

Availability and Quality of Markets in the Seven New Cities of Uganda:

Arua, Fort Portal, Gulu, Jinja, Mbale, Mbarara, and Masaka



Table of Contents

Introduction	1
Methodology	3
Key Findings	5
Discussion	21
Recommendations	24
 <u>City-Level Findings</u>	
Arua City	26
Fort Portal City	36
Gulu City	44
Jinja City	54
Masaka City	66
Mbale City	77
Mbarara City	86
 <u>Appendices</u>	
Appendix 1: Mapping & Manager Engagement Tool	95
Appendix 2: Market Quality Assessment Tool.....	100

Acknowledgements

Advocates for Public Spaces wish to thank our partner, the HealthBridge Foundation of Canada, and namely Kristie Daniel, Program Director Livable Cities and Araz Bazajian, Project Officer, for the technical and financial support they extended to us during the planning and completion of this study.

Special thanks also go to the Physical Planners, Production Officers and Commercial Officers in the seven new cities for providing information about the fresh food markets in their respective cities and supporting our research team while gathering data in the field.

Boney Sensasi, the Projects Officer at APS, and Albert Wafula Mugenyi, a Researcher, gathered and analyzed data from the cities and were part of the planning and implementation process for this study.

Last but not least, David Ouma Balikowa, the Lead Researcher, wrote the study report.

INTRODUCTION

Beyond serving as economic hubs, public markets strengthen local economies, support healthy diets by improving access to fresh, affordable food, sustain livelihoods through employment, and foster social connections. In many cities, they also function as cultural centres, preserving traditions and facilitating the exchange of information. Well-managed markets contribute to food security, support small-scale farming, and attract visitors seeking local culture.

In Uganda's rapidly growing cities, public markets remain the primary source of fresh, unprocessed foods for many residents, particularly those in low-income communities. Compared with supermarkets, they often offer more affordable prices, frequent replenishment of stock, and opportunities for customers to build relationships with vendors. Public markets also provide essential livelihoods for small-scale farmers, market vendors—many of whom are women—and transporters who move goods from rural areas to urban centres. In many cities, markets are among the largest sources of employment and generate significant revenue for local governments.

However, these important assets face growing challenges. Rapid urban expansion, competition from supermarkets, and infrastructure deficits threaten market viability and quality. Many markets lack adequate shelter, sanitation, accessibility, and effective management. Safety risks, insufficient waste management, and exposure to the elements further constrain their functioning.

Recognizing the central role of public markets in urban health, livelihoods, and social life, this study examines their current state in seven newly established Ugandan cities: Gulu, Jinja, Mbarara, Masaka, Arua, Mbale, and Fort Portal. Conducted by Advocates for Public Spaces with support from HealthBridge Foundation of Canada, the study assesses the availability, quality, accessibility, and governance of markets in these cities. It also examines how markets are used, identifies barriers to effective functioning, and offers recommendations for improvement.

ADVOCATES FOR PUBLIC SPACES

By providing a clearer picture of market conditions, the study aims to inform public debate and guide efforts to protect, improve, and promote public markets. The findings can support local governments, development partners, and communities in making cost-effective decisions to strengthen markets as vital urban assets—supporting healthier diets, stronger local economies, and more inclusive and resilient cities.

OBJECTIVES

The study objectives are:

1. To generate evidence on the location, distribution, and quality of public markets in seven newly established cities in Uganda.
2. To understand how residents use and experience public markets, including the factors that influence accessibility, satisfaction, and the availability of healthy, affordable food.

This paper aims to provide insights that help policymakers, urban planners, and local authorities protect, enhance, and promote public markets as vital urban assets supporting community health, livelihoods, and social cohesion.



METHODOLOGY

Data were collected using three methods: market mapping, market audits, and surveys with market managers.

Mapping

Systematic observations were conducted in each city to identify both formal and informal public markets. Surveyors walked through neighbourhoods, using mapping exercises and information from local officials to locate markets. For each market identified, GPS coordinates were recorded (four points marking the boundaries), photographs were taken, and markets were classified by type (formal or informal; covered or uncovered). This process produced a comprehensive record of the number, location, and distribution of public markets in each city. Market mapping was conducted using KoboToolbox, with spatial data processed in QGIS. Geographic data from OpenStreetMap were used to generate market maps, and 400- and 800-metre buffer zones were created to assess surrounding market areas (see Appendix 1).

Assessments

A sample of markets was selected through random sampling to ensure representation across all city divisions and market types. Each selected market then underwent a detailed physical assessment to evaluate its quality and functionality. The assessment examined key infrastructure and facilities, including shelter and stall coverage, access routes, parking, bicycle and pedestrian infrastructure, safety features, waste management systems, and the availability of water, lighting, and sanitation. It also assessed the types of products sold, available services, user comfort, and accessibility for people with disabilities (see Appendix 2).

Survey

Structured interviews were conducted with managers (Market Masters) of each market. The survey gathered information on market governance, ownership, management plans, vendor numbers, maintenance arrangements, revenue collection, security provisions, and services for vendors. The survey also explored market operation challenges, including infrastructure gaps, safety issues, and capacity constraints. Survey data was collected using KoboToolbox.

ADVOCATES FOR PUBLIC SPACES

For the purposes of this study, the following definitions were used to categorize public markets:

- **Formal market** – A public market with a fixed location that operates regularly, with the same group of vendors present each time the market is open. Formal markets may be covered—fully sheltered with permanent roofing—or uncovered, with vendors operating in open-air stalls.
- **Informal market** – A market that is not officially recognized by city authorities but operates with some of the same characteristics as a formal market. These markets may be permanent or temporary, covered or uncovered, and typically have a consistent group of vendors on operating days.
- **Covered market** – A market where all or most stalls are located under permanent roofing, providing full protection from sun and rain.
- **Uncovered market** – A market where stalls are partially sheltered or entirely open to the elements, exposing vendors and products to the elements.
- **Neighbourhood market** – A smaller market serving residents of a particular neighbourhood or community, often located within walking or cycling distance of most customers.
- **City-level market** – A larger market serving a wider area, often attracting customers from across the city and surrounding rural areas.



KEY FINDINGS

Across the seven cities studied— Arua, Fort Portal, Gulu, Jinja, Masaka, Mbale, and Mbarara— 60 public markets were identified and 32 were assessed (Table 1 and Figure 1). Majority of the public markets included in the study were official markets at the time and located within urban cores. Some markets in peri-urban areas were omitted

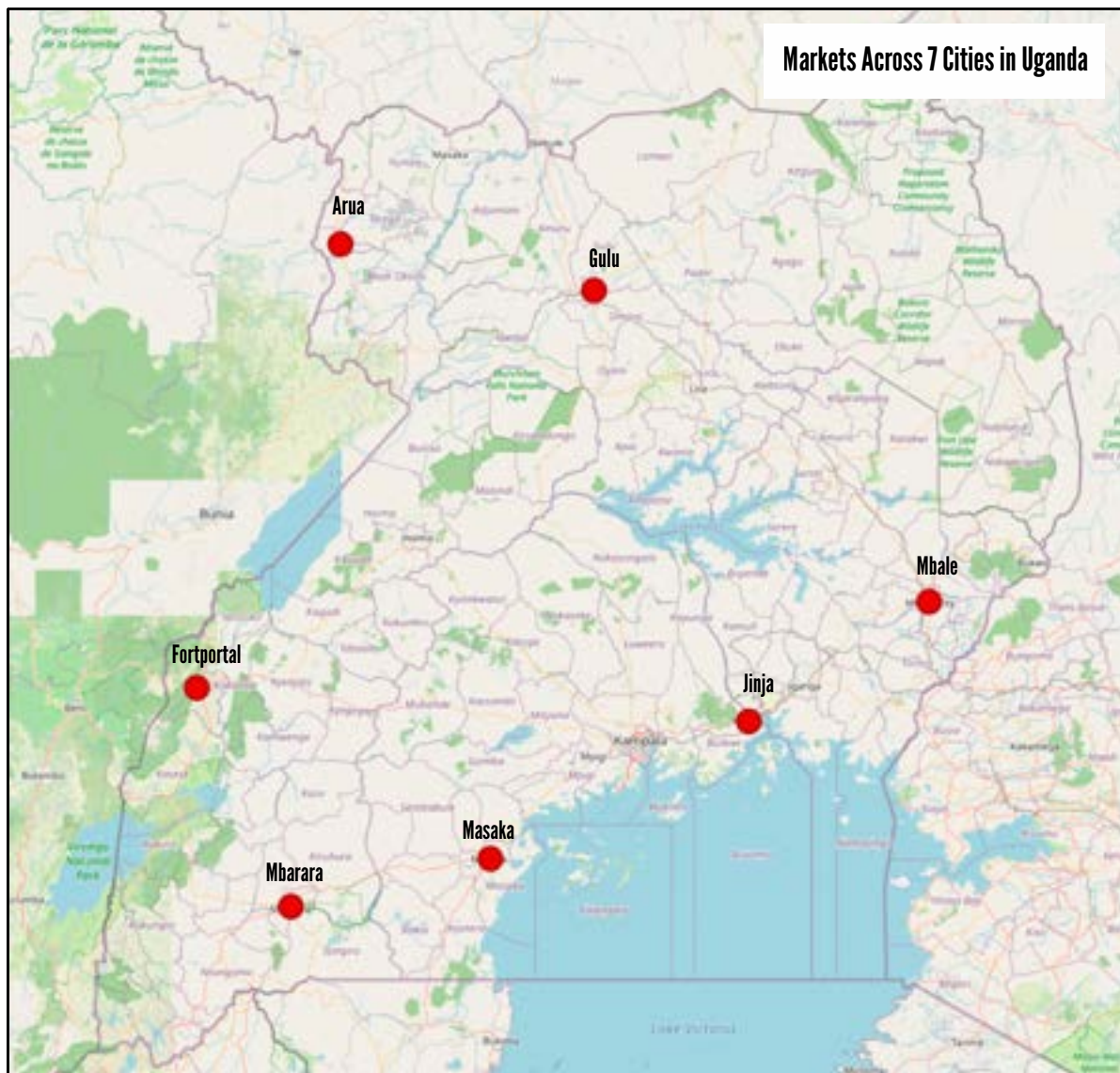


Figure 1. Map of markets throughout seven cities across Uganda.

Overall Market Findings

Geographic Distribution: Markets were generally well distributed across city divisions, with at least one market located in each administrative division. Mapping data indicates that markets are an integral part of residential neighbourhoods, helping ensure access to fresh food within walking or cycling distance for many households. However, spatial coverage was uneven, and some outlying communities — particularly in recently added peri-urban zones — had fewer markets or rely on informal trading areas.

Under-Representation of Peri-Urban Areas:

Since mapping and assessments were concentrated in the established urban cores, markets in semi-rural or peri-urban areas may not be fully represented in these results. These areas are often home to lower-income households and play a critical role in supplying produce to city markets, making their inclusion in future assessments an important priority.

Table 1. Public markets assessed across seven cities.

City	Markets
Arua City	1. Arua Social Center Market 2. Lobida Market 3. Arua Hill Hawker's Market 4. Arua Central Market
Fortportal City	5. Mpanga Market 6. Kabundire Market
Gulu City	7. Gulu Main Market 8. Cereleno Market 9. Oliro Market 10. Wilobo Market 11. Lacor Market 12. Layibi Market
Jinja City	13. Jinja Central Market 14. Madhvani Market 15. Amber Court Market 16. Lubas Market 17. Napier Market 18. Masese Market
Masaka City	19. Ssaza Market 20. Nyendo Market 21. Katwe Market 22. Masaka Central Market 23. Kijjabwemi Market 24. Kyabakuza Market
Mbale City	25. Mbale Central Market 26. Kumi Road Market 27. Bugweri Road Market 28. Soroti Road Market
Mbarara City	29. Rwebikoona Market 30. Nyamityobola Market 31. Mbarara Central Market 32. Kakoba Market

Market Physical Structure: Among the 32 markets surveyed, 17 were fully covered with permanent roofs providing shelter for vendors and customers, 12 were partially covered with outside stalls included in the formal market, 2 were partially covered with outside stalls excluded from the formal market, and only 1 operated entirely in the open without any shelter. Construction materials used for the markets with built structures are shown in Figure 2.

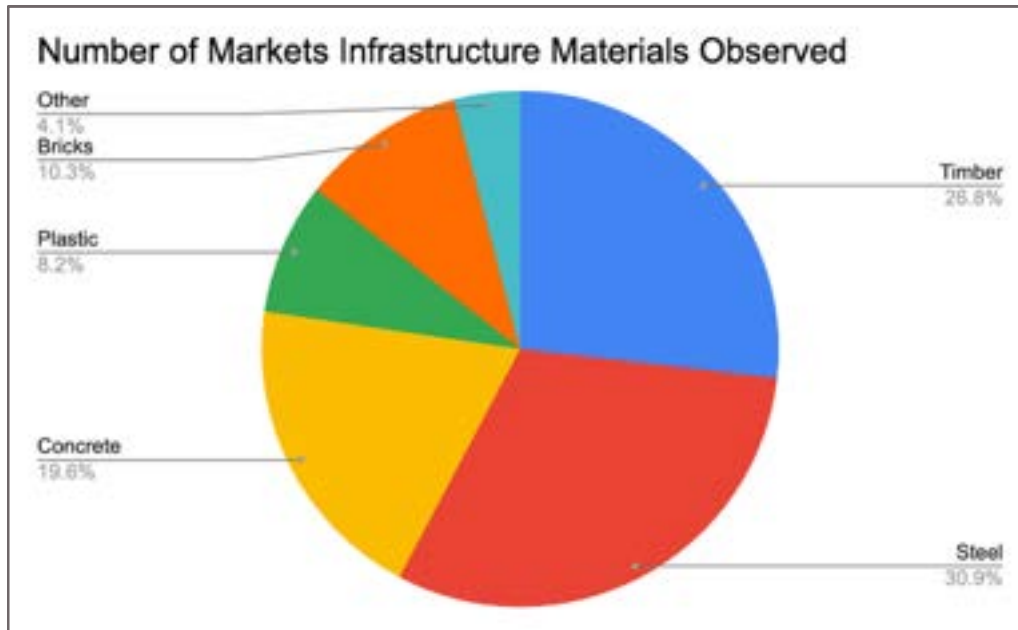


Figure 2. Market infrastructure materials seen across markets.

Informal Vending, Market Scale, Adjoining Land Uses: All markets included in study were formal, characterized by fixed locations and a consistent group of vendors operating on a regular schedule. However, informal vending also plays a significant role in the urban food system, often arising where demand for stalls exceeds the capacity of formal markets. Even in the presence of formal markets, informal trading was frequently observed both outside and within these markets. Informal trading occurring outside the formal market were seen in 20 markets, with three instances inside the formal market, and two on the streets adjacent to the market.

In terms of scale, 17 markets can be described as 'city-level', drawing customers from across both urban and surrounding rural areas, while the remaining 15 functioned primarily as neighbourhood level markets, serving surrounding communities.

The majority of markets were located close to various other types of sites (Figure 3).

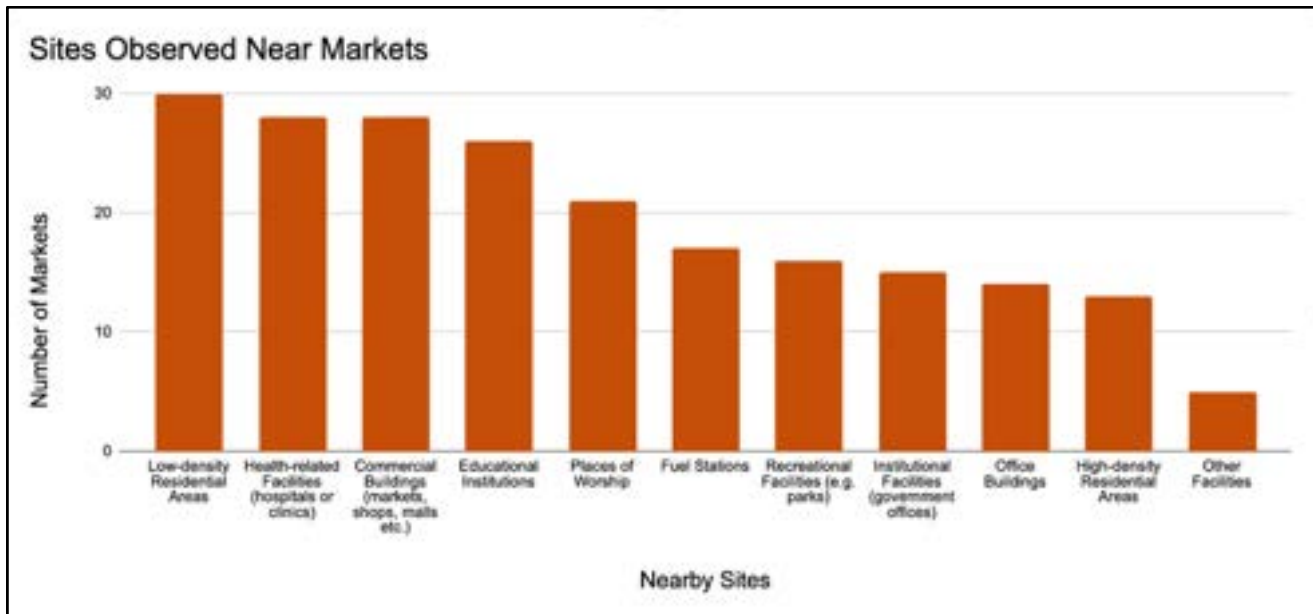


Figure 3. Sites observed near markets.

Market Accessibility

Operating Hours and Entry/Exit Points: Most markets (23 of 32) operated with controlled opening hours, while the remaining nine operated without restrictions. The number of entrances and exits varied widely across markets and are depicted in Figure 4. Most access points were in moderate condition—clearly defined but showing signs of wear.

Pedestrian Walkways and Accessibility for People Living with Disabilities: The study found that 19 of the assessed markets lacked paved access walkways. With most paved walkways, their widths were generally adequate to accommodate pedestrian movement into and out of the market; however, only 11 markets had walkways that were sufficiently wide. Walkway conditions varied: six markets were in moderate condition, showing signs of damage or inadequate maintenance; five were in good condition, while two were in poor condition. Only four markets had pedestrian walkways that were free of obstructions.

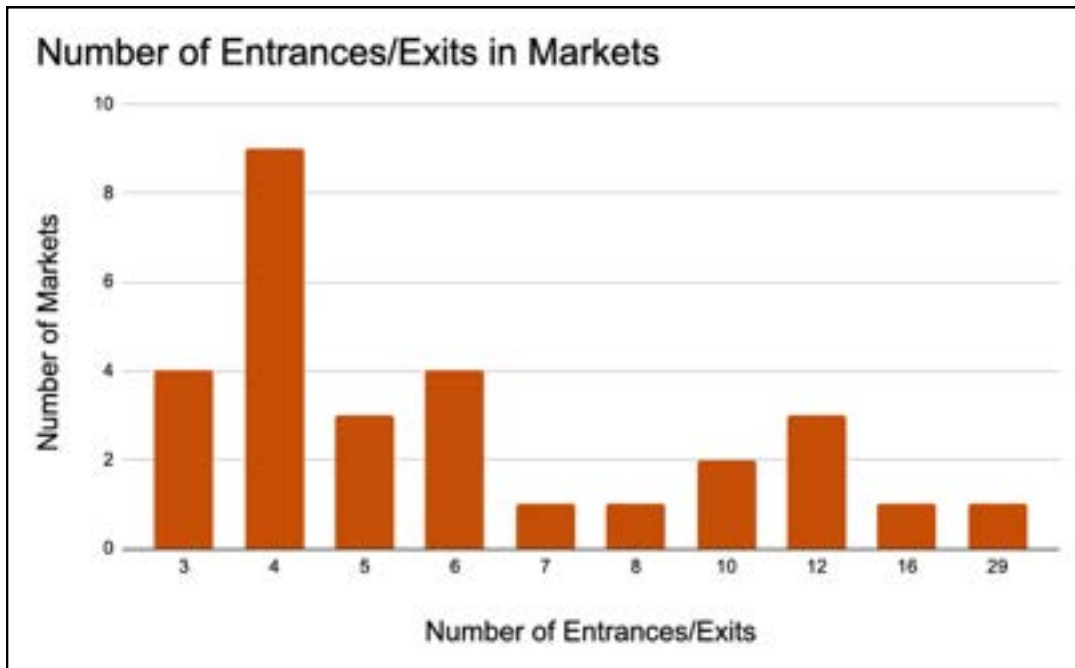


Figure 4. Entrances and exits in markets.

Most markets (23 of 32) were accessible to people living with disabilities (PLWD), while nine were not. Overall accessibility was rated as 'Easy' in 17 markets, although some users required assistance. Access was rated as moderate in six markets due to damaged areas, where assistance was occasionally needed. Accessibility-supporting features included wide sidewalks or footpaths leading to the market, designed to accommodate mobility devices such as wheelchairs. Within markets, only 17 exhibited easy navigation for PLWD.

Cycling Infrastructure: Paved cycling ways were observed at only 13 markets. Where present, cycling infrastructure generally appeared well maintained, continuous, and user-friendly, supporting safer and more efficient access for vendors and customers. Of markets with paved cycling ways, 11 had sufficient coverage, while two were deemed insufficient. In terms of condition, eight markets were rated as good (well maintained, uninterrupted, and user-friendly) while five were rated as moderate, with some points of interruption. The study found that 18 surveyed markets had sufficient bicycle parking, 10 had none, and four had parking facilities that were present but insufficient.

Public Transport Connections: Only 10 markets had a nearby bus stop. In markets without formal bus stops, customers often had to walk considerable distances while carrying goods. Where bus stops were present, distances varied (Figure 5). Bus stop conditions were generally moderate across all 10 markets, with designated waiting areas showing signs of damage. At five markets, buses operated without fixed schedules, arriving and departing at irregular intervals, while at the remaining five markets, services were observed at intervals of up to 60 minutes or less.

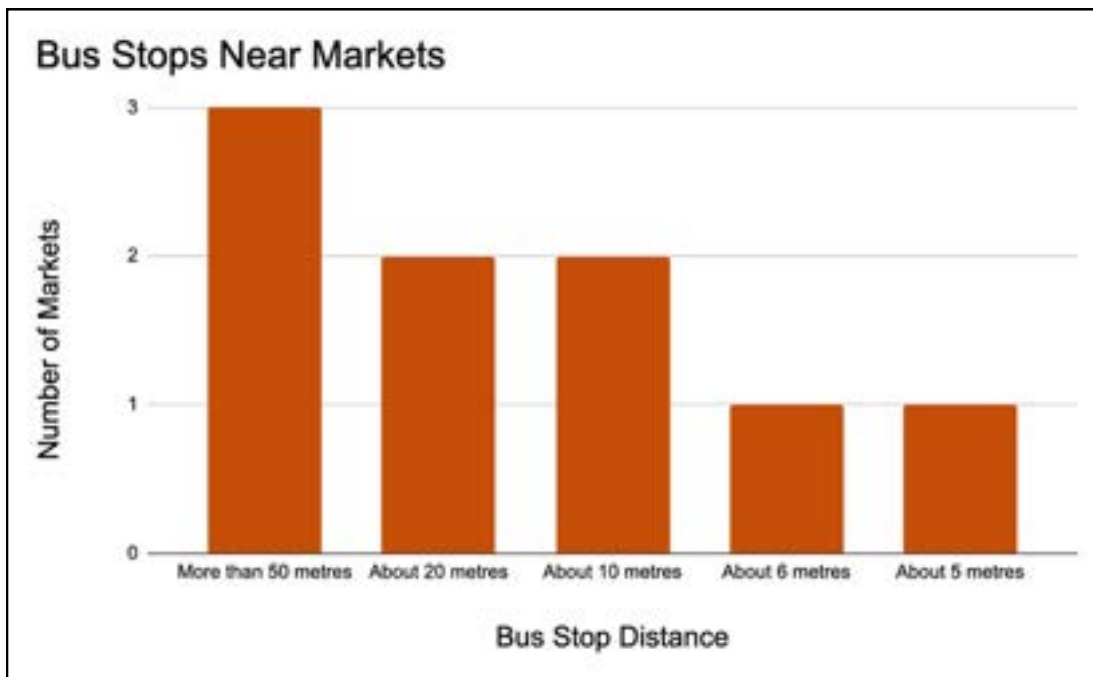


Figure 5. Bus stop distances from markets.

Delivery of Goods: Designated delivery and offloading areas were present in 20 markets. Of these, 13 had sufficient space for all deliveries, while seven reported inadequate space, forcing vehicles to wait or unload elsewhere. Among the markets, 12 lacked any designated delivery zones.

