KCCA
KAMPALA CAPITAL CITY AUTHORITY
For a better City

Kampala

Road Safety Report 2024

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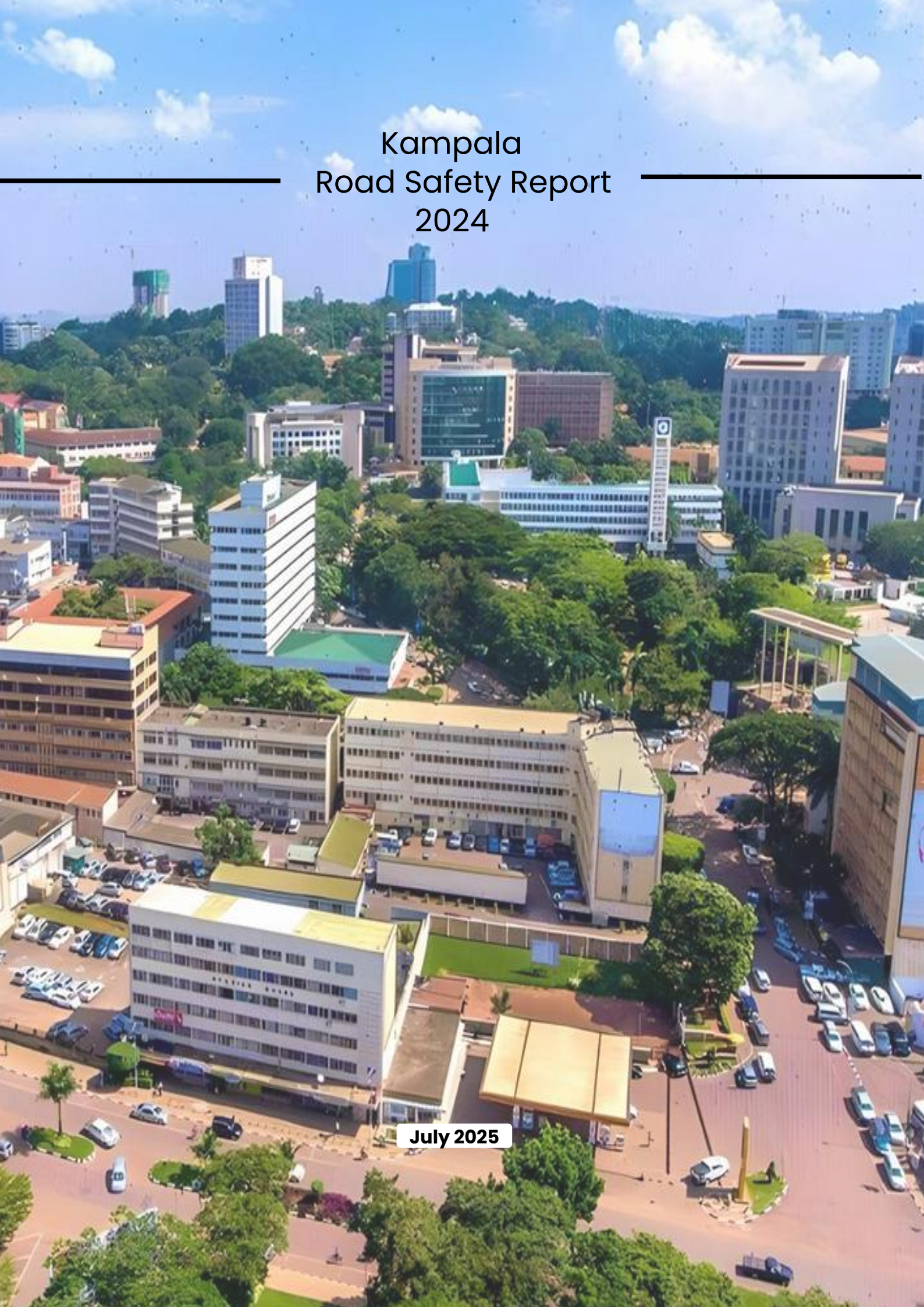


July 2025

Kampala

Road Safety Report, 2024

KCCA
KAMPALA CAPITAL CITY AUTHORITY
For a better City

In collaboration with

UGANDA POLICE
PROTECT & SERVE

Contents

Preface

Hon. Hajjat Minsa Kabanda
Minister for Kampala Capital City and Metropolitan Affairs

It is my honour to present yet another Kampala Road Safety Annual Report, a vital resource offering a comprehensive analysis of road traffic fatalities, injuries, and risk factors in Kampala.

I am encouraged by the modest 2% reduction in reported road traffic deaths—from 411 in 2023 to 404 in 2024—a sign of progress in our collective efforts. The decline in the death rate from 10.6 to 9.9 per 100,000 population is a positive development. However, the simultaneous 12% increase in reported serious injuries underscores the ongoing need for sustained, strategic interventions guided by data and community engagement.

As in previous years, vulnerable road users continue to bear the greatest burden, accounting for 94% of all fatalities. Alarmingly, motorcyclists alone represented nearly half of the reported deaths; this pattern highlights the urgency of focused, evidence-based measures to protect these high-risk groups. The report also identifies high-risk crash locations in Kampala.

KCCA in collaboration with the Uganda Police Force and other partners, has already begun implementing targeted safety measures. These interventions, detailed in this report, provide a roadmap for expanding our successes.

I extend my deepest appreciation to the KCCA technical teams, the Uganda Police Force, and all local and international partners whose unwavering commitment has made this report possible. Together, let us continue working toward a safer Kampala, ensuring every journey begins and ends safely.

H.W. Erias Lukwago
Lord Mayor, Kampala Capital City

I am encouraged by our continued commitment to improving road safety in our city. This fifth edition of the Kampala City Road Safety Report is more than just a collection of data—it is a testament to the collaborative efforts of all stakeholders working to make our roads safer for every resident, worker, and visitor in Kampala.

The findings in this year's report provide a red flag yet necessary reflection on our road safety landscape. While we have recorded a modest reduction in road traffic deaths—from 411 in 2023 to 404 in 2024, a 2% decline—this progress is tempered by a 12% increase in reported serious injuries. These numbers remind us that the journey to zero fatalities is long and requires unwavering dedication.

As in previous years, vulnerable road users accounted for 94% of the fatalities reported in 2024. Nearly half of those who lost their lives were motorcyclists, with the majority being young men between the ages of 20 and 29. This is more than a transportation issue—it is a crisis of equity, justice, and access to safe mobility.

In collaboration with local and global partners, KCCA has undertaken targeted actions to reduce crash risks in these areas; however, much more remains to be done.

As the Lord Mayor, I reaffirm my commitment to championing safer streets and roads for all. We must invest in infrastructure that protects vulnerable road users, strengthen the enforcement of traffic laws, and ensure that road safety is integrated into all aspects of urban planning. Achieving this requires bold leadership, community engagement, and multi-sectoral coordination.

I extend my gratitude to all who contributed to this report and sincerely appreciate Bloomberg Philanthropies and our other partners for their steadfast support.

Sharifah Buzeki
Executive Director
Kampala Capital City Authority

I am pleased to present the Kampala City Annual Road Safety Report 2024. This report provides an in-depth analysis of road traffic crashes, deaths, and injuries reported in 2024 and highlights the behavioral and structural risk factors that continue to contribute to this public health and development challenge.

The 2024 findings offer both progress and cause for concern. We registered a modest reduction in road traffic deaths—from 411 in 2023 to 404 in 2024—representing a 1.7% decrease. These numbers highlight the urgent need for continued investment in comprehensive and data-driven road safety strategies.

As in previous years, the burden of road traffic deaths falls disproportionately on the most vulnerable road users: pedestrians, bicyclists, and motorcyclists. Young men aged 20 to 29 years remain the most affected demographic.

KCCA remains committed to utilizing crash data to guide our interventions, and we are proud of the partnerships that make this work possible. In collaboration with organizations such as the World Resources Institute (WRI) and with technical support from the Bloomberg Philanthropies Initiative for Global Road Safety, we have undertaken targeted road safety actions, some of which are detailed in this report.

Our vision is a Kampala where mobility is safe, equitable, and accessible to all. Achieving this vision requires collective action from government agencies, civil society, the private sector, and the public. We are committed to strengthening coordination among stakeholders and aligning road safety with broader urban development goals.

I extend my sincere appreciation to the Uganda Police Force Traffic and Road Safety Directorate for their continued collaboration in providing critical crash data and to all partners whose contributions have made this report possible.

Together, let us build a city where every journey, regardless of mode or destination, is safe. safe.

AIGP Lawrence Niwabiine
Director, Traffic and Road Safety
Uganda Police Force

Road traffic injuries and fatalities continue to pose one of the most pressing public safety and public health concerns in Uganda, with Kampala bearing a significant burden.

The findings contained in this report confirm a persistent road crash trend of vulnerable road users—pedestrians, bicyclists, and motorcyclists. This category accounts for the vast majority of fatalities, comprising 94% of the total deaths in 2024.

The Uganda Police, in collaboration with Kampala Capital City Authority and other stakeholders, is committed to strengthening road safety enforcement, community engagement, and policy coordination. Through coordinated, multi-sectoral action, we can address the causes of road crashes, through promotion of safer road user behavior. We appreciate the efforts of KCCA in creating an environment that prioritizes the protection of vulnerable road users, especially pedestrians.

I commend the team that compiled and analyzed the data presented in this report. Their work contributes significantly to the national road safety agenda and supports our ongoing efforts to reduce road traffic fatalities and injuries in Kampala and beyond.

Let us continue working together with renewed commitment, strategic focus, and shared responsibility to make Uganda's roads safer for all.

Acknowledgements

This fifth edition of the Kampala Road Safety Report draws on 2024 crash data provided by the Uganda Police Force to present a comprehensive overview of road traffic crash outcomes in the city. The report is part of an ongoing effort to generate evidence-based insights that inform the planning and implementation of road safety interventions in Kampala.

Crash data were collected from nine police stations across the city's five administrative divisions—Nakawa, Central, Makindye, Kawempe, and Lubaga—with permission from the Director of Traffic and Road Safety, Uganda Police Force.

Vital Strategies provided technical support in the development of this report, while the Johns Hopkins International Injury Research Unit (JH-IIRU) contributed data on behavioural risk factors associated with road traffic injuries.

Stellah Namatovu, the BIGRS Road Injury Surveillance Coordinator for Kampala, led the coordination of data collection, conducted the data analysis, and authored the report. Dr. Raphael Awuah, the Regional Technical Advisor for Africa on Road Injury Surveillance, provided technical oversight throughout the data collection, analysis, and review process.

The BIGRS team in Kampala—Jemima Nalumansi (Initiative Coordinator), Leah Kahunde (Communications Officer), Caleb Katwebaze (Enforcement Coordinator), and Emmerentian Mbabazi (Project Specialist, World Resources Institute Africa Cities Program)—also contributed to the report.

Special thanks to the KCCA GIS team—Flavia Zabali Musisi (GIS Supervisor) and Jean Ssekabira (GIS Officer)—for their invaluable geospatial support. Thanks to KCCA images for the photos used on the front page and section headings.

Lastly, Eng. Jacob Byamukama, BIGRS City Technical Lead and Deputy Director of Transport and Traffic Management, and Eng. Justus Akankwasa, Director of Engineering and Technical Services provided overall supervision and guidance.

Executive Summary

Understanding trends in road traffic fatalities and injuries is essential for implementing evidence-based interventions. This report analyzes police records from 2024 to provide insights into road traffic crash-related deaths and injuries in Kampala City, while also highlighting behavioral risk factors contributing to road injuries.

Key findings

The number of reported **fatalities declined** from **411** in 2023 to **404** in 2024

Serious injuries rose by **12%**, increasing from **2756** in 2023 to **3078** in 2024

Vulnerable road users accounted for **94%** of the reported **fatalities** in 2024.

