of bad driving, poor roadside parking, and street thefts (section 3.2). A combination of all those technical problems and social problems result in risks, namely; 1) road traffic accidents involving all social groups (men, women, children, disabled), 2) constrained access to workplace, schools, health facilities, and recreation, and 3) diminished production and productivity due to effects of traffic jam; and the road insecurity.

However, from sociological point of view, the existence of transport bottlenecks and the associated risks might not be a sufficient justification for investment in the planned road project within Kampala City. Social results from this social feasibility and gender proofing presented in subsequent sections (3.4-3.15) suggest that the proposed road project will result in a stream of social impacts.

- The road projects, despite being in poor conditions, offer transport services used by different types of passengers (males, females, children, disabled), who travel for a wide range of reasons that include; work (formal employment/business transactions, marketing), shopping (including buying domestic necessities) etc. Therefore, improved road infrastructure is likely to attract more vehicles and more road users, to satisfy several travel purposes.
- The project roads serve a wide range of socio-economic assets/facilities and services. The facilities include business and commercial services, transport to service centres, health facilities, education institutions, security and administration, profession services, recreation facilities, natural resources (*refer to section 3.6*). These facilities are occupied by both males and females, though, men account for a higher proportion (60%) than females (39%) and elderly (1%). Most women are pre-occupied in informal sector work (SACCOs, saloons, restaurants, open market vending, boutiques, clinic/drug shops), and men in capital intensive and/or labour-intensive activities (large scale industry, petrol stations, garages, metal works, car bonds, small industry, motorcycle/bicycle taxi, Lorry trucks, special hire). Such results might suggest differential impacts between men and women.

However, the degree of impact accruing from improved road conditions will be effectively reduced by a wide range of problems that currently affect those socio-economic activities. The specific cases are as follows;

- Public markets experience lack of building structures, vending facilities, stalls, electricity supply and street lighting, site landscaping, visitors' car-parking, sewerage systems, toilets, garbage disposal, storage, and lack of day care centres for infants.
- Education institutions experience inadequate teaching space and structures, staff shortage, poor staff morale, lack of scholastic materials, parents' failure to contribute towards education for the children,
- Health Facilities experience, shortage of medical staff, shortage of drugs and medical equipment, limited constellation of health services (mainly primary care services focusing on curative, but not preventive and promotive care), lack of ambulatory services, poor knowledge of preventive measures, lack of extension services. Etc.

Such results suggest that the impact of the road can be bolstered by implementing complimentary interventions (refer to the section on recommendations). Otherwise, if such constraints persist, they will reduce the impacts of the improved condition on users of such facilities, who include; men, women, children and elderly.

### ***6.2.3 Potential negative impact of the Road Improvement Project and Potential Dissatisfaction from Local Population***

Chapter Four has assessed the potential negative impacts the proposed road project is likely to cause during phases of land acquisition, construction, and operation. The same chapter presents the potential dissatisfaction from local residents and the business population. The conclusion is that the potential impact caused by the road condition will differ across those three phases.

During the **land acquisition phase**, the road project will cause physical displacement (loss or relocation of home/shelter) mainly roadside buildings and plots of land. However, in terms of *distribution of impact*, displacement impact will mainly occur along those roads which are due for upgrading (to be paved), except one road for widening, that is, Kibuye-Busega road. Still, in terms of the *degree of impact* on structures and land, the study reveals that there is partial destruction of the buildings and land. A careful reconsideration of the road design will greatly reduce the impact. For this phase, the biggest fear is expropriation of land before full and adequate compensation is awarded.

During the **construction phase**, the nature of negative impact will mainly be in the form of temporary disrupted access to roadside utilities, diversionary routes, blocked access

roads, secondary damage to roadside structures, damage to surface and sub-surface public utilities, and social problems. The biggest fear among the population seems to be the inability to establish or enforce social safeguards and poor construction supervision.

During **project operation**, the negative impacts will potentially stem from the road designs and installed road furniture, and the pull-factors associated with newly installed infrastructure project. For project operation the biggest fear is the deficient road designs and inability to install road safety furniture, and/or poor location of such road furniture.

#### ***6.2.4 Women Participation in the Transport Labour Market***

All the outcomes indicate that women participation in public transport within the Kampala City and Uganda in general is still low, especially in the area of management, transport operations, ownership of vehicles, and contracting. The low women participation in public transport is attributable to a combination of un-favourable sub-culture, inability to meet requirements to attract women's entry/selection/retention in the transport sector; occupational hazards (risks), sexual harassment and restrictive husbands; and lack of platforms to advance women participation and career in the transport labour market.

### **6.3 Social Safeguards Issues to Overcome Negative Effects and Dissatisfaction**

These recommendations respond to the negative impact and fears raised by the potential project affected community.

#### ***Apply the Principle of Avoid, reduce, or mitigate the impact***

The project design should take into consideration the principle of avoid displacement, if not minimise negative impacts on assets along the roads. So far, the designs have adopted the two principles by ensuring that construction work is accommodated within the existing Right-of-Way (RoW). As part of that requirement, the project should avoid, preserve and protect cultural heritage sites (already identified at Nabiasiro wetland along Mugema road, in Rubaga division). If the displacement of the assets is unavoidable, as it is the case with the structures and plots that have been identified as potentially affected, the road project should mitigate the negative impact through compensation for the lost asset at full replacement cost and in a timely manner, consistent with national laws and African Development Bank Standards. This proposal is in response to the expressed fear of the project's expropriation of land before compensation, and the displacement of vendors occupying the road reserve without plan for relocation assistance.

### ***Grievance Resolution and Customer Care Centre***

A part of land acquisition and construction supervision, the project should establish a grievance redress mechanism to guide grievance/concern registration, investigation, resolution, tracking and monitoring. The monitoring indicators are supposed to be disaggregated by gender. The potential grievances and concerns are already listed above – compensation, women exclusions and impoverishment, noise and dust pollution, storm water, stockpiling, etc. The people desire to be represented on any form of community-based structures established by the project

As part of fulfilling the principle of access to a grievance resolution mechanism, the people proposed that the project should establish customer care centres in strategic places so that the affected people can easily access the project to voice their grievances and/or consultation.

### ***Environmental Mitigation Measures***

In order to array fears of dust pollution, the roads project should have pollution control and prevention, consistent with NEMA guidelines, and consistent with technical and financial feasibility. The road project should have a separate component for environmental management. This can be achieved by formulating and implementing an Environmental and Social Management Plan; Community Health, Safety and Security Plan, and Labour and Working Condition Plan, and adhere to those safeguards. For the construction impact and supervision, the project should ensure:

- Control of dust pollution control on project worksites.
- Establishing designated stockpiling/disposal areas.
- Undertaking on-site management of storm water
- Community and workers' sensitisation training, including men and women.
- Stakeholders' engagement to streamline interventions and provision of services.
- Managing community relations and grievances, with special assistance to gender

### ***Health and Safety Issues***

To achieve health and safety standards, the people recommended that the contractor should screen the drivers of heavy equipment to ensure that the drivers have vehicle driving knowledge, skills, experience and discipline. The drivers should be given strict guidelines to avoid reckless driving in heavily populated areas and avoid using vulgar language.

### ***Traffic Management Plan***

For disruption of traffic flow, have a proper traffic management plan, broadcast traffic diversion information ahead of construction; remove transport bottlenecks along the diversion route; direct diverted traffic throughout. In addition, the contractor should identify the by-pass roads before the actual construction commences. In addition, in traffic sensitive areas, schedule some construction work during non-working hours.

### **6.4 Gender-based Recommendation for Economic and Livelihood Enhancement and Restoration of different Business**

The gender-based recommendation for economic and livelihood restoration can be achieved at different levels.

#### ***Access to Compensation***

As already indicated, full replacement costs should be awarded for the lost assets. However, there is a tendency for women and family members to lose out on compensation. In order to have access to compensation, family members should witness land surveys and sign compensation forms, open joint Bank-accounts, and they should be encouraged to restore the lost assets as family members, with a man and woman taking a leading role. However, whereas opening up a joint Bank Account is necessary it is not sufficient to assurance equal access to compensation by both men and women. It is, therefore, necessary for the roads project to have a full-time sociologist to supervise and ensure that family members have equitable access to and control over the replaced assets and livelihoods.

#### ***Livelihood restoration approach***

In event of the road project causing large scale economic displacements involving many roadside traders, in addition to the RAP Report, it will be necessary to formulate a separate Livelihood Restoration Plan (LRP) that provides the different types of loss of income, entitlements (disaggregated by gender), and the appropriate livelihood restoration interventions. Such LRP will provide guidance on how to restore income earning capacity of the different groups to and beyond the pre-project level (including those operating in the road reserve). The livelihood restoration should consider providing financial literacy to market vendors, premise occupants, and roadside vendors.

In doing so, the project should ensure that the displaced people are consulted and given opportunity to participate in the planning and implementation resettlement process, including compensation disclosure.

### ***Restoration of Damaged Property***

In the event of secondary damage to property, the contractors should restore and repair affected property, as early as possible. This principle applies to secondary damages to public utilities. Results presented above suggest informal sector activities in which women participate, depend on public utilities (water, electricity, cable networks) and delayed restoration is associated with loss of income for both men and women. The contractor should use the provision sum in the bills of quantities budget, to restore the affected public utilities.

### ***Construction and Upgrading of Public Markets***

In order to optimise the impact and utilisation of the project roads for the wider community, it will be necessary for the project to undertake additional projects under the component of complementary initiatives. This can be done by constructing new markets, or providing ancillary infrastructure (perimeter walls, toilet facilities disaggregate by gender, storage facilities, stalls, day-care centres, offloading space, outside customer parking (*refer to the list of markets for construction in the Appendix 17*)).

## **6.5 Community Empowerment, Gender Responsive Design and Implementation of the Roads Improvement**

### ***6.5.1 Measures for Community and Gender Empowerment in the Road and Transport Sector***

#### ***1. Measures for Mainstreaming Gender in KCCA Roads Sub-sector***

The first level to mainstream gender in Public works and transport activities will be at the Policy level. There are already existing theories that are intended to mainstream gender issues in government policies and programmes, as well as mainstreaming gender in the roads sector, but not a policy of mainstreaming gender in the transport service. These policies are; the Uganda Gender Policy 2007, by Ministry of Gender Labour and Social Development, Guidelines for Mainstreaming Gender into the Roads Sub-sector by Ministry of Works and Transport (MoWT). However, whereas the KCCA Directorate of Gender and Community Development has tried to take a lead in mainstreaming and advocating for mainstreaming gender issues in KCCA administrative and development issues, there are still gaps. Spearheaded by KCCA Directorate of Gender and Community Development, KCCA should adapt and customize the MoWT Guidelines for Mainstreaming Gender into the Road Sector into a checklist for Gender mainstreaming into Social and Infrastructure Projects and Transport Services in Kampala City, including



the KCCA Urban Design Manual. Such will require to fund the KCCA Directorate of Gender and Community Development to achieve that goal.

### *2. Measure for Mainstreaming Gender in Procurement Process*

The MOWT Gender Mainstreaming Guidelines as well as KCCA Directorate of Engineering recommend to incorporate gender recruitment in the Terms of Reference (ToRs), prequalification, bidding and contract documents in order to ensure that the private sector (as the key implementers) address the gender equity issues. The only snag is that there are not many women Engineers. In addition, prioritise the allocation of labour-intensive activities (like stone pitching) to women.