In 14 markets, goods were delivered throughout the day. Early-morning deliveries were reported in three markets, while a market each had morning, evening, and early-evening schedules. Where delivery areas were adequate, all vehicles were accommodated with minimal impact on surrounding streets. In contrast, four markets reported vehicles waiting nearby, causing moderate traffic disruption. The mode of delivery of goods can be seen in Figure 6.

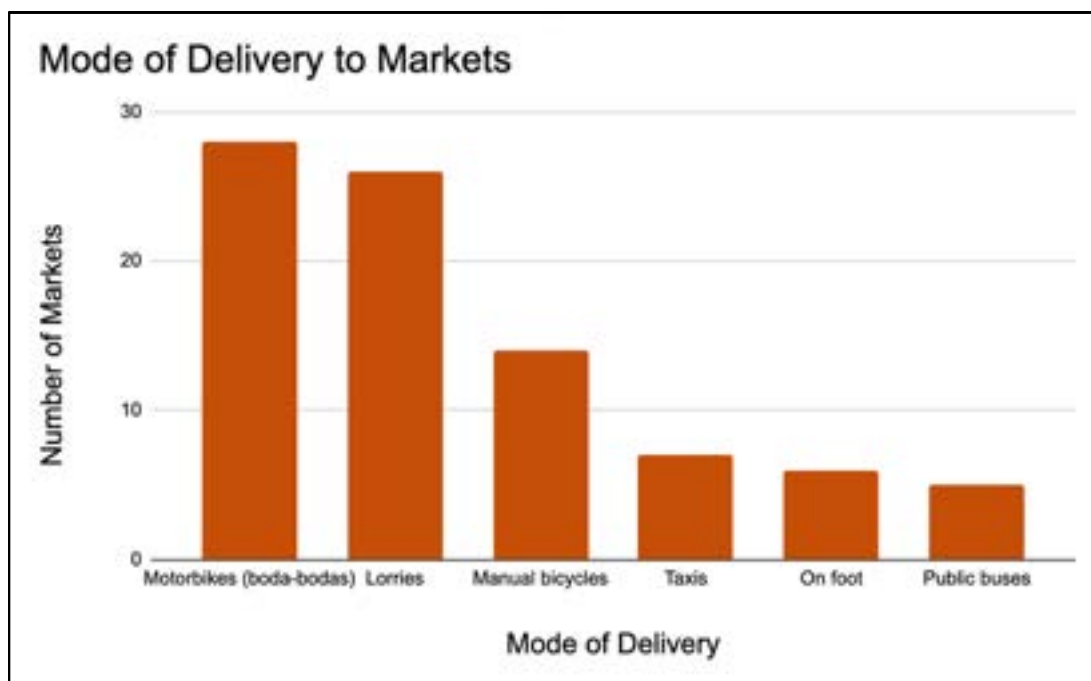


Figure 6. Mode of delivery of goods to markets.

Parking Facilities: Designated parking spaces for vehicles were present at 29 markets, while three lacked official spaces, making vehicle access difficult. In most markets with parking, spaces were used by both customers and deliveries in 28 markets, with vendors also making use of the available areas at 25 markets.

In 12 markets, vendors occupied some or all designated parking for merchandise. Parking was also used for garbage collection at five markets, and for loading or offloading goods at 23. Where used as intended, 28 markets reported parking for cars and motorcycles.

Sufficient parking was reported at 21 markets, while 11 indicated inadequate capacity, especially for deliveries and customer vehicles. Parking accessibility was moderate at 18 markets, good at eight, and poor at six, with damage or difficult access affecting some sites.

Products

Types of Goods Sold (Fresh Produce, Meat, Fish, Consumer Goods): Urban markets in Uganda primarily trade in fresh foods and consumer goods. The types of goods sold are depicted in Figure 7.

ADVOCATES FOR PUBLIC SPACES

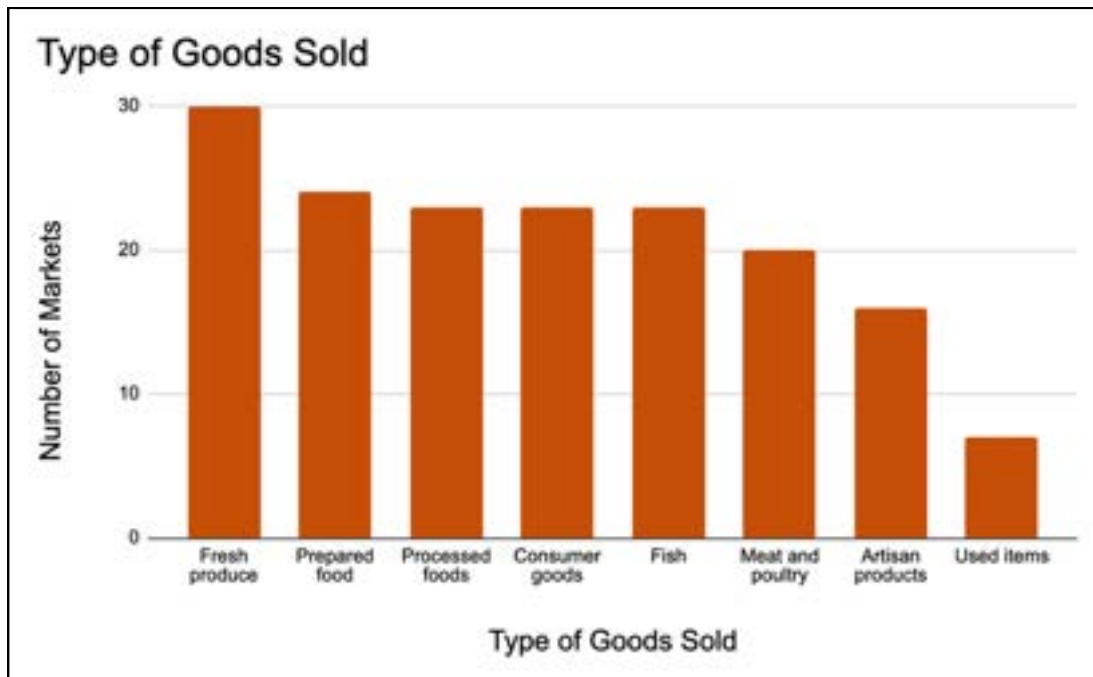


Figure 7. Types of goods sold at markets.

Origin of Products Sold: Local products dominate Uganda's urban markets, as seen in Figure 8.

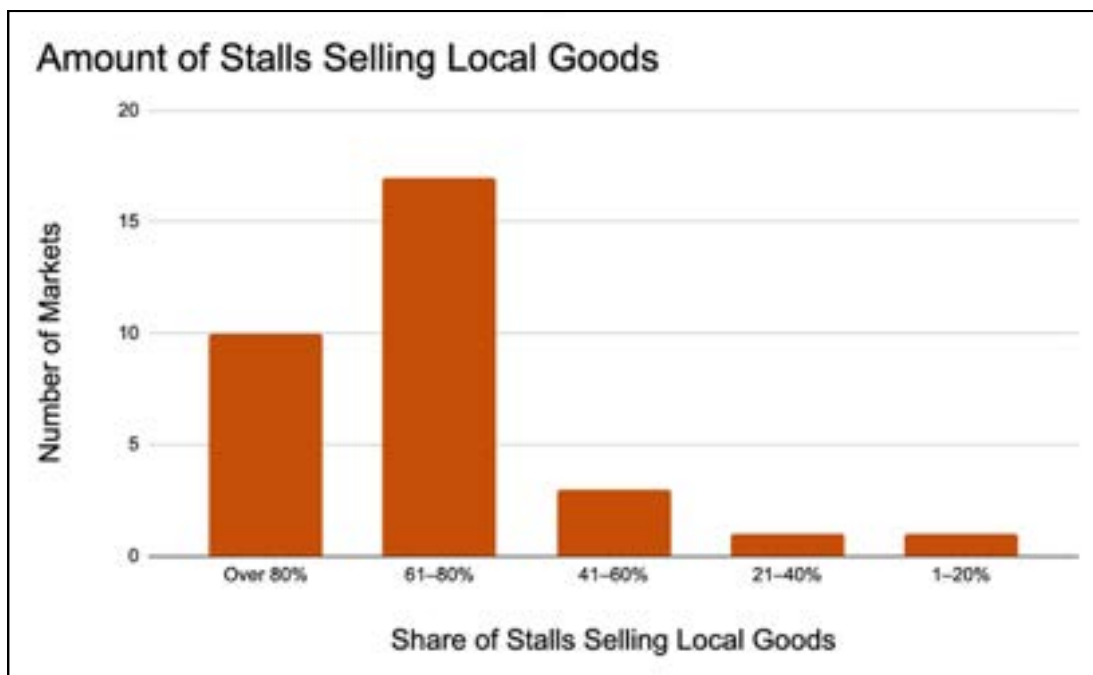


Figure 8. Percentage of stalls selling local goods at markets.

Stall Specialization: Specialization (selling a singular type of good) among market stalls varied and can be seen in Figure 9. Most markets maintain a mix of specialized and generalist stalls, balancing variety and focus.

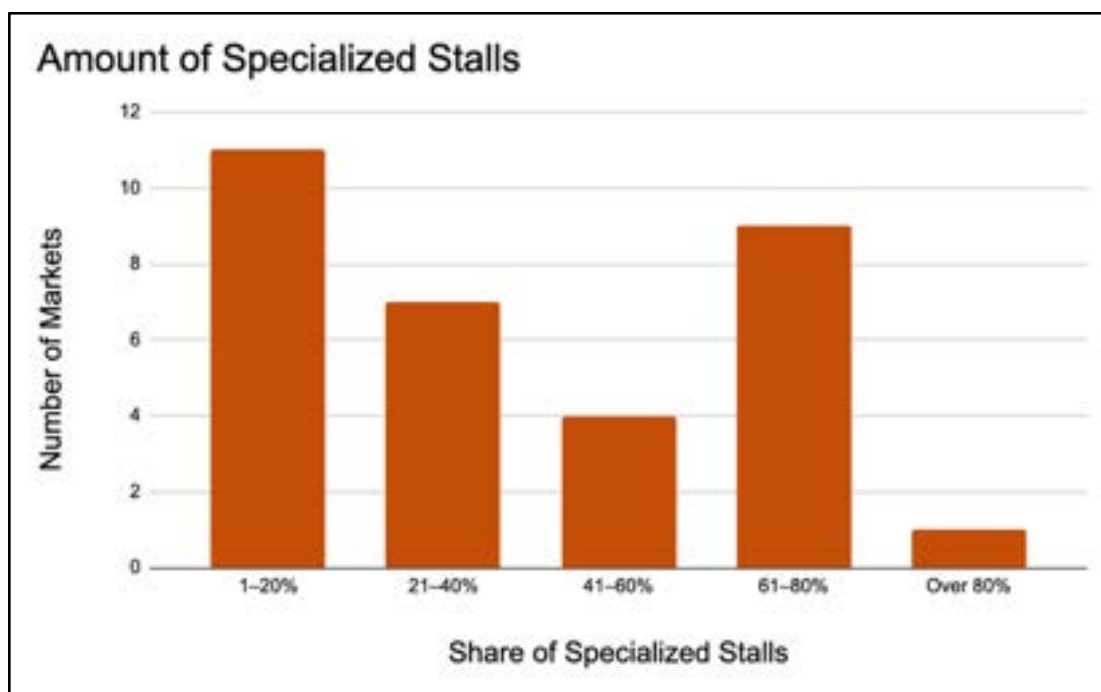


Figure 9. Percentage of stalls that specialized in a single product.

Variety and Quality of Fruits and Vegetables: Fruits were sold in 30 markets. Fruit variety and quality can be seen in Table 2. Availability depended on season, and prices ranged from 300 to 10,000 UGX per unit, heap, or bunch. Variety per market ranged from one to over 25 types, with one market offering more than 25, three markets offering 10 varieties, one market offering nine, and eight markets over five varieties.

Vegetables were sold at 28 markets. Vegetable variety and quality can be seen in Table 3. Prices ranged from 200 to 7,000 shillings, depending on the unit of sale, including single items, heaps, kilograms, basins, tins, or buckets. Over 10 vegetable varieties were reported at three markets, another three had 11 varieties, and one market each had 12 and 13 varieties. Other markets offered nine, seven, six, four, or between one and five varieties.

ADVOCATES FOR PUBLIC SPACES

Table 2. Fruit variety and quality at markets.

Fruit	Markets Sold	Markets with Good Quality	Markets with Average Quality
Sweet bananas	24	23	1
Oranges	23	18	5
Pineapples	22	12	4
Watermelon	18	18	—
Passion fruit	17	12	4

Table 3. Vegetable variety and quality at markets.

Vegetable	Markets Sold	Markets with Good Quality	Markets with Average Quality
Tomatoes	27	26	1
Cabbage	25	25	—
Onions	25	24	1
Greens	16	11	5
Beans	14	11	3

Origin of Produce: Most fruits sold in the markets—including oranges, watermelon, bananas, pineapples, and passion fruit—originated from local farms. Produce origin is listed in Table 4.

ADVOCATES FOR PUBLIC SPACES

Table 4. Produce origin.

Product Category	Item	Markets Supplied with Locally Sourced Produce
Fruits	Sweet bananas	25
	Oranges	23
	Pineapples	22
	Watermelon	20
	Passion fruit	18
Vegetables	Tomatoes	27
	Cabbage	24
	Onions	Over 25
	Greens	16
	Beans	14

Facilities, Comfort, and Safety

Waste Management and Sanitation Facilities: Most markets surveyed (19) had trash disposed of in and around the market, while 13 did not. Trash levels were sufficiently low to keep the market clean at 13 markets, yet insufficient at six markets. Garbage bins were reported in 12 markets, with only one having enough bins; 20 markets had none. Bin conditions were poor at three markets, moderate at eight, and good at one, being well maintained and evenly distributed.

Presence of Garbage Bins: Only 12 markets had waste removal systems frequent enough to keep the market clean, while 18 did not. Stall-level waste removal was generally adequate. Frequency of waste removal can be seen in Figure 10. Responsibility for waste removal fell primarily to local governments at 21 markets, with private contractors at eight and other entities at three. Payment was mostly covered by city authorities at 22 markets, with vendors paying directly to market owners or waste companies at three markets each, and other arrangements at four markets.

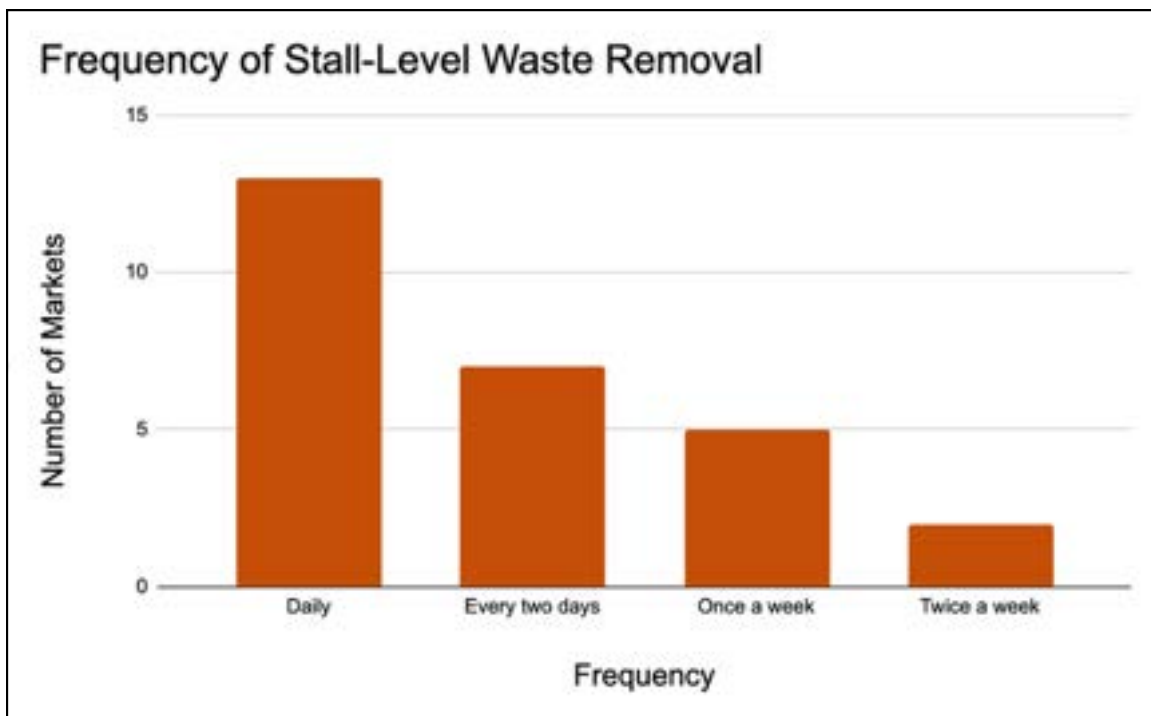


Figure 10. Stall-level waste removal frequency.

Water and Electricity Supply: Water connections were available at 22 markets, while 10 had none. Connections were sufficient at 18 markets and insufficient at four. Conditions were poor at two markets with broken or damaged taps, moderate at 12 with mostly well-maintained taps but some damage, and good at eight, where all taps were well maintained.

Public Toilets: Nearly all markets had public toilets (30), though only 17 were sufficient. Toilet conditions were moderate at 20 markets, poor at four with broken or damaged facilities, and good at six, being well maintained. Users had to pay for use at 19 markets, no fee was required at nine, and fees were unknown at two. Charges were typically 300 shillings at 10 markets and 200 shillings at nine.

ADVOCATES FOR PUBLIC SPACES

Seating Facilities: Seating facilities were available at 21 markets but largely insufficient at 18. Their conditions were moderate at 19 markets, with most seats well maintained, with some showing minor damage.

Signage: Signage was present at 26 markets and absent at six. While considered fully sufficient at 26 markets, signage was insufficient at 11. Signage condition was moderate at 15 markets, poor at five, and good at six with well-maintained signs.

Lighting: Internal lighting was available in 22 markets but absent in 10. Lighting was sufficient at eight markets, insufficient at 10, and unknown at four. Conditions were poor at four markets, moderate at seven, good at six, and unclassified at five. External lighting, mainly for security, was present at 28 markets and absent at four. Most were insufficient at 16 markets, but unknown at five. External lights were good at 10 markets, moderate at nine, poor at one, and unknown at eight.

Drainage and Flood Prevention: Most markets lacked proper drainage, with only 11 having drainage ditches, however the rest had inadequate infrastructure to channel rainwater and wastewater. Of those with ditches, six were insufficient, compromising sanitation, and five were sufficient. Drainage condition was good at two markets, moderate at four with some damaged ditches, and poor at five where all ditches were damaged.

Emergency Exits and Fire Safety: Emergency exits and fire safety measures were inadequate in most markets. Insufficient emergency exits were in 23 markets, and fire extinguishers were largely absent or inadequate, leaving safety below recommended standards. Only seven markets met local or international codes. Facility conditions were good at two markets, moderate at three, and nonexistent at 25. Fire trucks could access almost all markets, with easy access at 27 and none at five. Response times varied: under five minutes at eight markets, 6–10 minutes at nine, 11–15 minutes at five, 16–20 minutes at four, and 21–30 minutes at six.

Perceptions of Safety: Market safety perceptions were generally positive during the day, with 26 markets considered safe by vendors and customers due to established security measures. Perceptions of safety at the markets are listed in Table 5.

ADVOCATES FOR PUBLIC SPACES

Table 5. Perceptions of safety at the markets.

Time of Day	Safety Perception	Number of Markets
Day	Safe (vendors and customers)	26
Day	Partially safe	6
Night	Very safe and comfortable	6
Night	Partially safe, caution required	19
Night	Not open	7

Anti-Social Behaviour: Antisocial behavior—such as public smoking, prostitution, stealing, and drug abuse—was largely absent from most markets, with 22 reporting no noticeable incidents. However, vandalism, crime, and other antisocial behaviors were prevalent at ten markets.

Services Within Markets: A range of services and facilities were present across markets that support vendors' daily operations, as seen in Figure 11.

Sites Near Markets: A range of different sites could be found near the markets, which can be seen in Figure 12. Markets also hosted social and community activities, such as wedding planning, management meetings, and marketing events.

Market Management and Governance

Ownership and Management: The majority of markets surveyed (24) were owned by city governments, while eight were owned by other entities, including private individuals or companies. Among the markets, 16 are managed by vendor associations or cooperatives, 11 are managed directly by city authorities, and five are managed jointly by government, vendor associations, NGOs, or private entities.

ADVOCATES FOR PUBLIC SPACES

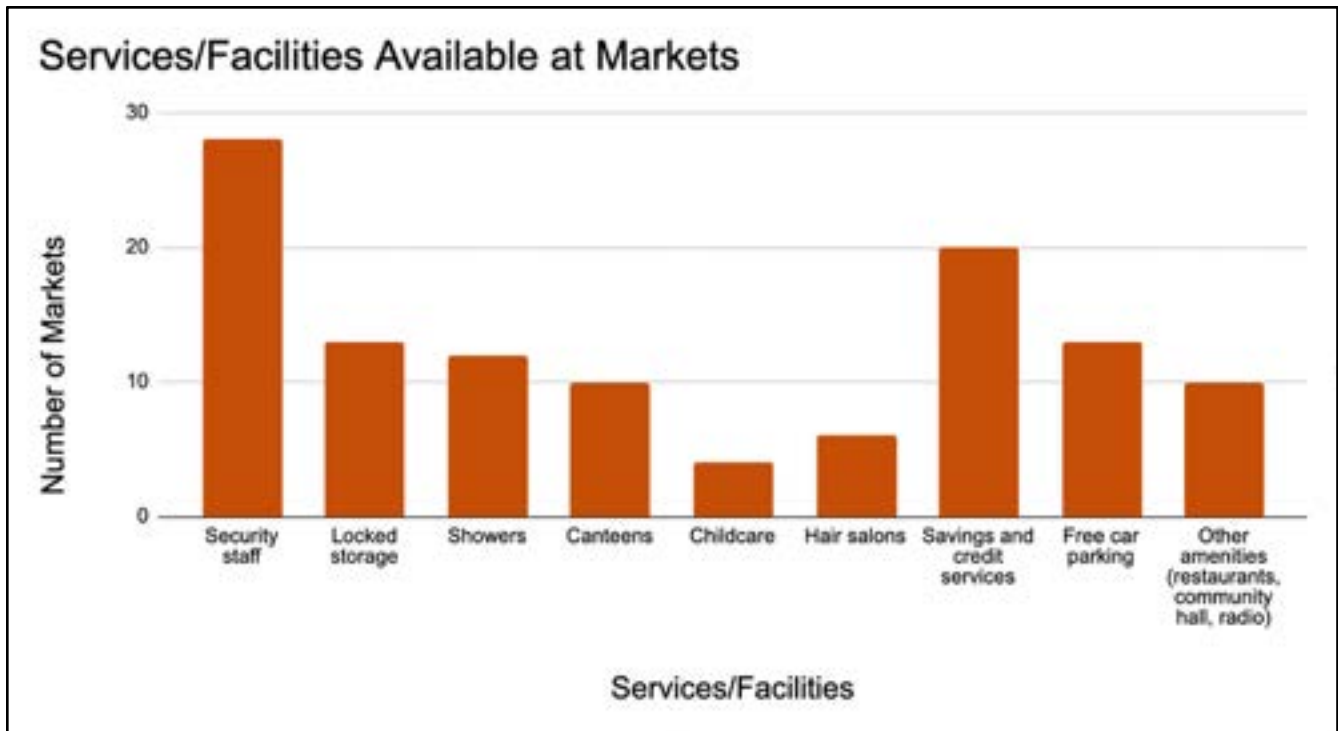


Figure 11. Services and facilities available at markets.