Males comprised **81%** of **fatalities**

Deaths and serious injuries were frequently reported among those aged **20 to 29 years**

Fatal crashes were most frequently reported in the evening hours, between **4 p.m. and 12 a.m.**

Fatalities frequently occurred from **crashes** occurring on **Sundays** and **Saturdays**

High-risk **fatal crash locations** included:

1. Bwaise roundabout
2. Approaching Kyebando Police station from Nsooba
3. Busega roundabout joining the Northern Bypass
4. Mbogo-Najjera road junction
5. Nsooba-Kyebando road flyover

Abbreviations

BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
GDP	Gross Domestic Product
GPS	Global Positioning System
JH–IIRU	Johns Hopkins International Injury Research Unit
KCCA	Kampala Capital City Authority
WRI	World Resources Institute

Introduction

The *2023 Global Status Report on Road Safety* shows a slight decrease in global road traffic fatalities, with the figure falling to 1.19 million [1]. Despite this decline, road traffic injuries remain a major cause of death and disability worldwide, with their economic toll estimated at 1–3% of national GDPs—reaching up to 6% in some cases [2].

Low- and middle-income countries bear a disproportionate burden, accounting for 90% of road traffic deaths and exhibiting the highest mortality rates relative to population. Regionally, the WHO South-East Asia Region records the highest percentage of global fatalities (28%), followed by the Western Pacific (25%), Africa (19%), the Americas (12%), the Eastern Mediterranean (11%), and Europe (5%) [1].

In Uganda, the *2024 Annual Crime Report* notes a 6.4% rise in reported road crashes, increasing from 23,608 in 2023 to 25,107 in 2024 [3]. These incidents are estimated to cost the country approximately UGX 4.4 trillion (around $1.2 billion) annually—equivalent to about 5% of Uganda's GDP [4].

About Kampala

Kampala, the capital city of Uganda, has a resident population of over 1.5 million, which swells to nearly 3.5 million during the day as people commute in for work [5]. Kampala is divided into five administrative divisions—Central, Nakawa, Makindye, Kawempe, and Lubaga. The majority of the city's residents rely on walking, boda bodas (commercial motorcycles), and taxis for their daily transportation.

3.5 million
Estimated day-time

5
Administrative divisions

Purpose of the Report

This report utilizes 2024 police records to analyze road traffic crashes, fatalities, and injuries in Kampala. It also incorporates spatial analysis to map the distribution of fatal and serious injury crash locations across the city. Additionally, it examines road-user risk behaviors and provides an overview of key road safety initiatives implemented in Kampala.

Data Sources and Systems

Police crash records serve as the primary source of official road traffic crash data in Uganda. For 2024, data were extracted from the Uganda Traffic Police digital system. For crash records not entered into the digital system, data were retrieved from narrative police crash reports using the police data input form.

Some records may not have been reviewed due to challenges in storing paper forms or missing details necessary for extraction. These limitations impact data quality, completeness, and the potential underreporting of outcomes. However, they did not significantly affect the overall findings, as this report presents only the reviewed police records.

Narrative descriptions and location sketches from police reports were used to generate crash coordinates through the ArcGIS Survey123 application.

Data on key risk factors for road injuries—specifically helmet use and speeding—were gathered through observational studies conducted by the Johns Hopkins University International Injury Research Unit (JH-IIRU) in collaboration with the Makerere University School of Public Health.

Definitions

Road traffic fatality: A death resulting from injuries sustained in a crash, whether occurring at the scene or within one year and one day.

Serious/severe injury: An injury requiring hospitalization for at least 24 hours.

Patterns in Road Crashes, Deaths, and Injuries

Road traffic deaths and injuries

The number of reported fatalities in Kampala decreased by 2%, from 411 in 2023 to 404 in 2024. In contrast, serious injuries rose by 12%, from 2756 in 2023 to 3078 in 2024. (Figure 1).

The death rate decreased from 10.6 per 100,000 population in 2023 to 9.9 in 2024, while the serious injury rate increased from 68 per 100,000 in 2023 to 76 per 100,000 in 2024 (Figure 2).

Figure 1. Road traffic deaths and injuries, 2020–2024

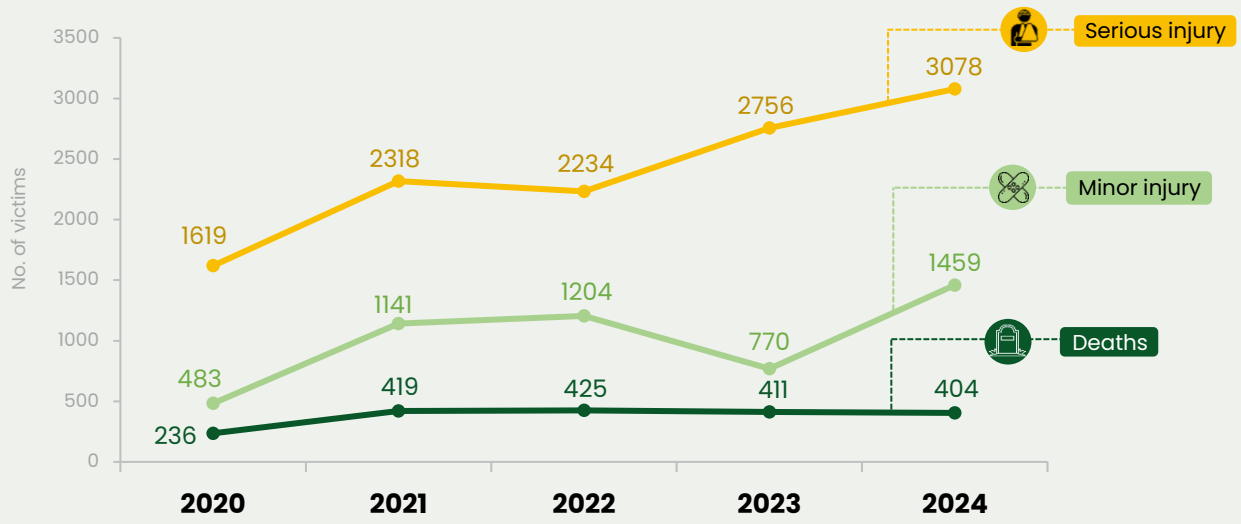
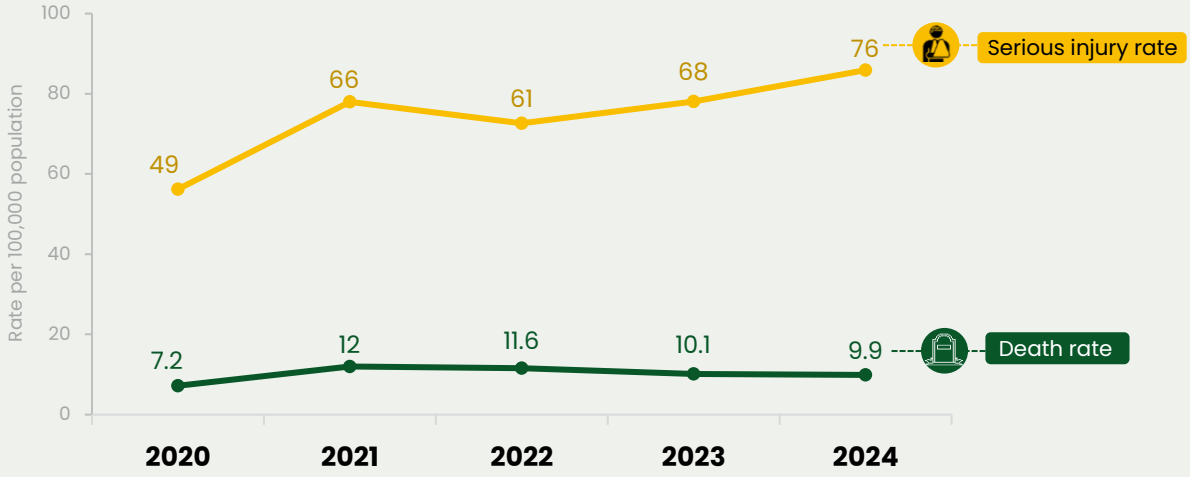


Figure 2. Death and serious injury rates, 2020–2024



Deaths and serious injuries by road user type

Motorcyclist fatalities have consistently accounted for the highest share of road traffic deaths, though 2024 saw a slight 3% decline compared to the previous year (Figure 3). However, serious injuries among motorcyclists rose by 7% in 2024 relative to 2023, while pedestrian serious injuries saw a 13% increase (Figure 4).

Vulnerable road users—pedestrians, motorcyclists, and bicyclists—comprised 94% of reported fatalities and 89% of serious injuries in 2024. Notably, motorcyclists alone represented 49% of total deaths and 59% of serious injuries (Figures 5 and 6).

These findings highlight the urgent need to prioritize enhanced safety measures for motorcyclists and pedestrians in Kampala.

