

IMPACT OF KAMPALA-ENTEBBE EXPRESS ROAD PROJECT ON COMMUNITY LAND ACQUISITION

MOSES KINTU

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**A DISSERTATION SUBMITTED TO THE SCHOOL OF BUSINESS IN PARTIAL FULFILLMENT
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ABSTRACT

The study sought to analyse the impact of the Kampala-Entebbe Express Road project on community land acquisition. The purpose of this research was to assess the repercussions of the land acquisition associated with the construction of the Entebbe Express Highway on the surrounding communities.

This study employed mainly the qualitative research methodology design, where primary data was collected through interviews supplemented with secondary sources. Data was collected purposively using an interview guide. Data was coded, analysed and arranged in themes.

The study results reveal that there was a disconnect between the project's infrastructural goals and the socio-economic, livelihood-based losses endured by the community, threatening sustainable resettlement. It was also revealed that the land acquisition process exerted considerable social, economic, and administrative repercussions, including displacement, compensation disputes, and changes in land utilisation.

The major conclusions from this study are that community land acquisition during the construction of the Entebbe Express Highway had both beneficial and negative effects. The interruption of economic activity and the progressive decline in the value or worth of the cash recompense are a couple of the detrimental effects.

The study recommends providing all individuals adversely affected by the compulsory land acquisition process with access to independent and time-sensitive grievance redress mechanisms. It is further recommended that government compensation should be rendered promptly in the event of delays in awarding compensation, as the economic activities of the individuals diminish in terms of returns with each passing day, necessitating their sustenance.

DECLARATION

I, Kintu Moses, hereby declare that this is my original work, is not plagiarised and has not been submitted to any other institution for any award.

KINTU MOSESS

Signature:



Date: March, 23rd 2026

APPROVAL

This is to certify that the research titled: IMPACT OF KAMPALA-ENTEBBE EXPRESS ROAD PROJECT ON COMMUNITY LAND ACQUISITION, has been done under my supervision and is now ready for submission.

Dr. Chris Tuhirirwe



Date: March 23, 2026

DEDICATION

I dedicate this dissertation to my family members. I also dedicate it to the supervisory team that offered me support in the research process. I will be forever thankful to you.

ACKNOWLEDGEMENTS

I would like to say a special thank you to my supervisor, Dr Chris Tuhirirwe, for his support, guidance and overall insights in this field, which have made this an inspiring experience for me. Special gratitude goes to Uganda Christian University for providing computer and library research spaces. I would also like to thank all the stakeholders who participated in the study's interviews. Finally, I would like to thank my family for supporting me during the compilation of this dissertation.

TABLE OF CONTENTS

	Page
ABSTRACT	i
DECLARATION.....	ii
APPROVAL.....	iii
DEDICATION	iv
ACKNOWLEDGEMENTS	v
LIST ACRONYMS AND ABBREVIATIONS	x
CHAPTER ONE: GENERAL INTRODUCTION	1
1.1 Introduction.....	1
1.2 Background to the Study.....	3
1.3 Statement of the Problem	6
1.3. Objectives of the Study	7
1.3.1 Main objective	7
1.3.2 Specific objective	7
1.4 Research Questions	8
1.5 Rationale/Justification of the Research	8
1.6 Significance of the Study	8
1.7 Scope of the Study	9
1.8 Theoretical Framework	9
CHAPTER TWO: LITERATURE REVIEW.....	11
2.1 Introduction	11
2.2.1 The impact of the road project on community land acquisition from a worldwide point of view	11

2.2.2 The impact of the road project on community land acquisition on the African Continent....	14
CHAPTER THREE: METHODOLOGY	18
3.1 Introduction	18
3.2 Research Design	18
3.3 Area of Study	18
3.4. Sources of Information	19
3.5. Population and Sampling Techniques	19
3.6 Sample Size	19
3.7 Sampling methods	20
3.8. Variable definitions and measurements.....	20
3.9. Procedure for Data Collection	20
3.10. Data Collection Instruments.....	20
3.11. Quality/Error Control	21
3.11.1 Validity of Research Instruments	21
3.11.2 Reliability of Research Instruments.....	21
3.12. Data processing and analysis	22
3.13 Data Analysis.....	22
3.14. Ethical considerations	23
3.15. Methodological constraints.....	23
CHAPTER FOUR DATA ANALYSIS, PRESENTATION AND INTERPRETATION OF FINDINGS	23
4.1 Introduction.....	24
4.1.1 To what extent did the community land acquisition processes along the	24
4.1.2 Was the community adequately involved in project compensation processes?	27

4.1.3 Did the government explain clearly to the affected community the cost-benefit of the project?.....	30
4.2 What are the effects of community land acquisition on the Entebbe Express Highway concerning the local community?	34
4.2.1 How has the project impacted your community?	36
4.2.2 How do you compare the period before the project was implemented and now?.....	38
4.3 What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?	39
4.3.1 Are there sustainable solutions you may suggest to address the negative impacts of land acquisition along the express highway?	40
CHAPTER FIVE: DISCUSSION OF RESULTS.....	41
5.1 Introduction.....	43
5.2 To what extent did the community land acquisition processes along the Entebbe Express Highway incorporate community impact assessments?	43
5.2.1 Was the community adequately involved in project compensation processes?	44
5.2.2 Did the government explain clearly to the affected community the cost-benefit of the project?.....	45
5.2.3 Was any community impact assessment with affected people done before project commencement?.....	46
5.3 What are the effects of community land acquisition on the Entebbe Express Highway concerning the local community?.....	47
5.3.1 How has the project impacted your community?	49
5.3.2 How do you compare the period before the project was implemented and now?.....	49
5.4 What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?	51
5.4.1 Are there sustainable solutions you may suggest to address the negative impacts of land acquisition along the express highway?	52

CHAPTER SIX: CONCLUSIONS AND RECOMMENDATIONS.....	52
6.1 Introduction	54
6.2 Summary of the Findings.....	54
6.3 Conclusion	56
6.4 Recommendations	57
6.5 Areas of further research.....	58
Appendices	66
Appendix A: Validated Interview guide research questions for oral interviews.....	66
Research Guiding Questions	66

LIST ACRONYMS AND ABBREVIATIONS

NEPA	National Environmental Policy Act
EIA	Environmental Impact Assessment
PAPs	Project Affected Persons
UNRA	Uganda National Roads Authority
UNCST	National Council for Science and Technology
UCU	Uganda Christian University
MWT	Ministry of Works and Transport
URF	Uganda Road Fund
MFED	Ministry of Finance & Economic Development
KEE	Kampala-Entebbe Expressway
CIAs	Community Impact Assessments
SIA's	Social Impact Assessments
EIA	Environmental Impact Assessment
VMT	Vehicle Miles Travelled
PAPs	Project Affected Persons
CIA	Community Impact Assessment
SIA	Social Impact Assessment

CHAPTER ONE

GENERAL INTRODUCTION

1.1 Introduction

This study is about the impact of Kampala-Entebbe express road project on community land acquisition. The Entebbe Expressway initiative significantly impacted community property by necessitating compulsory acquisition, leading to issues such as unresolved land ownership conflicts, ambiguous ownership documentation, and difficulties in accurately compensating affected households. While the project intended to enhance connectivity and foster economic development, it inadvertently caused displacement and dissatisfaction due to challenges associated with land acquisition and compensation arrangements. Suggested solutions encompassed improved communication, education regarding land rights, and the provision of more accessible legal and financial assistance to those affected. The construction of the Kampala-Entebbe Expressway (KEE) commenced in July 2012. The estimated total construction cost of the highway reached \$476 million, financed by the government of Uganda in conjunction with a loan sourced from the Chinese Infrastructure Financing Institution (Ogwang, 2021). In order to facilitate repayment of the loan, the highway was designated as a toll road upon completion, thus serving as an alternative transit corridor from the capital city, Kampala, to Entebbe, where Entebbe International Airport is situated.

The principal impetus for the construction of the highway was to alleviate congestion within the Central Business District while enhancing the movement of trade through, within, and beyond the Greater Kampala Metropolitan Area. The roadway has emerged

as a vital component of the government's overarching strategy to mitigate congestion in Kampala through the establishment of an inner beltway, which includes the Kampala Northern and Southern Bypasses, alongside an outer beltway encompassing the periphery of the Greater Kampala Metropolitan Area. It has facilitated travel to Entebbe International Airport by offering an alternative route. It is also noteworthy that the contractual arrangement for this project was predicated on a design and build approach. This indicated that the construction of the express highway was executed concurrently with the compensation process. The assessment of the impacted properties commenced in April 2012 (Muvawala, 2021). The total length of the highway is 50 kilometres. The scope of the valuation for the initial 25 kilometres of the highway was associated with a total compensation cost approximating USD 30 million (Mwesigye, 2016). Despite the project yielding considerable economic advantages, the land acquisition process has had a positive impact on the host communities; however, recent studies have not provided evidence-based findings regarding the extent to which host communities have suffered negative consequences, an issue that this study intends to explore.

The main aim of this study was to analyse the impact of the Kampala-Entebbe Express Road project on community land acquisition. Specifically, the study investigated whether the community land acquisition processes along the Entebbe Express Highway incorporated community impact assessments. It also assessed the effects of community land acquisition on the Entebbe Express Highway concerning the local community. Besides, it devised feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community. It was guided

by three research questions which focused on, first, examining the extent to which the community land acquisition processes along the Entebbe Express Highway incorporated community impact assessments. Secondly, identifying the effects of community land acquisition on the Entebbe Express Highway concerning the local community, and thirdly, it focused on identifying the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community.