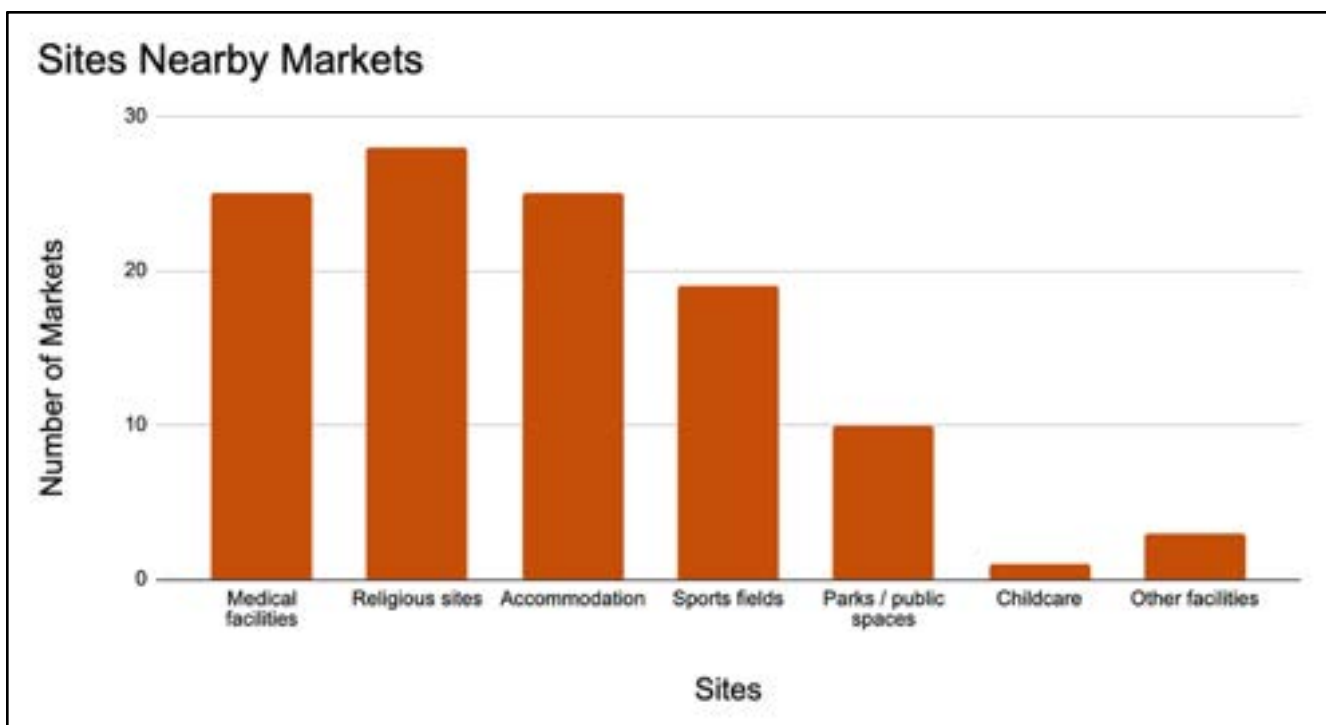


Figure 12. Sites nearby markets.

ADVOCATES FOR PUBLIC SPACES

Presence of Management Committees and Plans: Market Masters and chairpersons from all 32 surveyed markets reported having management plans outlining operational requirements for vendors. All but one market had established management committees, with 23 composed solely of vendors and eight led by Market Masters under city authority. Maintenance plans exist at all markets, but only 18 have sufficient capacity to implement them.

Capacity for Maintenance and Enforcement:

Responsibility for stall maintenance at all 32 markets rests entirely with individual vendors, while upkeep of areas outside the markets is shared. Entities responsible for maintenance of markets are listed in Table 6. Despite having management plans, Market Masters and chairpersons at 14 markets felt city authorities lacked sufficient capacity to implement them, while at 18 markets, managers believed capacity was sufficient.

Table 6. Entities responsible for maintenance of markets.

Entity Responsible for Maintenance	Number of Markets
Management committees	9
Vendors	8
City authorities	10
Private businesses	3
Market owner / other entities	1



DISCUSSION

1. Physical Structure, Health, and Safety Risks: The physical condition of market infrastructure in the seven new cities raises concerns for food safety and vendor well-being. Nearly half of the markets are only partially covered, exposing vendors and products to external elements. Vendors without roofs must improvise shade or operate unprotected, risking heat stress and mental strain. Rain disrupts trading and damages perishable goods, compromising food hygiene, freshness, and customer confidence. Additionally, 21 markets lack proper drainage, while poor lighting and insufficient emergency exits or fire safety measures put vendors and customers at risk, especially in congested areas. Enhancing shelter, drainage, and emergency preparedness is essential to protect livelihoods and public health.

2. High Demand Driving Informality: Overflow vending, both outside and within covered market structures, is common, with 20 markets experiencing informal trading around perimeters and three inside formal markets. High stall demand and limited covered space drive this trend. Informal vending provides low-barrier self-employment, offering immediate income with minimal start-up costs, especially for low-income urban residents. However, spillover often blocks walkways, hinders drainage, and limits accessibility for people with disabilities. To address this, city authorities should expand existing covered markets, build new ones in high-demand areas, and explore inclusive strategies to integrate informal vendors while maintaining safety and accessibility.

3. Leveraging Location: Linking Markets, Recreation, and Active Transport: The close integration of markets within communities offers a unique opportunity to enhance public health and urban livability. Most markets are in low-density residential areas, and over half are adjacent to public open spaces. These locations can support safe pedestrian routes, cycling lanes, and recreational spaces, promoting active transport and reducing reliance on motorized travel. Such integration not only encourages healthier lifestyles but also strengthens the social and economic role of markets as neighborhood hubs.

4. Transport and Delivery Systems: Markets heavily rely on motorcycle (boda-boda) deliveries, as it was reported by 28 markets, reflecting the proximity of secondary cities to surrounding rural farms. This localized supply chain enables quick, frequent deliveries but exposes food to petrol fumes, dust, and poor handling. City authorities could incentivize electric motorcycles (e-bodas) to reduce pollution and protect food quality. Preserving designated parking and delivery areas is also essential, as encroachment by vendors contributes to congestion, restocking delays, and traffic disruption.

5. Access and Mobility Barriers: Mobility and access infrastructure remains underdeveloped in most markets. Among the markets, 19 lacked paved walkways, making navigation difficult—especially in rainy seasons—and disproportionately affecting PLWD. Accessible paths exist in some markets but are not universal. Cycling infrastructure is limited, with secure bike parking in fewer than half of markets, and only 28% are near bus stops, forcing customers to walk long distances with goods. Investments in wide walkways, separate cycle lanes, secure bike storage, and strategically located bus stops with safe crossings would greatly improve accessibility.

6. Local Food Supply Chains and Quality: The dominance of locally sourced fresh produce highlights these markets' role in sustaining rural-urban linkages and providing affordable, nutritious food. Over half of the markets have more than two-thirds of stalls selling local products, and one-third have over 80% local stock. Compared to supermarkets, public markets replenish supplies more frequently, ensuring shorter shelf times and better freshness. However, the presence of lower-quality produce in some markets suggests a need for improved handling and storage practices. Policy interventions should strengthen the supply chain from farm to stall to maintain quality and affordability.

ADVOCATES FOR PUBLIC SPACES

7. Market Management, Governance, and Public Interest: Most markets are publicly owned but managed by vendor associations or cooperatives, offering opportunities to balance commercial viability with public goals such as affordability, food safety, and cultural preservation. However, limited city capacity to enforce management plans undermines these objectives. Waste removal is inconsistent, and high rates of vandalism and crime at 22 markets, along with other antisocial behaviors at 10, highlight security gaps. Strengthening governance requires capacity-building for city authorities and sufficient resources for maintenance, enforcement, and safety.

8. Tourism and Cultural Value: Public markets are not only economic hubs but also vibrant cultural spaces attracting visitors seeking authentic local experiences. Over half of the surveyed markets are considered tourist attractions, showcasing local produce, crafts, and traditions. Targeted investment in cleanliness, safety, infrastructure, and cultural programming could boost tourism appeal, generate additional income, and reinforce their role as symbols of community identity.



RECOMMENDATIONS

To maximize the benefits of public markets and ensure inclusive, safe, and accessible urban environments, cities should:

Upgrade and Expand Market Infrastructure

1. Increase the number of covered stalls in existing markets to protect food quality and vendor health, prioritizing reinvigoration in markets with high levels of partial or no shelter.
2. Construct new market facilities in areas with growing stall demand or peri-urban populations, ensuring adequate drainage, lighting, seating, and compliance with building codes.
3. Install water taps and lighting in all markets to improve hygiene, security, and enable operation after dark.
4. Promote farmers' markets and urban agriculture to strengthen local food systems and livelihoods.

Integrate Informal Vendors into Formal Market Spaces

1. Develop inclusion strategies for informal vendors—such as designated covered areas or flexible stall designs—to reduce walkway obstruction and improve sanitation.
2. Recognize informal vending as a vital, low-barrier livelihood option, particularly where social protection systems are limited, and incorporate it into urban planning rather than attempting to eliminate it.
3. Reduce informal trading outside formal markets by improving stall structures and overall market organization.

Leverage Market Location for Health, Walkability, and Accessibility

1. Link markets to surrounding recreational and public spaces with safe, paved walkways, tree shades, pedestrian crossings, and cycle lanes.
2. Install secure, designated bicycle parking in all markets and separate cycle lanes from pedestrian walkways to reduce accidents.
3. Promote markets as hubs for active transport through public campaigns, signage, and partnerships with health authorities.

Improve Transport and Delivery Systems

1. Preserve and enforce designated parking and delivery zones to reduce congestion and ensure timely restocking.
2. Support motorbikes (boda-bodas) transporting food to switch to environmentally friendly electric models, including cargo bikes.
3. Upgrade nearby bus stop infrastructure, including safe crossings and weather protection, to improve market accessibility.

Strengthen Food Safety, Quality, and Supply Chain Linkages

1. Provide vendors with training on proper handling, storage, and display of fresh produce to reduce spoilage and maintain quality.
2. Facilitate direct partnerships between small-scale farmers and vendors to strengthen rural–urban linkages, reduce intermediaries, and keep prices affordable.
3. Establish guidelines for proper shade, ventilation, waste disposal, and hygiene practices in all fresh food sections.

Enhance Market Management, Governance, and Security

1. Build the capacity of city and national authorities to enforce market management plans, including inspections, safety enforcement, and waste management.
2. Provide sufficient maintenance staff and equipment for regular cleaning, waste removal, and infrastructure repair.
3. Strengthen security measures to prevent vandalism, theft, and anti-social behavior, including day and night monitoring.
4. Ensure all markets are connected to reliable water and electricity sources or solar alternatives.

Promote Tourism, Culture, and Community Value

1. Develop branding and marketing strategies to position public markets as cultural and tourism destinations, highlighting local produce, crafts, and traditions.
2. Organize cultural events, cooking demonstrations, artisan fairs, and other community activities to attract residents and visitors.
3. Partner with tourism boards to integrate markets into city tour packages and educational programs.

Arua City

In Arua, 26 markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 13, Table 7). With the expansion of the city boundaries, there are both urban and peri-urban markets within the city. The city centre itself has reasonably good coverage, with many residents being able to walk to a market with 800 metres, which is a 10-minute walk. However, there are residents within the city centre that are unable to walk to a market, and these residents are, in all likelihood, currently being served by informal vendors.

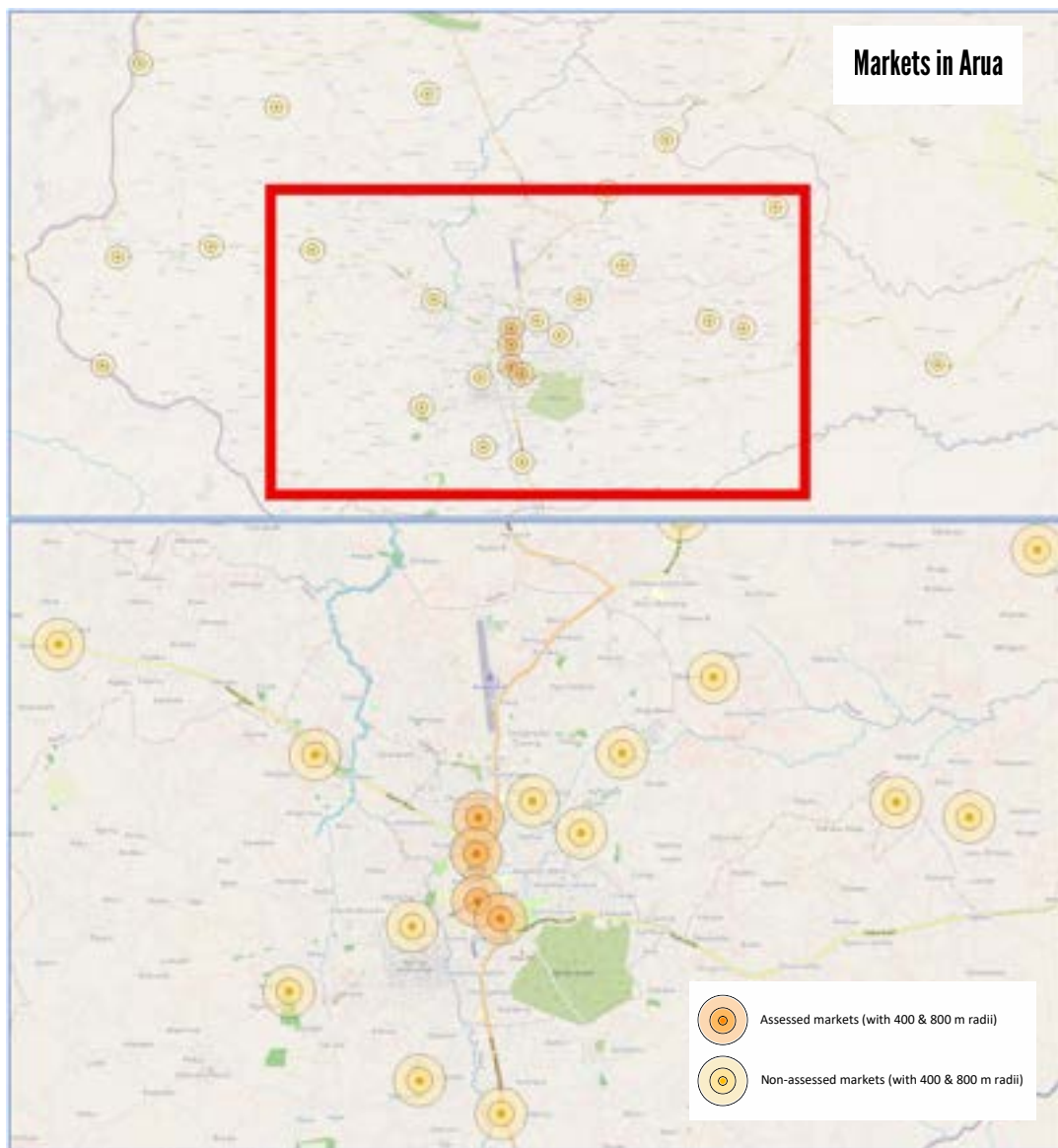


Figure 13. Map of markets in Arua city.

ADVOCATES FOR PUBLIC SPACES

Table 7. Markets in Arua city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Ediofe Market	Ayivu Division Arua City	Arua City Council
2	Odrachachaku Market	Ayivu Division Arua City	Arua City Council
3	Mangasaba Market	Ayivu Division Arua City	Arua City Council
4	Onduparaka Market	Ayivu Division Arua City	Arua City Council
5	Otokoa Market	Ayivu Division Arua City	Arua City Council
6	Oluodri Market	Ayivu Division Arua City	Arua City Council
7	Eleku-Liria Market	Ayivu Division Arua City	Arua City Council
8	Ewadri Market	Ayivu Division Arua City	Arua City Council
9	Micu-Ajirikoli Market	Ayivu Division Arua City	Arua City Council
10	Lia Market	Ayivu Division Arua City	Arua City Council
11	Riki Market	Ayivu Division Arua City	Arua City Council
12	Ombeteni Market	Ayivu Division Arua City	Arua City Council
13	Driwala BAT Market	Ayivu Division Arua City	Arua City Council
14	Itia Market	Ayivu Division Arua City	Arua City Council
15	Ariceni Market	Ayivu Division Arua City	Arua City Council
16	Dadamu Market	Ayivu Division Arua City	Arua City Council
17	Oria Market	Ayivu Division Arua City	Arua City Council
18	Ludari Market	Ayivu Division Arua City	Arua City Council
19	Kigo Market	Ayivu Division Arua City	Arua City Council
20	Ndukuva Market	Ayivu Division Arua City	Arua City Council
21	Ociba Coast Market	Ayivu Division Arua City	Arua City Council
22	Carnegie A-1 Market	Ayivu Division Arua City	Private Property
Assessed Markets			
23	Arua Central Market	Central Division Arua City	Arua City Council
24	Lobida Market	Oli Division Arua City	Not yet gazetted
25	Arua Social Center Market	Central Division Arua City	Arua City Council
26	Arua Hill Hawker's Market	Central Division Arua City	Arua City Council

The study team assessed four of the 26 markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The four markets are: Arua Central Market, Lobida Market, Arua Social Center Market, and Arua Hill Hawker's Market (Table 7).

Market Physical Structure: There was no market that was fully covered. Two being partially covered with outside stalls still part of the formal market, and the other two were partially covered with outside stalls not part of the formal market. Construction materials used for the markets with built structures were timber and steel at three markets, and concrete, plastic and bricks at one.

Market Type, Scale & Adjoining Land Uses: Among the markets two markets were permanent, and the other two were temporary but in the same location and time every day. There was no informal trading outside the formal markets. In terms of scale, one of the markets can be described as city level, and the rest as neighborhood level. All markets were adjoined by places of worship and health related facilities such as hospitals and clinics. Of the markets, two were surrounded by low- and high-density residential buildings, institutional facilities, high-density buildings, governmental buildings, shops, fuel stations, educational institutions, commercial buildings and recreational open spaces, and the other two markets were near small scale industries.

Market Accessibility

Regulated opening hours were found at all markets except one, which had unrestricted access and could be entered at all times. The major form of transport for delivery providers was delivery trucks, with only one using motorbikes (boda bodas).

Parking: Half of the markets had parking for different types of vehicles, while the other half had none. Parking lots were reserved for vendors, deliveries and customers at two markets, simply used for parking cars and motorbikes at one market, and loading and offloading at the other.

The amount of parking space available varied, with space being comfortably large enough at only one of the markets, to being completely insufficient for customers, vendors, and deliveries at another. In terms of accessibility, parking conditions also varied across the markets: one market had moderate accessibility, with some damage and limited access for certain vehicle sizes; one had good accessibility, with well-maintained parking easily accommodating different vehicle sizes; and one had poor accessibility, with damaged parking that was difficult to access.

Cycle Ways: Only one out of the four markets had paved cycle ways enabling cyclists to reach the market safely and comfortably. However, conditions were poor (space was not left completely clear for cyclists to easily pass). However, cycle parking was sufficient at only one market, insufficient at two, with one market having no cycle parking.

ADVOCATES FOR PUBLIC SPACES

Walkways: Only one market had paved sidewalks leading up to it, however it was not considered wide enough to accommodate regular foot traffic. Moreover, the conditions of the paved walkways were poor (damage was reported hindering pedestrian safety). There were also obstructions on the paved walkways to the markets such as vendors, cars, utility poles that impeded pedestrians. None of the other three markets had paved walkways inside the market.

Public Transportation: Only one market had a bus stop about 6 meters away. The condition of the bus stop was moderate, having a designated place for people to wait but with some damage. There was no bus schedule and buses appeared to arrive randomly.

Delivery Areas: None of the markets had a defined area for delivery of goods to the markets.

Entrances: Each of the four markets had a different number of entrances—three, four, five, and six respectively. Across all markets, entrance conditions were generally moderate, showing some signs of damage or inadequate maintenance.

PLWD Experiences: Only two of the markets were easily accessible for PLWDs, while the other two were not. Of the two accessible markets, access was easy at one and moderate at the other, with some damaged areas and occasional assistance required. In both markets, walkways leading to the entrances were wide enough to allow comfortable wheelchair movement. Similarly, it was moderately easy for PLWDs to navigate inside the two markets, with assistance occasionally required.



Market Demographics

Demographics of vendors and customers present within the markets can be seen in Figure 14.

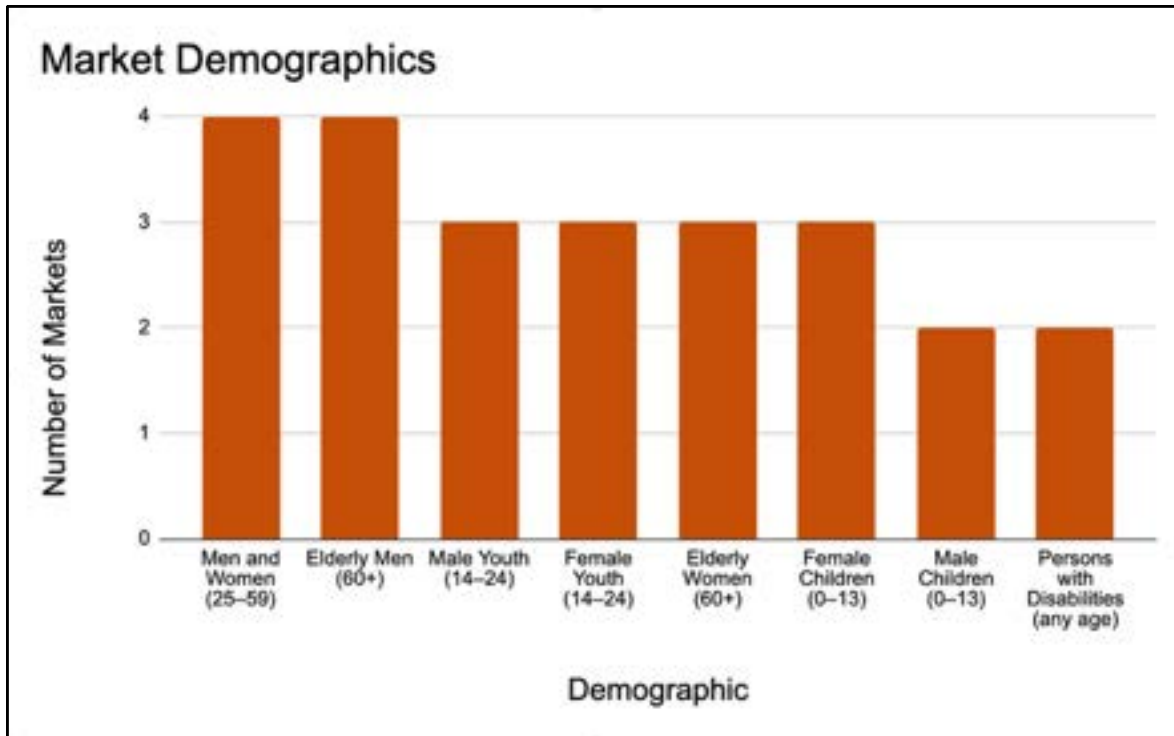


Figure 14. Arua city market demographics.

Men and Women: All four markets had men and women in this age group. Two markets had 50+ women, one had 31–50, and one had 11–20. One market had 50+ men, one had 31–50, and two had 11–20. In all markets, some were in groups and some alone.

Children and Youth: Three markets had male and female youth. One market had 31–50 male youth, some in groups, some alone. One market had 21–30 female youth, another 6–10; some were in groups, some alone. Three markets had children. Two markets had 6–10 female children, in different groups or alone. Two markets had 1–5 male children, some in groups, some alone.

Elderly: Two markets had 11–20 elderly men, one had 6–10, one had 1–5; in two markets some were in groups and some alone, and in one market in different groups. One market had 6–10 elderly women, another 11–20, a third 21–30; in two markets some were in groups and some alone, and in one market in different groups

PLWDs: Present in two markets, absent in the other two.

Comfort and Safety

Odour and Noise Pollution: Of the four markets assessed, one had an unpleasant odor that was mild and confined to a small section of the market. Similarly, only one market was noisy, though not at a level that was considered disturbing to users.

Garbage Disposal: At two markets, waste was dumped in and around the market space rather than in designated bins. In the other markets, waste disposal was adequate at one and inadequate at the other. None of the four markets had garbage bins.

Seating Facilities: Only one market had seating facilities, which were in moderate condition, appearing generally well maintained but showing some damage, however were still reported to be considered insufficient to the needs of the space.

Toilet Facilities: All four markets had toilet facilities that were sufficient in number but in moderate condition, with some signs of damage. At three markets, users were required to pay 300 UGX to access the toilets.

Signage: Signage was present in two markets but was insufficient and in poor condition due to damage.

Water Taps: Water taps or fountains were sufficiently available in two markets. Their conditions were good at one market and moderate at the other with some evidence of damage.

Anti-social Behavior: Noticeable anti-social behavior was observed in two markets, while no such behavior was reported in the other two.

Safety Levels: All markets were perceived as very safe during the day. At night, safety remained very high at one market, but was reported to only be partially safe at two markets, with the fourth market being closed at night.