### *3. Conducting a Study on Women's Role in Public Works and Transport Services*

As part of mainstreaming gender issues into the Roads Sub-sector and Transport Service, there is a need to conduct a separate study to document and assess the current and potential role of women in Public Works and Transport Service. Based on the interviews conducted in KCCA Directorate of Engineering and in KOTSA, it is revealed that there is scanty information on the number of women engineers and women contractors, women's participation in transport services, and challenges, which makes it difficult to reach for women to bid for construction work and transport services. Such information can feed into planning for the planned Bus Rapid Transit (BRT) programme in Kampala city.

### *4. Proposals for promoting increased women participation in Public Transport Labour Market*

As already indicated in Chapter five, results from the discussion held with Kampala Operations Taxi Stages Association (KOTSA) suggest that the number of women registered in the public transport labour market is still low, and that has an implication for women's access and control benefits from road and transport improvements. There is already an initial forum known as "the Amalgamated Transport and General Workers' Union Uganda", a Labour Organization, responsible for organizing and representing its workers in companies operating in different sectors, including the transport sector. However, that being a labour union, it might be the right forum to promote the agenda for women operating in the public transport sector.

The key proposal is to facilitate the existing core group of women drivers and conductress to form an independent association, with the aim of attracting women to the transport labour market through; trainings, facilitating acquisition of driving skills and driving permits, placement, accessing concessional capital for acquiring commercial

vehicles, as well as permits, and educational programs to reduce stereotyping women's participation in public transport labour market and sexual harassment.

#### *5. Employment Generation through Labour Intensive Methods in Infrastructure and other Non-social Programmes*

As part of achieving full and productive employment and decent work for all, including women, youths, and disabled people, KCCA should introduce/optimize incorporation of employment intensive methods in infrastructure and other non-social programs in project formulation and implementation. In addition, the project should prioritise recruitment of the local casual labourers – driving, flagging, and other activities

#### ***6.5.2 Recommendations for Gender and Social Responsive Design***

The study findings indicate that, the roads have transport bottlenecks in the form of narrow carriageways, deformed surfaces, poor drainage, inadequate road furniture, heavy traffic congestion, as well as bad driving behaviour. The recommendation is the need for reconstruction, widening and upgrading of the project roads. However, to optimise the positive impact on the roads project, there is a need to tailor technical designs to the needs of the general public and special social groups (women, children, vulnerable groups). To guide that process, a list of schools and health facilities that will require specific designs and installation of road furniture and, therefore, costing of infrastructure work is attached in the appendix.

#### **Key Recommendations**

1. As planned, reconstruct, widen, and upgrade the roads to bitumen. However, in some cases, the people resented possibility of widening the road, for fear of losing permanent structures and business attached to a locale, and these areas are: the fifth street, Sixth Street, Seventh Street, Eight Street.
2. Construct and improve road junctions, as well as the connecting roads to reduce intersection traffic jam.
3. Install road signs on access roads and advertise to popularise those alternative access roads. The people think that current traffic jam in Kampala is not only caused by a large number of vehicles on the road, but also ignorance about the existence of alternative roads because such roads lack directional signage.
4. Appropriately locate, design, and construct drainage that matches with the precipitation, hill slope, and storm flow, and soil moisture.

5. In public places, like markets, construct surface catch-pits to drain water into subsurface drainage systems in order to reduce surface runoff and damage to property, as well as allowing pouring wastewater into the subsurface drainage.
6. Locate and construct drainage systems across access roads joining the main road, thereby reducing spot flooding, and the associated business losses, traffic congestion during/after heavy rains.
7. Integrate public transport in road design by constructing roadside non-monetarised transport facilities to cater for pedestrians (men, women, children, PWDs).
8. Construct side-crash barriers to prevent motorcyclists encroaching on walkways, especially in busy places.
9. Construct special lanes for motorcyclists to reduce vehicular friction, bumper scratches, and accidents involving children.
10. Install road-signs and road-marks in strategic locations that have social service centres (schools, health facility, administrative centres).
11. Construct bus-ways, as well as introduce city buses to reduce traffic congestion caused by the current 14-seater minibuses.
12. Install designated stopping areas for Bus/Taxi/boda-boda stages, waiting facilities, and parks in order to reduce traffic jam caused by sudden stoppages.
13. Implement regular traffic congestion studies (location, causes, time, frequency, vehicle type, effects).
14. Install street lights to reduce street thefts in areas hosting roadside businesses and community markets.
15. Install additional CCTV security cameras.
16. People think that the role of traffic police in regulating traffic should be more organised and informed by traffic data in real time.
17. In addition, organise KCCA community education programmes to reduce bad driving, dumping of waste in open drainage and sensitize on proper road use.

A list of siting and installation sites for road furniture is attached. *(Refer Appendix 19)*

*Picture of a sample of the proposed roadside walkways*



*Sample of Roadside Walkways that People Recommend for New Roads (Total Petrol Station, Ndeeba, along Kibuye-Busega Road).*

## APPENDICES

### Appendix 1: List of Key Informants

Institution	Name	Position	Contact
KCCA	Eng. Jacob Byamukama	Directorate of Engineering	0794660980
	Mr. Esuke David	Supervisor Education services	0794661395
	Mr. Byasi Zziwa Jude	Sanitation and Environment	0794661089
	Mrs. Lubwama Josephine	Deputy Director Gender and Community Services	
	Miss Nakubulwa Zaina	Supervisor/Probation and social welfare	0794661262
UNRA	Miss. Bategarya Edith	Sociologist (UNRA)	0702930815
	Miss. Kansime Enid	Social Development specialist	0701125442
	Mr. Edward Jjuuko	Social Development Specialist	0772952532
KOTSA	Mr. Luyera Grace	Deputy Secretary KOTSA	0756553391
	Mrs. Nantenza Aishah Kamya	Woman Representative KOTSA	0705744299
	Miss. Nakayenzi Fatuma	Woman Representative KOTSA	0701547257
MGLSD	Mrs. Kyomukama Margie	Assistant Commissioner, Gender and Women affairs	
	Mr. Mayanja Iddi Mubarak	Principle Women and Development Officer	0772319605

### Appendix 4: Number and names of the public markets along the project roads

S/No	Road and Market Name	Ownership	Condition of the Market
	<b>LOT 1</b>		
	<b>Luwafu Road</b>		
1	Kirundu Market	Community-initiated	Open space market
	<b>Old Mubende Road</b>		
2	Busega Market	KCCA	Un-built Open Facility
	<b>LOT 2</b>		
	<b>Portbell road</b>		
3	Luzira Market (Stage 7)	Private individual	Open space market
4	Luzira Market 1	KCCA	Perimeter wall but open-roof
5	Kitintale Main Market	Association	Enclosed Structure -
	<b>Old Portbell Road</b>		
6	City Abattoir	KCCA	Perimeter wall but open-roof
7	Bugolobi Market	KCCA	Perimeter wall but open-roof
	<b>LOT 3</b>		
	<b>Eighth Street (Namuwongo Road)</b>		
8	Namuwongo 1 Market	KCCA	Perimeter wall but open-roof
	<b>Sir Apollo Kagwa Road</b>		
9	Kalinabiri Market	Private Individual	Open space market
	<b>Ssuna 1 Road</b>		
10	Zzana Market	KCCA Public	Open space market
11	Wankulukuku Central Market	Buganda Land Board	Perimeter wall but open-roof

	<b>LOT 4</b>		
	<b>Kibuye Busega Road</b>		
12	Kibuye Market	Private Individual	Open space market
13	Nalukolongo Market	Private Individual	Open space market
14	Nateete Market	Private Individual	Open space market
	<b>Kisaasi Road 2</b>		
15	Jax Kisaasi Market	Private Individual	Open space market
	<b>LOT 5</b>		
	<b>Sentema Road</b>		
16	Kinonya Market	Private Individual	Open space market

### Appendix 5: Roads identified with transport bottlenecks

Road Name	Number	Percent
Sir Apollo Kaggwa Road	56	25%
Ssuna Road	28	12%
Old Mubende Road	27	12%
Muteesa 1 Road	23	10%
Sixth and seventh Road	21	9%
Ssentema Road	19	8%
Mugeme Road	18	8%
Old Port Bell Road/Spring Road	18	8%
Kibuye Busega Road	17	7%
Total	227	100

### Appendix 6: Identified Education Facilities by Lot

NO.	Name of the road and institution	location	ownership	Grade / level
	<b>Lot1</b>			
	<b>Wamala</b>			
1.	Victory Junior school	Roadside	Private	Primary
2.	Afrikles Women's group Vocation	Roadside	private	Vocational
3.	Kampala University Nursing School	Roadside	Private	Vocational
4.	Vienna High school-Kabowa	Roadside	Private	Secondary
5.	London High school –Kabowa	Roadside	Private	Secondary
6.	Victory Junior school	Roadside	Private	Primary
7.	Mutundwe model school	roadside	Private	Primary
	<b>Luwafu road</b>			
8.	Malta Baby School	Roadside	Private	ECD
9.	Crested Secondary School	Roadside	private	Secondary
10	HB Nursery and Day care Center	Roadside	Private	ECD
11	Canaan Primary School	Hinterland	Private	Primary
12	Top care Primary School	Hinterland	Private	Primary
13	Eva Infant School	Hinter land	private	ECD
14	Lwagula Memorial	Hinter land	Private	
15	Kampala Institute A Vocational and Business Btudies	Roadside	Private	Vocational
16	Renor Montessori Academy	Roadside	Private	Vocational
17.	Shanaj Kindergarten and Day care Center-Kiruddu road	Hinterland	Private	ECD

18	Winsam kindergarten and Day care Center Luwafu-Ganafa road	Hinterland	private	ECD
19.	Makindye Junior Academy	Hinterland	private	Primary
	<b>Kabega road</b>			
20	Cindarella Nursery and Primary School	Road side	Private	Primary
21	Red Apple Education Service- Kabega Road	Hinterland	Private	ECD
22	Good shepherd Nursery and Primary School	hinterland	private	ECD
	<b>Mutesa 1 road</b>			
23	Kwolesebwa Nursery School	Roadside	Private	ECD
24	Lilly Ophange Primary and Kindergarten	Hinterland	Private	Primary
25	Light House Primary School	Roadside	Private	Primary
26	Dream Africa School Mengo Nursery and Primary Day school	Hinterland	Private	Primary
27	Namirembe Parents School Mixed Day and Boarding Primary School	Roadside	Private	Primary
	<b>Old Mubende road</b>			
28	Lady D International Kindergarten and Day care	Hinter land	Private	ECD
29	St Nathaniel Nursery school	Hinterland	Private	ECD
30	Dream Africa School Busega	Hinterland	Private	Primary
31	The AI-Angels Junior School Busega	Hinterland	Private	Primary
32	New Generation of Christ(G42) Nursery and Primary School	Hinterland	Private	Primary
33	New Kabaale Busega primary school	Roadside	Private	Primary
34	Star Secondary School	Hinter land	private	Secondary
	<b>Kivebulaya Road Junction</b>			
35	Madrassa Early Childhood Development Institute	Road side	Private	Vocational
	<b>Kayemba Road</b>			
36	Erina Bright Primary School	Roadside	Private	Primary
	<b>Lot 2</b>			
37	New angels Nursery school	Hinterland	Private	ECD
38	Kinderkare Kindergarten	Roadside	Private	ECD
39	Bobo Day care	Roadside	Private	ECD
40	Luzira Nursery School	Hinterland	Private	ECD
41	St. Ann Nursey School	Roadside	Private	ECD
42	Goldern Steps Day care and Kindergarten	Roadside	Private	ECD
43	Mother Mary Day Care and Nursery School	Hinterland	Private	ECD
44	Luzira Primary School	Hinterland	Private	Primary
45	St. Steven Primary School	Hinterland	Private	Primary
46.	Saba Primary School	Hinterland	Private	Primary
47	Progress Junior School	Roadside	Private	Primary
48.	Dade Nursery and Primary School	Roadside	Private	Primary
49.	Church of Uganda Primary School	Hinterland	Private	Primary
50	Kitintale Parents Secondary School	Hinterland	Private	secondary
51	Progressive Secondary school, kitintale	Hinterland	Private	Secondary
52	Luzira Secondary School	Hinterland	Private	Secondary