1.2 Background to the Study

Significant infrastructure undertakings, such as the Entebbe Express Highway, often necessitate land acquisition that has a detrimental impact on local communities, particularly those engaged in agriculture and micro-entrepreneurship, who may lose their means of subsistence. This methodology typically demonstrates a deficiency in inclusive planning, neglecting the specific needs of local populations and their involvement in the decision-making process. As a result, although these projects may enhance national connectivity and stimulate economic growth, they simultaneously intensify inequalities in accessibility and exacerbate socio-economic disparities at the local level, thereby highlighting the imperative for more equitable developmental strategies. The construction of the Entebbe Express Highway has generated considerable ramifications regarding community land acquisition, mirroring broader patterns observed in infrastructure projects (Kananura, 2016). Such repercussions encompass socio-economic inequalities, alterations in land values, and transformations in social dynamics. The highway initiative, while ostensibly designed to enhance connectivity and drive economic development, has frequently marginalised the

requirements and entitlements of local communities, culminating in a host of challenges. Major infrastructure endeavours, exemplified by the Entebbe Express Highway, frequently prioritise national economic advantages over the necessities of local communities, resulting in heightened socio-economic disparities. Local agriculturalists and micro-entrepreneurs have experienced the loss of their livelihoods due to land acquisition processes that lack adequate compensation or alternative employment avenues (Suharto et al., 2025). This situation underscores the absence of inclusive planning and community engagement in the decision-making framework, resulting in initiatives that fail to meet local demands or provide sufficient employment opportunities, an issue that this study seeks to address.

Conversely, roadway construction projects can markedly elevate land values in adjacent locales. For example, in a comparable context, a study conducted by Onyejiaka et al. (2025) concerning land values in Ebenebe, Nigeria, demonstrated a significant increase in land value following roadway construction, indicative of potential real estate development and urban expansion. However, this escalation in land value may precipitate the displacement of residents who are unable to afford the surging costs, thereby necessitating the formulation of policies aimed at affordable housing and equitable land use zoning (Onyejiaka et al., 2025). Although this investigation was undertaken in Nigeria, the implications are pertinent as roadway construction is acknowledged to influence land value, urban expansion, and real estate investments; yet, there exists a paucity of empirical inquiry into its localised effects in semi-urban regions adjacent to the Entebbe Express Highway. The study highlights a

gap in limited empirical research on the specific impacts of road construction on land values in semi-urban settings that the current study intends to address.

Infrastructure projects can alter social interactions and power structures within communities. Conflicts over land ownership and access to resources are common, highlighting the need for sustainable planning that includes community input (Buku & Ngeni, 2025). Although this study focuses on the social dynamics during road construction by PT. Cipta Bangun Nusantara in Ulubelu Village highlights conflicts over land ownership and access to resources as negative impacts of infrastructure development. While it does not specifically analyse the Kampala-Entebbe Road project, it emphasises the importance of considering community participation and social impacts in road development planning, which may be relevant to similar cases like the Entebbe Express Highway. This matter is significant because it reveals that road infrastructure development influences social interactions, power structures, and community lifestyles, highlighting the need for understanding these impacts. The study identifies a gap in the lack of focus on the social consequences of rural infrastructure development and the need for community participation in planning, which will be addressed in the current research. Compulsory land acquisition for road infrastructure projects has significant negative effects on livelihoods, including landlessness, joblessness, and food insecurity, due to land acquisition. A study done by Irori (2024) in Delta State, Nigeria, showed that there were negative impacts of compulsory land acquisition for road infrastructure development, highlighting the resistance from affected communities due to inadequate compensation assessments and the resulting decline in their quality of life. This confirms that land acquisition leads to severe

consequences for the livelihoods of affected individuals, including landlessness, joblessness, homelessness, increased morbidity, food insecurity, and social disarticulation, prompting recommendations for the government to address these critical issues, which include the Entebbe express highway road project in Uganda. This demonstrates that a gap exists in the current processes, as landholders frequently experience a decline in their quality of life and rights after land acquisition, despite legal protections and compensation that the study seeks to address. Therefore, while infrastructure projects like the Entebbe Express Highway are crucial for national development, they must be balanced with the needs and rights of local communities. Ensuring community participation and implementing inclusive policies can mitigate negative impacts and promote equitable development.

1.3 Statement of the Problem

Infrastructure plays a pivotal role in facilitating economic advancement. The process of governmental land acquisition for roadway initiatives can yield both beneficial and detrimental consequences for local communities. These initiatives result in enduring advantages, such as enhanced mobility, elevated property values, and improved access to markets and essential services. Nonetheless, notwithstanding the considerable advantages, roadway projects in Uganda adversely affect communities through land acquisition by inducing both physical and economic displacement, disrupting livelihoods, and engendering social inequality. Despite statutory requirements, many affected residents faced delayed or inadequate compensation and reduced access to their land. The core problem lay in the disconnect between the project's infrastructural goals and the socio-economic, livelihood-based losses endured by the community,

threatening sustainable resettlement. This resulted in a need to conduct a critical assessment of the effectiveness of the legal framework governing compulsory land acquisition in Uganda in protecting the rights of the affected community during major infrastructure developments. This study, informed by a qualitative research methodology, aimed to assess the repercussions of the land acquisition associated with the construction of the Entebbe Express Highway on the surrounding communities.

1.3. Objectives of the Study

The study was guided by a main and specific objective as follows:

1.3.1 Main objective

The study sought to analyse the Impact of the Kampala-Entebbe Express Road project on community land acquisition.

1.3.2 Specific objective

- i) To investigate whether the community land acquisition processes along the Entebbe Express Highway incorporated community impact assessments.
- ii) To assess the effects of community land acquisition on the Entebbe Express Highway concerning the local community.
- iii) To devise feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community.

1.4 Research Questions

- i. To what extent did the community land acquisition processes along the Entebbe Express Highway incorporate community impact assessments?
- ii. What are the effects of community land acquisition on the Entebbe Express Highway concerning the local community?
- iii. What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?

1.5 Rationale/Justification of the Research

Studying the impact of the Kampala-Entebbe Expressway on community land acquisition was justified to address significant public dissatisfaction, compensation delays, and land disputes linked to the \$479 million project. The study explored the effectiveness of Ugandan land laws in compulsory acquisition, balancing necessary infrastructure development against local welfare, land tenure issues, and livelihood disruptions.

1.6. Significance of the Study

A study on the impact of the Kampala-Entebbe Expressway on community land acquisition was significant for identifying livelihood disruptions, assessing compensation adequacy, and improving future infrastructure project policies. It highlighted the tension between rapid urbanisation and community rights, providing lessons for addressing land tenure insecurity, valuation disputes, and resettlement challenges.

1.7. Scope of the Study

The Entebbe Expressway is a toll road in Uganda that links Entebbe International Airport to the capital city, Kampala. The geographical scope of the study begins at the airport, runs through towns like Kajjansi and Abayita Ababiri, and ends at the Busega interchange, where it joins the Kampala Northern Bypass in central Uganda. A spur also branches off to Munyonyo.

In terms of time scope, the study covered the period between 2012, when the project was commissioned, and 2026.

The content scope considered secondary data on the impact of the Kampala-Entebbe express road project on community land acquisition was sourced from the former National Roads Authority library in Kampala, Ministerial publications from the Ministry of Works & Transport, reports from Uganda Road Fund, the Ministry of Finance and Economic Development, and World Bank reports.

1.8. Theoretical Framework

This study utilised the Social Impact Assessment (SIA) theoretical framework to achieve the objectives outlined in the thesis statement. Key figures like Burdge, Vanclay, and Finsterbusch were instrumental in developing the practical and theoretical underpinnings of SIA in the 1970s and 1980s (Branch, 2019). It emerged from multiple influences, including the Environmental Impact Assessment (EIA) movement spurred by the U.S. National Environmental Policy Act (NEPA) of 1969. The theory provided a key tool for analysing the social consequences of projects. It helped identify and evaluate the social effects of a project, such as physical and economic displacement, disruption

to livelihoods, and impacts on vulnerable groups. In the context of the study, the theory was significant in analysing the impact of the road project on community land acquisition along the Entebbe Express Highway on the Kampala-Entebbe Road. Key figures like Burdge, Vanclay, and Finsterbusch were instrumental in developing the practical and theoretical underpinnings of SIA in the 1970s and 1980s. It emerged from multiple influences, including the Environmental Impact Assessment (EIA) movement spurred by the U.S. National Environmental Policy Act (NEPA) of 1969. The theory provided a key tool for analysing the social consequences of projects. It helps identify and evaluate the social effects of a project, such as physical and economic displacement, disruption to livelihoods, and impacts on vulnerable groups.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

This work focused on analysing the impact of the Kampala-Entebbe Express Road project on community land acquisition. The literature of the study was based exclusively on secondary literature to highlight the gaps in the study. To accomplish this goal, the literature review is divided into three sub-themes: a) The impact of the road project on community land acquisition from a worldwide point of view; b) the impact of the road project on community land acquisition on the African Continent; and c) The impact of the road project on community land acquisition in Uganda.