Figure 3. Trends in deaths by road user type, 2020-2024

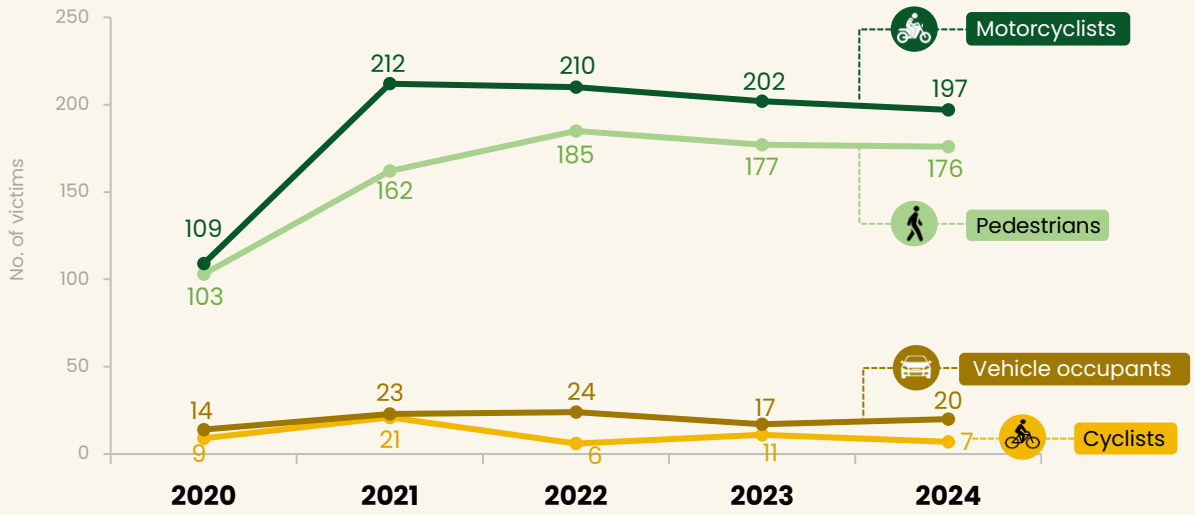


Figure 4. Trends in serious injuries by road user type, 2020-2024

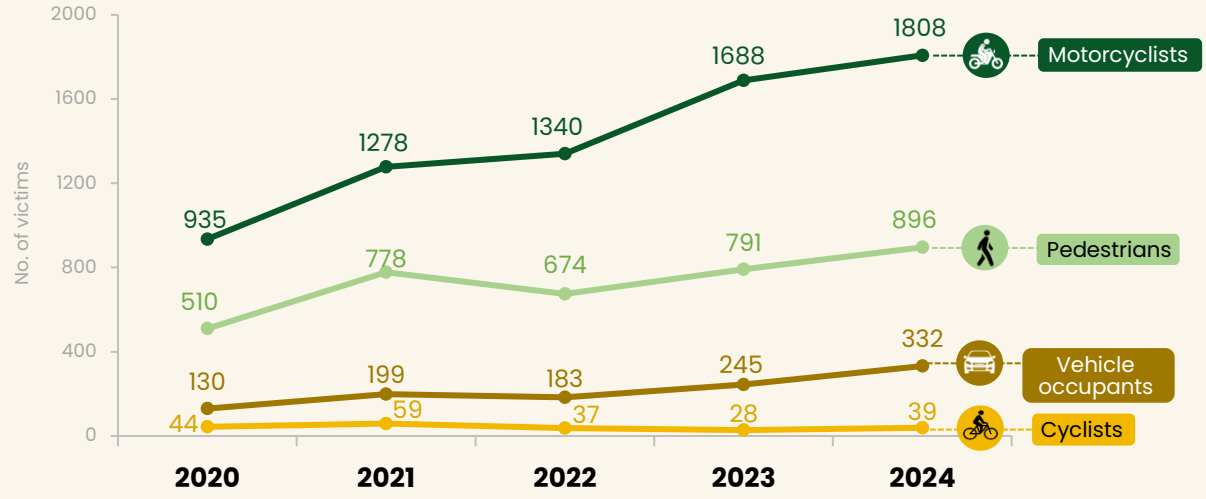


Figure 5. Percentage distribution of deaths by road user type, 2024

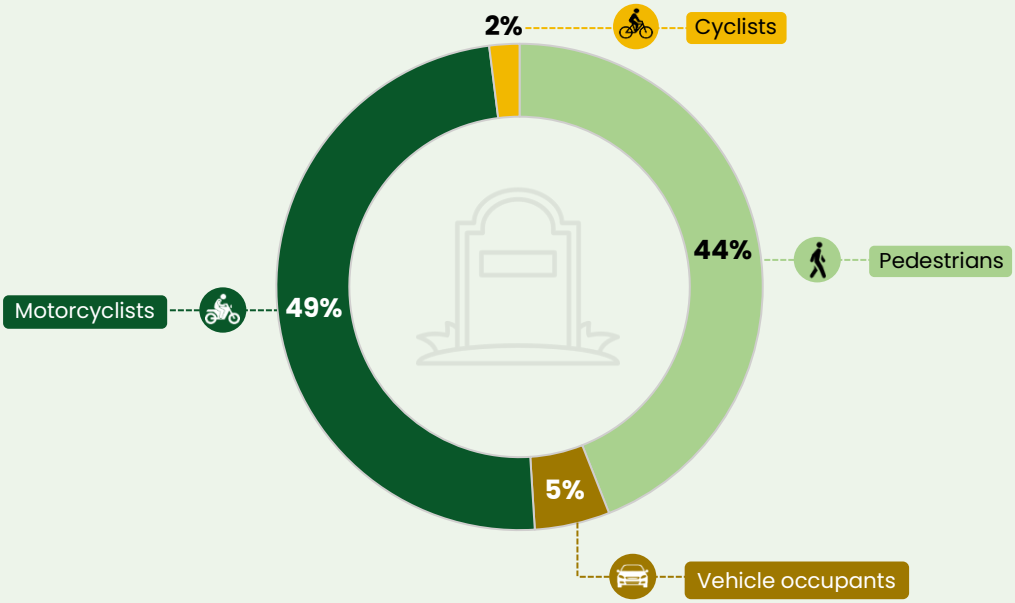
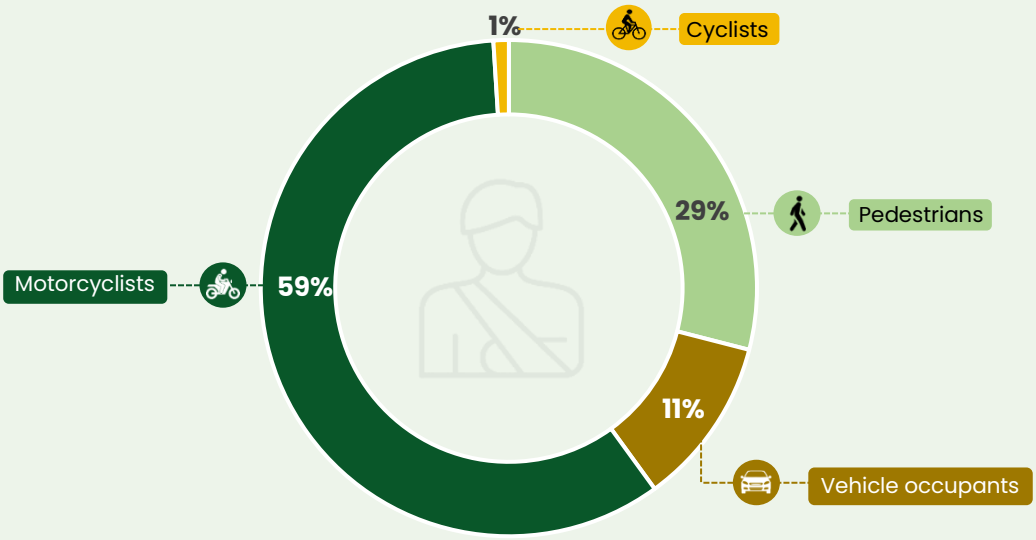


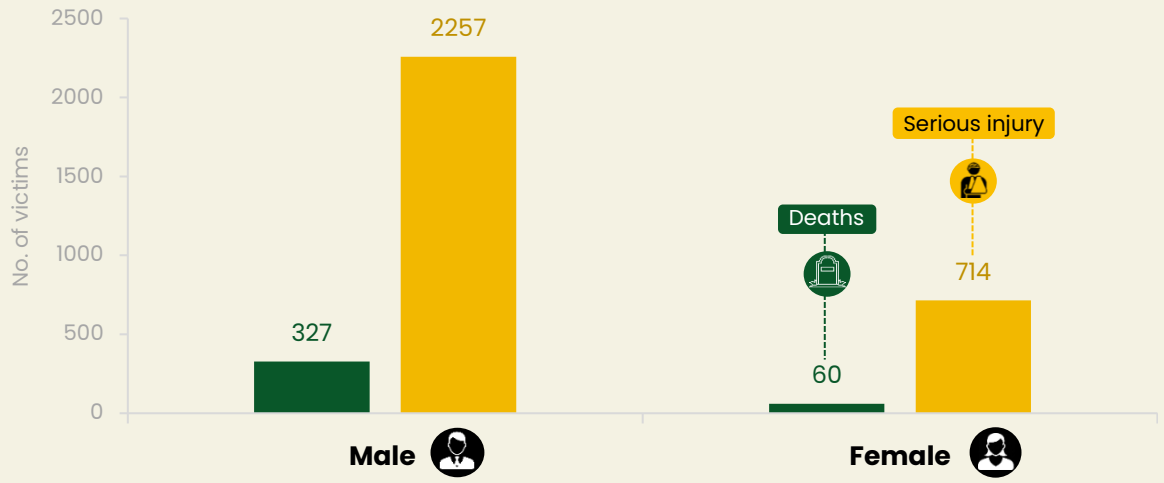
Figure 6. Percentage distribution of serious injuries by road user type, 2024



Deaths and serious injuries by gender

Males accounted for 81% of fatalities and 73% of serious injuries in 2024 (Figure 7). This pattern has remained consistent over the past five years. Globally, road traffic deaths continue to disproportionately affect men, with a fatality ratio of 1 female to 3 males [1].

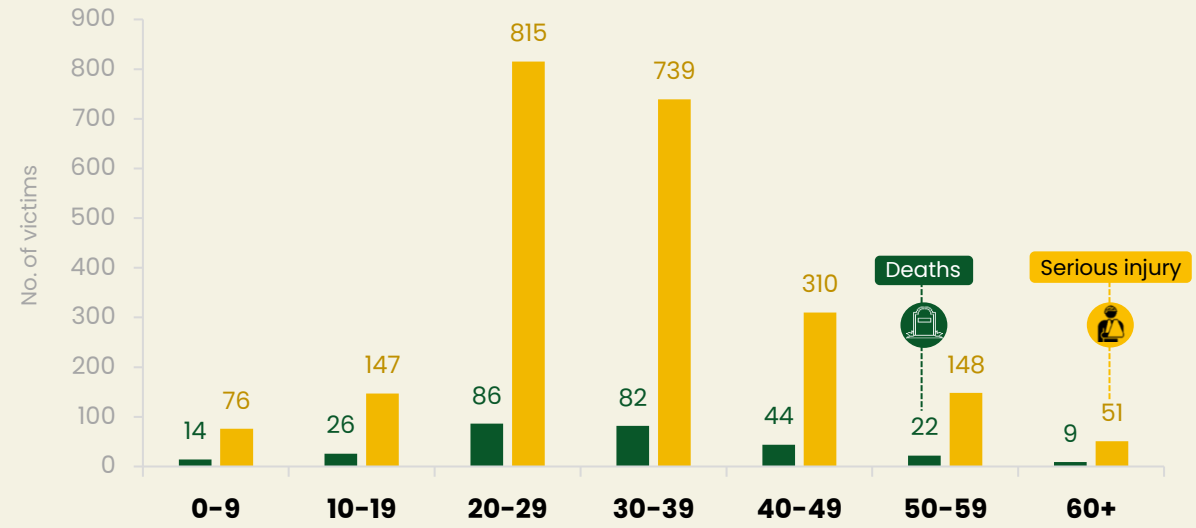
Figure 7. Deaths and serious injuries by gender, 2024



Deaths and serious injuries by age

In 2024, individuals aged 20 to 29 had the highest number of fatalities and serious injuries (Figure 8).

Figure 8. Deaths and serious injuries by age group, 2024



Crashes and deaths by time of day

In 2024, the highest number of crashes occurred between 4 and 6 p.m. (Figure 9), while fatal crashes peaked between 8 and 10 p.m. (Figure 10). These insights are valuable for guiding traffic enforcement deployment in the city.

Figure 9. Crashes by time of day, 2024

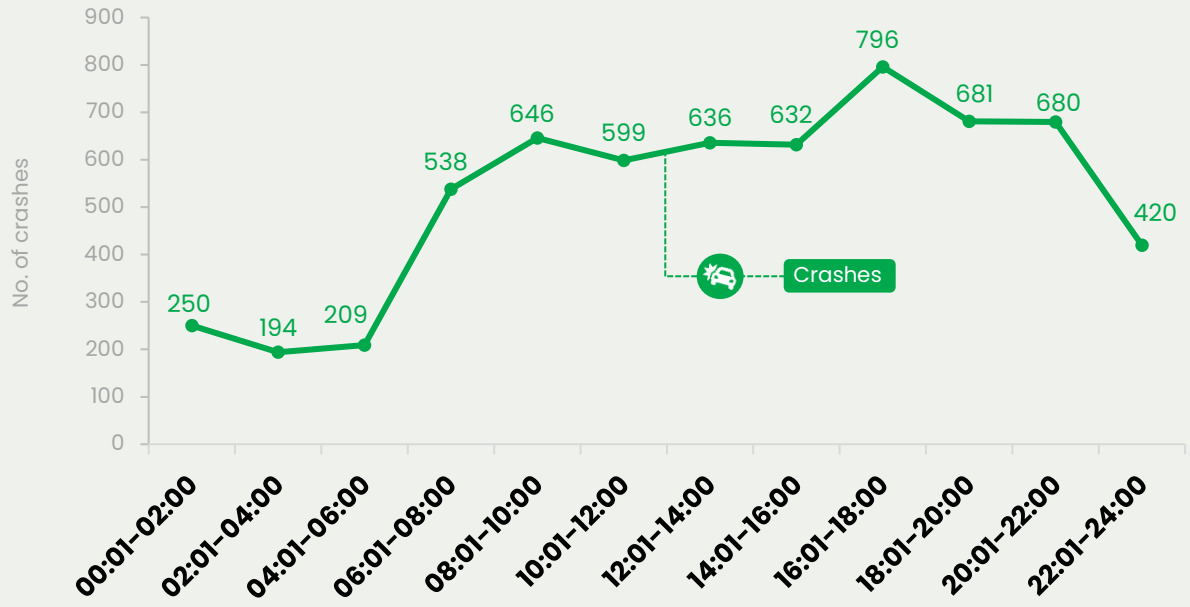
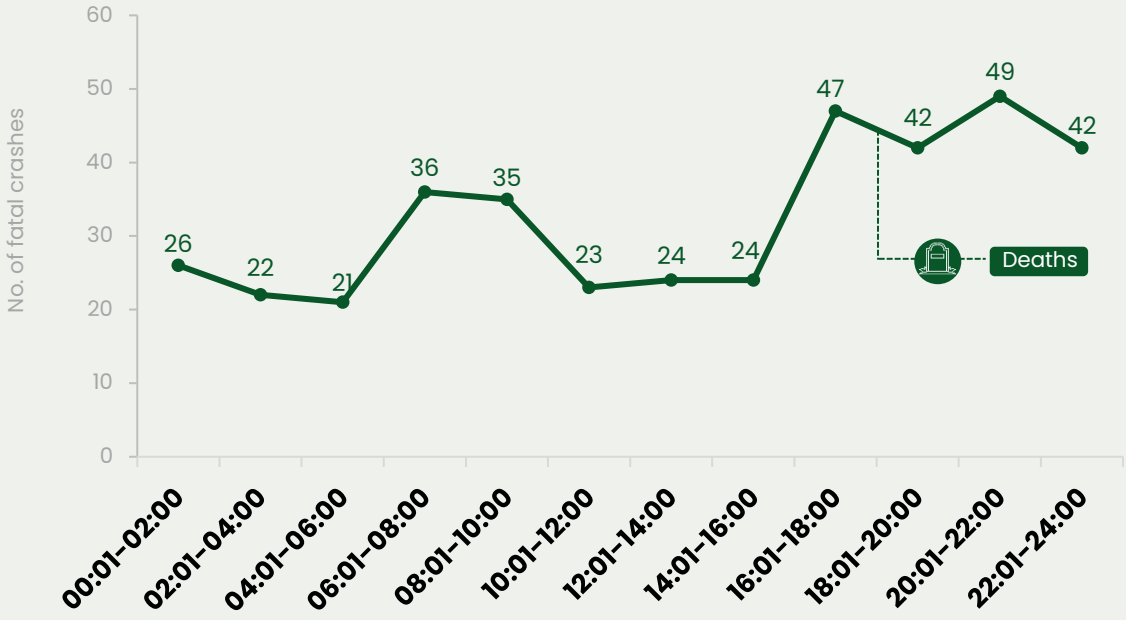