53	Rock Senior Secondary School	Roadside	Private	Secondary
54	Nakawa Disabled Vocational training institute (NADIVOT)	Hinterland	Private	Vocational
55	Kerates Business Training centre	Hinterland	Private	Vocational
56	Makerere university of Business Studies	Roadside	Public	University
57	Uganda institute of Information and Communication Technology (ULCT)	Roadside	Private	Vocational
	<b>Lot 3</b>			
	<b>Eighth street road Namuwongo Rd</b>			
58	Queen Ann nursery and Primary school	roadside	private	Primary
59	Kisugu Central Primary Pchool	roadside	private	Primary
60	Sanyu Day Care Centre	roadside	private	ECD
61	Anointed kids Nursery school	roadside	private	ECD
	<b>Sir.Apollo Kaggwa Road</b>			
62	Divine Mercy Nursery School	Roadside	Private	ECD
63	The Play Den Nursery School	Roadside	Private	ECD
64	Sun rise Nursey and primary school	Roadside	Private	Primary
65	Sir.Apollo Kaggwa Road Primary School	Roadside	Private	Primary
66	Kampala High School	Hinterland	Private	Secondary
67	Makerere University	Roadside	Public	University
68	Makerere Institute for Social Development	Roadside	Private	Vocational
69	Galaxy Adult School	Roadside	Private	Vocational
70	Makland institute of business and Management	Roadside	Private	Vocational
	<b>Muzito</b>			
71	Shine around Kindergarten			ECD
72	The Modern Kindergarten			ECD
73	Friends PrimarySchool	Hinterland	Private	Primary
	<b>Ssuna Road</b>			
74	Zzana Junior School	Hinterland	Private	Primary
75	Kabowa Hidaya Islamic School	Roadside	Private	Primary
76	Summer Blue Nursery and Primary	Road side	Private	Primary
77	Trinity children's Centre Kabowa	Roadside	Private	Primary
78	Christ the king Nursery and primary	Roadside	Private	Primary
79	Nyanama Primary School	Road side	Private	Primary
80	Trinity Primary School –Kabowa	Roadside	Private	Primary
	<b>Lot 4</b>			
	<b>Kibuye- Busega</b>			
81	Totoz Day and Nursery school	roadside	private	ECD
82	Love Rhema kindergarten	Hinterland	private	ECD
83	Vicross Nursery and Day Care Centre	Hinterland	Private	ECD
84	Hasay Modern Primary School	Road side	privarite	Primary
85	Sheehan Standard Nursery and Primary School	Hinterland	Private	Primary
86	St. Anthony Education Services Nursery and Primary school	Hinterland	Private	Primary
87	Top Care Education Services	Hinterland	Private	Primary
88	Marum Primary School	Hinterland	Private	Primary
89	Elina Junior School	Hinterland	Private	Primary
90.	King Fhad Primary School	Hinterland	Private	Primary

91.	Rubaga Mixed High School	Hinterland	Private	Secondary
92.	Upland High School	Hinterland	Private	Secondary
93.	Bethel Parents Secondary School	Hinterland	Private	Secondary
94.	Busega literacy and vocational Centre	Hinterland	Private	Vocational
	<b>Kyebando Ring 2</b>			
95.	All saints Christian	hinterland	Private	Primary
96.	Kampala Children's Academy	Roadside	Private	Primary
	<b>Lot 5</b>			
	<b>Mugema Road</b>			
97.	Keen Kiddles Nursery school Busega	Roadside	Private	ECD
98.	Eaglet School Busega	Roadside	Private	ECD
99.	Mothercare Nursery and Infant School	Roadside	Private	ECD
100.	St. Veronica Infant school -Lugala	Roadside	Private	ECD
101.	Muslim Girls Primary School	Roadside	private	Primary
102.	Busega Domestic Busega	Roadside	Private	Vocational
	<b>Sentema Road</b>			
103.	Aunt claire's Kindergarten	Road side	Private	ECD
104.	St. Andrew kagwa primary School	Roadside	Private	Primary
105.	Namugoon Kigombe primary School	Roadside	K.C.C.A	Primary
	<b>Nsambya Road</b>			
106.	St. Peters's s.s.s Nsambye	Roadside	private	Secondary

#### Appendix 7: Early Childhood Development (ECD) Schools attendance by Gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
G42 Infant School	ECD	LOT 1	Old Mubende	274	38	452	62	726
Malta Baby School	ECD	LOT 1	Luwafu	14	56	11	44	25
<b>Total</b>				<b>288</b>	<b>38</b>	<b>463</b>	<b>62</b>	<b>751</b>
Margold Early learning	ECD	LOT 4	Kisasi	35	54	30	46	65
Mother care infant	ECD	LOT 5	Mugema	34	54	29	46	63
Glory Education Centre	ECD	LOT 5	Sentema	98	55	80	45	178
<b>Total</b>				<b>132</b>	<b>55</b>	<b>109</b>	<b>45</b>	<b>241</b>

#### Appendix 8 (a): Primary schools' attendance by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Elina Bright Primary	Primary	LOT 1	Kayemba	170	55	139	45	309
New Kabaale Primary	Primary	LOT 1	Old Mubende	143	46	169	54	312
New life Time Primary	Primary	LOT 1	Luwafu	132	49	138	51	270
Namirembe Parents School	Primary	LOT 1	Muteesa 1	692	49	722	51	1414
Light House Primary	Primary	LOT 1	Muteesa 1	142	67	70	33	212
<b>Total</b>				<b>1279</b>	<b>51</b>	<b>1238</b>	<b>49</b>	<b>2517</b>

Sunrise Primary	Primary	LOT 3	Sir Apollo Kaggwa	119	49.8	120	50.2	239
Sir Apollo Kaggwa	Primary	LOT 3	Sir Apollo Kaggwa	338	45	407	55	745
Queen Ann Primary	Primary	LOT 3	Eighth Street	189	59	132	41	321
Kisugu Central	Primary	LOT 3	Eighth Street	72	51	70	49	142
Zzana Junior School	Primary	LOT 3	Ssuna road 1	74	55	61	45	135
Friends School	Primary	LOT 3	Muzito	131	47	146	53	277
Trinity Primary	Primary	LOT 3	Ssuna	477	52	442	48	919
<b>Total</b>				<b>1400</b>	<b>50.4</b>	<b>1378</b>	<b>49.6</b>	<b>2778</b>
All Saints Christian	Primary	LOT 4	Kyenbando	173	46	205	54	378
Totoz Day and Primary	Primary	LOT 4	Kibuye-Busega	30	60	20	40	50
Elina Junior School	Primary	LOT 4	kibuye-Busega	378	57	284	43	662
<b>Total</b>				<b>581</b>	<b>53</b>	<b>509</b>	<b>47</b>	<b>1090</b>
Muslim Girls	Primary	LOT 5	Mugema	169	49	176	51	345
Namugoona Kigobe	Primary	LOT 5	Sentema	386	51	371	49	757
<b>Total</b>				<b>555</b>	<b>50.4</b>	<b>547</b>	<b>49.6</b>	<b>1102</b>

#### Appendix 8(b): Secondary school's attendance by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Star Secondary School	Secondary	LOT 1	Old Mubende	206	49	214	51	420
Progressive Secondary	Secondary	LOT 2	Port bell	513	52	475	48	988
Bethel Parents School	Secondary	LOT 4	Kibuye-Busega	224	66	115	34	339
St .Peter's SS	Secondary	LOT 5	Nsambye	885	45	1061	55	1946

#### Appendix 9: Vocational schools' attendance by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Nakawa Disabled Vocational	Vocational	LOT 2	Port bell	38	63	22	37	60
Makland Institute	Vocational	LOT 3	Sir Apollo Kaggwa	210	42	290	58	500

## Appendix 10: ECD staff by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
G42 Infant School	ECD	LOT 1	Old Mubende	7	64	4	36	11
Malta Baby School	ECD	LOT 1	Luwafu	8	80	2	20	10
<b>Total</b>				15	71	6	29	21
Margold Early learning	ECD	LOT 4	Kisasi	12	92	1	8	13
Mother care infant	ECD	LOT 5	Mugema	6	100	0	0	6
Glory Education center	ECD	LOT 5	Sentema	29	63	17	37	46
<b>Total</b>				35	67	17	33	52

## Appendix 11: Primary staff by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Elina Bright Primary	Primary	LOT 1	Kayemba	4	50	4	50	8
New Kabaale Primary	Primary	LOT 1	Old Mubende	14	67	7	33	21
New life Time Primary	Primary	LOT 1	Luwafu	13	65	7	35	20
Namirembe Parents School	Primary	LOT 1	Muteesa 1	65	63	38	37	103
Light House Primary	Primary	LOT 1	Muteesa 1	8	53	7	47	15
<b>Total</b>								
Sunrise Primary	Primary	LOT 3	Sir Apollo Kaggwa	11	55	9	45	20
Sir Apollo Kaggwa	Primary	LOT 3	Sir Apollo Kaggwa	36	46	43	54	79
Queen Ann Primary	Primary	LOT 3	Eighth Street	13	68	6	32	19
Kisugu Central	Primary	LOT 3	Eighth Street	7	70	3	30	10
Zzana Junior School	Primary	LOT 3	Ssuna road	12	55	10	45	22
Friends School	Primary	LOT 3	Muzito	11	58	8	42	19
Trinity Primary	Primary	LOT 3	Ssuna	18	36	32	64	50
<b>Total</b>				108	49	111	51	219
All Saints Christian	Primary	LOT 4	Kyenbando	20	69	9	31	29
Totoz Day and Primary	Primary	LOT 4	Kibuye-Busega	3	100	0	0	3
Elina Junior	Primary	LOT 4	kibuye-	27	53	24	47	51

School			Busega					
Total				50	60	33	40	83
Muslim Girls	Primary	LOT 5	Mugema	7	47	8	53	15
Namugoona Kigobe	Primary	LOT 5	Sentema	13	59	9	41	22
Total				20	54	17	46	37

### Appendix 12: Secondary staff by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Star Secondary School	Secondary	LOT 1	Old Mubende	9	39	14	61	23
Progressive Secondary	Secondary	LOT 2	Port bell	31	45	38	55	69
Bethel Parents School	Secondary	LOT 4	Kibuye-Busega	7	28	18	72	25
St Peter's SS	Secondary	LOT 5	Nsambye	57	43	75	57	132