2.2.1 The impact of the road project on community land acquisition from a worldwide point of view

Road infrastructure initiatives have a profound effect on community land across the globe by inducing both physical and economic displacement, disrupting local livelihoods, and potentially instigating conflicts, particularly within developing nations. While such projects universally have the capacity to offer advantages such as diminished travel durations, detrimental outcomes frequently arise from insufficient community involvement, inadequate compensation, and land speculation practices. Effective implementation of these projects necessitates equitable compensation, transparent procedural frameworks, and enhanced planning strategies to alleviate the associated social and economic ramifications. In Pakunden Village, Indonesia, the

Yogyakarta-Bawen Toll Road initiative resulted in the transformation of agricultural rice fields, thereby affecting food security and employment opportunities within the agricultural sector. Nevertheless, the community expressed expectations for increased income from non-agricultural sectors as a result of enhanced infrastructure (Armawi et al., 2023). Similarly, in Kisumu, Kenya, and Accra, Ghana, road infrastructure undertakings have led to escalated land valuations and housing rentals, which in turn attracted real estate development and generated employment prospects. However, it is noteworthy that these advantages were predominantly reaped by affluent landowners (Khanani et al., 2021). This understanding is critical as such infrastructure projects are increasingly leveraged to improve connectivity and draw investments in the Global South; however, their repercussions on local communities frequently remain unacknowledged. The identified deficiency pertains to the insufficient focus on the specific implications of road infrastructure on various social strata within peri-urban settings, particularly in relation to the issues of gentrification and displacement that this investigation aims to elucidate.

In terms of social repercussions, the road projects in Kisumu and Accra resulted in gentrification processes that displaced economically disadvantaged residents and transformed the social fabric of peri-urban locales. This displacement frequently engendered challenges related to social integration (Khanani et al., 2021). In Indonesia, the Semarang-Demak Toll Road initiative encountered obstacles due to land inundation, complicating the land acquisition process and adversely affecting community anticipations regarding compensation (Pamungkas, 2021). This research, conducted in

Indonesia, demonstrated that protracted land acquisition processes are further aggravated by insufficient compensation that does not align with community expectations, coupled with the lack of clearly defined land boundaries resulting from flooding, thereby complicating and intensifying the contentiousness of the process. This illustrates that for nations to implement road projects that yield mutually beneficial outcomes for both host communities and governmental entities, intentional efforts must be undertaken to fulfill the expectations of both stakeholders. Furthermore, the Semarang-Demak project underscored the necessity for adaptive regulatory frameworks to address distinct land characteristics, such as those associated with degraded or inundated lands.

The absence of explicit legal frameworks to accommodate such conditions hindered the acquisition process and contributed to community dissatisfaction (Quraissy, 2024). This highlights a critical gap in the adaptive regulations required to tackle the specific challenges posed by infrastructure development on land with unique characteristics. While road projects have the potential to improve connectivity and economic prospects, they frequently exacerbate social disparities and present legal complexities. The success of these initiatives relies on achieving a balance between developmental objectives and the rights and needs of affected communities, thereby necessitating comprehensive policy approaches that address both location-specific and community-specific concerns.

2.2.2 The impact of the road project on community land acquisition on the African Continent

African road infrastructure initiatives significantly influence the acquisition of community land by necessitating involuntary relocation, resulting in the erosion of livelihoods, and often offering inadequate compensation, which frequently culminates in social unrest and subsequent delays in project completion. Although such projects may yield economic advantages, the processes involved in land acquisition frequently neglect the specific requirements of marginalised populations, such as small-scale farmers, pastoralists, and indigenous communities, who depend on communal lands for their sustenance. Key challenges that exacerbate adverse outcomes include ineffective community engagement, delayed or insufficient compensation, and suboptimal project management. This suggests that while infrastructure development has the potential to augment economic prospects and enhance connectivity, it often precipitates considerable social and environmental repercussions for the communities affected. The process of land acquisition frequently culminates in landlessness, unemployment, and food insecurity for the individuals impacted, as evidenced in Delta State, Nigeria (Ilori & Akujuru, 2024).

This underscores the detrimental effects on the quality of life of those affected, including landlessness, unemployment, and food insecurity, reflecting a lack of comprehension regarding the ramifications of compulsory land acquisition on the livelihoods and environmental conditions of the communities involved. In Ethiopia, the Gilibina-Akuna-Agita-Merewo-Besikiya road initiative underscored potential negative

ramifications for local livelihoods, notwithstanding some anticipated benefits (Dheressa, 2013). This exemplifies a deficiency in the necessity for a thorough socio-economic evaluation of the impacts of land acquisition on the livelihoods of Project Affected Persons (PAPs) that the present study seeks to address.

In Kisumu, Kenya, and Accra, Ghana, road infrastructure projects have precipitated gentrification, displacing economically disadvantaged residents and transforming community dynamics in favour of affluent landowners (Khanani et al., 2021). The Pitsane-Tlhareseleele road project in Botswana revealed dissatisfaction among displaced households concerning compensation, indicating a disjunction between governmental evaluations and community perceptions (Lekgori et al., 2020). This highlights the imperative for enhanced alignment between the perceptions of affected individuals and expropriating authorities regarding the adequacy of compensation, as such discrepancies can engender social unrest and injustice. The gap identified in this research pertains to the limited investigation into the perceptions of both displaced individuals and expropriating authorities regarding compensation adequacy, which impedes the formulation of effective policy that this study aims to elucidate. Likewise, the Yogyakarta-Bawen toll project in Indonesia illustrated that although agricultural land was forfeited, certain communities perceived the transition to non-agricultural prospects in a favourable light, despite apprehensions regarding food security (Armawi et al., 2023). Conversely, some contend that road projects can catalyse local economies and enhance access to essential services, positing that with appropriate planning and community engagement, adverse impacts may be alleviated.

2.2.3 The impact of the road project on community land acquisition in Uganda.

Road projects in Uganda involve community land acquisition through compulsory acquisition, voluntary donations, and a combination of both, guided by national laws and donor policies like the World Bank's. Land acquisition for road projects often disregards the rights of local communities, leading to dissatisfaction and conflict (Aprilidya & Setiadi, 2024). This issue matters because it highlights the imbalance between infrastructure development needs and the protection of community rights, reflecting a lack of justice in land acquisition practices. It further shows a gap in the inadequate involvement of residents in the decision-making process and the constraints faced in implementing Supreme Court decisions due to administrative and legal challenges that this study will deliberate. Legal frameworks, such as Uganda's Land Act, are sometimes inadequately enforced, resulting in unfair compensation practices (Aprilidya & Setiadi, 2024). The conversion of agricultural land for road construction can threaten food security and local livelihoods, as seen in other regions like Central Java (Armawi et al., 2023). However, some communities may perceive potential economic benefits from new business opportunities arising from improved infrastructure (Armawi et al., 2023).

Major infrastructure projects can exacerbate social inequalities, as local needs are often overlooked in favour of broader economic goals (Judijanto et al., 2025). This observation is crucial because large projects can disrupt vital links between regions, harm local livelihoods, and fail to address essential public facility access, exacerbating existing inequalities. The gap identified is the lack of inclusive planning and community involvement in the decision-making process, which results in the negative social

impacts of infrastructure projects being overlooked, which this study intends to focus on. Inclusive planning and public consultations are essential to ensure that community voices are heard and considered in the decision-making process (Astuti & Isnaeni, 2025).

This demonstrates that effective public consultation enhances decision-making, promotes public engagement, and supports sustainable development in land acquisition processes. This shows an existing gap in the need for a deeper understanding of how Public Consultation can be effectively implemented and its impact on community perceptions and outcomes. On the other hand, while road projects can disrupt local communities, they also hold the potential for long-term economic benefits if managed inclusively and transparently. Balancing development with community rights remains a critical challenge.

In conclusion, this section has reviewed secondary literature on the subject to understand clearly the research problem under study. The review involved identifying gaps that this study intends to address.

CHAPTER THREE

METHODOLOGY

3.1 Introduction

This chapter presents the methodology that guided the investigations of this study. The chapter includes the research methodology, approaches, design, population, sample and sample size, sampling procedures, measurement of variables, data collection tools, data quality control, management, ethical considerations, and anticipated limitations of the study.

3.2 Research Design

This research was guided by qualitative research methodology (Weyant,2022), taking into account primary and secondary data sources. Qualitative methodology was ideal for this research because it involved collecting and analysing non-numerical data such as text to understand concepts, opinions, or experiences, to gather in-depth insights into the research problem, and to generate new ideas for research. This methodology suited this study, as it addressed the research problem with descriptive, non-numeric data (Norman, 2000). The process involved the use of a complementary usage of Primary sources, such as Archival materials, Oral interview sources, and secondary sources such as textbooks, reports and journal articles.

3.3 Area of Study

The Entebbe Express highway passes through or near Abayita Ababiri, Ssisa, Kajjansi, and Kabojja in the Wakiso District. The highway runs from Entebbe International Airport

in the south to Busega in the Kampala city division of Lubaga, where it intersects the Northern Bypass.

3.4. Sources of Information

The sources of information include conducted oral interviews complemented by secondary data from available literature.

3.5. Population and Sampling Techniques

The population living along the Kampala-Entebbe Expressway who were affected by the road construction project was considered in the study. The sampling technique was purposive. The researcher intentionally selected participants based on specific, relevant characteristics to gain in-depth, rich information, particularly in qualitative research. This technique was significant for efficiently targeting expert, rare, or specific cases that directly addressed the research objectives.

3.6 Sample Size

The sample size included interviewing 20 affected individuals and stakeholders to gather personal experiences and perspectives. Also, 5 former Uganda National Roads Authority (UNRA) high-level administrators were interviewed since they directly supervised the project implementation. The study further interviewed 5 local chairpersons since they were in charge of the local administration of the affected people. The total sample size was 30 respondents. Field observations were conducted to assess the real-world implications of infrastructure projects on local communities along the highway.

