

REPORT OF THE COMMITTEE ON PHYSICAL INFRASTRUCTURE ON THE STATUS OF ROADS IN KAMPALA CAPITAL CITY.

Office of the Clerk to Parliament

April, 2023

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1.0 Introduction

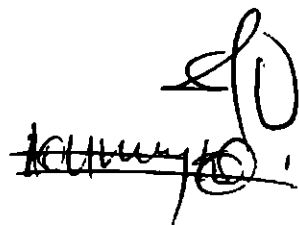
At the 29th Sitting of the 3rd Meeting of the 2nd Session of the 11th Parliament of Uganda held Thursday 20th April 2023, the Rt. Hon. Deputy Speaker directed the Committee on Physical Infrastructure to carry out a spot-checks on the current status of KCCA roads including those under maintenance, rehabilitation and reconstruction. The Committee was requested to make this assessment on Monday 24th April 2023, and report to the House on Tuesday, 25th April 2023. It is against this back ground that the Committee carried out on site visits to various roads under the mandate of Kampala Capital City Authority (KCCA) and now begs to report.

Rule 187 (f) and 189 (e) of the Rules of Procedure of Parliament provide for the jurisdiction and mandate of the Committee respectively; to cover the sectors of Lands, Housing, Urban Development, Physical Planning, Works and Transport; and to monitor the performance of Ministries, Departments and Agencies that fall within their mandate.

2.0 Methodology

The Committee carried out a sample of selected roads as listed below;

- 6th Street, Industrial Area
- Namuwongo
- Muyenga Tank Hill
- St. Barbnabas Road
- Kabalagala- Nsambya Road
- Queen's Way
- Rashid Khamis Road
- St. Balikudembe
- Bombo road



- Sir Apollo Kagwa Road
- Gadaffi Road
- Nakulabye- Bakuli Road
- Bukesa
- Namirembe Road
- Balintuma Road
- Mengo- Msanafu Road
- Kyebando- Bukoto and
- Naguru- Kampala Parents and
- Naguru- Nakawa

The Committee also reviewed reports on the status of roads and funding history for roads in Kampala Capital City.

3.0 Background

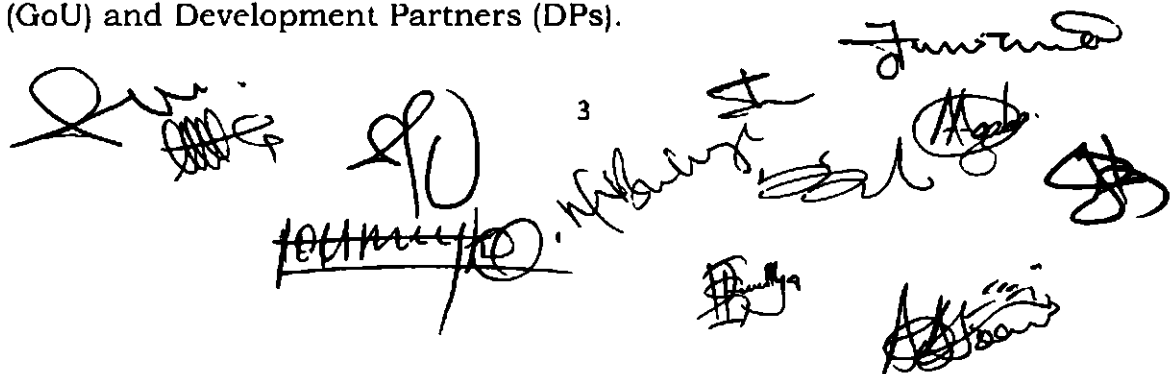
From the report of KCCA, Kampala City has a total road network Of 2,110Km roads of which 654Km (31%) are paved and 1,456Km (69%) are unpaved (gravel or earth roads).

Most of the City's roads were constructed over 35 years ago and have therefore outlived their design life. In addition, the city roads have too much traffic of both passenger and goods vehicles due to the fact that Kampala is a residential area to many, hosts various offices and is a business and commercial hub.