### Appendix 13: Vocational staff by gender per lot

Schools Name	Level	Lot Number	Road name	Female	% of Female	Male	% of Male	Total
Nakawa Disabled Vocational	Vocational	LOT 2	Port bell	5	45	6	55	11
Makland Institute	Vocational	LOT 3	Sir Apollo Kaggwa	11	34	21	66	32

### Appendix 14: Identified Health Facilities by Lot

NO.	Name of the road and institution	Location	Ownership	Grade/level
	Lot 1			
	<b>Wamala road</b>			
1	Victorious Medical Center	Roadside	Private	Clinic
	<b>Luwafu road</b>			
2.	All saints Medical Center	Roadside	Private	Clinic
	<b>Muteesa 1 road</b>			
3.	May fair Medical Clinic	Roadside	Private	Clinic
4.	Imperial Medical Center and Marternity	Roadside	Private	Clinic
5.	Sky Dental Surgery	Roadside	Private	Clinic
	<b>Old Mubende road</b>			
6.	St. Edward Medical Center	Roadside	private	Clinic
7.	Equator Health Services	Roadside	Private	Clinic
8.	Family Care Medical Center	Hinterland	Private	Clinic
9.	Heptane Clinic	Hinterland	Private	Clinic

	<b>Apollo kivebulaya/ Albert Cook road junction</b>			
11.	Lisa Medical Center	Roadside	Private	Clinic
12.	Shine Dental Surgery			clinic
	<b>Kayemba road</b>			
13.	Healthcare Clinic	Roadside	Private	Clinic
14.	Life Star Medical	Roadside	Private	Clinic
15.	Citizen Medical Clinic	Roadside	Private	Clinic
16.	Safeguard Nursing Home	Roadside	Private	Clinic
	<b>Lot 2</b>			
	<b>Portbell road</b>			
17.	The Family Clinic Nursing Home	Roadside	Private	Clinic
18.	Ardent Harmacy	Roadside	Private	Pharmacy
19.	Uganda National Metiology – Authority	Hinterland	Civil society	
20.	Canaan Clinic	Roadside	Private	Clinic
21.	St. Steven Dispensary Hospital	Roadside	Private	Hospital
22.	The Pharmacy	Roadside	Private	Pharmacy
23.	Syledan Pharmacy limited	Hinterland	Private	Pharmacy
24.	Keb Mirembe Clinic	Roadside	Private	Clinic
25.	Dotors Clinic	Roadside	Private	Clinic
28.	Genesis Pharmacy	Roadside	Private	Pharmacy
29.	Benedict Medical Center	Roadside	Private	Clinic
30.	Cipla Drug Manufacturers	Hinterland	Private	
31.	Bethany Children’s Clinic	Roadside	Private	Clinic
32.	Capital Medical Conultants	Roadside	Private	Clinic
33.	Life Care Clinic	Roadside	Private	Clinic
34.	Balidawa Community Foundation first aid Clinic	Roadside	Public	Clinic
35.	Guardian Health Foundation	Roadside	Private	Clinic
36.	Rerad Pharmacy	Roadside	Private	Pharmacy
	<b>Old portbell</b>			
37.	Kiswa Health Center	Roadside	KCCA	Hospital
38.	Bugolobi Medical Center	Roadside	Private	Clinic
39.	Agakhan Hospital	Roadside	Private	Hospital
	<b>Lot 3</b>			
	<b>Eighth Street - Namuwongo Road</b>			
40.	Alire Medical Center	Roadside	Private	Clinic
41.	Cornerstone Medical Services	Roadside	Private	Clinic
	<b>Sir. Apollo Kagwa road</b>			
42.	Liberty Medical Center	Roadside	Private	Clinic
43.	St. John’s Clinic	Roadside	Private	Clinic
44.	Kampala Orthopedic and Trauma	Roadside	Private	Clinic
	<b>Suuna road</b>			
45.	Vine Medical Center	Roadside	Private	Clinic
46.	Good Samaritan Domiciliary	Roadside	Private	Clinic
47.	St. Steven Medical Centre	Road side	Private	Clinic
48.	Sena Medical and Lab services	Road side	private	Clinic
49.	Life line International	Roadside	Private	Clinic



50.	Ave Maria Health Care	Road side	Private	Drug shop
51.	BB Medical and lab Services	Road side	Private	Clinic
52.	Joellen Drug Shop and Cosmetics	Roadside	Private	Drug shop
53.	Gabriel Medical Specialists	Roadside	Private	Clinic
54.	Kuston Huma Medical and Cosmetics	Roadside	Private	Pharmacy
55.	Grace General Clinic	Roadside	Private	Clinic
56.	Haristevo Care Clinic	Roadside	Private	Clinic
57.	God's Mercy Clinic	Roadside	Private	Clinic
58.	JERA Medical Center	Roadside	Private	Clinic
59.	Quality Medical Center	Road side	Private	Clinic
	<b>Lot 4</b>			
	<b>Kibuye-Busega Road</b>			
60.	Smart-Matic Clinic	Roadside	Private	Clinic
61.	Joy Medical Center Ndeeba	Roadside	Civil society	Clinic
62.	2MC Clinic Ndeeba	Roadside	Private	Clinic
63.	St. Francis Clinic Nalukolongo	Roadside	Private	Clinic
64.	Nateete Clinic	Roadside	Private	Clinic
65.	Mercy General Clinic	Roadside	private	Clinic
66.	Sanyu Community Dental Clinic	Roadside	Private	Clinic
67.	Edma Medical Center	Roadside	Private	Clinic
68.	Faith Medical Center	roadside	Private	Clinic
69.	Beta Clinic	Roadside	Private	Clinic
70.	Alison Medical Center	Roadside	Private	Clinic
71.	The Doctore Clinic	Roadside	Private	Clinic
72.	Mukisa Medical Center	Roadside	Private	Clinic
	<b>Kyebando ring road</b>			
73.	Royal Health Clinic	Roadside	Private	Clinic
74.	Family Clinic	Roadside	private	Clinic
75.	JB orth Clinic	Roadside	Private	Clinic
	<b>Lot 5</b>			
	<b>Mugema road</b>			
76.	Adestined Medical Health Center	Roadside	Private	Clinic
77.	Fifi blessed Clinic	Roadside	Private	Clinic
78.	Acquired Medical Center	Roadside	Private	Clinic
79.	Spectrum Medical Center	Roadside	Private	Clinic
80.	Lian Medical Center	Roadside	Private	clinic
81.	JBN Medical Center –Lugala	Roadside	Private	Clinic
	<b>Sentema road</b>			
82.	Miline Medical Center	Roadside	Private	Clinic
83.	Family Clinic	Roadside	Private	Clinic
	<b>Nsabya road</b>			
84.	Nsabya Hospital	Roadside	Government	Hospital

### Appendix 15: Land use by Facility and Gender Occupancy

Land use/facilities	Males	Percent	Females	Percent	Elderly	Percent	Total occupancy	Percent
<b>Business</b>								
SACCO	365	34%	714	66%	8	1%	1087	25%

Large Scale industry	386	87%	56	13%	0	0%	442	10%
Business Premise	126	50%	126	50%	0	0%	252	6%
Petrol station	133	62%	77	36%	3	1%	213	5%
Supermarket	79	39%	122	60%	4	2%	205	5%
Saloon	46	25%	142	76%	0	0%	188	4%
Retail Shop/grocery	102	56%	76	42%	3	2%	181	4%
Restaurant	47	27%	128	72%	2	1%	177	4%
Garage	153	88%	18	10%	3	2%	174	4%
Car Washing	154	95%	7	4%	1	1%	162	4%
Metal Works	138	91%	13	9%	0	0%	151	4%
Open-market	50	38%	73	56%	8	6%	131	3%
Car bond	110	92%	9	8%	0	0%	119	3%
Furniture	85	83%	17	17%	0	0%	102	2%
Merchandise (Warehouse)	49	70%	21	30%	0	0%	70	2%
Hardware	52	75%	16	23%	1	1%	69	2%
Wholesale	22	39%	33	58%	2	4%	57	1%
Florist/Decoration	25	46%	28	52%	1	2%	54	1%
Mobile money kiosk	13	26%	37	74%	0	0%	50	1%
Timber selling	40	95%	1	2%	1	2%	42	1%
Repair shop	40	98%	1	2%	0	0%	41	1%
Guest houses	15	42%	21	58%	0	0%	36	1%
Small industry	28	80%	7	20%	0	0%	35	1%
Boutique	13	38%	21	62%	0	0%	34	1%
Butcher	25	89%	3	11%	0	0%	28	1%
Abattoir	21	84%	4	16%	0	0%	25	1%
Spare parts	19	76%	6	24%	0	0%	25	1%
Hotels	9	41%	13	59%	0	0%	22	1%
ICT facility/infrastructure	15	71%	6	29%	0	0%	21	1%
Photo studio	14	70%	6	30%	0	0%	20	1%
Construction material sale	20	100%	0	0%	0	0%	20	1%
Laundry	9	50%	9	50%	0	0%	18	0.4%
Residential houses	11	65%	5	29%	1	1%	17	0.4%
Waste scavengers	8	100%	0	0%	0	0%	8	0.2%
Internet Café	1	25%	3	75%	0	0%	4	0.1%
Art & craft	3	75%	1	25%	0	0%	4	0.1%
Micro-credit	0	0%	2	100%	0	0%	2	0%
Industry	1	50%	1	50%	0	0%	2	0%
Closed-market	0	0%	0	0%	0	0%	0	0%
Good shelter	0	0%	0	0%	0	0%	0	0%

Cold storage	0	0%	0	0%	0	0%	0	0%
Transit-shed	0	0%	0	0%	0	0%	0	0%
Hazardous building	0	0%	0	0%	0	0%	0	0%
ATM machine	0	0%	0	0%	0	0.0%	0	0%
Bank of Uganda Branch	0	0%	0	0%	0	0.0%	0	0%
Commercial Bank	0	0%	0	0%	0	0%	0	0%
Forex Bureau	0	0%	0	0%	0	0%	0	0%
Insurance	0	0%	0	0%	0	0%	0	0%
Incomplete structures	0	0%	0	0%	0	0%	0	0%
Real Estate /Apartments	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>2427</b>	<b>57%</b>	<b>1823</b>	<b>43%</b>	<b>38</b>	<b>1%</b>	<b>4288</b>	<b>100%</b>
<b>% of Business</b>								<b>83%</b>
<b>Transport and Roads</b>								
Motor cycle Taxi	272	97%	10	4%	0	0%	282	50%
Bicycle Taxi	100	100%	0	0%	0	0%	100	18%
Lorry/Tuck Park/stage	73	89%	9	11%	0	0%	82	15%
Matatu park/stage	50	71%	20	29%	0	0%	70	13%
Special-hire park/stage	25	100%	0	0%	0	0%	25	4%
Driving school	2	67%	1	33%	0	0%	3	1%
Bus Stage	0	0%	0	0%	0	0%	0	0%
Connecting road	0	0%	0	0%	0	0%	0	0%
Junction/roundabout	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>522</b>	<b>93%</b>	<b>40</b>	<b>7%</b>	<b>0</b>	<b>0%</b>	<b>562</b>	<b>100%</b>
<b>% of Transport and Roads</b>								<b>11%</b>
<b>Health</b>								
Clinic/drug shop	52	52%	49	48.5%	0	0%	101	54%
Pharmacy	19	44%	24	55.8%	0	0%	43	23%
Rehabilitation centres	12	41%	17	58.6%	0	0%	29	16%
Laboratory	7	88%	1	13%	0	0%	8	4%
Medical Store	1	33%	2	67%	0	0%	3	2%
Maternity services	1	33%	2	67%	0	0%	3	2%
Health Centre II	0	0%	0	0%	0	0%	0	0%
Health Centre III	0	0%	0	0%	0	0%	0	0%
Health Centre IV	0	0%	0	0%	0	0%	0	0%
Hospital	0	0%	0	0%	0	0%	0	0%