ADVOCATES FOR PUBLIC SPACES

Lighting: Only one market had internal lighting. External lighting was present at three markets, but was considered insufficient in all cases. At one market, lighting was considered moderate, with approximately 50% of lights not functioning. The condition of external lighting at the remaining two markets could not be assessed.

Drainage: Drainage ditches were present in and around two of the four markets but were insufficient and in poor condition at both locations.

Fire preparedness: Only one market had designated fire or emergency exits. The remaining three markets lacked fire extinguishers, contrary to local and international building code standards. However, fire trucks could access all three markets, and local fire response teams could reach three markets in under five minutes, and the remaining market within 11–15 minutes under typical traffic conditions.

Security: Only one of the four markets had security guards; the other three had no security personnel.

Products

All four markets sold both fresh and processed food products. Among the markets, three also offered prepared food, fish, and consumer goods such as clothing, household items, and stationery. Artisan products were available in two markets, while meat and poultry were sold in one market.

Local Products and Stall Specialization: Two markets had stalls selling predominantly local products (81–100% local), one market had 61–80% local products, and one market had a low share of local products (1–20%). Local products included fresh produce, fish, prepared food, and processed food in three markets, while meat/poultry and consumer goods were locally sourced in two markets.

In terms of stall specialization, two markets had 61–80% of stalls specializing in a single product type, while the remaining markets had 41–60% and 1–20% specialization, respectively.

ADVOCATES FOR PUBLIC SPACES

Fruits: Fruit availability, price, quality, origin and variety are listed in Tables 8 and 9.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 10 and 11.

Table 8. Arua city market fruit availability, price, quality and origin.

Fruit	Number of Markets Sold	Price (UGX)	Quality	Origin
Oranges	3	500 per heap (2 markets), 1,000 per heap (1 market)	Good: fresh, firm, good color, clean	Local farms
Pineapples	3	Not specified	Good: fresh, firm, good color, clean	Local farms
Watermelons	3	5,000 each (2 markets)	Good: fresh, firm, good color, clean	Local farms
Bananas	1	1,500 per cluster; 5,000 per bunch	Good in 1 market; average in another (slightly older, less firm)	Local farms
Passion Fruit	1	Not specified	Not specified	Not specified

Table 9. Arua market fruit variety

Market Number	Number of Fruit Varieties
Market 1	10
Market 2	9
Market 3	2
Market 4	1

Table 10. Arua city vegetable variety

Market Number	Number of Vegetable Varieties
Market 1	11
Market 2	11

ADVOCATES FOR PUBLIC SPACES

Table 11. Arua city market vegetable availability, price, quality and origin.

Vegetable	Number of Markets Sold	Price (UGX)	Quality	Origin
Onions	2	500 per heap	Good: fresh, firm, clean	Local farms
Tomatoes	2	500 per heap	Good: fresh, firm, clean	Local farms
Leafy Greens	2	500 per heap	Good: fresh, firm, clean	Local farms
Beans	2	1,000 per mug	Good: fresh, firm, clean	Local farms
Cabbages	2	2,000 per large cabbage	Good: fresh, firm, clean	Local farms

Market Management & Governance

Market Ownership: All four markets surveyed are owned by the city government. However, only one market is directly managed by the city government, while the remaining three are managed by other entities. All markets had operational requirements that vendors are required to comply with. Three of the four markets had management committees. Vendor representation was included in the management committees at three markets; in the remaining market, management oversight was provided by the city government. All four markets had maintenance plans in place and sufficient capacity to implement them.

Maintenance: Vendors were responsible for maintaining individual stalls in all four markets. Responsibility for maintenance outside the market premises rested with private entities in three markets and with the government in the remaining one.

Waste Removal: All four markets had market-wide waste removal systems, with waste collected once daily. Waste removal systems were considered sufficient in three markets and insufficient in one. Waste removal at individual stalls was in place across all markets. Responsibility for waste removal lay with the local government in two markets and with private contractors in the other two. Payment for waste removal services was covered by municipal or city government in two markets, while in the remaining two markets costs were borne by other parties, including vendors and market owners.

ADVOCATES FOR PUBLIC SPACES

Additional Services: Additional services available to vendors within the markets are listed in Table 12.

Table 12. Arua city market service availability.

Service Type	Location	Number of Markets Available
Security services	Within market	3
Savings & credit facilities	Within market	2
Hair salons	Within market	3
Locked storage	Within market	2
Canteen	Within market	1
Sports fields	Outside market	3
Medical facilities	Outside market	4
Designated prayer areas	Outside market	4
Accommodation facilities	Outside market	4



Fort Portal City

In FortPortal City, three markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 15, Table 13). With the expansion of the city boundaries, there are both urban and peri-urban markets within the city. The map shows that very few of the neighbourhoods within the urban area have walkable access to a market. This means that residents of those neighbourhoods must either walk farther than 800 metres, which is a 10-minute walk, in order to access food or they must rely on informal vendors in order to meet their daily needs.

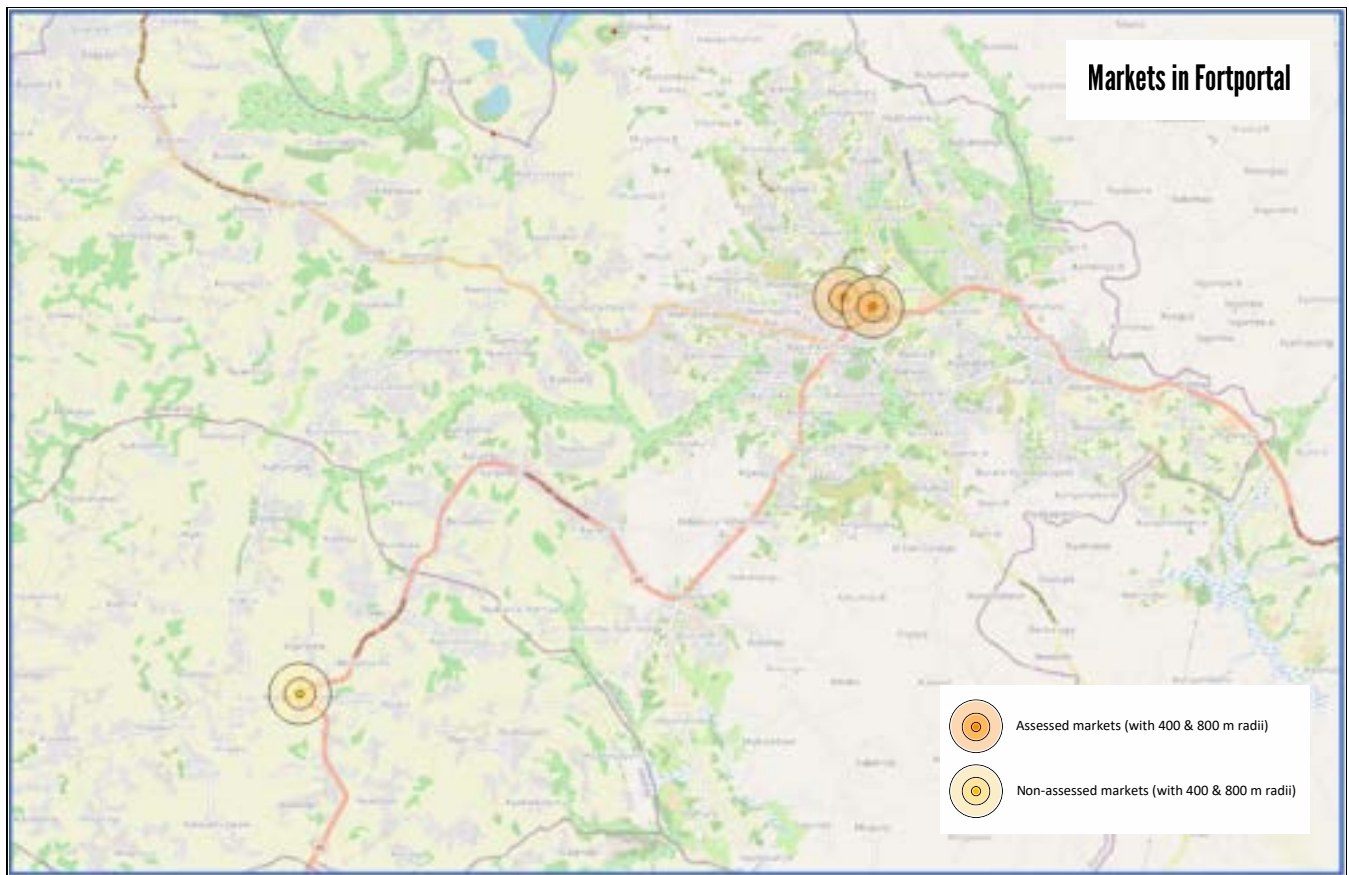


Figure 15. Map of markets in Fortportal city.

Table 13. Markets in Fortportal city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Mugusu Temporary Market	Peri-urban	Fortportal City
Assessed Markets			
2	Mpanga Market	Central Division	Fortportal City Council
3	Kabundire Market (A)	Central Division	Fortportal City Council

The study team assessed the two urban markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The two markets are: Mpanga Market and Kabundire Market (A) (Table 13).

Market Physical Structure: One market was fully covered with no outside stalls, while the second was partially covered, with outside stalls still considered part of the formal market. Of the markets with built structures, one was constructed with steel and the other with concrete.

Market Types, Scale, and Adjoining Land Uses: One market was permanent, while the other was temporary but operated in the same location and at the same time every day. Both markets had informal trading outside their formal boundaries and can be classified as city-level markets. Both markets were adjacent to health-related facilities such as hospitals and clinics. Additionally, surrounding land uses included low- and high-density residential buildings, institutional and governmental facilities, shops, fuel stations, educational institutions, commercial buildings, recreational open spaces, small-scale industries, places of worship, and other facilities.

Market Accessibility

Both markets have controlled access with set opening hours. The primary mode of transport for deliveries was motorbikes (boda-bodas) at one market and buses at the other.

Parking: Both markets had parking for different types of vehicles, intended for vendors, deliveries, and customers. In practice, parking was also used for vendor stalls, car and motorbike parking, loading and offloading, and, in one market, as a garbage collection point. Parking was sufficient at only one market, while the other was inadequate for deliveries and other users. Accessibility varied: at one market it was moderate (some damage, access difficult for larger vehicles), and at the other, poor, with damaged and difficult-to-access areas.

ADVOCATES FOR PUBLIC SPACES

Cycle Ways: Both markets had paved cycle ways that were sufficient, safe, and comfortable for cyclists. They were well-maintained, uninterrupted, and user-friendly. Cycle parking at both markets was adequate and in good condition.

Walkways: Both markets had paved sidewalks leading to the market, which were sufficient, well-maintained, and allowed continuous pedestrian flow. Minor obstructions, such as vendors, cars, and utility poles, were present but did not prevent pedestrian use. Only one market had paved sidewalks inside the market, which were sufficient and in good condition.

Public Transportation: A bus stop located 10 meters from one market was in moderate condition, with buses arriving irregularly.

Delivery Areas: Only one market had a defined delivery area, which was sufficient. Deliveries occurred throughout the day with minimal disruption to surrounding streets, as vehicles were accommodated within the designated area.

Entrances: One market had 12 entrances and the other six. Entrance conditions ranged from moderate (showing some damage or lack of maintenance) to good (easy to find, clean, and inviting).

PLWD: Access for PLWDs was easy at one market and moderate at the other. Inside the markets, navigation for PLWDs was generally easy, with sidewalks or footpaths wide enough to accommodate wheelchairs comfortably.

Market Demographics

Both markets had men and women aged 25–59, male and female youth aged 14–24, female children aged 0–13, elderly men (60+), and PLWDs of any age. Only one market had elderly women (60+), and no children were observed at either market.

Men and Women: Both markets had over 50 women (25–59), some in groups and some alone. Both markets also had 31–50 men (25–59), and in two instances, 11–20 men were present, some in groups and some alone.

ADVOCATES FOR PUBLIC SPACES

Children and Youth: One market had 31–50 youths present, while the other had 21–30, with some attending in groups and others alone.

Elderly: One market had 21–30 elderly men and women, while the other had 21–50 elderly women, with attendees present both individually and in groups.

PWLD: One market had 1–5 PLWDs present, all alone.

Comfort and Safety

Odour and Noise Pollution: Neither of the two markets had unpleasant odours or disruptive noise.

Garbage Disposal: At one market, garbage was disposed of in and around the market rather than in the provided bins. While garbage bins were available, they were insufficient and in moderate condition—well maintained but showing some damage.

Seating Facilities: Only one of the two markets had seating facilities, which were insufficient and in moderate condition—well maintained but showing signs of damage.

Toilet Facilities: Both markets had toilets, but they were sufficient at only one. At both markets, the toilets were in moderate condition—well maintained but showing some damage. Users paid UGX 300 at one market and UGX 200 at the other.

Signage: Both markets had signage, which was sufficient and in good condition.

Water Taps: Water taps were available at only one market and were sufficient and well maintained.

Anti-social Behavior: No noticeable anti-social behavior was observed at either market.

Safety Levels: Both markets were rated “very safe.”

ADVOCATES FOR PUBLIC SPACES

Lighting: Although neither market operates at night, internal lighting was sufficient at one market and insufficient at the other, with all lights in good condition. External lighting was sufficient at one market; sufficiency and condition at the other could not be assessed.

Drainage: Drainage ditches existed in and around only one market and were sufficient and in good condition.

Fire Preparedness: Only one market had sufficient fire/emergency exits. Neither market had fire extinguishers, but fire trucks could access both markets. Local fire response times were under five minutes at one market and 11–15 minutes at the other.

Security: Neither market had security personnel.

Products

Both markets offered fresh food, meat and poultry, fish, and consumer goods such as clothes and stationery. Processed food and artisan products were available at only one market.

Local Products and Stall Specialization: One market had 61–80% of stalls selling local products, while the other had 41–60%. Local products included fresh produce, fish, processed food, and meat/poultry; consumer and artisan products were available at one market each. Stall specialization was higher at one market (61–80% of stalls focused on a single product type) compared to 21–40% at the other.

Fruits: Fruit availability, price, quality, origin, and variety are listed in Tables 14 and 15.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 16 and 17.

ADVOCATES FOR PUBLIC SPACES

Table 14. Fortportal city fruit availability, price, quality and origin in markets.

Fruit	Market Availability	Price (UGX)	Quality	Origin
Oranges	Both markets	500–1,000 per heap	Good (fresh, firm, clean)	Local farms
Watermelon	Both markets	1,500–5,000 each	Good (fresh, firm, clean)	Local farms
Passion fruit	Both markets	1,000–2,000	Good (fresh, firm, clean)	Local farms
Sweet bananas	Both markets	500 (two small) – 1,000 (three large)	Good (fresh, firm, clean)	Local farms
Pineapples	Both markets	1,000–4,000 each	Good at one market; average at the other (slightly soft, less fresh)	Local farms

Table 15. Fortportal city fruit variety in markets.

Market	Number of Fruit Varieties
Market 1	10
Market 2	6

Table 16. Fortportal city vegetable variety in markets.

Market	Number of Vegetable Varieties
Market 1	12
Market 2	12

Table 17. Fortportal city vegetable availability, price, quality and origin in markets.

Vegetable	Market Availability	Price (UGX)	Quality	Origin
Onions	Both markets	500–1,000 per heap	Good (fresh, firm, clean)	Local farms
Tomatoes	Both markets	1,000 per heap	Good (fresh, firm, clean)	Local farms
Greens	Both markets	1,500 per heap	Good (fresh, firm, clean)	Local farms
Beans	Both markets	1,000 per mug – 4,500 per heap	Good at one market; average at the other	Local farms
Cabbages	Both markets	500 (small) – 2,500 (large)	Good (fresh, firm, clean)	Local farms



Market Management & Governance

Market Ownership: Both markets are owned by the city government but managed by vendors' associations. Each has operational requirements, management committees with vendor participation, and maintenance plans with sufficient capacity for implementation.

Maintenance: Vendors are responsible for individual stall maintenance, while the government manages areas outside the market.

Waste Removal: Both markets have waste removal systems for the whole market and individual stalls, with daily collection and sufficient frequency. The local government oversees waste removal.

Additional Services: Both markets provide vendors with security, savings and credit services, hair salons, locked storage, and free car parking. One market also offers a canteen and childcare. Outside the markets, vendors have access to sports fields, medical facilities, and prayer areas at both markets; accommodation at both markets; and open public space at one market.

ADVOCATES FOR PUBLIC SPACES



Gulu City

In Gulu City, 14 markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 16, Table 18). With the expansion of the city boundaries, there are both urban and peri-urban markets within the city. The map shows that although several neighbourhoods within the urban area have walkable access to a market, which is 800 metres or a 10-minute walk, there are several neighbourhoods without walkable access. This suggests that residents of those neighbourhoods must travel farther distances in order to access food or they must rely on informal vendors in order to meet their daily needs.

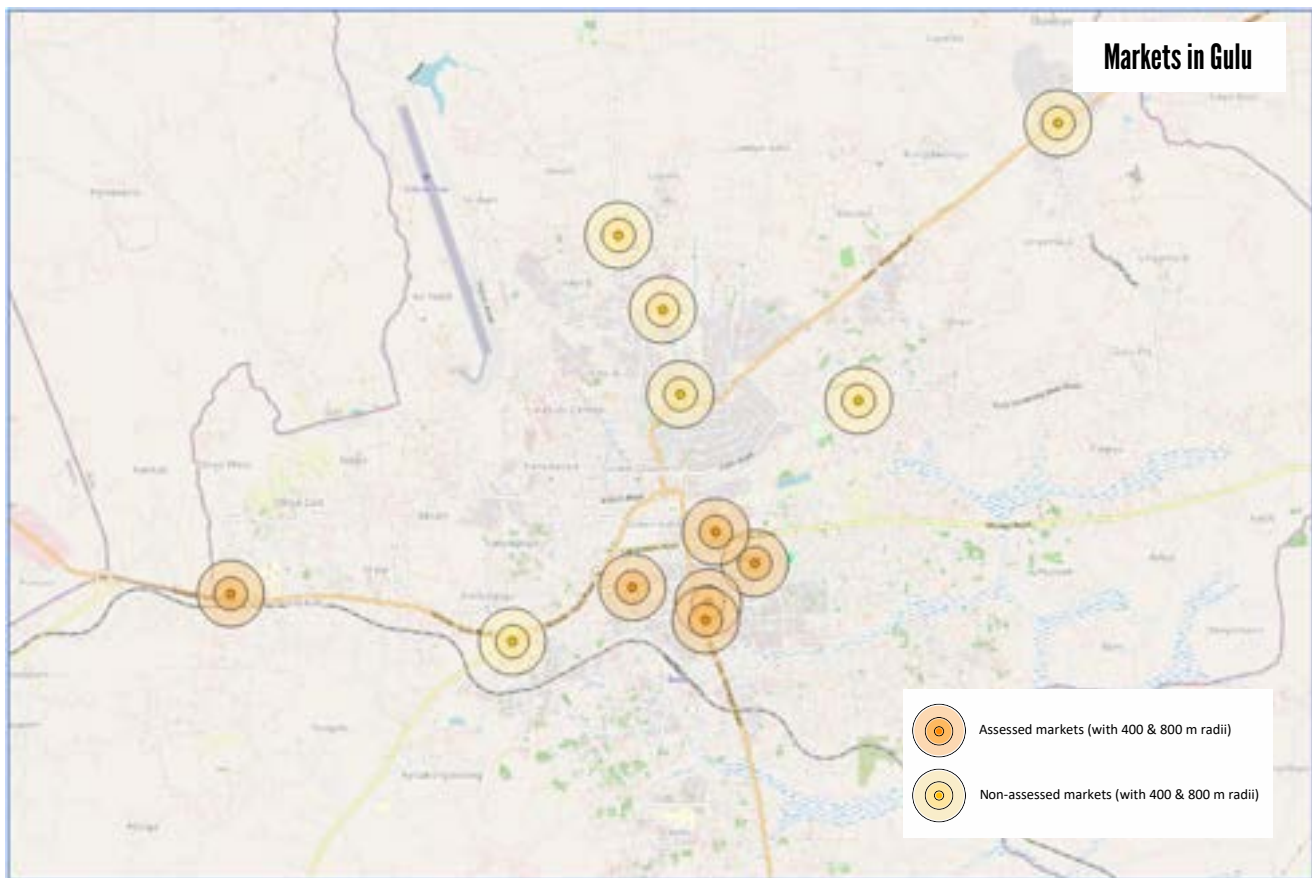


Figure 16. Map of markets in Gulu city.

ADVOCATES FOR PUBLIC SPACES

Table 18. Markets in Gulu city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Unyama Market	Laroo – Pece Division	Gulu City Council
2	Laliya Market	Laroo – Pece Division	Private Property
5	Gulu University Market	Laroo – Pece Division	Gulu City Council
6	Custom Corner Market	Bar-Dege Division	Private Property
7	Kabedopong Market	Bar-Dege Division	Gulu City Council
8	Gulu Gala Market	Bar-Dege Division	n/a
Assessed Markets			
9	Gulu Main Market	Laroo – Pece Division	Gulu City Council
10	Cereleno Market	Laroo – Pece Division	Private Property
11	Wilobo Market	Laroo – Pece Division	Gulu City Council
12	Layibi Market	Bar-Dege Division	Private Property
13	Oliro Market	Bar-Dege Division	Private Property
14	Lacor Market	Bar-Dege Division	Private Property

The study team assessed the six urban markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The six markets are: Gulu Main Market, Cereleno Market, Wilobo Market, Layibi Market, Oliro Market, and Lacor Market (Table 18).

Market Physical Structure : Four markets are fully covered, with no outside stalls, while the remaining two are partially covered, with outside stalls formally integrated into the market. Construction materials used in markets with built structures include timber and steel in all six markets, concrete in five, and bricks and other materials in three markets.

Market Types, Scale, and Adjoining Land Uses: The majority of markets were permanent markets and only one was a temporary market with the same location and same period every day. In terms of scale, only one of the six markets can be described as city level, while the other five are neighborhood level.

The major adjoining land use was low density residential buildings, commercial buildings (shops etc.) at six markets, educational institutions at five markets, health related facilities, small scale industries and places of worship at four markets, fuel stations at two markets, high density buildings, recreational open spaces, high density residential buildings, institutional governmental and other offices, plus other land uses at one market each.

Market Accessibility

All six markets had regulated operating hours. Motorbikes (boda bodas) were the major form of transport for delivery providers at all six markets, followed by bicycles at five, delivery trucks at four, walking at two, taxis (public transport vans) at one, private cars at one, and other modes of transport at one.

Parking: All six markets had parking for different types of vehicles to be utilized by vendors, delivery personnel and customers. However, while the parking spaces at all six markets were used for parking cars and motorbikes, it was used for loading and offloading at four markets, and vending, garbage collection and other activities at another market. Parking was enough at five markets; insufficient for customers at three of the markets; insufficient for vendors at other markets and insufficient for deliveries at one market. In terms of accessibility, parking was moderate at four markets (had some damage and access was difficult for some larger vehicles), and good at two (well maintained and easily accessible for different sized vehicles).

Cycle Ways: Three of the six markets had paved cycle ways which were effective for cyclists to reach the market safely and comfortably, and in good condition (well maintained, uninterrupted and user-friendly). Cycle parking was sufficient at all markets except one.

Walkways: Only three out of the six markets had paved sidewalks (pedestrian ways) that lead to the market which were wide enough to accommodate people wanting to use it, and well-maintained allowing continuous flow of pedestrians. However, only one market had walkways free of obstruction (space free of vendors, cars, utility poles that interfere with walking), while those at two markets had obstructions even though pedestrians were still using the space. Only one out of the six markets had paved walkways within the market enough to accommodate the people wanting to use it, including PLWD. Conditions of the walkways within this market were good (well-maintained allowing continuous flow for pedestrians).

Public Transportation: Only two of the markets had bus stops nearby within 10-50 meters, which were in moderate condition, while the other four had none. The condition of the stop was moderate, with a designated place for people to wait showing some damage. Buses/taxi vans appeared to arrive every 60 minutes or less.

ADVOCATES FOR PUBLIC SPACES

Delivery Areas: Four of the markets had defined delivery areas for goods entering the markets, while the other three did not. Out of the markets with defined delivery areas, three had sufficient capacity to accommodate all deliveries, however in the fourth, delivery personnel had to wait and as a result resorted to using other areas of the market to unload goods. Deliveries are made throughout the day at all the four markets. At one market, deliveries have no impact on surrounding areas because all delivery vehicles are accommodated in the delivery area of the market. While at one market, the impact was moderate and delivery vehicles had to wait in surrounding streets before being able to enter the market delivery area, although traffic still was able to flow in surrounding streets.