Under the KCCA Act (2020), KCCA is mandated among others to; plan, construct and maintain city roads and drainage infrastructure

Further KCCA receives financing from both the Government of Uganda (GoU) and Development Partners (DPs).

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The bottom of the page features several handwritten signatures and stamps. On the left, there is a large, stylized signature. In the center, there is a circular stamp with the number '3' above it. To the right of the stamp, there are several more signatures, including one that appears to be 'James' and another that is partially legible as 'Kagame'. There are also some smaller, less distinct signatures and marks scattered around the main ones.

4.0 OBSERVATIONS

4.1 Road Condition Status

The Committee noted that only 654 Km (31%) of Kampala's total road network of 2,110Km is paved meaning that water can easily percolate and damage the 69% of the other unpaved road network. Moreover, only 33% of the 654Km paved network is considered to in a good condition, with the rest of the network either in fair or poor condition. This poor drainage system coupled with failure to adequately maintain roads in a timely manner have led to early failure, as characterized by rutting, potholes, edge cracking and total collapse of some road sections.

Out of the 654Kms of paved roads, 350Kms needs urgent overhaul due to the fact that these roads were constructed over 30 years ago and have outlived their design life span of 15 years.

The table below shows the condition of status of paved roads as at March, 2023.

The Committee observed that all the roads visited are in a dire state and in need of urgent rehabilitation. Most of the roads as observed have poor or no drainage channels, and have developed large potholes as a result of water run-offs that have weakened the underlying soil and the supported asphalt surface.

4.2 Limited interventions on the road network

The Committee visited road projects that were recently completed across KCCA network totalling 13.34Km. KCCA reported that these projects were GoU-funded and had been completed in the last 3 years. The interventions that had been undertaken on these roads were mainly upgrade from gravel to bituminous standard or reconstruction. In addition, a further 14.97 Km are

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undergoing upgrade to bituminous standard or under reconstruction and are expected to be completed by 30th June 2023. The Committee observed that whereas these interventions are commendable, they are limited compared to the need and the network length due to the few Kms covered.

4.3 Limited Quality due to Under Funding

KCCA reported that it is able to use funding from the URF to maintain 350 – 450 Km (21%) of its 2,100 km road network annually. KCCA uses this funding to undertake both routine and periodic maintenance activities such as pothole patching, manual and mechanised de-silting of drainage channels, grading and re-graveling of gravel road sections. The Committee observed on-going road maintenance activities on some of the roads by KCCA. It should be noted that as at March 2023, KCCA had received only 59% of its URF road maintenance budget from the URF against the expected 75% of the approved budget. Consequently the planned road maintenance activities cannot be undertaken and therefore the assets cannot be protected and deteriorate due to poor maintenance.

4.4 Lack of forward maintenance

The Committee observed that there are a number of on-going road and drainage system improvement works on some roads. However, there was poor forward maintenance with most of the roads in a very dire condition. These roads were characterised by deep potholes, most of which are water-logged, failed pavements, extremely cracked or failed road edges, poor drainage that resulted in silted sections. Due to the heavy traffic, the pavements have continued to deteriorate due to failure to maintain them during construction. Consequently, the roads have become impassable thereby leading to higher vehicle maintenance costs and compounding the traffic delays.

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4.5 Poor Traffic Management during construction

The Committee noted that there is general poor traffic management planning during the on-going construction works leading to traffic delays. There is a general lack of traffic diversions, signage and lighting in the affected areas. In addition, construction equipment and material is dumped on the road ways and not utilised for long periods of time thereby affecting movements of both road users and the contractors.

4.6 State of Drainage infrastructure

KCCA reported that a total of 9.37Km of drainage was completed or nearing construction

The Committee noted that the poor road drainage interventions in Kampala City, partly caused by unplanned construction, destruction of the wetland ecosystem and failure to commit funding to this critical aspect of urban development has resulted in huge surface run-off that in turn weaken the road pavements and other structures. The situation is exacerbated by the fact that only 654 Km (31%) of Kampala's total road network of 2,110km is paved meaning that water can easily percolate and damage the 69% of the other unpaved road network. Moreover, only 33% of the 654Km paved network is considered to in a good condition, with the rest of the network either in fair or poor condition.