Nursing Home	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>92</b>	<b>49%</b>	<b>95</b>	<b>51%</b>	<b>0</b>	<b>0%</b>	<b>187</b>	<b>100%</b>
<b>% of Health</b>								<b>4%</b>
<b>Public utilities</b>								
Water Source	0	0%	0	0%	0	0%	0	0%
Electricity Sub-station	0	0%	0	0%	0	0%	0	0%
Roadside Camera	0	0%	0	0%	0	0%	0	0%
Boaster pump	0	0%	0	0%	0	0%	0	0%
Community Hall	0	0%	0	0%	0	0%	0	0%
Water channel	0	0%	0	0%	0	0%	0	0%
Street lights	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
<b>% of Public Utilities</b>								<b>0%</b>
<b>Education</b>								
Vocational School/college	8	12%	58	88%	0	0%	66	100%
ECD/Nursery	0	0%	0	0%	0	0%	0	0%
Primary School	0	0%	0	0%	0	0%	0	0%
Secondary School	0	0%	0	0%	0	0%	0	0%
HSC	0	0%	0	0%	0	0%	0	0%
College	0	0%	0	0%	0	0%	0	0%
University	0	0%	0	0%	0	0%	0	0%
KCCA Learning Centre	0	0%	0	0%	0	0%	0	0%
Functional Adult Literacy	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>8</b>	<b>12%</b>	<b>58</b>	<b>88%</b>	<b>0</b>	<b>0%</b>	<b>66</b>	<b>100%</b>
<b>% of Education</b>								<b>1%</b>
<b>Security and Administration</b>								
LC I office	4	57%	3	43%	0	0%	7	78%
Police	3	100%	0	0%	0	0%	3	33%
Prison	0	0%	0	0%	0	0%	0	0%
Military barracks	0	0%	0	0%	0	0%	0	0%
Military detach/camped	0	0%	0	0%	0	0%	0	0%
Jail/Prison	0	0%	0	0%	0	0%	0	0%
Parish/Ward Office	0	0%	0	0%	0	0%	0	0%
Sub-county	0	0%	0	0%	0	0%	0	0%
Municipality	0	0%	0	0%	0	0%	0	0%
Division	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>7</b>	<b>78%</b>	<b>2</b>	<b>22%</b>	<b>0</b>	<b>0%</b>	<b>9</b>	<b>100%</b>

<b>% of Security and Administration</b>									<b>0.2%</b>
<b>Faith &amp; Cultural Sites</b>									
Place of worship	4	80%	1	20%	0	0%	5	100%	
Shrine	0	0%	0	0%	0	0%	0	0%	
Cultural-heritage S	0	0%	0	0%	0	0%	0	0%	
Grave-yard	0	0%	0	0%	0	0%	0	0%	
Public Cemetery	0	0%	0	0%	0	0%	0	0%	
<b>Sub-total</b>	<b>4</b>	<b>80%</b>	<b>1</b>	<b>20%</b>	<b>0</b>	<b>0%</b>	<b>5</b>	<b>100%</b>	
<b>% of Faith &amp; Cultural Sites</b>									<b>0.1%</b>
<b>Professional Service</b>									
Civil Society Organization	10	56%	8	44%	0	0%	18	58%	
Telecom co.	3	50%	3	50%	0	0%	6	19%	
Transport and logistics	2	50%	2	50%	0	0%	4	13%	
Property developers	3	100%	0	0%	0	0%	3	10%	
International agencies	0	0%	0	0%	0	0%	0	0%	
Labour Agencies	0	0%	0	0%	0	0%	0	0%	
Legal service	0	0%	0	0%	0	0%	0	0%	
Architecture/drafters	0	0%	0	0%	0	0%	0	0%	
Surveying services	0	0%	0	0%	0	0%	0	0%	
<b>Sub-total</b>	<b>18</b>	<b>58%</b>	<b>13</b>	<b>42%</b>	<b>0</b>	<b>0%</b>	<b>31</b>	<b>100%</b>	
<b>% of Professional Service</b>									<b>1%</b>
<b>Grand Total</b>	<b>3078</b>	<b>60%</b>	<b>2032</b>	<b>39%</b>	<b>38</b>	<b>1%</b>	<b>5148</b>	<b>100%</b>	

#### Appendix 16: Facility recorded according to Lot no.

FACILITY	LOT NO.													
	1		2		3		4		5		6		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
<b>Type of Settlement</b>														
Linear	11	13%	3	3%	7	8%	9	10%	26	30%	31	36%	87	37%
Radial(junction)	8	11%	7	9%	0	0%	14	19%	23	31%	22	30%	74	31%
Nucleated	4	2%	8	14%	0	0%	2	3%	33	0%	14	24%	58	24%
Dispersed	2	11%	2	1%	0	0%	2	11%	10	53%	3	16%	19	8%
<b>Sub-total</b>	<b>22</b>	<b>9%</b>	<b>20</b>	<b>8%</b>	<b>7</b>	<b>3%</b>	<b>27</b>	<b>11%</b>	<b>92</b>	<b>39%</b>	<b>70</b>	<b>29%</b>	<b>238</b>	<b>100%</b>
<b>% of Settlement</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>2%</b>
<b>Current Land Situation and Use</b>														
Open ground/vacant land	33	22%	17	11%	7	5%	24	16%	25	16%	47	31%	153	39%
Wetland	7	6%	0	0%	0	0%	52	45%	50	43%	7	6%	116	29%

Small garden	24	30%	0	0%	4	5%	13	16%	17	22%	21	27%	79	20%
Earth extraction	8	36%	0	0%	0	0%	4	18%	9	41%	1	5%	22	6%
Flower vending	0	0%	2	12%	0	0%	3	18%	2	12%	10	59%	17	4%
Tree cover	1	0%	0		0	0%	0	0%	0	0%	6		7	2%
Small scale urban farming	0	0%	0	0%	0	0%	0	0%	0	0%	2	100%	2	1%
Livestock grazing ground	0	0%	0	0%	0	0%	0	0%	1	100%	0	0%	1	0.3%
<b>Sub-total</b>	<b>73</b>	<b>18%</b>	<b>19</b>	<b>5%</b>	<b>11</b>	<b>3%</b>	<b>96</b>	<b>24%</b>	<b>104</b>	<b>26%</b>	<b>94</b>	<b>24%</b>	<b>397</b>	<b>100%</b>
<b>% of Production</b>														<b>3%</b>
<b>Business</b>														
Retail Shop/grocery	1186	33%	226	6%	418	11%	962	26%	240	7%	604	17%	3636	35%
Residential houses	250	28%	71	8%	18	2%	206	23%	132	15%	216	24%	893	9%
Mobile money kiosk	183	29%	29	5%	108	17%	166	26%	45	7%	107	17%	638	6%
Saloon	225	37%	12	2%	41	7%	140	23%	59	10%	138	22%	615	6%
Boutique	140	31%	15	3%	40	9%	153	33%	26	6%	85	19%	459	4%
Spare parts	40	10%	1	0%	258	62%	54	13%	11	3%	54	13%	418	4%
Restaurant	106	27%	31	8%	32	8%	118	30%	22	6%	87	22%	396	4%
Furniture	47	18%	17	6%	89	33%	46	17%	3	1%	66	25%	268	3%
Hardware	51	21%	35	14%	55	23%	58	24%	2	1%	42	17%	243	2%
Repair shop	56	24%	22	10%	33	14%	48	21%	17	7%	53	23%	229	2%
Garage	44	22%	20	10%	30		16	8%	15	7%	79	39%	204	2%
Merchandise (Warehouse)	1	1%	107	54%	82	41%	0	0%	2	1%	7	4%	199	2%
Metal Works	45	26%	24	14%	17	10%	41	24%	7	4%	39	23%	173	2%
Bar/Joint	29	17%	6	4%	24		44	26%	34	20%	34	20%	171	2%
Business Premise	6	4%	14	9%	12	7%	57	35%	4	2%	69	43%	162	2%
Butcher (meat, pork, mutton, chic)	39	25%	7	4%	9	6%	57	36%	10	6%	36	23%	158	2%
Wholesale	39	28%	14	10%	18	13%	24	17%	9	6%	36	26%	140	1%
Car Washing	22	20%	5	4%	26	23%	11	10%	8	7%	40	36%	112	1%
Supermarket	21	19%	7	6%	15	14%	36	33%	4	4%	27	25%	110	1%
Incomplete structures	19	20%	12	13%	15	16%	21	22%	3	3%	25	26%	95	1%
Hotels	52	60%	5	6%	5	6%	5	6%	3	3%	17	20%	87	1%
Timber selling	4	5%	3	4%	45	58%	10	13%	2	3%	13	17%	77	1%
Real Estate /Apartments	2	3%	20	26%	20	26%	5	6%	1	1%	29	38%	77	1%
Petrol station	5	7%	1	1%	20	29%	14	21%	1	1%	27	40%	68	1%
Construction material sale	11	19%	1	2%	19	33%	15	26%	0	0%	12	21%	58	1%
Open –market	7	12%	1	2%	13	23%	9	16%	2	4%	25	44%	57	1%
Photo Studio	21	38%	0	0%	8	14%	8	14%	6	11%	13	23%	56	1%
Sports facility	6	11%	0	0%	27		8	15%	2	4%	10	19%	53	0.5%
Laundry	23	52%	0	0%	1	2%	9	20%	4	9%	7	16%	44	0.4%
Waste scavengers	11	28%	0	0%	0	0%	22	55%	0	0%	7	18%	40	0.4%
ICT facility/ infrastructure	4	11%	5	13%	17	45%	1	3%	0	0%	11	29%	38	0.4%
Guest houses	7	18%	4	11%	9	24%	8	21%	4	11%	6	16%	38	0.4%
ATM machine	0	0%	4	12%	11	32%	4	12%	0	0%	15	44%	34	0.3%
Florist/Decoration	1	4%	1	4%	9	36%	11	44%	0	0%	3	12%	25	0.2%
Car bond	0	0%	8	33%	7	29%	1	4%	0	0%	8	33%	24	0.2%
Micro-credit	1	4%	0	0%	9	38%	12	50%	0	0%	2	8%	24	0.2%
Small industry	3	13%	12	52%	4	17%	1	4%	1	4%	2	9%	23	0.2%
Internet Café	6	29%	0	0%	1	5%	5	24%	0	0%	9	43%	21	0.2%