Figure 10. Fatal crashes by the time of day, 2024



Crashes and deaths by day of week

In 2024, the highest number of crashes occurred on Mondays (Figure 11). However, fatalities were most frequently linked to crashes on Sundays and Saturdays (Figure 12). These findings can help guide traffic police staffing decisions and strategic planning for targeted enforcement of risk factors.

Figure 11. Crashes by day of the week, 2024

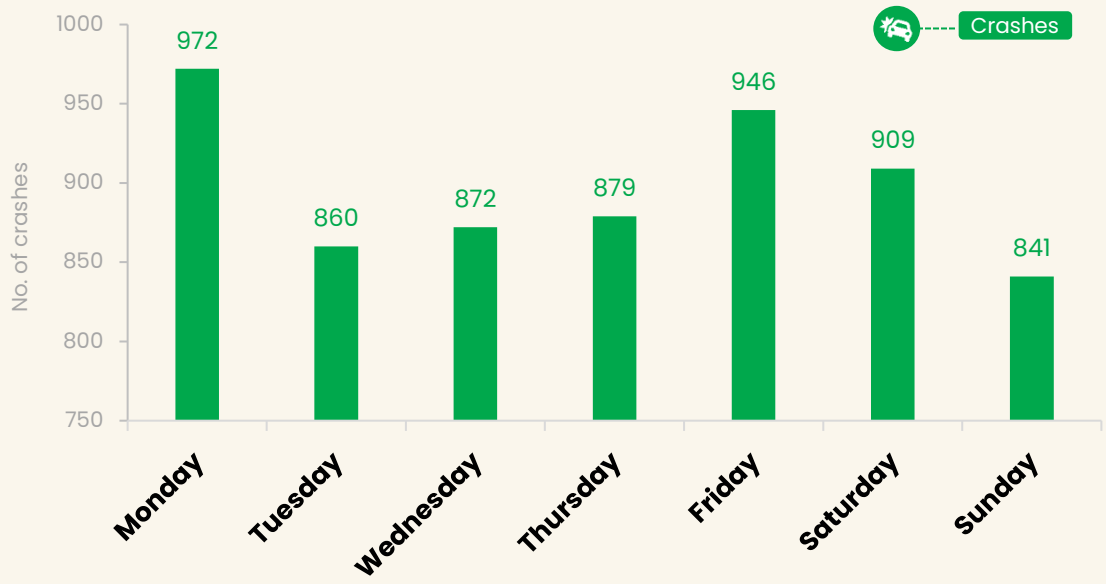
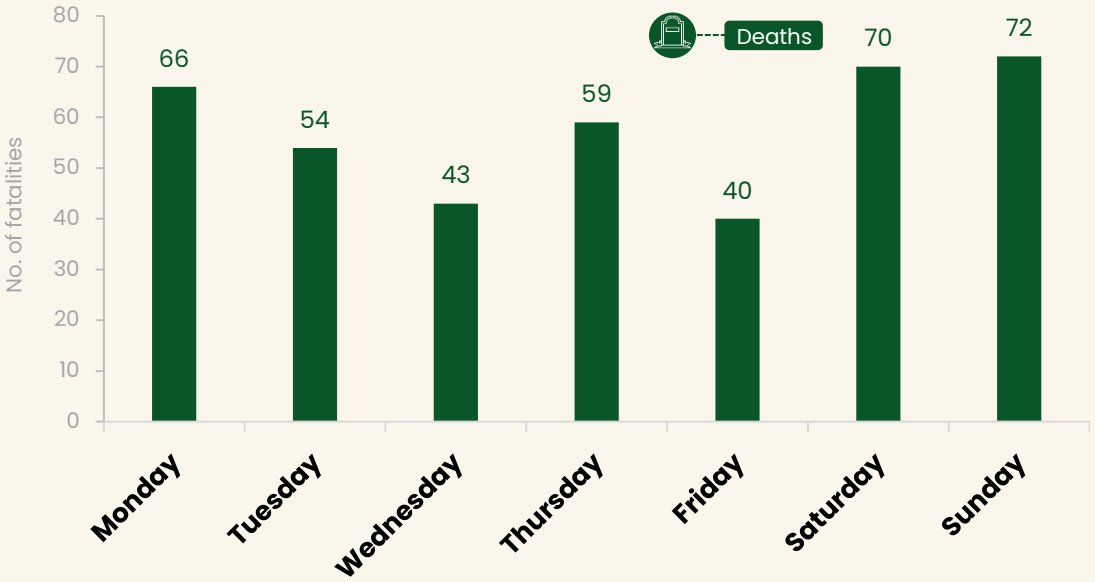


Figure 12. Deaths by day of the week, 2024



Deaths by day of week and time of day

Between 2022 and 2024, the highest number of fatalities occurred on Mondays, Saturdays, and Sundays, particularly between 4 p.m. and midnight (Table 1). These findings highlight the need for enhanced enforcement of key road safety measures such as speed control, prevention of drink driving, and promotion of helmet use, seat belts, and child restraints, during these high-risk days and hours.

Table 1. Deaths by day of week and time, 2022-2024

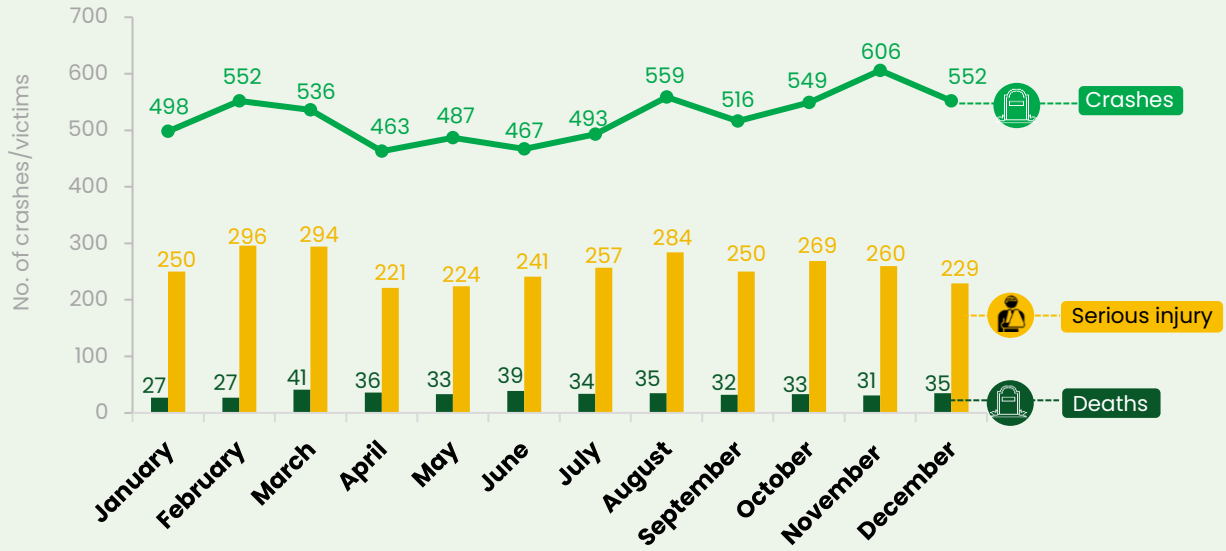
Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:01-04:00	24	11	13	16	16	18	26
04:01-08:00	32	17	13	29	21	38	40
08:01-12:00	29	27	27	36	34	44	26
12:01-16:00	30	27	28	23	22	22	17
16:01-20:00	49	31	31	26	28	36	46
20:01-00:00	41	37	34	34	45	56	36
Total	**205**	**150**	**146**	**164**	**166**	**214**	**191**

< 20 deaths 30-39 deaths 40+ deaths

Crashes, deaths, and serious injuries by month

The monthly distribution of crashes, fatalities, and serious injuries in 2024 did not exhibit a clear seasonal pattern (Figure 13). However, March recorded the highest number of reported fatalities.

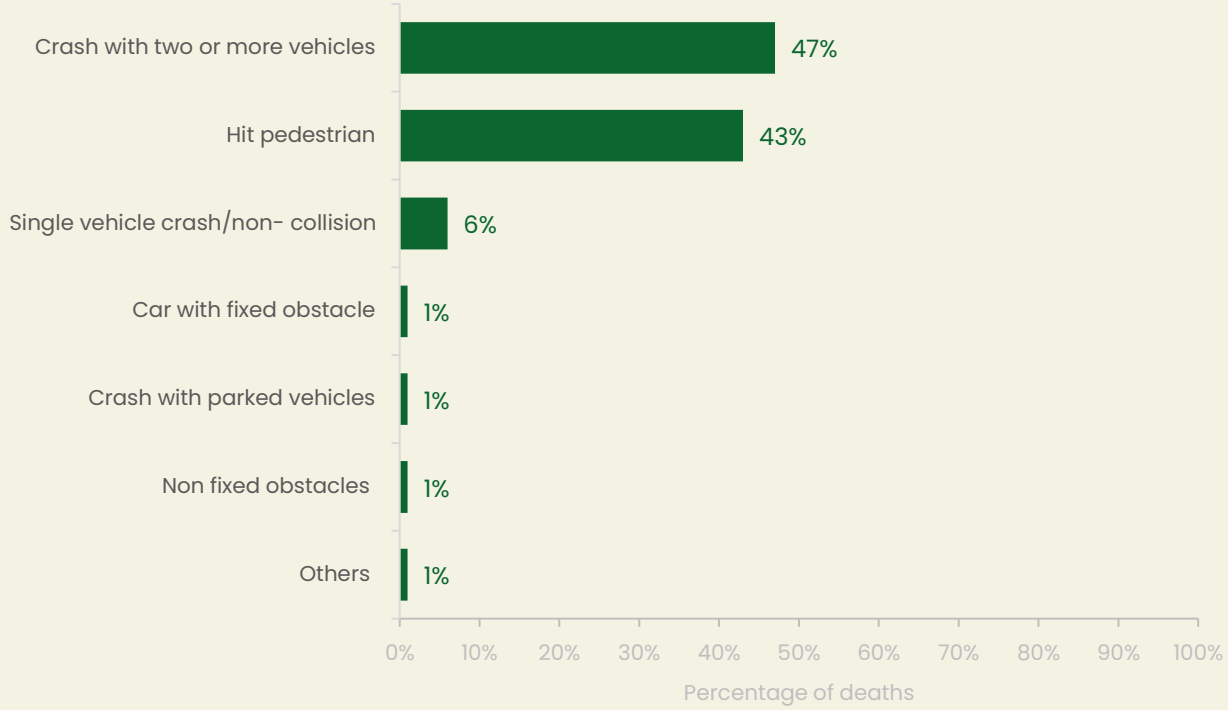
Figure 13. Crashes, deaths, and serious injuries by month, 2024



Deaths by collision type

In 2024, nearly half of the reported road traffic deaths resulted from crashes involving two or more vehicles, while collisions with pedestrians accounted for 43% of the fatalities (Figure 14).