The Committee also noted that there is massive clogging of drainage infrastructure with waste consisting mainly of PVC materials and silt.

4.7 Inadequate Financing

The Committee observed that KCCA budget for roads and drainage maintenance for FY 2023/24 is UGX 102,764,082,500. The Committee further noted that KCCA has been allocated only UGX 10Bn for Development for the FY 2023/24 from Integrated Transport Infrastructure and Services (GoU) and

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The Committee also noted that apart from GoU funding, KCCA also receives funds from various loan component that have registered slow progress; for instance in June 2020, Parliament approved a loan to KCCA for rehabilitation of 69km City roads and Government committed to this loan on 11th March 2021. The loan became effective on 14th August 2021. However by December 2022, the ADB loan of USD 224 million had only disbursed USD18.07M (8.1%) while the ADF Loan of USD 54M had only disbursed USD 2.12M (3.9%) and yet the closure date is December 2024.

The Committee noted that although KCCA is inadequately funded, absence of a Roads Committee to oversee maintenance and rehabilitation of affects oversight over road works being implemented in the City. The Uganda Road Fund Act 2008 provides for establishment of District Road Committees, to oversee implementation of projects funded by the Uganda Road Fund. KCCA continues to receive and use funds received from URF for maintenance works without a Roads Committee.

The Committee recommends that:

- ts and court cases.

2. The lead time in the procurement process including Solicitor General approval to road construction projects should always be expedited.

Further, once a contract has been signed MoFPED should always commit to avail funds earmarked for those projects.

3. KCCA and NEMA should have plans of sustainable waste management which should involve sensitizations of the populace.
4. KCCA should ensure that roads that have been identified for improvement or related interventions to have a forward maintenance provision in the contract.
5. KCCA should ensure that contractors provide comprehensive traffic management plans for all its projects. These plans should be enforced and any contractors found contravening the same should be held liable and penalized for failure to observe the requirements of the traffic management plans during on-going works.
6. Due to the new Programme-Based Budgeting KCCA and the lead Programme agency (MoWT) should always be holding Programme Working Groups with the supervision of MoFPED to harmonize the sharing of resources.
7. KCCA should constitute a Road Committee like it is in the Local Governments for close supervision.
8. URF should increase on the percentage to KCCA, from its UGX 467Bn since the Local Governments and Urban Authorities are set to benefit from the UGX1Bn allocated to them.

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9. Kampala Capital City needs a martial plan to revamp the roads and the drainage infrastructure network since most of the roads are in a sorry state. The current funding levels of KCCA roads are unsustainable and disconnected to the service delivery expectations.

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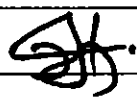
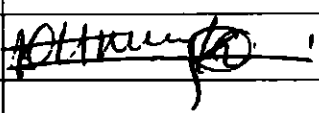
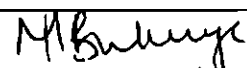
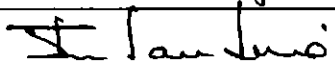
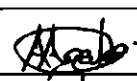
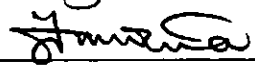
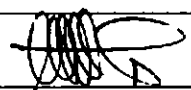
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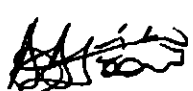
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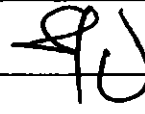
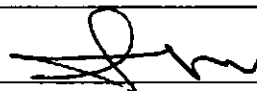



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REPORT OF THE COMMITTEE ON PHYSICAL INFRASTRUCTURE ON THE STATUS OF ROADS IN KAMPALA

NO	NAME	SIGNATURE
1	Hon. Karubanga David C/P	
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4	Hon. Nsegumire Muhamed Kibedi	
5	Hon. Lokwang Hillary	
6	Hon. Asaba Paul Nsabimana	
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