



*Republic of Rwanda  
City of Kigali*



**REPUBLIC OF RWANDA  
KIGALI CITY**

**PRIORITY INFRASTRUCTURE  
PROJECTS OF KIGALI CITY**

Kigali, March 2007

## **Introduction**

Basing on vision 2020 of Rwanda, Kigali City has its target of being a state of the art and aesthetically appealing city having sustainable infrastructure that includes roads, street lighting, good and reliable drainage systems as well as green spaces and city parks.

Realizing what it sees today as a dream, tomorrow as a reality, Kigali City can not do all this on its own and hence requires assistance from donors and financiers in a variety of sensitive areas that include the following;

### **1. ROADS**

#### **1.1. Current Conditions**

The responsibility for road construction and design lies with the Public Infrastructure Unit in the City of Kigali and road standards lies within the Directorate of Roads in MININFRA. While there are a number of internationally acceptable standards for roads, bridges, and pathways that could be adopted, there is also a need to provide protocol for modifying provisions to incorporate native materials acceptable Rwandan road construction practices, e.g. stone pavements. For this reason, a minimum set of design and maintenance standards for paved, gravel, and unpaved roads, bridges, viaducts, and culverts should not be quickly adopted.

#### **1.2. Road Network**

The current road network in the City of Kigali consists of 1016.76 km of roads, of which only 14% is paved and the rest is rough dirt. The paved road network connects the capital to the main regional centers and material transport between Burundi, the Democratic Republic of Congo, Tanzania, and Uganda. Otherwise, several roads of regional or national importance are unimproved surfaces and become muddy in rainy seasons or extremely dusty in the dry season.

The asphalt paved road network generally consists of 3 to 4 cm of asphalt underlain by 15 cm of base course and 15 cm of sub-base. The life span of the thin layer of asphalt is evident in Kigali as many of the roads have significant potholes in relatively new roads.

### **1.3. Road Construction and Repair**

The primary monetary source for constructing new roads is from the Roads Maintenance Fund (RMF). For a sustainable maintenance of roads, the amount provided by RMF is not sufficient.

Under the government's decentralization policy, responsibility for maintaining the unpaved national road and communal road network is being transferred from the central government to the provincial governments.

The construction of the city roads of Kigali is supported by

- Central Government (MINECOFIN)
- CDF (Common Development Fund)/MINALOC
- Ordinary budget of the City of Kigali

Also in the case of road construction the City of Kigali depends on foreign donors, as the own budget is not enough for developing the fast expansion of the road network.

### **1.4. Future needs and plans for the road network in Kigali City within the next 5 years (2007-2011)**

For the rapid expansion of the city and its population a 5-years plan for road construction was set up. It includes the development of an inner and outer ring road. The concept bases mainly on widening existing roads and to improve their standard.

For the entire period we plan to construct:

- Asphalt : 54.4 km
- Stone paved roads : 100 km
- New earth roads(Outer ring road around boundaries of New Kigali City): 60 km
- The total estimated amount of money is ± 42.00 Billion Rwfrs (±USD & 75 Million)

The city would also like to avail pedestrian precincts such as skyways, pedestrian bridges around zebra crossings to protect pedestrians from accidents and give them a sense of security as road users.

**NB:** Studies on potential proposed roads should be done before anything else can be done

## **2. DRAINAGE SYSTEMS**

The drainage system in Kigali has a total distance of 102.800 km and this comprises of 96.193km that is not constructed and the remaining being constructed but still has a lot to be desired.

### **2.1. Current Conditions**

Kigali City has a degree of storm water and flood control infrastructure. With the steep terrain in Kigali City there is a high chance of erosion and hence with the lack of a well planned drainage system. Due to this, there are high rates of accidents as well as destruction of property since this rain water is not checked or transported safely away from the citizens and their property.

### **2.2. Future needs and plans for the drainage systems within the next 5 years (2007-2011)**

Kigali City's target is to have all these drainage systems well constructed and maintained to ensure safety of its citizens as well as their property.

**NB:** Studies on potential development of drainage systems should be done before anything else can be done

## **3. STREET LIGHTING**

### **3.1. Current Conditions**

Generally the priority areas for street lighting (Airport area, administrative areas, and commercial areas) in the city are well lit up.

Many of the new constructed roads do not have street lighting.

Traffic lights are still being repaired but needs periodic maintenance

### **3.2. Future needs and plans for the street lighting within the next 5 years (2007-2011)**

Street lighting is required in certain areas that include some parts of the commercial areas and also residential areas too as well as the new roads.

The city is planning on having solar street lighting and studies on this are yet to start.

For the future constructed roads that will be planned there will be need for traffic lights as well as street lighting.

**NB:** Studies on potential development of street lighting should be done before anything else can be done

#### **4. GREEN SPACES AND CITY PARKS**

As far as green spaces are concerned Kigali City having a concept which suggests we are custodians of our important Green Spaces and valued areas so that they can be enjoyed by future generations. Whilst doing so it is vital that we provide the framework to satisfy the needs of the current generation, if Kigali is to continue to thrive as a City.

##### **4.1. Current Conditions**

In general the part of Green spaces is being looked at critically and being implemented as can be seen on the roads with in Kigali City and the islands of the roads in particular.

##### **4.2. Future needs and plans for the green spaces and city parks within the next 5 years (2007-2011)**

The future insight of green spaces in Kigali City touches on sensitive areas such as Wetlands, Green Belts, Public Green Areas, Rehabilitation and construction of roadside green areas.

###### Wetlands in the City of Kigali

This being a fragile part, some of the future needs and plans include;

- Determining of all wetland areas
- Restriction of use: agriculture, leisure, natural garden, nature reserve
- Return to nature of existing constructions: establishing an action plan, expropriation, indemnity.

###### Green Belt - Mt. Jali, Mt Kigali, Mt Rebero

- Determining an altitude and a gradient as limits for construction (no constructing above an altitude of x meters, no constructing on slopes with more then x degree)
- Erosion protection
- Rehabilitation of existing woodland
- Forestation
- Construction of tourist sites (view points, restaurants, access roads etc.)

Execution in different phases

###### Public Green Areas - Inner city of Kigali

New project proposals:

- Amahoro Stadium Remera:

Green area around the stadium facility and on existing free space

- Regional Stadium Nyamirambo:

Green area around the stadium facility and on adjacent free space

- Public parc Kanogo (Cercle sportif, Kanogo Roundabout, Poids Lourds, Cadillac)

#### Rehabilitation and construction of roadside green areas

This is an activity that is still going on and is something that will always require maintenance to keep its beauty

**NB:** Studies on potential development of green spaces should be done before anything else can be done

### **5. CAPACITY BUILDING**

So that there is development in the city there was reform which brought about new structures and hence employment of qualified staff. But however in each and every work one has to do there is always an improvement in one's qualification through training, visiting sites in developed countries to see how things are or were done etc and this is lacking in Kigali City. Thus for work to move smoothly and keep up to date with the growing development in the city, employees in these said fields require constant training in the sensitive fields that the city has in its attributes.

### **Conclusion**

In as far as these sensitive areas that have been elaborated herewith are concerned, Kigali City would necessitate strong, thoughtful and appropriate planning as well as corporation. This will involve a lot of attributes as well as people's involvement hence Kigali City would welcome anyone to share in realizing this vision.