Entrances: Two markets had seven entrances, two had four entrances, one had six, and one had two. Entrance conditions were moderate, showing some damage or lack of maintenance at four markets, and good (easy to find, inviting, and clean) at two.



ADVOCATES FOR PUBLIC SPACES

PLWD Experiences: Except for one market with difficult internal navigation, most markets were generally accessible to PLWDs. PLWD access was rated easy at three markets and moderate at two. Facilities supporting PLWDs included wide sidewalks suitable for wheelchair mobility. Inside the markets, navigation was easy for PLWDs at four markets and difficult at two; three markets had easy internal access, while one was moderately accessible. Interior conditions were moderate in two markets, with areas of damage requiring occasional assistance, and good in two markets, where access was well maintained and assistance was not needed. Additional facilities for PLWDs included wide sidewalks at four markets and well-organized stalls allowing easy maneuvering at one market.

Market Demographics

Demographics of vendors and customers present within the markets can be seen in Figure 17.

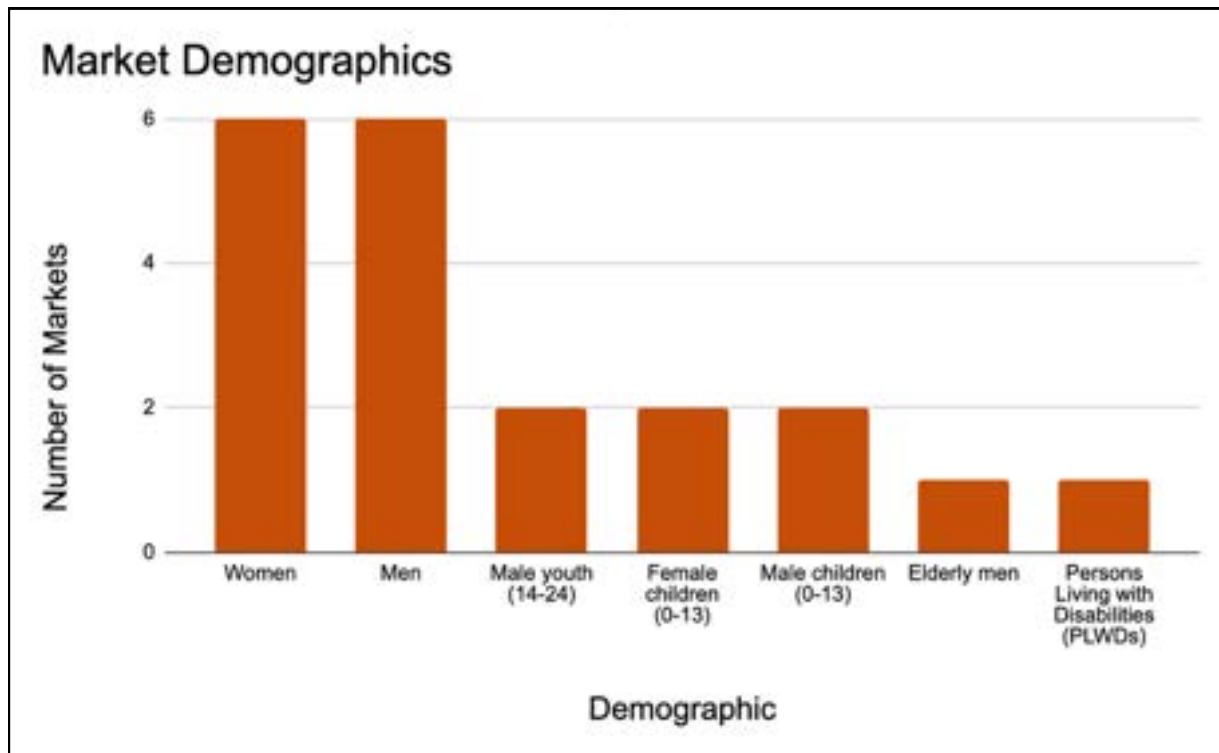


Figure 17. Gulu city market demographics.

ADVOCATES FOR PUBLIC SPACES

Men and Women: Women numbered 6–10 at one market, 21–30 at two, 31–50 at two, and 50+ at one; men numbered 6–10 at one market, 21–30 at two, 31–50 at two, and 50+ at one. At five markets, both men and women were sometimes in groups and sometimes alone; at one market, they were in different groups.

Children and Youth: Among the two markets with male and female children, one had 1–5 children and the other 6–10. Female children were sometimes in groups and sometimes alone; male children were alone at one market and both alone and in groups at another. Male youths (14–24) numbered 6–10 at one market and 50+ at another, with some in groups and some alone. Female youths (14–24) were present in varying numbers: 1–20 at two markets, 6–10 at one, 21–30 at one, and 50+ at one market. At four markets, female youths were both in groups and alone; at two markets, they were alone.

Elderly: Elderly women were present in numbers ranging from 11–20 (two markets), 31–50 (two markets), and 50+ (three markets), sometimes in groups and sometimes alone. Elderly men (60+) numbered 1–20 at one market, sometimes in groups and sometimes alone.

PLWDs: Only one market had 1–20 PLWDs, who were alone.

Comfort and Safety

Odour and Noise Pollution: All six markets had no bad odours and no uncomfortable or loud noise.

Garbage Disposal: At three markets, garbage was dumped in and around the market (not in bins), while the other three had no such disposal issues. Three markets had garbage bins, which were moderately sufficient—most well maintained but with some damage.

Seating Facilities: Three markets had seating facilities, but these were generally insufficient. At two markets, seating was moderately maintained with minor damage, and at one market seating was in poor condition, with many damaged seats.

ADVOCATES FOR PUBLIC SPACES

Toilet Facilities: Five markets had toilets, but only two were sufficient; one market had no toilets. Toilets were in good condition at two markets, moderate at one, and poor at two. Users paid UGX 300 at three markets to access the toilets.

Signage: Signage existed in five markets, sufficient at three. Conditions were good at two markets, moderate at one, and poor at two.

Water Taps: Water fountains or taps were sufficient and in good condition at only one market.

Anti-social Behavior: None of the markets had noticeable anti-social behavior.

Safety Levels: Overall safety was “very safe” at six markets, though one market that opened at night was only “partially safe.”

Lighting: Only two markets had internal lighting, sufficient at both, though conditions were unclear at one. All markets had external lighting; sufficient at one, insufficient at three, and unclear at two. External light conditions were good at only one market.

Drainage: Drainage ditches existed in and around only one market, which was sufficient and in good condition.

Fire Preparedness: Only one market had adequate fire/emergency exits and extinguishers in good condition. Fire truck access was possible at four markets, not at two. Local fire response times ranged from under five minutes at one market, 6–10 minutes at one, 11–15 minutes at one, and 21–30 minutes at one.

Security: Only one market had security guards; five markets had no security personnel.

Products

All six markets sold fresh produce and processed food. One market sold poultry/meat, three offered prepared food, five sold fish, four sold consumer products (e.g., clothes, household items, stationery, books), and one sold artisan products.

Local Products and Stall Specialization: Two markets had stalls selling 81–100% local products, while four markets sold 61–80% local products. Local items included fresh produce and processed food (six markets each), prepared food (three markets), meat/poultry (one market), fish (six markets), consumer goods (two markets), and artisan products (one market). Regarding stall specialization, four markets had 61–80% of stalls focused on a single product type, one market had 21–40%, and one market had 1–20% specialization.

Fruits: Fruit availability, price, quality, origin, and variety are listed in Tables 19 and 20.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 21 and 22.

Table 19. Gulu city fruit availability, price, quality, and origin in markets

Fruit	Number of Markets Sold	Price (UGX)	Quality (Good)	Sourced Locally
Sweet bananas	5	UGX 3,000 per cluster (1 market); UGX 2,000 per cluster (2 markets); UGX 500 each (2 markets)	5 markets	5 markets
Oranges	4	UGX 1,000/kg (3 markets); UGX 500 per heap (1 market)	4 markets	4 markets
Pineapples	3	UGX 3,500 per piece (1 market); UGX 1,000 per piece (1 market)	4 markets	3 markets
Watermelon	2	Not reported	2 markets	2 markets

ADVOCATES FOR PUBLIC SPACES

Table 20. Gulu city fruit variety in markets

Number of Markets	Number of Fruit Varieties
1	6
2	5
2	3
1	2

Table 21. Gulu city vegetable variety in markets.

Number of Markets	Number of Vegetable Varieties
1	10
1	9
1	6
2	5
1	3

Table 22. Gulu city vegetable availability, price, and quality, and origin in markets.

Vegetable	Number of Markets Sold	Price (UGX)	Quality	Local Origin (n)
Tomatoes	6	UGX 1,000 per heap (2 markets); UGX 500/kg (4 markets)	Good in 5; Average in 1	6
Greens	5	UGX 500 per bundle (5 markets)	Good in 3; Average in 2	5
Cabbages	4	UGX 1,000 each (4 markets)	Good in 4	4
Onions	4	UGX 3,000/kg (1); UGX 500/kg (1); UGX 1,000/kg (1); UGX 100 per piece (2)	Good in 5; Average in 1	5
Beans	3	UGX 1,000 (1 market); UGX 1,500 per mag (2 markets)	Good in 2; Average in 1	3

Market Management & Governance

Market Ownership and Management: Three markets are owned by the city government and one by an NGO, but all four are managed by vendors' associations. Each market has operational requirements for vendors and a management committee, with vendor representation in all committees. All four markets have maintenance plans, though only two have sufficient capacity to implement them.

Maintenance Responsibilities: Vendors maintain individual stalls at all four markets. Maintenance outside the market is the responsibility of the management committee at two markets, vendors at one, and government at one.

ADVOCATES FOR PUBLIC SPACES

Waste Removal: Six markets have waste removal systems covering the entire market. Waste is removed once a day at two markets, every two days at one, and weekly at two, with four markets having sufficient frequency. All seven markets have waste systems for individual stalls. The local government manages and funds waste removal at four markets.

Additional Services: Additional services available to vendors within the markets are listed in Table 23.

Table 23. Gulu city market service availability.

Service / Facility	Location	Number of Markets Available
Security services	Within markets	4
Savings and credit facilities	Within markets	3
Hair salons	Within markets	3
Locked storage	Within markets	3
Free car parking	Within markets	3
Showers	Within markets	2
Childcare services	Within markets	1
Canteen	Within markets	1
Other miscellaneous services	Within markets	1
Sports fields	Outside markets	3
Medical facilities	Outside markets	3
Prayer areas	Outside markets	3
Accommodation	Outside markets	4
Public open spaces	Outside markets	1
Central police station	Outside markets	3
Banking services	Outside markets	3
Bus and taxi parks	Outside markets	3
Warehouses	Outside markets	3



Jinja City

In Jinja City, 22 markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 18, Table 24). With the expansion of the city boundaries, there are both urban and peri-urban markets within the city. The map shows that although several neighbourhoods within the urban area have walkable access to a market, which is 800 metres or a 10-minute walk, and this is especially true in the city centre. However, there are several neighbourhoods without walkable access. This suggests that residents of those neighbourhoods must travel farther distances in order to access food or they must rely on informal vendors in order to meet their daily needs.



Figure 18. Map of markets in Jinja city.

ADVOCATES FOR PUBLIC SPACES

Table 24. Markets in Jinja city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Nile Pier Market	Southern Division/Central	Jinja City
2	Mpumudde Market	Southern Division/Mpumudde Kimaka	Jinja City
3	Lubaga Market	Southern Division/Mpumudde Kimaka	Jinja City
4	Veteran Market	Southern Division/Mpumudde Kimaka	Private Land/Veterans
5	Walukuba East Market	Southern Division /Walukuba masese	Jinja City
6	Walukuba West Market	Southern Division /Walukuba Masese	Jinja City
7	Abattoir Market	Southern Division/Walukuba	Jinja City
8	Budumbuli Market	Northern Division/Bugembe	Jinja City
9	Kyabazinga Market	Northern Division/Bugembe	Kyabazinga
10	Mafubira Market	Northern Division/Mafubira	Jinja City/Mafubira sub-County
11	Kyamagwa Market	Northern Division/Mafubira	Jinja City/Mafubira Sub County
12	Namulesa Market	Northern Division/Mafubira	Jinja City/ Mafubira Sub-County
13	Wakitaka Market	Northern Division/Mafubira Sub-County	Private Land
14	Buwenda Market	Northern Division/Mafubira Sub-County	Jinja City/ Mafubira Sub-County.
15	Budondo Market	Northern Division/Budondo Sub-County	Jinja City/Budondo Sub-County
16	Lukolo Market	Northern Division/Budondo Sub-County	Jinja City/Budondo Sub-County
Assessed Markets			
17	Jinja Central Market	Southern Division	Jinja City
18	Napier Market	Southern Division	Jinja City
19	Lubas Road Market	Southern Division	Uganda Muslim Supreme Council
20	Madhvani Market	Southern Division/Central	Jinja City
21	Amber Court Market	Southern Division/Mpumudde Kimaka	UPDF/ Gadafi
22	Masese Market	Southern Market/Walukuba Masese	MAAIF

The study team assessed the six urban markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The six markets are: Jinja Central Market, Napier Market, Lubas Road Market, Madhvani Market, Amber Court Market, and Masese Market (Table 24).

Market Physical Structure : Less than half of the markets were fully covered and had no outside stalls, while three markets were only partially covered, with outside stalls still forming part of the formal market area. The construction materials used in markets with built structures included timber and concrete in four markets, steel in six markets, plastic in two markets, and brick in one market.

Market Type, Scale & Adjoining Land Uses: Only two markets were permanent. Half of the markets operated as temporary markets at the same location and during the same period each day, while one market operated temporarily at the same location on a daily basis.

Informal trading was absent in three markets; where it occurred, it was found inside one market, outside one market, and along adjacent streets in another. In terms of scale, three markets functioned at the city level, while the remaining three served neighborhood-level areas. Nearly all markets were adjacent to low-density residential areas and health-related facilities. Four markets were also located near institutional facilities, high-density residential buildings, fuel stations, educational institutions, and commercial buildings. Two markets were adjacent to small-scale industries, two to recreational open spaces, and two to places of worship.

Market Accessibility

Most of the markets assessed had regulated operating hours, while one allowed unrestricted entry at all times. Motorbikes (boda-bodas) were the main mode of transport for delivery providers in all markets. Other modes included delivery trucks at five markets, taxis/public transport vans at three, bicycles in three, walking in two, buses in one, private cars in one, and other transport modes in one.

Parking: All six markets had parking facilities accommodating different types of vehicles. At all markets, parking was shared by vendors and delivery vehicles, and by customers at five of the markets. However, parking capacity was sufficient in only three markets. Parking was inadequate for customers in five markets, for vendors in four, and for deliveries in two. Parking at five markets showed some damage and was difficult to access for certain vehicle sizes, while two markets had well-maintained parking that was easily accessible for all vehicle types.

Cycle Ways: Four of the six markets had paved cycle ways. Of these, three were in moderate condition, with some interruptions, while only one was well-maintained and uninterrupted. Cycle ways were reported to be sufficient in three markets but insufficient in one. Cycle parking was available and adequate at only one market, while the remaining five markets had no cycle parking.

Walkways: Among the markets only four had paved sidewalks leading to the market that were wide enough to accommodate pedestrian use, while two markets had no sidewalks. Among the markets with paved walkways, conditions were moderate at three markets—characterized by some damage that did not interrupt pedestrian flow—and good at only one market, where walkways were well maintained and allowed continuous pedestrian movement.

Obstructions such as vendors, parked cars, and utility poles were present on the sidewalks at three markets, interfering with walking but still allowing pedestrian use, while at one market the sidewalk was completely obstructed. Within the markets, four had paved internal walkways that were sufficient to accommodate shoppers, including people with disabilities, while two markets had no paved walkways.

Public Transportation: Half of the markets had bus stops located within 10–50 metres of the market and were in moderate condition, while the remaining three markets had no nearby bus stops. Buses and taxi vans generally arrived without a fixed schedule. Only one market recorded relatively predictable arrivals, with buses arriving at intervals of no more than 30 minutes.

Delivery Areas: Only three markets had designated delivery areas. Of the markets with defined delivery areas, only one had sufficient capacity to accommodate all deliveries. At the other two, delivery vehicles were required to wait or unload goods in other parts of the market. Delivery times varied across markets, with deliveries occurring throughout the day at one market, early morning before 8:00 a.m. at another, and in the evening after 6:00 p.m. at the third. At one market, deliveries had minimal impact on surrounding connections because all vehicles were accommodated within the delivery area. In contrast, delivery impacts were high at one market, where vehicles waited on surrounding streets and blocked traffic flow, and moderate at another, where vehicles also waited on surrounding streets among flowing traffic.

Entrances: Jinja Central Market had 29 entrances, Madhvani Market four, Amber Court Market four, Lubas Market five, Masese Market two, and Napier Market had fewer clearly defined entrances. In most markets, entrance conditions were moderate, showing signs of damage or inadequate maintenance. One market had poor entrance conditions, with entrances that were not clearly defined and poorly maintained.

PLWD Experiences: Except for one market where access and internal navigation were relatively easy, most markets assessed were not easily accessible for PLWD.

Market Demographics

Demographics of vendors and customers present within the markets can be seen in Figure 19.

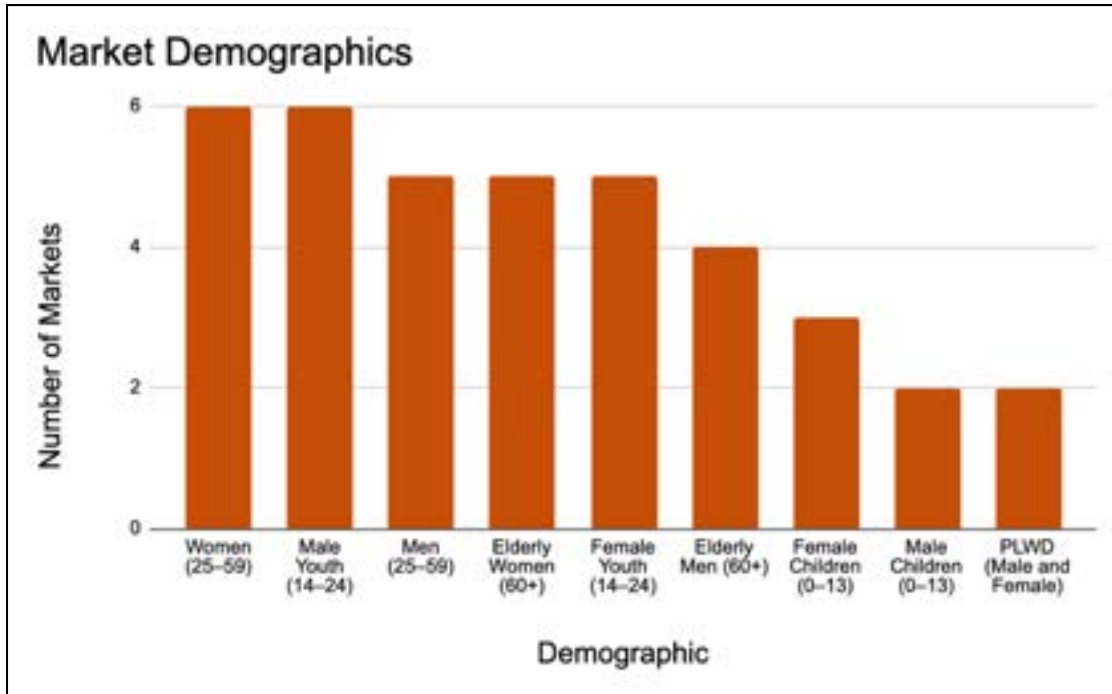


Figure 19. Jinja city market demographics.

Men and Women: Women aged 25–59 were present in all six markets. Among the markets three recorded 50 or more women in this age group, while the other three recorded 31–50. In addition, five markets recorded smaller numbers (1–5), reflecting variation by time and location. Across all markets, women were observed both in groups and individually. Men aged 25–59 were present in five markets. Additionally, three markets recorded 50 or more men, while the remaining two recorded ranges of 11–20 and 31–50. In all markets where men were present, they were observed both in groups and alone.

Children and Youth: Male children (0–13) were observed in three markets, with numbers ranging from 1–5 at one market, 6–10 at another, and 50 or more at the third. In all three markets where children were present, female children aged 6–10 were observed, appearing both in groups and alone. Male youth (14–24) were present in up to five markets.

One market recorded 50 or more male youth, while others recorded ranges of 21–30, 11–20, and 6–10. Male youth were observed both in groups and individually. Female youth (14–24) were present in four markets, with two markets recording 50 or more, one recording 11–20, and another 6–10; in these markets, some appeared in groups and others alone.

Elderly: Elderly women (60+) were present in five markets, with numbers ranging from 1–5 in one market, 6–10 in another, 21–30 in a third, and 31–50 in two markets. In three markets, elderly women were observed both in groups and individually, while in two markets they were observed alone. Elderly men (60+) were present in four markets, with observed numbers ranging from 1–5, 11–20, 21–30, and 31–50. In two markets, elderly men appeared both in groups and alone.

PLWD Experiences: PLWD were observed in two markets, with one market recording 21–30 individuals and the other 1–5; in one market they appeared both in groups and alone, and in the other they were observed alone.

Comfort and Safety

Odour and Noise Pollution: Except for one market, the majority of the markets assessed did not experience unpleasant odours. Even in the one market where odour was observed, it was mild and limited to a small section of the market. Noise levels were generally low; however, two markets recorded uncomfortably loud levels of noise enough to disturb market users, while the remaining four markets did not experience any noise-related disturbances.

Garbage Disposal: In five markets, garbage was disposed of in and around the market space rather than in designated garbage bins. Waste disposal was sufficient in three of these markets but insufficient in two. Garbage bins were present in half of the markets: at two markets, bins were adequate and in moderate condition (mostly well maintained with some damage), while at one market they were in poor condition, with most bins broken or damaged. The remaining three markets had no garbage bins at all.

Seating Facilities: Among the markets, four had seating facilities that appeared sufficient and were in moderate condition, with most seating well maintained but showing some signs of damage.

Toilet Facilities: Toilet facilities were found in four markets, and in all four cases the number of toilets was enough to meet the needs of the market. One market had no toilet facility. Toilet conditions were good (well maintained) in two markets and moderate (well-maintained with some evidence of damage) in the other two. Users were required to pay to access toilets at all four markets—UGX 300 at two markets and UGX 200 at the other two.

Signage: Signage was present in five out of the six markets and was sufficient in four of them. Overall, signage was in moderate condition, with most signs well maintained but showing some damage.

Water Taps: Water taps or fountains existed and were sufficient in five markets; however, only one market had taps in good condition, while the remaining four had taps in moderate condition.

Safety Levels: Noticeable anti-social behaviour was observed in half of the markets, while the remaining three reported none. During the day, four markets were perceived as “very safe,” while two were considered “partially safe.” At night, perceived safety declined across all six markets, with all being rated as “partially safe.”

Lighting: All six markets had internal lighting; however, lighting was considered adequate in only one market and insufficient in three, while adequacy could not be determined in two. Light condition was good in one market, moderate (approximately 50% of lights broken) in two, poor in one, and undetermined in two. External lighting was present at five markets, though it was insufficient in three, and its condition was generally moderate where assessable.

Drainage: Drainage ditches existed in and around only two of the six markets, and in both cases they were insufficient. One was in poor condition (broken), and the other was in moderate condition (partially broken).

ADVOCATES FOR PUBLIC SPACES

Drainage: Drainage ditches existed in and around only two of the six markets, and in both cases they were insufficient. One was in poor condition (broken), and the other was in moderate condition (partially broken).

Fire Preparedness: None of the six markets had sufficient fire or emergency exits, nor fire extinguishers, in line with local or international building code standards. Fire trucks could access four of the six markets, while access was not possible at two markets. Fire response times were estimated at less than five minutes for one market, 6–10 minutes for three markets, 11–15 minutes for one market, and 16–20 minutes for one market under typical traffic conditions.

Security: Regarding security personnel, two markets had security guards, one had police presence, and four markets had no security personnel at all.

Products

Five of the six markets sold fresh food products; five sold poultry and meat; all six sold prepared foods; four sold processed foods; two sold used products; two sold fish; four sold consumer goods (e.g., clothing, household items, stationery, books); and two sold artisan products.

Local Products and Stall Specialization: Two markets had 81–100% of stalls selling local products, while the remaining four markets had 61–80%. Locally produced items included fresh produce, processed foods, and fish in all six markets; prepared foods in three markets; meat and poultry in one market; consumer goods in two markets; and artisan products in one market.