Commercial Bank	0	0%	6	30%	10	50%	1	5%	0	0%	3	15%	20	0.2%
Art &craft	2	13%	1	6%	0	0%	5	31%	1	6%	7	44%	16	0.2%
Large Scale industry	0	0%	14	88%	0	0%	0	0%	0	0%	2	13%	16	0.2%
Closed-market	0	0%	1	7%	2		1	7%	0	0%	10	71%	14	0.1%
Industry	0	0%	7	54%	4	31%	0	0%	1	8%	1		13	0.1%
Garden	5	42%	0	0%	0	0%	2	17%	1	8%	4	33%	12	0.1%
Good shelter	1	8%	0	0%	3	25%	4	33%	0	0%	4	33%	12	0.1%
SACCO	3	25%	0	0%	6	50%	2	17%	0	0%	1	8%	12	0.1%
Hostel	0	0%	0	0%	0	0%	0	0%	0	0%	12	100%	12	0.1%
Video hall	2	18%	3	27%	0	0%	3	27%	2	18%	1	9%	11	0.1%
Abattoir	8	80%	0	0%	0	0%	0	0%	0	0%	2	20%	10	0.1%
Physical Fitness	4	50%	1	13%	0	0%	0	0%	2	25%	1	13%	8	0.1%
Physiotherapy (sauna)	0	0%	1	14%	0	0%	5	71%	0	0%	1	14%	7	0.1%
Bank of Uganda Branch	0	0%	0	0%	7	100%	0	0%	0	0%	0	0%	7	0.1%
Forex Bureau	0	0%	0	0%	2	40%	1	20%	0	0%	2	40%	5	0.01%
Hazardous building	0	0%	0	0%	3	75%	0	0%	0	0%	1	25%	4	0.01%
Club rooms	1	33%	0	0%	0	0%	1	33%	0	0%	1	33%	3	0.01%
Cold storage	0	0%	0	0%	2	67%	1	33%	0	0%	0	0%	3	0.01%
Transit-shed	0	0%	0	0%	0	0%	2	100%	0	0%	0	0%	2	0.01%
Insurance	0	0%	0	0%	1	50%	0	0%	1	50%	0	0%	2	0.01%
Reception Hall (community)	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	1	0.01%
Theatre	1		0	0%	0	0%	0	0%	0	0%	0	0%	1	0.01%
Community Hall	0	0%	1		0	0%	0	0%	0	0%	0	0%	1	0.01%
Auditoria	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Exhibition Hall	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>2740</b>	<b>26%</b>	<b>775</b>	<b>7%</b>	<b>1605</b>	<b>15%</b>	<b>2434</b>	<b>24%</b>	<b>687</b>	<b>7%</b>	<b>2114</b>	<b>20%</b>	<b>10355</b>	<b>100%</b>
<b>% of Business</b>														<b>83%</b>
<b>Transport and Roads</b>														
Connecting road	86	29%	30	10%	31	10%	64	22%	16	5%	70	24%	297	43%
Motor cycle Taxi	30	18%	22	13%	29	17%	27	16%	12	7%	51	30%	171	25%
Junction/ roundabout	24	18%	25	19%	11	8%	23	17%	19	14%	30	23%	132	19%
Lorry/Tuck Park/stage	12	27%	5	11%	11	25%	5	11%	1	2%	10	23%	44	6%
Special-hire park/stage	2	9%	2	9%	8	35%	5	22%	3	13%	3	13%	23	3%
Driving school	2	15%	2	15%	3	23%	2	15%	0	0%	4	31%	13	2%
Matatu park/stage	2	25%	0	0%	0	0%	5	63%	0	0%	1	13%	8	1%
Bicycle Taxi	3	75%	1	25%	0	0%	0	0%	0	0%	0	0%	4	1%
Bus Stage	0	0%	0	0%	2	100%	0	0%	0	0%	0	0%	2	0.3%
<b>Sub-total</b>	<b>161</b>	<b>23%</b>	<b>87</b>	<b>13%</b>	<b>95</b>	<b>14%</b>	<b>131</b>	<b>19%</b>	<b>51</b>	<b>7%</b>	<b>169</b>	<b>24%</b>	<b>694</b>	<b>100%</b>
<b>% of Transport and Roads</b>														<b>6%</b>
<b>Health</b>														<b>0</b>
Clinic/drug shop	43	27%	2	1%	18	11%	46	29%	20	13%	28	18%	157	55%
Pharmacy	8	12%	0	0%	16	24%	30	44%	2	3%	12	18%	68	24%
Medical Store	11	34%	6	19%	0	0%	10	31%	2	6%	3	9%	32	11%
Hospital	2	17%	2		0	0%	3	25%	0	0%	5	42%	12	4%
Laboratory	4	80%	1	20%	0	0%	0	0%	0	0%	0	0%	5	2%
Maternity services	0	0%	0	0%	2	67%	0	0%	1	33%	0	0%	3	1%
Nursing Home	0	0%	0	0%	0	0%	0	0%	0	0%	2	100%	2	1%



Veterinary shop	0	0%	1		0	0%	0	0%	0	0%	1	50%	2	1%
Health Centre II	0	0%	0	0%	0	0%	1		0	0%	0	0%	1	0.4%
Health Centre IV	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	1	0.4%
Rehabilitation centres	0	0%	0	0%	1	100%	0	0%	0	0%	0	0%	1	0.4%
Orphanage	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Health Centre III	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>68</b>	<b>24%</b>	<b>12</b>	<b>4%</b>	<b>37</b>	<b>13%</b>	<b>90</b>	<b>32%</b>	<b>25</b>	<b>9%</b>	<b>52</b>	<b>18%</b>	<b>284</b>	<b>100%</b>
<b>% of Health</b>														<b>2%</b>
<b>Public and Settlement Utilities</b>														
Water channel	3	5%	17	30%	20	35%	0	0%	2	4%	15	26%	57	32%
Street lights	2	4%	23	43%	7	13%	7	13%	3	6%	12	22%	54	30%
Roadside Camera	16	39%	3	7%	7	17%	2	5%	3	7%	10	24%	41	23%
Water Source	3	19%	1	6%	1	6%	1	6%	5	31%	5	31%	16	9%
Electricity Sub-station	3	30%	0	0%	0	0%	2	20%	1	10%	4	40%	10	6%
Boaster pump	0	0%	0	0%	0	0%	0	0%	0	0%	2	100%	2	1%
Community Hall	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>27</b>	<b>15%</b>	<b>44</b>	<b>24%</b>	<b>35</b>	<b>19%</b>	<b>12</b>	<b>7%</b>	<b>14</b>	<b>8%</b>	<b>48</b>	<b>27%</b>	<b>180</b>	<b>100%</b>
<b>% of Public and Settlement Utilities</b>														<b>1%</b>
<b>Education</b>														
ECD/Nursery	11	22%	3	6%	6	12%	10	20%	10	20%	11	22%	51	37%
Primary School	13	31%	4	10%	3	7%	9	21%	4	10%	9	21%	42	30%
Vocational School/college	4	22%	1	6%	4	22%	2	11%	3	17%	4	22%	18	13%
Secondary School	3	19%	1	6%	1	6%	2	13%	4	25%	5	31%	16	12%
University	1	33%	0	0%	0	0%	0	0%	0	0%	2	67%	3	2%
HSC	1	33%	0	0%	0	0%	0	0%	0	0%	2	67%	3	2.2%
KCCA Learning Centre	0	0%	1	33%	0	0%	0	0%	0	0%	2	67%	3	2%
Functional Adult Literacy	0	0%	0	0%	1	50%	0	0%	0	0%	1	50%	2	1%
College	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>33</b>	<b>24%</b>	<b>10</b>	<b>7%</b>	<b>15</b>	<b>11%</b>	<b>23</b>	<b>17%</b>	<b>21</b>	<b>15%</b>	<b>36</b>	<b>26%</b>	<b>138</b>	<b>100%</b>
<b>% of Education</b>														<b>1%</b>
<b>Security and Administration</b>														
Police	4	29%	3	21%	1	7%	0	0%	0	0%	6	43%	14	47%
Military barracks	1	20%	1	20%	0	0%	0	0%	0	0%	3	60%	5	17%
LC I office	0	0%	1	25%	1	25%	1	25%	1	25%	0	0%	4	13%
Military detach/camped	0	0%	1		0	0%	0	0%	0	0%	2	67%	3	10%
Prison	1	50%	0	0%	1	50%	0	0%	0	0%	0	0%	2	7%
Municipality	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%	1	3%
Division	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	1	3%
Parish/Ward Office	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Sub-county	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Jail/Prison	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>7</b>	<b>23%</b>	<b>6</b>	<b>20%</b>	<b>3</b>	<b>10%</b>	<b>1</b>	<b>3%</b>	<b>1</b>	<b>3%</b>	<b>12</b>	<b>40%</b>	<b>30</b>	<b>100%</b>
<b>% of Security and Administration</b>														<b>0.2%</b>
<b>Faith and Cultural Sites</b>														
Place of worship	13	22%	2	3%	6	10%	12	20%	10	17%	17	28%	60	91%

Shrine	1	33%	0	0%	0	0%	0	0%	0	0%	2	67%	3	5%
Grave-yard	1	50%	1	50%	0	0%	0	0%	0	0%	0	0%	2	3%
Cultural-heritage Site	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	1	2%
Public Cemetery	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Sub-total</b>	<b>16</b>	<b>24%</b>	<b>3</b>	<b>5%</b>	<b>6</b>	<b>9%</b>	<b>12</b>	<b>18%</b>	<b>10</b>	<b>15%</b>	<b>19</b>	<b>29%</b>	<b>66</b>	<b>100%</b>
<b>% of Faith and Cultural Sites</b>														<b>1%</b>
<b>Professional Services</b>														
Civil Society Organization	1	5%	2	9%	2	9%	4	18%	0	0%	13	59%	22	32%
International agencies	0	0%	9	82%	0	0%	0	0%	0	0%	2	18%	11	16%
Transport and logistics	1	10%	2	20%	2	20%	2	20%	0	0%	3	30%	10	15%
Property developers	2	20%	2	20%	2	20%	4	40%	0	0%	0	0%	10	15%
Labour Agencies	2	20%	1	10%	0	0%	2	20%	2	20%	3	30%	10	15%
Telecom company.	1	33%	0	0%	0	0%	2	67%	0	0%	0	0%	3	4%
Legal service	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%
Architecture/drafters	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	1	1%
Surveying services	0	0%	0	0%	1		0	0%	0	0%	0	0%	1	1%
<b>Sub-total</b>	<b>9</b>	<b>13%</b>	<b>16</b>	<b>23%</b>	<b>7</b>	<b>10%</b>	<b>14</b>	<b>20%</b>	<b>2</b>	<b>3%</b>	<b>21</b>	<b>30%</b>	<b>69</b>	<b>100%</b>
<b>% of Professional Services</b>														<b>1%</b>
<b>Grand Total</b>	<b>3156</b>	<b>25%</b>	<b>992</b>	<b>8%</b>	<b>1821</b>	<b>15%</b>	<b>2840</b>	<b>23%</b>	<b>1007</b>	<b>8%</b>	<b>2635</b>	<b>21%</b>	<b>12451</b>	<b>100%</b>