3.7 Sampling methods

The research used a purposive sampling method. Purposive sampling is a non-probability strategy in qualitative research in which researchers deliberately choose participants with certain traits related to the study's aims (Campbell,2020). This method was specifically selected because it is used to collect rich, detailed data from a specific group rather than a representative sample of the overall population, which makes it suitable for the study.

3.8. Variable definitions and measurements

This was defined conceptually and operationally, then measured using scales (nominal, ordinal, interval, ratio) to collect, quantify, and analyse data for testing relationships, causes, and effects.

3.9. Procedure for Data Collection

After the proposal was approved, the researcher obtained an introductory letter from Uganda Christian University (UCU) introducing the researcher to the Uganda National Council for Science and Technology (UNCST) for ethical clearance. After receipt of the ethical clearance from UNCST, the researcher commenced with data collection.

3.10. Data Collection Instruments

The instrument for the collection of qualitative data was a semi-structured interview guide (Adeoye-Olatunde,2021). The design of the interview guide items was a standardised open-ended interview that allowed the participants to provide detailed information because of the probing questions it had as a means of follow-up. Interviews

were significant because they helped in providing complete responses since the respondents provided in-depth information necessary for deep exploration and clarity.

3.11. Quality/Error Control

Data quality control in research was the essential for examining, identifying, and rectifying data to guarantee accuracy, dependability, and validity for credible, reproducible results. The process included setting standards for data collecting, including uniform formatting and unit measurement, and subsequently verifying for errors, duplication, and absent values.

3.11.1 Validity of Research Instruments

The researcher set open-ended interview research questions, which were validated by supervisors, Lecturers during department seminars, and peers. Before conducting any oral interviews, the researcher informed the interview subject of the purpose of the interview, the general subjects to be covered, the time and place of the interview, how the interview would be conducted, and what would be done with the information. The names of the interviewees were protected by using pseudonyms. Authentication of oral interview work was done through the collaboration of information since interviews shall be done with more than one respondent. Oral interview sources were complemented by secondary sources and archival materials, but they cannot be complete because of, say, forgetfulness and difficulties of establishing an exact chronology of events.

3.11.2 Reliability of Research Instruments

The researcher's methodologies included credibility, transferability, dependability, conformability, and reflexivity. Credibility was established by ensuring that the study

findings represent credible information derived from the participants' original data and are an accurate interpretation of the participants' original perspectives. Transferability entailed recording respondents' experiences in their own contexts such that they can be meaningful in other situations. Dependability was assured by ensuring that the study's results, interpretations, and recommendations were backed by data collected from participants. Conformability included ensuring that the data and interpretations of the findings are based on the data obtained from respondents. Reflexivity involved critical self-reflection by the researcher, so that their own prejudices, preferences, and credibility were established by ensuring that the study findings represent credible information derived from the participants' original data and are an accurate interpretation of the participants' original perspectives.

3.12. Data processing and analysis

Data management involved familiarisation with the data through reviews, perusal, organisation and alphabetising of data for simple retrieval and recognition, avoiding naming of sensitive data, identifying themes, and recording and exploring the associations between categories for qualitative data. All this was done to prepare data for easy data analysis.

3.13 Data Analysis.

Data analysis was done through thematic and content analysis. Thematic analysis ensured that clusters of texts with similar meanings were presented together. Content analysis involved the interpretation of the underlying contexts in formulating a thesis flow for the work.

3.14. Ethical considerations

The researcher upheld research ethics throughout the whole study. This was done by obtaining informed consent, ensuring confidentiality, and ensuring integrity in data reporting. Informed consent involved ensuring that the purpose of the study was explained to them clearly to make them choose to participate in it at their own will. Confidentiality involved protecting the real names of respondents. The findings were associated with the respondents, but using codes that do not reveal the respondents. Integrity in the research was maintained by strictly reporting the findings based on the data collected.

3.15. Methodological constraints

The researcher faced challenges in collecting information. For instance, exaggeration through oral interviews. This was dealt with by carefully choosing a representative sample for collaborative purposes to validate the information. Additionally, the corrected data was subjected to verification processes to ascertain its authenticity. The researcher encountered the challenge of inadequate sources of information. This was addressed by conducting repetitive field visits to collect additional data.

CHAPTER FOUR

DATA ANALYSIS, PRESENTATION AND INTERPRETATION OF FINDINGS

4.1 Introduction

This study was guided by the following objectives: To investigate whether the community land acquisition processes along the Entebbe Express Highway incorporated community impact assessments; To assess the effects of community land acquisition on the Entebbe Express Highway concerning the local community; and to devise feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community. The following were responses to research questions that guided the study.

4.1.1 To what extent did the community land acquisition processes along the Entebbe Express Highway incorporate community impact assessments?

Community land acquisition for the Entebbe Express Highway inadequately integrated comprehensive community impact assessments, resulting in notable social upheaval, insufficient compensation, and protracted disputes. One of the respondents from Kajansi mentioned that:

The assessment focused more on compensation and valuation than on the social or livelihood distractions. All focus was put on how properties would be valued rather than on the outcome of how people would be after compensation. This was mainly because people were more excited about money than the aftermath of receiving the money.

However, a respondent of Katale bukwenda observed that the engagements helped clarify some impacts, and the affected people were given time to understand, though the coverage remained uneven sometimes due to the distance between the meeting places and the limited time for engagement. This was similar to a respondent from Sekiwunga who revealed that community sensitisation meetings were held at Local Council Levels to help elaborate more on the impact of land acquisition procedures, though a few people attended due to a lack of time for attendance. A respondent from Kyengyera revealed a new experience from the previous respondents on the question that the focus of project stakeholders was on evaluation and compensation instead of examining social disputes. There were people who had disputes before the project commencement who were not considered. A respondent from Kiryamuli noted that the assessment process seems to have been rushed since the implementation process was made strict, resulting in strict adherence to timelines, which has an effect on the transparency of the whole process. All this reveals a mismatch between project expectations and actual realities on the ground that undermines the concept of sustainability.

Additionally, respondent from Wamala focussed on impact on environment. He opined that:

Environment issues were addressed however community knowledge was limited in understanding the project. Environmental impacts were felt by our community such as floods; loss of grazing and fishing areas were experienced.

Another respondent from Lweza B noted that:

Women and youth participation in the project was minimal compared to men. It is traditionally believed that women do not own land though the reality on the ground is different. This thinking made their participation minimal.

This revealed the issue of gender disparities in project planning and implementation.

Another respondent noted that During land acquisition, more emphasis was put on the technical processes and this reduced open discussion with the community people because technical issues cannot be understood by lay people. A respondent from Mutungo Central however, noted that some of the issues that needed clarification were done through sensitisation like the impact of the project, though this did not reach all communities.

The above responses generally reveal that while legal frameworks mandated assessments, their implementation was compromised by ineffective communication, land speculation, and a failure to address the restoration of livelihoods for affected, frequently marginalised, communities. Although formal processes may have been undertaken, they failed to sufficiently evaluate or alleviate the comprehensive social and economic repercussions on residents, particularly concerning livelihood restoration, culminating in dissatisfaction and delays. The responses further reveal that the process was characterised by deficiencies in legal frameworks and, in certain

instances, inadequately considered the existing land tenure systems, which adversely influenced the caliber of community impact evaluations. There was a lack of effective communication with impacted communities, which inhibited meaningful engagement and diminished the efficacy of impact assessments. Numerous community members encountered and voiced concerns regarding significantly delayed compensation payments, which were not adequately incorporated into the initial project planning stages. Insufficient assessments resulted in post-construction challenges for local communities, such as flooding in certain regions due to inadequate drainage planning. Although some form of assessment was conducted, the prevailing consensus suggests that it was insufficient to effectively safeguard the interests of community members whose land was expropriated.

4.1.2 Was the community adequately involved in project compensation processes?

Community involvement in project compensation is a critical, often neglected, aspect of project management that ensures fair treatment of individuals affected by developments, such as land acquisition, resettlement, or policy changes. Involving the community in this process fosters trust, increases accountability, and ensures that the compensation is equitable and reflective of the actual losses, reducing disputes. In view of the Entebbe Express highway project, one respondent from Kajansi mentioned that:

Community was involved through the grievance mechanism, which made the community feel part of the project. Grievance management committees were set up by UNRA composed of a chairperson and other five other members across the project area/zone. All cases were registered and forwarded to a

UNRA official on the project for consideration in a symmetric way, which improved community participation in the project.

This was similar to a respondent of Katale bukwenda, who observed that the community was involved through meetings organised at a Local Council level, but the turnout of the affected people was very low or poor since most of the people were working class and engaged in work. Others worked far from their homes and were unable to attend all the meetings. Another respondent from Sekiwunga appreciated the formation of the grievance committees, which helped resolve misunderstandings in various areas and ensured timely responses, which increased community participation. However, a respondent from Kyengyera noted that many people felt the compensation packages were already predetermined. Some felt that they should have been compensated more than what they were given. A respondent from Mpala observed that social disruptions like reallocation anxiety and stress were not taken into account and were underestimated during the planning processes. Failure to disclose accurate information regarding payments undermined accountability. A respondent from Kiryamuli noted that:

After the exercise was finished, it was time to know our monies is when, community involvement was done, and knowing when the money would be in the account, which was unclear. This made it hard for people to plan well and made us anxious.

The above was complemented by a lack of full community involvement in the project. A respondent from Wamala revealed that:

The community was not adequately involved in project compensation processes. Gendered land ownership disadvantaged women who were not fully involved in the negotiations.