Figure 14. Distribution of deaths by collision type, 2024



Deaths by road user and causal vehicle type

Table 2 shows the correlation between road user deaths and the colliding vehicle type. In 2024, cars and pickups were involved in 41% of pedestrian deaths, while goods vehicles and buses/minibuses accounted for 12% and 10% of pedestrian fatalities, respectively. Among motorcyclists, 35% of deaths were from collisions with other motorcycles.

Table 2. Deaths by road user and causal vehicle type, 2024

Victim	Colliding vehicle							
	Car/ pickup	Bus /minibus	Goods vehicle	2- & 3-wheeler	Bicycle	Single vehicle crash	Unknown	Total
Pedestrians	**72**	18	21	17	0	0	48	176
Car & pick up occupants	5	0	0	0	0	2	0	7
Bus & minibus occupants	0	6	0	0	0	0	0	6
Goods vehicle occupants	1	4	0	0	0	1	0	6
2- & 3-wheeler occupants	**34**	28	30	**69**	0	19	17	197
Cyclist	4	1	1	0	1	0	0	7
Others/Unknown	2	0	0	0	0	0	3	5
TOTAL	**118**	**57**	**52**	**86**	**1**	**22**	**68**	**404**

High-risk crash locations

Using geocoded crash data from the past three years (2022–2024), Tables 3, 4 and 5 show the top 15 high-risk spots, top 10 high-risk pedestrian crash locations and top 10 high-risk motorcyclist crash locations, respectively. The spatial distribution of crash incidents is visualized through a series of heat maps, fatal crash locations (Figure 15), serious injury crash locations (Figure 16), pedestrian fatal and serious injury crash locations (Figure 17), and motorcyclist fatal crash locations (Figure 18). These high-risk areas should inform the prioritization of road infrastructure maintenance, and targeted enforcement actions.

Figure 15. Distribution of fatal crash locations, 2022-2024

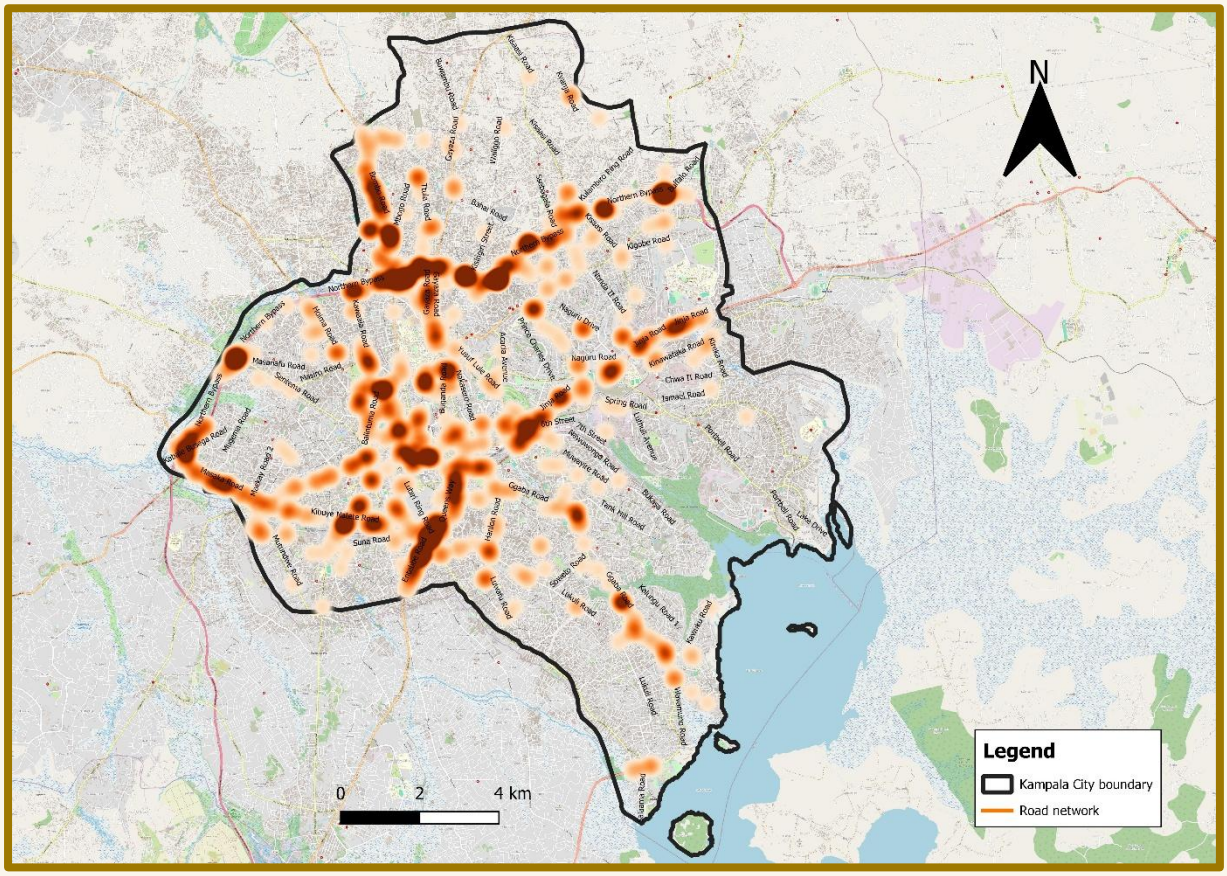


Table 3. Top 15 high-risk fatal crash spots, 2022-2024

No.	Name of intersection/junction/roundabout	No. of deaths
1	Bwaise roundabout (Northern Bypass)	33
2	Approaching Kyebando Police station from Nsooba (Northern Bypass)	25
3	The Busega roundabout joining the Northern Bypass	20
4	Mbogo-Najjera road junction (Northern Bypass)	16
5	Nsooba-Kyebando road flyover (Northern Bypass)	16
6	Sentema roundabout (Northern Bypass)	15
7	At the flyover from the Nalya roundabout, approaching the Kisasi roundabout	8
8	Nakulabye intersection (Balintuma and Hoima Road)	7
9	Approaching the Kisaasi-Kyanja road junction (Northern Bypass)	6
10	Kawaala Road-Northern bypass junction	6
11	Jinja Road -Access Road intersection	5
12	Spear Motors Traffic lights on Jinja Road	5
13	Kibuye roundabout	5
14	Entebbe road -Salaama road junction	4
15	Hoima Road-Balintuma Road intersection	4

Figure 16. Pedestrian fatal and serious injury crash locations, 2022-2024

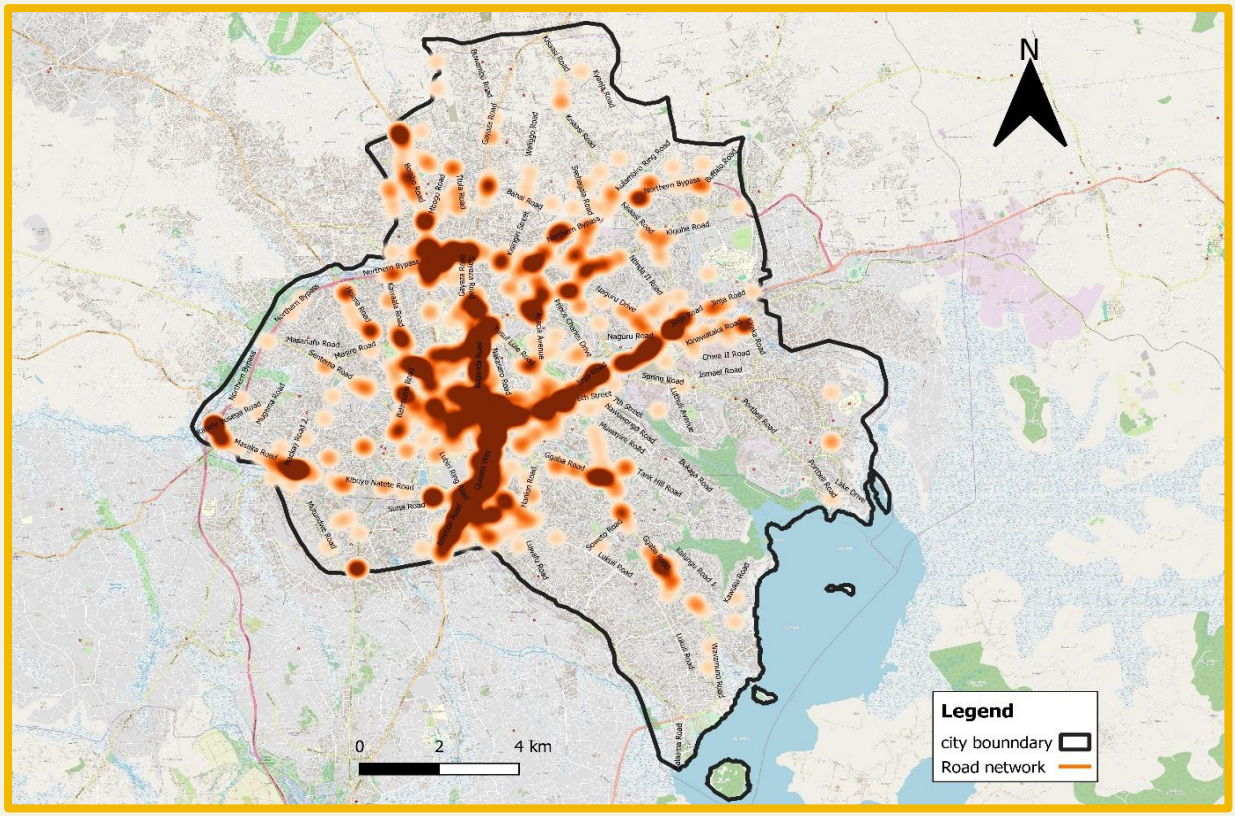


Table 4. Top 10 high-risk locations for pedestrian fatal and serious injury crashes, 2022-2024

No	Name of intersection/junction/roundabout	No. of deaths and serious injuries
1	Entebbe road -Salaama road junction	23
2	Bwaise interchange on the Northern Bypass	21
3	Wandegeya Traffic Lights	20
4	Kibuye roundabout	18
5	Kyebando Police Station from Nsooba (Northern Bypass)	18
6	Queens way	16
7	Gayaza Road roundabout (Kalerwe)	16
8	Bwaise Roundabout	15
9	Jinja Road and Access Road intersection	14
10	Spear Motors Traffic lights on Jinja Road	11