### Appendix 17: Suggested Improvements by public markets along the project roads

S/No	Road and Market Name	Ownership	Condition of the Market	Recommendations
	<b>LOT 1</b>			
	<b>Luwafu Road</b>			
1	Kirundu Market	Community-initiated	Un-built Facility Open	-Construct new modern market structure
	<b>Old Mubende Road</b>			
2	Busega Market	KCCA	Un-built Facility Open	-Construct new urinals and toilets
	<b>LOT 2</b>			
	<b>Portbell Road</b>			-Upgrade the existing market facility, including -Construct of new toilets and urinals to cater for the large population -Extend water and electricity supply to the markets
3	Luzira Market (Stage 7)	Private individual	Un-built Facility Open	-To upgrade the existing market facility, through -Construction of annex stores -Construct new toilets facilities including urinals -Construct child care facilities
4	Luzira Market 1	KCCA	Enclosed market	

			building		
5	Kitintale Main Market	Association	Enclosed building	market	-Construct modern market structures -Install refrigerated stores -Provide Child Day Care facilities
	<b>Old Portbell Road</b>				
6	City Abattoir	KCCA	Enclosed building	market	-Construct modern market structures -Install refrigerated stores -Provide Child Day Centre
7	Bugolobi Market	KCCA	Enclosed facility	market	
	<b>LOT 3</b>				
	<b>Eighth Street (Namuwongo Road)</b>				-Upgrade the existing market, including -New toilets -Store Annex -Parking space
8	Namuwongo 1 Market	KCCA	Enclosed Building	Market	
	<b>Sir Apollo Kagwa Road</b>				-Construct modern market structures -Install refrigerated stores -Provide Child Day Care Centres
9	Kalinabiri Market	Private Individual	Un-built Facility	Open	-Construct Modern Market structures -Install refrigerated stores -Provide Child Day Care facility -Construct parking/offloading space for the market -Installation of street lights along the market road
	<b>Ssuna 1 Road</b>				
10	Zzana Market	KCCA Public	Un-built Facility	Open	- Construct new modern market structures including - Child day care facilities - Store Annex stores -Modern toilets and urinals, for both gender
11	Wankulukuku Central Market	Buganda Land Board	Purpose built market building		-Construct new modern market structures
	<b>LOT 4</b>				
	<b>Kibuye Busega Road</b>				-Construct modern market structures, including
12	Kibuye Market	Private Individual	Un-built Facility	Open	-Annex stores -Offloading/parking space & lighting
13	Nalukolongo Market	Private Individual	Un-built Facility	Open	-Child Day Care Centres
14	Nateete Market				
	<b>Kisaasi Road 2</b>				-Construct modern market structures, including -On –the-site water supply -Off-loading -Parking and electricity and water supply
15	Jax Kisaasi Market	Private Individual	Un-built Facility	Open	
	<b>LOT 5</b>				

	<b>Sentema Road</b>				
16	Kinonya Market	Private Individual	Un-built Facility	Open	-Construct standard Modern market structures --Provide Child Day Care centre

### Appendix 18: Required Road Furniture at Education Institutions as suggested by participants

Improvements Required Per Location						
Education Institutions	Install Signage	Install Zebra Crossing	Install Rumble Strips	Install Humps	Redesign the Sharp Slopes /Sharp Curves	Install Traffic Lights
<b>Lot1</b>						
<b>Wamala</b>						
Victory Junior School	1	1	1	1		1
Afrikles Women's Group Vocation	1	1	1	1		
Kampala University Nursing School	1	1	1	1		
Vienna High School-Kabowa	1	1	1	1		
London High School –Kabowa	1	1	1	1		
Victory Junior School	1	1	1	1		
Mutundwe Model School	1	1	1	1		
<b>Luwafu Road</b>						
Malta Baby School	1	1	1			
Crested Secondary School	1	1	1			
HB Nursery and Day Care Center	1	1				
Canaan Primary School	1	1				
Top Care Primary School	1	1				
Eva Infant School	1	1				
Lwagula Memorial	1	1				
Kampala Institute A Vocational and Business Studies	1	1				
Renor Montessori Academy	1	1	1	1		
Shanaj Kindergarten and Day Care Center- Kiruddu Road	1	1				
Winsam Kindergarten and Day Care Center Luwafu -Ganafa Road	1	1				
Makindye Junior Academy	1	1				
<b>Kabega Road</b>						
Cindarella Nursery and Primary School	1	1		1		
Red Apple Education Service- Kabega Road	1	1				
Good Shepherd Nursery and Primary School	1	1	1	1		
<b>Mutesa 1 Road</b>						
Kwolesebwa Nursery School	1	1		1		

Lilly Ophange Primary and Kindergarten	1	1		1	
Light House Primary School	1	1			
Dream Africa School Mengo Nursery and Primary Day School	1	1		1	
Namirembe Parents School Mixed Day and Boarding Primary School	1	1	1	1	
<b>Old Mubende Road</b>					
Lady D International Kindergarten and Day Care	1	1			
St. Nathaniel Nursery School	1	1			
Dream Africa School Busega	1	1			
The AI-Angels Junior School Busega	1	1			
New Generation of Christ (G42) Nursery and Primary School	1	1			
New Kabaale Busega Primary School	1	1			
Star Secondary School	1	1			
<b>Kivebulaya Road Junction</b>					
Madrassa Early Childhood Development Institute	1	1			
<b>Kayemba Road</b>					
Erina Bright Primary School	1	1			
<b>Lot 2</b>					
New Angels Nursery School	1	1			
Kinderkare Kindergarten	1	1			
Bobo Day Care	1	1			
Luzira Nursery School	1	1			
St. Ann Nursey School	1	1			
Goldern Steps Day Care and Kindergarten	1	1			
Mother Mary Day Care and Nursery School	1	1			
Luzira Primary School	1	1			
St. Steven Primary School	1	1			
Saba Primary School	1	1			
Progress Junior School	1	1			
Dade Nursery and Primary School	1	1			
Church of Uganda Primary School	1	1			
Kitintale Parents Secondary School	1	1			
Progressive Secondary School, Kitintale	1	1			
Luzira Secondary School	1	1			
Rock Senior Secondary School	1	1			
Nakawa Disabled Vocational Training Institute (NADIVOT)	1	1	1	1	
Kerates Business Training Centre	1	1			
Makerere University of Business Studies	1	1	1	1	
Uganda Institute of Information and Communication Technology (ULCT)	1	1	1	1	

<b>Lot 3</b>						
<b>Eighth Street Road Namuwongo Rd</b>						
Queen Ann Nursery and Primary School	1	1				
Kisugu Central Primary School	1	1				
Sanyu Day Care Centre	1	1				
Anointed Kids Nursery School	1	1				
<b>Sir.Apollo Kaggwa Road</b>						
Divine Mercy Nursery School	1	1		1		
The Play Den Nursery School	1	1		1		
Sun Rise Nursey and Primary School	1	1				
Sir.Apollo Kaggwa Road Primary School	1	1		1	1	1
Kampala High School	1	1				
Makerere University	1	1				1
Makerere Institute for Social Development	1	1				
Galaxy Adult School	1	1				
Makland Institute of Business and Management	1	1				
<b>Muzito</b>						
Shine Around Kindergarten	1	1				
The Modern Kindergarten	1	1				
Friends Primary School	1	1				
<b>Ssuna Road</b>						
Zzana Junior School	1	1				
Kabowa Hidayah Islamic School	1	1				
Summer Blue Nursery and Primary	1	1				
Trinity Children's Centre Kabowa	1	1				
Christ The King Nursery and Primary	1	1				
Nyanama Primary School	1	1				
Trinity Primary School –Kabowa	1	1				
<b>Lot 4</b>						
<b>Kibuye- Busega</b>						
Totoz Day and Nursery School	1	1				
Love Rhema Kindergarten	1	1				
Vicross Nursery and Day Care Centre	1	1				
Hasay Modern Primary School	1	1				
Sheehan Standard Nursery and Primary School	1	1				
St. Anthony Education Services Nursery and Primary School	1	1				
Top Care Education Services	1	1				
Marum Primary School	1	1				
Elina Jumior School	1	1				

King Fhad Primary School	1	1				
Rubaga Mixed High School	1	1				
Upland High School	1	1				
Bethel Parents Secondary School	1	1				
Busega Literacy and Vocational Centre	1	1				
<b>Kyebando Ring 2</b>						
All Saints Christian	1	1				
Kampala Children's Academy	1	1				
<b>Lot 5</b>						
<b>Mugema Road</b>						
Keen Kiddles Nursery School Busega	1	1				
Eaglet School Busega	1	1				
Mothercare Nursery and Infant School	1	1				
St.Veronica Infant School -Lugala	1	1				
Calvary Pre-Primary School	1	1				
Oasis Nursery and Junior School-Busega	1	1				
Prince Eran Junior School	1	1				
Skymark Junior Academy	1	1				
Muslim Girls Primary School	1	1				
Busega Domestic Busega	1	1				
<b>Sentema Road</b>						
Aunt Claire's Kindergarten	1	1				
Step Ahead Victory School	1	1				
Child Protection School,Lugala	1	1				
St.Andrew Kagwa Primary School	1	1				
Namugoono Kigombe Primary School	1	1				
Red Harnish Needy Day and Boarding	1	1				
<b>Nsambya Road</b>						
St. Peters's S.S.S Nsambye	1	1	1		1	1
<b>Total</b>	<b>115</b>	<b>114</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>4</b>

#### Appendix 19: Required Road Furniture at Health Facilities as suggested by participants

Improvements per health facility location						
Socio-Economic Facility (Health facility)	Install signage	install zebra crossing	Install rumble strips	Install Humps	Redesign the sharp slopes /sharp curves	Install traffic lights
<b>Wamala Road</b>						
Victorious Medical Center	1	1	1	1		1
<b>Luwafu Road</b>						
All Saints Medical Center	1	1	1	1		



<b>Muteesa 1 Road</b>						
May Fair Medical Clinic	1	1	1	1		
Imperial Medical Center and Marternity	1	1	1	1		1
Sky Dental Surgery	1	1	1	1		
<b>Old Mubende Road</b>						
St.Edward Medical Center	1	1	1	1		
Equator Health Services	1	1	1	1		
Family Care Medical Center						
Heptane Clinic	1	1	1	1		
<b>Apollo Kivebulaya/ Albert Cook Road Junction</b>						
Lisa Medical Center	1	1	1	1		
Shine Dental Surgery	1	1	1			
<b>Kayemba Road</b>						
Healthcare Clinic	1	1	1	1		
Life Star Medical	1	1	1	1		
Citizen Medical Clinic		1	1	1		
Safeguard Nursing Home	1	1	1	1		
<b>Lot 2</b>						
<b>Portbell Road</b>						
The Family Clinic Nursing Home	1	1	1	1		1
Ardent Pharmacy	1					
Uganda National Metiology – Authority	1	1	1	1		
Canaan Clinic	1					
St. Steven Dispensary Hospital		1	1	1		
The Pharmacy						
Syledan Pharmacy Limited						
Keb Mirembe Clinic						
Dotors Clinic						
Genesis Pharmacy						
Benedict Medical Center	1	1	1	1		
Cipla Drug Manufacturers	1	1	1	1		
Bethany Children’s Clinic	1	1	1	1		
Capital Medical Conultants						
Life Care Clinic						
Balidawa Community Foundation First Aid Clinic	1					
Guardian Health Foundation	1					
Rerad Pharmacy						
<b>Old Portbell</b>						