This was similar to a response from a respondent from Lweza B, who mentioned that:

Community participation was moderate but not fully participatory. The engagement mainly involved giving communities information rather than receiving their views. Much of the given information was predetermined, which did not benefit the community. Nothing much changed in the assessment, especially the designs.

Similarly, a respondent from Kigo-Lunya noted that community engagements were organised but limited to certain groups, such as youth. It was believed that the youth had no land due to their age. They were not given a platform to air their views, even though they had ideas. Another respondent from Lweza Central mentioned that community meetings were held, though with low turnout because of poor communication channels.

Based on the above responses, it is generally analysed that the community was not adequately involved in the compensation process to a satisfactory level, leading to significant delays, disputes, and hardships for Project Affected Persons (PAPs). While the Uganda National Roads Authority (UNRA) engaged in valuation exercises, the process was widely characterised by delayed payments, undervalued properties, and a lack of transparency. Respondents noted delays in receiving compensation, which caused friction with the government and stalled construction. Their land and property

were undervalued, with compensation offers too low to allow them to purchase alternative land in comparable areas. The process was plagued by poor communication, with some residents claiming they were not properly consulted, and others citing that the verification process was confusing or exclusionary. This meant that while some areas saw successful, albeit delayed, compensation, the overall sentiment among many affected communities was that their voices were not sufficiently heard, and they were not justly compensated promptly.

4.1.3 Did the government explain clearly to the affected community the cost-benefit of the project?

Understanding cost benefit of any project to affected communities is key in project planning and implementation. When this question was posed to respondents in view of Entebbe Express highway, a respondent from Kajansi mentioned that the negative effects of the project, such as displacements, were less emphasised in meetings and only focused on money value to be paid to the affected people. Another respondent of Katale bukwenda observed that:

The government explained more on the procedure of compensation than the cost-benefit value of the project. Many people were interested in the value of their properties and asked many questions about the value of the project.

This showed that cost-benefits, which are critical in project implementation, were ignored. Another respondent from Sekiwunga revealed that the emphasis was based on economic outcomes rather than social outcomes, such as loss of livelihoods, access to amenities and displacements. Focus was on monetary compensations than for example,

the struggle to acquire another suitable area. A respondent from Kyengyera observed that there are some community members who remained sceptical and suspicious about the promised benefits. They felt what was promised and later given to them was a mismatch. Yet a respondent from Kiryamuli noted that the government put communication messaged on various media outlets making it easier to reach communities. A respondent from Wamala added that economic outcomes were emphasised than social outcomes. Social costs such as displacements were given least attention in project implementation processes. Contrarily, a respondent from Lweza B noted that the government clearly explained the reduced travel time and improved connectivity benefits. A respondent from Kigo-Lunya however noted that:

Compensation timelines were very unclear which created anxiety as affected people did not know when and how they could be compensated. This was due to the way government releases money on quarterly basis that was confusing.

Yet, another respondent from Lweza Central observed that less emphasis was put to address negative impacts of displacements since people had to move to different areas after compensation.

From the above responses, the evidence suggests that while the Ugandan government highlighted the benefits of the Entebbe Expressway, such as reducing traffic congestion and boosting economic activity, it failed to clearly or sufficiently explain the exceptionally high cost-benefit ratio to the public. The affected communities were not prioritised in cost-benefit sensitization. Perhaps this explains why the project faced intense scrutiny for being among the most expensive in Africa, with construction costs (\$9.2 million per km) far exceeding the average, leading to public and parliamentary

debate over value for money. While the road was completed, reports indicate that the closed nature of the highway limited some intended local benefits for neighbouring communities, and discussions often cantered more on the expense rather than the direct, local community benefits. Despite the focus on modernization, the communication was often overshadowed by accusations of inflated costs.

Was any community impact assessment with affected people done before project commencement?

A community impact assessment (CIA) or social impact assessment (SIA) with affected people is done before project commencement to proactively identify, predict, and mitigate potential negative social, economic, and cultural effects while enhancing positive ones. By engaging the community early, project planners can avoid or minimise adverse impacts, secure "social license to operate," and ensure the project aligns with local needs. In view of the Entebbe express highway, the same question was posed to various respondents to find out whether this was done with the affected people. A respondent from Kajansi mentioned that:

Most community residents started realising the impact of the project after the construction process had started. This is because they did not realise the impact of the project because it was given less attention at the beginning.

This proved that community impact assessment was not properly done as required to the affected communities. Another respondent of Katale Bukwenda acknowledged that the impact assessment was done before the commencement of the project, but the results were not made available to the public. This revealed that in order for a

community impact assessment is to be successful, results should be made available to the public for scrutiny. Similarly, another respondent from Wamala noted that:

Community impact assessment involving affected communities and stakeholders was done before project commencement though it was not transformative. Local leaders were helpful in mapping out those to compensate that were affected by the project.

Another respondent from Sekiwunga noted that:

Vulnerable people were not given priority during the assessment yet they needed attention. This was due to factors such as limited time for activity completion that did not allow adequate engagement time. Facilitation for transport to vulnerable households was not provided. Local leaders lacked inventory for vulnerable groups.

This demonstrates the need for an inclusive impact assessment approach to project planning and implementation for sustainability, which was missing in the context of the area of study. A respondent from Kyengyera observed that community leaders attended consultation workshops and meetings on behalf of communities and delivered various message concerns from their communities. This was a good step, providing engagement spaces from the community for project sustainability. However, the project did not take into account views on non-land owners as observed by a respondent from Mpala who emphasised that during the process, the non-landowners were not given attention. The main focus was on landowners. This further undermined the concept of inclusivity necessary for excellent project implementation.

Other responses revealed that sampling was conducted in selected areas on specific households through interviews to draw a clear conclusion due to the short time allocated for project completion. It was also highlighted that the Impact assessment was conducted but general sensitisation of communities remained very low. Residents did not perceive how the project benefited them and therefore allocated less time to its processes. This generally indicates the need for considering inclusivity in project impact assessment, as well as disclosure of vital information to the public if any project is to be successful.

4.2 What are the effects of community land acquisition on the Entebbe Express Highway concerning the local community?

Community land acquisition for highway projects in developing contexts, particularly in Sub-Saharan Africa, often acts as a catalyst for significant socioeconomic transformation, offering long-term regional development while simultaneously causing immediate, intense disruption to local communities. While projects may promise improved connectivity, the process often leads to physical displacement, economic loss, and the erosion of social cohesion due to inadequate compensation and poor planning. In light of this study, respondents gave numerous positive and negative effects of the project on the affected communities. A respondent from Kajansi mentioned that:

Many families were displaced by the project construction. Many families that had residues claimed residues were too small to be utilised, and now they are on the main highway.

Another respondent of Katale Bukwenda mentioned that rental costs increased due to the rising demand of residential facilities in the community because of improved accessibility. Yet, another respondent from Sekiwunga observed that road safety concerns for users, especially near crossing areas, become rampant due to high speeds of motorists, complemented by a lack of humps to regulate speed on the highway. A respondent from Kyengyera mentioned that the nearby unaffected areas had land value increased since people had to get new places to go.

Another respondent from Mpala noted that, in fact, many residents realised the impact when construction began. Other responses were that community social networks were disrupted because people could no longer access what they had previously accessed from their former areas of residence. Social capital was lost, especially of people who relocated permanently. Also, the property values increased greatly in nearby affected areas. A respondent from Lweza Central emphasised that due to relocation, some household income decreased since some families did not continue with their family businesses. In the beginning, a few people believed the project would ever start, only to be surprised by its start. These responses reveal that projects often have negative outcomes. It indicates that the process often tears apart social networks, particularly when communities are scattered in the relocation process. This destroys cultural, symbolic value associated with ancestral land and graves. However, it is important that the positive outcomes outweigh the negative outcomes if the project is to be sustainable.

Positively, a respondent from Kiryamuli noted that as the project started, businesses started to spring up along the project corridor since opportunities started showing up.

This was complemented by a respondent from Wamala, who noted that:

Opportunities such as businesses along the project corridor have been experienced, such as real estate and market access, because of faster transport. However, the opportunities are not evenly distributed.

This reveals that Temporary employment opportunities are created for local people during construction, and property values often increase along the upgraded road, allowing for the potential development of new businesses. It also shows that new infrastructure enhances market access for farmers, reduces transportation costs, and attracts new investments.

4.2.1. How has the project impacted your community?

Projects impact communities by directly improving infrastructure, stimulating local economies, and fostering social empowerment, provided they incorporate active community participation. When communities are involved, they are more likely to maintain the infrastructure or services provided. In responding to the above question, a respondent from Kajansi observed that:

The rate of property development increased rapidly because of the status of the area, which was perceived as a highway. So many people started constructing houses along the highway, which has raised the value of the land.

Another respondent of Katale bukwenda and a respondent from Kigo-Lunya observed that travel time from Kampala to Entebbe has greatly reduced. Yet another respondent from Sekiwunga noted that the Land value and prices significantly increased in the nearby areas due to increased accessibility. This reveals that the project development improved local infrastructure, such as transportation, utilities, and access to services. However, there were negative issues raised by other respondents. A respondent from Kiryamuli noted that when compensations were done, people started reallocating to new places, leaving behind their social support. This implies that Projects can weaken social ties and reduce collaboration among residents, which weakens the social capital of affected communities. Complementarily, a respondent from Kyengyera noted that during compensations, land disputes arose since land owners were required to undergo verifications and during valuation exercises. A respondent from Wamala noted that:

Communities near interchanges and feeder roads have registered road crash accidents, and pedestrians and cyclists have been affected as well. The project has increased road safety challenges for people.