Regarding specialization, four markets had 61–80% of stalls specializing in a single product type, one market had 21–40%, and one market had only 1–20%.

ADVOCATES FOR PUBLIC SPACES

Fruits: Fruit availability, price, quality, origin, and variety are listed in Tables 25 and 26.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 27 and 28.

Table 25. Jinja city fruit availability, price, quality, and origin in markets.

Fruit	Number of Markets Sold	Price Range (UGX)	Quality	Origin
Sweet bananas	5	500 per heap (1 market), 3,000 per cluster (1 market)	Good in all 5 markets	Local farms
Pineapples	4	500 (small pieces, 1 market), 1,000 each (1 market), 3,000 each (2 markets)	Good in 2 markets, average in 2 markets	Local farms
Passion fruit	4	1,000 per heap (2 markets), 5,000 per kg (2 markets)	Good in 2 markets, average in 1 market	Local farms
Oranges	4	300 (1 market), 500 (1 market), 1,000 (2 markets)	Good in 3 markets, average in 1 market	Local farms
Watermelons	3	2,000 per small piece (2 markets), 3,000 per medium (1 market)	Good in 3 markets	Local farms

ADVOCATES FOR PUBLIC SPACES

Table 26. Jinja city fruit variety in markets.

Market Number	Number of Fruit Varieties
1	25
2	5
3	5
4	3
5	0
6	Not specified

Table 27. Jinja city vegetable variety in markets.

Market Number	Number of Vegetable Varieties
1	23
2	9
3	4
4	4
5	4
6	0

Table 28. Jinja city vegetable availability, price, quality, and origin in markets.

Vegetable	Number of Markets Sold	Price (UGX)	Quality	Origin
Cabbages	5	500 (small, 1 market), 1,000 each (3 markets), 1,500 each (1 market)	Good in all 5 markets	Local farms
Tomatoes	5	500 per heap (1 market), 1,000 per heap (2 markets), 2,500 per kg (1 market)	Good in all 5 markets	Local farms
Onions	4	500 per onion (3 markets), 500 for 3 onions (1 market), 5,000 per kg (1 market)	Good in 4 markets, average in 1	Local farms
Leafy greens	3	500 per bundle (1 market), 1,000 per bundle (2 markets)	Good in all 3 markets	Local farms
Beans	2	1,000 per mug (both markets)	Good in both markets	Local farms

Market Management & Governance

Ownership and Management: All six markets surveyed are owned by the city government. However, management arrangements vary: one market is directly managed by the city government, four are managed by vendors' associations, and one is jointly managed by the city government and a non-governmental organization (NGO).

All six markets have defined operational requirements that vendors must comply with and have established management committees. Vendors are represented on the management committees in four markets, while the city government is represented in two. Although all six markets have maintenance plans in place, only four markets have sufficient capacity to implement them; two lack adequate capacity.

Maintenance Responsibilities: Vendors are responsible for maintaining individual stalls in all six markets. Responsibility for maintenance outside the market varies: the city government in two markets, management committees in two markets, vendors in one market, and other entities in one market.

Waste Management: Two markets have centralized waste removal systems covering the entire market area. Waste is collected once daily in two markets and once every two days in four markets. Overall, waste removal systems were assessed as sufficient in two markets and insufficient in four.

All six markets have waste removal arrangements for individual stalls. Local government is responsible for waste collection in four markets, while private contractors handle waste removal in two markets. The city government finances waste removal in five markets, while in one market costs are covered by vendors through fees paid to the market owner.

Additional Services for Vendors: Additional services available to vendors within the markets are listed in Table 29.

ADVOCATES FOR PUBLIC SPACES

Table 29. Jinja city market service availability.

Facility / Service	Location	Number of Markets Available
Security services	Inside market	6
Hair salons	Inside market	6
Savings and credit facilities	Inside market	4
Locked storage	Inside market	5
Canteens	Inside market	3
Showers	Inside market	4
Childcare services	Inside market	1
Free parking (for car owners)	Inside market	3
Sports fields	Outside market	4
Medical facilities	Outside market	5
Prayer areas	Outside market	3
Public open spaces	Outside market	4
Accommodation facilities	Outside market	4



Masaka City

In Masaka City, nine markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 20, Table 30). With the expansion of the city boundaries, there are both urban and peri-urban markets within the city. The map shows that several neighbourhoods within the urban area have walkable access to a market, which is 800 metres or a 10-minute walk, and this is especially true in the city centre. However, there are several neighbourhoods without walkable access. This suggests that residents of those neighbourhoods must travel farther distances in order to access food or they must rely on informal vendors in order to meet their daily needs.

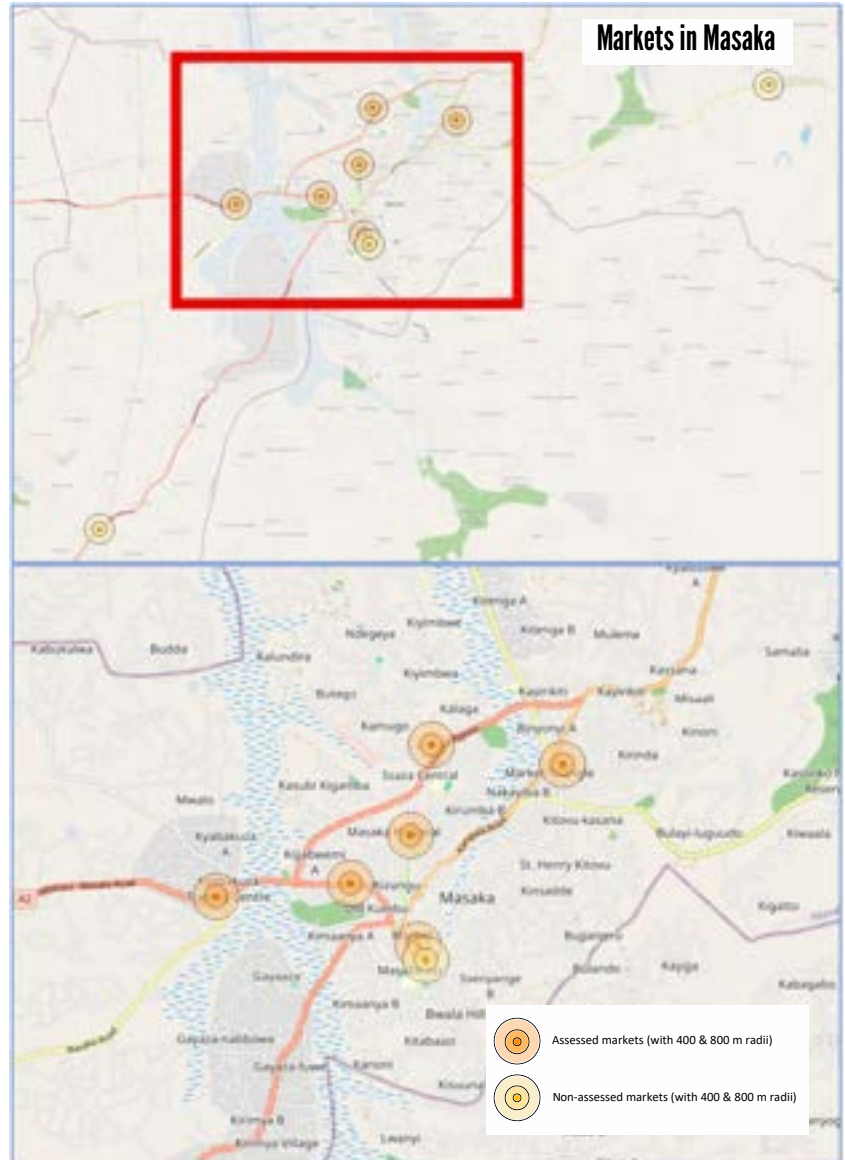


Figure 20. Map of markets in Masaka city.

ADVOCATES FOR PUBLIC SPACES

Table 30. Markets in Masaka city, their location, and land ownership

No	Name of the Market	Location by City Division	Ownership of Land
1	Kimanya Market	n/a	n/a
2	Luvule Market	n/a	n/a
3	Kabonera Market	n/a	n/a
Assessed Markets			
4	Katwe Market	Kimanya-Kabonera Division	Masaka City Council
5	Masaka Central Market	Kimanya-Kabonera Division	Masaka City Council
6	Kijjabwemi Market	Kimanya-Kabonera Division	Private Property
7	Kyabakuz Market	Nyendo-Mukungwe Division	Private Property
8	Ssaza Market	Nyendo-Mukungwe Division	Private Property
9	Nyendo Market	Nyendo-Mukungwe Division	Masaka City Council

The study team assessed the six urban markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The six markets are: Katwe Market, Masaka Central Market, Kijjabwemi Market, Kyabakuz Market, Ssaza Market, and Nyendo Market (Table 30).

Market Physical Structure: Of the six markets assessed, three are fully covered with no outside stalls, two are partially covered with outside stalls included in the formal market, and one is completely uncovered. Construction materials used in the built structures include timber in five markets, steel in six, concrete in two, and other materials in one.

Market Types, Scale, and Adjoining Land Uses: Of the six markets, three are permanent and three are temporary, operating in the same location and at the same hours daily. Informal trading occurs outside the formal market in three markets, inside the formal market in two, and not at all in one. Regarding scale, three markets are city-level, and three are neighborhood-level.

The primary adjoining land uses for all six markets are low-density residential buildings and educational institutions. Five markets are adjacent to commercial buildings, health facilities, small-scale industries, and recreational open spaces; four are near places of worship; three near institutional/government offices; and two near fuel stations, high-density residential buildings, and other uses.

Market Accessibility

Of the six markets assessed, only two had controlled access hours, while the other four allowed unrestricted access. Delivery to all markets was primarily by trucks; other modes included motorbikes (boda bodas) at five markets, bicycles at one, buses at one, and private cars at one market.

Parking: Five of the six markets had parking for vendors, deliveries, and customers, while one had none. At these five markets, parking was used for vendors and customers at all five, for deliveries at four, for vehicle parking at five, for loading/offloading at four, and for vendors selling at three markets. Parking capacity was generally adequate, though insufficient for customers at three markets, vendors at one, and deliveries at one. In terms of accessibility, parking was well-maintained and easily accessible for all vehicle sizes at two markets, moderately accessible at four (some damage or restricted access), and poor at three markets. While parking was sufficient at four markets overall, it met the needs of deliveries at only two, customers at one, and other uses at two markets.

Cycle Ways: Only one of the six markets had paved cycle ways. Three markets had sufficient bicycle parking, while the remaining three had none.

Walkways: Only one market had paved sidewalks leading to it that were wide, well-maintained, and free of obstructions, allowing continuous pedestrian flow. One market had sidewalks mostly or completely obstructed by vendors, cars, utility poles, or other obstacles, preventing safe pedestrian movement. Only one market had paved internal walkways that were sufficient for all shoppers, including people with disabilities, and were in good condition to allow smooth movement.

Public Transportation: Two of the six markets had bus stops within 5 meters. The stops were moderately maintained with designated waiting areas and minor damage. Buses arrived every 30–60 minutes.

ADVOCATES FOR PUBLIC SPACES

Delivery Areas: Five markets had defined delivery areas. Three had sufficient capacity, with all deliveries made in the designated areas. Two markets had insufficient space, requiring delivery vehicles to wait or use other areas. Deliveries occurred throughout the day at three markets, early morning (before 8 am) at one, and early evening (4–6 pm) at another.

Entrances: One market had ten entrances, another had four, and three had three entrances. Entrance conditions were moderate at four markets (some damage or maintenance issues) and good at two (easy to find, inviting, and clean).

PLWD Experiences: All six markets were accessible to PLWDs. Access was good at one market (well-maintained, no assistance needed) and moderate at five (some damage, occasional assistance required). Facilities included wide sidewalks to allow wheelchair mobility. Inside five markets, navigation was easy for PLWDs, while one was difficult. Internal conditions were moderate at three markets (some damage, occasional assistance needed) and good at two (well-maintained, no assistance needed).



Market Demographic

Demographics of vendors and customers present within the markets can be seen in Figure 21.

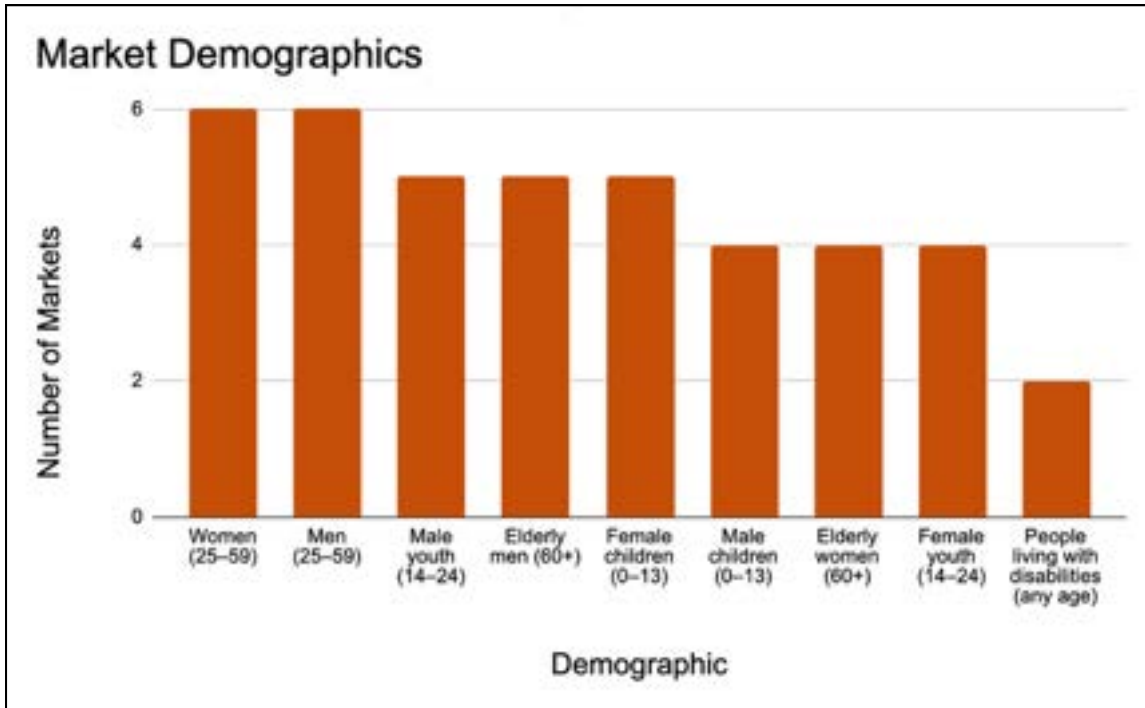


Figure 21. Masaka city market demographics

Men and Women: Women were present in all six markets, with three markets having more than fifty women, one having between thirty-one and fifty, and two having between twenty-one and thirty. In five markets, women were seen both in groups and alone, while in one market they were observed in different groups. Men were present in five markets, with two markets having between twenty-one and thirty, one having between thirty-one and fifty, one having more than fifty, and one having between eleven and twenty. In three markets, men were observed both in groups and alone, while in two markets they were mostly alone.

Children and Youth: Female children aged 0–13 were present in five markets, mainly in groups of six to ten or one to five, with varying patterns of being alone or in groups. Male children of the same age were observed in four markets, most commonly in groups of six to ten, and were found either alone, in one group, or in different groups. Male youth aged 14–24 were present in all six markets, usually in groups of six to ten, with a mix of group and individual presence. Female youth aged 14–24 was found in five markets, ranging from small to large numbers, and appeared either alone, in groups, or a combination of both.

Elderly: Elderly women aged 60 and above were present in four markets, with two markets having between twenty-one and thirty and two markets having between one and five. In three markets they were observed alone, while in one market some were in groups and others alone. Elderly men aged 60 and above were present in five markets, with three markets having between one and five and two markets having between eleven and twenty. In three markets they were observed alone, in one market in different groups, and in another market some were in groups and some alone.

PLWD: Two markets had 1–5 PLWDs present; at one market some were in groups and some alone, and at the other market alone.

Comfort and Safety

Odour and Noise Pollution: All six markets had no unpleasant odors. One market, however, experienced uncomfortable or loud noise, though the level was not significant.

Garbage Disposal: At only one market was garbage disposed of in or around the market (rather than in bins), but this was insufficient. Only one market had garbage bins, which were inadequate and mostly damaged or broken.

ADVOCATES FOR PUBLIC SPACES

Seating Facilities: Four of the six markets had seating facilities. These were sufficient at only one market and insufficient at the other three. All four markets had seating in moderate condition, generally well-maintained but showing some signs of damage.

Toilet Facilities: All six markets had toilet facilities, but only two were sufficient, while four were insufficient. Toilet conditions were good at one market, moderate at four (well-maintained with minor damage), and poor at one (broken or damaged). Users paid to use toilets at four markets (UGX 300 at one, UGX 200 at three), while usage was free at two markets.

Signage: Four of the six markets had signage, but it was sufficient and in good condition at only one market. Three markets had signage in moderate condition (mostly well-maintained, with some damage).

Water Taps: All six markets had water taps, sufficient at five markets, in good condition at two, and moderate condition at four markets.

Anti-social Behavior: Noticeable anti-social behavior was observed in three of the six markets.

Safety Levels: During the day, four markets were rated “very safe” (feeling completely comfortable), while two were “partially safe” (safe but requiring caution). At night, only one market was very safe, and the other five were partially safe. Inside markets: Five markets had internal lighting, sufficient in only some, good in one, and poor in two. External lighting: Five markets had lighting outside, sufficient at only one. Conditions were good at one market, moderate at two, poor at one, and unclear at one.

Drainage: Drainage ditches were present in only two of the six markets, sufficient at one and in moderate condition at both.

Fire Preparedness: Only two markets had sufficient fire/emergency exits, and just one had a fire extinguisher in moderate condition. Fire trucks could access all six markets. Local fire response times varied: under 5 minutes at one market, 6–10 minutes at two markets, 16–20 minutes at two markets, and 21–30 minutes at one market.

Security: One market had security guards, and another had police presence.

Products

Five of the six markets sold fresh produce and prepared foods. Four markets sold poultry/meat, fish, and consumer goods (e.g., clothes, household items, stationery, books), three sold artisan products, two sold used products, and one each sold processed food and other items.

Local Products and Stall Specialization: Two markets had stalls selling 81–100% local products, and three markets 61–80%. Local products included fresh produce (four markets), processed food (two), prepared food (three), meat/poultry (four), fish (four), consumer goods (three), artisan products (three), used products (one), and other items (one). Regarding stall specialization, two markets had 41–60% of stalls focused on a single product type, two had 1–20%, and two had 21–40%.

Fruit: Fruit availability, price, quality, origin, and variety are listed in Tables 31 and 32.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 33 and 34.

ADVOCATES FOR PUBLIC SPACES

Table 31. Masaka city fruit availability, price, quality, and origin in markets.

Fruit	Number of Markets Sold	Price (UGX)	Quality	Origin
Oranges	4	UGX 300 each – UGX 1,000 for 3	Good in 3; Average in 1	Local
Sweet bananas	3	UGX 1,000 – UGX 4,000 per cluster	Good in 3	Local
Watermelon	3	UGX 2,000 (small) – UGX 7,000 (large)	Good in 4	Local
Pineapples	4	UGX 500 (small) – UGX 4,000 (large)	Good in 4	Local
Passion fruit	4	UGX 1,000 – UGX 2,000 per heap	Good in 2; Average in 1; Poor in 1	Local

Table 32. Masaka city fruit variety in markets.

Number of Markets	Number of Fruit Varieties
1	6
2	5
1	4

Table 33. Masaka city vegetable variety in markets.

Number of Markets	Number of Vegetable Varieties
1	10
1	7
1	6
2	5

Table 34. Masaka city vegetable availability, price, quality, and origin in markets.

Vegetable	Number of markets Sold	Price (UGX)	Quality	Origin (n)
Onions	4	UGX 500 (large) – UGX 200 (small) – UGX 1,000 per heap	Good in 3; Average in 1	Local (3)
Tomatoes	5	UGX 1,000 per heap – UGX 5,000 per kg	Good in 5	Local (4)
Greens	2	UGX 500 per bundle	Good in 5	Local (2)
Beans	3	UGX 1,000 – UGX 2,000 per mug	Good in 1; Average in 1	Local (2)
Cabbages	4	UGX 1,000 – UGX 2,000 each	Good in 5	Local (4)

Market Management & Governance

Market Ownership: Four of the six markets are owned by the city government, and two by other entities. Only one market is managed by the government, while five are managed by vendors' associations.

All six markets have operational requirements for vendors and management committees. Vendors are involved in the committees at five markets, and the city government at two. All markets have maintenance plans; five have sufficient capacity to implement them, while one does not.

Maintenance: Vendors are responsible for maintaining individual stalls at all six markets. Responsibility for areas outside the markets varies: government at one market, management committee at three, vendors at one, and market owner at one.

Waste Removal: Five markets have waste removal systems for the entire market, while one does not. Waste is removed once daily at two markets, every two days at one, and over three weeks (with some dumped or burned onsite) at three markets. The removal frequency is sufficient at two markets, insufficient at four. All six markets have waste removal for individual stalls. The local government manages waste at four markets, a private contractor at one, and vendors pay individuals at one market. Payment for waste services is handled by the city government at four markets, vendors directly at one, and market owners at one.

Additional Services: Additional services available to vendors within the markets are listed in Table 35.



ADVOCATES FOR PUBLIC SPACES

Table 35. Masaka city market service availability.

Facility / Service	Location	Number of Markets Available
Security services	Inside	3
Hair salons	Inside	3
Savings and Credit Services	Inside	2
Canteens	Inside	2
Locked storage	Inside	1
Childcare services	Inside	1
Free parking for cars	Inside	5
Sports fields	Outside	4
Medical facilities	Outside	6
Areas for prayer	Outside	6
Public open space	Outside	1
School	Outside	1
Accommodation	Outside	4

Mbale City

In Mbale City, six markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 22, Table 36). The map shows that although several neighbourhoods have walkable access to a market, which is 800 metres or a 10-minute walk, there are several neighbourhoods without walkable access. This suggests that residents of those neighbourhoods must travel farther distances in order to access food or they must rely on informal vendors in order to meet their daily needs.

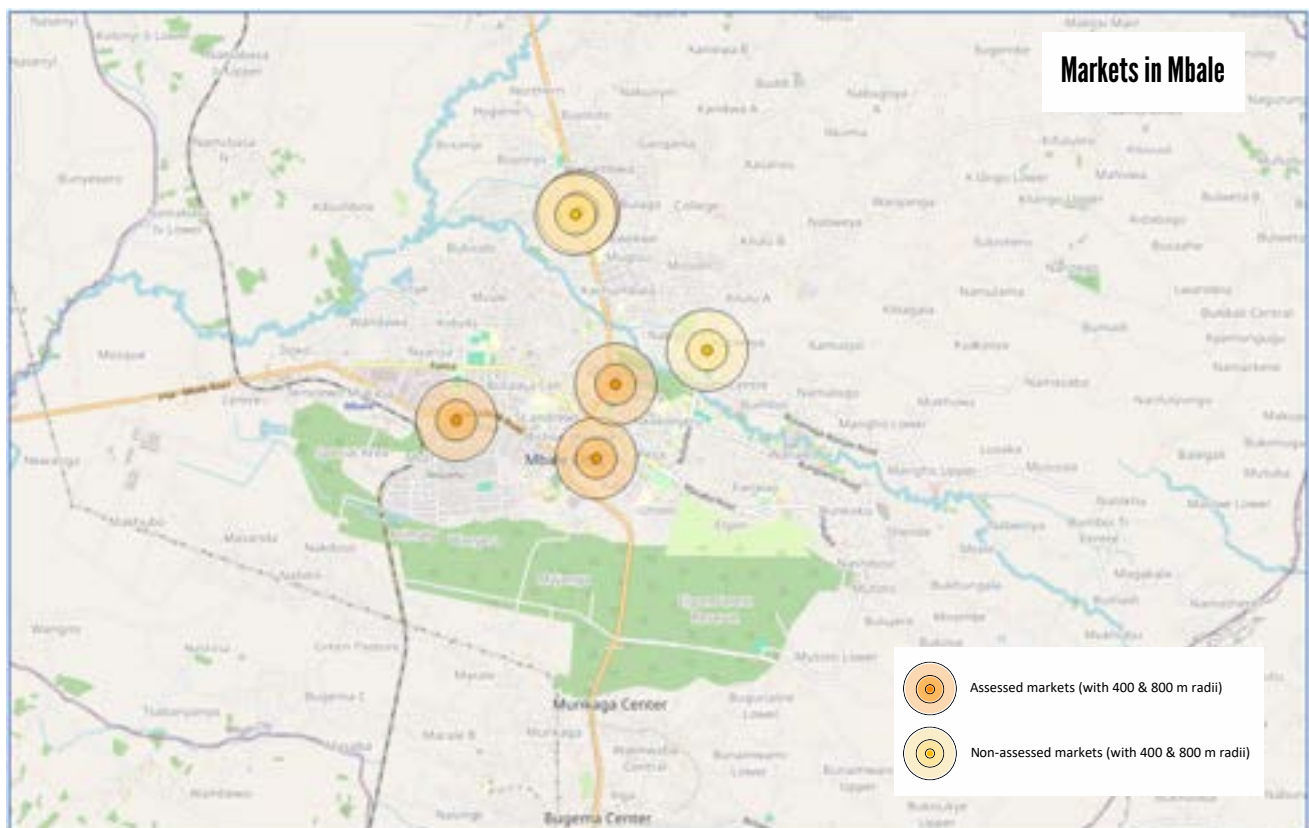


Figure 22. Map of markets in Mbale city.