Figure 17. Motorcycle fatal and serious injury crash locations, 2022-2024

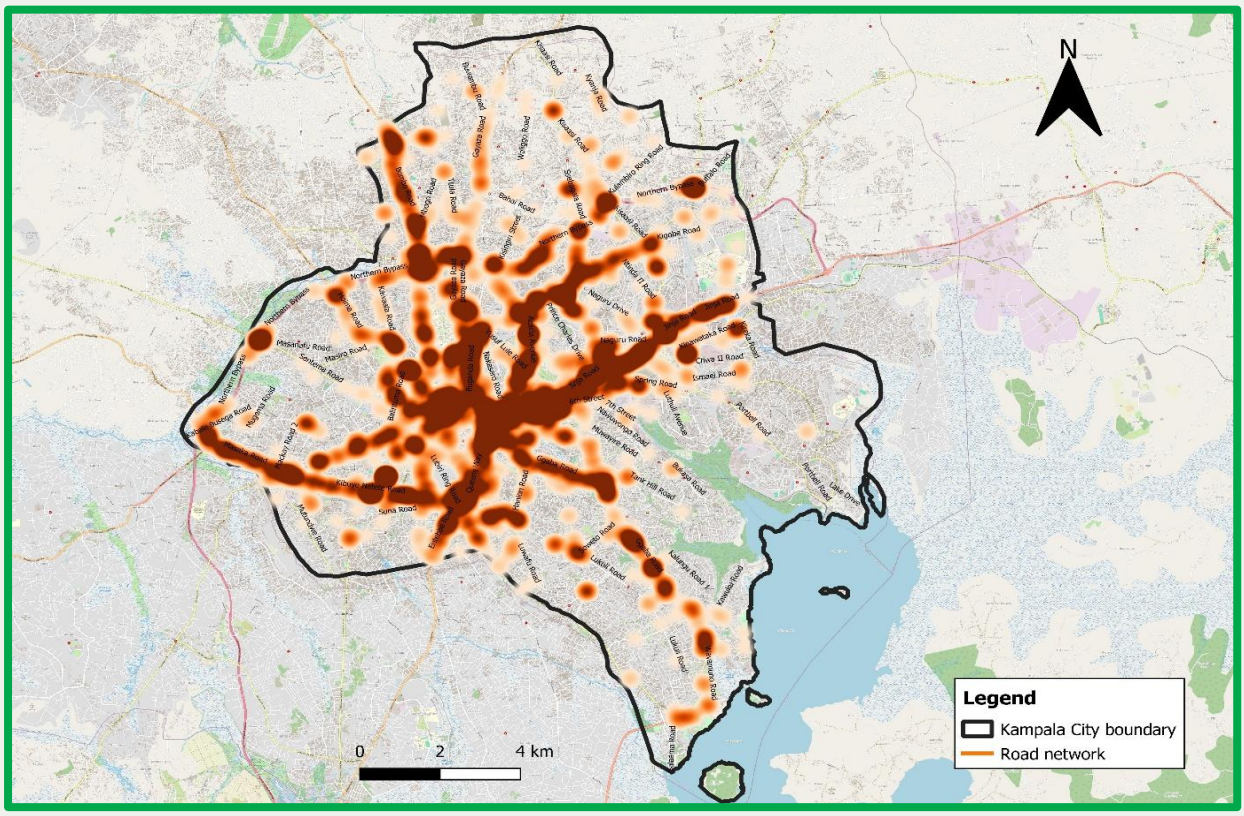
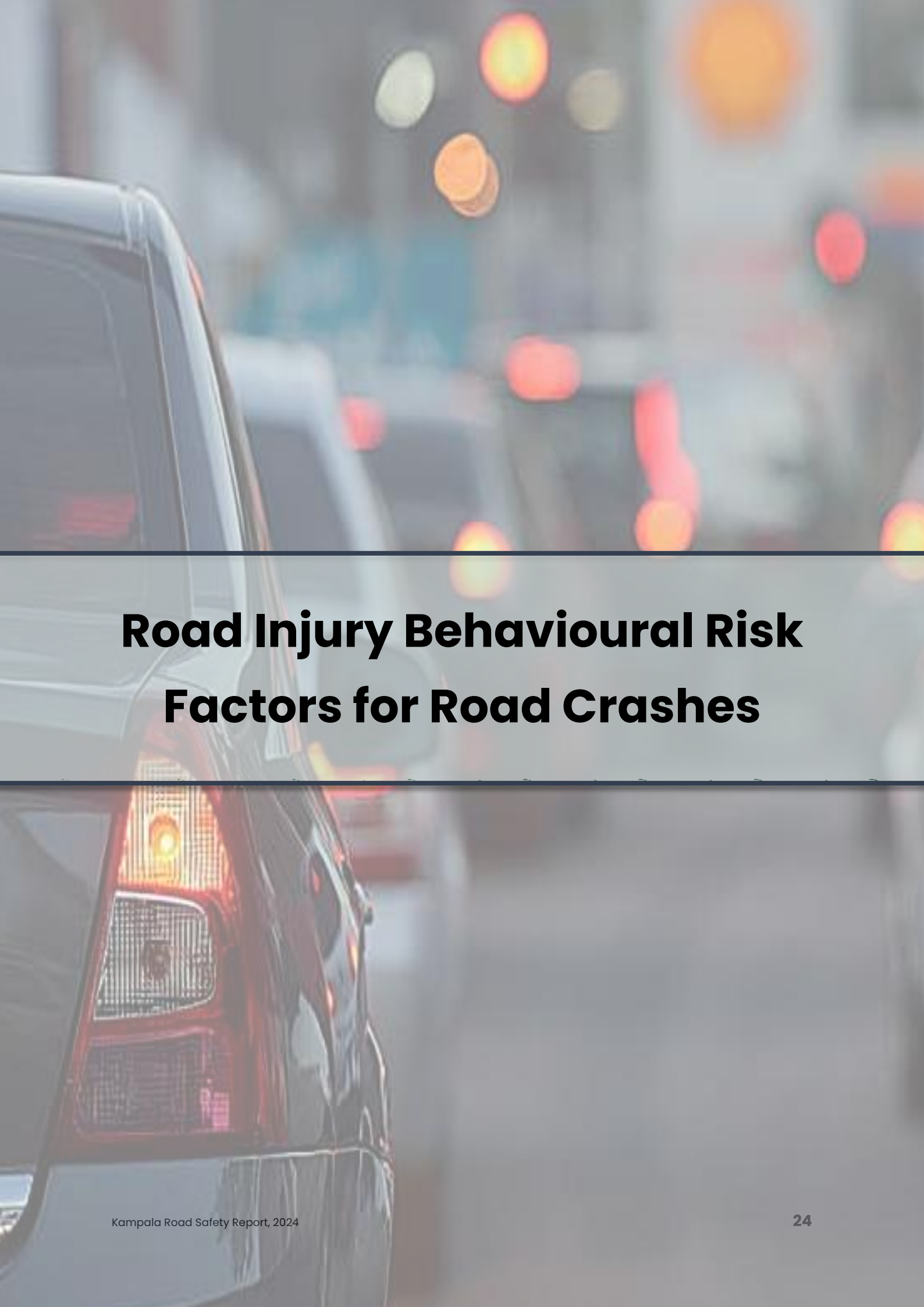


Table 5. Top 10 high-risk locations for motorcyclists fatal and serious injury crashes, 2022-2024

No	Name of intersection/junction/roundabout	No. of deaths and serious injuries
1	Jinja Road -Access Road intersection	48
2	Queen's Way	32
3	Kibuye Roundabout	27
4	Gayaza Road Roundabout	24
5	Hoima Road-Balintuma Road intersection	22
6	Spear Motors Traffic Lights Junction	22
7	Jinja Road-Lugogo Bypass intersection	20
8	Bwaise Roundabout	19
9	Nakivubo Street- Entebbe Road intersection	19
10	Wandegeya junction	18



Road Injury Behavioural Risk Factors for Road Crashes

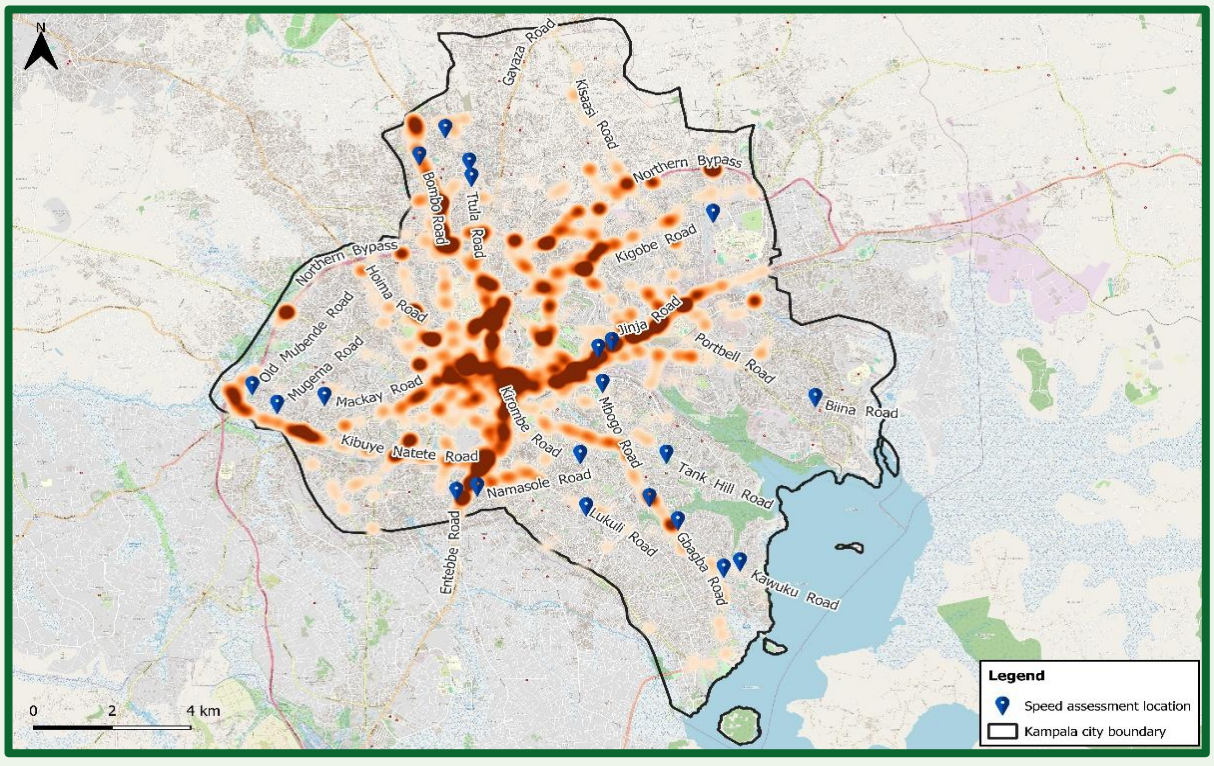
Background

As part of the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the Johns Hopkins International Injury Research Unit (JH-IIRU), in collaboration with Makerere University School of Public Health, conducts observational surveys on major roads, with a focus on speeding and helmet use. To date, nine rounds of these surveys have been completed.

Speeding

Analysis of speed observation sites and high-risk crash locations reveals a significant overlap between areas with high-speeding and locations with frequent severe crashes (Figure 18). This pattern suggests that excessive speed is a critical factor contributing to crash severity in these areas. Notably, corridors with persistent speeding issues also exhibit higher rates of fatal and serious injury crashes, reinforcing the need for targeted interventions. These findings highlight the importance of speed management strategies, including enhanced enforcement, improved road design, and public awareness campaigns to mitigate risk in these high-priority zones.

Figure 18. Speed observation sites and high-risk crash locations



In February 2025, the overall prevalence of speeding above the limit was 6% (Figure 19). As in the previous round, buses were the most frequently observed vehicles exceeding the posted speed limit (Figure 20).