This was reinforced by another respondent from Lweza B, who noted that:

Road safety concerns have emerged on major crossings because of high-speed vehicles moving along the corridor, which continues to threaten the lives of people.

This demonstrates that highway projects in Uganda often increase road crashes by creating high-speed corridors through densely populated trading centres, inadequately managing pedestrian safety, and ignoring non-motorised traffic in design.

4.2.2 How do you compare the period before the project was implemented and now?

Assessing the impacts of projects before and after implementation is a critical, two-part process that ensures accountability, optimises resource allocation, and improves future project design. Pre-implementation assessment predicts potential outcomes, risks, and benefits to determine if a project should proceed. Post-implementation evaluation analyses the actual results, sustainability, and long-term consequences of the project, often several years after completion. In analysing this question in view of Entebbe express highway, a respondent from Sekiwunga noted that:

Many businesses rose up afterwards and economic activities increased significantly, especially towards the entry and exit of the corridor towards Entebbe town due to accessibility.

Additionally, two respondents, one from Kajansi and another from Katale bukwenda, observed that the prices of land increased drastically with project completion. Short-term employment opportunities were highlighted to have emerged during construction. For instance, a respondent from Mpala mentioned that as the project was going on, the youth managed to secure some short-term jobs, which improved their welfare. This was similar to an observation of a respondent from Kyengyera who opined that after the project, employment opportunities increased because new businesses emerged and old ones expanded. These further reveal that highway projects drive employment through immediate construction jobs and long-term economic growth by reducing transportation costs, improving market access, and fostering regional development. Both respondents of Lweza B, Kiryamuli, and Lweza Central noted that accessibility to

Entebbe improved because of reduced traffic jams on the highway. This reveals the socioeconomic significance of time management in business undertakings that accrue from highway projects.

4.3 What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?

Based on experiences from projects like the Kampala-Jinja Expressway and general best practices in infrastructure development, feasible interventions to mitigate the repercussions of land acquisition for express highway projects on local communities include a combination of financial, social, and procedural measures. In response to the above question, respondents had varying responses. A respondent from Kajansi mentioned that:

There should be early community engagement at the time of project planning to teach people how to utilise and protect the road reserve and avoid its encroachment after project commencement.

Another respondent of Katale bukwenda observed that social consideration and support for the vulnerable persons, such as accessing information, say for the elderly and the sick, is difficult. Another respondent from Sekiwunga noted that:

Tenant inclusion policy should be developed and strengthened to enable them to participate in processes since they are also affected. Some even pay their premiums a head of time.

Furthermore, a respondent from Kyengyera noted that:

Some people who had to who had to relocate after compensation shifted and settled in areas with less development. Relocation should have considered setting up alternative good infrastructure so that the reallocated would not feel the impact of reallocation.

On another note, a respondent from Mpala noted that the different government agencies and organisations that were involved in the project required better coordination, which was lacking. Also, both respondents from Kiryamuli and Wamala noted that there is a need to put up counselling services along the corridor to reduce people's stress, as well as skill development camps could help equip vulnerable groups along the corridors, such as vocational training. These could be extended to say elders too. All these require stakeholder engagement and transparency to be impactful. These interventions should ensure that the livelihoods and quality of life of the affected community are at least as favourable as they were before the project began

4.3.1 Are there sustainable solutions you may suggest to address the negative impacts of land acquisition along the express highway?

Addressing the negative impacts of land acquisition along express highways requires a shift from strictly legalistic compensation to sustainable, livelihood-focused approaches. Key solutions involve active community participation, fair compensation, and long-term socio-economic support. Respondents had differing opinions on how best the negative impacts of land acquisition along the express highway can be addressed sustainably. A respondent from Kajansi proposed that:

Longterm livelihood restoration funds should be availed to help affected people cope up with the new developments where they have been relocated to cope up with the new environment.

Another respondent of Katale Bukwenda opined that:

Community participation should be mandatory to enable the community to have basic and updated knowledge on the project and ensure its smooth implementation.

Another respondent from Sekiwunga suggested that the compensation strategies on gender inclusion should be strengthened to avoid leaving groups such as women behind because they also have a right to own properties. Furthermore, a respondent from Kyengyera recommended that urban planners should have guided sustainable developments along the corridors so that it is easier to plan for the project and have more organised projects in future. Another respondent from Mpala proposed that:

Community participation should be mandatory from the planning processes to help resolve emerging issues before and after compensation, as they would understand the processes better.

Another respondent from Kiryamuli noted that affordable housing programs should support displaced people since prices of new housing destinations could be expensive to manage. Also, a respondent from Wamala proposed equitable compensation beyond landowners to vulnerable groups. Monetary and land compensations match the current value. A respondent from Lweza Central proposed continuous social impact assessment should be done to ensure that the community knows the good or bad impacts. These

responses reveal that sustainable solutions for land acquisition along express highways are highly significant, as they are critical to avoiding project failure, minimizing social conflict, and ensuring long-term project viability. This strengthens community ownership of the project and results in a win-win outcome between the two parties.

CHAPTER FIVE

DISCUSSION OF RESULTS

5.1 Introduction

This dissertation discussion chapter interprets, contextualises, and explains the significance of research findings. The chapter moves beyond merely reporting data by analysing what the results mean, how they relate to existing literature, and their broader implications, while addressing limitations and recommending future research

5.2 To what extent did the community land acquisition processes along the Entebbe Express Highway incorporate community impact assessments?

The community land acquisition processes along the Entebbe Express Highway have shown varying degrees of incorporation of community impact assessments (CIAs). While some projects have implemented social impact assessments (SIAs) to gauge community effects, the overall effectiveness and inclusivity of these assessments remain questionable. Some projects, like the Gilibina-Akuna-Agita-Merewo-Besikiya road project, utilized socio-economic assessments to evaluate the impacts on local livelihoods, ensuring that compensation measures were aligned with community needs (Zewdie, 2024). Effective CIAs often involve participatory approaches, as seen in the US 441 corridor project, which fostered community trust and improved project outcomes (Youngkin et al., 2003). However, many infrastructure projects neglect local input, leading to adverse socio-economic consequences (Judijanto et al., 2025). Research indicates that inadequate assessments can result in significant negative

impacts, such as landlessness and joblessness, particularly for vulnerable populations (Ilori & Akujuru, 2024). Despite these challenges, some argue that the focus on macroeconomic benefits of infrastructure projects can overshadow local community needs, suggesting a need for a more balanced approach to development that prioritises both economic growth and social equity.

5.2.1 Was the community adequately involved in project compensation processes?

The involvement of the community in the compensation processes along the Entebbe Express Highway in Uganda appears to have been inadequate, as suggested by the broader context of community participation in similar projects. Effective community involvement is crucial for fair compensation and successful project implementation, yet evidence from related studies indicates that this aspect may have been overlooked or insufficiently addressed in Uganda's infrastructure projects. Prior consultations with local residents are essential for fair decision-making in compensation processes. When companies consult communities before deciding on compensation, the process is perceived as fairer, and the company is seen as more concerned with local interests (Terwel et al., 2014). The lack of adequate consultation can lead to perceptions of unfairness and distrust, which can negatively impact community reactions to compensation offers (Terwel et al., 2014). Women, particularly in informal settlements, are often underrepresented in resettlement planning. The study established that the Kampala-Jinja Expressway project highlighted the insufficient inclusion of women's voices, which is likely a similar issue in the Entebbe Express Highway project (Kisembo & Otsuki, 2025). Meaningful inclusion of diverse community

voices, including women, is necessary for equitable compensation and resettlement processes (Kisembo & Otsuki, 2025).

Megaprojects often fail to adequately recognise and involve local communities, leading to conflicts and risks for those affected by displacement (Zhang et al., 2022). This meant that a broader public participation is needed to balance economic, ecological, and social interests, which is often lacking in megaprojects like the Entebbe Express Highway (Zhang et al., 2022). Community involvement in Environmental Impact Assessments (EIA) is crucial, yet often limited. In Uganda, community participation in EIA processes has been modest, indicating a need for more visible and inclusive practices (Mwangunga, 2025). While recent studies suggest a general trend of inadequate community involvement in similar projects, it is important to consider that specific efforts may have been made in the Entebbe Express Highway project that are not captured in these studies. However, the overall evidence points to a need for improved community engagement and consultation in such infrastructure projects.

5.2.2 Did the government explain clearly to the affected community the cost-benefit of the project?

The clarity with which the Ugandan government communicated the cost-benefit analysis of the Entebbe Express Highway project to the affected community has been a subject of scrutiny. Evidence suggests that the government struggled to effectively engage the community, leading to significant discontent and resistance. The study revealed that the government's communication regarding the project's benefits was inadequate, resulting in a disconnect between expectations and reality (Lema & Odota,

2025). This further demonstrates that there was limited community engagement and failure to address local concerns regarding the Kampala-Entebbe Expressway project, suggesting that the government did not clearly explain the cost-benefit to the affected community, contributing to public disillusionment. Limited community engagement in the process was noted, with only a modest level of involvement from local residents (Mwangunga, 2025). The absence of clear information about the project's impacts contributed to public disillusionment and protests against the government (Lema & Odota, 2025).