ADVOCATES FOR PUBLIC SPACES

Table 36. Markets in Mbale city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Namakwekwe Market	Northern Division	Mbale City Council
2	Busamaga Market	Northern Division	Mbale City Council
Assessed Markets			
3	Mbale Central Market	Industrial Division	Mbale City Council
4	Kumi Road Market	Northern Division	Mbale City Council
5	Bugweri Road Market	Industrial Division	Mbale City Council
6	Soroti Road Market	Northern Division	Mbale City Council

The study team assessed four markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The four markets are: Mbale Central Market, Kumi Road Market, Bugweri Road Market, and Soroti Road Market (Table 36).

Market Physical Structure: Two markets were fully covered with no outside stalls. One market was partially covered, with outside stalls included as part of the formal market, while another was partially covered, but its outside stalls were not considered part of the formal market. Construction materials for the built structures included steel (4 markets), timber, concrete, and bricks (3 markets), and plastic (2 markets).

Market Type, Scale, and Adjoining Land Uses:

Of the four markets assessed, two were permanent and two were temporary but operated in the same location and at the same time daily. Informal trading occurred outside three of the formal markets, while one had none. In terms of scale, one market was classified as city-level, and the other three as neighborhood-level.

All four markets were adjacent to low-density residential areas, commercial buildings (shops, etc.), and health facilities (hospitals, clinics). Three markets were also near fuel stations; two were near places of worship, small-scale industries, recreational areas or open spaces, educational institutions, and office buildings. One market was adjacent to high-density residential buildings, and one to institutional facilities (government offices) and other land uses.

Market Accessibility

Only one market had controlled entry with defined opening hours; the other three did not. Delivery to all four markets was primarily by lorries/trucks and motorbikes. Additional transport modes included bicycles (two markets), private cars (two markets), taxis (two markets), and buses (one market).

Parking: Three of the four markets had parking areas for vendors, deliveries, and customers, while one had none. In practice, these parking lots were used for vendor stalls (three markets), parking cars and motorbikes (three markets), loading and offloading (two markets), and as garbage collection points (one market). Parking was sufficient at only two markets; it was insufficient for vendors at two markets, for customers at one, and for others at one. Accessibility was moderate at three markets, with some damage and difficulty for larger vehicles.

Cycleways: Only one market had paved cycleways leading to it, sufficient for safe and comfortable access, though the condition was moderate with some interruptions. Bicycle parking was sufficient at three markets and insufficient at one.

Walkways: Two markets had paved walkways inside, sufficient in only one and in good condition. Only one market had paved sidewalks leading to it; they were insufficient (too narrow) and in moderate condition, with some damage. Obstructions such as vendors, cars, and utility poles impeded safe pedestrian movement.

Public Transportation: Only one market had a bus stop nearby (~10 meters), in moderate condition. Bus and taxi arrivals were irregular and unscheduled.

Delivery Areas: Three markets had clearly defined delivery areas, but only one had sufficient capacity for all deliveries. Deliveries occurred throughout the day in two markets and before 8 a.m. in one. In two markets, deliveries had low impact on surrounding street traffic; in one market, the impact was moderate, with some waiting vehicles, though traffic flow was maintained.

Entrances: One market had 12 entrances, another 10, and two had four entrances. Entrance conditions were moderate, with some damage or lack of maintenance.

PLWD Experiences: Two markets were accessible to PLWDs; access was easy at one and moderate at the other. Sidewalks leading to these markets were wide enough for wheelchair mobility. Inside the markets, one market was easy to navigate for PLWDs, while the other two were not. Assistance was occasionally required, and footpaths inside one market were sufficiently wide for mobility devices.

Market Demographics

Demographics of vendors and customers present within the markets can be seen in Figure 23.

Men and Women: Women numbered 31–50 in two markets and 50+ in the other two, some alone and some in groups. Men numbered 31–50 in two markets and 50+ in the other two.

Children and Youth: Female children numbered 6–10 in the two markets where they were present; in one market they were in groups and alone, in the other in different groups. Male children numbered 6–10 in two markets and 1–5 in one market, with some alone and some in groups across all markets. Male youths (14–24) ranged from 11–20 in one market, 21–30 in two markets, and 31–50 in one market, mostly in groups. Female youths ranged from 6–10 in two markets to 21–30 in two markets, some alone and some in groups.

Elderly: Elderly men numbered 1–5 in two markets, 6–10 in one, and 11–20 in another, with some in groups and some alone. Elderly women numbered 1–5 in two markets and 11–20 in the other two, mostly alone.

PLWDs: Present in two markets, mainly alone, numbering 1–5.

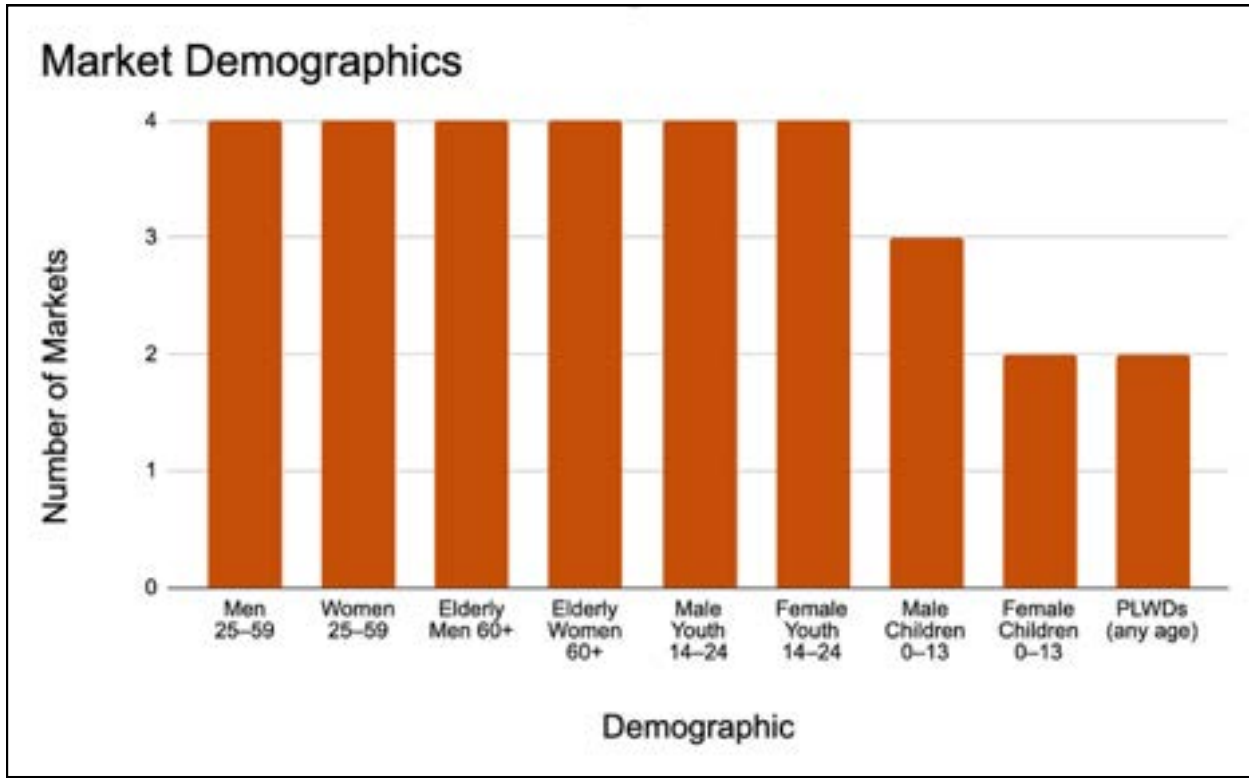


Figure 23. Mbale city market demographics.

Comfort and Safety

Odour and Noise Pollution: None of the four markets had unpleasant odors. Only one market experienced noise, but it was not disruptive to users.

Garbage Disposal: Garbage at all markets was disposed of in and around the market rather than in designated bins. Disposal was adequate at two markets and insufficient at the other two. Only one market had garbage bins, but they were insufficient and in poor condition, with many damaged or broken.

Seating Facilities: Three markets had seating facilities. Seating was sufficient at one market but insufficient at two. Overall, seats were in moderate condition, generally well-maintained but with some damage evident.

ADVOCATES FOR PUBLIC SPACES

Toilet Facilities: All four markets had public toilets. Toilets were sufficient at one market, in moderate condition at three, and in poor condition at one (broken or damaged). Users paid UGX 200 at two markets and UGX 300 at one market to access the facilities.

Signage: All four markets had signage, but it was insufficient at three and in moderate condition at all, with most signs well-maintained but some showing damage.

Water Taps: Water taps or fountains were present at three markets, sufficient at two, and in moderate condition at all three.

Anti-social Behaviour: Noticeable anti-social behavior occurred in three markets; one market had none.

Safety Levels: All four markets were “very safe” during the day. At night, safety dropped to “partially safe,” with people feeling generally safe but exercising caution.

Lighting: Internal lighting existed in all markets but was sufficient in only one; two markets had moderate conditions with nearly half of the lights broken. External lighting was present at all markets, insufficient in general, moderate at two markets, and unassessed at two markets.

Drainage: Drainage ditches existed in only one market, were sufficient, but in poor (broken) condition.

Fire Preparedness: Only one market had sufficient fire/emergency exits and fire extinguishers (moderately maintained). Three markets lacked both. Fire trucks could access three markets, and local fire response times ranged from 6–20 minutes depending on the market.

Security: Only one market had security guards.

ADVOCATES FOR PUBLIC SPACES

Products:

All four markets sold fresh food, prepared food, and artisan products. Three markets offered processed food, fish, and consumer goods (clothing, household items, stationery), while two markets sold meat and poultry, used products, and other items.

Local Products and Stall Specialization: Regarding local products, three markets had 61–80% of stalls selling local products, and one market had 21–40%. Local products included fresh produce, prepared food, and artisan products at all four markets; processed food at three; meat/poultry at two; and consumer goods, fish, and other products at one market each. Stall specialization varied: two markets had 21–40% of stalls focused on a single product type, one had 1–20%, and one had 81–100%.

Fruits: Fruit availability, price, quality, origin, and variety are listed in Tables 37 and 38.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 39 and 40.

Table 37. Mbale city fruit availability, price, quality, and origin in markets.

Fruit	Numbers of Markets Sold	Prices (UGX)	Quality	Origin
Passion Fruit	3	1,000 per heap (1), 2,000 per heap (1)	Good in 2, Average in 1	Local farms
Sweet Bananas	3	200–300 each	Good in 3	Local farms
Pineapples	2	1,000 each (2)	Good in 2	Local farms
Watermelon	2	4,000 medium (1), 1,000 per cut–7,000 large (1)	Good in 2	Local farms
Oranges	2	200 each (1), 2,500 per heap (1)	Good in 1, Average in 1	Local farms

Table 38. Mbale city fruit variety in markets.

Market Number	Number of Fruit Varieties
1	8
2	5
3	4

Table 39. Mbale city vegetable variety in markets.

Market Number	Number of Vegetable Varieties
1	10
2	4
3	4
4	1

ADVOCATES FOR PUBLIC SPACES

Table 40. Mbale city vegetable availability, price, quality, and origin in markets.

Vegetable	Number of Markets Sold	Prices (UGX)	Quality	Origin
Onions	4	100 each (1), 500 per heap (1), 2,000–2,500 per kg (2)	Good in 4	Local farms
Tomatoes	4	200 each (1), 500 per heap (1), 2,000 per heap (1)	Good in 3	Local farms
Cabbages	4	1,000 each (2), 500 each small (1)	Good in 3	Local farms (3)
Greens	4	500 per heap (2)	Good in 1	Local farm (1)
Beans	4	1,000 per mug (1), 3,000 per kg (1)	Good in 2	Local farms (2)

Market Management & Governance

Market Ownership and Management: Three of the four surveyed markets are owned by the city government, and one is privately owned. Four markets are managed by vendors' associations. All four markets have operational requirements that vendors must comply with, as well as management committees with vendor participation. Each market has a maintenance plan with sufficient capacity for implementation.

Maintenance: Vendors are responsible for maintaining individual stalls at all four markets. Maintenance outside the market is handled by management committees at one market, vendors at one, and government at two markets.

Waste Removal: All four markets have waste removal systems for the entire market, with waste collected daily at two markets and weekly at the other two. Only one market maintains waste removal at a sufficient frequency. Waste removal at individual stalls exists at all markets, with private contractors responsible at three markets and another entity at one. Vendors pay for waste removal either through market fees (two markets) or via waste management companies (two markets).

Additional Services: Additional services available to vendors within the markets are listed in Table 41.

ADVOCATES FOR PUBLIC SPACES

Table 41. Mbale city market service availability.

Service/Facility	Location	Number of Markets Available
Security	Inside Market	4
Savings & Credit Facilities	Inside Market	3
Hair Salons	Inside Market	3
Locked Storage	Inside Market	1
Free Parking	Inside Market	3
Canteen	Inside Market	1
Sports Fields	Outside Market	2
Medical Facilities	Outside Market	4
Areas for Prayer	Outside Market	3
Public Open Spaces	Outside Market	1
Accommodation	Outside Market	2



Mbarara City

In Mbarara City, 10 markets have been identified and mapped using both a 400 metre and 800 metre radius (Figure 24, Table 42). The map shows that although several urban neighbourhoods have walkable access to a market, which is 800 metres or a 10-minute walk, there are several neighbourhoods without walkable access. This suggests that residents of those neighbourhoods must travel farther distances in order to access food or they must rely on informal vendors in order to meet their daily needs.

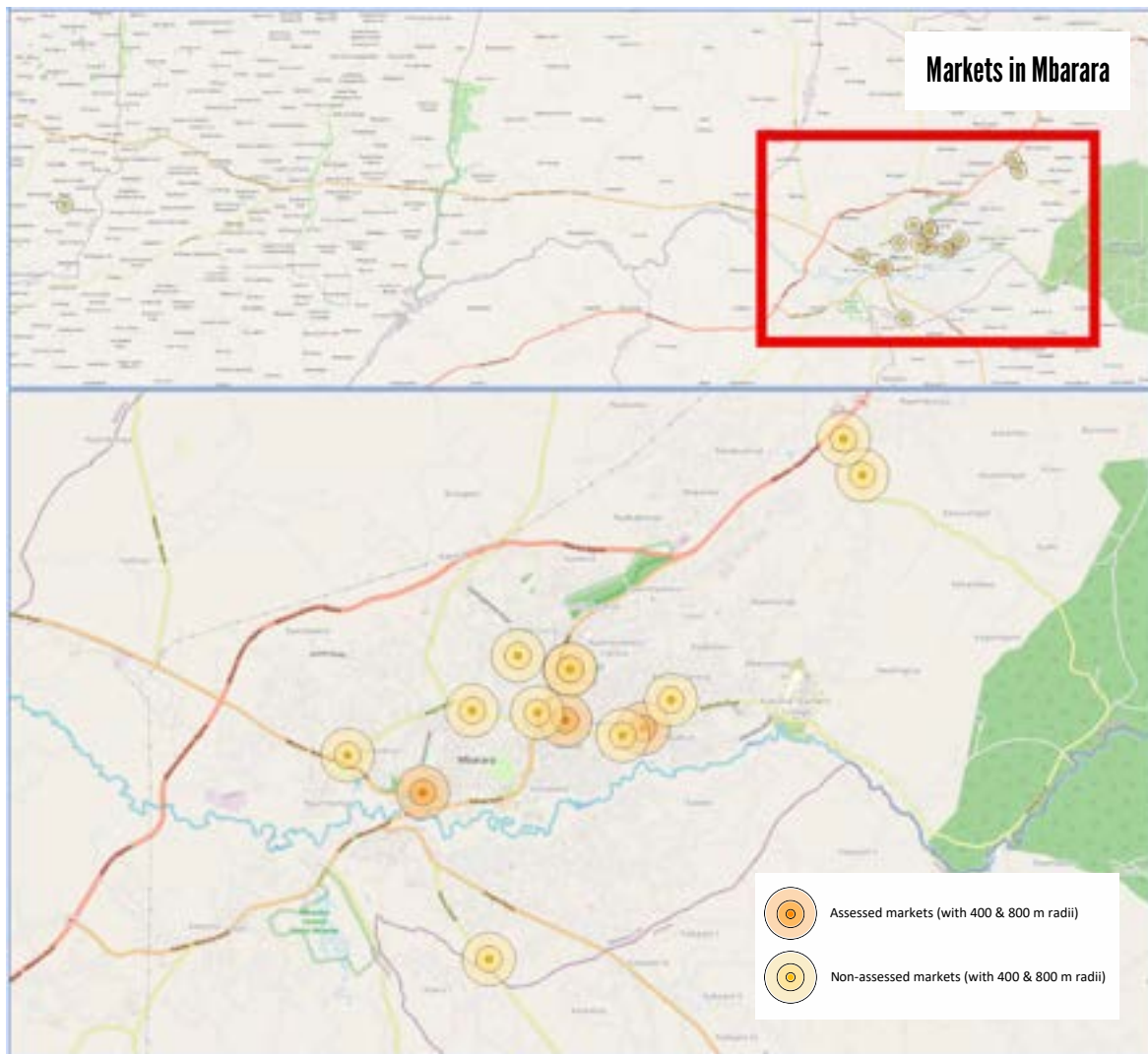


Figure 24. Map of markets in Mbarara city.

ADVOCATES FOR PUBLIC SPACES

Table 42. Markets in Mbarara city, their location, and land ownership.

No	Name of the Market	Location by City Division	Ownership of land
1	Biharwe Daily Market	North Division	n/a
2	Kiyanja Daily Market	North Division	n/a
3	Biharwe Katojo Market	North Division	n/a
4	Koranorya Market	North Division	n/a
5	Andrews Kakiika Market	North Division	n/a
6	Mekhansigh Market	North Division	n/a
7	Lugazi Daily Market	South Division	n/a
8	Ruti Kikoona Market	South Division	n/a
9	Kicwamba Weekly Market	South Division	n/a
10	Katete Karugangama Weekly Market	South Division	n/a
11	Rwentondo Daily market	South Division	n/a
12	Taga Weekly	South Division	n/a
Assessed Markets			
13	Mbarara Central Market	South Division	Mbarara City Council
14	Kakoba Market	South Division	Mbarara City Council
15	Rewbikoona Market	North Division	Private Property
16	Nyamityobola Market	South Division	Mbarara City Council

The study team assessed four urban markets and examined their type, physical structures, stalls, accessibility, utilities, safety, food items plus origin and quality among other markets. The four markets are: Mbarara Central Market, Kakoba Market, Rewbikoona Market, and Nyamityobola Market (Table 42).

Market Physical Structure: Three markets were fully covered with no outside stalls, while one was partially covered, with outside stalls still considered part of the formal market. Construction materials for the built structures included steel and timber in four markets, concrete and bricks in two, and plastic in one.

Market Type, Scale and Adjoining Land Uses: Of the four markets, one was permanent, two were temporary but operated at the same location and time each day, and one was temporary at the same location daily. Informal trading occurred outside two of the formal markets, while one had none. In terms of scale, three markets were city-level, and one was neighbourhood-level. All four markets were surrounded by low-density residential buildings, health facilities (hospitals, clinics), places of worship, educational institutions, and commercial buildings. Three markets were also near office buildings and fuel stations, two near recreational facilities such as public open spaces, one near government offices, and one near high-density residential buildings.

Market Accessibility

All four markets assessed had controlled entry with set opening hours. The primary modes of transport for deliveries were lorries/trucks and motorbikes (boda bodas) at all markets, bicycles at two markets, and private cars at one.

Parking: All four markets had parking areas intended for vendors, deliveries, and customers. Currently, these spaces are used by vendors at two markets, for parking cars and motorbikes at three, for loading and offloading at all four, and as garbage collection points at two markets.

Parking was adequate at three markets, but insufficient at one. Specifically, it was insufficient for vendors at one market, for deliveries at one, and for others at two. In terms of accessibility, parking was moderately accessible at three markets (some damage, limited access for certain vehicles) and poor at one (damaged and difficult to access).

Cycleways: None of the four markets had paved cycleways leading to them. Cycle parking was sufficient at two markets, insufficient at one, and absent at one.

Walkways: None of the markets had paved sidewalks leading to them.

Public Transport: None of the markets had bus stops nearby.

Delivery Areas: Three markets had defined delivery areas with sufficient capacity for all goods, while one market had none. Deliveries occurred throughout the day at two markets and between 8 am–1 pm at one. At the three markets with delivery areas, deliveries had minimal impact on surrounding streets.

ADVOCATES FOR PUBLIC SPACES

Entrances: One market had eight entrances, another five, and two had eight. Access was rated good at one market and moderate at the other three, with occasional assistance required.

PLWD Experiences: Entrances were generally accessible to PLWDs. Inside the markets, three were easy to navigate for PLWDs, and one was moderate. Overall internal conditions were moderate at all four markets, with occasional assistance required. Sidewalks or footpaths inside the markets were wide enough for mobility devices at all four markets.

Market Demographics

Demographics of vendors and customers present within the markets can be seen in Figure 25.

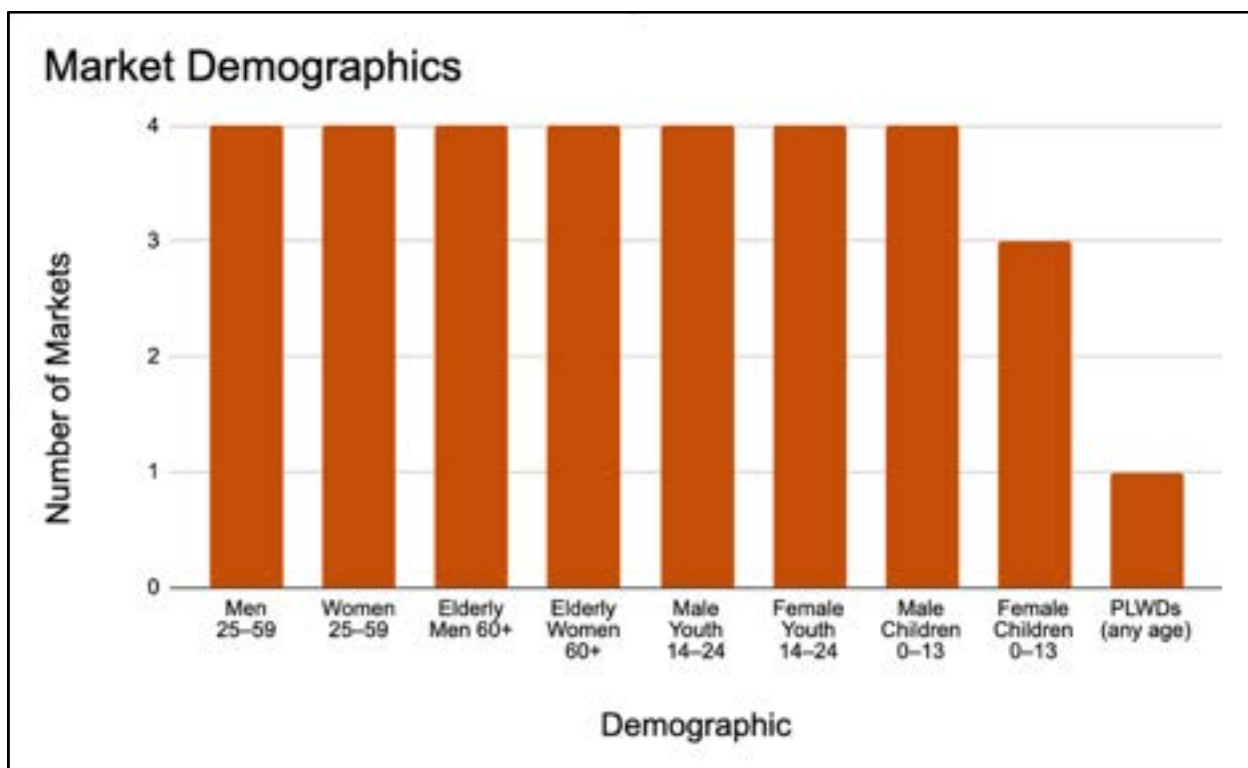


Figure 25. Mbarara city market demographics.