Figure 19. Trends in speeding prevalence

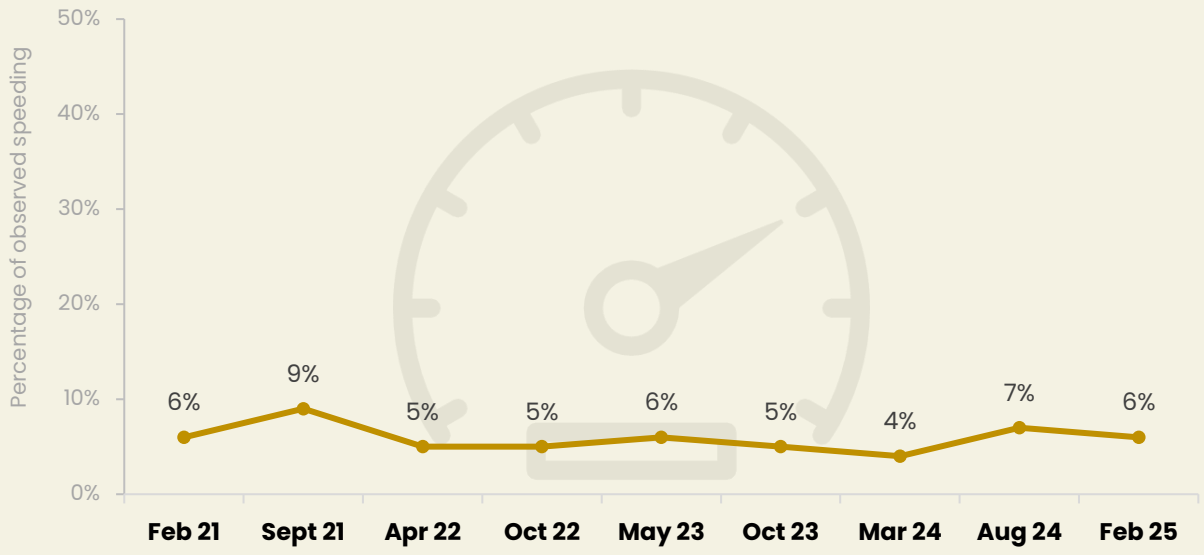
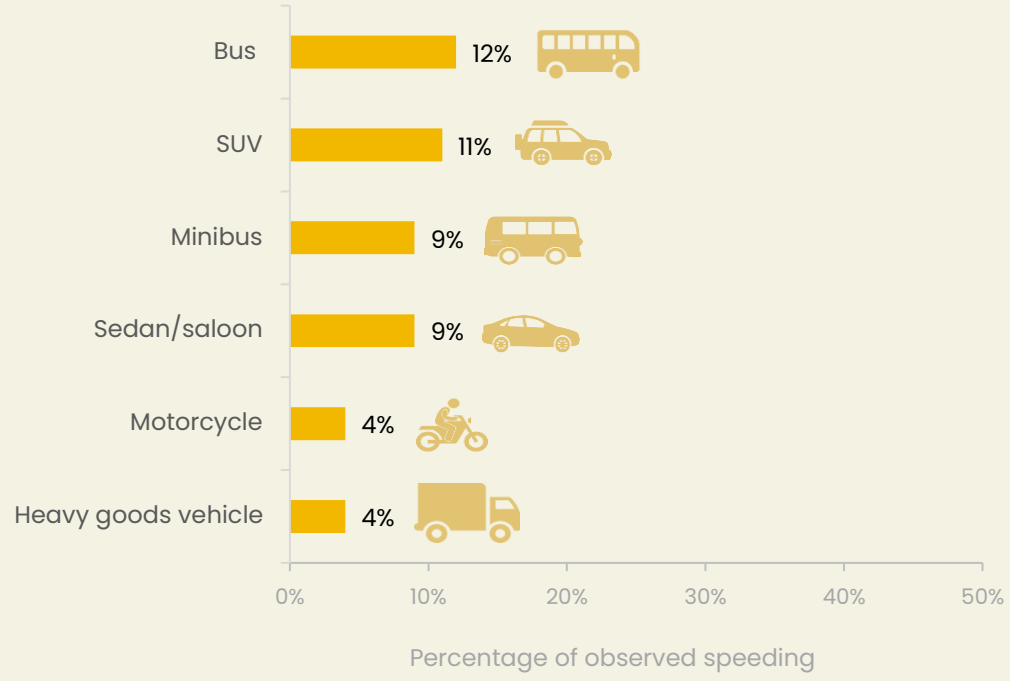


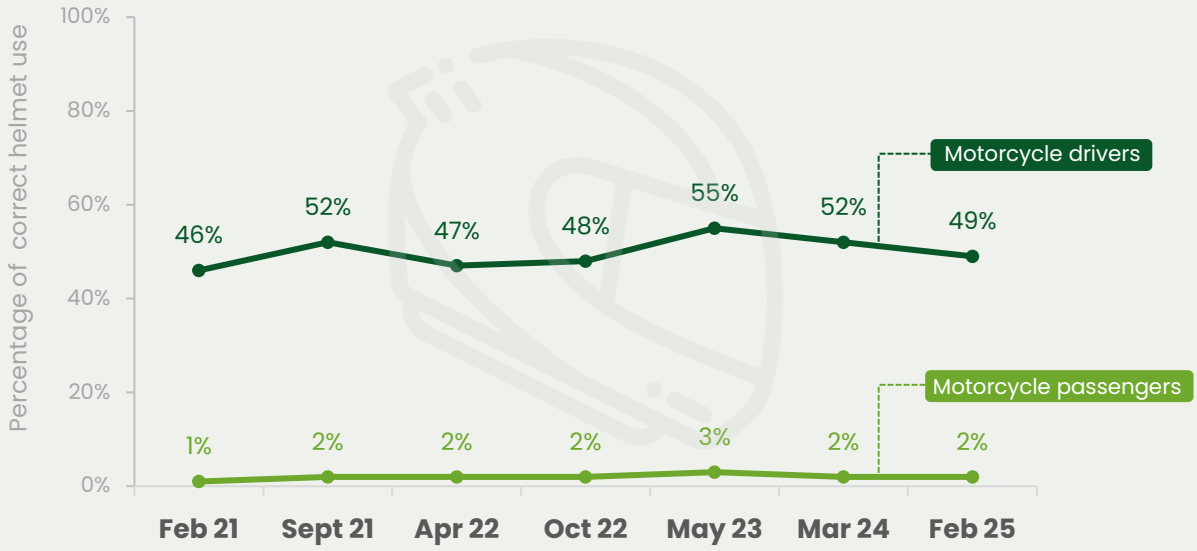
Figure 20. Prevalence of speeding by vehicle type, February 2025



Helmet use

Overall, 34% of motorcyclists were observed correctly wearing helmets in round seven (Feb 2025). Drivers correctly wore helmets more frequently than passengers (49% and 2% respectively) (Figure 21).

Figure 21. Correct helmet use among motorcycle drivers and passengers



According to the 2023 Global Status Report on Road Safety, motorcyclists and other powered two- and three-wheeled vehicle riders account for 30% of global road traffic deaths. Additionally, universal helmet laws have been shown to increase helmet use to over 90% and significantly reduce motorcycle-related deaths and injuries.

Selected Implemented Actions to Improve Road Safety

Road safety management, safer streets, and mobility

The Kampala Capital City Authority (KCCA), with support from the Government of Uganda (GOU), undertook painting and re-painting of road lane edges, medians, and pedestrian crossings across the city. This initiative aims to enhance pedestrian safety by improving the visibility of designated crossings while also guiding motorists on road boundaries.

A section of Nile Avenue Road with road markings

A section of the Archer Road with road markings

Additionally, in collaboration with the Japan International Cooperation Agency (JICA), efforts to upgrade and improve junctions continued throughout the reporting period. Progress was recorded at 20 junctions out of the planned 27. KCCA is converting its road junctions into signalized intersections to enhance road safety, optimize traffic flow, reduce congestion, minimize travel time, and support sustainable urban mobility.

These signalized junctions will feature the MODERATO traffic signals control system, enabling real-time traffic monitoring and adaptive signal control for dynamic adjustments based on current road conditions.

The newly upgraded Mulago signalized junction

As part of the same project, KCCA has also acquired a Traffic Control Centre (TCC), which, once operationalized, will centrally manage the signalized junctions and improve overall traffic coordination. These advancements will position Kampala as a leading city in smart traffic control systems within East Africa.

The newly constructed Kampala Traffic Control Center for KCCA

Speed Management Efforts Around School Zones

Over the past four years, the World Resources Institute (WRI) has collaborated with the Kampala Capital City Authority (KCCA) to assess and develop solutions aimed at enhancing safety around school zones. Since 2022, 20 schools in Kampala have been evaluated using iRAP's star rating system, with the majority receiving a safety rating of two stars or lower.

In response, KCCA, with support from the Government of Uganda (GOU), implemented a range of safety interventions, including the installation of raised pedestrian crossings, sidewalks at select locations, speed-calming measures, and accompanying signage and road markings. These enhancements were designed to improve pedestrian visibility at designated crossings while simultaneously reducing vehicle speeds.

WRI is assisting with pre- and post-intervention assessments for 11 of these schools to evaluate the effectiveness of these measures. KCCA's efforts in improving school zone safety, coupled with its engagement with partners such as WRI for monitoring, not only contribute to safer environments but also align with key recommendations from the newly adopted National Guide on the Establishment of Safe School Zones in Uganda. These initiatives represent significant steps towards scaling similar improvements to secondary cities across the country.

The school zone around Mbuya Church of Uganda Primary School

Post-improvement view of the school zone around Mbuya Church of Uganda Primary School.

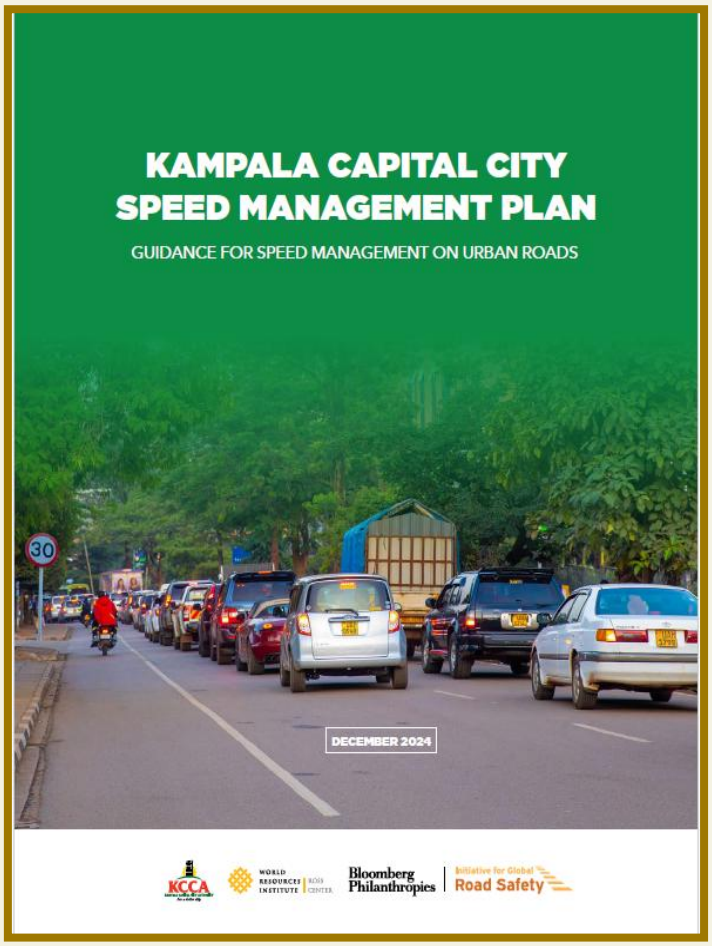
Road without walkways around a school zone in Naguru

Road with walkways around a school zone in Naguru

With support from the WRI under the Bloomberg Philanthropies Initiative for Global Road Safety, Kampala Capital City developed and published the City Speed Management Plan. This guide serves as a vital resource for improving road safety, reducing traffic-related injuries and fatalities, and enhancing overall urban liveability.

By offering evidence-based strategies for designing, setting, and enforcing safe speed limits, the plan equips city planners, engineers, and policymakers with the tools needed to implement effective speed control measures. These measures are designed to safeguard all road users, particularly pedestrians, cyclists, and motorcyclists, who are most vulnerable in traffic environments.

Additionally, the guide promotes the adoption of the Safe System approach, ensuring that Kampala's urban transport policies align with global best practices in road safety and sustainable mobility.



Road Safety Audit for 19.84km of Corridors Under the GKMA Project

In a joint effort between the Departments of Transport and Traffic Management, and Roads and Drainage, the Kampala Capital City Authority (KCCA) partnered with the World Resources Institute (WRI), under the Bloomberg Philanthropies Initiative for Global Road Safety, to conduct an independent road safety audit. This audit examined the detailed designs of 19.84km of corridors designated for improvement under the Greater Kampala Metropolitan Area Urban Development Program (GKMA Program), marking the first such assessment in the project's development.

During a May 2025 engagement with design consultants, KCCA, and the GKMA project team, WRI presented recommendations to enhance safety along these corridors. Road safety audits are essential for ensuring the protection of all road users, particularly vulnerable groups such as pedestrians and cyclists in urban areas. KCCA remains committed to integrating these audits at key stages of the road development process to strengthen safety measures and support sustainable mobility.

Road Safety Inspections on Three Corridors Under Rehabilitation

In February 2025, a road safety inspection was conducted on three corridors—Mabua Road, Kagera Road, and Clement Hill Road—that were undergoing maintenance, including resurfacing. These corridors fall within the Kampala Speed Management Zone, where resurfacing work could potentially lead to increased vehicle speeds exceeding 30 km/h.