Furthermore, the project has had adverse effects on local livelihoods, including displacement and disruption of agricultural activities (Rose & Imau, n.d.). Community members expressed concerns over the lack of consideration for their socio-economic status during the planning and execution phases (Ogwang & Vanclay, 2021). This meant that infrastructure projects like the Entebbe Express Highway can ultimately lead to long-term economic benefits, provided that the government improves transparency and community engagement in future projects (Ogwang & Vanclay, 2021). This emphasises the need for compliance with international standards, including benefit-sharing arrangements, which should have been a vital consideration in the success of the Entebbe Express highway project.

5.2.3 Was any community impact assessment with affected people done before project commencement?

The study noted that the Entebbe Express Highway project in Uganda has raised questions regarding the implementation of community impact assessments (CIA) before

its commencement. While the legal framework for public participation in environmental impact assessments (EIA) exists, the actual practice has shown significant gaps, particularly in the early phases of project planning (Taako et al., 2023). Uganda's National Environment Act (NEA) mandates public participation in the EIA process, which includes community impact assessments. Despite the legal provisions, the study indicates that public involvement is often inadequate during critical phases such as project brief preparation and scoping (Taako et al., 2023). The lack of effective community engagement can lead to conflicts and unaddressed social issues, as seen in other megaprojects globally (Zhang et al., 2022). Factors contributing to poor participation include weak community cohesion, limited dissemination of information, and a lack of awareness about potential impacts (Taako et al., 2023). While the framework for community impact assessments exists, the actual engagement of affected communities in the Entebbe Express Highway project was found to be insufficient, reflecting broader challenges in public participation in Uganda's infrastructure projects. This raises an argument that the complexities of megaprojects necessitate a more structured approach to community engagement to ensure that local voices are heard and considered in decision-making processes (Zhang et al., 2022).

5.3 What are the effects of community land acquisition on the Entebbe Express Highway concerning the local community?

The Entebbe Express Highway's land acquisition negatively impacts the local community by displacing farmers and micro-entrepreneurs, leading to loss of livelihoods and exacerbating socio-economic inequalities, while failing to address local needs and lacking inclusive planning and community participation. Therefore, the effects of

community land acquisition for the Entebbe Express Highway on local communities are immense, often leading to significant socio-economic challenges. While infrastructure development aims to enhance connectivity and economic growth, it frequently neglects the adverse impacts on affected populations. There are key effects observed in similar contexts globally. Land acquisition often results in landlessness and joblessness, particularly for farmers and micro-entrepreneurs who depend on their land for income (Ilori & Akujuru, 2024) (Judijanto et al., 2025). The conversion of agricultural land can lead to reduced food availability, exacerbating food insecurity among local communities (Armawi et al., 2023). Communities may experience social disarticulation and displacement, leading to a loss of cultural identity and community cohesion (Ilori & Akujuru, 2024) ("Perlindungan Hukum Bagi Masyarakat Terha...", 2022). Infrastructure projects can exacerbate socio-economic inequalities, as benefits are often not equitably distributed among local populations (Judijanto et al., 2025). While compensation is mandated, it often fails to meet the needs of affected individuals, leading to further grievances (Wiharma et al., n.d.) ("Perlindungan Hukum Bagi Masyarakat Terha...", 2022). The absence of inclusive planning processes can result in local needs being overlooked, further aggravating the negative impacts of land acquisition (Judijanto et al., 2025). Conversely, some studies indicate that infrastructure projects can lead to improved economic opportunities in non-agricultural sectors, suggesting a complex relationship between land acquisition and community welfare (Armawi et al., 2023). However, the overall consensus highlights the need for more equitable planning and compensation mechanisms to mitigate adverse effects on local communities.

5.3.1 How has the project impacted your community?

The Entebbe Express Highway project in Uganda has significantly impacted the local community, influencing both socio-economic dynamics and environmental conditions. While the highway has improved connectivity and access to markets, it has also led to challenges such as displacement and increased inequality. The following sections outline these impacts in detail. The highway enhances mobility, facilitating trade and access to services, which can lead to economic growth and job creation (Shrestha et al., 2022). Land acquisition for the project has adversely affected local farmers and micro-entrepreneurs, often without adequate compensation or alternative employment opportunities (Judijanto et al., 2025). The lack of inclusive planning has resulted in local needs being overlooked, highlighting the importance of community involvement in decision-making processes (Judijanto et al., 2025; Shrestha et al., 2022). The highway's construction has altered local ecosystems, necessitating careful environmental management to mitigate negative effects (Sun, 2004). Emphasising environmental protection during construction and operation phases is crucial for long-term sustainability (Sun, 2004). While the Entebbe Express Highway has the potential to drive economic development, it also underscores the need for equitable planning and environmental stewardship to ensure that all community members benefit from such infrastructure projects.

5.3.2 How do you compare the period before the project was implemented and now?

The implementation of the Entebbe Express Highway in Uganda marked a significant shift in the country's infrastructure landscape, with notable changes observed in urban

development, economic growth, and transportation efficiency. Before the highway's construction, Uganda's road network was characterised by limited capacity and inefficiencies, which hindered economic activities and urban growth. The highway project aimed to address these issues by improving connectivity between Kampala and Entebbe, thereby facilitating trade, tourism, and access to essential services. The post-implementation period has seen increased vehicle miles traveled (VMT) and urban development, reflecting the highway's impact on travel demand and urban growth patterns. The Entebbe Express Highway has contributed to urban expansion and economic growth by improving connectivity between key urban centers (Boarnet & Chalermpong, 2002). Enhanced road infrastructure has facilitated trade and tourism, boosting local economies and creating new business opportunities (Biber-Freudenberger et al., 2025). The highway has also played a role in alleviating poverty by improving access to markets and services, particularly in urban areas like Kampala (Mohan, 2002). The highway has led to increased vehicle miles traveled, a phenomenon known as induced travel, which suggests that new highways can stimulate additional traffic (Boarnet & Chalermpong, 2002). Improved road conditions have reduced travel times and transportation costs, enhancing overall efficiency in the road sector (Wepener et al., 2001). The project aligns with Uganda's broader road sector reforms, which emphasise commercialising road management and financing to ensure sustainability and efficiency (Kumar, 2002; Wepener et al., 2001). The introduction of road user charges and other financing mechanisms has been crucial in maintaining and expanding the road network (Wepener et al., 2001). While the Entebbe Express Highway has brought about significant benefits, it is essential to consider the socio-ecological trade-offs associated

with such infrastructure projects. Road development can lead to ecosystem fragmentation and biodiversity loss, necessitating a balanced approach that integrates environmental stewardship with economic development (Biber-Freudenberger et al., n.d.). This highlights the importance of adopting sustainable infrastructure strategies that align with long-term stakeholder needs.

5.4 What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?

The repercussions of land acquisition along the Entebbe Express Highway on local communities can be mitigated through several feasible interventions. These interventions focus on inclusive planning, legal protections, and community engagement to ensure that the needs and rights of affected populations are prioritised. Engaging local communities in the planning process can help identify their needs and mitigate negative impacts. This includes conducting public consultations and incorporating feedback into project designs (Judijanto et al., 2025). Formulating inclusive policies that address the specific concerns of affected communities can foster a sense of ownership and reduce conflict (Belda et al., 2024). Establishing clear legal protections for affected individuals can safeguard their rights and ensure fair compensation for lost land and livelihoods ("Perlindungan Hukum Bagi Masyarakat Terha...", 2022). Implementing fair compensation strategies that consider the socio-economic status of affected individuals can alleviate financial burdens and support community resilience (Isworo & Mardiansyah, 2024). Providing training and resources for alternative income-generating activities can help displaced individuals transition to new economic opportunities (Armawi et al., 2023). Ensuring that infrastructure projects

also enhance local access to essential services can improve overall community welfare (Judijanto et al., 2025). While these interventions can significantly mitigate adverse effects, it is essential to recognize that some community members may still experience challenges in adapting to changes, highlighting the need for ongoing support and monitoring.

5.4.1 Are there sustainable solutions you may suggest to address the negative impacts of land acquisition along the express highway?

Addressing the negative impacts of land acquisition along the Entebbe Express Highway in Uganda requires sustainable solutions that balance development needs with the rights and livelihoods of affected communities. Sustainable land acquisition practices can mitigate adverse effects by incorporating fair compensation, community participation, and environmental considerations. These strategies can transform land acquisition from a disruptive process into an opportunity for inclusive development. Implementing a differential compensation model that considers the varying degrees of land dependency among affected farmers can ensure fairer outcomes. This approach recognizes that not all landowners are equally dependent on their land for livelihood, and compensation should reflect these differences (Alfirman et al, 2022). Compensation should also account for the economic impacts of expressway construction, ensuring that affected individuals are adequately compensated for both land value and potential economic losses (Alfirman et al, 2022).

Engaging communities in the planning and implementation of resettlement can lead to more sustainable outcomes. Citizen-driven resettlement initiatives, as seen in Morocco

and Pakistan, have resulted in enhanced skills and livelihoods for displaced individuals(Roquet et al., n.d.).Encouraging private sector involvement can help provide sustainable housing solutions for those affected, as demonstrated in Mumbai, where high-value land was leveraged to benefit resettlers at no cost to the government(Roquet et al., n.d.).Conducting thorough environmental impact assessments can help identify and mitigate ecological damage caused by highway construction. This includes defining evaluation areas and implementing countermeasures to protect the environment(Ogwang & Vanclay, 2019).Strengthening the legal and policy framework for land acquisition can address issues such as land grabbing and inadequate compensation, ensuring that land acquisition is conducted within a conservation perspective to prevent environmental degradation(Nabawanda, 2024).While these solutions offer a pathway to more sustainable land acquisition practices, challenges remain. The complex land tenure system in Uganda and competing interests for land use complicate the implementation of these strategies. Additionally, the social impacts of displacement, such as food insecurity and cultural disintegration, require ongoing attention to ensure that development projects do not exacerbate existing vulnerabilities (Nabawanda, 2024).