Men and Women: Women numbered 31–50 at two markets and 50+ at the other two, with a mix of groups and individuals. Men numbered 11–50 across the four markets, with three markets showing mixed groupings and one mostly alone.

Children and Youth: Among female children, two markets had 6–10 present, and one had 11–20; in two markets some were in groups and some alone, and in one they were alone. Male children numbered 6–10 at two markets and 1–5 at the other two; their grouping varied from alone to mixed groups. Male youths (14–24) ranged from 11–20 to 31–50 per market, mostly in groups. Female youths numbered 6–30 across the markets, with grouping either mixed or alone.

Elderly: Elderly males were 1–5 at three markets and 11–20 at one, mostly in groups or mixed. Elderly females numbered 6–20, mostly alone, with one market showing some in groups.

PLWDs: Only one market had 1–5 PLWDs, mainly alone.

Comfort and Safety

Odour and Noise Pollution: None of the four markets had unpleasant odours. Only one market experienced uncomfortable or loud noise, but it was not disruptive to users.

Garbage Disposal: At three markets, garbage was generally dumped around the market rather than in bins, though disposal levels were adequate. Only two markets had garbage bins, both insufficient—one in poor condition and the other moderate.

Seating Facilities: All four markets had seating, but it was insufficient. Seats were moderately maintained, showing some signs of damage.

Toilet Facilities: All markets had public toilets; three were sufficient, one insufficient. Toilets were in moderate condition, well maintained but showing some damage. Users paid UGX 300 at two markets and UGX 200 at one.

Signage: All four markets had signage, but it was insufficient at three. Signage was in good condition at one market, moderate at one, and poor at two.

ADVOCATES FOR PUBLIC SPACES

Water Taps: Water taps or fountains were present at three markets, sufficient at two, with two in good condition and one in poor condition.

Anti-Social Behaviour: No noticeable anti-social behavior was observed at any market.

Safety Levels: During the day, all markets were rated “very safe.” At night, two remained very safe, one was partially safe (requiring caution), and one market was closed.

Lighting: Only two markets had indoor lighting—sufficient at one, insufficient at the other. Conditions were moderate at one (nearly half the lights broken) and poor at the other (all lights broken). Three markets had external lighting: sufficient at two, insufficient at one; in good condition at one and moderate at two.

Drainage: Only one of the four markets had drainage ditches, which were insufficient and in poor, broken condition.

Fire Preparedness: None of the markets had adequate fire or emergency exits, fire extinguishers, or other emergency facilities according to local or international standards. However, fire trucks could access all market grounds. Local fire response times were under 5 minutes at one market, 6–10 minutes at another, 11–15 minutes at a third, and 16–20 minutes at the fourth.

Security: Two markets had security guards, while the other two had none.

Products

All four markets sold fresh produce, processed food, and meat/poultry. Three markets also offered prepared food, fish, consumer goods (clothing, household items, stationery), and artisan products.

ADVOCATES FOR PUBLIC SPACES

Local Products and Stall Specialization: Three markets had 61–80% of stalls selling local products, and one had 81–100%. Local products included fresh produce, processed food, and meat/poultry at all four markets; prepared food and fish at three; and consumer goods and artisan products at two. Stall specialization varied: one market had 21–40% of stalls focused on a single product type, one 1–20%, one 41–60%, and one 0%.

Fruits: Fruit availability, price, quality, origin, and variety are listed in Tables 43 and 44.

Vegetables: Vegetable availability, price, quality, origin, and variety are listed in Tables 45 and 46.

Table 43. Mbarara city fruit availability, price, quality and origin in markets.

Fruit	Number of Markets Sold	Prices (UGX)	Quality	Origin
Oranges	4	500 each (2 markets), 2,000 per heap (2 markets)	Good in 2, Average in 2	Local farms
Pineapples	4	1,000 (1 market), 1,500 (2 markets)	Good in 3, Average in 1	Local farms
Sweet Bananas	4	3,000 per cluster (2 markets), 500 for 3 fingers (2)	Good in 4	Local farms
Watermelon	3	10,000 large (2 markets), 3,000 (1 market)	Good in 3	Local farms
Passion Fruit	3	1,000 per heap small (2 markets), 2,000 per heap large (1)	Good in 2, Average in 1	Local farms

Table 44. Mbarara city fruit variety in markets.

Market Number	Number of Fruit Varieties
1	8
2	8
3	5
4	6

Table 45. Mbarara city vegetable variety in markets.

Market Number	Number of Vegetable Varieties
1	13
2	6
3	6
4	9

Table 46. Mbarara city vegetable availability, price, quality and origin in markets.

Vegetable	Number of Markets Sold	Prices (UGX)	Quality	Origin
Onions	4	500 each (1), 1,000 per heap (2), 10,000 per basin (1)	Good in 4	Local farms
Tomatoes	4	2,000 per heap (2), 500 each large (1), 5,000 per small basin (1)	Good in 4	Local farms
Cabbages	4	2,500 each (1), 1,000 each small (2), 1,000 each (1)	Good in 4	Local farms
Greens	Some	500 per bunch (1)	Good in 1	Local farm (1)
Beans	Some	1,000 per mug (1)	Good in 1	Local farm (1)

Market Management & Governance

Market Ownership: Three of the four surveyed markets are owned by the city government, and one is privately owned. All four markets are managed by vendors' associations. Each market has operational requirements for vendors and management committees, with vendors actively involved. All markets have maintenance plans and sufficient capacity to implement them.

Maintenance: Vendors maintain individual stalls at all markets. Responsibility for maintenance outside the markets falls to management committees at one market, vendors at one, and government at two.

Waste Removal: All four markets have waste removal systems for the entire market—twice a week at two markets, daily at the other two. Only one market has waste removal at a sufficient frequency. All markets also provide waste removal at individual stalls. Private contractors handle waste removal at three markets; another entity at one. Vendors pay for waste removal through market fees at two markets and via waste management companies at the other two.

ADVOCATES FOR PUBLIC SPACES

Additional Services: Additional services available to vendors within the markets are listed in Table 47.

Table 47. Mbarara city market service availability.

Service/Facilities	Location	Number of Markets Available
Security	Inside Market	4
Savings & Credit	Inside Market	3
Hair Salons	Inside Market	3
Locked Storage	Inside Market	1
Free Parking for Cars	Inside Market	3
Canteen	Inside Market	1
Sports Fields	Outside Market	2
Medical Facilities	Outside Market	4
Areas for Prayer	Outside Market	3
Public Open Spaces	Outside Market	1
Accommodation	Outside Market	2



APPENDIX 1: Mapping & Manager Engagement Tool

Mapping

Surveyor's Name:.....

What type of market will you be mapping?

- ☐ Covered Formal Market
- ☐ Uncovered Formal Market\Covered
- ☐ Informal Market
- ☐ Uncovered Informal Market
- ☐ Street Market Temporary or mobile vendor

GPS Reading Formal Covered Market Corner 1 (Take a GPS reading at the first corner)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Formal Covered Market Corner 2 (Take a GPS reading at the second corner)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Formal Covered Market Corner 3 (Take a GPS reading at the third corner)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Formal Covered Market Corner 4 (Take a GPS reading at the fourth corner)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

Take a picture of the Formal Uncovered Market

GPS Reading Street Market - point 1 (Take a GPS reading at the start of the street market)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Street Market - point 2 (Take a GPS at a second point along the street)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Street Market - point 3 (Take a GPS reading at a third point)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

GPS Reading Street Market - point 4 (Take a GPS reading at a fourth point)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

Take a picture of the street market

GPS Reading Temporary Vendor/Mobile Vendor (If you encounter a mobile vendor, take his position)

Latitude (x.y °) Longitude (x.y °) Altitude (m) Accuracy (m)

ADVOCATES FOR PUBLIC SPACES

What days of the week is the vendor usually at this location? (If everyday select "everyday" only. If only some days of the week, select days)

- ☐ Everyday
- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday
- ☐ Not applicable

What times of day is the vendor at this location?

- ☐ Varies - not same time every day
- ☐ 6am to 10am
- ☐ 10am to 2pm
- ☐ 2am to 6am
- ☐ 6pm to 10pm
- ☐ 10pm to 2am

Take a picture of the Informal Vendor area

Managers

What are the daytime hours of operation for the market? (Use either 24-hour clock or specify am/pm. If not open write "not open")

Ownership of the market?

- ☐ Other
- ☐ Non-government
- ☐ Government

If Government owned, what level of government?

- ☐ Regional/State/Provincial
- ☐ Government
- ☐ Other
- ☐ National Government
- ☐ City/Municipal Government

ADVOCATES FOR PUBLIC SPACES

Who manages the market?

- ☐ Vendors Association/Cooperative
- ☐ Other
- ☐ Non-Government
- ☐ No information
- ☐ Jointly managed (Govt. & Non-Govt.) Government

Are there specific operational requirements the vendors must comply with?

- ☐ Yes
- ☐ No
- ☐ Not applicable

Is there a management committee?

- ☐ Yes
- ☐ No
- ☐ Not applicable

Who is involved in the management committee?

- ☐ Regional/State/Provincial
- ☐ Government
- ☐ Private business
- ☐ Other
- ☐ NGOs
- ☐ National Government
- ☐ Merchants/Vendors
- ☐ City/Municipal Government

Is there a maintenance plan in place for the market?

- ☐ Yes
- ☐ No
- ☐ Not applicable

Is there sufficient capacity to implement the maintenance plan?

Yes = Sufficient funds and people to carry out required maintenance tasks

No = Insufficient funds and people to carry out required maintenance tasks

ADVOCATES FOR PUBLIC SPACES

Who is responsible for the maintenance of the individual stalls?

- ☐ Vendor
- ☐ Private business
- ☐ Other
- ☐ Market place owner
- ☐ Management Committee

Who is responsible for the maintenance outside of the market?

- ☐ Vendors
- ☐ Private business
- ☐ Government
- ☐ Other
- ☐ Market place owner
- ☐ Management Committee

Is there a waste removal system for the whole market?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How often is the waste removed?

- ☐ Once a day
- ☐ Once every two days
- ☐ Twice a week
- ☐ Twice a day
- ☐ Once a week
- ☐ Other

Is the waste removal system at sufficient frequency?

- ☐ Yes
- ☐ No
- ☐ Not applicable

Is there a waste removal system for the individual stalls?

- ☐ Yes
- ☐ No
- ☐ Not applicable

ADVOCATES FOR PUBLIC SPACES

Who is responsible for waste removal?

- ☐ Local Government
- ☐ Private contractor
- ☐ Regional/Provincial/State Government
- ☐ National Government
- ☐ Community Group
- ☐ Other

Who is responsible for paying for the waste removal system?

- ☐ Municipal/ city government
- ☐ Other
- ☐ Vendors - through their fees to market owners
- ☐ Vendors - directly to waste management company
- ☐ Regional/State/Provincial Government
- ☐ National Government
- ☐ Market owners

What additional services are available for vendors within the market?

- ☐ Theatre
- ☐ Showers
- ☐ Security
- ☐ Savings and credit
- ☐ Other
- ☐ Hair salon
- ☐ Free parking for car owners
- ☐ Childcare
- ☐ Canteen
- ☐ Any locked storage

What additional services are available for vendors within the adjacent area?

- ☐ Sports field
- ☐ Park/public space
- ☐ Medical facility
- ☐ Childcare
- ☐ Area of religious practice
- ☐ Accommodation
- ☐ Other

APPENDIX 2: Market Quality Assessment Tool

Market Quality Assessment

Name of Surveyor

Date and Time

Name of Market

Market ID

Create a unique ID for each market. Use this ID for when you survey each vendor, manager, and customer in the market.

Neighbourhood

Address:

Overview

Is the market covered?

- ☐ Yes, fully covered (no outside stalls)
- ☐ Partially covered but outside stalls are not part of formal market
- ☐ Partially covered but outside stalls still part of formal market
- ☐ Not covered at all

If there is a built structure, what are the construction materials?

- ☐ Timber
- ☐ Steel
- ☐ Plastic
- ☐ Other
- ☐ Concrete
- ☐ Bricks
- ☐ Asbestos Sheets

What type of Market?

- ☐ Temporary Market same location and same period every day
- ☐ Temporary Market different location and period of operation every day

ADVOCATES FOR PUBLIC SPACES

- ☐ Temporary Market same location every day
- ☐ Street Market
- ☐ Permanent Market
- ☐ Mobile Vendors (vendors that walk with their goods)
- ☐ Informal Vendors (who may stay in one or two spots throughout the day)

If the marketplace is a formal market, does informal trading still occur? (Tick one)

- ☐ Streets adjacent to the market
- ☐ Outside the formal market
- ☐ Not at all
- ☐ Inside the formal market

What type of market by SCALE

- ☐ Neighbourhood level
- ☐ City level

What are the Major Adjoining land-uses? (Tick all that apply)

- ☐ *Adjacent major function(s) to the market*
- ☐ Small scale industries (eg small workshops, abattoir...)
- ☐ Recreational (Park and related)
- ☐ Places of Worship
- ☐ Other
- ☐ Office buildings
- ☐ Low density Residential (G+0- G+1 Residential building)
- ☐ Large scale industries
- ☐ Institutional (Different Governmental offices)
- ☐ High density Residential (G+2 and above apartments)
- ☐ Health and related (hospitals, clinics, etc.)
- ☐ Fuel Station
- ☐ Educational institutions (Kindergarten, Primary, High school, University etc.)
- ☐ Commercial (Market, Shops, Malls etc.)

Take photo (Take 5 photos that you believe best show the market)

Access

How accessible is the market? (Tick all that apply)

- ☐ Unrestricted (accessible by all at all time)
- ☐ Limited (by fee)
- ☐ Controlled (opening hours)

What form of transport do the delivery providers take to get there? (Tick all that apply) (You may need to observe the deliveries for a period of time to determine).

- ☐ Walking
- ☐ Taxi
- ☐ Private car
- ☐ Other
- ☐ Motorbike
- ☐ Lorry/Truck
- ☐ Bus
- ☐ Bicycle

Is there parking for different types of vehicles?

- ☐ Yes
- ☐ No
- ☐ Don't know/refuse

How accessible is the parking? (Tick one)

- ☐ poor = = parking is damaged and difficult to access
- ☐ moderate = = some damage and access difficult for some sized vehicles
- ☐ good = = parking is well maintained and easily accessible for different sized vehicles

Do any paved cycle ways exist to the market? (Tick one)

- ☐ Yes
- ☐ No
- ☐ Not applicable

Is there sufficient bicycle parking? (Tick one)

- ☐ Parking is sufficient
- ☐ Parking but not sufficient
- ☐ No parking

Is there any paved side walk that leads to the specific market? (Tick one)

- ☐ Yes
- ☐ No
- ☐ Not applicable

ADVOCATES FOR PUBLIC SPACES

Are there any paved walkways within the market? (Tick one)

- ☐ Yes
- ☐ No
- ☐ Not applicable

Is there a bus stop near the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

How far in metres is the bus stop to the market? (Just enter a number. The metres is assumed)

What is the condition of the bus stop? (Tick one)

- ☐ Poor = no designated place for people to wait, or area is badly damaged
- ☐ Moderate = designated place for people to wait with some damage
- ☐ Good = sufficient space for people to wait and is well maintained

How frequent are the buses during market open hours? (Tick one)

- ☐ No schedule - buses appear to arrive randomly
- ☐ More than every 60 minutes
- ☐ Every 60 minutes or less, but more than 30 minutes
- ☐ Every 30 minutes or less, but more than 15 minutes
- ☐ Every 15 minutes or less

Is there a clearly defined area for the delivery of goods to the market? (Tick one)

- ☐ Yes
- ☐ No
- ☐ Not applicable

If yes, does the delivery area have sufficient capacity to accommodate all deliveries to the market? (Tick one)

- ☐ Sufficient = All deliveries are made in the defined delivery area
- ☐ Not sufficient = Delivery vehicles have to wait, or use other areas of the market to unload goods

What time are deliveries made? (Tick one)

- ☐ Throughout the day
- ☐ Morning (8am to 11am)
- ☐ Middle of the day (11am to 1pm)
- ☐ Evening (after 6pm)
- ☐ Early morning (before 8am)
- ☐ Early evening (4pm to 6pm)
- ☐ Afternoon (1pm to 4pm)

ADVOCATES FOR PUBLIC SPACES

Do deliveries have an impact on connections into the surrounding streets/city (blocked roads etc.) (Tick one)

- ☐ Low = All delivery vehicles are accommodated in the delivery area of the market
- ☐ High = Delivery vehicles have to wait in surrounding streets before being able to enter the market delivery area blocking traffic flow in surrounding streets
- ☐ Average = Delivery vehicles have to wait in surrounding streets before being able to enter the market delivery area but traffic still flows in surrounding streets

Who is the parking for? (Tick all that apply)

- ☐ Vendors
- ☐ Deliveries
- ☐ Customers

What is the parking lot actually used for? (Tick all that apply)

- ☐ Vendors selling
- ☐ Parking of cars/motorbikes
- ☐ Other
- ☐ Loading and off loading
- ☐ Garbage collection points

Is there enough parking? (Tick one)

- ☐ Yes
- ☐ No

Who is the parking insufficient for? (Tick all that apply)

- ☐ Vendors
- ☐ Other
- ☐ Deliveries
- ☐ Customers

How accessible is the parking?

- ☐ Poor = = parking is damaged and difficult to access
- ☐ Moderate = = some damage and access difficult for some sized vehicles
- ☐ Good = = parking is well maintained and easily accessible for different sized vehicles

Do any paved cycle ways exist to the market?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How sufficient is the paved cycle way to the market? (Tick one)

- ☐ Sufficient = cyclists would be able to reach the market by cycle safely and comfortably
- ☐ Not sufficient = cyclist would have a difficult time reaching market safely by cycle

ADVOCATES FOR PUBLIC SPACES

What is the condition of the paved cycle way to the market? (Tick one)

- ☐ Poor = interrupted lane, unclear, distracting elements appear here and there
- ☐ Moderate = some point interrupted
- ☐ Good = well maintained, un-interrupted and friendly to use

Is there any paved sidewalk that leads to the specific market?

- ☐ Yes
- ☐ No
- ☐ Not applicable

If yes, is it wide enough to accommodate the people wanting to use it? (Tick one)

- ☐ Sufficient
- ☐ Not sufficient

What is the condition of the paved Pedestrian way to the market? (Tick one)

- ☐ Poor = damage to path exists and interrupts flow of pedestrians
- ☐ Moderate = some damage to path but does not interrupt flow of pedestrians
- ☐ Good = well maintained allowing continuous flow for pedestrians

Are the paved pedestrian ways to the market free of obstructions? (Tick one)

- ☐ Yes = path is free of obstructions such as vendors, cars, utility poles that interfere with walking etc.
- ☐ No = path has mostly or completely obstructed by vendors, cars, utility poles etc. that prevent pedestrians from being able to walk safely
- ☐ Mostly = path has some obstructions such as vendors, cars, utility poles that interfere with walking but pedestrians are still able to use the space

Accessibility

How many entrances are there to the market? (enter a number)

What is the condition of the entrances to the market? (Tick one)

- ☐ Poor = not clearly defined, poorly maintained
- ☐ Moderate = defined entrance (s) but evidence of some damage or lack of maintenance
- ☐ Good = easy to find, opening, inviting, and clean

Is the market easily accessed by people living with disabilities? (Tick one)

- ☐ Yes
- ☐ No

Is the inside of the market easily to navigate by people living with disabilities? (Tick one)

- ☐ Yes
- ☐ No

Users

Who is present at the market (Tick all that apply) take your best guess at ages. Some people may fit in more than one category (eg. male children and disability)

- ☐ Elderly men (60+)
- ☐ People with disabilities (any age)
- ☐ Men (25-59)
- ☐ None (market empty)
- ☐ Women (25-59)
- ☐ Male youth (14-24)
- ☐ Male children (0- 13)
- ☐ Female youth (14-24)
- ☐ Female children (0-13)
- ☐ Elderly women (60+)

Comfort

Do any bad smells exist in the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Is there any uncomfortable or loud noise that could disturb the users of the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Does any garbage get disposed/dumped in and around the market space (not in garbage bins provided)? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Does any seating facility exist in the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Are there garbage bins in the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Do any public toilets exist in the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Does any signage exist in the specific market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Do any water fountains or taps exist in the specific market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Safety

Is there any noticeable anti-social behaviour happening in the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

What is the safety level of the market during the DAY? (Tick one)

- ☐ Very Safe (feel very comfortable and safe)
- ☐ Partially safe (feel safe enough but will be careful)
- ☐ Not Safe (frightening and very concerned for being unsafe, will avoid this space)
- ☐ Not open during the day

What is the safety level of the market during the NIGHT? (Tick one)

- ☐ Very Safe (feel very comfortable and safe)
- ☐ Partially safe (feel safe enough but will be careful)
- ☐ Not Safe (frightening and very concerned for being unsafe, will avoid this space)
- ☐ Not open during the night

Is there any lighting inside (internal) the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Is there any lighting outside (external) the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

ADVOCATES FOR PUBLIC SPACES

Do any type of drainage ditches exist in and around the market? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Are there sufficient fire/emergency exits in the specific market, in accordance with local (or best international practice) building codes? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

Are there sufficient fire extinguishers in the specific market, in accordance with local (or best international practice) building codes? (Tick one)

- ☐ Yes
- ☐ Not applicable
- ☐ No

What is the condition of the fire emergency facilities in the market? (Tick one)

- ☐ Poor = damaged or poorly managed but exist
- ☐ No fire emergency facilities
- ☐ Moderate = partially maintained facilities
- ☐ Good = a well maintained and well distributed emergency facility

Can a fire truck gain access into the market grounds? (Tick one)

- ☐ Yes
- ☐ Not applicable/don't know
- ☐ No

How many minutes would it take for the local fire response team to get to the market in typical traffic? (Tick one)

- ☐ More than 30 minutes
- ☐ Less than 5 minutes
- ☐ 6 to 10 minutes
- ☐ 21 to 30 minutes
- ☐ 16 to 20 minutes
- ☐ 11 to 15 minutes

Do you see any security personnel? (Tick all that apply)

- ☐ Security Guard
- ☐ Police
- ☐ No security personnel
- ☐ Fire Warden

Products

What products are currently sold? (Tick all that apply)

- ☐ Used Products
- ☐ Processed Food
- ☐ Prepared Food
- ☐ Other
- ☐ Meat / Poultry
- ☐ Live Animals
- ☐ Fresh Produce
- ☐ Flowers
- ☐ Fish
- ☐ Consumer goods (e.g. clothes, products for the house, stationary, books etc...)
- ☐ Artisan Products
- ☐ Antiques

What % of stalls are selling local products (compared to imported)? (Tick one)

- ☐ 81-100%
- ☐ 61-80%
- ☐ 41-60%
- ☐ 21-40%
- ☐ 1-20%0%

What type of products are currently sold are LOCAL? (Tick all that apply)

- ☐ Used Products
- ☐ Processed Food
- ☐ Prepared Food
- ☐ Other
- ☐ Meat / Poultry
- ☐ Live Animals
- ☐ Fresh Produce
- ☐ Flowers
- ☐ Fish
- ☐ Consumer goods (e.g. clothes, products for the house, stationary, books etc...)
- ☐ Artisan Products
- ☐ Antiques

What % of stalls are specializing on one product or one type of product? (Tick one)

- ☐ 81-100%
- ☐ 61-80%
- ☐ 41-60%
- ☐ 21-40%
- ☐ 1-20%

Produce

Are there fruits in the market?

- ☐ Yes
- ☐ No

What fruit is available in the market? (Tick all that apply)

- ☐ Pineapples
- ☐ Bananas
- ☐ Passion fruit
- ☐ Watermelon
- ☐ Oranges

How many different fruits are available in the market? *(write the number of different types of fruits you see)*

Are there vegetables in the market?

- ☐ Yes
- ☐ No

What vegetables are available in the market? (Tick all that apply)

- ☐ Cabbages
- ☐ Beans
- ☐ Greens
- ☐ Tomatoes
- ☐ Onions

How many different vegetables are available in the market? *(write the number of different types of vegetables you see)*