The inspection report recommended key speed management interventions, including speed-calming measures and the installation of sidewalks, to enhance pedestrian safety and mitigate excessive speeding.

The highest speed that was recorded on a road under maintenance & partially open - 57kph (36mph). Justifying the need for self-enforcing speed calming to fit within the safe 30kph for roads where motorized traffic & pedestrians heavily mix.

Enforcement

This section highlights enforcement capacity-building initiatives carried out in 2024 to strengthen road safety enforcement and enhance policing strategies in Kampala. The training sessions, facilitated by GRSP trainers under BIGRS' capacity-building framework, were tailored to different levels of enforcement personnel.

Road Policing Leadership training was designed for senior officers, while speed enforcement and crash investigation trainings focused on field staff. These sessions covered key areas such as leadership, technical enforcement skills, investigative procedures, operational assessment, and intelligence-driven approaches.

A total of 190 road policing officers received targeted training, aimed at improving effectiveness, professionalism, and operational readiness within the Uganda Police Force's traffic and road safety directorate

Training and Capacity-Building Initiatives in 2024

1. Road Policing Leadership Training
   - Date: March 2024
   - Participants: 20
   - Objective: Strengthening leadership and decision-making skills among mid- and senior-level officers in road policing.

Key outcomes:
- Improved understanding of modern leadership principles.
- Enhanced command and control strategies for traffic enforcement.
- Development of operational plans tailored to road policing contexts.

2. Speed Enforcement Training – Session I
   - Date: March 2024
   - Participants: 35
   - Objective: Enhancing frontline officers' competencies in speed management and enforcement technologies.

Key Outcomes:
- Proficiency in operating laser-based speed detection equipment.
- Better understanding of speed-related legal frameworks.
- Improved roadside procedures and documentation standards.
-

3. Crash Investigations Training

- Date: July 2024
- Participants: 35
- Objective: Building technical expertise in crash scene analysis and reporting.

Key outcomes:

- Strengthened ability to preserve and process crash scenes.
- Enhanced skills in evidence collection, diagramming, and photography.
- Greater knowledge of causation analysis, contributing factors, and reporting protocols.

4. On-Site Inspection of Speed Enforcement Operations (KMP Regions)

- Date: August 2024
- Scope: All Kampala Metropolitan Police (KMP) regions
- Objective: Evaluating the practical implementation and effectiveness of speed enforcement operations.

Key observations:

- Variations in operational planning and enforcement activities across regions.
- Differences in equipment utilization among policing units.
- Identified need for a standardized deployment strategy and refresher training.

Recommendations:

- Implement and operationalize the SOP for enforcement across KMP.
- Establish monthly performance reviews for speed enforcement units.

5. Speed Enforcement Training – Session II

- Date: October 2024
- Participants: 35
- Objective: Expanding and reinforcing knowledge gained in the initial training.

Key Outcomes:

- Refresher on enforcement tools and deterrence strategies.
- Introduction of advanced speed monitoring data collection techniques.
- Modules on public/media engagement, judicial liaison, and legal support enhancement.

6. Intelligence-Led Policing Training

- Date: November 2024
- Participants: 35
- Objective: Introducing officers to intelligence-led policing (ILP) frameworks for strategic enforcement operations.

Key Outcomes:

- Integration of data analysis into operational planning.
- Improved identification of crime and crash hotspots.
- Strengthened inter-agency information sharing and threat assessment capabilities.

In conclusion, the capacity-building initiatives conducted in 2024 laid a strong foundation for professional, accountable, and intelligent road policing practices. Continued investment in training, oversight, and strategic alignment is essential to sustain these gains and further reduce road fatalities and enforcement gaps.

ASP Twebaze Edison (Head of Investigations) facilitating a session in crash investigations

Robert Susanj, GRSP Trainer, in a group photo of a speed enforcement training cohort

A practical training on speed/helmet enforcement

Communications

Kampala Capital City Authority (KCCA) convened a strategic communication planning meeting to guide the 2025 road safety mass media campaign. The session brought together stakeholders from government agencies, grantees, academia, and civil society organizations to discuss key priorities. Participants identified speeding as the main risk factor and explored collaborative strategies to enhance the campaign's effectiveness and outreach.

Group photo with the participants of the strategic communication planning meeting

As part of its broader initiative to position road safety as a public health priority, KCCA also hosted its second media training workshop, specifically designed for editors and journalists. The workshop emphasized the media's crucial role in shaping public discourse and influencing policy on road safety.

Held ahead of the release of the 2023 Kampala Road Safety Report, the workshop aimed to strengthen journalists' capacity for in-depth, evidence-based reporting. It introduced participants to the Safe System Approach and highlighted both global and locally relevant best practices to reduce traffic-related injuries and fatalities through impactful journalism.

A group photo of the second media training workshop

Road injury surveillance systems strengthening

Monitoring the electronic road crash data system update

In September 2023, the BIGRS surveillance technical team supported the Directorate of Traffic and Road Safety of the Uganda Police Force in implementing an electronic crash database in Kampala, aimed at enhancing the quality of crash documentation.

In 2024, an assessment was conducted to evaluate data quality and completeness. Key variables—including crash details (date, severity, and GPS coordinates) and victim information (sex, age, and injury severity)—were reviewed. The findings revealed notable improvements in documentation accuracy. For instance, approximately 98% of crash locations had recorded GPS coordinates, compared to 69% in 2023.

Despite these advancements, several challenges continue to impede the system's effective implementation:

- Disparities in definitions: The classification of crash severity and injury severity (fatal, serious/severe injury, and minor injury) does not fully align with global standards, such as those used by the World Health Organization. These inconsistencies result in misclassification, reducing data comparability and making it difficult to benchmark Uganda's road safety trends against international standards.
- Manpower gaps: Many police stations remain understaffed, requiring officers to balance crash data documentation and entry alongside enforcement duties, which affects both the accuracy and completeness of recorded information.
- Lack of equipment: Essential data collection tools, such as GPS devices, are scarce, forcing investigating officers to rely on personal mobile phones for geolocation documentation.
- Limited internet access: Some stations experience unreliable or intermittent connectivity, disrupting continuous data entry and access to the electronic database.

Extraction of 2024 crash data

In February 2024, ten field assistants underwent training in extracting crash data from police paper records and transferring it into a digital tool. The two-day training, facilitated by Stellah Namatovu, BIGRS Surveillance Coordinator, equipped the assistants with the necessary skills for efficient data handling. Following the training, the field assistants successfully extracted crash data from approximately 6,000 reports across nine police stations in Kampala.

Field assistants reviewing the Traffic Accident Register (TAR) as part of the data extraction process.

The field assistants at Central Police Station (CPS) with Stellah Namatovu, BIGRS Surveillance Coordinator

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3. (UPF), U.P.F., *Annual Crime Report 2024* 2025.
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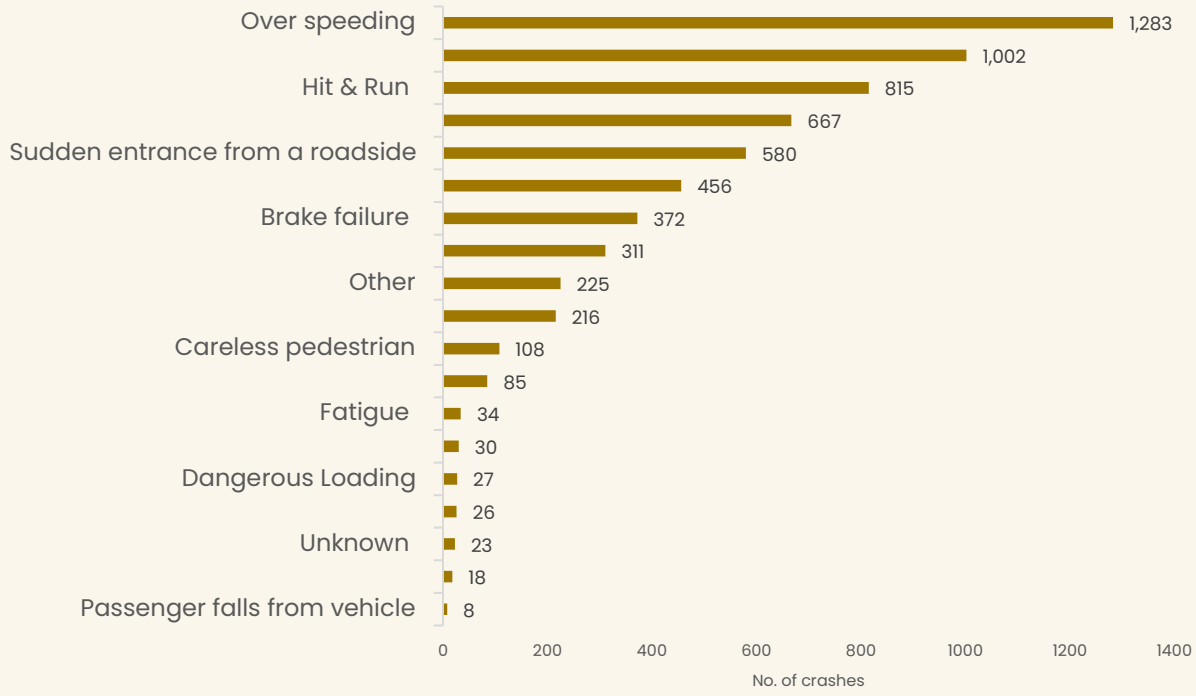
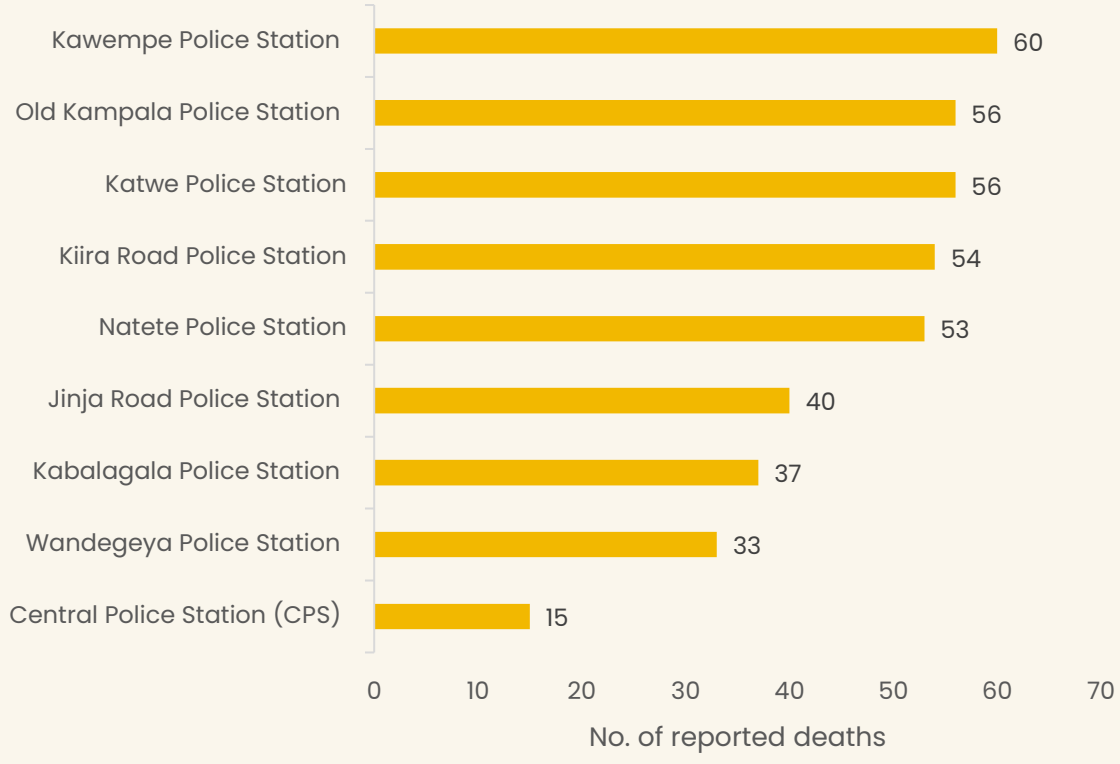
Appendix

Suspected reported causes of crashes, 2024



Fatalities reported by the different police stations in 2024

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