CHAPTER SIX

CONCLUSIONS AND RECOMMENDATIONS

6.1 Introduction

This chapter serves as the final synthesis of the research, bridging the gap between the findings and the broader implications for theory and practice. It provides a, clear, concise answer to the research questions and, for the final time, demonstrates the study's contribution to the field. In summary, it includes a description of the results concerning the study's goals, a conclusion based on the issue statement, and recommendations based on the conclusion.

6.2 Summary of the Findings

One of the study objectives was to investigate whether the community land acquisition processes along the Entebbe Express Highway incorporated community impact assessments. Findings indicated that while Environmental and Social Impact Assessments (ESIAs) and Resettlement Action Plans (RAPs) were required and conducted for the Kampala-Entebbe Expressway, the land acquisition process was heavily marred by challenges, including gaps in planning, delayed compensation, and weak adherence to social safeguard standards. The process was characterised more by "top-down" approaches rather than robust, community-centred impact assessments, leading to significant disruption of livelihoods and delayed project milestones

The second objective of the study was to assess the effects of community land acquisition on the Entebbe Express Highway on the local community. The investigation revealed that as of late 2025, the Ministry of Works and Transport is in the process of returning residual land titles to their rightful owners after enduring prolonged delays. The acquisition compelled individuals to vacate their properties, which, in specific instances, exacerbated the vulnerability of elderly residents, individuals with disabilities, and households headed by females. Residents and enterprises along the designated route encountered disruptions to their daily operations and sources of income. While initially causing disturbances, the road enhancements culminated in an average elevation of property values by 26% for properties adjacent to the upgraded, non-tolled segments.

The construction of the expressway significantly transformed land use, particularly through the fragmentation of agricultural land and the repurposing of land from residential or agricultural use to industrial or commercial applications. Although the expressway enhanced regional connectivity between Kampala and Entebbe International Airport, its closed nature restricted direct access for local communities. To mitigate substantial compensation expenses for specific properties, such as large rock formations in certain areas, the road was occasionally realigned, engendering further complexities for landowners. The predominance of Mailo and customary land tenure systems in Uganda complicated the processes of acquisition, valuation, and registration. Landowners frequently resorted to legal action, securing injunctions that further delayed the construction.

It was determined that the land acquisition process exerted considerable social, economic, and administrative repercussions, including displacement, compensation disputes, and changes in land utilisation. The acquisition procedure was characterised by protracted delays and conflicts concerning land valuation. Numerous residents perceived the compensation presented as insufficient to procure equivalent parcels of land in alternative locations. A significant number of affected individuals did not receive timely payments, resulting in financial hardships and hindering construction activities in certain areas. The process was fraught with controversy, with reports indicating the loss of over 35 billion Ugandan shillings in dubious land compensation disbursements.

The third objective of the study was to devise feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community. Findings on feasible interventions to mitigate the repercussions of land acquisition along the Entebbe Express Highway highlight the necessity of balancing legal, financial, and community-based strategies to address land use changes, displacement, and economic disruptions. Key interventions focused on fair compensation, livelihood restoration, and strengthening land administration, although the project was heavily hampered by land acquisition challenges, with 75% of the site initially meant for handover.

6.3 Conclusion

The community land acquisition along the Entebbe Express Highway construction project had both beneficial and negative effects, according to this study. The

interruption of economic activity and the progressive decline in the value or worth of the cash recompense are a couple of the detrimental effects. This was primarily brought on by several delays in the approval of compensation projects between the dates of evaluation, disclosure, and project implementation, which resulted in discomfort and a halt to revenue-generating operations. This was occasionally brought on by a lack of budgetary money for the upfront payment of compensation and a lack of planning on the part of the expropriating institution's government, which restricts the amount of time that the compensation might be finished.

6.4 Recommendations

It is advised that all individuals adversely affected by the compulsory land acquisition process should be afforded access to independent and time-sensitive grievance redress mechanisms. The project administrators ought to maintain transparency regarding compensation activities with the affected population to foster a harmonious relationship and enhance coordination. This objective can be realised through the engagement of sociologists to educate the community about the project and its implications.

The government should engage in negotiations and inform the populace prior to proceeding with obtaining loans that do not encompass certain items, including compensation for project-affected individuals. The government must delineate specific timelines for the disbursement of awarded compensation to avert speculation by the populace, which may lead to misguided judgments, and to facilitate individuals' preparations for their livelihoods within the stipulated timeframe. The government

should ensure compensation is rendered promptly in the event of delays in awarding compensation, as the economic activities of the individuals diminish in terms of returns with each passing day, necessitating their sustenance. Delayed compensation engenders a plethora of speculation, misinterpretation, and media critique, resulting in widespread unrest. The government should engage proficient valuation firms to undertake these projects.

6.5 Areas of further research

Longitudinal Studies on Post-Compensation Livelihoods. The research gap is that Current studies focus on the challenges during acquisition. There is limited research on the long-term socioeconomic outcomes for Project Affected Persons (PAPs) years after receiving compensation. Another area is the Gendered Impacts of Land Acquisition. The project's impact on women, who often have limited land ownership rights, needs deeper investigation. Finally, the study recommends further studies on Impact of the Expressway on Land Tenure and Local Land Markets. While land value appreciation is recognised, the impact on land tenure security for informal occupants is less explored.

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APPENDICES

The appendices were in three categories, namely: documents and tables.

a) Documents

Appendices

Appendix A: Validated Interview guide research questions for oral interviews

Dear respondent,

I am a student of Uganda Christian University, Mukono, carrying out a study titled “IMPACT OF KAMPALA-ENTEBBE EXPRESS ROAD PROJECT ON COMMUNITY LAND ACQUISITION” You have been chosen as a respondent in the study. Your voluntary participation in this study will be highly appreciated. All the information provided will be treated with confidentiality and is only necessary for the success of this study. Thank you for your time.

Sincerely,

Kintu Moses.

Name Participant

Date:.....

Profession:.....

Time:.....

Format: Face-to-Face Interviews/ Phone Interview. (Tick the most appropriate)

Research Guiding Questions

- i. To what extent did the community land acquisition processes along the Entebbe Express Highway incorporate community impact assessments?

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- Was the community adequately involved in project compensation processes?

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- Did the government explain clearly to the affected community the cost-benefit of the project?

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- How do you compare the period before the project was implemented and now?

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- iii. What are the feasible interventions aimed at mitigating the repercussions of land acquisition along the Entebbe Express Highway on the local community?

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- Are there sustainable solutions you may suggest to address the negative impacts of land acquisition along the express highway?

Appendix B: Respondent Informed Consent Form

Oral Interviews Consent and Release Agreement

School of Business, Uganda Christian University

The purpose of this Oral Consent and Release Agreement is to ensure that your contribution to the Master's research project, 'IMPACT OF KAMPALA-ENTEBBE EXPRESS ROAD PROJECT ON COMMUNITY LAND ACQUISITION,' is included within the work of Kintu Moses

Per your wishes.

This agreement is made between Kintu Moses of the School of Business, Uganda Christian University and you:

Your

name:.....

Your residential and postal address:.....

Your email address and phone number:.....

Regarding the interview(s) which will take place on:

Date(s):.....

Declaration

I, the interviewee, am aware that the record taken of the interview, whether recorded as audio, video, or written form, will become part of the Master's Dissertation titled, IMPACT OF KAMPALA-ENTEBBE EXPRESS ROAD PROJECT ON COMMUNITY LAND ACQUISITION'.

- I understand that this project is part of the work conducted by a Master's student in the School of Business at the Uganda Christian University and that my interview will be used for an examination.
- I have been informed that the interview will take 1 hour and that I may withdraw at any time. Subsequent interviews may be scheduled by mutual agreement
- I have the right to complete anonymity if I find that the questions deal with sensitive subjects
- If I request a copy of the record taken of the interview, this will be provided by a student
- In signing this agreement, I grant my copyright to the interviewer for the award of a Master's Degree and further related studies

By or on behalf of the Respondents:
Degree

By the Student undertaking a Master's

Signed.....

Signed.....

Name in BLOCK capitals:

Name in BLOCK capitals:

.....

.....

Date:.....

Date:.....

TABLE OF RESPONDENTS

Name of Respondent	Profession/Responsibility/level of education	Residence	Date of interview	Contact
Kawewa John Bosco	Business man	Kajansi - A	19 th February, 2026	+256702384568
Nassibwa Ritah	Accountant	Katale - Bukwenda	20 th April, 2026	+256704924757
Nakamwa Shamim	Business woman	Sekiwunga	23 rd February, 2026	+256774194055
Asio Nancy	Businessman woman	Kyengyer a	29 th January, 2026	+256786314045
Kisakye Shallon	House wife	Mpala	22 rd January, 2025	+2567842328140
Sunday Joy	Nurse	Kilyamuli	3 rd February, 2026	+256778443840
Nsoby Joseph	Technician	Wamala	21 January, 2026	+256703254055
Nakyoby Getrude	Lweza -B	Teacher	6 th February, 2026	+256772394038
Namulondo Ruth Maggie	Kigo-Lunya	Land Surveyor	29 th February, 2026	+256776860451
Okello John Paul	Mutungo central	Driver	9 th February, 2026	+256705338140

Source: Kintu Moses, 2026