Kiswa Health Center	1	1	1	1		
Bugolobi Medical Center	1					
Agakhan Hospital	1	1	1	1		
<b>Lot 3</b>						
<b>Eighth Street - Namuwongo Road</b>						
Alire Medical Center			1	1		
Cornerstone Medical Services			1	1		
<b>Sir. Apollo Kagwa Road</b>						
Liberty Medical Center			1	1		
St. John's Clinic						
Kampala Orthopedic and Trauma				1		
<b>Suuna Road</b>						
Vine Medical Center						
Good Samaritan Domiciliary	1	1	1	1		
St. Steven Medical Centre				1		
Sena Medical and Lab Services				1		
Life Line International	1	1	1	1		
Ave Maria Health Care	1	1				
BB Medical and Lab Services	1	1			1	
Joellen Drug Shop and Cosmetics	1					
Gabriel Medical Specialists						
Kuston Huma Medical and Cosmetics						
Grace General Clinic						
Haristevo Care Clinic						
God's Mercy Clinic						
JERA Medical Center						
Quality Medical Center						
<b>Lot 4</b>						
<b>Kibuye-Busega Road</b>						
Smart-Matic Clinic						
Joy Medical Center Ndeeba	1	1	1	1		
2MC Clinic Ndeeba						
St. Francis Clinic Nalukolongo						
Nateete Clinic						
Mercy General Clinic						
Sanyu Community Dental Clinic	1	1	1	1		
Edma Medical Center	1	1	1			
Faith Medical Center						

Beta Clinic						
Alison Medical Center	1	1				
The Doctore Clinic						
Mukisa Medical Center	1	1	1			
<b>Kyebando Ring Road</b>						
Royal Health Clinic						
Family Clinic						
JB Orth Clinic						
<b>Lot 5</b>						
<b>Mugema Road</b>						
Adestined Medical Health Center	1	1			1	
Fifi Blessed Clinic						
Acquired Medical Center						
Spectrum Medical Center						
Lian Medical Center						
JBN Medical Center -Lugala	1	1	1			
<b>Sentema Road</b>						
Miline Medical Center	1	1	1			
Family Clinic						
Dalik Pharmacy						
Family Care Drug Shop						
Sama Medical Center	1	1				
Amibella Pharmacy						
Kings Shade Health Center	1	1				
Amibella Pharmacy						
Orion Pharmacy						
<b>Nsabya Road</b>						
Nsabya Hospital			1	1	1	1
<b>Total</b>	<b>40</b>	<b>37</b>	<b>33</b>	<b>32</b>	<b>3</b>	<b>4</b>

## Appendix 20: Required Road Furniture at Markets and Infrastructure Improvement

Improvements on market facility per location						
Socio-Economic Facility(Market facility)	Construct edge offloading/parking space	Provision for child care facility	Install Zebra Crossing	Drainage Covering	Construct Public Toilets	Install security lights
<b>LOT 1</b>						
<b>Luwafu Road</b>						
Kirundu Market	1	1	1		1	
<b>Old Mubende Road</b>						
Busega Market	1	1	1	1	1	1
<b>LOT 2</b>						

<b>Portbell Road</b>										
Luzira Market (Stage 7)	1	1	1	1	1	1	1	1	1	1
Luzira Market 1	1	1	1	1	1	1	1	1	1	1
Kitintale Main Market	1		1	1	1	1	1	1	1	1
<b>Old Portbell Road</b>										
City Abattoir	1	1			1			1	1	
Bugolobi Market	1	1						1	1	1
<b>LOT 3</b>										
<b>Eighth Street (Namuwongo Road)</b>										
Namuwongo 1 Market	1	1				1		1	1	1
<b>Sir Apollo Kagwa Road</b>										
Kalinabiri Market	1	1				1		1	1	1
<b>Ssuna 1 Road</b>										
Zzana Market	1	1	1	1	1	1	1	1	1	1
Wankulukuku Central Market	1	1	1	1	1	1	1	1	1	1
<b>LOT 4</b>										
<b>Kibuye Busega Road</b>	1	1	1	1	1	1	1	1	1	1
Kibuye Market	1	1	1	1	1	1	1	1	1	1
Nalukolongo Market	1	1	1	1	1	1	1	1	1	1
Nateete Market	1	1				1		1	1	1
<b>Kisaasi Road 2</b>										
Jax Kisaasi Market	1						1		1	1
<b>LOT 5</b>										
<b>Sentema Road</b>										
Kinonya Market	1	1	1	1	1	1	1	1	1	1
<b>Total</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>17</b>	<b>15</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>15</b>

## Appendix 21: Types of interviews conducted by Lot

Road Lot number	Type of interview					Number of people interviewed				
	Road user FGD	Taxi operators	Education Facilities	Health Facilities	Market interviews	Total	Female	Male	%of Female	%of Male
Lot 1	3	1	8	7	3	98	46	52	47	53
Lot 2	1	1	3	2	5	153	78	75	51	49
Lot 3	3	3	8	4	5	198	105	92	53	47
Lot 4	2	2	5	4	3	119	51	68	43	57
Lot 5	2	2	5	3	1	31	11	20	35	65
<b>Total</b>	<b>11</b>	<b>9</b>	<b>29</b>	<b>20</b>	<b>17</b>	<b>599</b>	<b>291</b>	<b>307</b>	<b>49</b>	<b>51</b>

## Appendix 22: Combined Assets Affected both sides of the roads

Road	Assets Affected Both Sides Combined							Centre/Location
Road	property	Partially	Percent	Wholly	Percent	Total	Percent	Villages
Wamala Road	Building	34	100%	0	0%	34	100%	Kisugula, Kigaga, mutundwe1, Kweba, Kitebi, Kabawo, Wankuluku, Suuna, Sserada, kabowa church, Simbwa, Masanyalaze
	Plots	272	100%	0	0%	272	100%	
Muzito	Building	42	100%	0	0%	42	100%	Namasuba Plaza, Stella zone, St Anna, Busingiri Nyanama, Nyanama, Kitebi
	Plots	137	100%	0	0%	137	100%	
Ssuna Road1	Building	21	91%	2	9%	23	100%	Nyanama, Wankulukuku, Kitebi, Katayila, Sembule A, Serwada, Sembule B, Simbwa, Masanyalaze, Kizito
	Plots	187	100%	0	0%	187	100%	
Ssuna Road 2	Building	7	100%	0	0%	7	100%	Kilimanyaga, Kikumbi, Lufuka, Nankiga, Kisingiri, Busingir
	Plots	143	100%	0	0%	143	100%	
Luwafu Road	Building	9	100%	0	0%	9	100%	Bukeje, Other villages not indicated on the strip map
	Plots	186	100%	0	0%	186	100%	
<b>Upgrading</b>								
Kabega road	Building	4	100%	0	0%	4	100%	Gogonya, Kabega
	Plots	37	100%	0	0%	37	100%	
	Plots	121	100%	0	0%	121	100%	
	Plots	0	0%	0	0%	0	0%	
Fifth street	Building	0	0%	0	0%	0	0%	Village name missing
	Plots	0	0%	0	0%	0	0%	
Sixth street	Building	0	0%	0	0%	0	0%	Village name missing
	Plots	5	100%	0	0%	5	0%	
Seventh street	Building	2	50%	2	50%	4	100%	Village name missing
	Plots	14	100%	0	0%	14	100%	
Eighth street Namuwongo road	Building	2	100%	0	0%	2	100%	Goodwill, Railway, Lower, Masjid, Lakeside, Central Kisugu, Kisugu south A, Namuwongo B
	Plots	123	100%	0	0%	123	100%	
	Plots	45	100%	0	0%	45	100%	
<b>Dualing/Widening</b>								
Kibuye Busega	Building	21	70%	9	30%	30	100%	Kigwanya, Natete central B, Natete Central A, Nafuka, Musoke, Kajumbi, Nalukolongo, Central C, Wakaliga, Benkiwanuka Zone, Musigula zone, Kabusu, Nabunya, Nziike I, Kajanja, Spare zone, Nziike II, Spare Zone, Mutebi zone, Central zone, Wilson zone, Kasumba zone
	Plots	430	100	0	0%	430	100%	
<b>Upgrading</b>								
Kyebando Ring 2	Building	53	83%	11	17%	64	100%	Village name missing
	Plots	164	0%	0	0%	164	100%	
Kisasi road 2	Building	37	90%	4	10%	41	100%	Central zone, Dungu zone, Kanisa zone
	Plots	106	0%	0	0%	106	100%	
<b>Reconstruction</b>								
<b>Upgrading</b>								

Mutesa I road	Building	18	95%	1	5%	19	100%	Mackey zone, Kikandwa, Bulange A, Bulange B, Suzana Zone V, Suzana Zone IV, Suzana Zone I
	Plots	135	100%	0	0%	135	100%	
Old Mubende	Building	55	100%	0	0%	55	100%	Nabwama, Kabaale, Kibumbiro A, Kibumbiro B, Church Zone, Wakaliga
	Plots	359	100%	0	0%	359	100%	
Mugema Road	Building	14	93%	1	7%	15	100%	Kitaka, central B, Kigwaya, Kibumbiro A, Kibumbiro B, Muwonge, Lugaala
	Plots	194	100%	0	0%	194	100%	
<b>Dualling/Widening</b>								
Portbell Road Incl. J-18, J-23	Building	0	0%	0	0%	0	0	Strip map not presented
	Plots	12	100%	0	0%	12	100%	
Old Portbell Road/ Spring Road Incl. J-17, J-24, J-25, J-26	Building	0	0%	0	0%	0	0%	Zone 2,5,7,8, Pepsi zone
	Plots	12	100%	0	0%	12	100%	
Kasubi - Northern Bypass	Building							Strip map not presented
	Plots							
<b>Upgrading</b>								
Kayemba/Lukuli Road Incl. J-22	Building	23	96%	1	4%	24	100%	Kasule, Nawanku, Tawo, Luko, Nsuwa, Baracks, Nkere, nabisalu
	Plots	41	100%	0	0%	41	100%	
<b>Reconstruction</b>								
Sir Apollo Kagawa	Building	1	100%	0	0%	1	100%	Bombay, Bukesa, Namalwa, ChurchZone, Kagugube, Makerere II Zone A,B,C, Mukubira
	Plots	65	100%	0	0%	65	100%	
Sentema Road	Building	2	100%	0	0%	2	100%	Bukulugi, Lugala, Kinonya, Lusaze, Bulange,, masiki, Mavkay
	Plots	106	100%	0	0%	106	100%	
Nsambya Rd / Hanlon Rd Junction (J-1)	Building	0	0%	0	0%	0	0%	
	Plots	1	100%		0%	1	100%	
Canon Apollo Kivebulaya/Albert Cook Road Junction	Building	0	0%	0	0%	0	0%	Strip map not presented
	Plots	0	0%	0	0%	0	0%	
Bulange Junction	Building	0	0%	0	0%	0	0%	Strip map not presented
	Plots	0	0%	0	0%	0	0%	
Kigala Road	Building	0	0%	0	0%	0	0%	Strip map not presented
	Plots	0	0%	0	0%	0	0%	
Kabalagala Junction	Building	0	0%	0	0%	0	0%	Strip map not presented
	Plots	0	0%	0	0%	0	0%	
Masiro Road	Building	0	0%	0	0%	0	0%	Strip map not presented
	Plots	0	0%	0	0%	0	0%	